



BOARD OF DIRECTORS 2024

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EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting

December 5, 2024, **Earlier start time: 4:30 pm**

San Mateo County Transportation Authority

Bacciocco Auditorium, 2nd Floor

1250 San Carlos Avenue, San Carlos, CA 94070

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

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

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

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

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

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

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

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

Thursday, December 5, 2024

Earlier start time: 4:30 pm

1. Call to Order
2. Roll Call/Pledge of Allegiance
3. Legislative Update Informational
4. 2025 Draft Legislative Program Informational
5. Report from Closed Session at November 7 Board Meeting
 - 5.a. Closed Session: 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
6. Public Comment for Items Not on the Agenda
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
7. Report of the Community Advisory Committee Informational
8. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 8.a. Approval of Minutes of the Board of Directors Meeting of November 7, 2024 Motion
 - 8.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2024 Motion

- | | |
|--|---------------|
| 8.c. Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2025 | Motion |
| 9. Report of the Chair | Informational |
| 10. San Mateo County Transit District Liaison Report | Informational |
| 11. Joint Powers Board Liaison Report | Informational |
| 12. Report of the Executive Director | Informational |
| 13. Program | |
| 13.a. Adopting the Strategic Plan 2025-2029 and Amending the Fiscal Year 2025 Budget from \$189,035,418 to \$191,035,418 to Fund Technical Assistance Program | Resolution |
| 13.b. Programming and Allocating \$24,676,944 for the Cycle 7 Pedestrian and Bicycle Program Call for Projects and \$2,183,325 for the Cycle 2 Alternative Congestion Relief/Transportation Demand Management Call for Projects | Resolution |
| 14. Finance | |
| 14.a. Acceptance of the Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2024 | Motion |
| 14.b. Awarding a Contract to Bortolussi & Watkin, Inc. for the Landscaping Construction of the US 101/Broadway Interchange Project for a Grand Total Bid Price of \$1,145,159 | Resolution |
| 15. Requests from the Authority | |
| 16. Written Communications to the Authority | Informational |
| 17. Date/Time of Next Regular Meeting - Thursday, January 9, 2025, 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> | |
| 18. Report of Legal Counsel | |
| 19. 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
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Emily Beach, Chief Communications Officer
Subject: **Legislative Update**

Action

Staff proposes the Board receive the attached federal, state, and regional 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 specify 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
November 18, 2024

Both the House and Senate have returned to Washington, DC following the elections. While the final totals are still being tallied, Republicans will have control of the House, Senate, and White House starting in 2025. In our local elections, Adam Schiff won the Senate seat – both to complete the Feinstein/Butler term and for a new six-year term starting in 2025 – and former Mayor of San Jose, Sam Liccardo will replace Anna Eshoo in the House.

While both the House and Senate have been occupied with internal leadership elections and the House rules package – Republicans voted last week and Democrats will vote this week – there has not been any movement on resolving the outstanding FY 2025 appropriations bills or any other of the “must-pass” legislation, i.e. NDAA and disaster funding.

Recall, the House and Senate appropriations committees are about \$90 billion apart in terms of top-level spending numbers. Basically, the House appropriated at a level below the FY 2025 cap outlined in the Fiscal Responsibility Act (FRA); the Senate appropriated above that number. For reference, the FRA capped total base discretionary spending at \$1.606 trillion for FY 2025, 1 percent above the FY 2024 caps, with defense spending capped at \$895 billion and nondefense spending capped at \$711 billion.

The federal government is currently running under a Continuing Resolution (CR) that will expire on December 20, and here have been several reports that Speaker Johnson wants to pass an additional CR into next March. Neither the Senate nor the Administration have weighed in on that proposal. If anything is going to happen, however, on resolving the FY 2025 bills this year, Congress would likely need to resolve the spending level issue by the end of the November. We will keep the Board posted.

Recall, Rep. Mullin sponsored a \$3 million earmark in the House THUD appropriations bill for the Broadway Grade Separation project. We will continue to monitor that funding as the process move forward.

Earlier today, the Office of Management and Budget (OMB) submitted a \$98 billion disaster supplemental request to cover damage from Hurricanes Helen and Milton; this request would also clear the backlog of funding for other pending disaster requests.

President-elect Trump announced his nomination of former Congressman Sean Duffy (R-WI) to be Secretary of Transportation. No hearings have been scheduled yet.

Last month, the 84/101 Interchange Reimagined Project received \$105 million from the FY25-26 combined INFRA program. As we work with Caltrans and FHWA to draw down these funds, we will need to work with both to obligate the funding quickly and protect it from a potential future rescission. The next administration will be looking for any unspent dollars to fund other priorities, and large unobligated balances will be targets. Staff is already working with Caltrans and we have identified this funding to Senator Padilla’s office and OST staff to monitor as the DOT process finishes. We will work on this together closely with TA staff.

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

Kadesh & Associates, LLC

Lastly, DOT plans to “empty the cupboard” on remaining grant opportunities. We continue to monitor two pending grant applications; a TA Reconnecting Communities grant application, and a Railroad Crossing Elimination application submitted by the City of Burlingame for the Broadway Grade Separation project (the TA is a funding partner and helped develop the grant application). We expect both announcements in December. We will continue working with the Biden DOT for as long as possible as these grant awards are determined and will keep you posted on grant timing and additional announcements.



November 21, 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 – November 2024**

General Update

At the time of this writing, approximately 350,000 ballots remain to be counted in the 2024 General Election in California. Despite significant gains for Republicans nationally and in a handful of California state legislative races (some which remain too close to call), Democrats will continue to enjoy decisive supermajorities in both the Assembly, where they are projected to hold 60 of 80 seats, and the Senate, where the majority will likely stand at 31 of the 40 total seats. In a historic first, women are poised to constitute a majority of California State Senate (22 of 40 seats), as well as both the Senate Democratic (16 of 31 members) and Republican (6 of 9 members) caucuses. The Assembly will also be close to gender parity, with 36 women serving as Assemblymembers.

The juxtaposition of a Trump White House and Governor Newsom at the helm in California will make for an uncertain environment in Sacramento across numerous policy and fiscal areas. Immediate concerns include federal funding for state priorities, but the areas of potential policy disputes between California and the incoming administration are broad. The Governor called a special session of the Legislature, to begin in early December, to provide funding for the California Department of Justice for anticipated litigation costs related to the challenging Trump Administrative actions, or to defend against litigation and other federal enforcement actions against California.

Governor Newsom also traveled to Washington DC, where he lobbied to secure outstanding funding requests to the Federal Emergency Management Agency, including \$5.2 billion in state and local coronavirus relief spending, two pending health waivers, eight pending Environmental Protection Agency waivers related to fuel standards, and disbursement of \$6 billion for California rail projects.

New Legislators Statewide and in San Mateo County

There will only be one new member of the San Mateo County state legislative delegation, with Catherine Stefani of the San Francisco Board of Supervisors leading in the race to replace Assemblymember Ting, but the broad changes in the Legislature will require a concerted effort to engage and educate new members with oversight of transportation funding and policy in 2025.

Over a quarter of California's 120 state legislators will be new to their offices during the 2025-2026 legislative session. The anticipated roster of new members includes 11 new Senators—most with prior legislative experience—and 22 new Assemblymembers. Two additional Senators and one Assemblymember were elected to other offices in November, which will bring the total number of new members to 36. Significant changes in policy committee leadership will also take place, as the chairs of 10 standing committees will not be returning to the Legislature in December.

Mixed Outcomes for State Ballot Measures

Voters approved \$20 billion in General Obligation bonds for school facilities and climate and natural resources purposes, but efforts to reduce voter approval thresholds for local bond measures failed. While un-enforceable language restricting same-sex marriage was stricken from the California constitution with the passage of Proposition 3, other measures with a progressive outlook failed to pass, and voters approved a major roll-back of recent criminal justice reforms by a wide margin. At the local and regional level, there were also mixed results for transportation funding, with tax measures passing in Napa and Madera counties, and failing in Placer, San Diego and San Francisco counties.

		<i>Proposition Title</i>	<i>Yes Votes</i>	<i>%</i>	<i>No Votes</i>	<i>%</i>
Yes	2	Bonds for Public School and College Facilities	8,636,533	58.6%	6,106,510	41.4%
Yes	3	Constitutional Right to Marriage	9,300,066	62.6%	5,545,567	37.4%
Yes	4	Bonds for Water, Wildfire, and Climate Risks	8,856,032	59.7%	5,978,532	40.3%
No	5	Bonds for Affordable Housing and Infrastructure	6,583,048	44.9%	8,062,584	55.1%
No	6	Eliminates Forcing Inmates to Work	6,755,762	46.7%	7,717,043	53.3%
No	32	Raises Minimum Wage	7,307,998	49.2%	7,533,075	50.8%
No	33	Local Government Residential Rent Control	5,842,305	39.9%	8,806,063	60.1%
Yes	34	Restricts Spending of Prescription Revenues	7,218,010	50.8%	6,984,311	49.2%
Yes	35	Provides Permanent Funding for Medi-Cal	9,907,253	67.9%	4,692,746	32.1%
Yes	36	Increased Sentencing for Certain Drug and Theft Crimes	10,100,758	68.5%	4,651,359	31.5%

State Revenues Exceed Projections – Deficits on the Horizon

According to the November Bulletin from the Department of Finance, state revenues for the 2024-25 fiscal year through October are \$5.3 billion over budget estimates, driven by strength in personal income tax (12.7% above forecasts) and corporation tax (33.3% above forecasts). While sales tax revenues lagged 2.3% below forecasts, this revenue was partially offset by strong interest earnings from the state’s large cash balances.

While positive, these trends unfortunately may not culminate in a projected surplus when Governor Newsom presents his proposed state budget by January 10. The Legislative Analyst’s Office has opined

that the 2024-25 budget is roughly balanced, but that there is no capacity for new commitments, as their analysis suggests that the state faces operating deficits in the years to come.

Other budget watchers have highlighted that much of the additional revenue to date is already spoken for in the state budget due to Proposition 98 funding guarantees for education, future unfunded costs in multiyear budget projections, and increased expenditures in health and human services programs. Other significant cost drivers include unbudgeted costs from ballot measures approved by the voters and cost-savings measures included in the FY 2024-25 budget that may fail to materialize.

CalSTA Releases Draft Actions for Climate Action Plan for Transportation Infrastructure Update

The California State Transportation Agency (CalSTA) released more information on its [draft actions](#) for updating the Climate Action Plan for Transportation Infrastructure (CAPTI) on November 1 with public comments due on December 13. Adopted pursuant to Governor Newsom's 2019 climate change executive order, the CAPTI is a set of policies that aim to align the funding decisions in discretionary state transportation funding sources with statewide goals to reduce greenhouse gas (GHG) emissions.

The draft actions fall into four categories, listed below, and build on previous information presented during workshops in September.

- Transforming the Future of the State Highway System
- Reducing GHG Impacts of Transportation Investments
- Delivering Equitable Outcomes
- Improving Transparency and Accountability

One particularly controversial recommended action is to “codify CAPTI Guiding Principles in statute to ensure continuation of CAPTI in future administrations.” Former Assembly Transportation Committee Chair Friedman carried similar legislation, which was ultimately vetoed by Governor Newsom after several statewide transportation and local government groups had negotiated amendments to remove their opposition. With the direct involvement of the Administration in advancing the proposal, the outcome could be different this time around.

Other action items of interest to the TA include further reducing VMT associated with the Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) through guideline changes that would affect project eligibility and project competitiveness. The recommended actions include updating TCEP guidelines to state that goods movement projects that mitigate their passenger VMT impacts are more competitive for funding and updating SCCP guidelines to require projects to be VMT neutral. Both changes could have significant implications for funding goods movement and managed lanes projects.

Key Transportation Policy Issues in 2025

In addition to the Administration's ongoing work to implement the Climate Action Plan for Transportation Infrastructure, several other issues at the intersection of climate and transportation policy will attract significant attention in the state capitol in 2025, including:

- **Cap-and-Trade Reauthorization.** The Newsom Administration and Legislature are seeking to extend the 2030 sunset for California's cap-and-trade program in 2025. Cap and Trade sets a statewide limit on sources responsible for 85 percent of California's GHG emissions and

establishes a price signal to drive long-term investment in cleaner fuels and more efficient use of energy. The program has reduced emissions by 109.2 million metric tons and generated \$28 billion from auction proceeds, of which 65% is continuously appropriated to the following programs:

- California High-Speed Rail (25%)
- Affordable Housing and Sustainable Communities (20%)
- Transit and Intercity Rail Capitol Program (10%)
- Low Carbon Transit Operations Program (5%)
- Safe and Affordable Drinking Water (5%)

In addition to the parameters for extending the program, the term of the extension, and whether the program could support future bonding versus the current pay-as-you go framework, the debate will likely include the expenditure plan – funding levels for existing programs and the potential to authorize new programs.

- **Vehicle Miles Travelled (VMT) Mitigation Requirements.** SB 743 (Steinberg, 2013) requires transportation and other development projects to analyze and mitigate to the extent feasible vehicles miles traveled (VMT) resulting from a project. As SB 743 implementation proceeds, lead agencies are seeing transportation project costs balloon, with mitigation sometimes exceeding 100% of the original project cost. Regional agencies and sales tax counties are increasingly concerned about their ability to deliver on their promises made to voters and other important projects to advance their regional transportation plans and sustainable communities strategies.
- **Future-Proofing Transportation Funding.** The California Transportation Commission (CTC) is poised to release a transportation needs assessment that estimates that gas tax revenues will decline by \$31.3 billion over the next ten years as the vehicle fleet transitions to zero emissions. Transportation industry organizations have separately commissioned an independent study to research all viable future transportation options for replacing the gas tax. This study will be completed in December 2024 and, along with the CTC report, will likely be the subject of hearings and potential legislation in 2025.

Brown Act Remote Participation Legislation to Return in 2025

Local and regional agencies continue to advocate for flexibility in state law for remote participation in Brown Act meetings, particularly for advisory bodies. The current flexibilities authorized in statute when specified public health and safety issues are present expire January 1, 2025. The “just cause” provisions of AB 2449 (Rubio, 2022) will expire on January 1, 2026. This law allows members of Brown Act bodies who need to participate remotely for family childcare or caregiving needs, contagious illness, a disability that is not accommodated, or official travel, to do so by providing notice to the local agency. Politico Group anticipates that legislation to extend this authority will be introduced by local government stakeholders in 2025, as will another attempt at providing a general authorization for remote participation in meetings of advisory bodies following the failure of AB 817 (Pacheco) in 2024.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Emily Beach, Chief Communications Officer
Subject: **2025 Draft Legislative Program**

Action

Staff proposes the Board receive the attached 2025 Draft Legislative Program for the San Mateo County Transportation Authority.

Significance

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2025 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2025 calendar year, including the first half of the 2025-26 State Legislative Session and first session of the 119th Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2025 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's projects, programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve safe and quality transportation choices, and better incorporate Transportation Authority programs as well as SamTrans and other transit provider services with other agencies in the Bay Area.

Advocacy Process

Staff will indicate on each monthly legislative update to the Board recommended positions for pending bills or policy initiatives. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entities (such as the bill author, relevant legislative committees, agencies, or stakeholders).

If legislation falls outside of the scope of the Board’s adopted Legislative Program, Board approval will be required prior to the Agency taking a position. In rare circumstances, should a position on a bill or legislation fall outside the scope of the Board’s adopted Legislative Program and be needed in advance of a Board meeting, staff will confer with the Board Chair.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2025 Legislative Program, including:

Direct Engagement

Engage policymakers directly, sponsor or support legislation, submit correspondence and provide public testimony that communicates and advances the Agency’s legislative priorities and positions.

Coalition-based Engagement

Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.

Media Engagement

Build public awareness and communicate the Agency’s legislative priorities by issuing press releases, organizing media events, and through the use of social media.

Budget Impact

There is no impact on the budget.

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

San Mateo County Transportation Authority 2025 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2025 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2025 calendar year, including the ~~second~~ first half of the 2025-246 State Legislative Session and ~~second~~ first session of the 1189th Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments. ~~The program is in alignment with existing Board-adopted policies and procedures. Expansion of the program beyond those adopted policies and procedures would require Board approval.~~

Objectives

The 2025 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's projects, programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve safe and quality transportation choices, and better incorporate Transportation Authority programs as well as SamTrans and other transit provider services with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory, Legislative, and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update **to the Board** recommended positions for pending bills **or policy initiatives**. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entities (such as the bill author, **relevant legislative committees** agencies, or **stakeholderscoalition**). ~~In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair.~~ If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position. **In rare circumstances, should a position on a bill or legislation fall outside the scope of the Board's adopted Legislative Program and be needed in advance of a Board meeting, staff will confer with the Board Chair.**

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2025 Legislative Program, including:

- Direct Engagement
Engage policymakers directly, sponsor or support legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

State and Regional	
Funding Opportunities and Challenges	
Issue / Background	Strategy
<p>General Funding Transit and transportation agencies continue to suffer from a loss of ridership and revenue as a result of the COVID-19 pandemic and widespread work from home policies. The TA provides funds to both SamTrans and Caltrain. SamTrans is fortunate to be a leader in ridership recovery at over 8094% of pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Caltrain is struggling to recover with ridership in the mid 305% of pre-pandemic levels. Additional funding is needed to mitigate the pandemic and work from home policies’ impact on transit and transportation agencies.</p> <p>In 2023, the state budget saw a significant decline in the funding allocation to transportation. The state allowed for flexibility to redirect capital funding to operations.</p> <p>The state significantly reduced its one-time General Fund investments in multimodal transportation infrastructure in FY 2023-24 and FY 2024-25, specifically for active transportation, highways to boulevards, and grade separation programs. While this one-time General Fund investment was laudable, the state has not traditionally supported transportation infrastructure outside of special funds, which are also insufficient to meet demand.</p>	<ul style="list-style-type: none"> ● Advocate, along with coalitions, for additional resources to secure sustainable state funding for transit systems and work to ensure committed funds materialize in the FY 2025-256 State Budget. ● Support funding opportunities that will help Agency sponsored and/or funded projects move through the different stages of planning, environmental, and construction phases. ● Protect against the elimination or diversion of any State or regional funds that support the Agency’s transportation needs. ● Support state funding allocation requests for investments that benefit the Agency’s transportation programs, and services, and projects the Agency is investing in. ● Work with project sponsors, the legislative delegation, regional agencies, transit systems, and transit associations to identify and advance opportunities for funding that would support the Agency’s transportation priorities. ● Support full and timely allocation of the Agency’s State Transportation Improvement Program (STIP) share. ● Monitor efforts to convert from the gas tax to a more sustainable, predictable, and environmentally responsible funding source for the County’s local streets and roads, highways, transit systems, and active transportation networks. ● Future funding tools that convert or supplement the gas tax should continue to support existing multimodal state funding programs, including SB 1 competitive grant programs, and existing eligible uses. ● Support efforts to provide funding for the deployment of zero-emission transit vehicles and infrastructure.

<p>In the Bay area, the Metropolitan Transportation Commission (MTC) is redirecting all non-BART discretionary capital funding to operations for agencies facing significant fiscal cliffs. This leaves capital projects with limited funding resources and only a short-term solution for agencies facing fiscal cliffs.</p>	
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). The program has generated billions of dollars, particularly for high-speed rail, passenger rail and transit capital and operating needs. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 % of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030. It is expected that the Legislature and the Governor may pursue an extension of the program in 2025.</p> <p>The programs require a certain percentage of funds be expended in state defined “equity priority communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> ● Monitor Support efforts to extend the Cap-and-Trade Program beyond 2030 and monitor any impacts to the current 2030 sunset date and extension conversations will have on upcoming Transit and Intercity Rail Capital Program (TIRCP) cycles and other transportation programs the 2030 date will have on upcoming TIRCP cycles. ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support projects the Agency is undertaking and/or investing in. the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Support efforts to further extend the program. ● Protect existing cap-and-trade appropriations for transit operations, capital projects, and sustainable communities’ strategy implementation. ● Support efforts to revise the State’s definition on “equity priority communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.

<p>Voter Thresholds In November 2024, California voters will consider Proposition 5 (a legislatively qualified initiative) which would reduce the voter threshold to 55 percent for local bonds for affordable housing and public infrastructure. ACA 1 will appear on the November General Election ballot and ask voters to lower the vote threshold to fund public works projects, including transportation, from two-thirds to 55 percent.</p> <p>There is also an effort, sponsored by the California Business Roundtable, to try and increase the voter threshold for certain taxes and make it harder to raise state and local revenue.</p>	<ul style="list-style-type: none"> ● Monitor ACA 1 and other local initiatives around the state related to revenue generation as they head to the November 2024 Ballot. ● Support any additional efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation supported projects or programs. Monitor efforts to use the initiative process to place measures on the ballot with lower voter thresholds. ● Monitor and potentially oppose any efforts to amend the State Constitution to increase the voter threshold required for the State or city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, operations and projects that will support ridership recovery and growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>The Metropolitan Transportation Commission (MTC) is working to coordinate funding advocacy from Bay Area transportation agencies. Significant funding flows through MTC on a discretionary basis.</p> <p>In 2014, the Federal Aviation Administration (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to</p>	<ul style="list-style-type: none"> ● Participate in state and regional efforts to establish authorizing legislation for a regional funding measure and ensure San Mateo County transit and transportation agencies receive equitable sufficient operating and capital support. ● Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. ● Support innovative local and regional funding options that will provide financial support for the Agency and sister agencies. ● Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. ● Advocate for funding sources that would assist transit agencies and other local jurisdictions in obtaining funds for sustainability initiatives including sea level rise mitigation that protects transportation, water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. ● Support funding for workforce development, retention, and housing to attract and retain quality personnel. ● Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.

<p>control their general application sales tax measures. The State of California has been active in addressing this issue. While the FAA has been directed to postpone enforcement by recent appropriation bills, the agency has found that California has not submitted documentation on the use of state and local aviation fuel tax receipts.</p>	
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the state and regional levels to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing and enable higher density housing projects near transit stations. • Advocate for solutions that appropriately match decision making authority with funding (i.e. – an agency should not be financially penalized for decisions that are outside the authority of the agency). • Advocate where necessary for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.
<p>Transportation Projects</p>	
<p>General Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains far below pre-pandemic levels for some Bay Area agencies, all agencies are working to bring riders back to transit. We are already seeing highways, local streets and roads becoming heavily congested. Despite the pandemic, In addition, the demand for housing with easy access to public transit continues to grow.</p>	<ul style="list-style-type: none"> • Work with state delegation members, as well as local, regional, and state coalitions to support state and federal funding requests for Agency projects and programs for our partner transit agencies, such as SamTrans and Caltrain electrification projects, that provide complementary services for the Agency and local jurisdictions that sponsor projects the Agency invests in. • Support efforts of local jurisdictions, SamTrans and Caltrain to complete their electrification and other critical infrastructure projects. • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for equitable transportation and mobility in the Bay Area.
<p>101 Managed Lanes and Multimodal Projects There are several managed and express lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the</p>	<ul style="list-style-type: none"> • Support policies and projects aimed at improving safety and encouraging the use of multimodal transportation throughout San Mateo County. • Advocate for a regulatory and legislative environment that supports the efficient delivery of funded and approved managed and express lane projects.

<p>101/92 Interchange Area Improvement and Direct Connector projects. Phase 1 is currently operational, and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in 2024. The 101/92 Area Improvement project is construction ready and the Direct Connect project started environmental efforts in 2023/24. The Agency also funds several multimodal projects across the County.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help Agency sponsored and/or funded projects move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Participate in future workshops held by the California Transportation Commission to ensure eligibility for all projects. • Support funding and regulations that complement the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) adopted 101 equity program.
<p>Transit-Oriented Development (TOD)/ First and Last Mile First and last mile projects, as well as TODs, are an important part of the broad transportation ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters people with easy and convenient options to travel to and from major transit centers to their destination. • Support the development of new, innovative, and equitable first and last mile options. • Support increased funding opportunities for first and last mile projects. • Support transit-oriented development policies that promote collaboration with transit agencies to maximize the benefit of the TOD.
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, rolling, biking, riding transit and driving when crossing the railroad, and help to relieve congestion on local streets. With the average grade separation costs continuing to grow, over \$200 million, there remains limited federal, state and local resources to help finance these projects.</p> <p>The FY 2024-25 state budget cut \$300 million from one-time General Fund investments into grade separation programs and projects, with direction to the executive branch to come up with a funding plan to fully restore these cuts.</p>	<ul style="list-style-type: none"> • Advocate for the preservation of previously awarded funding as well as additional funding and policies to support grade separation projects.

<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support policies that encourage the use of TDM and efforts that provide more TDM tools and funding opportunities.
<p>Legislative, Regulatory and Administrative Issues</p>	
<p>General Every year, lawmakers pursue a variety of legislation or regulatory actions that could affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p> <p>The Agency is moving forward with sponsoring multiple projects and funding small- and large-scale projects sponsored by local jurisdictions. Each of these types of projects face different regulatory and funding hurdles.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency, and facilitate the conversion of general-purpose lanes to toll lanes. • Advocate for a regulatory and legislative environment that supports the efficient delivery of projects. Work towards the elimination of any unjustified, outdated and/or overly burdensome regulations or restrictions on the Agency’s ability to protect, retain, and develop Agency owned property, and conduct efficient transportation operations, administration, planning, and project delivery efforts. • Oppose efforts to impose unjustified and/or overly burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Engage with MTC, the Legislature, and stakeholders on policies related to regional coordination. • Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs. • Support efforts that assist the Agency in its efforts to recruit and retain employees. • Advocate for a regulatory and legislative environment that helps with the efficient delivery of projects.
<p>California Environmental Quality Act (CEQA) San Mateo County has experienced an acceleration of frequent impacts on its infrastructure due to climate change. Existing law provides a series of statutory exemptions for transit and active</p>	<ul style="list-style-type: none"> • Monitor the implementation and opportunities related to CEQA and permit streamlining to expedite project delivery, particularly for climate resilient projects.

<p>transportation projects under CEQA through 2030. In 2023, the legislature enacted a comprehensive package to shorten the administrative and judicial review process and agencies are beginning to take advantage of the new statutes.</p> <p>The Legislature continues to explore how to accelerate the delivery of infrastructure projects through permit streamlining and other regulatory and statutory changes.</p>	
<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. The most recent Plan Bay Area 2050 was adopted in 2021 and MTC is currently working on an update to Plan Bay Area 2050+.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning. • Support efforts to provide ensure transit agencies are eligible for climate resiliency program funding. • Support efforts to prioritize San Mateo County projects in Plan Bay Area.
<p>Climate Action Plan for Transportation Infrastructure (CAPTI) In prioritizing environmental sustainability in transportation. In 2021 CalSTA adopted CAPTI, which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. In 2021</p>	<ul style="list-style-type: none"> • Work to ensure state and federal funds are made available to achieve the transportation and transit goals outlined in CAPTI. • Engage in the State’s effort to address the transit-specific goals outlined in the executive orders. • Protect transit and transportation agencies and projects from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects or highway projects that facilitate multimodal options).

<p>the California State Transportation Agency (CalSTA) adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CalSTA is in the middle of a public process to gather stakeholder feedback on new or revised action ideas and other updates to CAPTI. A final updated CAPTI is anticipated in late 2024.</p>	<ul style="list-style-type: none"> • Work to ensure state regulations related to the reduction of greenhouse gas emissions (GHG) and the implementation of CAPTI align with the goals of The Agency.
<p>Brown Act In response to the COVID-19 pandemic, Governor Newsom issued emergency orders that included suspending many of the Brown Act requirements for remote participation in public meetings, such as requiring teleconference locations to be disclosed, and making all teleconference locations open and accessible to the public. Multiple bills addressed the Brown Act in the last legislative session that aimed to incorporate the ability to meet remotely with conditions into Brown Act meetings moving forward. Significant issues, such as allowing citizen committee members to meet virtually, remain. All Brown Act meetings must now be held in person with some modest accommodations for those who cannot attend.</p>	<ul style="list-style-type: none"> • Evaluate legislation that makes additional changes to the Brown Act. • Support changes that would do one or more of the following: <ul style="list-style-type: none"> ○ Provide flexibility for Board and citizens advisory/oversight committee members to participate in meetings remotely, particularly for regional entities. ○ Maximize equitable access to remote participation in meetings. ○ Protect the privacy of individuals cared for by Board/committee members. ○ Increase participation in public meetings.

Federal	
Funding Opportunities and Challenges	
Issue / Background	Strategy
<p>Federal Appropriations Transit and transportation agencies continue to suffer from a loss of ridership and revenue as a result of the COVID-19 pandemic and widespread work from home policies. The TA provides funds to both SamTrans and Caltrain. SamTrans is fortunate to be a leader in ridership recovery at over 8094% pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Caltrain is struggling to recover with ridership in the mid 3045% of pre-pandemic. Additional funding is needed to mitigate the pandemic and work from home policies' impact on transit agencies.</p> <p style="color: red;">The Agency is moving forward with sponsoring projects and funding small- and large-scale projects sponsored by local jurisdictions. Each of these types of projects face different regulatory and funding hurdles.</p> <p>Every year, Congress adopts appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the funding for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p>	<ul style="list-style-type: none"> • Work with the Agency's federal delegation to secure potential funding through congressionally designated funding requests (earmarks) for the Agency's project priorities and for projects the Agency invests in. • Work with project sponsors, the federal delegation, regional agencies, transit systems, and associations to identify and advance opportunities for funding that would support the Agency's transportation priorities. • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the Agency's transportation services and needs. • Protect against the elimination or diversion of any Federal funds that support the Agency's transportation needs. • Support federal funding allocation requests for investments that benefit the Agency's transportation programs, services, and projects the Agency is investing in. • Advocate for new funding programs or modifications to existing programs to better address the Agency's specific needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, • Communicate frequently with the Agency's federal delegation, and key appropriators and Administration officials on the needs or concerns of pending appropriations bill bills and federal grant programs.

<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p> <p>Next year, Congress will have to consider major tax legislation to address the sunset of the Tax Cuts and Jobs Act of 2017 (TCJA) bill. This effort could present an opportunity to address things like restoring the federal transit benefits or identifying additional revenue to help cover the transit fiscal cliff. This would be the vehicle if legislation is considered to address the solvency issues of the Highway Trust Fund.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the Agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the Agency’s transportation needs. • Identify issues of importance addressed in the tax code. This would include possible restoration of the federal transit benefit, alternative fuel tax credits, and other Agency priorities.
<p>Transportation Projects</p>	
<p>General Support Agency projects and the efforts of partnering agencies to obtain federal funding for the transit and transportation projects the Agency’s related transit projects is involved in.</p>	<ul style="list-style-type: none"> • Work to support state and federal funding requests for Agency projects and programs for our partner transit agencies, such as SamTrans and Caltrain projects, that provide complementary services for the Agency and local jurisdictions that sponsor projects the Agency invests in. Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and programs and for our partner transit agencies, such as SamTrans and Caltrain electrification, on projects that provide complementary services for the Agency. • Support the allocation of federal funding to advance implementation of transportation projects in San Mateo County
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, rolling, and driving when crossing the railroad, and help to relieve congestion on local our streets. While the IJA authorized additional funding for Grade Separation projects, the average grade separation costs continue to rise over \$200 million and there remains limited</p>	<ul style="list-style-type: none"> • Advocate for the preservation of previously awarded funding for grade separation projects. • Advocate for additional funding and policies to support grade separation projects and to prioritize and fund San Mateo County projects.

<p>resources available to help advance these projects.</p>	
<p>101 Managed Lanes and Multimodal Projects There are several managed and express lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 Interchange Area Improvement and Direct Connector projects. Phase 1 is currently operational, and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in 2025. The 101/92 Area Improvement project is construction ready and the Direct Connect project started environmental efforts in 2023/24 2024.</p>	<ul style="list-style-type: none"> • Advocate for a regulatory and legislative environment that supports the efficient delivery of funded and approved managed and express lane projects. • Support policies and projects aimed at improving safety and encouraging the use of multimodal transportation. • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.
<p>Legislative, Regulatory and Administrative Issues</p>	
<p>General Every year lawmakers pursue legislation or regulatory action that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Advocate for a regulatory and legislative environment that supports the efficient delivery of projects. Work towards the elimination of any unjustified, outdated and/or overly burdensome regulations or restrictions on the Agency’s ability to protect and develop Agency owned property, and conduct efficient transportation operations, administration, planning, and project delivery efforts. • Advocate for the inclusion of programs and policies in the next Surface Transportation Reauthorization that are beneficial to the Agency’s funding and regulatory goals. • Support opportunities to remove barriers to, and improve the ability to conduct, safe and efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency and the projects it sponsors and/or funds. • Oppose efforts to impose unjustified and/or overly burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

	<ul style="list-style-type: none"> • Support efforts that assist the Agency in its efforts to recruit and retain employees.
<p>Infrastructure Investment and Jobs Act Implementation (IIJA) In November 2021, Congress approved, and the President signed into law the IIJA, which includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates that the Bay Area will receive at least \$3.4 billion in formula fundings from the IIJA.</p> <p>The IIJA will expire in 2026. The base text was a surface transportation reauthorization, providing obligation authority out of the Highway Trust Fund to fund federal transportation programs. This portion of the bill will need to be re-authorized, and those discussions will begin in the next session of Congress. It is very unclear at this point if the additional appropriations provided by the IIJA – appropriated funding on top of the authorized programs - will continue.</p>	<ul style="list-style-type: none"> • Support efforts to seek federal funds through IIJA for Agency projects and plans. • Monitor and review guidance and rulemaking proposals affecting IIJA implementation and other transportation issues. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate funding advocacy and comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Identify IIJA programs that worked for the Agency and advocate for their reauthorization. Seek to modify programs with recommendations to make them more viable options for Agency priorities.
<p>Inflation Reduction Act (IRA) With the passage of the IRA, federal agencies are moving forward on implementing the new tax and climate law. While focusing mainly on energy production, tax, and healthcare, the IRA provides some funding for low-emission transportation technologies. The</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed during Administration implementation of provisions that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency’s projects and needs. • Maintain clear Agency priorities, both in terms of projects and policy.

<p>majority of the \$394 billion in energy and climate funding is in the form of tax credits—with an estimated \$216 billion worth of tax credits.</p>	
<p>FAA Rule In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. While the FAA has been directed to postpone enforcement by recent appropriation bills, the agency has found that California has not submitted documentation on the use of state and local aviation fuel tax receipts.</p> <p>This effort will need to be revisited during consideration of next year’s tax bill.</p> <p>Senator Alex Padilla recently introduced legislation (with the intention of offering it to the Senate FAA reauthorization bill) with the intent of codifying this language. However, the FAA bill is stalled in committee, so it’s path forward remains unclear.</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue during consideration of next year’s tax bill. • Support the State of California in its efforts to respond and address FAA’s requests.

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

November 7, 2024

Members Present: N. Corzo, A. Fung (arrived at 4:33 pm), J. Mates (Vice Chair), R. Mueller
(In Person) (arrived at 4:37 pm), M. Nagales (arrived at 5:11 pm), C. Romero (Chair)

Members Present: R. Medina
(Via Teleconference)

Members Absent: None

Staff Present: A. Chan, D. Santoro, J. Cassman, S. van Hoften, P. Skinner, P. Gilster, E. Beach, S. Atkinson, A. Linehan, A. To, D. Covarrubias, J. Epstein, J. Brook, M. Tseng

1. Call to Order

Chair Carlos Romero called the meeting to order at 4:30 pm.

2. Roll Call/Pledge of Allegiance

Margaret Tseng, Acting Authority Secretary, called the roll and confirmed that a quorum was present.

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

3. Legislative Update

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

On the federal side, she said Republicans took control of the White House and the Senate. Sam Liccardo will replace Anna Eshoo as a member of Congress. Kevin Mullin was re-elected.

On the state side, she noted there would be a significant change of who is in the Legislature, with many termed out. She noted that Senators Wiener and Becker were re-elected. She said Proposition 5 to reduce voting thresholds for housing and infrastructure bonds was substantially defeated, noting that is a bellwether for where the voters are at in terms of their willingness to fund transportation or infrastructure. She said San Francisco's Measure L to tax TNCs (Transportation Network Companies) looks likely to pass.

Ms. Epstein provided a presentation on the latest regional transit measure alternatives.

Director Anders Fung asked how factual was BART's (Bay Area Rapid Transit) declaration of agency improvements, including installation of new fare gates. April Chan, Executive Director, said she had experienced that BART had shortened the number of cars in each train set,

thereby increasing the number of passengers in each car so riders feel safer. Chair Romero said in his recent trips on BART (Bay Area Rapid Transit), he had also noticed more of a transit police presence.

Chair Romero asked regarding gathering signatures for the measure if it mattered which counties were represented. Ms. Epstein said it is MTC's believe they would need to get their signature threshold county by county.

Ms. Epstein said the voting public is looking for transit to improve safety, cleanliness, and money management.

Chair Romero asked if the proposal turns into a bill, would there still be the possibility of amending it. Ms. Epstein said yes, but the changes would need to be introduced by February.

Public Comment:

Adina Levin, Seamless Bay Area, said they would not get help from the State of California anytime soon. She said she was happy to see how San Mateo County depends on the different services.

4. Report from Closed Session at October 10 Special Board Meeting

4.a. Closed Session: 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**

Joan Cassman, Legal Counsel, said no action was taken and discussion would continue after the meeting in closed session.

5. Public Comment for Items Not on the Agenda

There were no comments.

6. Report of the Community Advisory Committee

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

7. Consent Calendar

7.a. Approval of Minutes of the Board of Directors Meeting of October 10, 2024

7.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending September 30, 2024

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

7.d. Accepting the Countywide Automated Vehicles Strategic Plan – Approved by Resolution No. 2024-20

7.e. Adopting the Amended Conflict of Interest Code – Approved by Resolution No. 2024-21

Motion/Second: Corzo/Fung

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

Noes: None

Absent: None

8. Report of the Chair

Chair Romero remarked on the imminent reelection of a number of Board members in their respective jurisdictions.

9. San Mateo County Transit District Liaison Report

Director Rico Medina noted the report was posted online, and noted the following:

- Adopted the 2026-2025 Strategic Plan
- Announced the new Day of the Dead bus wrap that debuted at the recent celebration in Redwood City
- Announced the recent relaunch of the Grand Boulevard Initiative to transform El Camino Real to improve multimodal access for all users including transit in the corridor.

10. Joint Powers Board Liaison Report

Director Medina said the report was posted online, and noted that the Municipality of Lima, Peru is purchasing 90 gallery cars and 20 retired diesel locomotives from Caltrain.

Director Ray Mueller said the diesel trains can only be used for passenger service.

11. Report of the Executive Director

Ms. Chan said the report was in the packet and noted the following:

- Congratulated Directors Fung, Mates, Medina, Nagales, and Chair Romero on their reelection in their home jurisdictions
- Said the 101 Express Lanes North of I-380 is taking longer than anticipated. Environmental studies are slated for completion by mid-2025 and they are hoping to release the draft environmental document by late 2025. She said they are working to bring the information back to the Board.
- Announced the 101/92 Area Improvement Project is going into the construction phase

12. Program

12.a. 2024 Joint Cycle 7 Pedestrian and Bicycle Program and Cycle 2 Alternative Congestion Relief/Transportation Demand Management Calls for Projects Draft Recommendations

Peter Skinner, Executive Officer, Transportation Authority, introduced Sue-Ellen Atkinson, Manager, Planning and Fund Management, who provided the presentation.

Director Noelia Corzo asked whether there was a funding gap on the Fashion Island Boulevard project. Ms. Atkinson said the total project construction cost exceeds the \$2 million limit that is available through the bike/ped program. She said the \$2 million that project requested was to fulfill a portion of the construction cost, and they have also provided technical assistance to the City of San Mateo to apply for Regional Measure 3 safe routes to the Bay Trail and Transit program from MTC (Metropolitan Transportation Commission). She said there is still a small funding gap for that project depending on the MTC grant program. Director Corzo asked what money was available for the ACR/TDM (Alternative Congestion Relief/Transportation Demand Management) project and if the TA could do additional outreach. Mr. Skinner said they could do so. Director Corzo said one of the community concerns is traffic near schools and said she would like this project to open up for another round of applications in 2025. Chair Romero said he would like to see further metrics before opening up the project again.

Public Comment:

Giuliano Carlini said he was pleased that there was more cycling education included in the project recommendations.

Ms. Atkinson asked the Board if they preferred Option 1 or Option 2. The Board members said they favored Option 2.

12.b. Strategic Plan 2025-2029 Public Review Draft Release

Mr. Gilster provided the presentation.

Director Corzo thanked staff and said she enjoyed serving on the Regional Transit Connections / Strategic Plan ad hoc committee.

Ms. Chan congratulated the project team: Mr. Gilster, Mr. Skinner, Jess Manzi, and Amy Linehan. Chair Romero said they would be accepting comments for the next month.

13. Requests from the Authority

There were none.

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, December 5, 2024, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

16. Report of Legal Counsel

16.a. Closed Session: 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**

Joan Cassman, Legal Counsel, announced the closed session and said that since no Board action was anticipated, she would provide a report-out at the next regular meeting.

The Board recessed to closed session at 5:48 pm.

17. Adjourn

The meeting adjourned at 7:19 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.

**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 October 31, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenditures for the period ending October 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.

Revenues:

As of October 31, 2024, Total Revenues were \$65.2 million as compared to \$67.9 million of the adopted budget, resulting in an unfavorable variance of \$2.6 million (4 percent).

The unfavorable revenues were primarily driven by the following:

- New Measure A Sales Tax was \$37.7 million as compared to \$39.3 million of the adopted budget, resulting in an unfavorable variance of \$1.7 million (4 percent).
- TA Managed Measure W Sales Tax was \$18.9 million as compared to \$19.7 million of the adopted budget, resulting in an unfavorable variance of \$0.8 million (4 percent).

Expenditures:

As of October 31, 2024, Total Expenditures were \$25.0 million compared to \$62.3 million of the adopted budget, resulting in a favorable variance of \$37.3 million (60 percent).

The favorable expenditures were primarily driven by the following:

- Competitive & Discretionary Programs Authorization of the New Measure A (Sales Tax) was \$4.5 million as compared to \$27.7 million of the adopted budget, resulting in a favorable variance of \$23.2 million (84 percent). The variances are driven by phasing and associated timing of capital projects expenses such as Caltrain Capital Programs, Highways, Railroad Grade Separation, Pedestrian & Bicycle Programs and Alternative Congestion Relief Programs. The annual budget of \$83.2 million is planned for allocation to projects under the competitive call for projects issued by TA on their biennial process. Projects may not claim such funds until subsequent Fiscal Years when work is completed and invoiced.

- Competitive & Discretionary Programs Authorization of the Measure W (TA's Managed Sales Tax) was \$0.7 million as compared to \$15.7 million of the adopted budget, resulting in a favorable variance of \$15.0 million (95 percent). The variances are driven by phasing and associated timing of capital projects expenses such as Street and Highway Programs, Local Safety, Pedestrian & Bicycle Programs, and Regional Transit Connections Program. The annual budget of \$47.2 million is planned for allocation to projects under the competitive call for projects issued by TA on their biennial process. Projects may not claim such funds until subsequent Fiscal Years when work is completed and invoiced.

Other Information:

The Transportation Authority accounts for revenues and expenditures on a modified accrual 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 October 2024.

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



SAN MATEO COUNTY
Transportation
Authority

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

(In thousands)

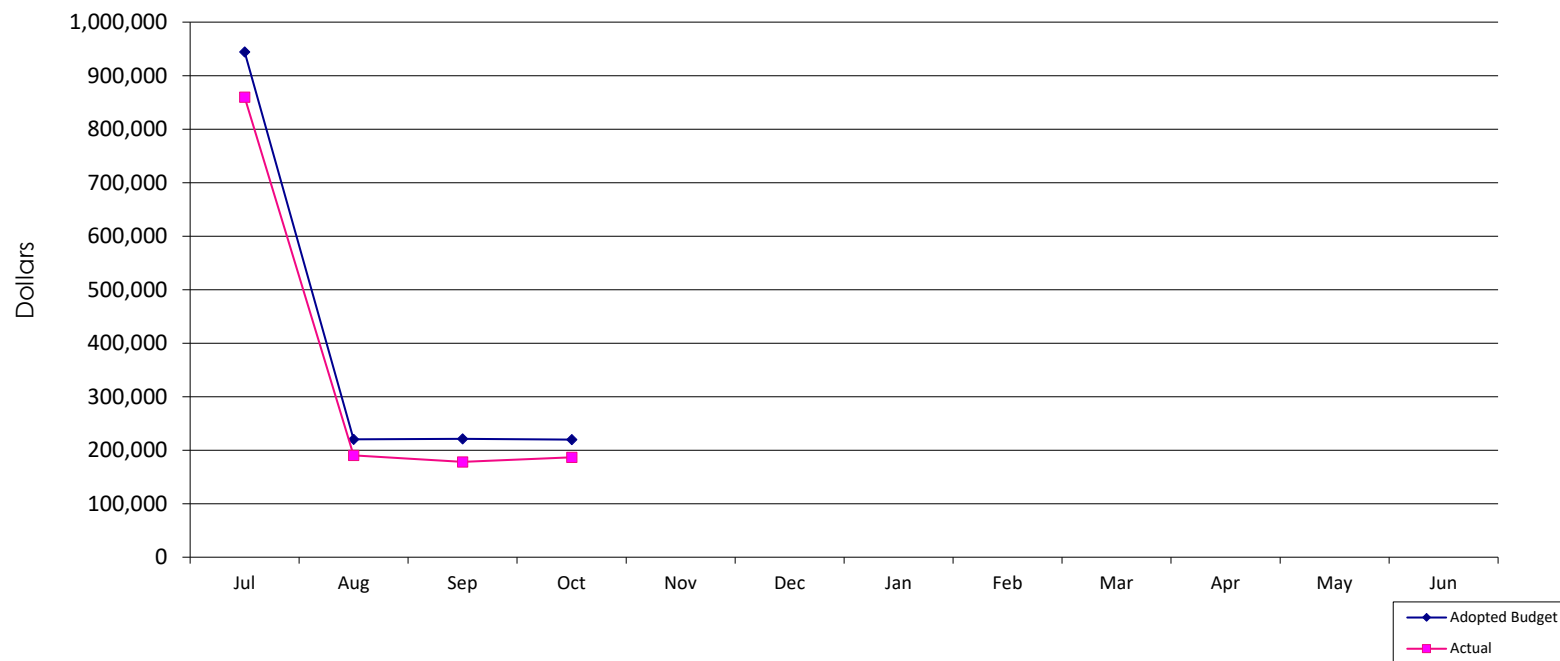
	YEAR-TO-DATE JULY TO OCTOBER				ANNUAL
	BUDGET	ACTUAL	\$	%	BUDGET
			VARIANCE	VARIANCE	
REVENUES					
New Measure A Sales Tax	\$ 39,347	\$ 37,657	\$ (1,690)	(4.3%)	\$ 118,000
New Measure A Interest Income	5,265	4,661	(604)	(11.5%)	15,795
Measure W Sales Tax*	39,347	37,724	(1,623)	(4.1%)	118,000
TA Managed Measure W Sales Tax (50%)	19,673	18,862	(811)	(4.1%)	59,000
SamTrans Managed Measure W Sales Tax (50%)*	19,673	18,862	(811)	(4.1%)	59,000
Measure W Interest Income	2,068	2,400	332	16.0%	6,205
Original Measure A Interest Income	774	957	183	23.7%	2,322
Rental Income	317	407	90	28.3%	951
External Funding	-	-	-	-	-
US 101 Express Lanes	415	293	(121)	(29.3%)	4,744
Due from SMCEL-JPA - Credit Enhancement Fee	133	133	-	0.0%	400
Due from SMCEL-JPA - Bond Interest	-	-	-	-	3,500
Due from SMCEL-JPA - Bond Related Debt Fees	223	128	(96)	(42.8%)	670
Due from SMCEL-JPA - Operating Advances Interest	58	32	(26)	(44.7%)	174
TOTAL REVENUES	\$ 67,859	\$ 65,237	\$ (2,622)	(3.9%)	\$ 207,017
EXPENDITURES					
New Measure A (Sales Tax)	40,065	16,322	23,743	59.3%	118,000
Pass-Through Annual Program Allocations	11,214	10,732	482	4.3%	33,630
Competitive & Discretionary Programs Authorization	27,730	4,474	23,256	83.9%	83,190
Administrative **	1,121	1,116	5	0.5%	1,180
New Measure A (Interest Income)	1,483	936	547	36.9%	5,291
Oversight	833	639	194	23.3%	2,500
Administrative **	483	297	186	38.6%	2,291
C/CAG Support	167	-	167	100.0%	500
Measure W (TA Managed Sales Tax)	19,668	4,508	15,160	77.1%	59,000
Pass-Through Annual Program Allocations	3,935	3,772	162	4.1%	11,800
Competitive & Discretionary Programs Authorization	15,733	734	15,000	95.3%	47,200
Administrative **	-	2	(2)	N/A	-
Oversight	-	-	-	-	-
Measure W (Interest Income)	84	38	46	54.9%	253
Oversight	83	38	45	54.4%	250
Administrative **	1	-	1	100.0%	3
Original Measure A (Interest Income)	774	120	654	84.5%	2,322
Competitive & Discretionary Programs Authorization	774	120	654	84.5%	2,322
US 101 Express Lanes	223	2,877	(2,654)	(1188.3%)	4,170
SMCEL-JPA Bond Interest	-	-	-	-	3,500
SMCEL-JPA Bond Related Debt Fees	223	128	96	42.8%	670
Other (Equity Program/Other Contract)	-	2,750	(2,750)	N/A	-
External Funding Expenditures	-	228	(228)	N/A	-
TOTAL EXPENDITURES	\$ 62,298	\$ 25,030	\$ 37,268	59.8%	\$ 189,035
SURPLUS / (DEFICIT)	\$ 5,561	\$ 40,206	\$ 34,645	623.0%	\$ 17,981

* Excluded from the TA Revenue Budget Total

** See Attachment B for details

		YEAR-TO-DATE JULY TO OCTOBER				ANNUAL
		BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Administrative Expenditure Breakdown						
Staff Support	\$ 1,121	\$ 1,116	\$ 5	0.5%	\$ 2,017	
Staff Support (Measure A-Operating)	1,102	1,096	5	0.5%	1,118	
Staff Support (Measure A-Ineligible)	19	19	-	0.0%	62	
Staff Support (Measure A Interest)	-	-	-	-	837	
Staff Support (Measure W-Operating)	-	-	-	-	-	
Staff Support (Measure W-Ineligible)	-	-	-	-	-	
Professional Services	204	96	108	52.9%	611	
Professional Services (Measure A-Operating)	146	66	80	54.7%	437	
Professional Services (Measure A-Ineligible)	58	30	28	48.3%	174	
Professional Services (Measure W-Operating)	-	-	-	-	-	
Professional Services (Measure W-Ineligible)	-	-	-	-	-	
Insurance	94	96	(2)	(2.3%)	279	
Bank and Investment Fees	49	5	44	90.1%	147	
Bank/Investment Fees- Measure A	48	3	45	93.9%	144	
Bank/Investment Fees- Measure W	1	2	(1)	(90.8%)	3	
Other	138	102	36	25.9%	420	
Total Administrative Expenditure	\$ 1,605	\$ 1,415	\$ 191	11.9%	\$ 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	220,207	221,259	219,758								
Actual	859,748	190,389	178,169	186,520								
CUMULATIVE EXPENSES												
Staff Projections	944,259	1,164,466	1,385,725	1,605,483								
Actual	859,748	1,050,137	1,228,306	1,414,826								
Variance F(U)	84,511	114,330	157,419	190,657								
Variance %	8.95%	9.82%	11.36%	11.88%								

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

10/31/2024

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	2,089,738.80
CAMP Pool		268,520,397.31
JP Morgan Bank Checking		98,909,368.41
LAIF		5,535,584.76

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		281,010,060.80
MMF - US Bank Custodian Account		1,885,246.23
Cash		67,092.96
County Pool**		160,234,469.00

Total	\$	818,251,958.27
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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: 10/31/2024

Item #8.b.
 12/5/2024

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	4,579.73	10/31/2024	4,579.73	0.00	4,579.73	4,579.73
CCYUSD	Receivable	62,513.23	10/31/2024	62,513.23	0.00	62,513.23	62,513.23
		67,092.96		67,092.96	0.00	67,092.96	67,092.96

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,572,000.00	1,580,500.00
14913UAF7	CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	18,763.56	2,108,078.50	2,126,842.06
14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	360,000.00	05/14/2027	359,604.00	8,350.00	365,288.40	373,638.40
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	4,286.61	648,476.20	652,762.81
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	1,276.17	193,057.80	194,333.97
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	1,062.00	877,539.45	878,601.45
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	318.00	262,766.05	263,084.05
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	3,537.88	838,590.50	842,128.38
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	1,065.63	252,587.50	253,653.13
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	27,162.50	2,657,844.00	2,685,006.50
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	8,148.75	797,353.20	805,501.95
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	11,020.83	692,904.90	703,925.73
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	3,354.17	210,884.10	214,238.27
637639AL9	NATIONAL SECURITIES CLEARING CORP	1,855,000.00	06/26/2026	1,854,888.70	33,171.01	1,871,991.80	1,905,162.81
637639AL9	NATIONAL SECURITIES CLEARING CORP	555,000.00	06/26/2026	554,966.70	9,924.48	560,083.80	570,008.28
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	1,967.88	454,667.85	456,635.73
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	23,856.88	995,062.60	1,018,919.48
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	7,181.41	299,534.15	306,715.56
74153WCU1	PRICOA GLOBAL FUNDING I	435,000.00	08/27/2027	434,904.30	3,402.67	434,025.60	437,428.27
74153WCU1	PRICOA GLOBAL FUNDING I	300,000.00	08/27/2027	299,934.00	2,346.67	299,328.00	301,674.67
89236TG6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	877.50	223,049.25	223,926.75
89236TG6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	2,925.00	743,497.50	746,422.50
89236TG6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	877.50	223,049.25	223,926.75
89236TMD4	TOYOTA MOTOR CREDIT CORP	500,000.00	05/15/2026	499,675.00	11,916.67	505,605.00	517,521.67
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	3,403.47	491,475.00	494,878.47
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	2,591.33	458,100.20	460,691.53
		19,010,000.00		19,028,691.65	201,288.53	19,036,840.60	19,238,129.13

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	836,850.21	12/25/2024	878,300.45	2,135.36	833,201.55	835,336.91
		836,850.21		878,300.45	2,135.36	833,201.55	835,336.91

MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
13063D3N6	CALIFORNIA STATE	1,715,000.00	03/01/2027	1,715,000.00	13,851.48	1,731,652.65	1,745,504.13
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	4,159.48	520,000.65	524,160.13
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	20,142.49	878,355.60	898,498.09
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	6,054.39	264,014.40	270,068.79
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	940.20	235,817.80	236,758.00

Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 10/31/2024

Item #8.b.
12/5/2024

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	280.06	70,243.60	70,523.66
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	764.67	200,802.00	201,566.67
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	229.40	60,240.60	60,470.00
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	562.50	137,331.45	137,893.95
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	166.67	40,690.80	40,857.47
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	1,645.83	403,563.60	405,209.43
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	500.00	122,601.60	123,101.60
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	837.50	486,335.00	487,172.50
		5,110,000.00		5,145,056.40	50,134.66	5,151,649.75	5,201,784.41

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	1,293,427.20	10/31/2024	1,293,427.20	0.00	1,293,427.20	1,293,427.20
31846V534	FIRST AMER:US TRS MM Y	591,819.03	10/31/2024	591,819.03	0.00	591,819.03	591,819.03
SM-CAMP	CAMP Pool	268,520,397.31	10/31/2024	268,520,397.31	0.00	268,520,397.31	268,520,397.31
SM - CP N/M A	County Pool New Measure A	153,416,393.55	10/31/2024	153,416,393.55	0.00	153,416,393.55	153,416,393.55
SM - CP O/M A	County Pool Old Measure A	6,818,075.45	10/31/2024	6,818,075.45	0.00	6,818,075.45	6,818,075.45
SM - LAIF	Local Agency Investment Fund	5,535,584.76	10/31/2024	5,535,584.76	0.00	5,535,584.76	5,535,584.76
		436,175,697.30		436,175,697.30	0.00	436,175,697.30	436,175,697.30

SUPRANATL	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOP	750,000.00	04/22/2025	750,900.00	117.38	736,245.00	736,362.38
		750,000.00		750,900.00	117.38	736,245.00	736,362.38

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	67,301.29	2,888,164.50	2,955,465.79
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	32,741.17	1,405,053.00	1,437,794.17
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	28,971.81	5,774,834.25	5,803,806.06
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	8,107.34	1,616,003.00	1,624,110.34
9128283W8	UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	18,943.61	3,110,737.50	3,129,681.11
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	5,722.83	1,150,596.00	1,156,318.83
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	2,132.30	432,562.50	434,694.80
912828YB0	UNITED STATES TREASURY	2,500,000.00	08/15/2029	2,272,265.63	8,610.73	2,230,275.00	2,238,885.73
912828YB0	UNITED STATES TREASURY	1,750,000.00	08/15/2029	1,595,986.33	6,027.51	1,561,192.50	1,567,220.01
912828YB0	UNITED STATES TREASURY	575,000.00	08/15/2029	528,056.64	1,980.47	512,963.25	514,943.72
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	10,112.91	1,631,067.90	1,641,180.81
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	4,245.65	684,763.20	689,008.85
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	1,978.02	5,385,000.00	5,386,978.02
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	609.89	1,660,375.00	1,660,984.89
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.74	1,632,918.00	1,632,929.74
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	3.80	528,297.00	528,300.80
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,155.74	1,917,260.00	1,920,415.74
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,656.76	1,006,561.50	1,008,218.26
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	10,477.24	4,459,988.00	4,470,465.24
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	3,137.91	1,335,755.20	1,338,893.11
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,706.86	3,561,174.50	3,565,881.36
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,958.56	1,481,831.00	1,483,789.56
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,771.99	2,788,110.00	2,790,881.99

Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 10/31/2024

Item #8.b.
12/5/2024

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	355.38	357,450.00	357,805.38
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,153.31	4,615,648.00	4,619,801.31
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,387.29	1,541,721.60	1,543,108.89
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	3,736.26	3,088,424.00	3,092,160.26
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	1,098.90	908,360.00	909,458.90
91282CBT7	UNITED STATES TREASURY	1,775,000.00	03/31/2026	1,747,057.62	1,170.33	1,690,758.50	1,691,928.83
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	329.67	476,270.00	476,599.67
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	48.69	2,232,500.00	2,232,548.69
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.67	1,543,750.00	1,543,783.67
91282CBW0	UNITED STATES TREASURY	1,350,000.00	04/30/2026	1,345,464.85	27.97	1,282,500.00	1,282,527.97
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	5,680.33	976,514.40	982,194.73
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	18,671.45	3,209,839.00	3,228,510.45
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	1,788.25	307,421.20	309,209.45
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	5,391.05	926,784.50	932,175.55
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	10,019.47	3,008,185.50	3,018,204.97
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,128.07	1,539,622.50	1,544,750.57
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	15,163.04	3,247,020.00	3,262,183.04
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	4,843.75	1,037,242.50	1,042,086.25
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	4,027.68	2,398,096.50	2,402,124.18
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	4,027.68	2,398,096.50	2,402,124.18
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,776.92	1,057,983.75	1,059,760.67
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,342.56	799,365.50	800,708.06
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	5,395.03	2,501,408.00	2,506,803.03
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	2,119.48	982,696.00	984,815.48
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	1,541.44	714,688.00	716,229.44
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	867.06	402,012.00	402,879.06
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	3,049.45	2,485,456.50	2,488,505.95
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	906.59	738,919.50	739,826.09
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	4,088.46	4,996,312.60	5,000,401.06
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,384.62	1,692,072.00	1,693,456.62
91282CDP3	UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	11,119.57	2,146,584.00	2,157,703.57
91282CDP3	UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	3,590.69	693,167.75	696,758.44
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	6,412.70	1,314,512.00	1,320,924.70
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	10,503.57	2,153,080.00	2,163,583.57
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	1,769.02	362,624.00	364,393.02
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	3,316.92	679,920.00	683,236.92
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	13,487.57	3,990,672.00	4,004,159.57
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	4,736.71	1,401,486.00	1,406,222.71
91282CEE7	UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	4,175.82	1,856,560.00	1,860,735.82
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	1,409.34	626,589.00	627,998.34
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	3,439.56	1,507,470.60	1,510,910.16
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	659.34	288,972.00	289,631.34
91282CEM9	UNITED STATES TREASURY	2,420,000.00	04/30/2029	2,335,583.59	192.20	2,292,756.40	2,292,948.60
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	226.00	2,878,312.50	2,878,538.50
91282CEN7	UNITED STATES TREASURY	175,000.00	04/30/2027	168,601.56	13.29	169,312.50	169,325.79
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	18,513.66	1,505,808.00	1,524,321.66
91282CES6	UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	9,835.38	799,960.50	809,795.88
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	5,206.97	423,508.50	428,715.47
91282CES6	UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	3,297.75	268,222.05	271,519.80
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	43,628.07	3,805,272.00	3,848,900.07
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	13,254.10	1,156,032.00	1,169,286.10
91282CEV9	UNITED STATES TREASURY	2,800,000.00	06/30/2029	2,769,703.13	30,663.04	2,691,388.00	2,722,051.04

Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 10/31/2024

Item #8.b.
12/5/2024

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CEV9	UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	6,680.16	586,338.10	593,018.26
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	11,772.42	1,051,446.75	1,063,219.17
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	4,380.43	391,236.00	395,616.43
91282CFH9	UNITED STATES TREASURY	800,000.00	08/31/2027	791,625.00	4,281.77	778,688.00	782,969.77
91282CFL0	UNITED STATES TREASURY	2,575,000.00	09/30/2029	2,545,729.49	8,771.98	2,541,113.00	2,549,884.98
91282CFL0	UNITED STATES TREASURY	2,225,000.00	09/30/2029	2,199,708.01	7,579.67	2,195,719.00	2,203,298.67
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	9,428.57	2,600,416.00	2,609,844.57
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	4,152.20	1,145,183.20	1,149,335.40
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	70,109.97	4,267,578.00	4,337,687.97
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	32,120.15	1,955,146.20	1,987,266.35
91282CGA3	UNITED STATES TREASURY	3,275,000.00	12/15/2025	3,244,808.59	49,751.37	3,264,520.00	3,314,271.37
91282CGP0	UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	22,265.19	3,235,147.50	3,257,412.69
91282CGR6	UNITED STATES TREASURY	300,000.00	03/15/2026	298,230.47	1,801.45	301,476.00	303,277.45
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	8,285.71	2,557,542.00	2,565,827.71
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	1,354.40	418,059.75	419,414.15
91282CGT2	UNITED STATES TREASURY	2,030,000.00	03/31/2028	2,030,475.78	6,469.23	1,996,850.10	2,003,319.33
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	166.78	1,688,809.50	1,688,976.28
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	53.18	538,461.00	538,514.18
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	28,886.72	1,709,630.25	1,738,516.97
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	46,888.59	2,775,052.00	2,821,940.59
91282CHB0	UNITED STATES TREASURY	3,450,000.00	05/15/2026	3,412,535.16	57,773.44	3,419,260.50	3,477,033.94
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	88,465.85	5,698,964.00	5,787,429.85
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	15,481.52	997,318.70	1,012,800.22
91282CHH7	UNITED STATES TREASURY	675,000.00	06/15/2026	674,314.45	10,574.54	674,075.25	684,649.79
91282CHX2	UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	27,087.53	3,641,425.65	3,668,513.18
91282CHY0	UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	11,259.06	1,889,868.75	1,901,127.81
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	1,200.97	201,586.00	202,786.97
91282CHY0	UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	2,101.69	352,775.50	354,877.19
91282CJC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	2,052.03	958,056.00	960,108.03
91282CJE2	UNITED STATES TREASURY	250,000.00	10/31/2025	250,751.95	34.53	251,602.50	251,637.03
91282CJF9	UNITED STATES TREASURY	3,615,000.00	10/31/2028	3,717,942.77	486.83	3,708,483.90	3,708,970.73
91282CJk8	UNITED STATES TREASURY	3,975,000.00	11/15/2026	3,997,669.92	84,927.82	4,010,417.25	4,095,345.07
91282CJL6	UNITED STATES TREASURY	1,175,000.00	11/30/2025	1,177,432.62	24,101.95	1,181,650.50	1,205,752.45
91282CJN2	UNITED STATES TREASURY	1,000,000.00	11/30/2028	1,019,648.44	18,408.47	1,007,700.00	1,026,108.47
91282CJP7	UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	8,723.10	527,315.25	536,038.35
91282CJP7	UNITED STATES TREASURY	3,975,000.00	12/15/2026	3,975,621.09	66,046.36	3,992,529.75	4,058,576.11
91282CJS1	UNITED STATES TREASURY	1,875,000.00	12/31/2025	1,875,952.14	26,851.22	1,873,837.50	1,900,688.72
91282CJS1	UNITED STATES TREASURY	275,000.00	12/31/2025	275,139.65	3,938.18	274,829.50	278,767.68
91282CJW2	UNITED STATES TREASURY	375,000.00	01/31/2029	382,587.89	3,790.76	372,570.00	376,360.76
91282CKA8	UNITED STATES TREASURY	3,675,000.00	02/15/2027	3,722,803.71	32,131.28	3,673,125.75	3,705,257.03
91282CKA8	UNITED STATES TREASURY	3,975,000.00	02/15/2027	3,956,988.28	34,754.25	3,972,972.75	4,007,727.00
91282CKB6	UNITED STATES TREASURY	775,000.00	02/28/2026	776,089.84	6,138.98	778,479.75	784,618.73
91282CKB6	UNITED STATES TREASURY	1,025,000.00	02/28/2026	1,026,441.41	8,119.30	1,029,602.25	1,037,721.55
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	18,743.44	2,584,167.00	2,602,910.44
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	13,102.21	1,806,408.00	1,819,510.21
91282CKD2	UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	5,823.20	802,848.00	808,671.20
91282CKE0	UNITED STATES TREASURY	1,500,000.00	03/15/2027	1,525,664.06	8,276.93	1,503,930.00	1,512,206.93
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	9,700.55	2,670,613.00	2,680,313.55
91282CKG5	UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	7,687.91	2,116,523.20	2,124,211.11
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	3,989.01	1,098,196.00	1,102,185.01
91282CKG5	UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	2,538.46	698,852.00	701,390.46
91282CKH3	UNITED STATES TREASURY	4,025,000.00	03/31/2026	4,020,754.88	15,923.08	4,038,685.00	4,054,608.08

Report: GAAP Balance Sheet by Lot
 Account: PTA-San Mateo Co. Trans. Agg (257430)
 As of: 10/31/2024

Item #8.b.
 12/5/2024

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CKP5	UNITED STATES TREASURY	4,400,000.00	04/30/2029	4,488,859.38	562.15	4,483,380.00	4,483,942.15
91282CKS9	UNITED STATES TREASURY	4,025,000.00	05/31/2026	4,051,256.84	82,561.99	4,064,485.25	4,147,047.24
91282CKT7	UNITED STATES TREASURY	4,400,000.00	05/31/2029	4,475,796.88	83,311.48	4,463,272.00	4,546,583.48
91282CKV2	UNITED STATES TREASURY	3,960,000.00	06/15/2027	3,998,517.19	69,556.97	4,008,430.80	4,077,987.77
91282CKX8	UNITED STATES TREASURY	1,000,000.00	06/30/2029	1,017,070.31	14,320.65	1,003,480.00	1,017,800.65
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	51,315.90	3,984,116.40	4,035,432.30
91282CLK5	UNITED STATES TREASURY	525,000.00	08/31/2029	528,609.38	3,259.50	513,066.75	516,326.25
		264,640,000.00		256,103,987.51	1,774,694.31	255,252,123.90	257,026,818.21

Base Risk Summary - Fixed Income

San Mateo Co. Transp. Auth. (227463)

11/01/2024 - 11/12/2024

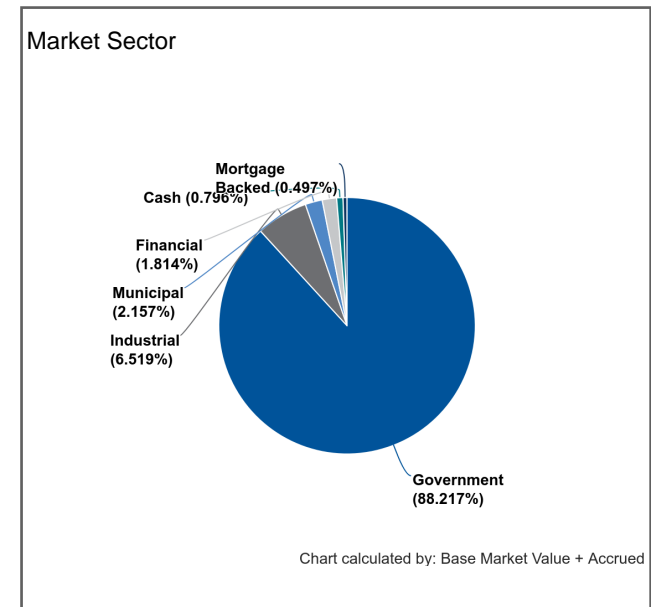
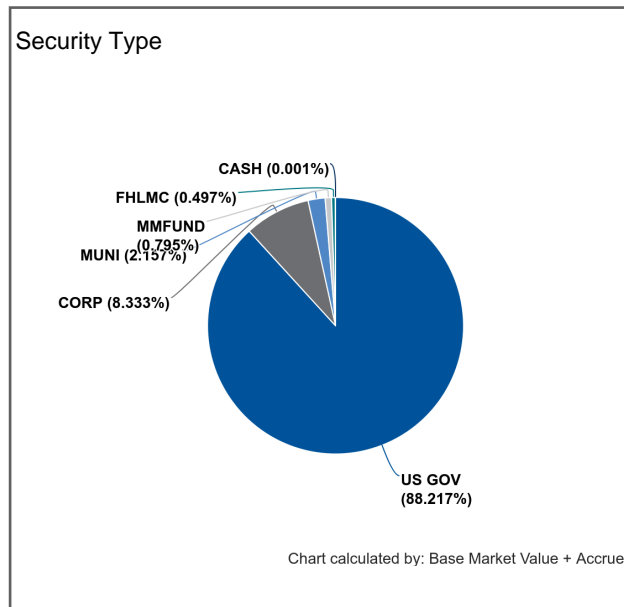
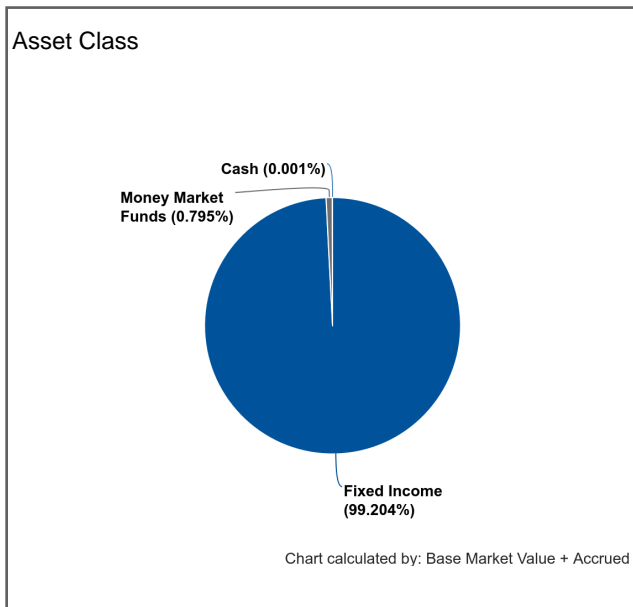
Dated: 11/13/2024

Balance Sheet	
Book Value + Accrued	171,107,971.92
Net Unrealized Gain/Loss	-3,251,699.54
Market Value + Accrued	167,856,272.38

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	2,135.36
MMFund	1,333,977.94
Fixed Income	166,520,159.07
Duration	2.517
Convexity	0.089
WAL	2.688
Years to Final Maturity	2.689
Years to Effective Maturity	2.686
Yield	4.395
Book Yield	3.260
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	88.217%
Other	4.784%
Eli Lilly and Company	1.597%
Caterpillar Inc.	1.267%
The Depository Trust & Clearing Corporation	1.135%
State of California	1.039%
The Home Depot, Inc.	1.025%
Apple Inc.	0.937%
---	100.000%

Footnotes: 1,2

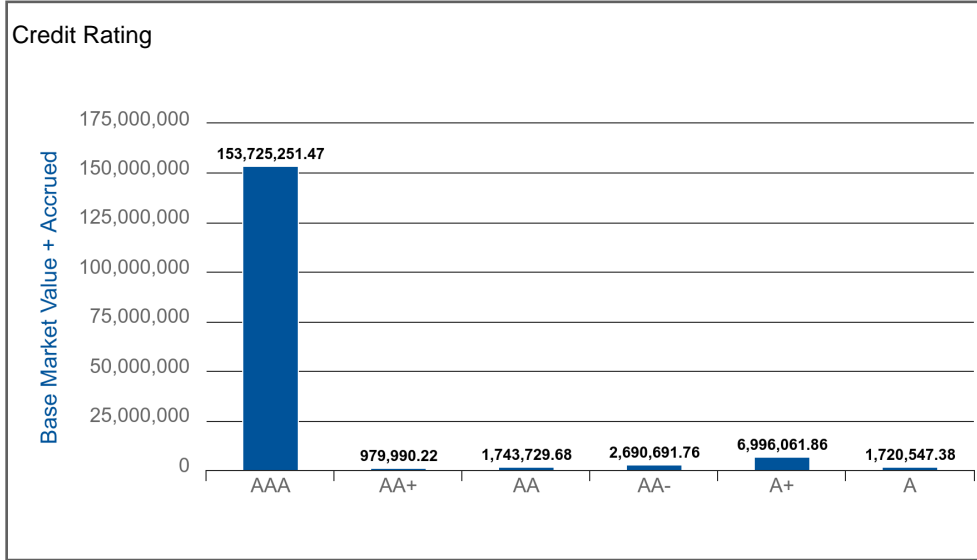


Base Risk Summary - Fixed Income

San Mateo Co. Transp. Auth. (227463)

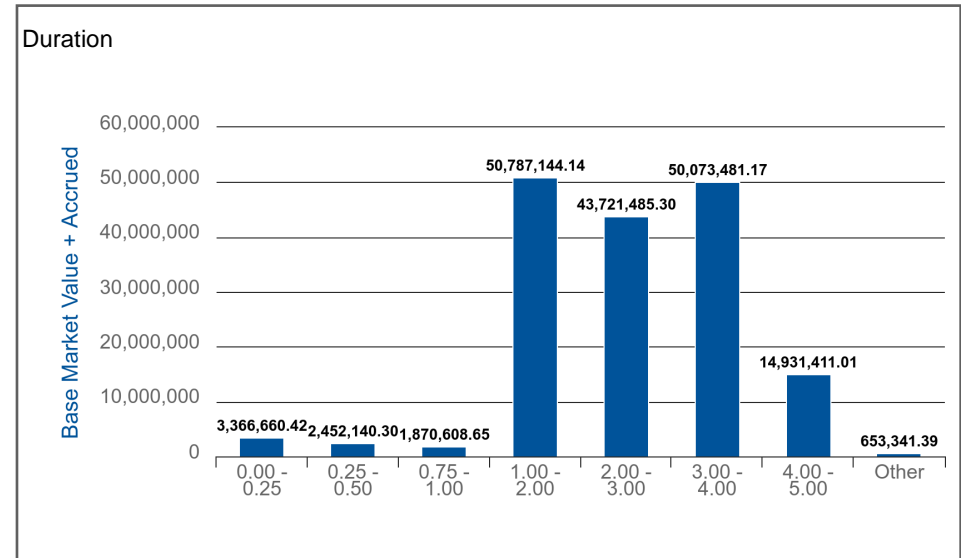
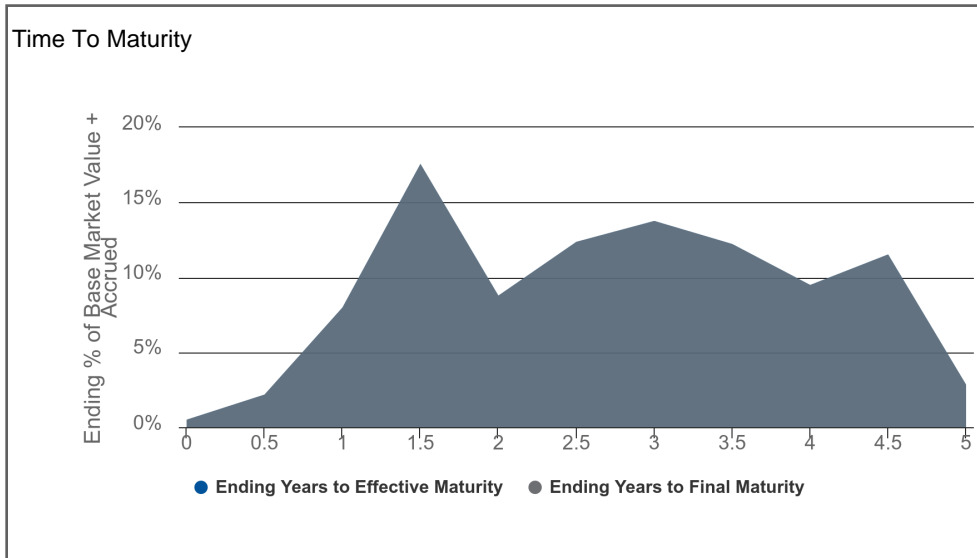
11/01/2024 - 11/12/2024

Dated: 11/13/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.203%	27.358%	22.534%	29.590%	8.895%	0.000%	0.000%	0.000%	0.000%
AA	0.530%	0.539%	1.915%	0.241%	0.000%	0.000%	0.000%	0.000%	0.000%
A	1.237%	2.359%	1.597%	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%

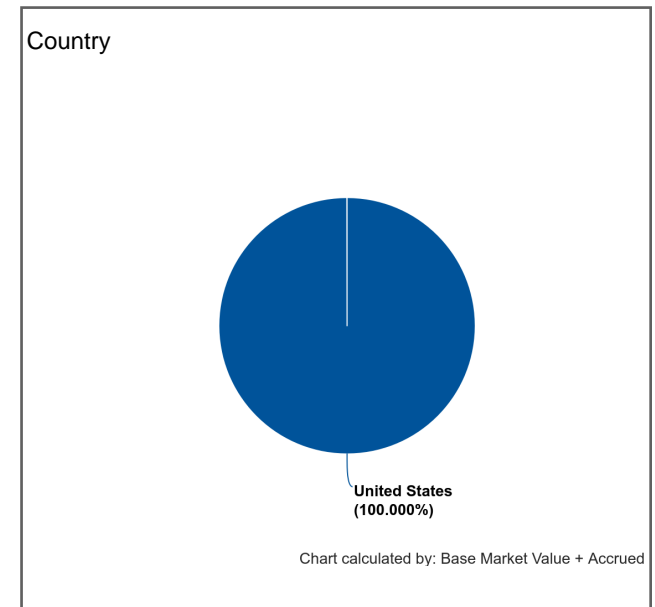
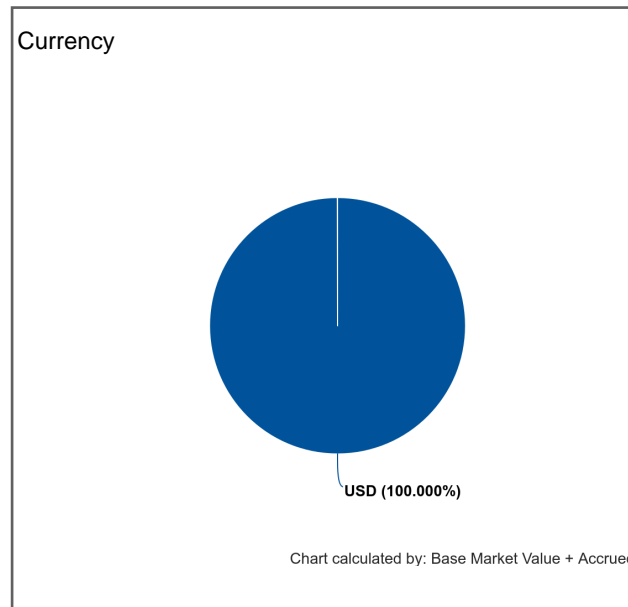
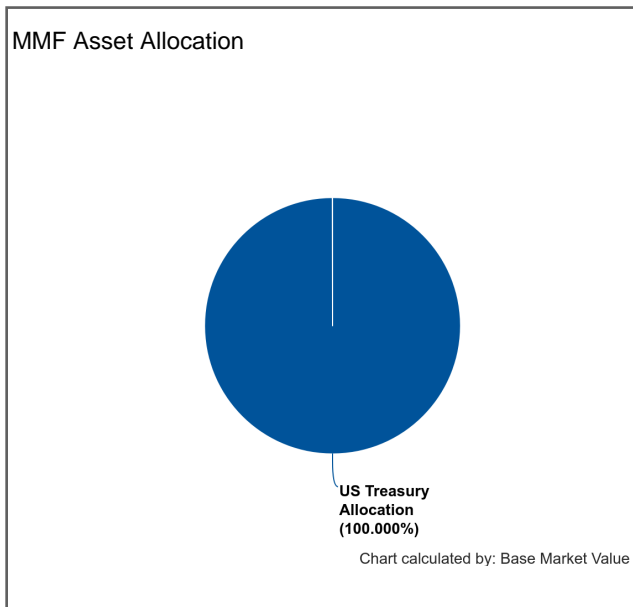
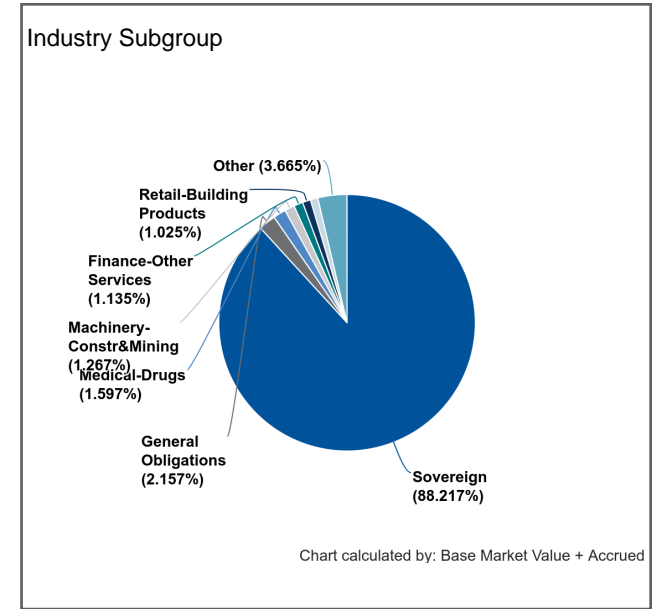
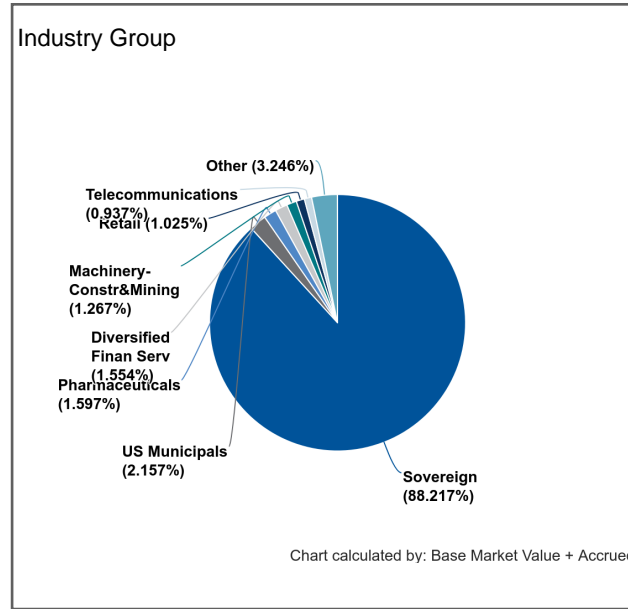
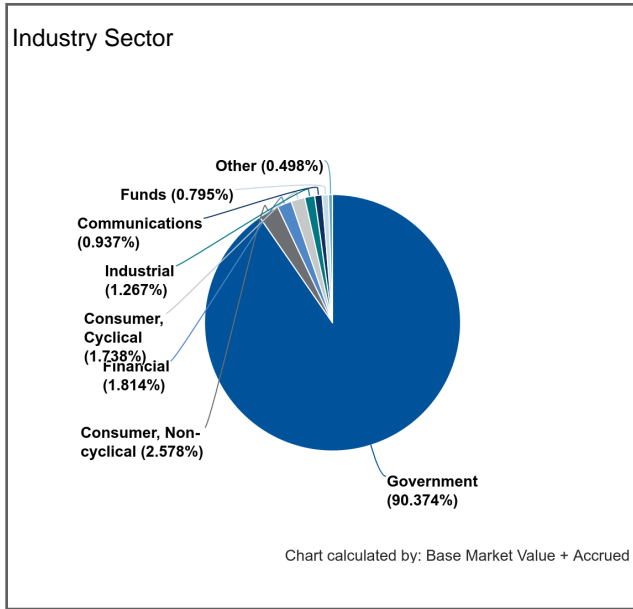


Base Risk Summary - Fixed Income

San Mateo Co. Transp. Auth. (227463)

11/01/2024 - 11/12/2024

Dated: 11/13/2024



Base Risk Summary - Fixed Income

11/01/2024 - 11/12/2024

San Mateo Co. Transp. Auth. (227463)

Dated: 11/13/2024

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

Additional Disclosure:

Item #8.b.
12/5/2024

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: 10/01/2024 - 10/31/2024

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
037833AZ3	APPLE INC	(750,000.00)	(750,000.00)	Sell	10/01/2024	10/02/2024	02/09/2025	(744,457.50)	(2,760.42)	747,217.92
06406RAL1	BANK OF NEW YORK MELLON CORP	(650,000.00)	(650,000.00)	Maturity	10/24/2024	10/24/2024	10/24/2024	(650,000.00)	-	650,000.00
3137BGK24	FHMS K-043 A2	-	(104,365.42)	Principal Paydown	10/01/2024	10/01/2024	12/25/2024	(104,365.42)	-	104,365.42
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	(2,800,000.00)	(2,800,000.00)	Sell	10/01/2024	10/02/2024	09/23/2025	(2,703,904.00)	(262.50)	2,704,166.50
31846V534	FIRST AMER:US TRS MM Y	875,706.27	875,706.27	Buy	---	---	10/31/2024	875,706.27	-	(875,706.27)
31846V534	FIRST AMER:US TRS MM Y	(567,492.87)	(567,492.87)	Sell	---	---	10/31/2024	(567,492.87)	-	567,492.87
31846V534	FIRST AMER:US TRS MM Y	289,437.19	289,437.19	Buy	---	---	10/31/2024	289,437.19	-	(289,437.19)
31846V534	FIRST AMER:US TRS MM Y	(315,266.83)	(315,266.83)	Sell	---	---	10/31/2024	(315,266.83)	-	315,266.83
69371RR99	PACCAR FINANCIAL CORP	(3,800,000.00)	(3,800,000.00)	Sell	10/01/2024	10/02/2024	08/11/2025	(3,781,076.01)	(19,110.83)	3,800,186.84
69371RR99	PACCAR FINANCIAL CORP	(885,000.00)	(885,000.00)	Sell	10/01/2024	10/02/2024	08/11/2025	(880,592.70)	(4,450.81)	885,043.51
91282YB0	UNITED STATES TREASURY	575,000.00	575,000.00	Buy	10/01/2024	10/02/2024	08/15/2029	528,056.64	1,218.75	(529,275.39)
91282CAJ0	UNITED STATES TREASURY	(1,000,000.00)	(1,000,000.00)	Sell	10/01/2024	10/02/2024	08/31/2025	(966,679.69)	(220.99)	966,900.68
91282CEV9	UNITED STATES TREASURY	2,800,000.00	2,800,000.00	Buy	10/01/2024	10/02/2024	06/30/2029	2,769,703.13	23,244.57	(2,792,947.70)
91282CFH9	UNITED STATES TREASURY	800,000.00	800,000.00	Buy	10/01/2024	10/02/2024	08/31/2027	791,625.00	2,209.94	(793,834.94)
91282CFL0	UNITED STATES TREASURY	2,575,000.00	2,575,000.00	Buy	10/30/2024	10/31/2024	09/30/2029	2,545,729.49	8,497.85	(2,554,227.34)
91282CFL0	UNITED STATES TREASURY	2,225,000.00	2,225,000.00	Buy	10/30/2024	10/31/2024	09/30/2029	2,199,708.01	7,342.81	(2,207,050.82)
91282CFP1	UNITED STATES TREASURY	(2,575,000.00)	(2,575,000.00)	Sell	10/30/2024	10/31/2024	10/15/2025	(2,573,591.80)	(4,810.44)	2,578,402.24
91282CHH7	UNITED STATES TREASURY	675,000.00	675,000.00	Buy	10/30/2024	10/31/2024	06/15/2026	674,314.45	10,498.46	(684,812.91)
91282CJE2	UNITED STATES TREASURY	(825,000.00)	(825,000.00)	Sell	10/01/2024	10/02/2024	10/31/2025	(834,539.06)	(17,374.32)	851,913.38
91282CJE2	UNITED STATES TREASURY	(2,200,000.00)	(2,200,000.00)	Sell	10/30/2024	10/31/2024	10/31/2025	(2,214,609.38)	-	2,214,609.38
91282CJW2	UNITED STATES TREASURY	375,000.00	375,000.00	Buy	10/01/2024	10/02/2024	01/31/2029	382,587.89	2,567.93	(385,155.82)
91282CKA8	UNITED STATES TREASURY	3,675,000.00	3,675,000.00	Buy	10/01/2024	10/02/2024	02/15/2027	3,722,803.71	19,773.10	(3,742,576.81)
91282CKE0	UNITED STATES TREASURY	1,500,000.00	1,500,000.00	Buy	10/01/2024	10/02/2024	03/15/2027	1,525,664.06	2,993.78	(1,528,657.84)
91282CLK5	UNITED STATES TREASURY	525,000.00	525,000.00	Buy	10/01/2024	10/02/2024	08/31/2029	528,609.38	1,682.32	(530,291.70)
San Mateo County TA		522,383.76	418,018.34					497,369.96	31,039.20	(528,409.16)

* 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.

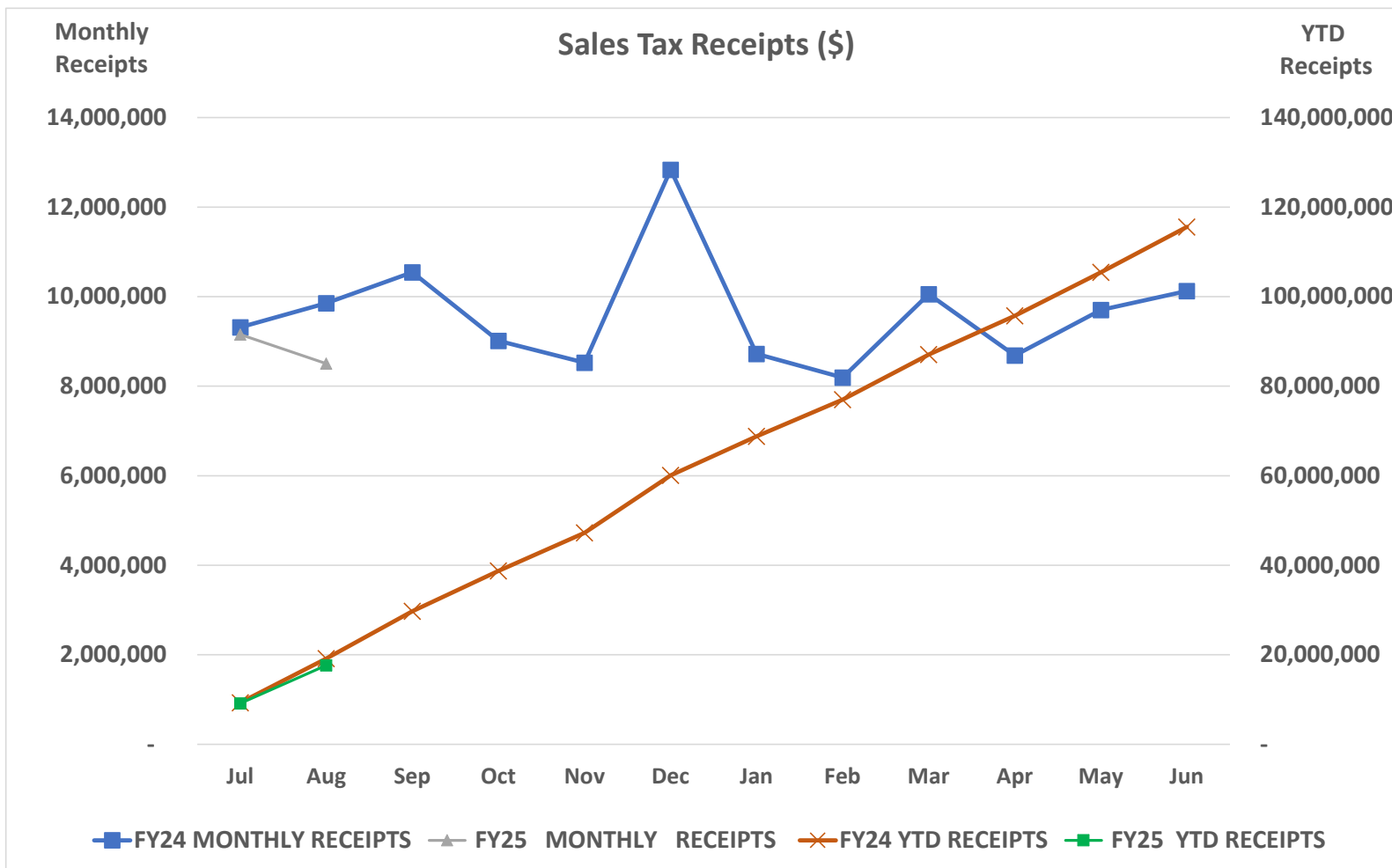
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
Oct-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
October 2024

Unit	Ref	Name	Amount	Method	Description
SMCTA	000420	POLITICO GROUP, INC	7,000.00	ACH	Operating Expenses
SMCTA	000422	KADESH & ASSOCIATES, LLC	7,500.00	ACH	Operating Expenses
SMCTA	000423	SOUTHWEST STRATEGIES LLC	1,025.00	ACH	Operating Expenses
SMCTA	000429	SOUTHWEST STRATEGIES LLC	875.00	ACH	Operating Expenses
SMCTA	001028	NORTON ROSE FULBRIGHT US LLP	5,391.00	CHK	Operating Expenses
SMCTA	001029	PROGRESS PUBLIC AFFAIRS,LLC	1,608.75	CHK	Operating Expenses
SMCTA	001033	PROGRESS PUBLIC AFFAIRS,LLC	1,988.75	CHK	Operating Expenses
SMCTA	001034	SUSTAINABLE SAN MATEO COUNTY	500.00	CHK	Operating Expenses
SMCTA	001036	SAN MATEO COUNTY TAX COLLECTOR	891.90	CHK	Operating Expenses
SMCTA	000273	DEPARTMENT OF TRANSPORTATION	51,436.24	WIR	Capital Programs (1)
SMCTA	000274	HANSON BRIDGETT LLP	7,650.00	WIR	Capital Programs (2)
SMCTA	000274	HANSON BRIDGETT LLP	255.00	WIR	Capital Programs (2)
SMCTA	000274	HANSON BRIDGETT LLP	765.00	WIR	Capital Programs (2)
SMCTA	000274	HANSON BRIDGETT LLP	1,173.00	WIR	Capital Programs (2)
SMCTA	000417	WILLIAM R. GRAY AND COMPANY	12,544.73	ACH	Capital Programs (3)
SMCTA	000418	AECOM TECHNICAL SERVICES, INC.	82,952.87	ACH	Capital Programs (4)
SMCTA	000418	AECOM TECHNICAL SERVICES, INC.	65,967.63	ACH	Capital Programs (4)
SMCTA	000419	WSP USA INC.	8,287.98	ACH	Capital Programs (5)
SMCTA	000419	WSP USA INC.	21,820.00	ACH	Capital Programs (5)
SMCTA	000421	WSP USA INC.	53,380.56	ACH	Capital Programs (6)
SMCTA	000424	HDR ENGINEERING, INC.	1,251.96	ACH	Capital Programs (7)
SMCTA	000425	WSP USA INC.	41,200.16	ACH	Capital Programs (8)
SMCTA	000425	WSP USA INC.	6,241.23	ACH	Capital Programs (8)
SMCTA	000425	WSP USA INC.	37,193.95	ACH	Capital Programs (8)
SMCTA	000425	WSP USA INC.	10,636.52	ACH	Capital Programs (8)
SMCTA	000425	WSP USA INC.	24,645.03	ACH	Capital Programs (8)
SMCTA	000426	KIMLEY-HORN AND ASSOCIATES, INC.	442,528.53	ACH	Capital Programs (9)
SMCTA	000427	KIMLEY-HORN AND ASSOCIATES, INC.	46,926.83	ACH	Capital Programs (10)
SMCTA	000428	WSP USA INC.	72,603.06	ACH	Capital Programs (11)
SMCTA	000428	WSP USA INC.	10,610.67	ACH	Capital Programs (11)
SMCTA	000430	WSP USA INC.	28,552.92	ACH	Capital Programs (12)
SMCTA	000430	WSP USA INC.	52,937.36	ACH	Capital Programs (12)
SMCTA	000430	WSP USA INC.	33,469.75	ACH	Capital Programs (12)
SMCTA	000430	WSP USA INC.	7,831.93	ACH	Capital Programs (12)
SMCTA	001030	TOWN OF COLMA	17,133.75	CHK	Capital Programs (13)
SMCTA	001031	HALF MOON BAY, CITY OF	119,992.87	CHK	Capital Programs (14)
SMCTA	001032	SOUTH SAN FRANCISCO, CITY OF	199,257.14	CHK	Capital Programs (15)
SMCTA	001035	HALF MOON BAY, CITY OF	33,113.49	CHK	Capital Programs (16)

\$ 1,519,140.56

(1)	Ped/Bike Cycle 6 - FY 23/24	(9)	US 101/SR 92 Direct Connector
(2)	\$ 7,650.00 101 Interchange to Broadway	(10)	Ped/Bike Cycle 6 - FY 23/24
	255.00 US101/SR92 Interchang Area Imp		
	765.00 US 101/SR 92 Direct Connector	(11)	\$ 72,603.06 Ped/Bike Cycle 6 - FY 23/24
	1,173.00 Willow Rd Ped & Bike Safety Im		10,610.67 Broadway Grade Separation
	<u>\$ 9,843.00</u>		<u>\$ 83,213.73</u>
(3)	101 HOV Ln Whipple - San Bruno	(12)	\$ 28,552.92 Highway Oversight
(4)	\$ 82,952.87 101 Managed Lanes (Nof I-380)		52,937.36 SMCTA Strategic Plan 2025-202
	65,967.63 101 HOV Ln Whipple - San Bruno		33,469.75 Regional Transit Connections
	<u>\$ 148,920.50</u>		<u>7,831.93 US 101/SR 92 Direct Connector</u>
	<u>\$ 148,920.50</u>		<u>\$ 122,791.96</u>
(5)	\$ 8,287.98 Highway Oversight	(13)	ECR Bike & Ped Improvement
	21,820.00 Active 101	(14)	Hwy 1 Main-Kehoe HMB
	<u>\$ 30,107.98</u>		
(6)	Ped/Bike Cycle 6 - FY 23/24	(15)	Ped/Bike Cycle 6 - FY 23/24
(7)	NB 10 FCEB - GE Consulting Svc	(16)	2017 Bike/Ped Call for project
(8)	\$ 41,200.16 Highway Oversight		
	6,241.23 Broadway Grade Separation		
	37,193.95 SMCTA Strategic Plan 2025-2029		
	10,636.52 Pedestrian & Bicycle Oversight		
	24,645.03 US 101/SR 92 Direct Connector		
	<u>\$ 119,916.89</u>		

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

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$8,472,843
San Mateo County/SFO BART Extension	753,142
Accessible Services	1,506,283
Total	\$10,732,268

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$58,994
<i>Local Shuttle</i>	84,425
<i>Ferry Service</i>	7,374
<i>Dumbarton</i>	7,374
Highways	654,087
Grade Separations	2,313,989
Pedestrian and Bicycle	816,533
Alternative Congestion Relief	407,339
Administrative Overhead	763,383
Total	\$5,113,499

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$3,772,387
Total	\$3,772,387

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$402,425
Transportation Demand Management	30,060
Grade Separation	0
Pedestrian and Bicycle	162,412
Regional Transit Connections	102,162
Local Safety&Congestion Relief	9,218
Administrative Overhead	65,353
Total	\$771,631

Original Measure Categories	Expenses
Highways	\$120,248
Total	\$120,248

Other Uses	Expenses
US 101 Express Lanes - Other (Equity Program/Other Contract)	\$2,749,605
Total	\$2,749,605

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 1st Quarter Fiscal Year 2025**

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

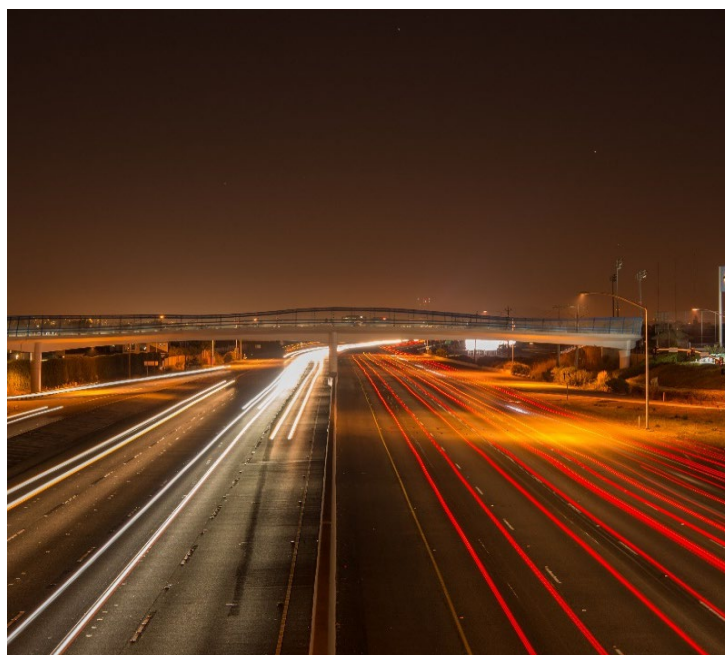
Staff prepares the Capital Projects QSR for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is presented to the Board for informational purposes to provide up-to-date information on the status of capital projects.

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



CAPITAL PROJECTS Quarterly Status Report

FY2025 Q1: July 1, 2024 - September 30, 2024



Top-Left: US 101/Oyster Point Interchange

Top-Right: Ralston Ave Pedestrian Overcrossing over US 101

Bottom-Left: Active 101 Public Outreach – Dia De Los Muertos Event in San Mateo on October 12, 2024

Bottom-Right: Mid County Multimodal Strategy – Belmont Water Dog Run event on October 12, 2024



TABLE OF CONTENTS

FY 2025 Q1 - Quarterly Status Report: July 1 - September 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 2025 Q1 - Quarterly Status Report - July 1, 2024 - September 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 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 2025 Q1 - Quarterly Status Report: July 1 - September 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:

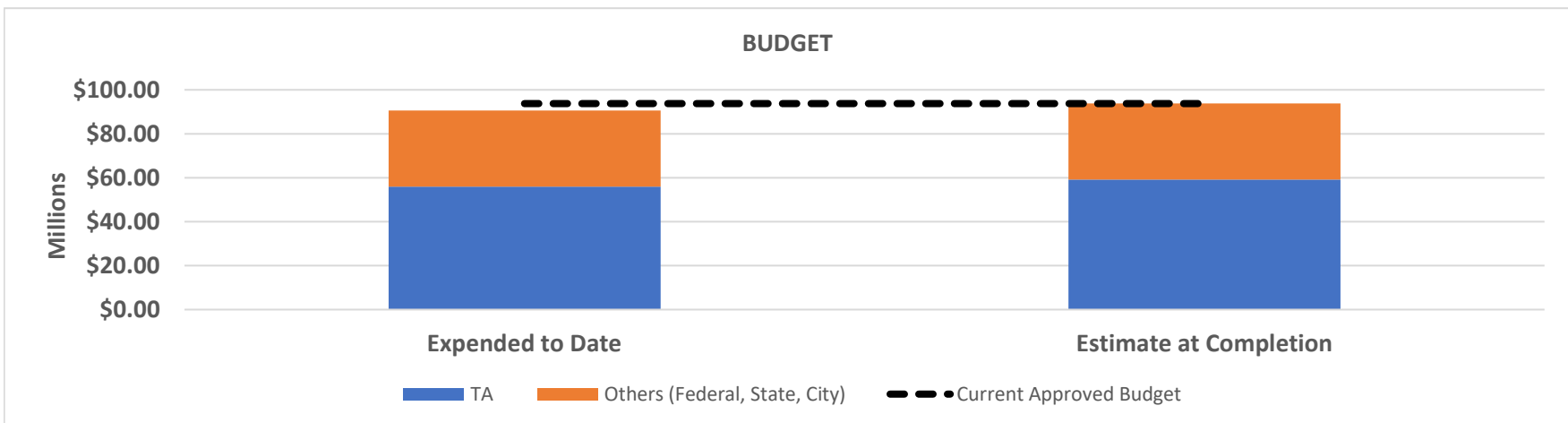
Percent Complete:		55%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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 Caltrans encroachment permit for construction was obtained on May 29, 2024.

TA staff issued the Notice to Proceed for construction management services to HDR, the Notice to Proceed for Design Support During Construction to AECOM has also been completed, and the Board will consider award of the construction contract in December 2024. Active construction is expected to begin in March 2025.



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	\$ 56,011,753	\$3,175,247	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	\$90,562,753	\$3,175,247	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	10/31/28	03/04/25	10/31/28

PROGRESS THIS QUARTER:

1. Completed the WDPR for a Resident Engineer (RE).
2. Completed Work Directive (WD) for Design Support During Construction.
3. Finalized and advertised the Invitation for Bids (IFB). Held pre-bid meeting. Responded to bidder questions. Prepared an addendum to the IFB document.
4. Evaluated construction bids.
5. Prepared for contract award.
6. Negotiated work directive for resident engineer with HDR.
7. Awaiting final comments from Caltrans on right-of-way record maps.

FUTURE ACTIVITIES:

1. Onboard resident engineer.
2. Award construction contract and prepare for the preconstruction meeting.
3. Finalize right-of-way record maps with Caltrans.

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. 04-2875 (LND CON)	10/18/2023	N/A	N/A	Establishes TA as the sponsor and implementing agency for construction of landscaping
MOU (TA/Burlingame)	05/30/24	04/30/29	10/31/28	Construction of project landscaping



FY 2025 Q1 - Quarterly Status Report: July 1 - September 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:		41%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

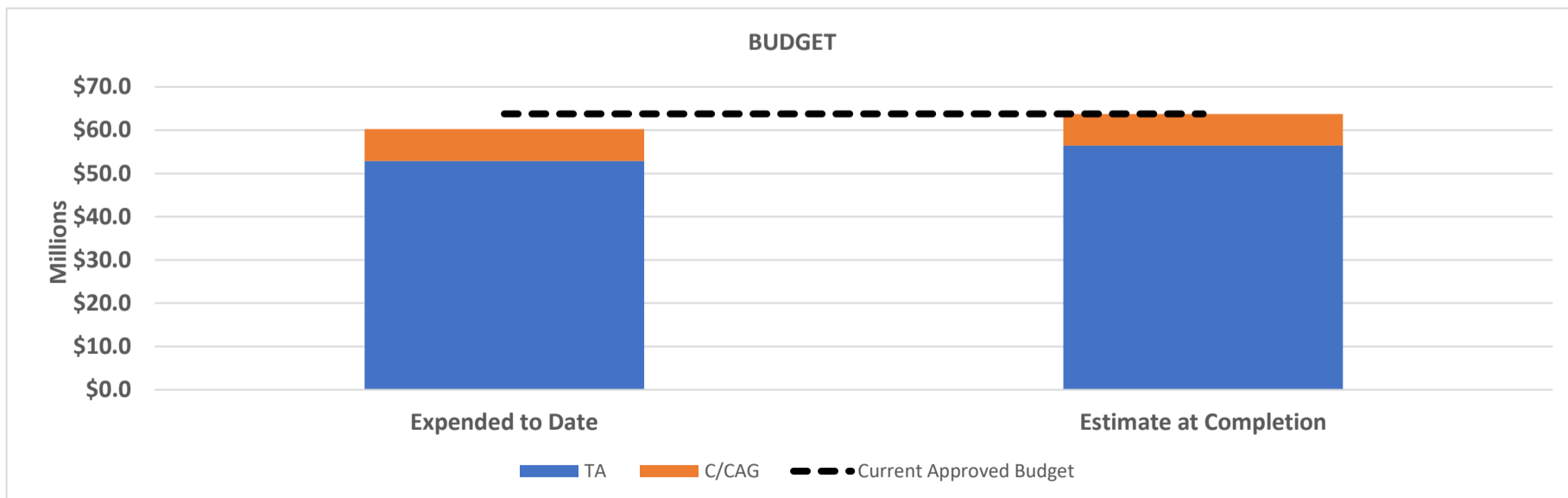
PROJECT DESCRIPTION:

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 have an agreement to finalize the design and construct the project landscaping. The TA will serve as the implementing agency for landscaping construction. The associated Caltrans cooperative agreement was signed in September 2023. The project is in final design of the interchange landscaping. Once the design is approved, the next step is for the project team to work on the encroachment permit. The TA will be responsible for advertising, awarding and administering (AAA) the construction contract.



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	10/10/28	06/24/25	06/30/29

PROGRESS THIS QUARTER:

1. Working on 90% comments submitted by Caltrans.

FUTURE ACTIVITIES:

1. Caltrans to review and approve PS&E.
2. Finalize PS&E and apply for encroachment permit.
3. 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	10/10/28	Establishes the City as the implementing agency for landscaping PS&E and the 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 2025 Q1 - Quarterly Status Report: July 1 - September 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:

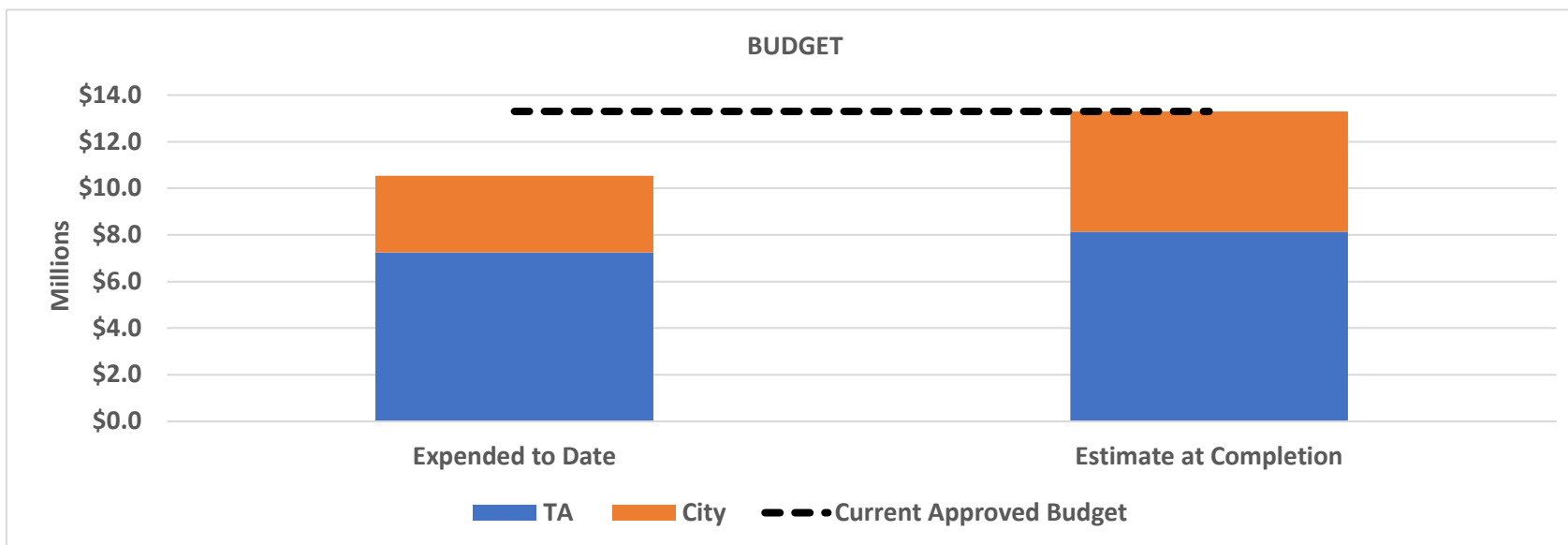
The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road 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 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. The total length of the Project is 2.3 miles, including 1.9 miles along US 101 (from Post Mile 4.6 to 6.5) and 0.40 miles along SR 84 (from Post Mile 25.3 to 25.7).

STATUS SUMMARY:

Caltrans approved the Project Approval and Environmental Document (PAED) in December 2016. The project is currently in the PS&E and Right-of-Way support phase. The City paused design activities at the completion of the 95% design task while securing funding for the construction phase. The City completed its review of ROW acquisition requirements in February 2023, and the City Council accepted and approved the process and commencement of the ROW acquisition and has restarted final design. The updated project cost estimate is \$370M, which is an increase of \$62M. The cost is escalated to the middle of 2028 and includes revised engineering and management costs, added landscape contract and scope added since 2020 to address new regulatory requirements.

The focus of this period was to continue federal delegation advocacy efforts for grant applications, to continue stakeholder engagement (which included award of RM3 funds from MTC), to update the Risk Register and Cost Estimate, to continue development of the baseline summary project schedule, and to continue oversight of PS&E and R/W support work by AECOM and AR/WS.



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	\$7,252,984	\$887,016	89%	\$8,140,000	\$0
City	\$5,160,000	\$3,284,003	\$1,875,997	64%	\$5,160,000	\$0
Total Project	\$13,300,000	\$10,536,987	\$2,763,013	79%	\$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. Caltrans updated its stormwater treatment requirements which increased the required acreage the Project must treat. AECOM is working to refine the number of acres and exploring additional opportunities for on-site treatment.
2. The project was unsuccessful with SS4A and RAISE grants but the project team held debriefs with both programs to improve competitiveness in future cycles.
3. The project team initiated preparations for state funding applications in partnership with Caltrans for the Trade Corridor Enhancement Program (TCEP) and in partnership with SMCTA for the Local Partnership Program (LPP).
4. The Project has been accepted into Caltrans' Site Safety Audit pilot program, with an audit anticipated in the fall of 2024.
5. AECOM finalized the draft UPRR diagnostic and site visit minutes.
6. Reevaluated project costs to develop updated Project Cost Estimate to account for inflation and additional project scope per Caltrans requirements.
7. Conducted multiple meetings to determine the most relevant data from the TOAR to use in TCEP applications that will best capture the benefits to the Port.
8. Worked with federal lobbyist to have the Peninsula federal delegation advocate for federal grants.
9. AR/WS updated the appraisal maps, and the project team facilitated Caltrans review of offer documents, and coordinated revisions to Certificate of Sufficiency and Caltrans review.

FUTURE ACTIVITIES:

1. Work on state grant applications.
2. Meet with utility providers as needed.
3. Update structural calculations to conform to new standards.
4. Finalize minutes from UPRR diagnostic site visit.
5. Update technical studies requiring amendments to meet current standards.
6. Secure property access for Haz Mat testing.
7. Reach agreement with the County regarding the Veterans parcel.
8. Send out ROW offers in early October.

KEY ISSUES:

1. 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 2025 Q1 - Quarterly Status Report: July 1 - September 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

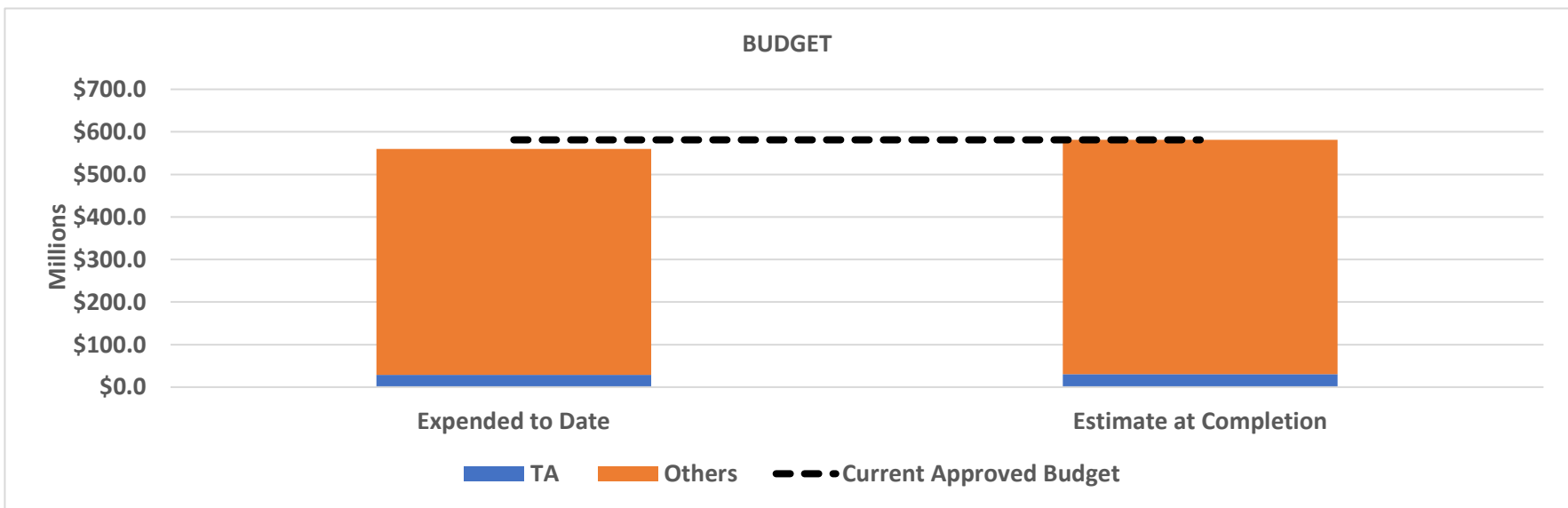
PHASE OVERVIEW:
 Construction for the addition of express lanes on US 101 between Santa Clara County and Interstate 380

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:
 Construction of the US 101 Express Lanes was completed and began operations in March 2023. The closeout of the construction contract is nearly final, including completion of the as-built drawings. The remaining work is for construction of the project landscaping that began in March 2023 and is anticipated to be complete by the end of 2027 including the plant establishment period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$30,500,000	\$28,974,742	\$1,525,258	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$82,424,320	\$12,575,680	\$95,000,000	\$0	87%
Loan/Future Toll	\$86,500,000	\$86,500,000	\$0	\$86,500,000	\$0	100%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$300,640,851	\$6,029,149	\$306,670,000	\$0	98%
Private	\$53,000,000	\$51,550,395	\$1,449,605	\$53,000,000	\$0	97%
Total Project	\$581,170,000	\$559,590,308	\$21,579,692	\$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 finalization of as-builts for the construction of the northern and southern segments. Toll system as-builts finalized and submitted to Caltrans.

Project Landscaping:

1. Roadside clearing and installation of irrigation supply lines, valves, sprinkler assemblies, and irrigation controllers at Embarcadero, Oregon Expressway, Whipple, University, Marsh, Rolison/2nd St, Ralston, Oxford Ct, Pebblewood Way, Hillsdale, Kehoe, and 92/101 interchange areas and they are ready for their water meter connections.

FUTURE ACTIVITIES:

1. Continue as-built drawings.

Project Landscaping:

1. Roadside clearing and irrigation installation at 3rd, irrigation mainline pressure test at various locations, installation of irrigation electrical service starting south to north, and fence installation in progress. Stormwater erosion control measures installation in preparation for the start of the wet season through the project limit.

KEY ISSUES:

City of East Palo Alto's US 101/University Ave Interchange Improvements may require rework of recently installed landscaping and irrigation where areas overlap.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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:		51%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

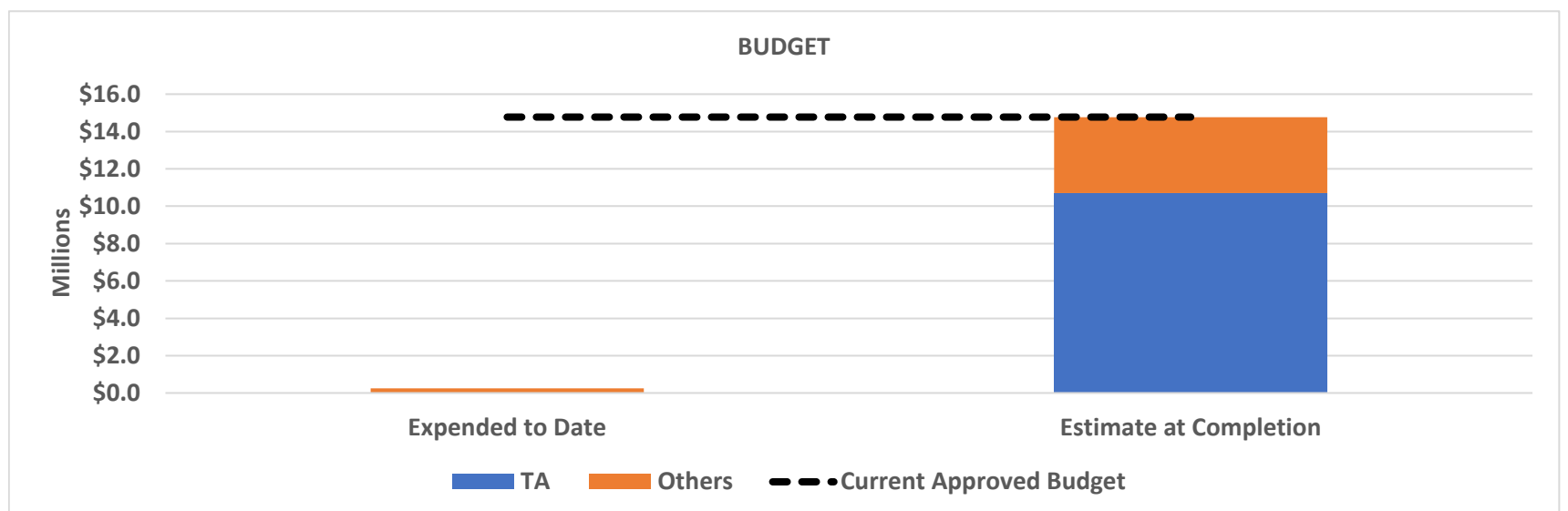
PROJECT DESCRIPTION:

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 completed the bridge columns, soffit and stem concrete placement, and deck formwork. Intersection improvements are underway 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	\$245,272	\$525,728	32%	\$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	\$245,272	\$14,527,928	2%	\$14,773,200	\$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	07/31/25	03/01/23	06/01/25

PROGRESS THIS QUARTER:

1. Completed drilled shafts and bridge columns.
2. Completed bridge soffit and stem concrete placement, bridge deck formwork and reinforcing.
3. Implemented staged-construction traffic control and began flatwork along University Avenue south of US 101.
4. Continued 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. Place concrete deck.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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 Ave

STATUS OVERVIEW:

Percent Complete:		Project Canceled	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

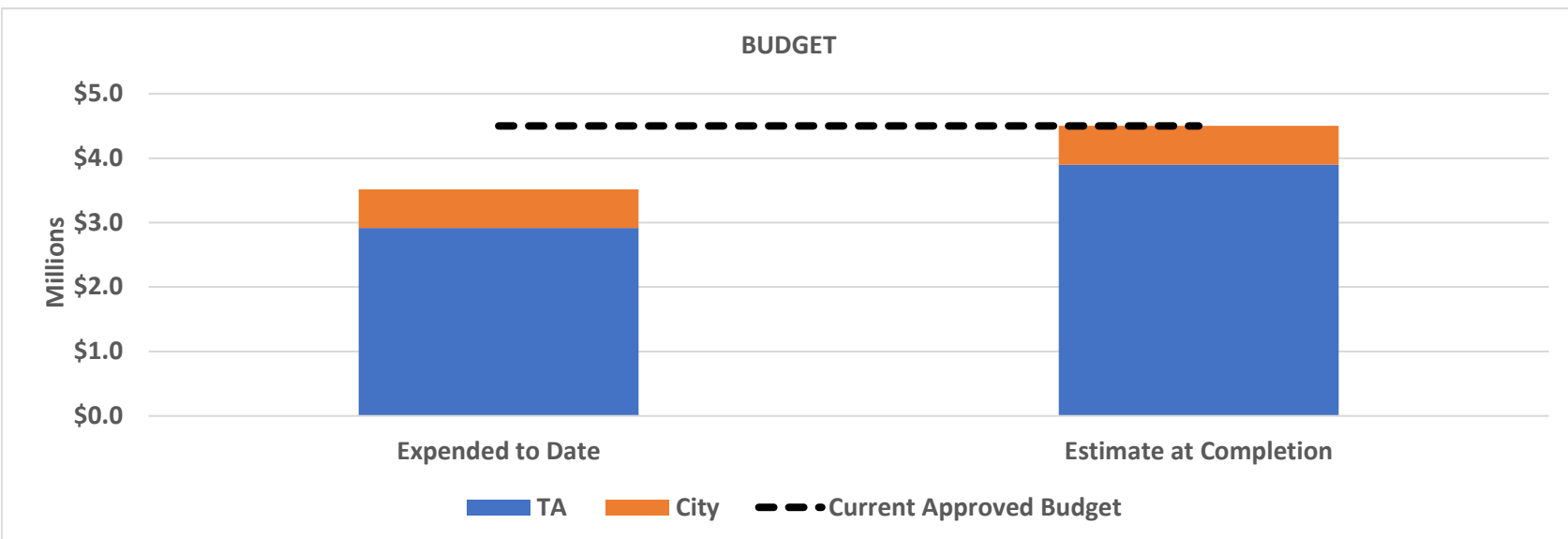
PROJECT DESCRIPTION:

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 multi-family 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.

The Project will be entering its 13th year since the project initiation, but the project has been in the PAED phase for close to nine years due to the complex nature of the project, the public's support vs. opposition for the project, burdens with ROW needed, and lack of viable funding options. Given all the challenges associated with the Project, most notably the high probability that it cannot be funded due to the disproportionate ROW acquisition costs, staff recommended, and the City Council approved, cancelling the project September 2024 meeting. This will be the last quarterly report for this project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$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 project team prepared an Executive Summary of the Alternatives Development Workshop.
2. The project team supported city staff in preparation of materials for the City Council meeting.
3. The City staff provided an update to the City Council at its September meeting.
4. The City Council directed staff to conduct a scoping study to identify small alternative projects to address safety in the neighborhood as part of the North Central Complete Streets Plan and identify eligible grant opportunities.
5. The City Council approved staff recommendation to cancel the project.

FUTURE ACTIVITIES:

1. The City staff will notify property owners and interested parties in the project vicinity of the City Council's decision to cancel the project.
2. The TA will begin the closeout phase of the project in Q3 after receiving the final invoice from project consultant AECOM.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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:		10%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

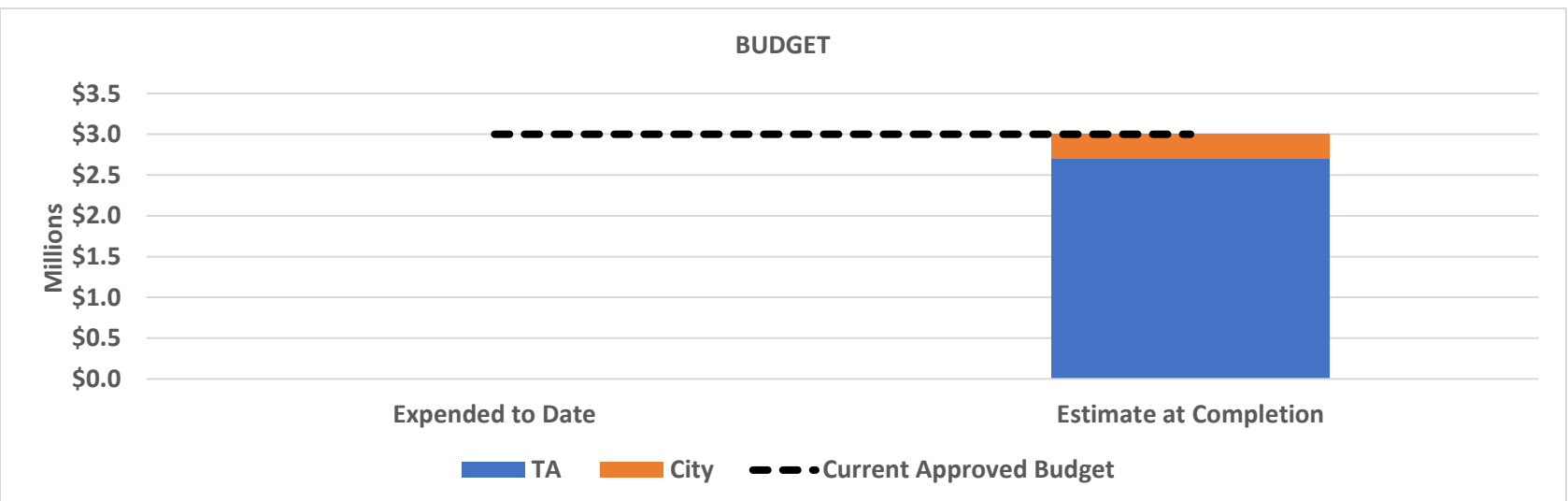
PROJECT DESCRIPTION:

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 completed discussions with adjacent developers on the conceptual plan and began the 35% PS&E design.



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	12/31/2025	5/27/2024	12/31/2025	5/27/2024	5/27/2026

PROGRESS THIS QUARTER:

1. Prepared the geometric plans that will serve as the basis for the design of 35% of the PS&E.
2. Updated the design based on the agreement with the adjacent developers.
3. Conducted project development team (PDT) meeting.
4. Continue working on sub-consultant's agreements.

FUTURE ACTIVITIES:

1. Finalize 35% PS&E design.
2. Collect soil boring data.
3. Finalize the engineer's cost estimate.
4. Begin right-of-way map.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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:		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

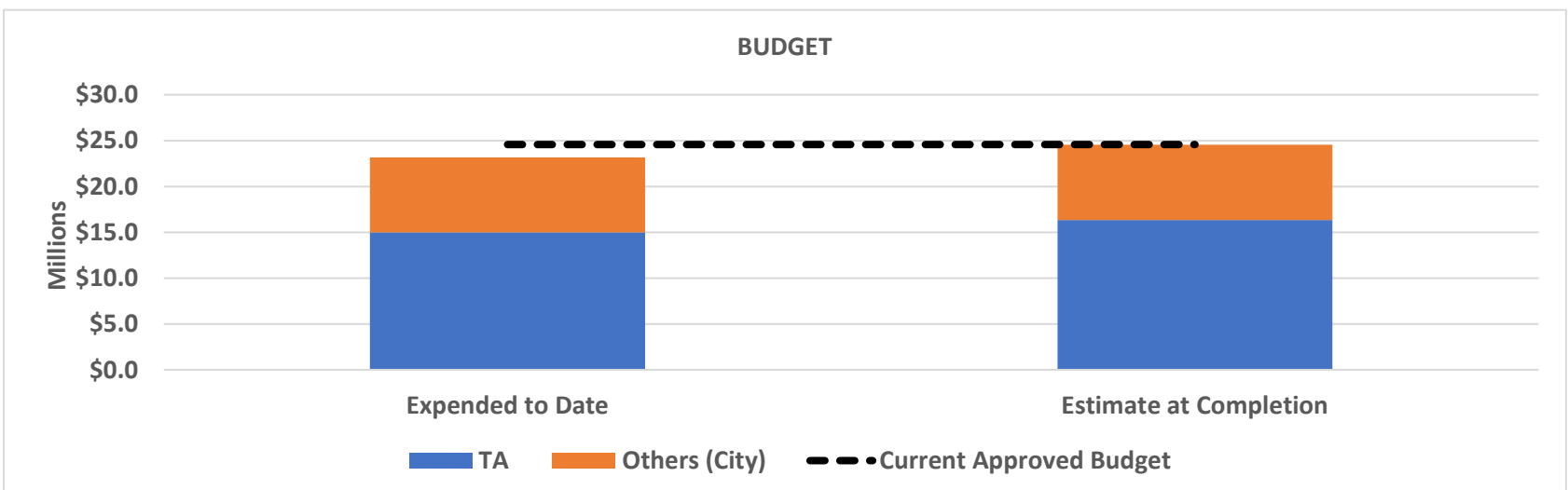
PROJECT DESCRIPTION:

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 (PAED) 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. The forecasted construction schedule was affected because the City did not process the Delegated Maintenance Agreement (DMA) with Caltrans.

The design of highway landscaping and irrigation improvements is complete and the work was advertised for construction. Bid opening was in June and the construction contract was award in August 2024. Construction is estimated to start in Fall 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	\$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	12/30/27	09/01/22	12/30/27	08/01/24	08/31/28

PROGRESS THIS QUARTER:

1. City Council approved the construction award to Marina Landscape, Inc. in August 2024.
2. City staff held a pre-construction meeting on September 12, 2024.

FUTURE ACTIVITIES:

1. 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 2025 Q1 - Quarterly Status Report: July 1 - September 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.

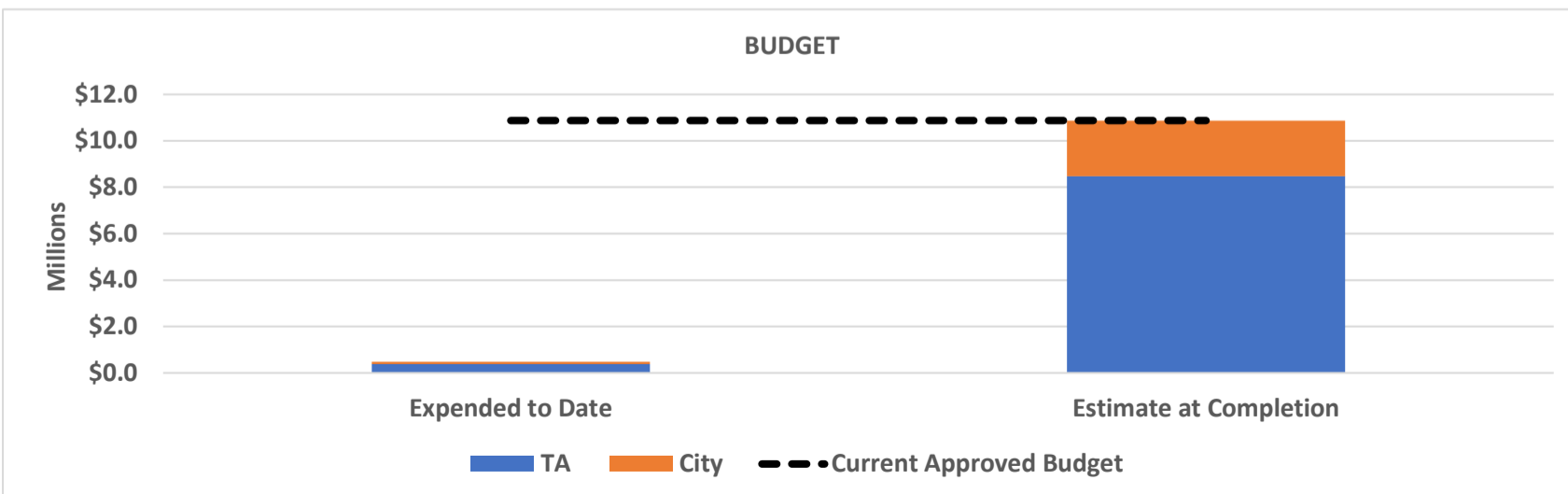
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide 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 is pursuing the final sign-off for the Design Standard Decision Document (DSDD) associated with realigning the bike/ped path to avoid relocation of several poles which had necessitated a new easement. The temporary construction easement has been executed for a period of 3 years. Wastewater Discharge Report and fees were submitted to the Water Quality Control Board for the extension of a drainage inlet needed for the Class I path alignment.

The City presented the project update to the Planning Commission as required by the conditions of the Coast Development Permit (CDP) and received positive feedback to proceed. Riparian mitigation for the project has been designed and plans are now completed and ready for construction document preparation.



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	\$379,839	\$8,095,161	4%	\$8,475,000	\$0
City	\$2,400,000	\$106,759	\$2,293,241	4%	\$2,400,000	\$0
Total Project	\$10,875,000	\$486,598	\$10,388,402	4%	\$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	08/01/22	06/30/23	08/01/22	12/31/24
ROW Certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	12/31/24
Encroachment/Regulatory Permits	05/01/20	07/30/22	05/01/20	07/30/23	12/01/22	12/31/24
Advertise/Award Construction	07/01/23	07/30/23	07/01/23	09/30/23	12/01/24	03/30/25
Construction	09/01/23	09/30/25	09/01/23	12/31/24	03/01/25	12/31/26

PROGRESS THIS QUARTER:

1. Comcast, PG&E and Coastside County Water District facilities have been relocated and Notice To Owners issued.
2. AT&T encountered an issue with relocation of the poles and increase in distance between the poles resulting in a sag of the lines which does not meet the minimum clearance above Terrace Avenue. AT&T is working with the City to revise the design to add a pole to reduce sag. This requires redesign and resubmittal of Caltrans encroachment permit.
3. 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.
4. Met with Caltrans and discussing the approval of DSDD associated with realigning the bike/ped path to avoid relocation of several poles which had necessitated a new easement.
5. Coordinating with the upcoming Caltrans SHOPP project for Highway 1 improvements to 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.
6. Coordinating and responding to the California Water Quality Control Board for a Water Discharge permit at Kehoe ditch for the extension of the inlet structure to accommodate the bike/ped path.

FUTURE ACTIVITIES:

1. The Funding Agreement between the TA and the City will be amended to extend the term to accommodate the revised schedule for construction.
2. City to work with AT&T to redesign their new communication line by adding an additional utility pole adjacent to the bike/ped path and help AT&T apply for a new Caltrans encroachment permit.
3. 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.
4. Comcast to obtain Caltrans encroachment permit and relocate its lines from old poles to the new poles.
5. City to obtain approved work directive from CA Water Quality Control Board.
6. City to coordinate construction dates with Caltrans SHOPP project following Coastal Commission hearing.
7. City to obtain final approval of design exception from Caltrans.

KEY ISSUES:

1. Relocation of the utility poles creates an unacceptable sag of the line. AT&T is working with the City to revise the design to add a pole to address this which will require resubmitting the design to Caltrans for the encroachment permit.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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 Francisco County Line

STATUS OVERVIEW:

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

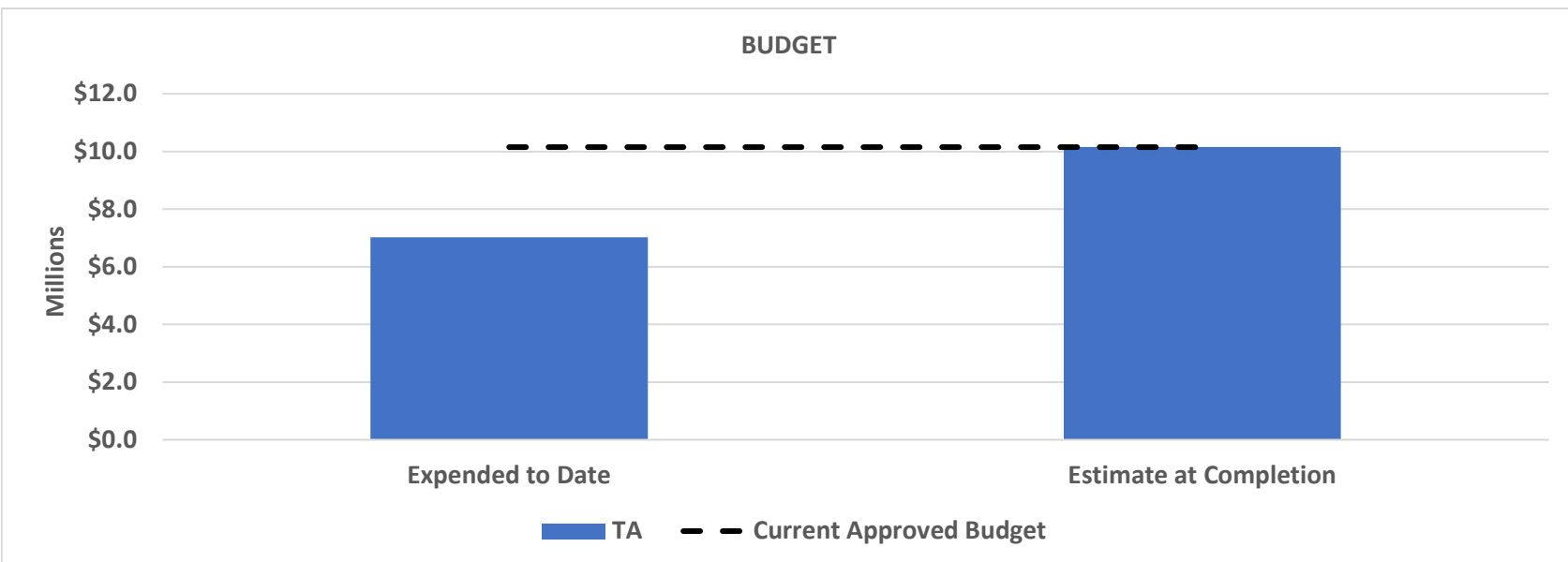
PROJECT DESCRIPTION:

The Project Approval and Environmental Document (PAED) 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 received approvals from Caltrans functional units. The draft environmental document (DED) was initially scheduled for release in late 2024. However, given the complexity of the required technical studies, including traffic analysis, additional time is required to complete the work. Additional coordination with Caltrans management has improved collaboration on traffic-related work. The studies will be complete in Spring 2025 with release of the DED for public comment in Summer 2025.



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	\$7,025,313	\$3,124,687	69%	\$10,150,000	\$0
Total Project	\$10,150,000	\$7,025,313	\$3,124,687	69%	\$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	06/30/25	11/02/20	12/31/25

PROGRESS THIS QUARTER:

1. Identifying viable projects and programs for VMT mitigation.
2. Working with Caltrans Highway Operations on the 2030 and 2050 operational analyses.
3. Finalized the draft Highway Safety Manual (HSM) analysis for Alt 1 – Lane Add and Alt 2 – Lane Convert and submitted to Caltrans for review.
4. Continued to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
5. 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. Complete Noise Abatement Decision Report.
3. Develop VMT mitigation strategies and submit to Caltrans for review.
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 schedule has been impacted by delays in approval of traffic operational analysis models by Caltrans. Will need to deobligate PS&E funding.

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 (PAED)	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 (PAED)	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)	12/07/23	N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023



FY 2025 Q1 - Quarterly Status Report: July 1 - September 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: ROW & Construction (Activities 14 and 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Right of Way (ROW) and Construction for US 101/State Route 92 Interchange Area Improvements

STATUS OVERVIEW:

Percent Complete:		17%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

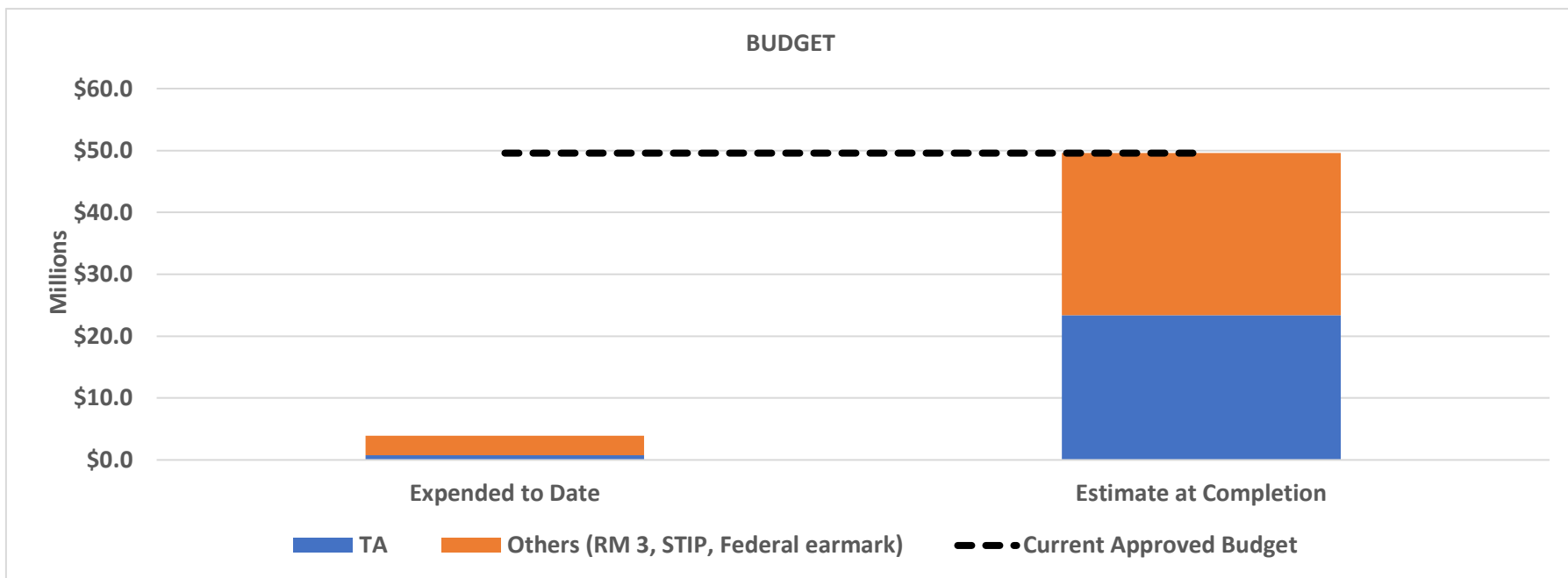
PROJECT DESCRIPTION:
 The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane 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 (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans completed the Project Approval-Environmental Document (PAED) phase in September 2021 and the Plans, Specifications & Estimates (PS&E) phase in December 2023.

In January 2024, the TA and the City/County Association of Governments (C/CAG) entered into agreement to establish Caltrans as the implementing agency for the construction phase. The Cooperative Agreement was amended in July 2024 to update the funding summary with additional Regional Measure 3 funding allocated by the Metropolitan Transportation Commission to replace State Transportation Improvement Program funds that are not yet available.

Caltrans advertised the construction contract 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	\$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	12/31/26	06/30/24	07/31/26

PROGRESS THIS QUARTER:

- Executed Cooperative Agreement #04-2944 Amendment 1 to reflect the latest construction funding details.
- Finalized the construction package and advertised the project for bids.

FUTURE ACTIVITIES:

- Evaluate bid proposals and award to a contractor.
- Coordinate with City of San Mateo and Foster City.
- Launch project webpage and other communications tools.

KEY ISSUES:

None.

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
RESO Funding (CON)	06/06/24	N/A	N/A	Board Resolution No. 2024-8 for additional RM3 funding and reduction in STIP funding.
Cooperative Agreement 04-2944 A1- Caltrans/CCAG/TA	07/28/24	N/A	N/A	Updates the funding summary for additional RM3 funding and reduction in STIP funding.



FY 2025 Q1 - Quarterly Status Report: July 1 - September 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:		17%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

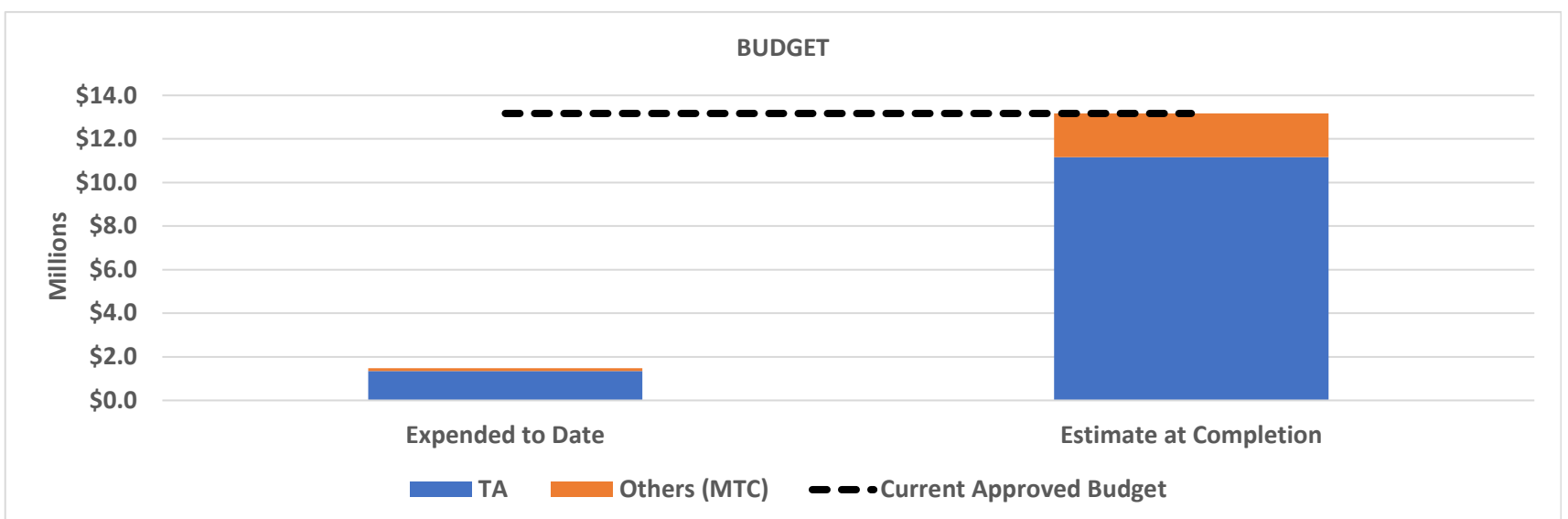
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

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 reduce cut through traffic on local streets.

STATUS SUMMARY:

Caltrans approved the Project Study Report - Project Development Support (PSR-PDS) document in November 2020. 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 continues working on the technical and environmental studies including preliminary geometrics for the build alternatives and traffic forecasting.



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	\$1,341,793	\$9,828,983	12%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$140,651	\$1,859,349	7%	\$2,000,000	\$0
Total Project	\$13,170,776	\$1,482,444	\$11,688,332	11%	\$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. Updated FAQs to share on the project website.
2. Assessed potential operational improvements for the US 101 northbound on-ramp at Hillsdale.
3. Drafted and finalized the traffic forecasting validation memo.
4. Continued geometric refinement for the build alternatives including geometry exhibits, typical sections, and profiles.

FUTURE ACTIVITIES:

1. Complete the assessment of potential Hillsdale operational improvements.
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 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

STATUS OVERVIEW:

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

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

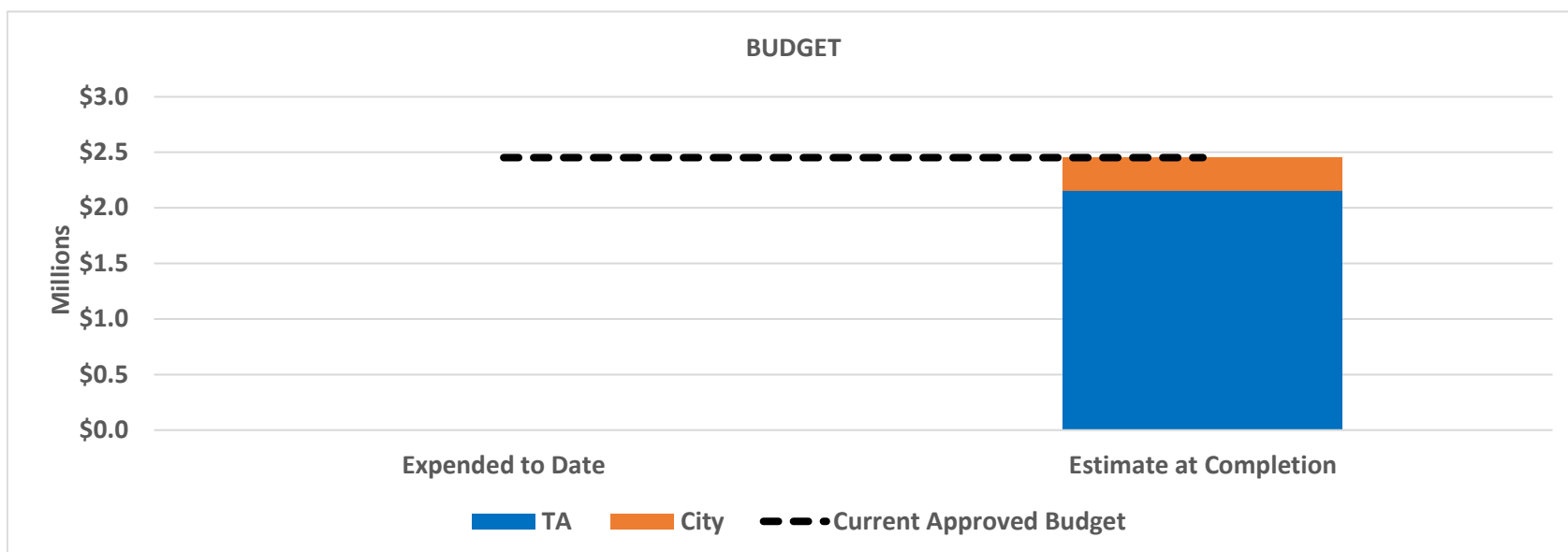
PROJECT DESCRIPTION:

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 Project Initiation Document (PID) phase was held on 8/19/2022 and the PID phase was approved in July 2023.

The PAED phase of the project has started. Two build alternatives were 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. The project team is awaiting final approval from Caltrans on the draft Operational Traffic Assessment, while continuing to work on collecting traffic data and environmental documents. Public meetings will be scheduled to obtain feedback 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	\$2,152,663	\$0	\$2,152,663	0%	\$2,152,663	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$2,452,663	\$0	\$2,452,663	0%	\$2,452,663	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/31/22	06/30/24	12/31/23	12/31/26	08/21/23	08/30/25

PROGRESS THIS QUARTER:

1. Drafted existing condition report and submitted it to Caltrans for approval.
2. The California Environmental Quality Act (CEQA) - Induced Travel Analysis Memorandum was submitted to Caltrans for review and approval.
3. Continue developing the design alternatives.
4. Continuing bridge layout work.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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:		10%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

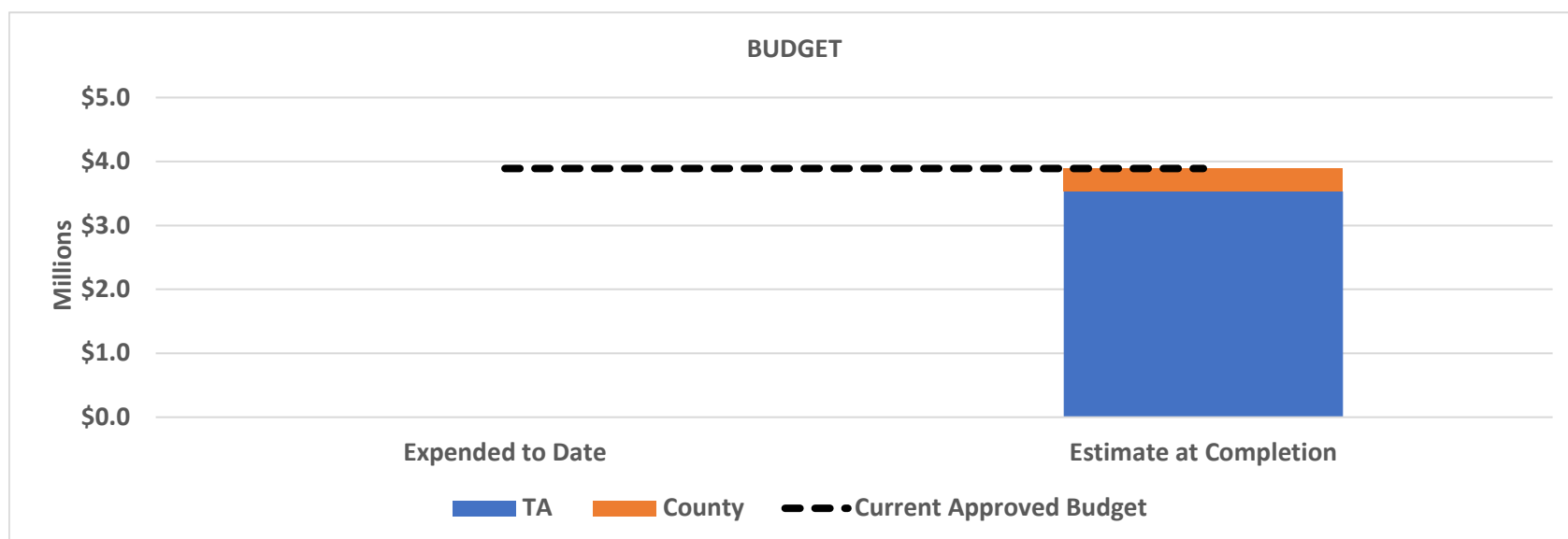
PROJECT DESCRIPTION:

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 sponsored by the County of San Mateo and being coordinated with Caltrans, with the TA serving as the implementing agency. The project initiation document (PID) phase 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 kicked off in June 2024 and 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.

The team is currently working on the base map and obtaining existing information from utility companies to identify potential impacts. The team is also collecting traffic counts to conduct a detailed analysis of traffic operations and assess the effects of potential future improvements along Highway 1.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,531,000	\$8,231	\$3,522,769	0.2%	\$3,531,000	\$0
County	\$359,000	\$0	\$359,000	0.0%	\$359,000	\$0
Total Project	\$3,890,000	\$8,231	\$3,881,769	0%	\$3,890,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Methodology memo. Presents the operations/forecasting methodologies for Traffic Operations Analysis Report (TOAR) required as part of the Project Approval and Environmental Document (PA&ED).
2. Worked on base mapping and survey.
3. Started collecting traffic counts.

FUTURE ACTIVITIES:

1. Finish collecting 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
MOU (PAED)	4/1/2024	5/30/2027	11/30/2026	Board Resolution 2023-26
Cooperative Agreement No. 04-2965	3/5/2024	N/A	N/A	Establishes TA as the sponsoring and implementing agency of the PAED



FY 2025 Q1 - Quarterly Status Report: July 1 - September 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: PSR-PDS (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:		90%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

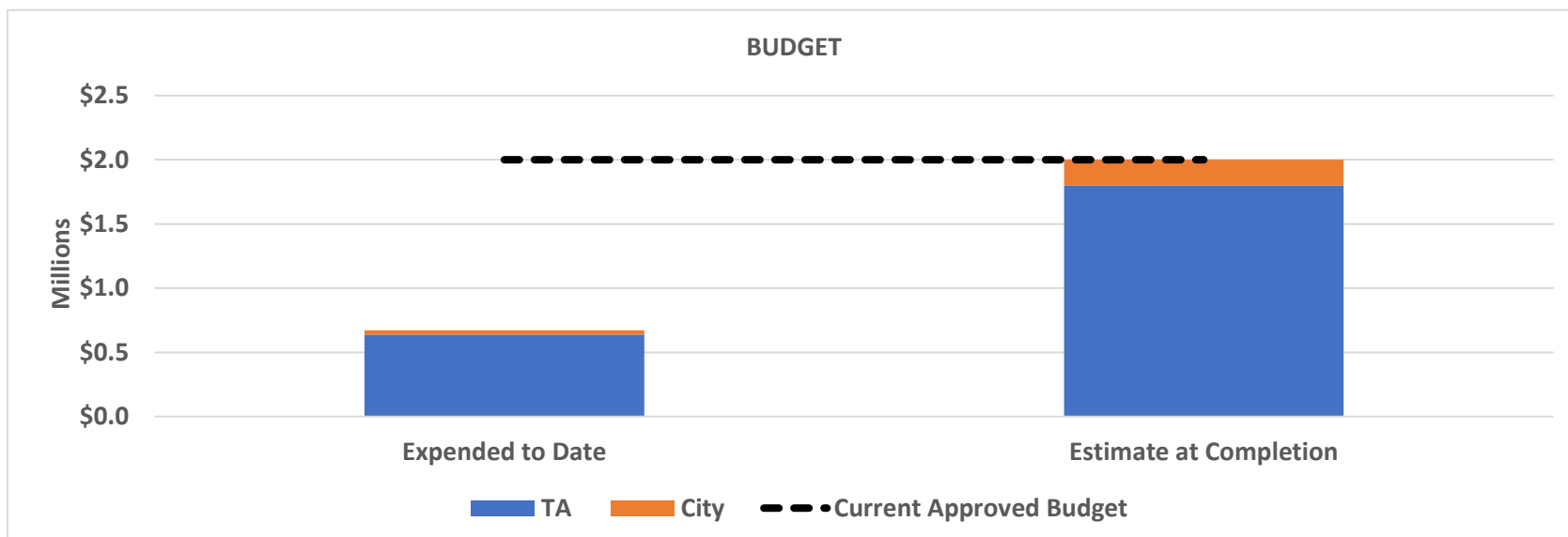
PROJECT DESCRIPTION:

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 by the end of 2024.

The project team is addressing final comments received from Caltrans on the Draft PSR-PDS and Traffic Engineering Performance Assessment (TEPA) documents. The team also requested approval for the Intersection Control Evaluation (ICE) report. The TA amended the Funding Agreement completion date to March 31, 2025 to accommodate 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	\$637,988	\$1,162,012	35%	\$1,800,000	\$0
City	\$200,000	\$35,080	\$164,920	18%	\$200,000	\$0
Total Project	\$2,000,000	\$673,068	\$1,326,932	34%	\$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	03/31/25	04/03/23	12/31/24

PROGRESS THIS QUARTER:

1. Revised technical studies based on comments received from Caltrans functional units.
2. Worked with Caltrans highway operations team to address comments on TEPA and ICE documents.
3. Submitted the Draft PSR-PDS for Caltrans review.
4. Executed the funding agreement between the TA and Town for the next phase of the project.

FUTURE ACTIVITIES:

1. Revise and resubmit Draft PSR-PDS for Executive approval.

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
Amendment 1 (PSR-PDS)	11/03/24	09/30/25	03/31/25	Amended the FA to extend the Term
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 2025 Q1 - Quarterly Status Report: July 1 - September 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 2025 Q1 - Quarterly Status Report: July 1 - September 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:		78%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

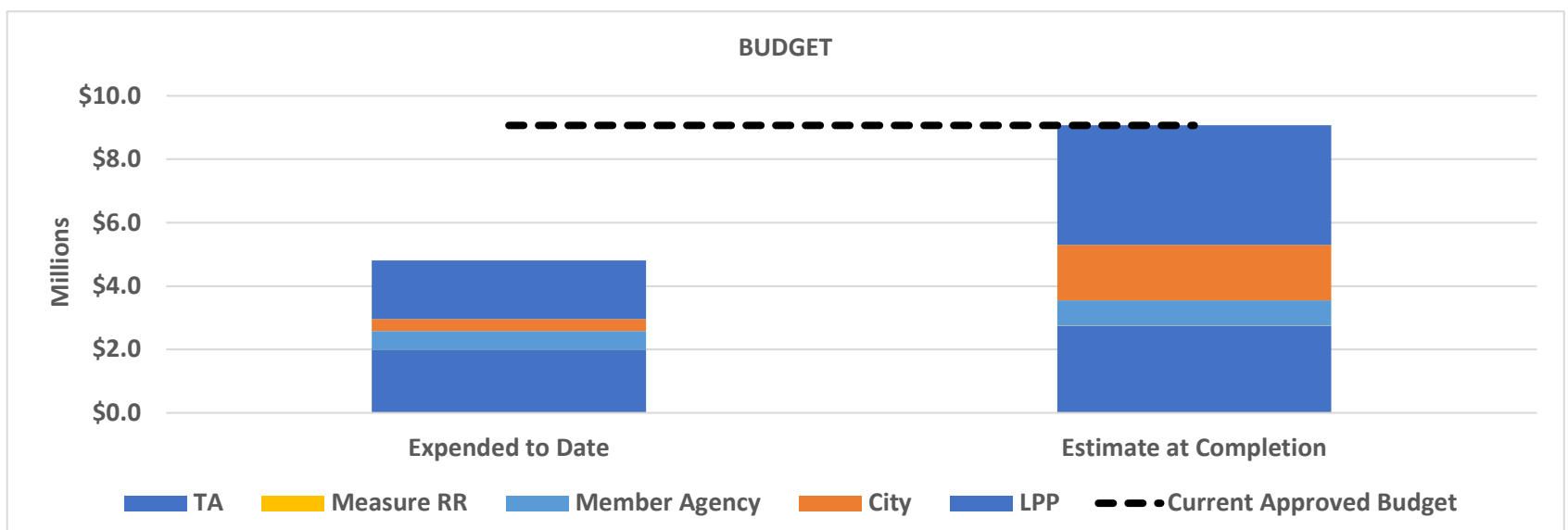
The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave Grade Separation Project. The track will be located 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 continued with the construction activities on schedule. Construction is scheduled to be substantially complete by December 2024 and final completion by January 2025. Community outreach coordination is ongoing to provide Hayward Park residents updated information on the planned construction activities and schedule.

The Program Supplement Agreement (PSA) for the \$3.77M in California Transportation Commission (CTC) Local Partnership Program (LPP) funding is still 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	\$1,977,431	\$758,569	72%	\$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
LPP	\$3,773,000	\$1,853,963	\$1,919,037	49%	\$3,773,000	\$0
City	\$1,746,929	\$377,829	\$1,369,099	22%	\$1,746,929	\$0
Total	\$9,066,340	\$4,809,261	\$4,257,078	53%	\$9,066,340	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/01/23	03/31/24	03/01/24	08/31/25	03/13/24	08/31/25

PROGRESS THIS QUARTER:

1. Grants team continued to work with Caltrans to execute program supplement agreement for LPP funds.
2. Track work was performed in coordination with TASI who performed the signal scope.
3. Significant ongoing activities included construction of the screen wall, the irrigation system and maintenance road among other activities.

FUTURE ACTIVITIES:

1. Grants team will execute program supplement agreement for LPP funds.
2. Among other construction activities, SWI will complete construction and painting of the screen wall.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

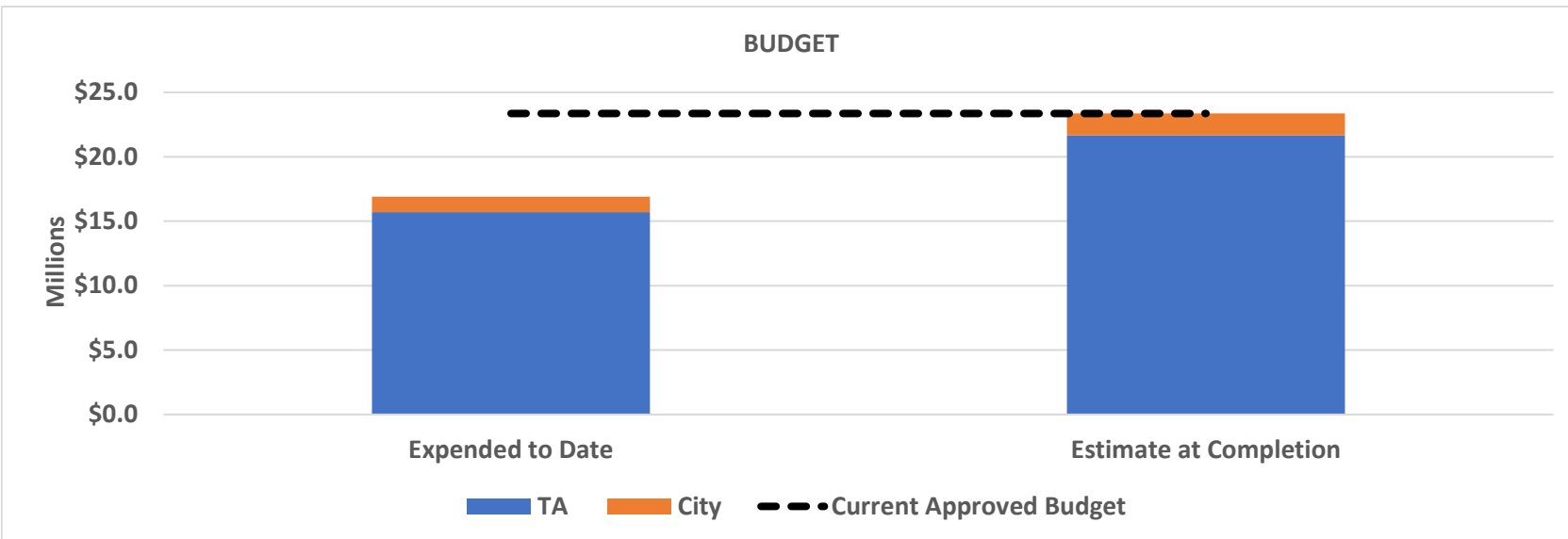
The project will replace the at-grade railroad crossing with a new configuration that will grade separate the railroad crossing from the street by elevating the railroad, and include construction of a new elevated train station. The project will include multiple pedestrian and bicycle access improvements 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

STATUS SUMMARY:

In early August, the project received Opinions of Probable Construction Costs (OPCCs) from the construction manager-general contractor "CMGC" (Flatiron Herzog JV) and the independent cost estimator "ICE" (KMC) for the 65% design. The OPCCs were reconciled to a cost difference of 7%. However, the costs far exceeded (>200%) the approved project budget. The design has been placed on hold.

The project team is undertaking a review of the critical concepts relative the project goals and has developed several alternatives for consideration. The intent of this exercise is to reduce the cost for the project down to a fundable level. The project team has developed a process for reviewing alternatives and is presenting them to decisionmakers. The initial concept presented is on alternatives for the station. The team developed three options - keeping the center boarding platform, changing to a side boarding platform, and removing the station. One variation would be to defer the station to a later date when additional funding is 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*	\$21,663,000	\$15,697,527	\$5,965,473	72%	\$21,663,000	\$0
City	\$1,700,000	\$1,200,232	\$499,768	71%	\$1,700,000	\$0
Total	\$23,363,000	\$16,897,758	\$6,465,242	72%	\$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	04/23/27

PROGRESS THIS QUARTER:

1. The project team successfully submitted an application for the 2024 Railroad Crossing Elimination (RCE) Grant Program for redesigning the project. The RCE grant was submitted with a request of \$14.65M with a proposed local match of an additional \$14.65M.
2. CMGC established the project Risks & Assumptions log and built out the log of recommendations and innovations.
3. 65% OPCCs received and reconciled between ICE and CMGC. Costs far exceed budget. Undertook forensic analysis to understand cost drivers between the current estimates and the 2022 estimate - escalation, overly aggressive scheduling and scope changes.
4. The CMGC and ICE also prepared and submitted draft 65% construction schedules.
5. The Hazardous Materials Management Plan (HMMP) is being finalized in preparation for environmental permit applications.
6. ROW acquisition maps were finalized and approved by the Real Estate team. The acquisition estimates were also updated.
7. Developed a log of larger critical concepts for evaluation and commenced with VE process, starting with building a narrative for side platforms, viaduct and alignment changes.
8. Development of design alternatives ongoing - established 5 critical concepts for decisionmaker consideration: 1. Current design (center platform) with VEs, 2. Side Platforms, 3. Deferred station, 4. No Station and 5. No Project.
9. Narrative and presentation drafted for each concept with rough order of magnitude (ROM) price points. Rebaselined schedule 70% complete, incorporating redesign effort.

FUTURE ACTIVITIES:

1. ICE to validate ROM pricing for each concept.
2. Present project (re)design concepts to Technical Working Group and Senior Leadership team for feedback and selection of concept.
3. Complete rebaseline of project schedule for approval.
4. Develop and review funding strategy (Caltrain, TA, City).
5. Amend MOU to extend scope completion date.

KEY ISSUES:

1. Estimated project cost far exceeds available funding, requiring a project redesign which will impact project schedule.
2. Additional funding is needed for the redesign.

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 Amendment 1 (PS&E)	07/22/24	07/31/25	01/31/25	Amendment to include funding for CMGC contract and extending the term
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 2025 Q1 - Quarterly Status Report: July 1 - September 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:		33%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

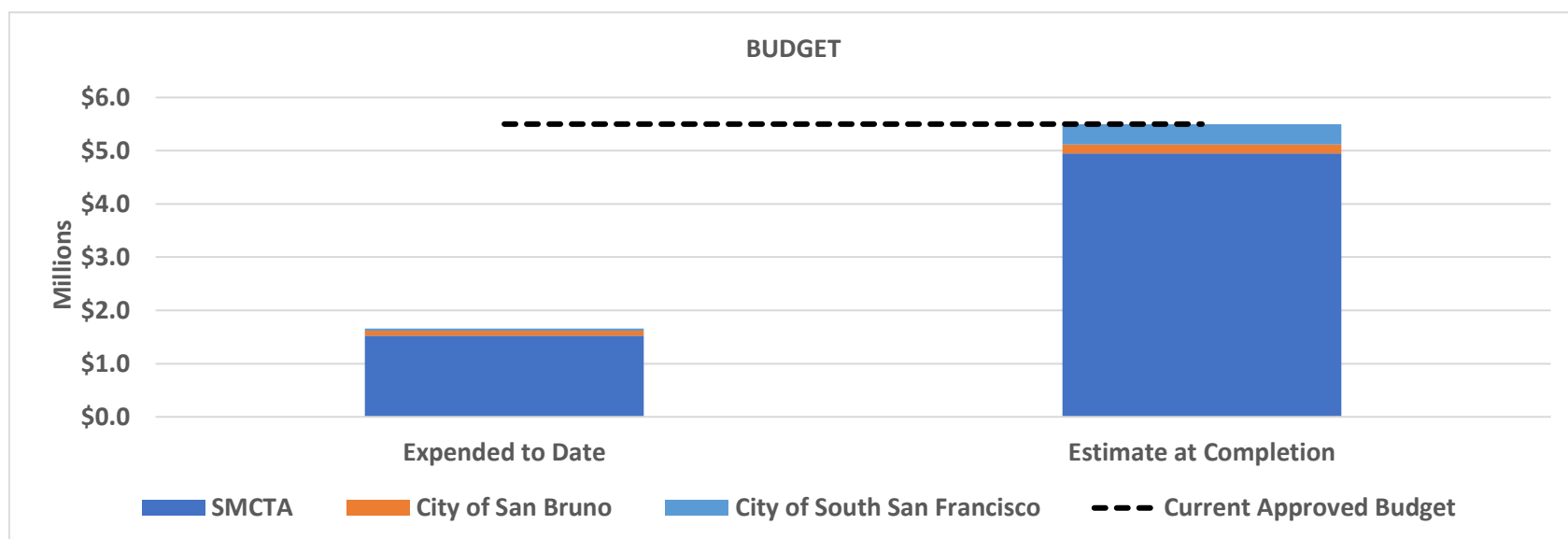
PROJECT DESCRIPTION:

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 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 the cities.

Caltrain initially planned to present the information to the city councils in August but this has been delayed to facilitate more discussion with City staff and the project team. These presentations will now be scheduled in Q3 to obtain a final consensus recommendation from both Caltrain and City staff on the locally preferred alternative (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	\$1,523,560	\$3,426,440	31%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$94,317	\$68,683	58%	\$163,000	\$0
City of South San Francisco	\$387,000	\$39,786	\$347,214	10%	\$387,000	\$0
Total	\$5,500,000	\$1,657,663	\$3,842,337	30%	\$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	12/31/25

PROGRESS THIS QUARTER:

1. Prepared presentations for City Council meetings in November and January.

FUTURE ACTIVITIES:

1. Present to City Councils in late November and January 2025.
2. Proceed with project delivery workshops and recommend project delivery approach for the project.
3. Develop project's streamlined schedule.

KEY ISSUES:

Schedule delays due to selection of a locally preferred alternative.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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	●	●	●

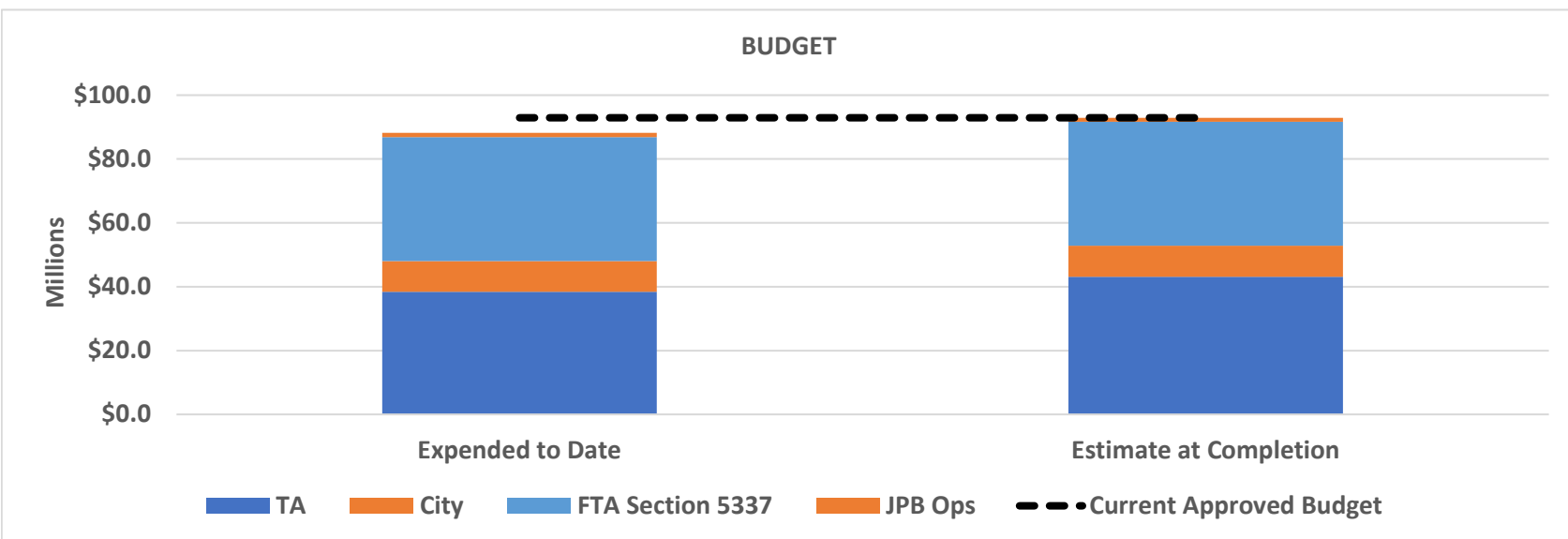
PROJECT DESCRIPTION:

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:

The project addressed 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 \$5.1M to retire the obligation. The payment of \$5.1 million to UPRR is planned for October 2024. With the payment to UPRR, the project will be closed out and next quarter will be the final report on 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
JPB Ops	\$1,300,000	\$1,299,963	\$37	100%	\$1,300,000	\$0
TA	\$43,120,451	\$38,408,890	\$4,711,561	89%	\$43,120,451	\$0
FTA Section 5337	\$38,827,600	\$38,826,529	\$1,071	100%	\$38,827,600	\$0
City	\$9,674,180	\$9,661,595	\$12,585	100%	\$9,674,180	\$0
Total	\$92,922,230	\$88,196,976	\$4,725,254	95%	\$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	06/30/25	12/21/22	06/30/25

PROGRESS THIS QUARTER:

1. Continue with the closeout activities of the project.

FUTURE ACTIVITIES:

1. Pay UPRR \$5.1 million on October 3, 2024.
2. Complete project closeout.

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 2025 Q1 - Quarterly Status Report: July 1 - September 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 is working to complete the project close out (Activity 18) phase

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

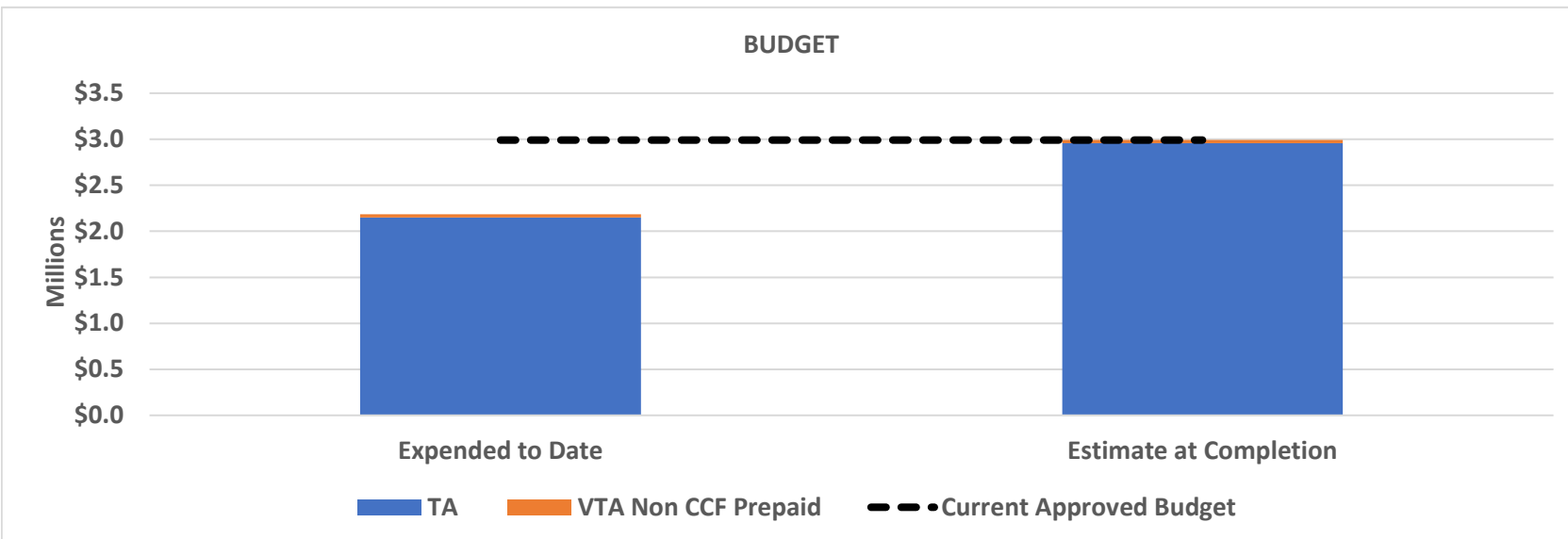
This Project is to improve the safety at the Watkins Avenue Grade Crossing. Safety Improvements would include installation of quad gates, its components, and other roadway modifications (e.g., pavement markings, etc.) necessary for a fully functional quad gate system. This safety system would deter motorists from driving around a down crossing gate arm. This Project is listed in the executed Memorandum of Understanding (MOU) dated November 11, 2020, between the Town of Atherton and Peninsula Corridor 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 project team is awaiting the final invoices from the Town of Atherton and TASI to complete the close-out of the project. The project will be closed out next quarter and that will be the final quarterly report.



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. The project team started 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 2025 Q1 - Quarterly Status Report: July 1 - September 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 consultant team initiated the development of alternative design concepts. The mobility profile analysis was completed and the traffic operations analysis was initiated. A draft presentation outline was circulated for TA and Town feedback.	Dec 2022	Mar 2025	Oct 2025	\$450,000	\$0	\$140,324	\$309,676
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	90% PS&E is expected to be complete by November 2024.	Dec 2022	Sep 2025	Jul 2027	\$300,000	\$0	\$3,922	\$296,078
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design continues to remain at 65% completion. Further clarification on design details were provided to the designer on a field visit. The project has been delayed to April 2026 due to a large number of planned projects.	Dec 2022	Apr 2026	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	The concept design was submitted to SFPUC for review to coordinate on potential ROW issues. Currently waiting for SFPUC response.	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 was completed and the project is currently in the design phase.	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. The design phase is expected to start late-2025. The Town has submitted a request to SMCTA to extend the Scope of Work agreement to November 2026.	Dec 2022	Oct 2026	Nov 2025	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	The PS&E phase has been completed, and the bid package is being finalized. Currently discussing easement requirements to address property access.	Dec 2022	Dec 2025	Nov 2028	\$1,831,500	\$0	\$349,623	\$1,481,877
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	Have coordinated with PG&E on the plan review. Activities for next quarter include approving final construction bid documents and advertise for construction.	Dec 2020	Dec 2025	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	No progress has been made this quarter. Expected completion has been pushed to December 2024.	Mar 2018	Dec 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	Have prepared a draft Request for Proposal (RFP) for a consultant to conduct an engineering study, and also prepared plans, specifications, and cost estimates. Expecting to release the RFP and select a consultant in the next quarter.	Dec 2022	Jun 2026	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	Have released the RFP for consultant design services.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	The 50% drawings were completed and submitted to the City for review in September. Currently working on the 100% plans, specifications, and estimates.	Dec 2022	Dec 2024	Jun 2025	\$0	\$400,000	\$168,304	\$231,696
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Currently developing the 95% submittal package. Additional comments and coordination with Caltrans has led to a minor extension of the project schedule to December 2024.	Mar 2018	Dec 2024	Original: 3/2024 Extension: 4/2025	\$315,000	\$0	\$315,000	\$0
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	No new updates occurred this quarter. Plans to bid the project for construction has been pushed to early 2025.	Dec 2022	Mar 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000



Pedestrian & Bicycle Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 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
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Have installed most of the curbs and sidewalks, and poured concrete abutments for the bridge.	Apr 2014	Dec 2024	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$32,294	\$137,706
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Continued design of the bike lane pilot for a portion in front of a community park. Have also continued 70% design of the traffic calming measures and permanent bike lanes.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	An RFP was issued for CM/GC services with proposals due on October 16, 2024. The scope for environmental clearance (NEPA) was also approved in September 2024 and the process is in progress.	Dec 2020	Dec 2025	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	The project advertised for bids in July 2024, but City Council rejected all bids due to much higher than expected estimates. The schedule to readvertise for bids will occur winter 2024/25 and construction to start in spring 2025.	Dec 2022	Jun 2025	Jun 2028	\$0	\$568,504	\$59,308	\$509,196
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	An amendment to the funding agreement with SMCTA was executed in September 2024 to extend the Scope of Work completion date. A project update was not provided this quarter due to staffing changes/challenges at the Town.	Dec 2020	Dec 2024	Original: 11/2024 Extension: 5/2025	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	An amendment to the funding agreement with SMCTA was executed in July 2024 to extend the Scope of Work completion date. A project update was not provided this quarter due to staffing changes/challenges at the Town.	Dec 2020	Dec 2024	Original: 9/2024 Extension: 5/2025	\$0	\$102,703	\$0	\$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	The design for a quick-build cycle track on ECR southbound from Brewster to Madison is at 90% completion. The completion date has been pushed to February 2025.	Dec 2020	Feb 2025	Mar 2026	\$300,000	\$0	\$39,125	\$260,875
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The Vera Ave bike boulevard design is at 95% completion. A neighborhood meeting was held on August 6, 2024 to seek residents' feedback on the project design. Broadway design is at 35% completion.	Dec 2022	Mar 2025	Dec 2025	\$0	\$615,000	\$143,492	\$471,508
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Construction bidding has been delayed to occur in fall 2024. Completion date has been pushed to March 2025.	Dec 2022	Mar 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	The reduced speed limit changes were implemented mid-August 2024.	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	Construction has started in June 2024. Have completed construction of a new median and working on a bicycle track median.	Dec 2020	Feb 2025	Apr 2027	\$1,401,000	\$0	\$514,850	\$886,150
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Developed outreach plan. Submitted draft Advanced Geometry Drawings (GEDs), Design Standard Risk Assessment, Traffic Engineering Performance Assessment (TEPA), and a project description to the County, TA and Caltrans for comment.	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$319,808	\$570,192
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	35% design plans and cost estimates are currently being reviewed.	Dec 2020	Dec 2024	Original: 12/2023 Extension: 12/2025	\$153,000	\$0	\$0	\$153,000
San Mateo	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets Project	PAED, PS&E	A funding agreement is in progress.	Dec 2022	TBD	Agreement in Process	\$2,000,000	\$0	\$0	\$2,000,000



Pedestrian & Bicycle Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 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
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Have completed all public outreach. Have received comments on the Preferred Alternatives Analysis and the Alternatives Evaluation Technical Memorandum and working to incorporate comments. The draft Feasibility Report is also in progress.	Dec 2022	Oct 2024	Dec 2025	\$450,000	\$0	\$199,257	\$250,743
South San Francisco	El Camino Real Corridor Study	PLAN	No work was completed this quarter. Anticipating to start the ECR Corridor Analysis next quarter.	Dec 2022	Dec 2024	Jun 2025	\$0	\$100,000	\$0	\$100,000

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 Redwood City Hopkins Avenue Traffic Safety Implementation Project was completed and has been removed.
 3. The County of San Mateo Santa Cruz Avenue and Alameda de las Pulgas Improvement Project was completed and has been removed.



Ferry Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 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 discuss preliminary visual simulations and draft traffic study existing conditions. Continued preparation of the draft EIR. Have also prepared a railroad track relocation concept for review by UPRR.	Jun 2022	Jun 2026	Dec 2025	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal.	Continued work on the Environmental Clearance documents. Currently coordinating a time extension to the funding agreement with SMCTA.	Jul 2020	Dec 2025	Nov 2023	\$350,000	\$155,117	\$194,883



**ACR/TDM Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 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. Construction has been pushed to start in December 2024 due to an increase in bid estimates from inflation. Currently resolving budget shortfall and will re-advertise the project.	Aug 2022	Dec 2024	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	The Cities have created an Art and Parks Digital Map with points of interest to visit when riding. Continuing to work with the marketing consultant to create social media content and outreach materials for the bike sharing program.	Aug 2022	Mar 2025	Sep 2025	\$0	\$400,000	\$98,186	\$301,814
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have advertised the project for construction and currently reviewing bid proposals.	Aug 2022	Dec 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Currently working through maintenance agreement terms with Caltrans.	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	Continuing to finalize PS&E. Construction has been pushed to start in early 2025.	Aug 2022	Mar 2025	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 expected to start late-2025. The Town has submitted a request to SMCTA to extend the Scope of Work agreement to October 2026.	Aug 2022	Oct 2026	Aug 2025	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	No new updates this quarter. Continuing to market the program in the Town's Livewire and conduct regular program meetings. The Town has submitted a request to SMCTA to extend the Scope of Work agreement to August 2026.	Aug 2022	Aug 2026	Aug 2025	\$0	\$67,500	\$11,893	\$55,607
Commute.org	Jefferson Union High School District (JUHSD) Workforce Housing TDM	PLAN	Commute.org provided materials to share with residents, reminding them of the remaining months of the grant and encouraging them to take advantage of the programs before the deadline on December 2024. Have also encouraged participation in the Summer Promotion and Transit Month celebrations.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$10,353	\$72,647
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	No new updates this quarter. The City plans on distributing 90% of the remaining budget on e-bikes to qualified recipients.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$66,114	\$133,886
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Preferred alternative selected for Smart Corridor design and Mobility Hub. Drafting final Feasibility Study.	Aug 2022	Dec 2024	Jun 2025	\$200,000	\$0	\$166,844	\$33,156
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	Have incorporated and addressed all comments into the Final Plan and aim to take it to the C/CAG November Board meeting and TA November Board meeting for plan acceptance.	Aug 2022	Nov 2024	Sep 2025	\$200,000	\$0	\$181,079	\$18,921



**ACR/TDM Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 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	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	The Professional Services Agreement is still being negotiated between the City and the consultant. The Agreement is expected to be executed in November 2024. The project completion has been delayed due to staffing changes at the City and has been pushed to February 2026.	Aug 2022	Feb 2026	Sep 2025	\$0	\$100,000	\$0	\$100,000
City of Redwood City	Redwood City Bicycle Parking Guidelines	PLAN	The project has been completed in July 2024. Final reimbursement was submitted on October 16, 2024.	Aug 2022	Jul 2024	Dec 2025	\$0	\$72,000	\$56,396	\$15,604
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	Have drafted a report on findings and feedback from outreach efforts. Have conducted a presentation to the Redwood City Council sub-committee for Transportation and Mobility, and received input on project direction and recommendations.	Aug 2022	Feb 2025	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Have completed the initial draft plan, and currently preparing a public draft plan for release in mid-October for public feedback.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$161,061	\$38,939

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.



BOARD OF DIRECTORS 2024

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APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: November 27, 2024

To: TA Board of Directors

From: April Chan, Executive Director

Santa Cruz Avenue and Alameda de las Pulgas Improvement Project

In March 2024, the County of San Mateo completed the Santa Cruz Avenue and Alameda de las Pulgas Improvement Project, and the project was officially closed-out in October 2024. This \$1 million project was funded in part with \$700,000 of Measure W funds from Cycle 5 of the Pedestrian and Bicycle Program, which was awarded in December 2020. The project implemented safety and access improvements by reducing the number of travel lanes (road diet), reducing lane widths to slow traffic, installing dedicated bike lanes for bicyclists, constructing sidewalks, and shortening crossings for pedestrians at some intersections. These enhancements address significant safety improvements along this heavily traveled corridor and provide increased safety and accessibility for a variety of transportation modes including bike and pedestrian.

Bicycle Parking Guidelines Project

In July 2024, the City of Redwood City completed the Bicycle Parking Guidelines Project, and the project was officially closed-out in October 2024. This project was funded in part with \$72,000 of Measure W funds from Cycle 1 of the ACR/TDM Program, which was awarded in August 2022. This project will provide guidelines on quantity, design, and installation of short-term and long-term bicycle parking at new and existing development projects and public facilities. The guidelines will be used citywide for all types of land use projects, such as office, commercial, and residential projects, as well as for public facilities such as libraries and parks. The original cost of the project was estimated at \$80,000, but the final cost came in at \$62,662. Total Measure W expenditures were \$56,396 and the remaining funds will be made available in the next ACR/TDM call for projects.

University Overcrossing Update

Construction of the new bicycle and pedestrian overcrossing in the City of East Palo Alto has been underway since early 2023. The project also includes ramp modifications and signal upgrades for the US 101/University Avenue interchange. Since the last update on the project in August 2024, the construction contractor completed the bridge columns and began pouring concrete for the bridge deck and support components. The contractor also began pouring concrete along University Avenue south of US 101. Construction is currently scheduled for completion by summer 2025.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Kate Jordan Steiner, Chief Financial
Transportation Authority Officer
Subject: **Adopting the Strategic Plan 2025-2029 and Amending the Fiscal Year 2025
Budget from \$189,035,418 to \$191,035,418 to Fund Technical Assistance
Program**

Action

Staff and the Board of Directors (Board) RTC/Strategic Plan Ad Hoc Advisory Committee propose that the Board:

1. Adopt the San Mateo County Transportation Authority's (TA) Strategic Plan 2025-2029;
2. Program and allocate \$2 million in available New Measure A interest earnings as seed funding for the Technical Assistance Program; and
3. Amend the Fiscal Year (FY) 2025 budget to increase expenditures by the corresponding amount of \$2 million, from \$189,035,418 to \$191,035,418, as outlined in Attachment A.

Significance

The purpose of the TA Strategic Plan is to provide a policy framework for the implementation of the Measures A and W transportation sales taxes the TA is tasked with administering, including funding prioritization, evaluation criteria for the selection of projects, and procedures for sponsors to follow when initiating projects. The 2004 Measure A Transportation Expenditure Plan requires the TA to prepare a Strategic Plan and update it at least once every five years. The Measure W Congestion Relief Plan also tasks the TA with developing a Strategic Plan to cover the categories it is responsible for administering.

As the TA's current Strategic Plan covers the 2020-2024 timeframe, staff began the update process for the 2025-2029 plan in early 2024. To-date, staff has held Strategic Plan Update workshops and policy update meetings with the TA Community Advisory Committee (CAC), the TA Board of Directors, and the City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Technical Advisory Committee (TAC) consisting primarily of all the Public Works Directors. Additionally, two TA/San Mateo County Transit District Technical Advisory/Stakeholder Advisory Committee (TAG/SAG) meetings have been held with local jurisdiction staff and advocacy groups. Staff also hosted 15 individual meetings with representatives of key stakeholders consisting of local jurisdictions, transit agencies, C/CAG, Community Based Organization (CBO), and other organizations regarding policy updates and key actions for the next five years.

The Strategic Plan was developed in collaboration with an ad hoc advisory committee of the TA Board, which provided policy direction and guidance at three meetings spaced throughout the Strategic Plan development process.

The Public Review Draft Strategic Plan 2025-2029 was available for public review for two weeks, from Tuesday, November 5 to Tuesday, November 19. The Public Review Draft was promoted through social media and was sent for review to the C/CAG TAC, TA CAC, TA Board, and TA TAG/SAG. In total, the document was viewed 352 times and 37 comments were received. A comment response matrix is provided as an appendix to the Final Strategic Plan.

The unformatted Final Strategic Plan 2025-2029 is being presented to the Board for adoption at the December TA Board meeting. Once adopted, the fully-formatted version, which will be accessible for screen-reader technology, will be made available in January 2025 along with a new web page and a promotion video.

Additionally, staff propose the Board allocate seed funding to formalize the Technical Assistance Program outlined in the Strategic Plan. Staff will assess annually if additional funding is needed.

Budget Impact

There is no budget impact associated with adoption of the proposed Strategic Plan. There is sufficient unprogrammed and available New Measure A interest earnings to fund \$2 million as seed funding for the Technical Assistance Program. The recommended action will result in an increase in FY 2025 expenditures by \$2 million, from \$189,035,418 to \$191,035,418.

Background

On June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the TA of a half-cent transactions and use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A). The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County (New Measure A). New Measure A took effect on January 1, 2009 and will expire December 31, 2033. On November 6, 2018, the voters of San Mateo County approved Measure W, a 30-year half-cent sales tax for transportation programs and projects in accordance with the San Mateo County Congestion Relief Act..

On June 6, 2024, the Board adopted the FY 2025 Budget in the amount of \$189,035,418 per Board Resolution No. 2024-09.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2025 REVISED BUDGET**

	FY25 Adopted Budget A	FY25 Revised Budget B	\$ Change C = B - A	% Change D = C / A	
Sources					
1	New Measure A Sales Tax	118,000,000	118,000,000	-	0.0%
2	New Measure A Interest Income	15,795,494	15,795,494	-	0.0%
3	Measure W Sales Tax*	118,000,000	118,000,000	-	0.0%
4	TA Managed Measure W Sales Tax (50%)	59,000,000	59,000,000	-	0.0%
5	SamTrans Managed Measure W Sales Tax (50%)*	59,000,000	59,000,000	-	0.0%
6	Measure W Interest Income	6,204,827	6,204,827	-	0.0%
7	Original Measure A Interest Income	2,321,724	2,321,724	-	0.0%
8	Rental Income	950,650	950,650	-	0.0%
9	External Funding	-	-	-	-
10	US 101 Express Lanes	4,744,000	4,744,000	-	0.0%
11	Due from SMCEL-JPA - Credit Enhancement Fee	400,000	400,000	-	0.0%
12	Due from SMCEL-JPA - Bond Interest	3,500,000	3,500,000	-	0.0%
13	Due from SMCEL-JPA - Bond Related Debt Fees	670,000	670,000	-	0.0%
14	Due from SMCEL-JPA - Operating Advances Interest	174,000	174,000	-	0.0%
15	Total Sources	\$207,016,695	\$207,016,695	\$0	0.0%

	FY25 Adopted Budget A	FY25 Revised Budget B	\$ Change C = B - A	% Change D = C / A	
Expenditure Authorization					
16	New Measure A (Sales Tax)	118,000,000	118,000,000	-	0.0%
17	Pass-Through Annual Program Allocations	33,630,000	33,630,000	-	0.0%
18	Competitive & Discretionary Programs Authorization	83,190,000	83,190,000	-	0.0%
19	Administrative **	1,180,000	1,180,000	-	0.0%
20	New Measure A (Interest Income)	5,290,694	7,290,694	2,000,000	37.8%
21	Oversight	2,500,000	2,500,000	-	0.0%
22	Administrative **	2,290,694	2,290,694	-	0.0%
23	C/CAG Support	500,000	500,000	-	0.0%
24	Technical Assistance Program	-	2,000,000	2,000,000	100.0%
25	Measure W (TA Managed Sales Tax)	59,000,000	59,000,000	-	0.0%
26	Pass-Through Annual Program Allocations	11,800,000	11,800,000	-	0.0%
27	Competitive & Discretionary Programs Authorization	47,200,000	47,200,000	-	0.0%
28	Administrative	-	-	-	-
29	Oversight	-	-	-	-
30	Measure W (Interest Income)	253,000	253,000	-	0.0%
31	Oversight	250,000	250,000	-	0.0%
32	Administrative **	3,000	3,000	-	0.0%
33	Original Measure A (Interest Income)	2,321,724	2,321,724	-	0.0%
34	Competitive & Discretionary Programs Authorization	2,321,724	2,321,724	-	0.0%
35	US 101 Express Lanes	4,170,000	4,170,000	-	0.0%
36	SMCEL-JPA Bond Interest	3,500,000	3,500,000	-	0.0%
37	SMCEL-JPA Bond Related Debt Fees	670,000	670,000	-	0.0%
38	Other (Equity Program/Other Contract)	-	-	-	-
39	External Funding Expenditures	-	-	-	-
40	Total Expenditure Authorization	189,035,418	191,035,418	\$2,000,000	1.1%
41	Surplus/ (Deficit)	\$17,981,277	\$15,981,277		

* Excluded from the TA Revenue Budget Total

** See Attachment B for details

Resolution No. 2024-

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

* * *

**Adopting the Strategic Plan 2025-2029 and Amending the Fiscal Year 2025 Budget from
\$189,035,418 to \$191,035,418 to Fund Technical Assistance Program**

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

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

Whereas, on November 6, 2018, the voters of San Mateo County approved a ballot measure (Measure W) to allow the collection and distribution by the San Mateo County Transit District (District) of a half-cent transactions and use tax for 30 years with the tax revenues to be used to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan (Congestion Relief Plan) beginning July 1, 2019; and

Whereas, the Congestion Relief Plan provides for the TA to administer and allocate one half of the proceeds from Measure W; and

Whereas, the TEP requires the TA to prepare a Strategic Plan and update it at least every five years during the term of New Measure A, and the Congestion Relief Plan requires the TA to develop a Strategic Plan that includes funding prioritization criteria consistent with the Measure W Core Principles; and

Whereas, the TA previously adopted its Strategic Plan 2020-2024, and a new Strategic Plan for the years 2025-2029 is now needed to comply with both the TEP and Congestion Relief Plan; and

Whereas, staff led an extensive public engagement process throughout 2024 to develop the TA Strategic Plan 2025-2029 (Strategic Plan), which will continue to serve as the policy framework to implement the TEP and Congestion Relief Plan; and

Whereas, the Board adopted the TA's Fiscal Year (FY) 2025 Budget on June 6, 2024, pursuant to Resolution 2024-09; and

Whereas, on November 5, 2024 the TA released the draft Strategic Plan for a two-week public comment period; and

Whereas, staff proposes, and the Board's RTC/Strategic Plan Ad Hoc Advisory Committee recommends, that the Board adopt the Strategic Plan 2025-29; and

Whereas, staff proposes to allocate seed funding of \$2 million to formalize the Technical Assistance Program as outlined in the Strategic Plan; and

Whereas, staff recommends the Board amend the FY 2025 Budget to increase expenditures by the corresponding amount of \$2 million, from \$189,035,418 to \$191,035,418.

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

Transportation Authority hereby:

1. Adopts the San Mateo County Transportation Authority's Strategic Plan 2025-2029;
and
2. Programs and allocates \$2 million in available New Measure A interest earnings as seed funding for the Technical Assistance Program; And
3. Amends the Fiscal Year 2025 expenditure budget by the corresponding amount of \$2 million, from \$189,035,418 to \$191,035,418.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Acting Authority Secretary



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STRATEGIC PLAN 2025-2029
FINAL UNFORMATTED VERSION
DECEMBER 2024

Support provided by:



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1. EXECUTIVE DIRECTOR'S MESSAGE

To be provided in Final Formatted Version

2. ACKNOWLEDGEMENTS

BOARD OF DIRECTORS

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Kate Jordan Steiner, Chief Financial Officer, San Mateo County Transit District
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Daniel Weinstein, Assistant Consultant, Transportation Planning

3. INTRODUCTION

The purpose of the San Mateo County Transportation Authority (TA) Strategic Plan 2025-2029 (Strategic Plan) is to provide the policy framework for the implementation of San Mateo County’s transportation sales tax Measures A and W. The Strategic Plan evaluates how funding is prioritized for projects proposed by Sponsors (such as county, cities, or transit agencies) and establishes future actions that the TA can help support or lead over the 2025-2029 five-year timeframe. This Strategic Plan carries forward work performed and investments made under the TA’s Strategic Plan 2020-2024. Over the course of developing the Strategic Plan 2025-2029, TA staff partnered with the Board of Directors, Community Advisory Committee, local jurisdictions, transit agencies, State of California Department of Transportation District 4 Bay Area (Caltrans), City/County Association of Governments of San Mateo County (C/CAG), and other key stakeholders to update how the TA prioritizes funding allocation, expedites the administration of funds, and can improve technical assistance offerings for project implementation.

The Strategic Plan development process provided a chance for the TA to look back on achievements in six key funding areas covered by Measures A and W and carefully consider key policy updates that could better support the funding, planning, and implementation of transportation projects in San Mateo County. The Measure A Transportation Expenditure Plan and Measure W Congestion Relief Plans that were passed by the voters of San Mateo County both require the TA to adopt a new Strategic Plan every five years. The key funding areas addressed in the Strategic Plan reflect both sales tax measures and are shown in Figure 1.

Figure 1: Measures A and W Key Funding Areas



Objectives for Updating the Strategic Plan 2020-2024

The objectives for updating the Strategic Plan 2020-2024 centered around retaining much of the policy developed previously and refreshing content to match input from local jurisdictions and other partners or stakeholders. The Strategic Plan 2020-2024 was the first effort from the TA to create a policy framework to address both the Measure A Goals and the Measure W Core Principles, which allowed the TA to create consolidated programs for many of the funding categories.

The Strategic Plan 2025-2029 development process aimed to improve transportation in San Mateo County through the following objectives:

- **Project Evaluation:** Assess the progress of projects funded in 2020-2024 and highlight notable achievements.



- **Stakeholder Engagement:** Engage agency stakeholders and Sponsors for input on how to improve internal processes, improve TA support to partner agencies and improve the TA's technical assistance offering.
- **Community Engagement:** Engage community stakeholders to gather input on their priorities are reflected in the project funding programs.
- **Grant Funding:** Optimize the Competitive Program evaluation criteria based on lessons learned and ensure projects are strategically aligned with external state and federal funding opportunities.
- **Planning Policy:** Apply new policies and integrate adopted planning efforts, such as the Short-Range Highway Plan, Alternative Congestion Relief/Transportation Demand Management Plan, and Regional Transit Connections Plan.

4. MEASURE A AND MEASURE W PROGRAM OVERVIEW

4.1 MEASURE A (2009-2033)

In 1988, San Mateo County voters approved Measure A, a 20-year half-cent sales tax to fund and leverage other grant sources for transportation projects and programs in San Mateo County, organized around six primary categories for investment: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs. The approval of Measure A led to the creation of the TA to manage and administer the sales tax revenues generated in conformance with the Transportation Expenditure Plan (TEP). In 2004, San Mateo County voters reauthorized the Measure A half-cent sales tax and adopted a new TEP for an additional 25 years (from January 1, 2009, through December 31, 2033). The 2004 TEP established funding categories for Transit; Highways; Local Streets/Transportation; Grade Separations; Pedestrian and Bicycle; and Alternative Congestion Relief projects. The TEP requires the TA to develop and adopt a Strategic Plan that is updated at least once every five years.

Goals

The Measure A TEP aims to:

- Reduce commute corridor congestion
- Make regional connections
- Enhance safety
- Meet local mobility needs

Key Strategies

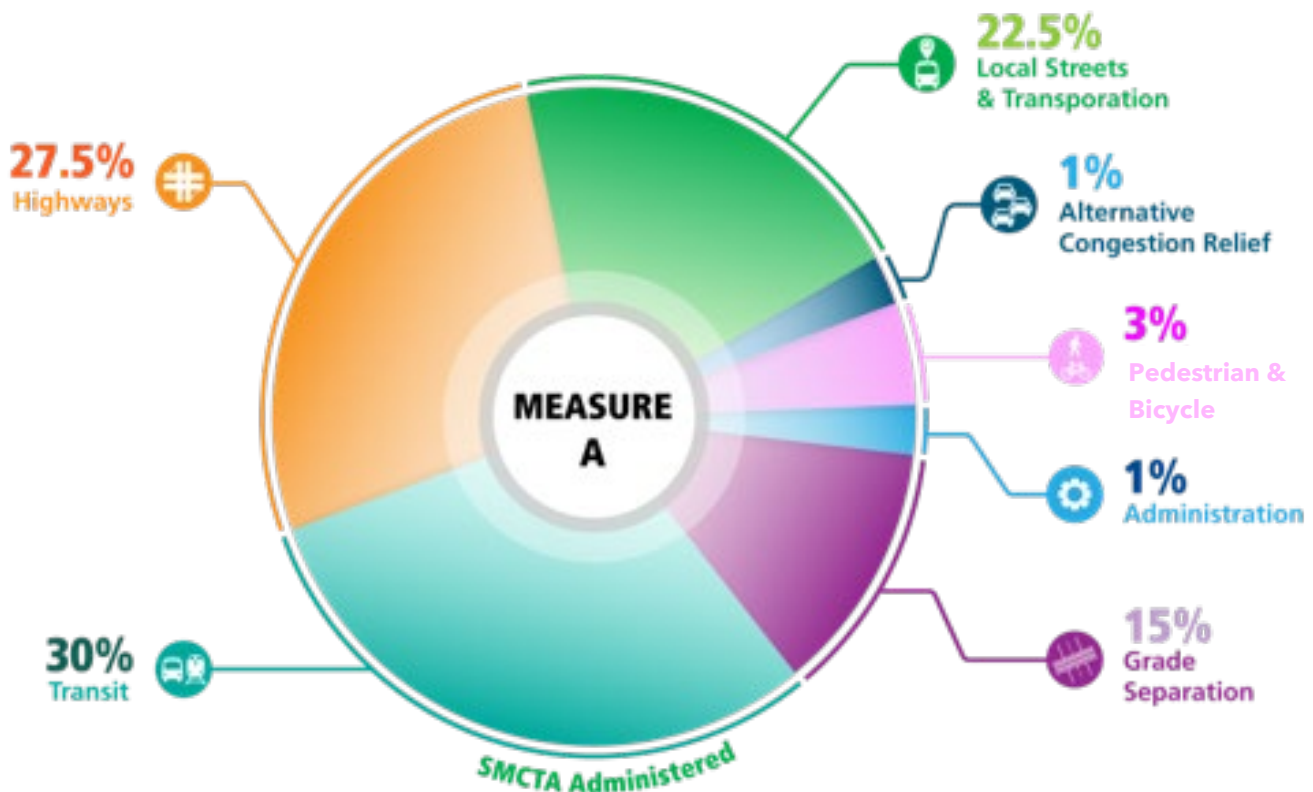
To achieve these goals the Measure A TEP vision has also set forth several key strategies:

- Target key, congested corridors for highway and transit
- Continue to improve connections with regional transportation facilities
- Enhance safety in all aspects of the transportation system
- Meet local mobility needs, especially those of seniors and people with disabilities
- Meet the cities' and county's unique local transportation needs
- Leverage local, state and federal funds
- Encourage transportation projects that support transit-oriented development

4.1.1 PROGRAM CATEGORY DETAILS

The percentage distribution of each program category is reflected in Figure 2. These funds may be used for transportation programs and projects as allowed in the TEP and for projects within San Mateo County, with the exception for Caltrain improvements and other projects that minimally extend into adjacent counties.

Figure 2: Measure A (2009-2033) TEP Program Categories



The TEP outlines restrictions in the use of Measure A funds with the purpose of targeting funding to transportation projects in San Mateo County and maximizing the leveraging of other funding sources:

- Measure A funds may not be used to supplant existing funds and resources on projects
- Measure A funds may be used only for transportation programs and projects as allowed in the TEP
- Projects must be within San Mateo County, apart from system-wide Caltrain improvements and other projects that minimally extend into adjacent counties

The TEP further provides that “listed” projects are to be included in each Strategic Plan. Partial lists of candidate projects eligible for Measure A funding are included in the TEP for the Highways, Grade Separations, and Pedestrian and Bicycle program categories. The TA may from time to time update the list of projects. Projects can be further considered beyond those lists, and all projects which have received funding from Measure A previously but have not been fully funded, may be considered in addition listed projects and are referred to as “pipeline projects.” Pipeline projects are important to consider for TA funding purposes to help see investments through to completion. The TA can also deprogram funding for a project, and thus remove a listed project from the Strategic Plan, if requested by the Sponsor or if a Sponsor fails to meet its obligations under the terms and conditions of the agreement governing TA support for the project.

An inventory of listed projects, contained in **Appendix B**, will be updated as needed and included in each subsequent Strategic Plan during the life of Measure A. The inventory of listed projects is not intended to be a comprehensive list of projects selected for funding from all the Measure A programs in the past, nor an inventory of all projects eligible for Measure A funds in the future. A description and purpose of each Measure A Program category is outlined in Table 1.

Table 1: Measure A Program Description and Purpose

Program Category	Description	Purpose
Transit (30%)		
<i>Caltrain (16%)</i>	Existing commuter rail system providing train service in San Francisco, San Mateo, and Santa Clara Counties	Upgrade and expand Caltrain systemwide services and San Mateo County specific improvements; up to one half of funds may be used to support operations
<i>Local Shuttles (4%)</i>	Transit services provided with vehicles that are typically larger than vans and smaller than buses	Meet local mobility needs and provide access to regional transit
<i>Accessible Services (4%)</i>	Targeted transportation services for people that have special mobility needs	Provide paratransit and other transportation services to eligible seniors and people with disabilities
<i>Ferry (2%)</i>	Transit service provided by vessels on waterways	Provide infrastructure to support ferry services in San Mateo County
<i>BART (2%)</i>	Existing heavy rail system providing train services in San Francisco, San Mateo, Alameda and Contra Costa counties	Maintain and operate BART extension in San Mateo County
<i>Dumbarton Corridor (2%)</i>	A key rail corridor, currently in a state of disrepair, connecting the East Bay with the Peninsula	Construct stations and rail corridor improvements in East Palo Alto, Menlo Park and Redwood City
Highways (27.5%)		
Key Congested Areas (17.3%)	Highways in San Mateo County	Reduce congestion and improve safety on highways
Supplemental Roadways (10.2%)	Local, collector, arterial, state route roadways in San Mateo County	Reduce congestion and improve safety on roadways
Local Streets / Transportation (22.5%)	Transportation services, roadways owned and maintained by the cities and County of San Mateo	Improve and maintain local transportation facilities and services
Grade Separations (15%)	Eliminate at-grade railroad crossings	Improve safety and relieve local traffic congestion
Pedestrian and Bicycle (3%)	Pedestrian and bicycle facilities	Encourage walking and bicycling
Alternative Congestion Relief Programs (1%)	Commute alternatives and Intelligent Transportation Systems	Encourage efficient use of transportation network and reduce reliance on automobiles

Note: Up to 1% of Measure A funds may be used for TA staff salaries and benefits

4.2 MEASURE W (2019-2049)

In 2018, San Mateo County voters approved Measure W, a 30-year half cent sales tax, from July 1, 2019, through June 30, 2048, to fund and leverage additional funding for transportation projects and programs in San Mateo County that are consistent with the Measure W Congestion Relief Plan. Measure W bolsters the successes of Measure A and helps continue transportation improvements for a fast-growing and changing county. This program, alongside Measure A, gives San Mateo County the ability to generate additional external resources to better meet the county's mobility needs with a large emphasis on transit programs. Measure W provides additional funding for transportation projects and programs in San Mateo County to implement transportation improvements as identified in the Measure W San Mateo County Congestion Relief Plan, which is organized around five investment categories: Countywide Highway Congestion Improvements; Local Safety, Pothole and Congestion Relief Improvements, Bicycle and Pedestrian Improvements, Regional Transit Connections, and County Public Transportation Systems.

The Measure W Congestion Relief Plan sets the program categories and percentage splits of the sales tax revenues with guidance from Measure W's eleven Core Principles:

- Relieve traffic congestion countywide
- Invest in a financially-sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes
- Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change
- Promote economic vitality, economic development, and the creation of quality jobs
- Maximize opportunities to leverage investment and services from public and private partners
- Enhance safety and public health
- Invest in repair and maintenance of existing and future infrastructure
- Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions
- Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel
- Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone
- Maximize potential traffic reduction associated with the creation of housing in high-quality transit corridors

4.2.1 PROGRAM CATEGORY DETAILS

The fifty percent (50%) of Measure W funds dedicated to County Public Transportation Systems are administered by the San Mateo County Transit District (District), which owns and operates the SamTrans fixed-route bus system, as well as paratransit and microtransit services. The TA administers the other fifty percent (50%) of Measure W funds, which are dedicated to program categories for: Countywide Highway Congestion Improvements, Local Safety, Pothole and Congestion Relief, Bicycle and Pedestrian Improvements, and Regional Transit Connections. The percentage distribution of each category is reflected in Figure 3. Local Investment Share and Grade Separation funds come from the Local Safety, Pothole, and

Congestion Relief Improvements Program Category. Table 2 provides a description and purpose of each Measure W Program Category.

Figure 3: Measure W (2019-2049) Congestion Relief Plan Program Categories

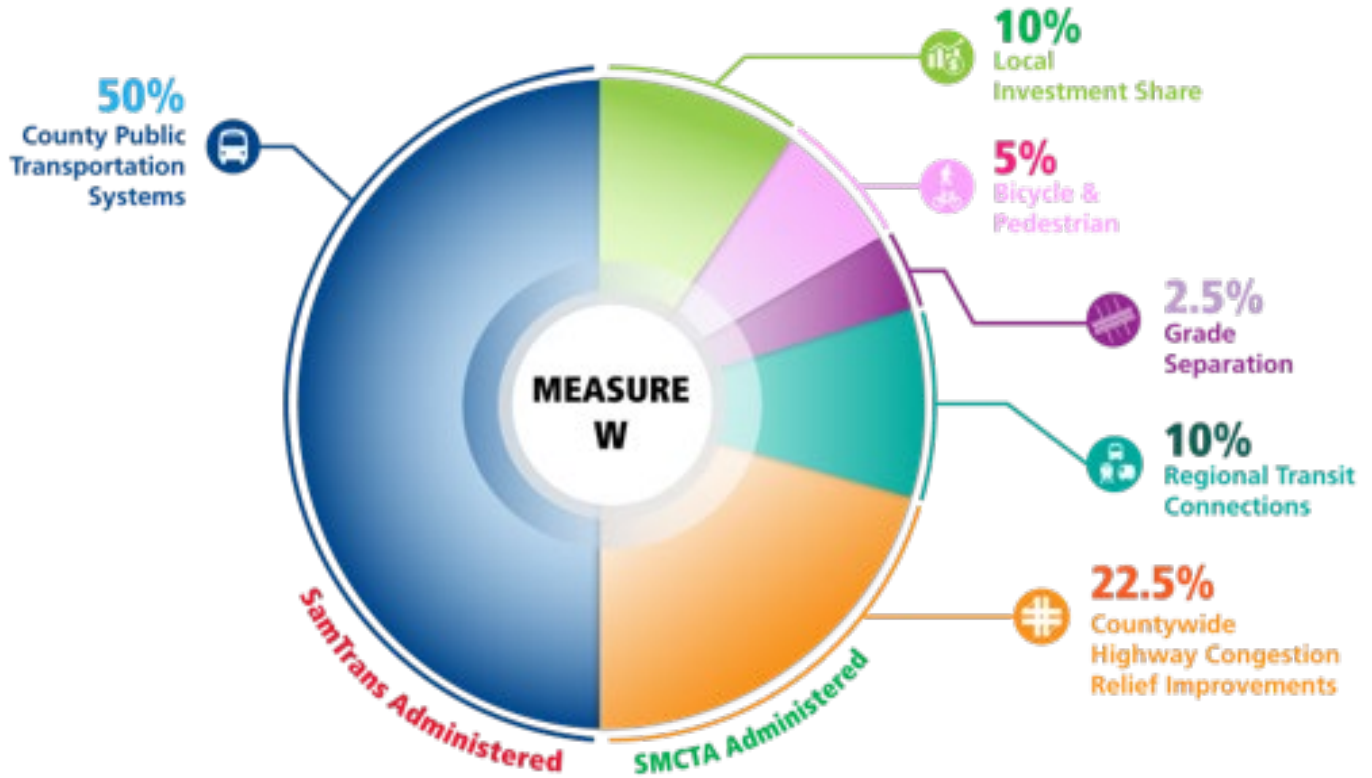


Table 2: Measure W Program Description and Purpose

Program Category	Description	Purpose
Countywide Highway Congestion Improvements (22.5%)	Focus on improvements to state highways and interchanges	Provide congestion relief, reduce travel times, increase person throughput, improve highway and interchange operations, safety and access, and deploy advanced technologies and communications on highway facilities in San Mateo County
Local Safety, Pothole & Congestion Relief Improvements - Local Investment Share (10%)	Local transportation programs and services; funds must be used for pavement rehabilitation if a city or the county has a Pavement Condition Index (PCI) Score less than 70	Investment in local transportation priorities including deployment of advanced technologies and communications on roads, paving streets and repairing potholes, and promoting alternative transportation
Local Safety, Pothole & Congestion Relief Improvements - Grade Separations (2.5%)	Separation of roadways crossing rail corridors	Elimination of rail crossings helps reduce local congestion and greenhouse gas emissions
Bicycle and Pedestrian Improvements (5%)	Bicycle and pedestrian programs and projects that incentivize mode shift to active transportation	Reduce traffic congestion by safely connecting communities and neighborhoods with schools, transit and employment centers; fill gaps in the existing bicycle/pedestrian network and safely cross barriers, and make walking and bicycling safer and more convenient
Regional Transit Connections (10%)	Services designed to improve transit connectivity between the county and the region, including rail, water transit, and regional bus service	Reduce congestion and improve transit connectivity between the county and the rest of the region, considering a project's support through public private partnerships
County Public Transportation Systems (50%)	Funds for public transportation that are administered by the District	Maintain and enhance bus, paratransit, Caltrain and other countywide mobility services

4.3 MEASURES A AND W IN MOTION

In total, the TA awarded and allocated \$609 million to over 259 projects and plans across San Mateo County in 2020-2024. The TA will be awarding one last Call for Projects (CFP) in December 2024 for the Measures A and W Bicycle & Pedestrian and ACR/TDM funds. These awards will allocate the remaining funds accrued within the two categories.

4.3.1 MEASURES A AND W BUDGET AND AWARDS

MEASURE A

Table 3 below summarizes the approved budget totals and the funds the TA awarded or programmed for Measure A from the FY 2020-2024 plan. A year-by-year list of funding allocated for each category is shown in **Appendix B**. Key programs and projects have been highlighted to show how funds are being utilized across San Mateo County.

Table 3: Measure A Total Funding Budgeted by Category FY 2020-2024

Categories	Funding Accrued	Funds Awarded or Programmed
Administration (1%)	\$4,920,315	\$4,920,315
Local Streets and Transportation (22.5%)	\$110,707,097	\$110,707,097
Transit (30%)	\$145,138,207	\$127,472,524
Highways (27.5%)	\$135,308,673	\$194,241,000*
Grade Separations (15%)	\$49,370,314	\$32,376,000
Alternative Congestion Relief Programs (1%)	\$4,920,133	\$4,374,000
Pedestrian and Bicycle (3%)	\$14,760,946	\$14,311,203
Total	\$465,125,685	\$488,402,139*

**Funds have been accruing since the 2017 CFP as the TA waited to finish the Short-Range Highway Plan (SHRP) before conducting another CFP which allowed for more money to be allocated than was accrued during this period.*

All categories, besides Administration, must be programmed and awarded funding. Pass-through categories, including funds to local cities for transportation services, local roadways, and Administration, are automatically programmed with the adoption of each fiscal year budget. The Local Streets and Transportation category is pass-through to local cities for transportation services and roadways owned and maintained by the cities and County of San Mateo.

Of the total \$465.1 million TA funds accrued for Measure A Projects and Programs, the TA has awarded or programmed a total of \$488.4 million. Table 4 summarizes the 151 projects and programs that have received funding through Measure A. Funds awarded through FY 2020-2024 have generally remained within the accrued amount except for the Highways category. Highway funds have been accruing since the 2017 CFP and the TA applied those funds to project awards during the FY 2020-2024 CFP cycles.

Table 4: Measure A Total Number of Projects and Programs Funded FY 2020-2024

Categories	Subcategory	Number of Projects/Programs
Transit	Caltrain	4
	Local Shuttles	113 (24 Active Routes)
	Ferry	2
Highways		7
Grade Separations		4
Alternative Congestion Relief		5
Pedestrian and Bicycle		16
Total Projects and Programs Funded		151

MEASURE W

Table 5 below summarizes approved budget totals that the TA could award under Measure W during fiscal years (FY) 2020 through 2024. A year-by-year list of funding allocated for each category is shown in **Appendix B**. Key programs and projects have been highlighted to show how funds are being utilized across San Mateo County.

Table 5: Measure W Total Funding Budgeted by Category FY 2020-2024

Categories	Funding Accrued	Funds Awarded or Programmed
TA Administration and Oversight*	\$697,584	\$697,584
Local Safety, Pothole, and Congestion Relief (12.5%)	\$61,460,344	\$61,460,344
Regional Transit Connections (10%)	\$49,028,758	\$450,000
Countywide Highway Congestion Relief Improvements (22.5%)	\$110,314,706	\$40,634,490
Bicycle and Pedestrian Improvements (5%)	\$24,514,379	\$16,756,042
Total	\$246,015,771	\$120,898,460

**Measure W Administrative and Oversight were allocated 1-1.5% from the Categories in FY 2024 and prior years. Starting in FY 2025, these areas are being funded by Measure W interest income only.*

All categories besides TA Administration and Oversight must be programmed and awarded funding. For many pass-through categories such as Local Safety, Pothole, and Congestion Relief, the funding is automatically programmed with the adoption of each fiscal year budget.

Of the total \$246.0 million allocated TA funds accrued for Measure W Projects and Programs, the TA has awarded or programmed a total of \$120.9 million. Table 6 summarizes the 108 projects and programs that have received funding through Measure W. Measure W funds awarded through FY 2020-2024 have remained below the accrued amount. Regional Transit Connections (RTC) awards are currently awaiting final adoption at the time of this writing; the TA has not awarded any funds from that category aside from creating the RTC plan. Additionally, the TA has been preserving Countywide Highway Congestion Improvement funds for multimodal projects.

Table 6: Measure W Total Number of Projects and Programs Funded FY 2020-2024

Categories	Subcategory	Number of Projects/Programs
Regional Transit Connections (10%)		1
Countywide Highway Congestion Improvements (22.5%)	Congestion Improvements	14
	Transportation Demand Management (TDM)	15
Bicycle and Pedestrian Improvements (5%)	CFP Awards	22
	Safe Routes to Schools (SRTS) Programs and Audits	56
Total Projects and Programs Funded		108

Figure 4: Measures A and W Projects and Programs Funded FY 2020-2024

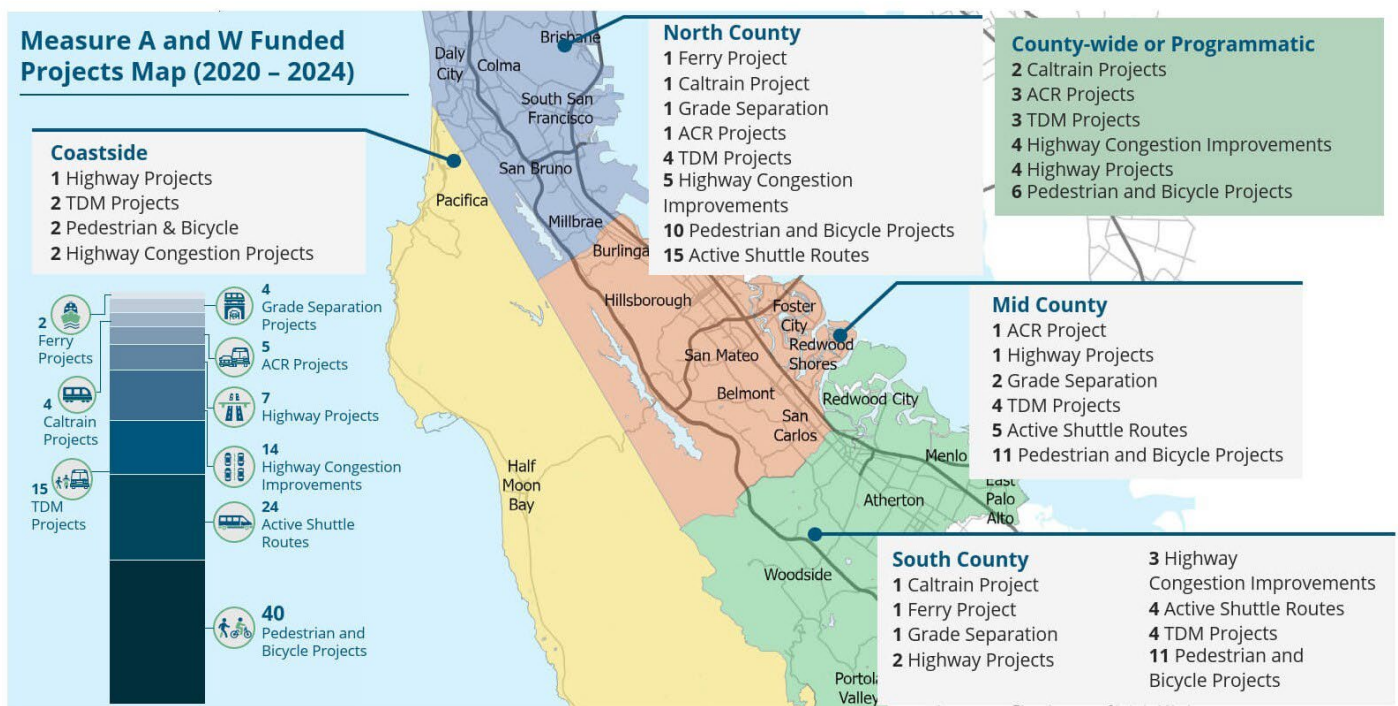
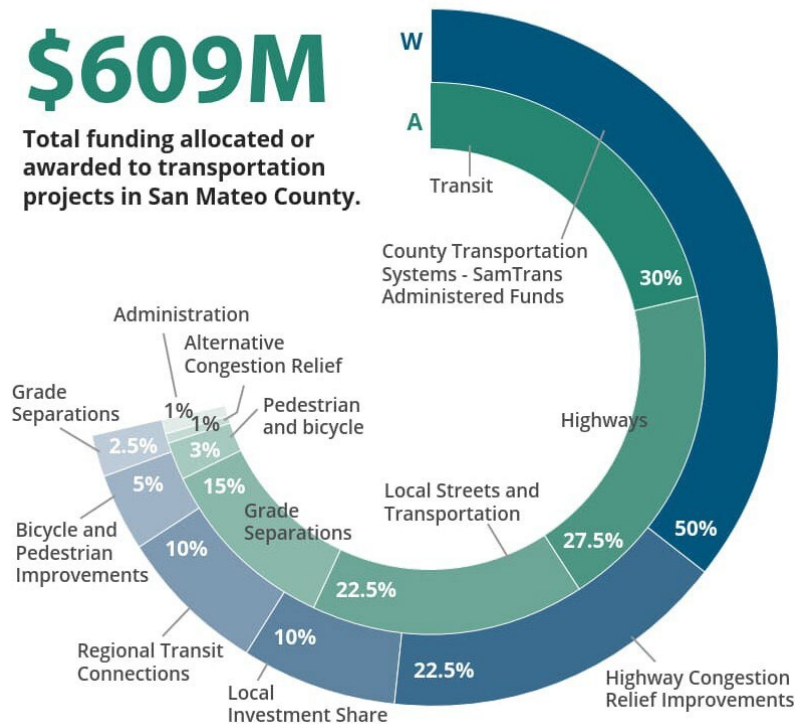


Figure 5: Measures A and W Allocated Funds FY 2020-2024

Allocated Funds from Measure A and W (2020 – 2024)



4.3.2 KEY PROJECTS AND PROGRAMS

Measures A and W have funded several key projects and programs over the past five years, including:

MEASURE A

Transit

- Caltrain upgrades and improvements:
 - South San Francisco Station (completed construction)
 - Atherton Station Closure (under construction)
 - Peninsula Corridor Electrification Project (completed construction)
- Ferry upgrades and improvements:
 - Redwood City Ferry Project (Preliminary Engineering and Environmental Phase)
 - South San Francisco Ferry Terminal Project (Planning and Pre-environmental Phase)
- Shuttle funds: 113 shuttles funded to meet local mobility needs and connect areas to transit stations.

Highways

- Projects completed and closed out:

- Route 1 Safety & Operational Improvements Project (Wavecrest Road - Poplar Street, Half Moon Bay)
- Railroad Avenue Extension Project (South San Francisco)
- San Pedro Creek Bridge Replacement Project (Pacifica)
- Projects nearing completion and in final stages of construction or landscaping:
 - US 101 / Broadway Interchange Project (Burlingame)
 - US 101 / Willow Interchange Project (Menlo Park)
 - US 101 Express Lanes Project (I-380 to Santa Clara County)
 - Highway 92 / El Camino Real Interchange Project (San Mateo)

Grade Separations

- Projects in progress or completed:
 - 25th Avenue Project (San Mateo)
 - Whipple Avenue (Redwood City)
 - Broadway Project (Burlingame)
 - South Linden Avenue/Scott Street (South San Francisco)

Pedestrian & Bicycle

- Projects completed and closed-out:
 - Middlefield Road Class II Bike Lanes (Atherton)
 - Enhanced Pedestrian & Bicycle Visibility Project (Daly City)
 - Kennedy SRTS Project, Jefferson/Cleveland SRTS & Peninsula Bikeway Project, and Highway 101 Pedestrian and Bicycle Undercrossing (Redwood City)
 - El Camino Real/Angus Avenue Intersection Improvements and Transit Corridor Pedestrian Connection Project (San Bruno)
 - Sunshine Gardens Safety and Connectivity Project (South San Francisco)
 - San Carlos Avenue Pedestrian and Bicycle Improvement Project (San Carlos)
 - Class II & III Bike Facilities Project (East Palo Alto)
 - 28th Avenue Bike Boulevard Implementation Project (San Mateo)
 - San Mateo Drive Pedestrian and Bicycle Improvement Project (San Mateo)
 - Burlingame Station Pedestrian Improvements Project and California Drive Class IV Bikeway (Burlingame)
 - Menlo Park Bike/Ped Enhancement Project (Menlo Park)
 - Eucalyptus Avenue Streetscape & SRTS Project (Hillsborough)
 - Eucalyptus Pathway Project (Hillsborough)

ACR

- Programs with ongoing or one-time support:
 - Commute.org's Operations and TDM Monitoring
 - County TDM Monitoring Program and San Mateo County Express Lanes Joint Powers Authority (JPA) Equity Program

MEASURE W

Countywide Highway Congestion Relief Improvements

- Transportation Demand Management (TDM)
 - Pedal for Purpose E-Bicycle Pilot Program (Half Moon Bay)
 - Eucalyptus Pedestrian Pathway Project (Hillsborough)
 - Essential Wheels E-Bike Loaner Program (Redwood City)
 - Burlingame and Millbrae Bicycle Sharing Program (Burlingame and Millbrae)

Bicycle and Pedestrian

- Completed Projects and Programs:
 - Burlingame Station Pedestrian Improvements (Burlingame)
 - Ralston Avenue Corridor Project- Segment 3 (Belmont)
 - Vision Zero Community Outreach Program (Daly City)
- Safe Routes to School (SRTS)
 - Four CFPs – 48 projects awarded
 - Walking audits at 8 schools

4.4 PLANS AND PROGRAMS

One of the key next steps identified in the previous Strategic Plan 2020-2024 was to update and create plans and programs to help guide the allocation of Measure A or Measure W funds that guide transportation-related improvements throughout the county. Table 7 summarizes the relevant TA Plans and Programs, along with other related County and Regional Plans and Programs.

TA Plans and Programs Highlighted Progress

Table 7: TA Plans and Programs

Source	Description and Connection to Funding Measures
<u>Short-Range Highway Plan (SRHP): 2021-2030</u>	The SRHP establishes a strategy for directing Measures A and W funding towards highway improvements in San Mateo County. This plan also includes a policy framework for making investment decisions. This plan considers twenty-two existing projects and eight new projects for Measures A and W funding. Through the SRHP, the TA established the criteria to decide which highway projects are of countywide significance such that the TA could sponsor the projects itself. Of the thirty listed projects, seven meet the criteria for countywide significance. This plan decides the costs and benefits of projects and will allow the TA to assign scores for projects when responding to funding requests. Lastly, the SRHP highlights the challenges in delivering \$2.9 billion in eligible highway projects.
<u>2021-2030 Highway Capital Improvement Program (CIP)</u>	The Highway CIP was developed to assess the cost of proposed highway improvements for San Mateo County and compare the costs to projected Measures A and W sales tax revenues over the next 10 years. The CIP reviews the thirty projects, estimates their costs, and compares these projects' needs to projected sales tax revenues.
<u>Alternative Congestion Relief (ACR)/Transportation Demand Management (TDM) Plan</u>	The ACR/TDM Plan, adopted in 2022, is a guide for initiating and selecting projects and programs for the Measure A ACR category and Measure W TDM subcategory. These programs and projects are to help reduce automobile use, and to incentivize and create efficient sustainable transportation networks. The ACR/TDM Plan functions as a guide for a TDM call-for-projects cycle and created dedicated subcategories for Measure A Plan-based initiatives, such as providing funding for Commute.org operations and the Countywide TDM Monitoring Program. This plan received the American Planning Association California Transportation Planning Award of Merit.
<u>101 Corridor Connect</u>	The 101 Corridor Connect program looks at ways to improve active transportation, public transportation, and highway and local road improvements within one mile of either side of highway 101 in San Mateo County. The program is divided into three focus areas: North County, Mid County, and South County. The strategies look at how people and goods get around within these sections and recommends a list of transportation improvement projects.
<u>Regional Transit Connection Plan (RTC)</u>	The RTC Plan, adopted in 2024, provides long-term policy guidance and financial planning for 10% of Measure W funds through competitive grant programs. These programs will fund transit improvements that connect San Mateo County with its adjacent counties.

Related County & Regional Plans and Programs

There are several recently completed or ongoing transportation planning efforts in San Mateo County which utilize, reference, and support the use of Measures A and W funds towards mobility projects and plans across San Mateo County.

- Metropolitan Transportation Commission (MTC) Plan Bay Area 2050+
- MTC Bay Area Express Lane Strategic Plan
- MTC Regional Active Transportation Plan & Complete Streets Policy
- California Department of Transportation District 4 (Caltrans) Bike & Pedestrian Plans
- Caltrans US 101 South Comprehensive Multimodal Corridor Plan
- US 101 Mobility Action Plan
- City/County Association of Governments of San Mateo County (C/CAG) Countywide Transportation Plan
- C/CAG Comprehensive Bicycle and Pedestrian Plan (CBPP)
- C/CAG Congestion Management Program
- C/CAG Local Road Safety Plan
- C/CAG and TA Countywide Automated Vehicles Strategic Plan
- San Mateo County Transit District's Reimagine SamTrans
- SamTrans Express Bus Feasibility Study
- SamTrans El Camino Real Speed & Reliability Study
- SamTrans Strategic Plan & Capital Improvement Program
- Caltrain Business Plan
- Caltrain Corridor Crossings Strategy
- Caltrain Capital Improvement Program
- Commute.org Strategic Plan 2025
- San Mateo County Express Lanes JPA US 101 Equity Study

5. STRATEGIC PLAN 2025-2029 DEVELOPMENT PROCESS

5.1 SUMMARY OF WORK FOR STRATEGIC PLAN

The previous Strategic Plan 2020-2024 created the first consolidated Strategic Plan that aligned the Measure A Goals and Measure W Core Principles to have one set of programs, guidelines, and policies. The Strategic Plan 2020-2024 included an assessment of Measures A and W program categories, stakeholder engagement, public outreach, and initiatives to improve project delivery. It also combined the evaluation process and criteria across the Measures A and W goals and core principle weights (**Appendix H**). The Strategic Plan 2025-2029 proposed recommendations on areas of improvement and efficiency based on the experiences and lessons learned from the past five years.

5.2 INTEGRATION OF STANDALONE POLICY DOCUMENTS

Since the adoption of the previous Strategic Plan 2020-2024, there have been multiple plans and programs adopted by the TA that provide updated program guidelines and policies which have been integrated into the Strategic Plan 2025-2029.

5.2.1 RECENTLY COMPLETED PLANS & PROGRAMS

2021-2030 Short-Range Highway Plan (SRHP)

The TA developed a policy framework for making investment decisions in the SHRP that established a strategy for how to direct Measures A and W sales tax revenues toward highway improvements in San Mateo County. The SRHP complements the Strategic Plan by providing technical metrics that allow the TA to use the Strategic Plan evaluation criteria to uniformly assign scores to projects for the Measures A and W Highways program CFP cycles. Additionally, the SRHP established a definition of Countywide Significance for the TA, specific to the competitive Highways program where projects must meet at least two of the following screening criteria:

- Project serves a significant amount of through traffic
- Project serves a significant amount of inter-county traffic
- Project significantly improves connections between two or more geographic areas of the county
- Project significantly improves access to a major activity center

The Countywide Significance definition in the Strategic Plan 2025-2029 is revised to require that projects meet at least two of the following screening criteria:

- Project serves a significant amount of person throughput, inclusive of all modes
- Project serves a significant amount of inter-county traffic
- Project significantly improves connections between two or more geographic areas of the county
- Project is a priority component of a countywide or regional multijurisdictional effort

This updated definition reframes traffic throughput as person throughput to be more inclusive of all transportation modes and removes the screening criteria of improving access to major activity centers that was included in the SRHP definition.

2021-2030 Highway Capital Improvement Program (CIP)

The TA developed the Highway CIP by working with eligible highway Sponsors, which include cities, the County of San Mateo, C/CAG, and Caltrans. Through a project inventory process, the Highway CIP established a list of previously and newly submitted Highway projects organized by project phase with associated baseline cost estimates. This list of projects included in the Highway CIP, along with the list of projects in the Measures A and W Expenditure Plans, informs which projects are eligible to apply for funding during the Measures A and W Highways CFP cycles. The Highway CIP sets the stage for the TA to allocate Measures A and W funds to the highest-performing projects in the areas of San Mateo County that show the greatest need.

Alternative Congestion Relief/Transportation Demand Management Plan (ACR/TDM)

The ACR/TDM Plan sets the program guidelines and policies for the competitive TDM program, which consists of the Measure A ACR program category and the Measure W TDM program category. Since the competitive TDM program was not included in the Strategic Plan 2020-2024, the program guidelines, policies, and evaluation criteria adopted in the ACR/TDM plan have directly informed the competitive TDM program CFP process. Furthermore, the program guidelines and policies adopted in the ACR/TDM plan have been used to inform updated guidelines and policies for other competitive funding programs.

Regional Transit Connections Plan (RTC)

The RTC Plan establishes the program guidelines and policies for the competitive Measure W RTC program. The RTC Plan formally sets program goals, guidelines, subcategories, and policies that directly inform the CFP process for the competitive RTC program. Furthermore, the RTC Plan amends the project evaluation and selection methodology included in the Strategic Plan 2020-2024, providing updated evaluation criteria and thematic areas for 2025-2029. These updates will be the basis for the first CFP for the competitive RTC program, planned for Spring 2025.

The plan also includes a CIP that identifies projects that may be eligible for funding from the RTC program and will assist in long-term policy guidance and financial planning for the program. The projects included aim to meet the RTC program's main goal of reducing congestion and improving transit connectivity between San Mateo County and the connecting counties. The CIP provides an example of projects that may be eligible for the program and is not an exhaustive list of all potential projects that could receive funding from the program. Allocations of funding will be determined by a CFP process that will take place on a four-year cycle.

5.3 STAKEHOLDER OUTREACH

The Strategic Plan 2025-2029 stakeholder outreach effort has focused on the following objectives:

- Review projects funded and completed between 2020 and 2024, along with past progress and accomplishments
- Hear from partners and Sponsors about how the TA may be able to improve processes or provide additional support
- Refresh data on San Mateo County demographics, travel patterns, funding projects, and grant funding conditions
- Update and review with stakeholders and Sponsors competitive evaluation criteria to align with state and federal funding programs and promote equity
- Update program administration by standardizing guidelines, policies, and monitoring requirements along with formalizing the intent of the TA's Technical Assistance Program
- Integrate standalone planning/policy efforts into the Strategic Plan framework (including the SHRP, ACR/TDM Plan, and RTC Plan)

5.3.1 WORKSHOPS

The TA facilitated workshops with the Community Advisory Committee (CAC), TA Board of Directors members, and the C/CAG Technical Advisory Committee (TAC) in Winter 2024 to understand which Measure A Goals and Measure W Core Principles are the most important and how funding should be prioritized to help develop evaluation criteria for the selection of projects. Participants and committee members were asked to reflect on their top priorities for the TA over the next five years and weigh in on proposed changes introduced in the next strategic plan. Input from the committees will also help shape how funding is allocated over the next five years and to guide where the TA should focus their technical assistance program. In Fall 2024, each of these bodies received a presentation to provide input on resulting proposed policy changes for inclusion in the Strategic Plan 2025-2029.

5.3.2 TA BOARD OF DIRECTORS AD-HOC COMMITTEE

Three meetings were held with the Strategic Plan Ad Hoc Advisory Committee of the TA Board of Directors to provide updates on the progress of the Strategic Plan to present feedback received from other stakeholders and to confirm that the proposed key actions for the updated plan align with the agency's priorities over the next five-year period.

5.3.3 STAKEHOLDER ADVISORY GROUP AND TECHNICAL ADVISORY GROUP

The TA made two presentations to the Stakeholder Advisory Group (SAG) and the Technical Advisory Group (TAG) in Spring and Summer 2024 to provide an overview of the Strategic Plan 2025-2029 and seek feedback. The SAG is comprised of representatives from non-profits, large employers, business groups, transit, and constituent advocacy groups. The TAG is comprised of representatives from the cities, county, transit agencies, special districts, and other governmental partners.

5.3.4 PARTNER INTERVIEWS

The TA facilitated 15 one-on-one interviews in October 2024 with representatives from project and community partners to review the proposed Key Strategies for the Strategic Plan 2025-2029 and provide the opportunity for any additional feedback.

Discussion questions were tailored to each audience to gather in-depth feedback on how each organization has navigated the existing processes with the TA and what barriers exist for organizations to access funding or actively participate in the selection of projects. Partner interview notes are in **Appendix D-4**.

Individual interviews were held with representatives from:

- Caltrain (two interviews: one with Caltrain Planning, one with Caltrain Real Estate)
- Caltrans
- City/County Association of Governments of San Mateo County
- City of East Palo Alto
- City of Half Moon Bay
- City of San Mateo
- City of South San Francisco
- Commute.org
- El Concilio (a community-based organization (CBO))
- Peninsula Chinese Business Association (CBO)
- San Mateo County Transit District
- San Mateo County
- San Mateo County Economic Development Association (Business organization)
- San Mateo County Office of Education (home agency of Safe Routes to School program)
- Silicon Valley Bicycle Coalition (CBO)

5.3.5. OUTREACH THEMES

The workshops, as described above, with stakeholders were structured around six key discussion questions. The general themes that emerged from the comments from various stakeholders are summarized below:

1. What has been the TA's biggest accomplishment over the last 5 years?
 - Aligning the Measure W Core Principles with the Measure A Goals and seeing those values reflected in the selection and funding of transportation projects in the county.
 - Investment into grade separation and electrification projects.
 - Focus on the safety of pedestrians and cyclists.
 - Adopting a more fair geographic distribution approach to provide an opportunity for small and coastal communities to better compete for funding.

- The distribution of local streets and roads funds provided directly to local agencies.
2. Where do you see the biggest opportunity for improvement for the TA in the next five years?
 - Strategies to streamline implementation and mobilize funding for projects faster.
 - Technical assistance for local jurisdictions that are under-resourced and/or understaffed.
 - Support for cross-jurisdictional multimodal projects.
 - Safety and improved access regardless of mode.
 - Reduction of vehicle miles travelled (VMT) and greenhouse gas emissions.
 3. How should equity continue to be considered or elevated by the TA for the next five years?
 - Re-examine the definition of “equity” to better align with industry standards.
 - Leverage new relationships with CBOs and streamline compensation for their assistance on projects.
 - Support outreach in multiple languages.
 - Prioritize seeking feedback from a variety of underserved communities.
 - Place stronger focus on environmental justice and incorporate criteria for public health.
 4. Are there areas TA Technical Assistance should be modified or expanded?
 - The Technical Assistance Program is incredibly important to support cities and towns in applying for funding to advance local and county-wide projects.
 - Enhance support throughout the CFP process.
 - Gain a better understanding of the biggest challenges and barriers for cities and towns applying for funding.
 5. Should the definition of “countywide significance” be updated or expanded?
 - Consideration for multijurisdictional projects.
 - Expand to include multimodal projects with better pedestrian, bicycle, and transit considerations.
 - Greater focus on sustainable forms of transportation and equity.
 6. Are there any other actions or considerations for the next five years we should consider that we have not discussed?
 - Consider autonomous vehicles (AV) and safety.
 - Seek creative solutions to help finance projects.

Overall, the input received from the participants was very positive. Virtually all participants stated that they felt the SMCTA staff are helpful and responsive, SMCTA processes are efficient, and communication is clear. Many also stated that they felt that SMCTA is going in the right direction, and the proposed changes outlined in the proposed key actions were well received.

The main themes from the interview participants are summarized below:

- Call for Projects:
 - Consider making the grant amounts larger as small grants can be difficult to pursue.
 - Continue streamlining grant application processes to make it easier to apply.
 - Alter application processes to allow for specific project applications rather than requiring projects to fit within a single category.
 - Provide examples of projects that would be eligible for funding.
 - Assist with agency partnerships as multi-agency grants score better.
 - Compile resources for jurisdictions to reference and help them to be more competitive.
- Technical training ideas:
 - Active transportation (e.g., bike parking, rapid implementation options)
 - EV charging
 - Parking and curbside management
 - Safe Routes to School walk audits
 - Designing with transit
 - Group facilitation
 - Grants and funding strategies
 - Level of service analysis for multi-modal projects
- CBO bench:
 - Create a CBO collaborative within the county or specific communities
 - Implement multi-year agreements
- Funding:
 - Provide assistance with tracking funding.
 - Provide implementation funds for completed planning projects.
- Other comments:
 - Ensure earlier coordination and planning of grade separation process with Caltrain and funding partners
 - Coordinate on the corridor/county level to improve planning.
 - Use highway funds to support the SamTrans Grand Boulevard Initiative (GBI).
 - Create a transportation design/review checklist.
 - Have the TA sponsor projects to better coordinate cities conducting similar work.
 - Promote the TA via social media and make presentations to industry groups. Better name recognition would assist the TA with better intersecting with businesses.
 - Ensure best practice recommendations from design reviews are not mandates.

Section 12 details how stakeholder feedback was considered in the development of key actions for the Strategic Plan 2025-2029.

6. SAN MATEO COUNTY TRAVEL PATTERNS AND NEEDS

This section details countywide travel patterns and assesses transportation needs within San Mateo County.

Discussions of equitable community prioritization from previous plans, existing demographics, travel patterns, and emerging transportation technologies demonstrate where San Mateo County can most effectively implement various program improvements and congestion management strategies. The COVID-19 pandemic, which occurred during the Strategic Plan 2020-2024 period, also influenced the way people live and travel in San Mateo County. While changes are evident in the near-term, the TA will monitor long-term trends to assess potential impacts to TA projects and programs.

The spatial equity metrics featured throughout this assessment reveal that equity-burdened communities in San Mateo County often face additional barriers due to pollution and lack of transit. When measured at countrywide, statewide, and local levels, these burdens remain visible in many of the same communities, such as Foster City, Redwood City, and South San Francisco. This suggests that transportation-related investments in communities with multiple overlapping needs will produce the greatest share of benefits for the entire county and lead to indirect positive impacts on VMT, daily traffic congestion, and commute times.

6.1 DEMOGRAPHICS

According to the most recent 2022 American Community Survey (ACS) 1-Year Estimates, San Mateo County has a population of 729,181 people, with a total land area of 448.6 square miles, averaging a density of 1,625 residents per square mile.

The county's unemployment rate is low (2.2%) compared to the state (4.4%), and the median income of households with at least one employed member is about \$145,388.

Due in part to a comparatively high number (18.5%) of San Mateo County residents aged 65 and older, and a median age of 41.4 years, the countywide disability rate is about 10.3%. Among residents 75 years and older, the disability rate is about 26.3%.

According to the 2020 Decennial Census, about 36% of county residents are white. The second largest population group by race is Asian (29%), followed by Hispanic or Latino (25%), Two or More Races (5%), Black or African American (2%), and Native Hawaiian or Pacific Islander (1%).

6.1.1 CHANGE IN POPULATION BY GEOGRAPHY

As of 2024, San Mateo County is comprised of 20 census-designated cities and towns and several unincorporated communities. Within the county, urban area populations range from 1,507 (Town of Colma) to 105,661 (City of San Mateo) residents.

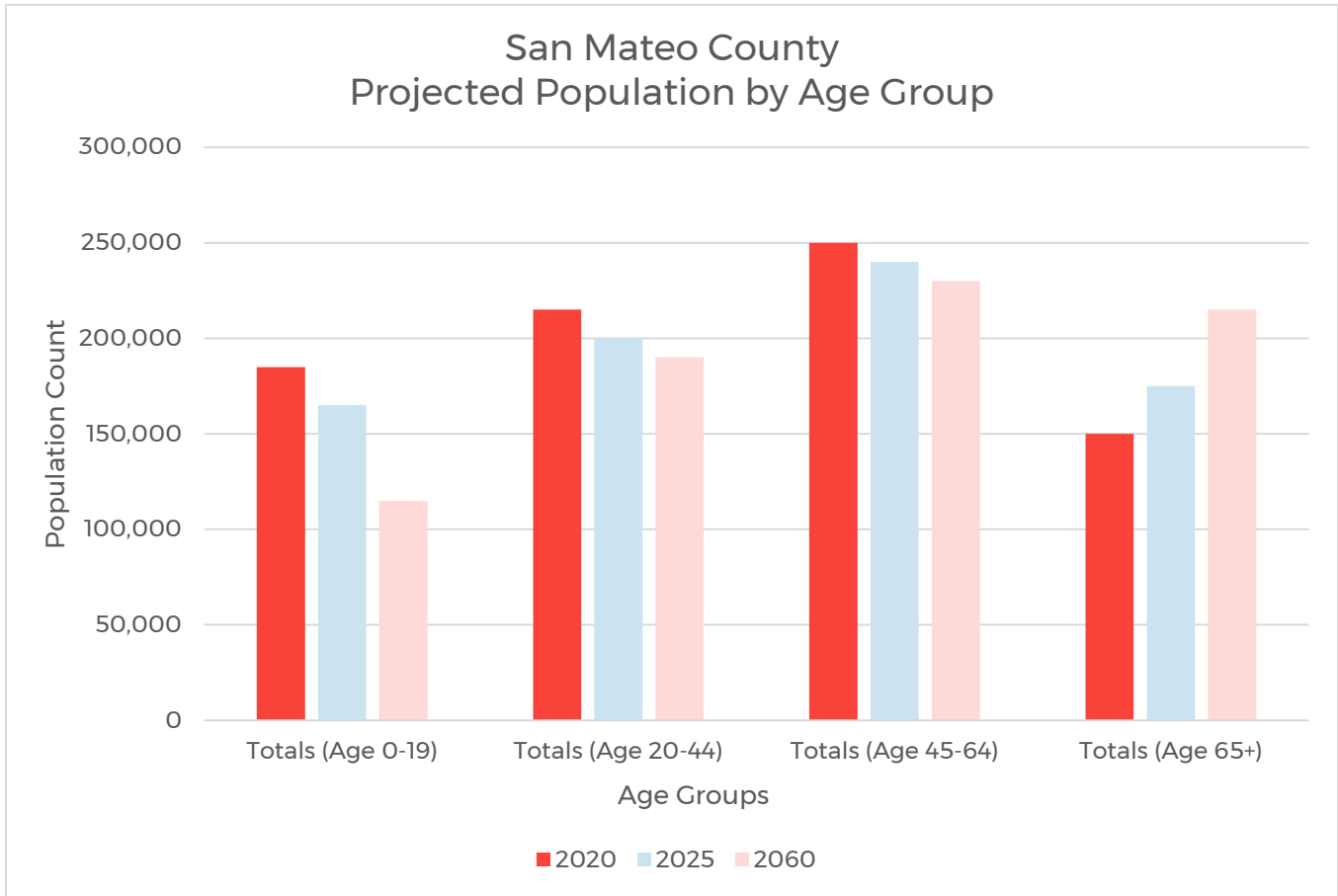
Population density is largely concentrated along the Bay Area Rapid Transit (BART) and Caltrain corridors, consistent with the regional growth strategy (**Appendix C-2**). Population estimates were calculated in Plan Bay Area 2040 using a pre-pandemic data model that was released in 2018. Population Projection Model Estimates predict that by 2040, San Mateo County total population will increase from the projected year 2020 population of 796,925 to approximately 916,590. This would be a total projected increase of approximately 15% by 2040.

San Mateo County has a larger number of adults aged 55 or older compared to other counties. With 31.4% of San Mateo County's population aged 55 or older, its senior population is larger in percentage than San Francisco County (30.5%) and Alameda County (27.9%). In response to its growing aging population, the county will need to examine what transportation options best serve this age group, and how to grow and expand services in an efficient and effective manner. Urbanized areas around South San Francisco, San Bruno, Millbrae, and Burlingame are likely to grow the most, with more modest increases in Daly City, Redwood City, San Carlos, San Mateo, East Palo Alto and other census-designated cities and towns (**Appendix C-2**).

6.1.2 POPULATION CHANGE BY AGE

The California Department of Finance-projected changes in population by age group are shown in Figure 6 for the period between 2020 and 2060. These projections demonstrate that populations aged 45-64 will continue to make up the largest age cohort in the county. The county will need to continue to invest in infrastructure improvements to serve the needs of the increasingly older adult population who may be aging in place and not able to rely solely on a motor vehicle for transportation over the next 30 years.

Figure 6: San Mateo County Projected Population by Age Group



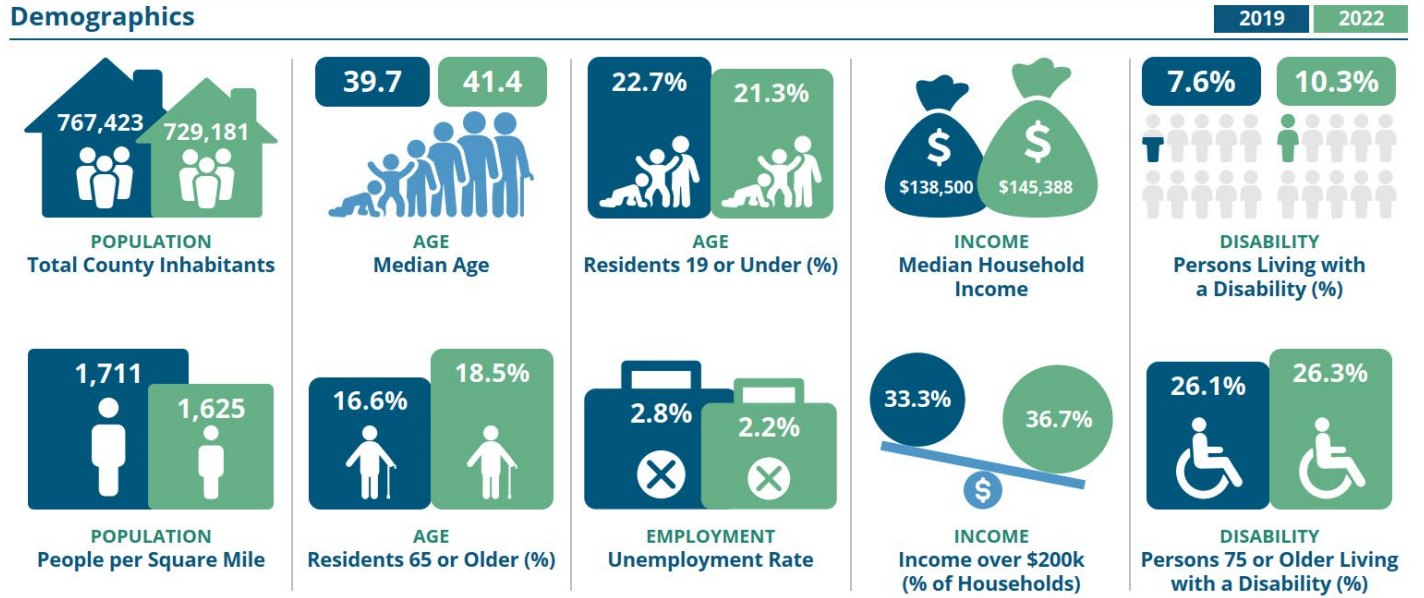
Source: California Department of Finance, 2022

6.1.3 PRE-PANDEMIC AND POST-PANDEMIC DEMOGRAPHIC OVERVIEW

As shown in Figure 7, Census data shows that county population decreased between 2019 and 2022, consistent with statewide population trends. Data demonstrates that median household income and median age has increased between pre-pandemic and post-pandemic years. Growth among the population over 65 signals an expanding need for infrastructure and transportation policy that caters to a population cohort with the highest relative disability rate.

This further emphasizes the ongoing need for more inclusive universal design, transit and accessible services, and Complete Street projects throughout the county. Although median income has grown and the unemployment rate has decreased, poverty rates among non-white residents significantly increased between 2019 and 2022, underscoring the need for ongoing investment strategies that help reduce transportation cost and pollution burden and improve access to jobs across the county.

Figure 7: Pre-Pandemic and Post-Pandemic Demographic Comparison

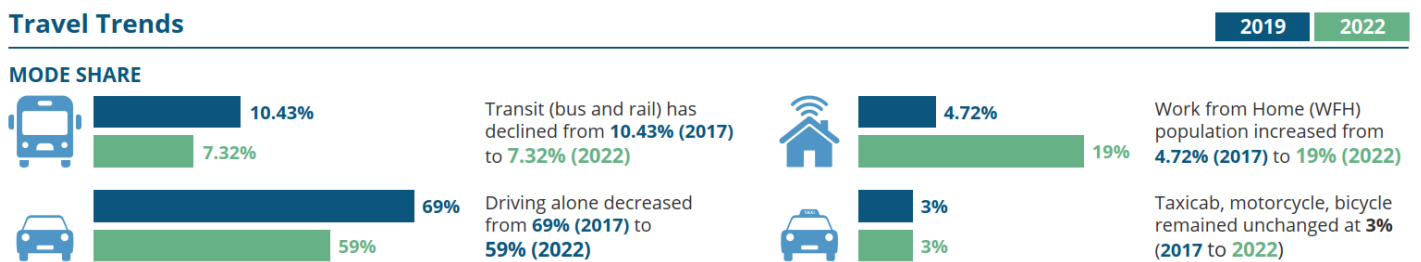


Source: 2022 American Community Survey 1-Year Estimates, 2019 ACS 1-Year Estimates

6.2 TRAVEL TRENDS

As shown in Figure 8, a comparison of the mode share data for commute trips in the county from the ACS for the years 2017, 2020, and 2022 for San Mateo County residents shows that transit mode share (for rail and bus combined) has declined from 10.4% in pre-pandemic conditions to 7.3% in 2022 after the pandemic. Rates of walking to work have remained static between 2017 and 2022 at roughly 2.5%. Most significantly, the work-from-home population has increased from 4.7% in pre-pandemic conditions to almost 19% after the pandemic. Driving alone continues to be the largest mode overall, however, the percentage of total trips in the drive-alone category has steadily declined from 69% in 2017 to 59% in 2022. These trends will continue to be monitored as return-to-work requirements change over the next five years.

Figure 8: Means of Transportation to Work



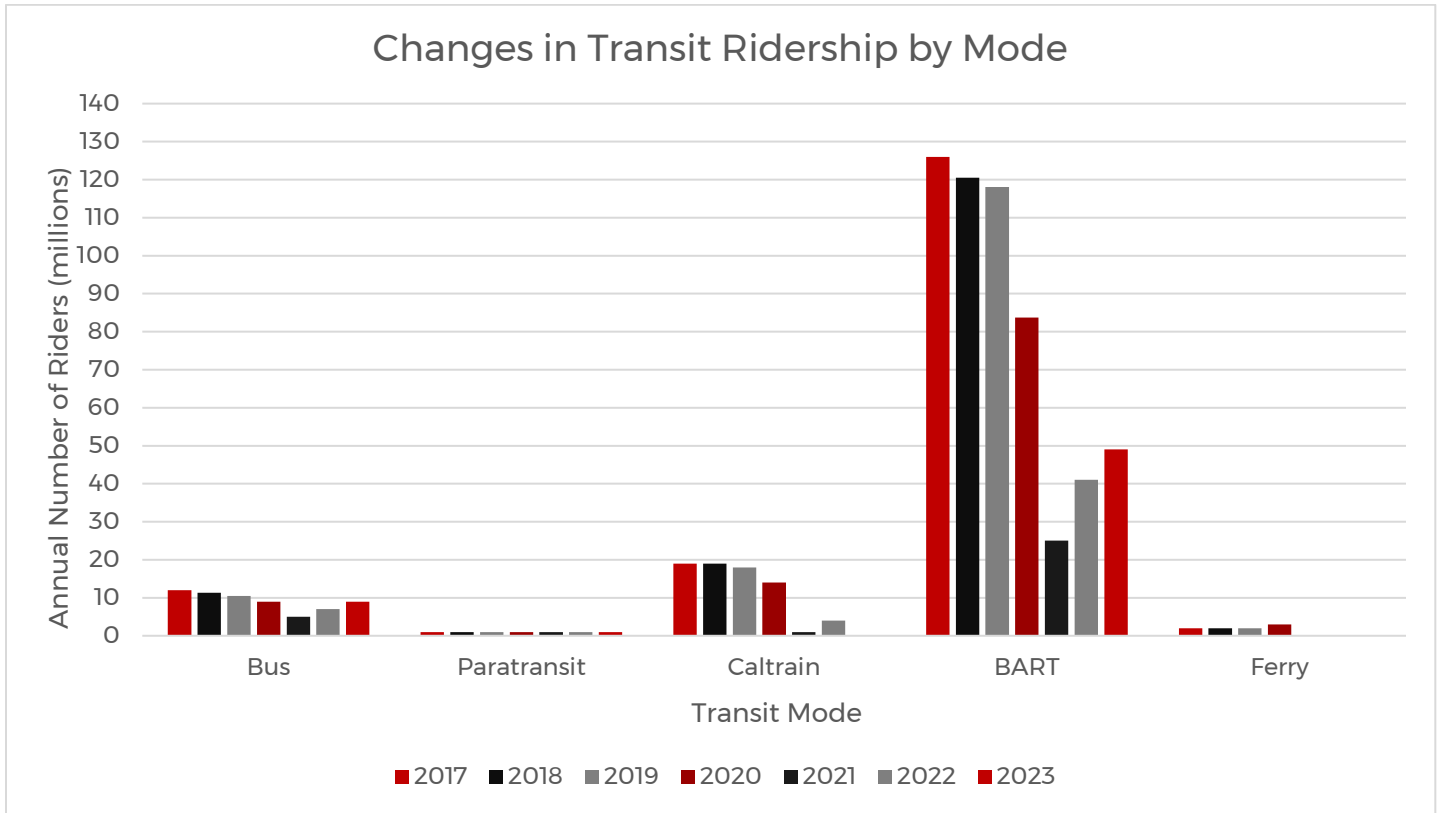
Source: American Community Survey 1 Year Estimates, San Mateo County, 2017, 2020, 2022

6.2.1 TRANSIT RIDERSHIP

Figure 9 shows the average year-to-date ridership data from 2017 to 2023 which includes counts for SamTrans bus, paratransit, Caltrain, BART, Oyster Point Ferry, and commuter shuttles.

While both Caltrain and BART saw significant growth in ridership leading up to 2017, the pandemic was a turning point with ridership steadily declining between 2018 and 2021 for rail transit services due to changes in commute patterns with many people no longer commuting to the office as before, and some people adopting a hybrid schedule. While both agencies continue to struggle to return to pre-pandemic levels, Caltrain has seen weekend ridership buoyed recently by special services to San Francisco Giants games and other special events. In August 2023, BART was at 47% of pre-pandemic levels; in contrast, SamTrans bus service had returned to about 89% of pre-pandemic levels. The District implemented its Reimagine SamTrans network in 2024 to include more frequent weekday and weekend service on key routes and introducing new routes in response to community input.

Figure 9: Changes in Transit Ridership by Mode



Source: SamTrans Ridership (Meeting Agenda Packets), Caltrain, BART, and the Water Emergency Transportation Authority (WETA)

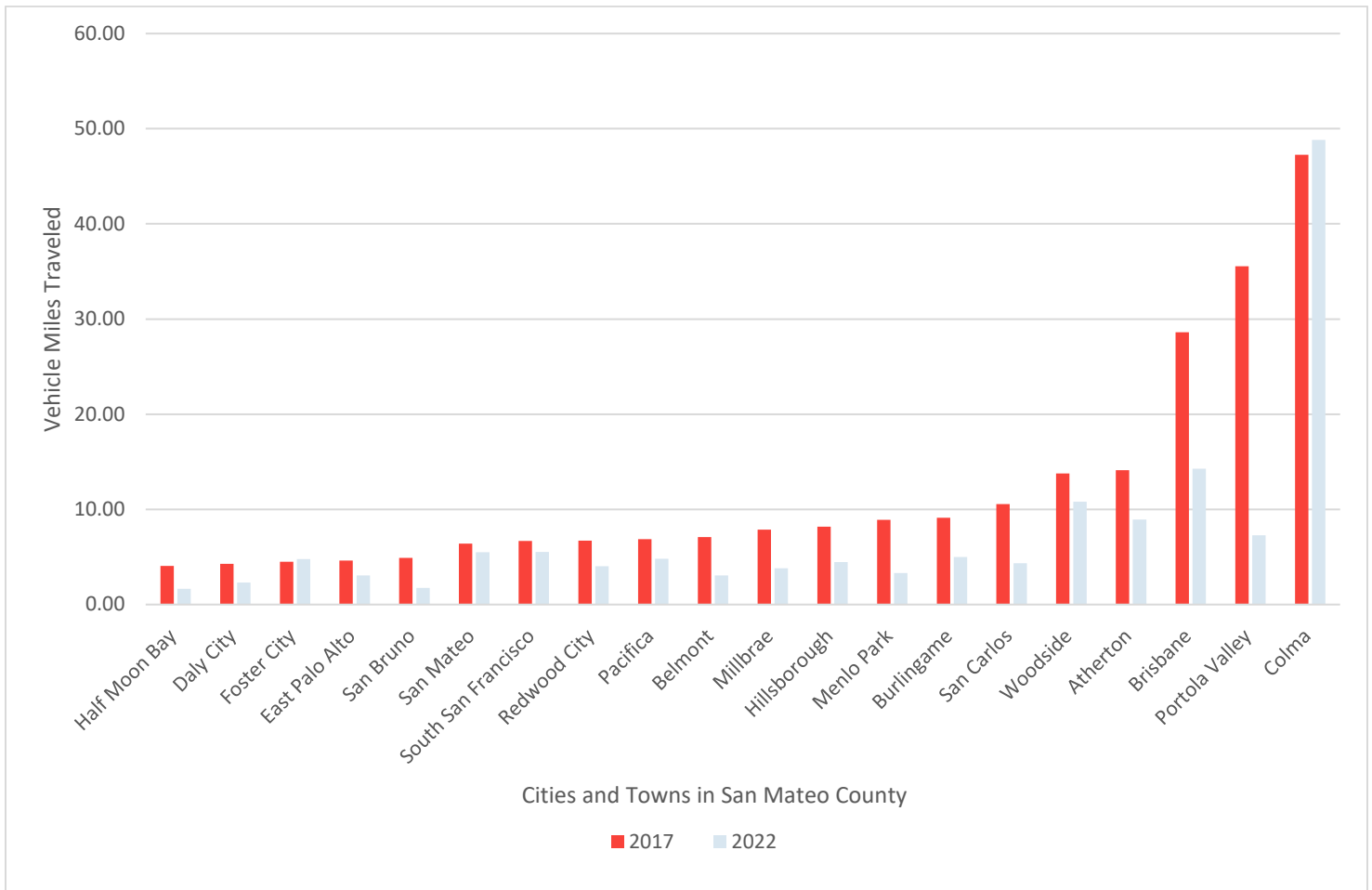
6.2.2 VEHICLE MILES TRAVELED

VMT is a metric of vehicle traffic that measures the number of miles traveled by automobiles over a given period and region. VMT is shown below for each incorporated city in San Mateo County, between 2017 and 2020 to indicate fluctuations in the County’s travel patterns.

Daily VMT totals are shown in San Mateo County by year, from 2017 to 2022, which is currently the most recent year of data availability from the California Highway Performance Monitoring System (**Appendix C-3**). Daily VMT in the county grew steadily from 2017 and peaked at 20,121.68 in 2019. From 2020 to 2022, Daily VMT remained below 16,000. A consistent decrease of nearly 25% in daily VMT signals that long-term pandemic outcomes have significantly altered the ways San Mateo County conducts daily vehicle trips.

Between 2020 and 2022, VMT has trended downward in local arterial streets throughout nearly every city, signaling a reduced volume of traffic-related emissions at local levels. As shown in Figure 10, State Highway VMT through San Mateo County observed an opposite trend, consisting of positive VMT change between 2021 and 2022. Highway VMT increases point to considerations of enhanced alternatives for long-haul, single-occupancy vehicle commuters who travel along multi-county corridors, and the identification of communities where additional VMT-reducing implementations could produce the greatest share of countywide benefits.

Figure 10: Per Capita VMT Trends by Urbanized Area



Source: California Highway Performance Monitoring System data, 2017-2022

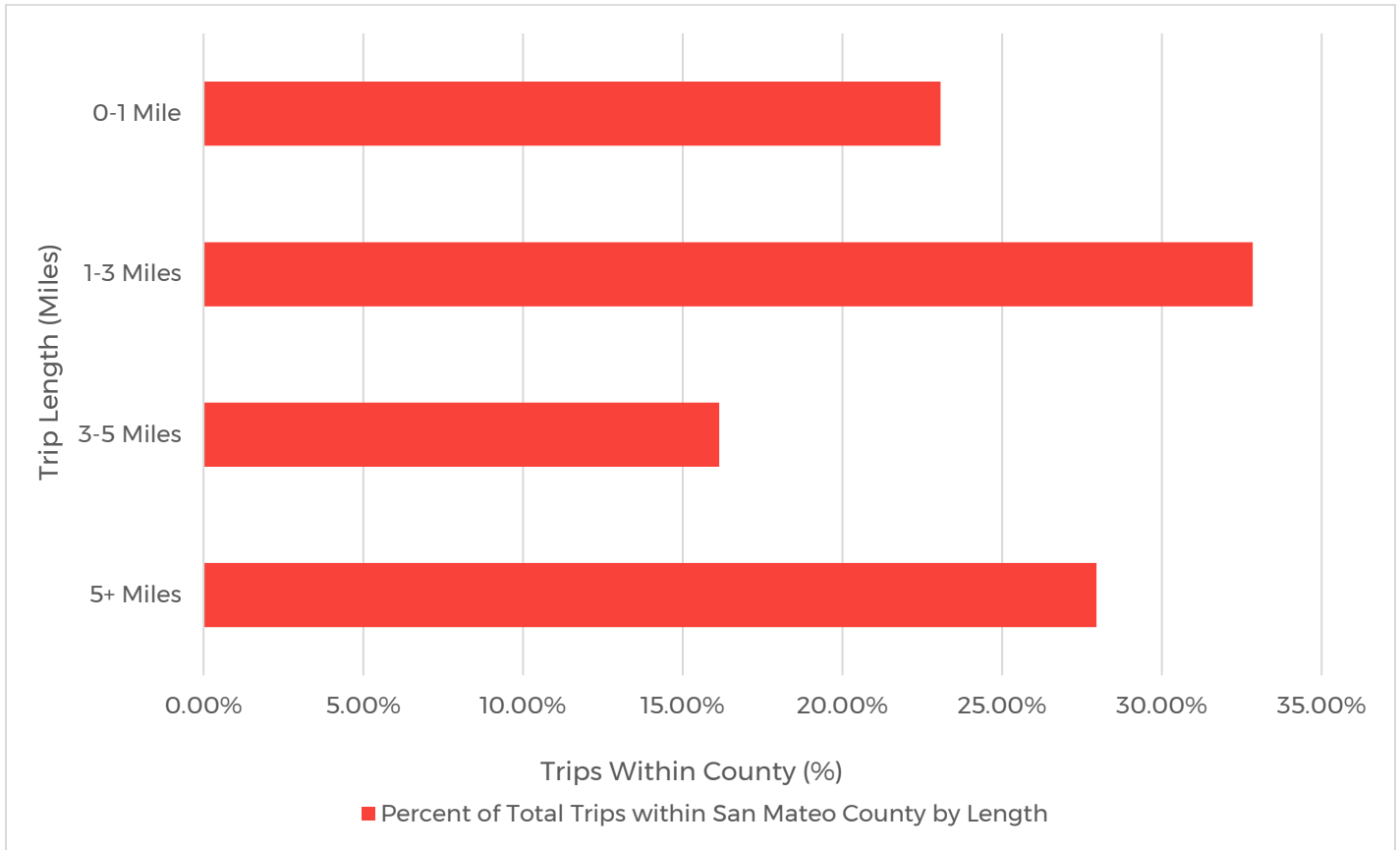
6.2.3 DAILY TRIP PATTERNS

Analyzing daily trips by trip length is a critical step in assessing targeted actions for reducing countywide VMT. Trips under one mile in length represent an opportunity to reduce single-occupancy vehicle trips by promoting trips on foot. Furthermore, trips from one to three miles in length could be reduced by increasing bicycle trips, and three-to-five-mile private automobile trips could be reduced through transit ridership increases.

TRIPS WITHIN SAN MATEO COUNTY

Figure 11 below displays a daily average of trip lengths that originate and terminate in San Mateo County from the fall of 2022, using a sample size of 2.24 million trips taken by 705,000 trip-takers. From this sample, about one third of daily trips in the county for all purposes (e.g., work, school, grocery store, recreation, etc.) range from one to three miles in length. Fewer than 30% of trips from this sample are greater than five miles in length, yet about 50% of trips from the same sample are completed by drivers of single-occupancy vehicles (not counting private vehicle passengers, rideshare users, or commercial vehicle motorists, who account for an additional 25% of trips in this sample). Overall, current conditions show a high volume of county trips with potential for conversion from single occupancy vehicle trips to pedestrian (0-1 mile), bicycle (1-3 miles), or public transit (3-5 mile) trips.

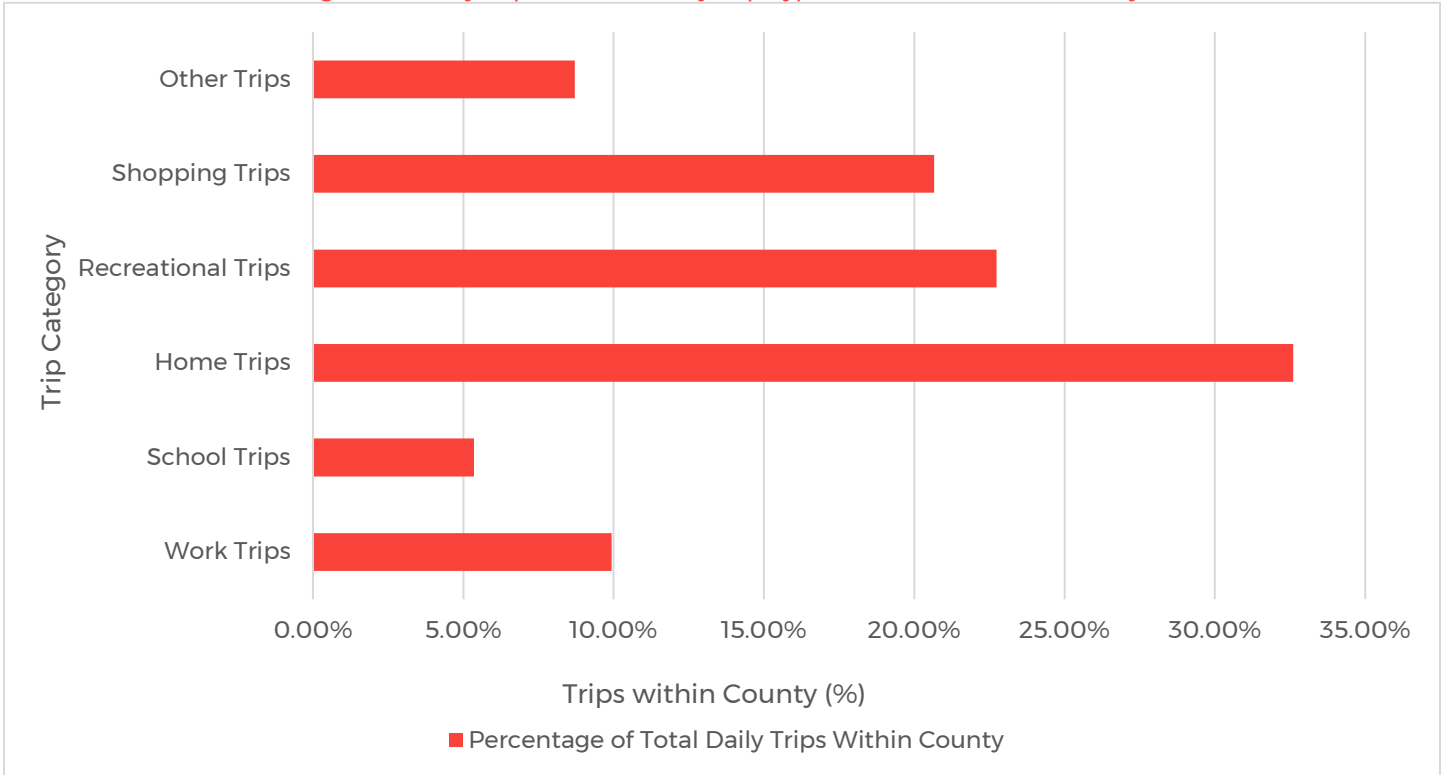
Figure 11: Percent of Total Daily Trips Within San Mateo County by Trip Length



Source: Replica, Fall 2022 Statistics for San Mateo County Trips.

The same sample in Figure 11 is applied to Figure 12 below to display the percentage of daily trips within San Mateo County by the purpose of the trip. No trips that originate or terminate outside of San Mateo County are included in this sample, and each trip type listed below is defined by where the trip terminates. Recreational trips are defined by vehicle trips to restaurants, bars, or social events. Home trips are trips that terminate at the trip-taker’s residence. Recreational trips and shopping trips represent significant shares of trips made completely within the county, highlighting a key consideration for future mobility and accessibility improvements that surround major shopping, eating, and entertainment destinations as a form of traffic congestion relief.

Figure 12: Daily Trip Destination by Trip Type Within San Mateo County



Source: Replica, 2022

TRIPS TO WORK IN SAN MATEO COUNTY FROM OUTSIDE THE COUNTY

The average number of daily work trips into San Mateo County was 129,744 (**Appendix C-2**). Origins include:

- Santa Clara County, 44,798 trips (35%)
- San Francisco County 40,076 trips (31%)
- Alameda County 29,095 trips (22%)
- Contra Costa County 7,888 (6%)
- Other counties 7,887 (6%)

TRIPS THROUGH SAN MATEO COUNTY

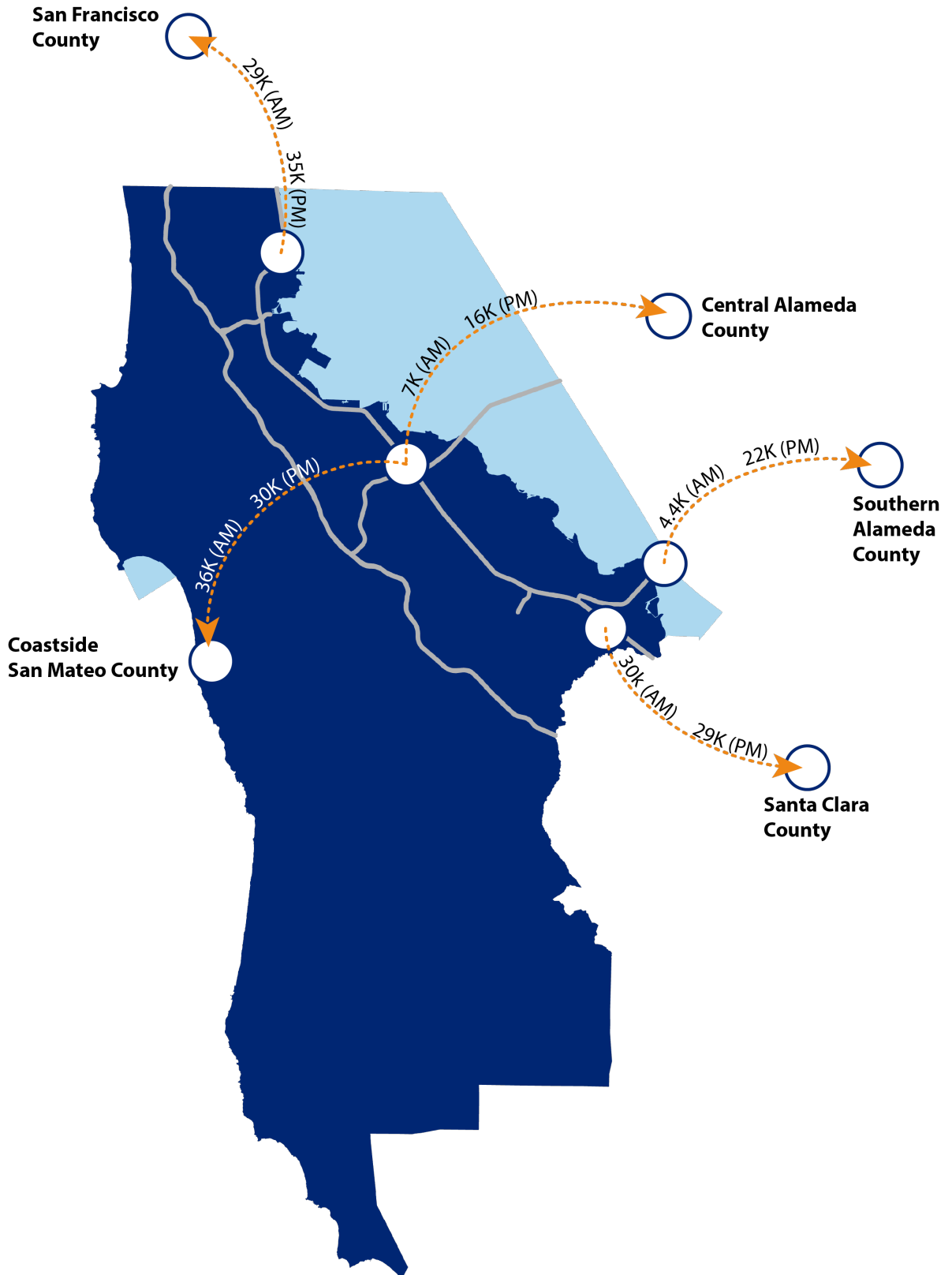
The trips that travel through San Mateo County, but do not originate or terminate within the county's boundaries, come from a sample size of about 250,000 trips (**Appendix C-2**). The greatest share of trips through San Mateo County are traveling from San Francisco County to the north, Santa Clara County, to the southeast, and Alameda County, to the west. These counties are also regionally significant for San Mateo County through trip destinations. Continued investment in regional transit connections could help address many of these commute patterns.

6.2.4 AVERAGE DAILY TRAFFIC

Figure 13 and Figure 14 show average traffic volumes along San Mateo County freeways during peak times, midday off-peak times, and all-day weekend times that pass through six San Mateo County freeway interchange points in May 2019, compared to May 2023.

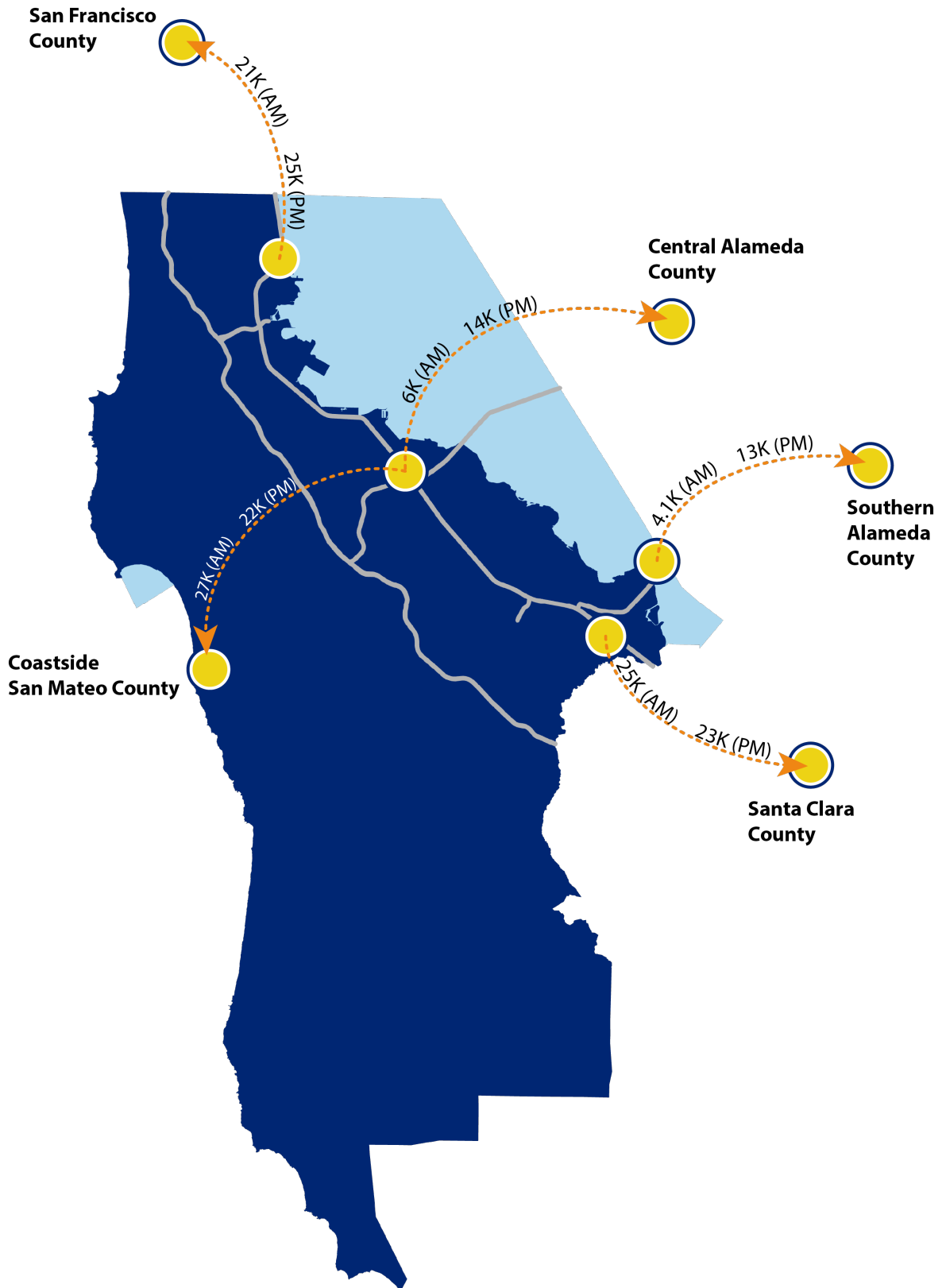
Each location was calculated by a road segment zone of analysis, which outputs a volume of traffic that travels through each segment during a specific time frame. Peak AM and PM times were calculated as an average of traffic volumes between Monday and Thursday, for the hours of 6:00 AM to 10:00 AM, and 3:00 PM to 7:00 PM, respectively. Weekday Mid-Day volumes were calculated for the period between 10:00 AM and 3:00 PM, Monday through Thursday. Weekend All-Day volumes were calculated for a 48-hour period comprising an average of Saturday and Sunday volumes.

Figure 13: Peak Period Freeway Traffic Volumes in May 2019



Source: Streetlight Data, 2024

Figure 14: Peak Period Freeway Traffic Volumes in May 2023



Source: Streetlight Data, 2024

Between 2019 and 2023, there was a decrease in traffic volume along major San Mateo County corridors. The largest overall travel decreases occurred along US 101 near South San Francisco, both for northbound and southbound trips during the weekend (all day), weekday (all day), and rush hour times (weekday AM/PM peak). Further south along US 101, at the State Route 92 interchange, north and southbound traffic volumes have generally remained the same or increased slightly. The same is true along SR 92 near the San Mateo-Hayward Bridge.

6.3 NEW MOBILITY SERVICES AND AUTONOMOUS VEHICLES

In San Mateo County, several mobility projects and technological improvements to transportation are expected to take shape between 2025 and 2029. As of 2024, many of the projects that concern transit and freeway congestion relief are in pilot stages, with the intention of future implementation countywide.

6.3.1 MICROMOBILITY

Micromobility improvements consist of infrastructural enhancements catering to bicycles, scooters, small vehicles, and micro-transit services. Micromobility modes are usually offered by cities or third-party agents as on-demand vehicles that can be rented on a trip-by-trip basis. Typically, these services might include e-bike sharing programs or on-demand micro-shuttle services.

In December 2022, C/CAG released a San Mateo County Shared Micromobility Feasibility Study and Implementation Plan, with the purpose of defining what shared micromobility would mean for the county and determining if it is feasible to pursue. The plan conducted an analysis to determine how shared micromobility could address current transportation challenges and opportunities faced by the county, as well as how countywide resources and partnering agencies could be used to help develop the plan. The plan recommends establishing a multi-jurisdictional program with a single managing body responsible for procuring the shared micromobility infrastructure and equipment, while using one or more contracted third-party operators to maintain and finance the system rather than a public agency. Since 2022, several public-private partnerships between San Mateo County cities and independent micro-transportation contractors have begun as part of a larger process to integrate countywide micromobility for enhanced first mile/last mile connections.

Burlingame and Millbrae Spin Bikeshare Program

In 2023, the Cities of Burlingame and Millbrae launched a joint bikeshare program with Spin. Spin is a San Francisco-based micromobility company that operates e-bikes and scooters in North American and European cities and college campuses. The program consists of e-bike “corrals” located near major transit stations, shopping centers, restaurants, parks, and libraries in both cities, where bikes can be rented via a smartphone app interface.

Redwood City Bird Scooter Share Program

Bird, a global scooter share service, began a partnership with Redwood City in 2022 to offer a citywide shared micromobility program. The partnership was developed following RWCmoves, the Citywide transportation plan, which outlined goals for managing congestion, expanding connections, and making the city’s transportation network more sustainable. In the first five weeks of Bird’s scooter share service in Redwood City, over 7,400 trips occurred, traveling 11,980 total miles at an average of 1.6 miles per trip.

Bay Wheels Expansion into San Mateo County

Owned by Lyft, in partnership with MTC and the Bay Area Air Quality Management District, Bay Wheels has expanded its bike sharing docking infrastructure and area of reach into Daly City as of May 2024. In prior years, the program expanded to San Jose and the East Bay, adding 24 new docking stations and 565 e-bikes in Oakland, Emeryville, and Berkeley to its inventory of over 6,000 bicycles at over 500 stations. Bay Wheels’ expansion into Daly City represents a milestone for San Mateo County as it continues to implement regional connectivity programs that make county-to-county active transportation a more feasible drive-alone alternative.

In addition to a variety of bike, e-bike, scooter, and AV implementations planned for the Bay Area, various agencies like MTC plan programs, infrastructural expansions, and community outreach events to encourage a greater presence of micromobility enhancements in the region.

6.3.2 MOBILITY HUB PILOT PROJECTS

In 2021, MTC awarded pilot funding to six regionally significant mobility hubs throughout the Bay Area in an effort to enhance connectivity between transportation modes and close regional gaps and disparities. Mobility hubs are locations that offer regional connectivity through transit and other shared transportation options, such as e-bike sharing and on-demand micro shuttles, enabling connections to a more diverse range of destinations that are best served by various modes of transportation. The six mobility hubs chosen for funding focused on providing seamless multi-modal connections through enhancements to wayfinding, mode-specific infrastructure, electric vehicle (EV) charging stations, and even bicycle repair facilities. Two of the selected Mobility Hub Pilot Projects are in San Mateo County, located at the Millbrae Transit Center and Burlingame Square.

The Millbrae Transit Center Mobility Hub is a conversion from a previously existing parking lot to a multimodal transit hub. The hub centralizes bike share facilities and EV charging stations to encourage connections to BART, Caltrain, downtown Millbrae, and an existing Class III bicycle facility located on El Camino Real. The Burlingame Square Transit Hub Pilot focuses on improvements to pedestrian and bicycle connectivity at a transit-adjacent plaza, with added seating areas, bicycle racks, additional lighting, and improved pedestrian wayfinding signage.

Lastly, the TA, in partnership with the City of San Mateo and the District, is developing the US 101/SR 92 Mobility Hub and Smart Corridor Plan. The plan will develop a 1.4 mile Class IV separated bikeway and convert the existing park and ride facility beneath the freeway into a mobility hub. The goals of the project are to expand transportation options, increase access to safe, high-quality transit, reduce emissions and enhance public health, and improve conditions for all non-motorized forms of transportation.

6.3.3 TRANSPORTATION NETWORK COMPANIES

Transportation Network Companies (TNC) are on-demand transportation service providers that allow passengers to reserve a ride through a web or app-based interface. In recent years, TNCs like Uber and Lyft have gained a significant presence in most American cities, including in cities in San Mateo County. TNCs have carved out a place among other transportation services by offering mobility options, at times in competition with both single occupant vehicles and transit. Since their emergence, TNCs have quickly become a legitimate mode that transportation users consider when making transportation options. The quick rise of TNCs has also enabled them to mature quickly compared to other options within the new mobility class – in particular AVs, which have been on a slower growth trajectory, as is described further in the next section.

6.3.4 AUTONOMOUS VEHICLES

An automated or autonomous vehicle uses sensors to make its own judgements while driving, unlike a connected vehicle, which is a vehicle that can share data with other vehicles and infrastructure, similar to most of the self-driving technology that exists today. The TA and C/CAG both accepted the San Mateo Countywide Automated Vehicles Strategic Plan in November 2024, which guides how the county could best adopt autonomous vehicles for use on its roads. The plan acknowledges that AVs have been rolled out in

neighboring counties with varying levels of success, stating that San Mateo County will need to identify challenges in AV deployment all around the country to understand how the introduction of these vehicles can best prioritize the needs of residents.

From the current extent of community engagement that the county has conducted, four uses for the incoming vehicles were found to be most marketable for county constituents: personal use, ride-hailing, public transportation, and freight or goods movement. These use cases echo statewide principles, such as those established in the California Transportation Plan 2050, which guide future policy decisions for the introduction of AVs into the county. Plan Bay Area 2050 recognizes that AVs could fundamentally change transportation network design and operations as they currently exist in the county. In preparation for these changes, MTC and ABAG released an Autonomous Vehicles Perspective Paper, which recommends strategies that could support Plan Bay Area 2050's vision for AVs.

Waymo falls under the category of a ride-hailing service that would operate with AVs. As of May 2024, Waymo vehicles have been approved to begin service in several coastal communities in the county, north of the City of San Mateo. In May 2024, the autonomous service remains in testing phases throughout the county and use of vehicles engaging the driverless functions is limited to Waymo employees only. However, a California State Senate Bill has been in the works which would allow Bay Area communities to exhibit greater authority over the authorization, deployment, and use of AVs on their streets.

6.3.5 ELECTRIC VEHICLES

Executive orders issued by former Governor Jerry Brown and Governor Newsom have set a goal for the installation of 250,000 EV charging stations by 2025, and five million EVs in use by 2030. The orders dictate that all new cars and passenger trucks sold in California must be zero-emission by the year 2035.

In effort to encourage these goals throughout the Bay Area and adhere to further goals set forth by the California Air Resources Board for 100% zero-emission transit fleets by 2040, the District has implemented a 100% zero emission bus goal that is slated for completion by 2034, six years ahead of schedule. This procurement would consist of 118 hydrogen fuel cell buses and 37 battery electric buses (subject to change). Caltrain has recently completed its efforts to replace its fleet with electric trains operating from San Francisco to San Jose, a modernization that will allow for greater frequencies, fewer service interruptions, and increased ridership onboard the service. While BART trains are already 100% electric, the agency has begun the process of installing EV charging stations at Lafayette Station and Warm Springs Station as part of a pilot program. The intent of the pilot is to identify solutions to help the agency develop EV charging connectivity throughout the entire system, which will eventually deliver mobility benefits to San Mateo County neighborhoods served by BART. The previously mentioned Transit Mobility Hub Pilot Projects in Millbrae and Burlingame feature EV charging stations for private automobiles and e-bikes.

6.4 NEEDS ASSESSMENT

The previously summarized demographics and travel trends recommend the creation of a unified equity index to inform decision-making and future project prioritization, consideration of safety as a factor in future funding decisions, evaluation of previous TDM programs, consideration of the needs of the county's growing vulnerable populations (e.g., residents aged over 65), and inclusion of first/last-mile assessments as a factor in project selection and program evaluation.

6.4.1 EQUITY AND DEMOGRAPHIC NEEDS

IMPROVE UNDERSTANDING OF OLDER ADULT POPULATION MOBILITY NEEDS

Demographic trends for the county show that the population over 65 is the only age group that will increase in the county over time. Given this projected increase in potentially transit-dependent communities and communities with limited mobility, the TA should conduct specific community engagement with community members within this age range can help inform what transit and TDM investments to prioritize and provide an opportunity for the TA to better understand the needs of its fastest expanding population age group. In addition, an exploration into how well current transportation options meet senior population needs, identify any gaps, and develop areas for improvement or new services is recommended.

EVALUATE LESSONS LEARNED FROM EQUITY-FOCUSED PROGRAMS

Per Census data, the poverty rate in non-white communities in the county has increased over time, despite a decrease in unemployment rate and median wage increase. There has been a concerted effort to better integrate equity considerations within multiple levels of project development: from awarding funding to projects focused on or within equity priority areas to supporting projects that have specific equity program set-asides. In 2020, the San Mateo County Express Lanes JPA Board of Directors conducted an Equity Study to learn more about potential mobility improvements that the San Mateo 101 Express Lanes project could help address in equity communities. The study recommended an equity program designed to help with those needs. The study also recommended conducting an evaluation of this program as well as any other equity-focused TDM program in San Mateo County. As many of these equity focused initiatives have been implemented during the current strategic plan cycle, there is now an opportunity to review and assess how well the incorporation of equity has had of any impact within the communities projects are serving.

WORK WITH AGENCIES TO IMPLEMENT INITIATIVES THAT SUPPORT FIRST/LAST-MILE CONNECTIONS IN EQUITY PRIORITY AREAS

Federal, state, and local tools identify San Mateo County communities where rising poverty rates, high traffic congestion, and disproportionate impacts of pollution burden intersect. Expanding first/last-mile connections serves as an opportunity for the TA to work toward reducing traffic congestion and VMT in overburdened communities by replacing short drive-alone trips (50% of trips within San Mateo County being less than three miles in length) with active transportation. Enhancing first/last-mile connections in Equity Priority Areas will allow the TA to serve a larger ridership base while enabling additional opportunities for the TA to work with agencies to promote greater access to the county's major transit hubs.

6.4.2 TRAVEL TREND FINDINGS

ADVANCE MOBILITY HUB VISION AND TOOLKIT TO INFORM FUTURE PROJECTS

Mobility hubs provide opportunities to reduce VMT through enhanced first/last-mile connections and the offering of multimodal transportation options. Building on the work from the US 101/SR 92 Mobility Hub and Smart Corridor Plan and MTC's Mobility Hub Playbook, the TA can continue to explore how mobility hubs can increase access to transit as well as encourage new users to non-automobile travel. The opportunity lies around creating a corridor or countywide standard for the types and sizes of mobility hubs that would be successful in the county. This includes developing a mobility hub toolkit specific to San Mateo County, exploration of potential mobility hub locations, and any supplemental planning to ensure transit and non-automobile connections are considered.

PRIORITIZE IMPROVEMENTS ALONG OVERLAPPING HIGH TRAFFIC STRESS AND HIGH-INJURY CORRIDORS

Data gathered for the High Injury Network and High-Stress Network in C/CAG's CBPP show that corridors where humans perceive bicycling as having lower levels of comfort coincide with roadway characteristics of high-injury-density corridors. Identifying improvements to bicycle facilities to raise comfort levels is critical and requires targeted engagement with the bicycling community to understand the gaps and potential improvements. Future studies can include highlighting specific corridors from the High Injury Network to develop improvement plans and upgrade bicycle facilities with additional traffic-calming roadway measures. This approach will simultaneously improve safety and help current and potential new cyclists feel comfortable on roadways, therefore working to replace a greater number of drive-alone trips on San Mateo County arterials and highways with active transportation trips.

IMPLEMENT SERVICE-ENHANCING TRANSIT AMENITIES ALONG HIGHWAY ARTERIAL ROADS

Data in this Strategic Plan demonstrates that VMT reductions throughout San Mateo County are not occurring due to a greater modal split, but rather because of work and lifestyle changes at a collective level. Along highways, peak AM/PM traffic volumes remain high compared to pre-pandemic levels. Corridor-wide improvements to bus routes along arterials, parallel to heavily congested freeways, will help replace longer distance commuting trips and VMT with increased transit ridership. Preliminary work from the 101 Corridor Connect project is an example of the exploration into creating complementary non-automobile mobility options along a major corridor to help alleviate and encourage mode shift. This same exploration can be extended to other major corridors within the county, such as El Camino Real and Interstate 280. There is the recognition that these other major corridors in San Mateo County have unique functionalities and travel uses, so each study would be tailored to accommodate those characteristics.

7. FINANCIAL OUTLOOK

The TA retains dedicated sales tax consultants who helped to provide updated sales tax projections for Measures A and W for the five-year Strategic Plan period of FY 2025 to FY 2029. The five-year total sales tax projection for Measure A is \$617.5 million and \$308.7 million for Measure W resulting in a total of \$926 million that can be made available for transportation projects in San Mateo County, as shown in Table 8.

Table 8: Sales Tax Projections for FY 2025 to FY 2029

Sales Tax Measure	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Measure A	\$117,988,326	\$120,285,501	\$123,292,638	\$126,374,955	\$129,534,328	\$617,475,748
Measure W	\$58,994,163	\$60,142,750	\$61,646,319	\$63,187,477	\$64,767,164	\$308,737,873
Total	\$176,982,489	\$180,428,251	\$184,938,957	\$189,562,432	\$194,301,492	\$926,213,621

Note: FY 2025-FY 2026 sales tax projections provided by the TA's sales tax consultant in mid-January 2024. Assumed annual growth of 2.5% for FY 2027 to FY 2029.

The TA's FY 2025 Adopted Budget identifies unprogrammed available budget amounts from 2024 and prior years for the Original Measure A (1988), New Measure A (2004), and Measure W (2018) Expenditure Allocations & Authorizations (**Appendix E**)

Table 9 and Table 10 take the total sales tax projections for Measures A and W, respectively, for the 2025-2029 five-year timeframe (shown in Table 10) and calculates the projected funding for each program category using the mandated percentage split of the sales tax revenues. The tables also add the unprogrammed amounts to the applicable categories of the sales tax projections for Measures A and W, respectively, and show the total of unprogrammed funds and sales tax projections for each category.



Table 9: Allocation of Measure A Sales Tax Projections to Mandated Program Categories and FY 2024 and Prior Unprogrammed Funds (in 2024 Dollars)

Program Categories	Mandated Percentage Split	FY 2024 and Prior Unprogrammed Funds	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Subtotal (FY 2025 to FY 2029)	Total Unprogrammed Funds and Sales Tax Projections
Transit	30%	\$145,332,742	\$35,396,498	\$36,085,650	\$36,987,791	\$37,912,487	\$38,860,298	\$185,242,724	\$330,575,466
Caltrain	16%	\$55,229,945	\$18,878,132	\$19,245,680	\$19,726,822	\$20,219,993	\$20,725,492	\$98,796,120	\$154,026,065
Local Shuttles	4%	\$12,177,418	\$4,719,533	\$4,811,420	\$4,931,706	\$5,054,998	\$5,181,373	\$24,699,030	\$36,876,448
Paratransit	4%	\$0	\$4,719,533	\$4,811,420	\$4,931,706	\$5,054,998	\$5,181,373	\$24,699,030	\$24,699,030
Ferry	2%	\$14,165,256	\$2,359,767	\$2,405,710	\$2,465,853	\$2,527,499	\$2,590,687	\$12,349,515	\$26,514,771
Dumbarton Rail Corridor	2%	\$26,711,578	\$2,359,767	\$2,405,710	\$2,465,853	\$2,527,499	\$2,590,687	\$12,349,515	\$39,061,093
BART within San Mateo County	2%	\$0	\$2,359,767	\$2,405,710	\$2,465,853	\$2,527,499	\$2,590,687	\$12,349,515	\$12,349,515
Highways	27.5%	\$53,406,562	\$32,446,790	\$33,078,513	\$33,905,475	\$34,753,113	\$35,621,940	\$169,805,831	\$223,212,393
Local Streets & Transportation	22.5%	--	\$26,547,373	\$27,064,238	\$27,740,844	\$28,434,365	\$29,145,224	\$138,932,043	\$138,932,043
Grade Separations	15%	\$67,126,056	\$17,698,249	\$18,042,825	\$18,493,896	\$18,956,243	\$19,430,149	\$92,621,362	\$159,747,418
Pedestrian & Bicycle	3%	\$8,946,946	\$3,539,650	\$3,608,565	\$3,698,779	\$3,791,249	\$3,886,030	\$18,524,272	\$27,471,218
Alternative Congestion Relief	1%	\$4,305,841	\$1,179,883	\$1,202,855	\$1,232,926	\$1,263,750	\$1,295,343	\$6,174,757	\$10,480,598
Administration	1%	\$0	\$1,179,883	\$1,202,855	\$1,232,926	\$1,263,750	\$1,295,343	\$6,174,757	\$6,174,757
Total	100%	\$242,069,602	\$117,988,326	\$120,285,501	\$123,292,638	\$126,374,955	\$129,534,328	\$617,475,748	\$859,545,350



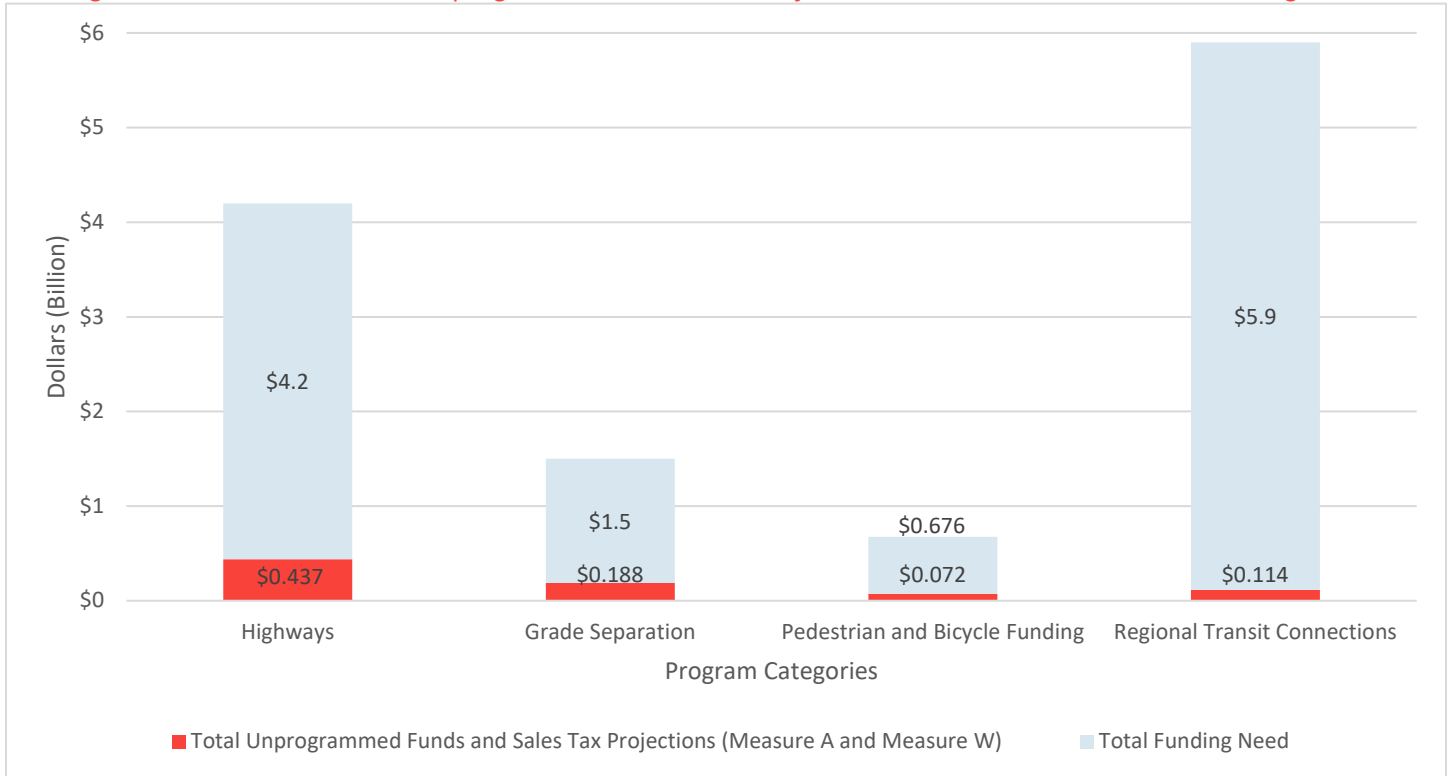
Table 10: Allocation of Measure W Sales Tax Projections to Mandated Program Categories and FY 2024 and Prior Unprogrammed Funds (in 2024 Dollars)

Program Categories	Mandated Percentage Split	FY 2024 and Prior Unprogrammed Funds	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Subtotal (FY 2025 to FY 2029)	Total Unprogrammed Funds and Sales Tax Projections
Regional Transit Connections	10%	\$51,846,147	\$11,798,833	\$12,028,550	\$12,329,264	\$12,637,495.40	\$12,953,432.80	\$61,747,575	\$113,593,722
Countywide Highway Congestion	22.5%	\$74,893,095	\$26,547,373	\$27,064,238	\$27,740,844	\$28,434,364.65	\$29,145,223.80	\$138,932,043	\$213,825,138
Local Safety, Pothole & Congestion Relief	10%	--	\$11,798,833	\$12,028,550	\$12,329,264	\$12,637,495.40	\$12,953,432.80	\$61,747,575	\$61,747,575
Grade Separations	2.5%	\$13,076,537	\$2,949,708	\$3,007,138	\$3,082,316	\$3,159,373.85	\$3,238,358.20	\$15,436,894	\$28,513,431
Bicycle & Pedestrian	5%	\$13,601,468	\$5,899,416	\$6,014,275	\$6,164,632	\$6,318,747.70	\$6,476,716.40	\$30,873,787	\$44,475,255
Total	50%	\$153,417,247	\$58,994,163	\$60,142,750	\$61,646,319	\$63,187,477	\$64,767,164	\$308,737,873	\$462,155,120

7.1 FUNDING OUTLOOK AND NEEDS

Figure 15 shows the Measures A and W unprogrammed funds and sales tax projections funds against the funding needs for the competitive program categories.

Figure 15: Measures A and W Unprogrammed Funds and Projected Sales Tax Funds and Total Funding Needs



7.1.1 HIGHWAY FUNDING OUTLOOK

- The total combined unprogrammed funds and sales tax projections through FY2029 for Highway projects is \$437 million.
- The SHRP CIP includes 30 projects at various stages of development, with cumulative project costs totaling \$2.9 billion and the total cost of the “next feasible phase” for the 30 projects is \$181.6 million.
- Inflation and construction cost escalation increases the original total cost estimate of \$2.9 billion to \$4.2 billion. The figure only represents high-level adjustment factors, and more information on each project will be assessed as they progress through the development process.

The unprogrammed Measures A and W funds and sales tax projections for Highway projects of \$437 million can fund 10.5% of the \$4.2 billion Highway program.

7.1.2 GRADE SEPARATION FUNDING OUTLOOK

The total combined unprogrammed funds and sales tax projections through FY 2029 for Grade Separation projects is \$188 million.

There are three Grade Separation Pipeline projects remaining as adopted by the TA Board of Directors, including:

- The Broadway Burlingame Grade Separation Project
- The South Linden Avenue & Scott Street Grade Separation Project
- Menlo Park's Ravenswood Avenue Grade Separation Project

The unprogrammed Measures A and W funds and sales tax projections for Grade Separation projects of \$188 million can fund 12.5% of the projected \$1.5 billion+ Grade Separation program.

7.1.3 PEDESTRIAN AND BICYCLE FUNDING OUTLOOK

- The total combined unprogrammed funds and sales tax projections through FY 2029 Pedestrian and Bicycle projects is \$72 million.
- The C/CAG Comprehensive Bicycle and Pedestrian Plan includes a summary of the cost estimates for the bicycle facilities recommended in this plan, which estimated the total need for all countywide bikeway backbone network and trail projects at \$426.7 million in 2020 dollars.
- Inflation and construction cost escalation in recent years increases the original total cost estimate of \$426.7 to a projected estimate of \$676.7 million. The figure only represents high-level adjustment factors, and more information on each project will be assessed as they progress through the development process.

The unprogrammed Measures A and W funds and sales tax projections for Pedestrian and Bicycle projects of \$72 million can fund 10.6% of the \$676.7 million Pedestrian and Bicycle program.

7.1.4 REGIONAL TRANSIT CONNECTIONS PROGRAM FUNDING OUTLOOK

- The total combined unprogrammed funds and sales tax projections for highway projects is \$114 million.

The unprogrammed Measure W funds and sales tax projections for RTC projects of \$114 million can fund 2% of the \$5.9 billion RTC program.

8. PROGRAMMING, ALLOCATION, AND MONITORING GUIDELINES

The following guidelines provide a policy framework to inform the programming and funding allocation process for each of the programs or categories over the plan lifecycle. This section discusses four basic elements of the process.

- The project selection approach for each program category
- Standard guideline elements applicable to all funding programs
- TA roles and responsibilities
- Additional considerations

8.1 PROJECT SELECTION CATEGORIES

The TA Strategic Plans have historically categorized Measures A and W funding programs and subcategories into three categories: Agreement-Based Programs, Plan-Based Programs, and Competitive Programs. This plan removes the Plan-Based Programs category since multiple plans were adopted in the prior Strategic Plan period, but the TA may elect to update those individual plans as conditions change in the future. Additional plans may be developed for individual funding programs periodically to guide updates and reflect best practices over time in the future and updates to the Strategic Plan also qualify as plan-based changes. The results of which are now either agreement-based, competitive-based, or a combination of the two for the Strategic Plan 2025-2029.

The programs included in the Agreement-Based category are governed by agreements that are either specified in the Measure A Expenditure Plan or the Measure W Congestion Relief Plan. The programs included in the Competitive Program category are governed by a CFP cycle or on a first-served, ready-to-go basis. These program designations are shown in Table 11.

Table 11: Project Selection Approach

Agreement-Based		
Measure A	Measure W	
Local Streets & Transportation	Local Safety, Pothole & Congestion Relief (Local Investment Share)	
BART	N/A	
Caltrain		
Dumbarton Rail Corridor		
Ferry		
Competitive		
Measure A	Measure W	Project Selection Approach
Highways	Countywide Highway Congestion Improvements	Call for Projects process guided by the Short-Range Highway Plan (SRHP) and Highway Capital Improvement Program (CIP)
Alternative Congestion Relief (ACR)	Transportation Demand Management (TDM) ¹	Call for Projects process guided by the ACR/TDM Plan
Pedestrian & Bicycle	Bicycle & Pedestrian	Call for Projects process
Local Shuttle ²	N/A	Call for Projects process guided by the Peninsula Shuttle Study
N/A	Regional Transit Connections	Call for Projects process guided by the Short-Range Transit Plan (SRTTP) and Transit CIP
Grade Separations	Local Safety Pothole & Congestion Relief Improvements (Grade Separations)	Fund pipeline projects on a rolling basis

Notes:

¹The Measure W TDM program is a subcategory of the Measure W Countywide Highway Congestion Improvements program.

²The Measure A Local Shuttle program is a subcategory of the Measure A Transit program

8.2 STANDARD GUIDELINE ELEMENTS

The following sections describe standard guidelines and policies that are generally applicable to all TA funding programs. However, individual programs in the Competitive Program category may specify additional guidelines and requirements as part of each subsequent CFP that also must be adhered to.

8.2.1 ELIGIBLE SPONSORS

The designated participants in the Measures A and W programs are the project initiator, the Sponsors, the project manager/operator, and the TA. Table 12 defines the eligibility requirements, roles, and responsibilities of each of these participants.

Table 12: Measures A and W Participants and Responsibilities

Participant	Eligibility	Roles and Responsibilities
Project Initiator	Any person or entity	Develops scope for the initial project
Sponsor	<u>Measure A</u> : identified in Expenditure Plan for each program category <u>Measure W</u> : as determined through the Strategic Plan development process	<ul style="list-style-type: none"> • Submit funding request or CFP applications to the TA • Develop funding plan • Coordinate with the TA to identify appropriate implementing agency • Submit monitoring reports • Sign primary grant agreement and project supplement(s)
Implementing Agency	The agency who is responsible for leading funding award on behalf of an eligible Sponsor. The TA may act as an implementing agency, if requested.	<ul style="list-style-type: none"> • Plan/engineer/construct projects • Operate services • Sign primary grant agreement and project supplement(s) when applicable
Transportation Authority	Identified in the Measure A Expenditure Plan and the Measure W Congestion Relief Plan as the manager/ administrator of the Measures A and W programs	<ul style="list-style-type: none"> • Evaluate and prioritize projects • Coordinate with Sponsor to determine implementation lead • Program and allocate funds • Oversight of projects / programs • Sign primary grant agreement and project supplement(s)

8.2.2 TA BOARD OF DIRECTORS APPROVAL

The TA Board of Directors makes fund programming decisions based on recommendations developed during CFP processes. These decisions reserve funds for specific projects or a program of projects. Either concurrent with the programming or in a separate action, the Board of Directors will allocate funding and track allocated funds as part of the TA's annual budget approval process. This series of actions ensures timely availability of funds.

8.2.3 PRIMARY GRANT AGREEMENT AND PROJECT SUPPLEMENT(S)

Historically, the TA has executed separate funding agreements and memoranda of understanding, or amendments thereto, for each phase of each project. To streamline and expedite future contracting processes, the TA has developed a new primary grant agreement through which the TA and Sponsors will document the structure of their relationships and related obligations. Concise individual project supplements will detail each funded project and any specifically-associated requirements during the 10-year term of the primary grant agreement.

To be eligible for TA Measures A and W funding over the next 10 years, the TA will require Sponsors' governing boards to adopt resolutions authorizing the Sponsors' chief executive/mayor/chair, or designee, to sign a primary grant agreement with the TA.

8.2.4 MATCHING FUNDS

The TA requires that Sponsors provide matching funds for all individual funding requests. The matching funds can either be supplied from the options below:

- Local general funds
- Local investment funds from Measure A Local Streets/Transportation and Measure W Local Safety, Pothole, and Congestion Relief Improvements that are discretionary transportation funds provided for each local jurisdiction
- External local, county, regional, state, and federal grants or other funding sources

Navigating through the network of external funding and securing matching funds may be complicated for Sponsors. To aid local jurisdictions in obtaining funds as needed to meet the minimum matching funds requirement, the TA has provided a representative summary of existing federal, state, and local funding programs that can be leveraged with Measures A and W funding contained in **Appendix G**, although these programs are subject to change. As resources permit, the TA will work with Sponsors to maximize the amount of matching funds secured for each project, which is discussed further in **Section 11**.

8.2.5 TIMELY USE OF FUNDS

As part of TA funding agreements, Sponsors have been required to comply with timely-use-of-funds requirements pertaining to project initiation timelines and invoicing for the Highways, ACR/TDM, Bicycle & Pedestrian, and RTC competitive funding programs. The Strategic Plan 2025-2029 extends these requirements to all TA funding programs with additional guidelines for defining what constitutes project initiation. Projects that fail to meet the outlined requirements will be at risk of being deprogrammed and the awarded funds may be reprogrammed to other projects. Project deprogramming will be implemented using the following tiered monitoring system.

Project Initiation Requirements

- For project awards identified as “fully funded” as the result of a TA allocation, the project must be initiated within 12 months of the funding award. At a minimum, this includes the execution of a funding agreement or project supplement, along with the submittal of the first request for reimbursement of a Sponsor’s own staff’s work, release of a Request for Proposal for pre-construction work (PLAN or PID, PA/ED or PE/EV, and PS&E phases), or release of a construction bid opportunity.
- If a Sponsor does not initiate work within 12 months of the funding award as indicated in required Quarterly Status Reports, the TA will require a meeting with the Sponsor’s chief executive and project staff to review reasons for the delay. The TA Executive Director or Executive Officer may approve one six-month extension, at their discretion, if a reasonable strategy and commitment by the Sponsor are agreed to. Projects granted this extension must be able to initiate the project within 18 months of the funding award. The TA may de-program a project if these requirements are not met and may provide additional exceptions on a case-by-case basis for extenuating circumstances.
- For projects awards that have requested to use Measure A and/or Measure W funding as leverage for other external grant opportunities, the TA will monitor a timeline for the applicable project phase to be fully funded: Projects costing under \$5 million must be fully funded within two years, and projects costing over \$5 million must be fully funded within five years. Once a project becomes fully funded, the project initiation requirements detailed above will apply.

Invoicing Requirements

- Sponsors will be required to invoice at minimum once a quarter from project initiation.
- The TA will update the Quarterly Status Reports format to include a spotlight to monitor and report on invoicing compliance
- If a project does not bill two quarters in a row, a project will be deemed inactive, and the TA will require a meeting with the Sponsor’s chief executive and project staff to review project progress. If a project does not bill for one year, then the TA Executive Director or Executive Officer may consider recommending the Board of Directors de-program the project.

Attribution Requirements

- Sponsors must include attribution that indicates work was funded with “Measure A Funds” or “Measure W Funds” or “Measures A/W Funds from the TA.” This provision applies to any project, or publication, that is funded in part or in whole by “Measure A Funds” or “Measure W Funds” or “Measures A/W Funds.” Acceptable forms of attribution include TA branding on Project-related documents, construction signs, public information materials, and any other applicable documents. Sponsor must comply with the TA’s External Attribution Guide, which may be updated from time to time and will be available on the TA’s website.

8.2.6 MONITORING AND REPORTING REQUIREMENTS

General Requirements

All TA-funded projects are subject to monitoring and reporting requirements. Historically, monitoring and reporting requirements varied for each individual funding program. The Strategic Plan 2025-2029 merges the disparate requirements into a single requirement of formal reporting to the Quarterly Status Reports (QSRs).

The TA may require additional monitoring requirements for Sponsors on a case-by-case basis. These requirements will also be included in the forthcoming Principal Agreements that each eligible Sponsor must adopt to receive funding from the TA.

- Capital projects
 - Sponsors will be required to submit formal reports to be included in the TA Quarterly Status Reports (QSRs) during the planning, design development, and construction of capital projects. The content of the QSRs will be focused on project scope, schedule, budget, cash flow, and identification of potential project risks. A final report documenting the final project scope, schedule, and budget along with photo evidence will be required.
- Operational projects
 - Sponsors will be required to submit QSRs with content focused on project performance for operating projects. Sample performance measures include ridership, service effectiveness (cost per passenger), service quality, and customer satisfaction. If performance measures indicate less than acceptable performance, the TA will work with the Sponsor to set up a mitigation program and achieve improvements as a condition of continued funding from the TA.

Major Projects Advancement Policy

For projects with projected total costs over \$25 million, Sponsors must present a presentation to the TA Board upon completion of the Preliminary Engineering and Environmental Clearance (PE/EV or PA/ED) phase of work prior to requesting funding for Final Design, Right-of-way, and Construction phases of work. The Sponsors must present information on project needs, benefits, impacts, and costs/funding plan to the TA Board of Directors and Community Advisory Committee. This can be done as part of the Draft Recommendations for a Calls for Projects cycle or as a standalone presentation.

The intent of the Major Projects Advancement Policy is to better inform the TA Board of Directors and Community Advisory Committee about potential trade-offs and impacts of projects earlier on in the development process once these considerations are known upon the completion of environmental review. This policy also applies to projects exempt from environmental review but with projected costs over \$25 million. Required analysis and impact assessment should be discussed with TA Executive and Director-level staff during preliminary engineering scoping.

As a Key Action for the Strategic Plan 2025-2029, the TA will also be developing Program Management Guidelines with updates to the oversight process for projects over \$25 million.

Credible Funding Plan

A Credible Funding Plan requirement applies to all projects subject to the Major Advancement Policy. The Credible Funding Plans should clearly lay out the TA's maximum contribution and how a Sponsor will use other local funds or external grant sources to fully fund the project. The Sponsors should acknowledge their responsibility for securing the remaining funding or request assistance from the TA. TA staff will create a standard template and review Credible Funding Plans to assess the assumptions for potential external grant awards.

The following level of effort is required based on the phase of work being request for funding in a CFP cycle:

- **Planning (PLAN):** For planning requests only that phase of work needs to be identified for funding.



- **Project Initiation Document (PID), Pre-Environmental/Environmental (PE/EV), or Project Approval and Environmental Document (PA/ED):** Following the development of a planning study, a planning level cost estimate will be required for the total project cost and a full funding plan with estimated costs for all future phases of work is required to be signed by the Public Works Director (or similar position). Additionally, a description of how the project aligns with the California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure goals by describing how a project is working to meet the metrics identified in the California Department of Transportation (Caltrans) Systemwide Investment Strategy (CSIS). This will be critical to understanding how the project may be able to leverage external state funding.
- **Final Design (PS&E), Right-of-Way (ROW), or Construction (CON):** Following the completion of preliminary engineering and environmental review phase, a revised preliminary engineering cost estimate will need to be prepared. The full funding plan with updated costs for all future phases of work is required to be signed by the Public Works Director (or similar position) for projects under \$25 million and by the City Manager (or other similar executive position) for projects over \$25 million in total cost.

8.3 TA ROLES AND RESPONSIBILITIES

8.3.1 FUNDING AGENCY

The primary role of the TA is to act as the funding agency to administer the Measures A and W transportation sales tax revenues. As part of this role, the TA actively assists Sponsors with leveraging funds and securing external grant awards, especially for major projects over \$25 million.

8.3.2 SPONSOR

In 2016 and 2019, the TA Board of Directors authorized the agency to become an eligible Sponsor for the Measure A Key Congested Areas and Supplemental Roadways categories through minor Transportation Expenditure Plan amendments because the TA was not listed as an eligible Sponsor in the Measure A TEP (Reso 2016-12 and 2019-25). Subsequently in the 2021 Short-Range Highway Plan, the TA limited itself to sponsoring highway projects of countywide significance.

The Measure W Congestion Relief Plan does not specify eligible Sponsors for individual funding programs and permits eligible Sponsors to be further clarified in guidelines for each required Strategic Plan. However, consistent with the TA Board's direction in the Short-Range Highway Plan (adopted June 2021), the TA should continue to be eligible for projects of countywide significance in the Measure W Countywide Highway Congestion Improvements category.

8.3.3 TECHNICAL ASSISTANCE

The TA will take on an expanded technical assistance role to aid current and potential Sponsors in project delivery in various TA funding programs through several technical offerings, as described in the Technical Assistance Program in **Section 11**.

8.4 ADDITIONAL CONSIDERATIONS

8.4.1 SPECIAL CIRCUMSTANCE REQUESTS

There will be special circumstances when Sponsors need to request Measures A and W funding outside the established funding processes discussed in **Section 5**. The TA Board of Directors may make funding available outside established CFP cycles upon request based on the following criteria:

- Urgency
 - A project that calls for immediate construction to address a public safety need
 - A project that can realize significant cost savings if it can be constructed in an earlier timeframe
 - Loss of funding sources if the project is not constructed within a certain timeframe
 - Expected escalation of project development and construction costs outpaces the rate of growth of Measures A and W revenues
- Impact to the Measures A and W programs
 - Potential of the funding advance delaying other projects
 - Financial fees associated with advancing funds (the potential saving in implementation costs should be considered)

The TA will determine the method of delivering the advance at the time the request is granted by the TA Board of Directors. The TA should also develop CIPs to determine if advancing funds by either borrowing from other programs or using financing would be an economically and fiscally prudent means of delivering high-priority projects at a lower cost (adjusted for inflation) compared to waiting and implementing projects strictly using a pay-as-you-go approach.

8.4.2 FINANCING AND BONDING BACKED BY SALES TAX REVENUE

Both Measures A and W allow the TA to bond against their future tax revenues for the purpose of advancing the commencement of or expediting the delivery of transportation programs and projects. The bonding capacity is limited by future anticipated Measure A or Measure W revenues. The TA will weigh the benefits of bonding to facilitate timely implementation of programs and projects and avoidance of escalating construction costs against the costs of issuing debt. In recent years, interest rates have been relatively low, and the bonding agencies have been particularly receptive to issuing bonds supported by sales tax revenues. However, it will remain important for the TA to weigh the costs of a bond issue and the interest payments that will be required against the costs of deferring or delaying projects until the natural flow of funds is sufficient to move forward.

9. AGREEMENT-BASED PROGRAMS ADMINISTRATION

These programs and projects are not subject to a competitive project selection process governed by the TA and include the following program categories or subcategories:

- Local Streets and Transportation
- Paratransit
- BART
- Caltrain
- Dumbarton Rail Corridor
- Ferry

9.1 LOCAL STREETS & TRANSPORTATION PROGRAM

The Local Streets & Transportation Program consists of the Measure A Local Streets and Transportation program category and the Measure W Local Safety, Pothole & Congestion Relief Improvements (Local Investment Share) program category. These funds are generally intended to provide direct support to local jurisdictions for repaving, maintenance, and other local transportation improvements.

9.1.1 MEASURE A LOCAL STREETS AND TRANSPORTATION

The Measure A Transportation Expenditure Plan states:

Annually, 22.5% of the tax revenue will be allocated to Cities and the County to fund the improvement or maintenance of local transportation, including streets and roads. The County and Cities may use funding to: maintain or improve local streets and roads by paving streets and sidewalks and repairing potholes; promote or operate alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling and pedestrian programs, and develop and implement traffic operations and safety projects including signal coordination, bike/pedestrian safety projects, eliminating hazardous conditions or acquiring right-of-way.

The annual distribution shall be based 50% on population and 50% on road miles, which will be adjusted annually.

9.1.2 MEASURE W LOCAL SAFETY, POTHOLE & CONGESTION RELIEF IMPROVEMENTS (LOCAL INVESTMENT SHARE)

The Measure W Congestion Relief Plan states:

A total of twelve and one-half percent (12.5%) of Tax Proceeds will be invested in major arterial and local roadway improvements in key congested areas throughout the County. These investments will be focused on improving safety, reducing congestion, and supporting all modes of travel on the County's roadway system. Eligible investments include, but are not limited to, the following: implement advanced technologies and communications on the roadway system; improve local streets and roads by paving streets and repairing potholes; promote alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling and pedestrian programs; plan and implement traffic operations and safety projects, including signal coordination, bicycle/pedestrian safety projects, and separation of roadways crossing the Caltrain rail corridor.

Each year, ten percent (10%) of the annual Tax Proceeds (out of the 12.5% total Tax Proceeds designated for this Category) will be allocated to each of the Cities and the County on a formula basis to be used for any of the purposes designated in the paragraph above. The annual distributions will be based 50 percent (50%) on population and 50 percent (50%) on road miles, and will be adjusted annually. Each of the Cities and the County will be required to demonstrate that Tax Proceeds would be used to enhance and not replace its current investments for transportation projects and programs. If a City or the County has a Pavement Condition Index score (a "PCI Score") of less than 70, it must use Tax Proceeds under this Category exclusively for projects that will increase their PCI score until such time as they reach a PCI of 70 or greater. Each of the Cities and the County will be required to transmit an annual report on projects funded, including how the funded projects reflect the Core Principles, subject to guidance established by the District and/or the Authority. Use of Tax Proceeds by Cities and the County under this Category shall be subject to audits.

9.1.3 PROGRAM SPECIFIC GUIDELINES

The program specific guidelines and requirements for this funding program are detailed in Table 13.

Table 13: Local Streets & Transportation Program Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	Cities and County
Eligible Projects	Paving, maintenance and repair, traffic lights and signage, operations, safety projects, and/or other transportation projects or programs
Matching Funds	N/A
Timely Use of Funds: Expenditure Timeline	Funds may be spent at the Sponsor's discretion.
Additional Monitoring and Reporting Submittals	Annual reports must be submitted to SMCTA on how the funding was expended. SMCTA audits the reports to ensure funding is only used for transportation-related purposes.

9.2 PARATRANSIT

The Paratransit Program is a subcategory of the Measure A Transit Program and includes no comparable Measure W program category. Paratransit is for persons with disabilities who cannot independently use SamTrans bus service some of the time or all the time. The San Mateo County Transit District provides paratransit using Redi-Wheels on the bayside of the county and RediCoast on the coastside.

9.2.1 MEASURE A TRANSIT ACCESSIBLE SERVICES

The Measure A Transportation Expenditure Plan states:

Annually, 4% of the tax revenue will be allocated to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities.

9.2.2 PROGRAM SUBCATEGORY SPECIFIC GUIDELINES

The program specific guidelines and requirements for the Accessible Services program subcategory are detailed in Table 14.

Table 14: Transit Accessible Services Program Subcategory Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	The District
Eligible Projects	Operating
Matching Funds	N/A
Timely Use of Funds: Expenditure Timeline	Funds may be spent at the Sponsor's discretion.
Additional Monitoring and Reporting Submittals	N/A

9.3 BART

The BART Program is a subcategory of the Measure A Transit Program and includes no comparable Measure W program category. The BART Program comprises 2% of Measure A funds.

9.3.1 MEASURE A TRANSIT BART

The Measure A Transportation Expenditure Plan states:

Provide financial assistance as SamTrans' local match for capital investments and operating expenditures associated with the existing San Mateo County/SFO BART Extension.

9.3.2 PROGRAM SUBCATEGORY SPECIFIC GUIDELINES

The program specific guidelines and requirements for the BART program subcategory are detailed in the Table 15.

Table 15: Transit BART Program Subcategory Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	BART
Eligible Projects	Capital and Operating
Matching Funds	N/A
Timely Use of Funds: Expenditure Timeline	Funds may be spent at the Sponsor's discretion.
Additional Monitoring and Reporting Submittals	N/A

9.3 CALTRAIN

The Caltrain Program is a subcategory of the Measure A Transit Program and includes no comparable Measure W program category. The Caltrain Program comprises 16% of Measure A funds.

9.3.1 MEASURE A TRANSIT CALTRAIN

The Measure A Transportation Expenditure Plan states:

Continue the current program to rebuild and upgrade Caltrain. Funding would be provided for San Mateo County's share of the capital cost of system wide improvements, including conversion of the line from diesel to electric operation. Funding would also be provided for existing stations upgrades, including expanded parking. Up to one-half of the available funding may be utilized to support operating costs.

9.3.2 PROGRAM SUBCATEGORY SPECIFIC GUIDELINES

The program specific guidelines and requirements for the Caltrain program subcategory are detailed in Table 16.

Table 16: Transit Caltrain Program Subcategory Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	Caltrain/JPB
Eligible Projects	Capital and Operating
Matching Funds	N/A
Timely Use of Funds: Expenditure Timeline	<p>Primary grant agreement and project supplement(s) Execution (all subcategories): Fund recipients must complete a primary grant agreement and project supplement(s) and begin work within one year of allocation unless the TA approves the use of requested funding as leverage for other external grant programs.</p> <p>Operations Subcategory Awards: Operations funding must be spent within four years of executing a primary grant agreement and project supplement(s).</p> <p>Capital Subcategory Awards: For Planning, PE/EV, and PS&E phases: All work on capital projects must be completed within three years of effective date of the executed primary grant agreement and project supplement(s) date if funds are awarded for only one phase of work. If the TA awards funds for more than one phase, it may allow work to be completed within up to five years from primary grant agreement and project supplement(s) execution.</p>

Program Guideline Category	Guideline Requirement
	<p>For awards that fully fund (“last dollar in”) ROW and CON phases: For ROW only, work on the funded phase must be completed within three years from primary grant agreement and project supplement(s) execution. For funds awarded to ROW and CON phases together, or funds awarded for only CON, the funded work must be completed within five years of execution of the primary grant agreement and project supplement(s).</p> <p>For ROW and CON awards that do not fully fund a phase (“TA funds used as leverage”): a Sponsor has up to five years to secure full funding for the applicable phase(s) and to execute a primary grant agreement and project supplement(s). The same ROW and CON timely use of funds requirements from the previous section applies once the primary grant agreement and project supplement(s) is executed.</p>
Additional Monitoring and Reporting Submittals	Quarterly reporting is required for all projects funded by the annual capital contribution allocations and for special project allocations.

9.3.3 ADDITIONAL REQUIREMENTS OR POLICIES

- Operating and capital contributions must be made in accordance with the formulas agreed to by the three JPB member agencies for systemwide contributions.
- The Caltrain CIP developed a definition that was agreed upon by all three member agencies for systemwide and local county-specific projects.
- Special project allocations will establish individual timely-use-of-funds requirements and agreement expiration dates.
- The JPB may request the TA Board of Directors to program and allocate funding using any available unprogrammed funds after the operating and capital contributions for local San Mateo County capital projects.
- Each fiscal year, the TA may allocate up to 50% of funds collected and not previously allocated to be used for the San Mateo County operating contributions to Caltrain. Up to 50% of future projected sales tax revenue may be used for operating contributions and multi-year operating contribution agreements.

9.4 DUMBARTON RAIL CORRIDOR

The Dumbarton Rail Corridor Program comprises 2% of Measure A funds.

9.4.1 MEASURE A TRANSIT DUMBARTON RAIL CORRIDOR

The Measure A Transportation Expenditure Plan states:

Funding provided for station facilities and rail corridor improvements in the communities of Redwood City, Menlo Park and East Palo Alto in conjunction with the Dumbarton Rail Corridor.

9.4.2 PROGRAM SUBCATEGORY SPECIFIC GUIDELINES

The program specific guidelines and requirements for the Dumbarton Rail Corridor program subcategory are detailed in Table 17.

Table 17: Transit Dumbarton Rail Corridor Program Subcategory Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	The District
Eligible Projects	Capital
Matching Funds	N/A
Timely Use of Funds: Expenditure Timeline	<p>Primary grant agreement and project supplement(s) Execution (all subcategories): Fund recipients must complete a primary grant agreement and project supplement(s) and begin work within one year of allocation unless the TA approves the use of requested funding as leverage for other external grant programs.</p> <p>Operations Subcategory Awards: Operations funding must be spent within four years of executing a primary grant agreement and project supplement(s).</p> <p>Capital Subcategory Awards: For Planning, PE/EV, and PS&E phases: All work on capital projects must be completed within three years of effective date of the executed primary grant agreement and project supplement(s) date if funds are awarded for only one phase of work. If the TA awards funds for more than one phase, it may allow work to be completed within up to five years from primary grant agreement and project supplement(s) execution.</p>

Program Guideline Category	Guideline Requirement
	<p>For awards that fully fund (“last dollar in”) ROW and CON phases: For ROW only, work on the funded phase must be completed within three years from primary grant agreement and project supplement(s) execution. For funds awarded to ROW and CON phases together, or funds awarded for only CON, the funded work must be completed within five years of execution of the primary grant agreement and project supplement(s).</p> <p>For ROW and CON awards that do not fully fund a phase (“TA funds used as leverage”): a Sponsor has up to five years to secure full funding for the applicable phase(s) and to execute a primary grant agreement and project supplement(s). The same ROW and CON timely use of funds requirements from the previous section applies once the primary grant agreement and project supplement(s) is executed.</p>
Additional Monitoring and Reporting Submittals	Quarterly reporting is required.

9.4.3 ADDITIONAL REQUIREMENTS OR POLICIES

- Upon completion of the SamTrans Dumbarton Feasibility Study, the District may request the TA Board consider whether the Measure A Dumbarton category can fund non-rail improvements along the corridor that do not preclude future rail stations or service.
- Any consideration of future programming and allocation of funds for non-rail improvements would require a separate action from the Board to make a minor amendment to the 2004 Measure A TEP based on feasibility considerations to maximize the opportunity to accomplish Dumbarton Rail Corridor transit use.

9.5 FERRY

The Ferry Program is a subcategory of the Measure A Transit Program and includes no comparable Measure W program category. The Ferry Program comprises 2% of Measure A funds.

9.5.1 MEASURE A TRANSIT FERRY

The Measure A Transportation Expenditure Plan states:

Provide financial assistance as local match funds for cost-effective ferry service to South San Francisco and Redwood City.

9.5.2 PROGRAM SUBCATEGORY SPECIFIC GUIDELINES

The program specific guidelines and requirements for the Ferry program subcategory are detailed in Table 18.

Table 18: Transit Ferry Program Subcategory Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	City of South San Francisco and City of Redwood City
Eligible Projects	Capital and Operating
Matching Funds	N/A
Timely Use of Funds: Expenditure Timeline	<p>Primary grant agreement and project supplement(s) Execution (all subcategories): Fund recipients must complete a primary grant agreement and project supplement(s) and begin work within one year of allocation unless the TA approves the use of requested funding as leverage for other external grant programs.</p> <p>Operations Subcategory Awards: Operations funding must be spent within four years of executing a primary grant agreement and project supplement(s).</p> <p>Capital Subcategory Awards: For Planning, PE/EV, and PS&E phases: All work on capital projects must be completed within three years of effective date of the executed primary grant agreement and project supplement(s) date if funds are awarded for only one phase of work. If the TA awards funds for more than one phase, it may allow work to be completed within up to five years from primary grant agreement and project supplement(s) execution.</p> <p>For awards that fully fund (“last dollar in”) ROW and CON phases: For ROW only, work on the funded phase must be completed within three years from primary</p>

Program Guideline Category	Guideline Requirement
	<p>grant agreement and project supplement(s) execution. For funds awarded to ROW and CON phases together, or funds awarded for only CON, the funded work must be completed within five years of execution of the primary grant agreement and project supplement(s).</p> <p>For ROW and CON awards that do not fully fund a phase (“TA funds used as leverage”): a Sponsor has up to five years to secure full funding for the applicable phase(s) and to execute a primary grant agreement and project supplement(s). The same ROW and CON timely use of funds requirements from the previous section applies once the primary grant agreement and project supplement(s) is executed.</p>
Additional Monitoring and Reporting Submittals	Quarterly reporting is required.

9.5.3 ADDITIONAL REQUIREMENTS OR POLICIES

- Redwood City and South San Francisco agreed to split the projected funding 50/50 following the passage of Measure A.

10. COMPETITIVE PROGRAM ADMINISTRATION

Competitive programs are those in which new projects proposed within each program category will compete for funding. The competitive programs are:

- Highway
- Transportation Demand Management
- Pedestrian and Bicycle
- Peninsula Shuttle Program
- Regional Transit Connections
- Grade Separations

10.1 CFP PROCESS

As described above, Measures A and W provide funding for a multitude of mobility programs in San Mateo County. While some programs call for direct, formulaic allocations (such as the Local Streets and Transportation category), other programs require programming and allocation actions by the Board, sometimes through a competitive selection process known as a “Call for Projects”. The frequency of CFPs differs by program.

The five general categories of criteria that are considered for project evaluation and selection during CFPs are: Need, Effectiveness, Equity & Engagement, Readiness, and Funding Leverage. The Strategic Plan 2025-2029 lays out specific evaluation criteria and supersedes previous Board-adopted short-range planning documents (Short-Range Highway Plan, Alternative Congestion Relief/Transportation Demand Management Plan, and Regional Transit Connections Plan). The criteria are reexamined with each TA Strategic Plan and may be modified, subject to Board approval, to retain flexibility and account for new policy directives, initiatives, and legislation that further promotes expenditure plan goals.

TA staff develop CFP funding recommendations based on input from CFP Project Review Committees. Funding recommendations from staff are then presented to the TA Board, which approves and programs the project awards, either as presented or with amendments.

10.1.1 ROLES OF DIFFERENT STAKEHOLDERS & DECISION MAKERS

Project Review Committees

Project Review Committees, referred to above and sometimes called “Evaluation Committees,” are comprised of technical staff and stakeholders with interests and/or experience in relevant CFP topics. These committees score and recommend funding for projects based on selection criteria set by the TA Strategic Plan or listed in a related Board-adopted short-range planning document. For example, in the Ped/Bike CFP, the Project Review Committee often consists of county and regional technical staff (e.g., staff from Caltrans, MTC, the District, Peninsula Corridor Joint Powers Board (owner and operator of Caltrain) and volunteers from the county and/or C/ CAG Bicycle and Pedestrian Advisory Committees.

Community Advisory Committee

The CAC provides input to staff for CFPs but does not direct staff’s work. CAC members generally provide input on whether proposed projects are eligible and in alignment with each Measure and its respective Goals/Core Principles, but do not conduct detailed evaluation scoring as part of Project Review Committees. CAC members can also recommend additional considerations, such as limiting awarded projects to a certain score threshold to retain funding for future CFP cycles. Staff recommendations to the Board may take the CAC’s input into account. In addition, the CAC can share its input directly with the Board.

TA Board

The TA Board’s role is to consider input from staff, Project Review Committees and the CAC, as well as funding capacity, to program and allocate funds to eligible projects, and may make modifications to proposed programs of projects. The Board may periodically assemble an ad hoc committee of its own members to work with staff before a final proposed program of projects is presented for Board approval.

10.1.2 EVALUATION CRITERIA AND EQUITY

A priority for the TA and its stakeholders for the Strategic Plan 2025-2029 is to elevate Equity as a primary evaluation category for all competitive funding programs. Following the adoption of the previous Strategic Plan 2020-2024, three competitive programs have implemented modified evaluation criteria to include Equity as an evaluation category in project selection and prioritization. The remaining programs that will now include the new Equity evaluation category include the Highway, Pedestrian & Bicycle, and Grade Separation programs.

For each Competitive Program the Equity evaluation category will include five individual evaluation criteria. The criteria are based on the ACR/TDM Equity evaluation category and have been expanded to include additional principles of equity as shown below.

1. **Location-Based Equity:** does the project's geographic extent fall within a local, countywide, regional, state, or federal level equity priority community?
2. **User-Based Equity:** does the project positively impact transportation affordability, mobility, or access for disadvantaged communities and serve more than one type of mode of travel? Tools such as the Housing and Transportation Affordability Index from the Center of Neighborhood Technology can help identify metrics such as transportation costs as percent of income and availability of autos per household.
3. **Environmental Justice:** does the project fall within an Environmental Justice (EJ) community (i.e., California Office of Environmental Health Hazard Assessment CalEnviroScreen 4.0) and positively impact those communities with respect to pollution and other public health factors?
4. **Community Engagement/Involvement:** does the project have demonstrated support from relevant community stakeholders and CBOs in and around the affected communities? To what extent has the project involved/included community stakeholders/members in the project planning process, not solely as part of an areawide/citywide planning process?
5. **Mitigation of Harmful Impacts:** does the project introduce any potential negative impacts for historically disadvantaged communities? If so, does the project identify ways to address/mitigate these impacts?

The evaluation criteria and associated scoring rubric metrics for each Competitive Program for the Equity evaluation category may vary slightly to best align with the goals and challenges of each program but will each follow the general principles as described above. While the Equity evaluation criteria will replace the previous Strategic Plan 2020-2024 sustainability evaluation category, the sustainability evaluation criteria will be relocated to other evaluation categories.

10.1.3 GEOGRAPHIC DISTRIBUTION FRAMEWORK

The Highways, Pedestrian & Bicycle, and Transportation Demand Management Programs each employ a geographic distribution framework to dedicate targets for available funds to different geographic areas and project subcategories, ensuring more parity in distributing funding awards. The two geographic area categories are small/coastal jurisdictions and mid/large jurisdictions. Unincorporated San Mateo County, Caltrans, the District, and Caltrain will be considered on a case-by-case basis as different project locations may have different contexts. For instance, projects or programs proposed in unincorporated communities of less than 20,000 people are eligible under the Small and Coastal category, while a countywide effort would be considered under the Mid and Large category.

The following jurisdictions are eligible to apply under each category.

Small and Coastal Jurisdictions

- Atherton
- Brisbane
- Colma
- Half Moon Bay
- Hillsborough
- Pacifica
- Portola Valley
- Woodside

Mid and Large Jurisdictions

- Belmont
- Burlingame
- Daly City
- East Palo Alto
- Foster City
- Menlo Park
- Millbrae
- Redwood City
- San Bruno
- San Carlos
- San Mateo
- South San Francisco

10.2 HIGHWAY PROGRAM

The Highway Program consists of the Measure A Highways and Measure W Countywide Highway Congestion Improvements program categories to allow the TA to administer one consolidated funding program. The Highway Program and related policies are guided by the SRHP and corresponding Highway CIP which was adopted in 2021. The Strategic Plan 2025-2029 provides guidance that supersedes the SRHP. Projects must be included in the 2021-2030 CIP (or subsequent updates), the Measure A TEP, or the Measure W Congestion Relief Plan to be eligible for funding in the Highway Program. Additional projects may be considered with prior approval by TA staff on a case-by-case basis. The Highway Program comprises 27.5% of the total annual funds collected through Measure A and 22.5% of the total annual funds collected through Measure W.

10.2.1 MEASURE A HIGHWAYS

The Measure A Transportation Expenditure Plan states:

The Highway Program is divided into two components; funding for highway projects in key congested areas as designated by city, county and TA engineers and confirmed by public input; and funding for supplemental projects for all types of roadways (local-collector-arterial-state route) anywhere in the County.

- **Key Congested Areas (KCA):** Each of these projects is deemed to be of equal importance and they are not expressed in any priority order – **17.3% of Measure A funds**
 - Highway 280 North Improvements
 - Coastside Highway Improvements
 - Highway 92 Improvements
 - Highway 101 Mid-County Improvements
 - Highway 101 South Improvements
- **County-wide Supplemental Roadway Projects (SR):** This project provides funding for supplemental roadway projects critical for congestion reduction in addition to those identified in the key congested areas. Supplemental roadway projects may include any type of roadway (local-collector-arterial-state route) anywhere in the County. A partial list of Candidate Projects is included below. Additional Candidate Projects may be submitted to the TA for consideration to account for changing needs during the 25 year term. Funds will not be adequate to construct all Candidate Projects. The TA will determine Candidate Project selection criteria and prioritization in the Strategic Plan as provided in the Implementation Guidelines. – **10.2% of Measure A funds**
 - Route 35 (I-280-Sneath Lane) widening
 - US 101/Produce Avenue Interchange
 - Route 92 (I-280-Route 35) truck climbing lane
 - Willow Road adaptive signal control system
 - US 101 (Sierra Point Parkway – SF/SM County Line) auxiliary lanes
 - Geneva Avenue extension
 - I-280/John Daly Boulevard Overcrossing (north side) widening

- *Junipero Serra Boulevard Improvements in Daly City, Colma and South San Francisco*
- *US 101/Candlestick Point Interchange*
- *US 101 (Sierra Point Parkway – San Bruno Avenue) auxiliary lanes*
- *I-280/I-380 local access improvement*
- *Highway 101/Sierra Point Pkwy Interchange replacement and Lagoon Way extension*
- *Triton Drive widening (Foster City)*
- *Sand Hill Road signal coordination*
- *Woodside Road Widening (US 101-El Camino Real)*

10.2.2 MEASURE W COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS

The Measure W Congestion Relief Plan states:

A total of twenty-two and one-half percent (22.5%) of Tax Proceeds will be invested in highway projects throughout the County designed to: provide congestion relief; reduce travel times; increase person throughput; improve highway and interchange operations, safety and access; and deploy advanced technologies and communications on the highways. Eligible candidate projects will be focused on highway and interchange facilities, including Highway 101, Highway 280, and other highways and their interchanges. Eligible candidate projects can include bicycle and pedestrian components or facilities that are incorporated into and enhance safety for a larger highway or interchange project.

Investment will be made on a discretionary basis according to criteria and award schedules established by the Authority.

- **Highway Congestion Infrastructure Projects:** The focus of this program is on highways and highway interchanges, although projects that alleviate congestion on connecting arterial streets that impact the highway system are also eligible. – **21.5% of Measure W funds**
- **Transportation Demand Management (TDM):** TDM efforts with a nexus to vehicle miles travelled (VMT)/congestion relief that encourage non-Single Occupancy Vehicles (SOV) trips and off-peak trip demand. This program subcategory is discussed further in the Transportation Demand Management Program section – **1% of Measure W funds**

10.2.3 PROGRAM SPECIFIC GUIDELINES

The program specific guidelines and requirements for this funding program are detailed in Table 19.

Table 19: Highway Program Guidelines Table

Program Guideline Category	Guideline Requirement												
Funding Cycles	2 Years												
Eligible Sponsors/ Eligible Sponsors	Caltrans, cities and county, C/CAG, TA for countywide significant projects, Express Lane JPA, and Commute.org (for countywide TDM)												
Matching Funds (Standard and Equity Based)	A minimum 10% funding match is required with each phase of work for all projects. A cash match is required for all phases of work except for right of way acquisition												
Minimum Funding Request	N/A												
Maximum Funding Request	N/A												
Maximum Project Contribution (All Phases)	Up to 50% of total project cost (Countywide Significance) Up to 75% of total project cost (local projects only)												
Number of Applications	N/A												
Timely Use of Funds: Expenditure Timeline	<p>Allocated Measures A and W funds are generally expected to be expended on the project within the following time horizons:</p> <table border="1"> <thead> <tr> <th>Phase</th> <th>Upper Duration (months)</th> </tr> </thead> <tbody> <tr> <td>Preliminary Planning Study</td> <td>18</td> </tr> <tr> <td>Project Initiation Document</td> <td>18</td> </tr> <tr> <td>Project Approval/Environmental Document</td> <td>30</td> </tr> <tr> <td>Design</td> <td>36</td> </tr> <tr> <td>Construction</td> <td>42</td> </tr> </tbody> </table> <p>If the scope of work cannot be completed within the time of performance for the phases specified above, Sponsors must submit a request in writing to the TA no later than six months before the end of the time for performance to request a time extension. The TA will review the request and grant an extension if it is deemed to be justified at the TA's discretion.</p>	Phase	Upper Duration (months)	Preliminary Planning Study	18	Project Initiation Document	18	Project Approval/Environmental Document	30	Design	36	Construction	42
Phase	Upper Duration (months)												
Preliminary Planning Study	18												
Project Initiation Document	18												
Project Approval/Environmental Document	30												
Design	36												
Construction	42												
Additional Monitoring and Reporting Submittals	N/A												

10.2.4 ADDITIONAL REQUIREMENTS OR POLICIES

Geographic Distribution and Program Categories

The Highway Program incorporates the following geographic distribution and program category framework to allow the TA to more fairly evaluate projects against projects in similar settings in San Mateo County. The

geographic categories follow the geographic distribution framework described in **Section 10.1.3**. The proposed distribution targets are as follows:

- Small/Coastal (15%)
- Mid/Large (50%)
- Countywide Significance (35%)

Projects are eligible to apply under the Countywide Significance category that satisfy the requirements laid out in the definition for Countywide Significance stated below:

- Projects must meet at least two of the following screening criteria:
- Project serves a significant amount of person throughput, inclusive of all modes
- Project serves a significant amount of inter-county traffic
- Project significantly improves connections between two or more geographic areas of the county
- Project is a priority component of a countywide or regional multijurisdictional effort

Pedestrian/Bicycle Highway Overcrossings

“Standalone overcrossings” refers to an individual Pedestrian/Bicycle overcrossing that is not a part of a larger highway interchange, operational or safety project. Both the 1988 and Measure A 2004 TEPs include funding for Pedestrian and Bicycle projects in a category listed separately from the Highway Program category of projects. Only 0.01% of revenues under Original Measure A were set aside for Pedestrian and Bicycle projects. The percentage allocation for these projects increased relatively dramatically to 3% in New Measure A. The 2004 TEP includes a non-exclusive list of potential Pedestrian and Bicycle eligible for part of this 3%, including “paths, trails and bridges over roads and highways,” and specifically names overcrossings of Highway 101 at or near Millbrae Avenue, Hillcrest, Hillsdale Boulevard, Ralston Avenue and Willow Road. This clearly indicates the voters’ intent to fund standalone overcrossings for bicycle and pedestrian use from the 3% portion of Measure A funds in this Pedestrian and Bicycle program and not as singular projects from the Measure A Highway Program. As with under Measure A, Measure W enumerated that a standalone Pedestrian and Bicycle overcrossing would not be eligible under the Measure W Highway Program separately from a larger highway or interchange, operational or safety project.

Accessory Bicycle and Pedestrian Elements

Many Highway Program projects include accessory/complementary bicycle and pedestrian infrastructure; examples include US 101/Woodside (State Route 84) Interchange and Highway 1/ Manor Avenue Overcrossing. Complete Streets elements that help all users of the transportation are eligible components of projects and are encouraged to address many of the evaluation criteria used in the TA’s Calls for Projects. The New Measure A Supplemental Roadways Category allows for the funding of some projects not directly included in the highway system, such as arterials. Those roadway projects could include Complete Streets elements but may not be solely pedestrian and/or bicycle infrastructure. The Measure W Congestion Relief Plan explicitly states: “Eligible candidate projects can include bicycle and pedestrian components or facilities that are incorporated or enhance safety for a larger highway or interchange project.” Measure W Highway funds must be spent on projects on or across the highway system; the Congestion Relief Plan does not have a “Supplemental Roadways” subcategory comparable to New Measure A.

10.2.5 EVALUATION CRITERIA

Projects submitted to the Highway Program are evaluated and prioritized by a TA-assembled review committee. Evaluation criteria for the Highway program are separated into five thematic areas and are weighted by Measure W core principles. The legend for the abbreviations is in **Appendix H-2**.

All potential candidate projects submitted for funding consideration will be evaluated based on the evaluation criteria listed in Table 21. Note that planning studies and environmental phase requests will be evaluated solely based on the Need, Equity & Community Engagement, Readiness, and Funding Leverage categories given the lack of technical analysis likely not completed until the completion of the more detailed environmental document. However, point values will be reweighted for comparison with all projects. The pre- and post-environmental phase evaluation category weights for the Highway program are detailed in Table 20.

Table 20: Highway Program Evaluation Criteria Weightings

Strategic Plan Evaluation Categories	Pre-Environmental Phases	Post-Environmental Phases
Need	50%	25%
Effectiveness	N/A	40%
Equity & Community Engagement	30%	25%
Readiness	10%	5%
Funding Leverage	10%	5%

Table 21: Highway Program Evaluation Criteria

Highway Program Evaluation Criteria (Measures A and W)	Applicable Measure W Core Principles	Applicable Measure A Goals	Maximum Points Available
Need			25
Severity of current and projected congestion	W1, W2, W4, W5, W6, W8, W10	A1	5
Need to improve access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	W1, W2, W4, W8, W9, W10, W11	A2	5
Project recognized in adopted statewide, regional, county or local planning and fund programming documents and demonstrates coordination with adjacent projects/integration of inter-related projects	W1, W2, W3, W4, W5, W6, W8, W9	A4	5
Identified safety issue (e.g., documented collision history due to site conditions that is average for the facility type) higher than	W1, W6, W8, W9, W10	A3	4
Project is primarily an operational improvement (e.g., safety or ITS) rather than infrastructure expansion (e.g., adding general purpose lanes)	W1, W2, W4, W6, W8	A4	3
Regional/Countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County	W1, W2, W6, W8	A1, A2	3
Effectiveness			40
Potential increase in person through-put through accommodating multiple transportation modes (e.g., pedestrian & bicycle access as well as transit infrastructure) where contextually appropriate and to the extent feasible (Complete Streets), including infrastructure for transit (e.g., express lanes, bus only lanes)	W1, W2, W3, W4, W5, W6, W8, W9, W10, W11	A2, A4	7
Ability to relieve congestion/performance improvement (e.g., reduces/eliminates bottleneck) and associated potential travel time savings	W1, W2, W4, W5, W8, W10, W11	A1	7
Potential VMT reduction per capita	W2, W3, W4, W8, W9, W10, W11	A1	7
Ability to address safety issue (e.g., project improves site conditions to reduce potential for collisions)	W1, W6, W8, W9, W10	A3	7
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	W1, W3, W4, W5, W6, W7, W8		5
Degree to which project reduces GHG emissions and improves air quality	W1, W3, W5, W6, W8, W9, W10	A1	4
Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change	W2, W3, W6, W9	A3, A4	2
Project accounts for long term repair/maintenance needs and ownership (e.g., uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	W7	A4	1
Equity & Community Support			25
Location Based Equity: Project improves transportation options for disadvantaged communities/areas	W2	A4	8
User Based Equity: Project Improves transportation affordability, access, or mobility for disadvantaged users	W2	A4	5
Environmental Justice: Degree to which project mitigates pollution and/or improves public health conditions for vulnerable populations	W3, W6, W8	A3, A4	7
Impact project has on low income, transit dependent, and/or other historically disadvantaged communities	W3, W6, W8	A4	0*
Demonstrates stakeholder support, community engagement, and CBO/advocacy involvement			5
Readiness			5
Clear and complete proposal			2
Project status and schedule			1
Has a credible cost estimate and funding plan			1
Ease and speed of implementation			1
Funding			5
Percent of matching fund contribution			4
Private sector contribution, including public/private partnerships			1
Total			100

* No associated positive point value, up to 2 possible negative points (-2 - 0 range)

10.3 TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The Transportation Demand Management (TDM) program consists of the Measure A Alternative Congestion Relief (ACR) program category and the Measure W TDM subcategory from the Highway program. The TDM Program comprises 1% of the total annual funds collected through Measure A and 1% of the total annual funds collected through Measure W. The TDM Program CFP is guided by the ACR/TDM Plan and includes the following five goals:

- Provide Congestion Relief
- Increase Sustainable Transportation Options
- Promote Sustainability and Health
- Encourage Economic Development Opportunities
- Invest Funding Equitably

10.3.1 MEASURE A ALTERNATIVE CONGESTION RELIEF

The Measure A Transportation Expenditure Plan states:

This program category provides 0.8% of the tax revenue to encourage efficient use of the transportation network through ride sharing, flexible work hours and other commute alternatives. It also provides 0.2% of the tax revenue for the planning and design of information systems and Intelligent Transportation Systems, which facilitate more efficient use of available highway and transit capacities.

10.3.2 MEASURE W TRANSPORTATION DEMAND MANAGEMENT

The Measure W TDM subcategory from the Highway program comprises 1% of the total annual funds collected through Measure W and is eligible for projects that demonstrate a nexus to VMT and congestion reduction. The TDM subcategory encourages programs and projects that reduce highway congestion including, but not limited to, non-Single Occupant Vehicle (SOV) trips and off-peak trip demand.

10.3.3 PROGRAM SPECIFIC GUIDELINES

The program specific guidelines and requirements for this funding program are detailed in Table 22.

Table 22: Transportation Demand Management Program Guidelines Table

Program Guideline Category	Guideline Requirement
Funding Cycles	2 Years
Eligible Sponsors/ Eligible Sponsors	Cities, County, Commute.org, and C/CAG for all available funds. The District and Caltrain for Measure W TDM Competitive funds only
Matching Funds (Standard and Equity Based)	Standard Match: A minimum 10% match is required for all applications regardless of sub-category. TA Local Streets and Transportation funds are an eligible source of matching funds. Funding from other TA funding categories, however, is not considered as an eligible match. The TA will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Staff time in-lieu match is also not accepted. Equity Priority Locations: A reduced 5% match may be requested in advance of submitting for project/program applications located in MTC Equity Priority Communities, Re-Imagine SamTrans Equity Priority Areas, or C/CAG CBPP Equity Focus Areas.
Minimum Funding Request	N/A
Maximum Funding Request	\$500K (TA may increase the max award up to \$1 million if the Cycle 3 CFP is still undersubscribed)
Maximum Project Contribution (All Phases)	Eligible Sponsors are limited to submitting up to three applications per Call for Projects cycle total across all sub-categories.
Number of Applications	Must expend all funds within two years of the executed primary grant agreement and project supplement(s) date
Timely Use of Funds: Expenditure Timeline	Require periodic post-occupancy reporting. C/CAG partner with Commute.org for administering monitoring & reporting processes across the county. Set up a process to help project owners struggling to achieve TDM targets
Additional Monitoring and Reporting Submittals	Eligible Sponsors are limited to submitting up to three applications per Call for Projects cycle total across all sub-categories.

10.3.4 ADDITIONAL REQUIREMENTS OR POLICIES

Program Subcategories

Sponsors apply to the TDM Program directly through program subcategories based on project eligibility. The percentage of funds for each subcategory is taken from the available TDM Program funds for each associated Measure. These subcategories are:

Measure A TDM Program Subcategories:

Program Subcategory	Percentage of Funds
Intelligent Transportation Systems (ITS)	20%
Commute.org Operations & Shuttle Administration	60%
Countywide TDM Monitoring Program	10%
TDM Competitive Funds	10%

Measure W TDM Program Subcategories:

Program Subcategory	Percentage of Funds
ACR/TDM Planning Funds	10%
TDM Competitive Funds	90%

Geographic Distribution

The TDM program employs the geographic distribution framework for the TDM Competitive Projects funding described in **Section 10.1.3**. The distribution targets are as follows:

- Small/Coastal (30%)
- Mid/Large (70%)

10.3.5 EVALUATION CRITERIA

Projects submitted to the TDM program are evaluated and prioritized by a TA-assembled review committee. Evaluation criteria for the TDM program were developed in the ACR/TDM Plan and are separated into five evaluation categories. Table 23 shows the evaluation criteria that all potential candidate projects submitted for funding consideration will be evaluated against.

Table 23: Transportation Demand Management Program Evaluation Criteria

Transportation Demand Management Program Evaluation Criteria (Measures A and W)	Applicable Measure W Core Principles	Applicable Measure A Goals	Maximum Points Available
Need			40
Provide congestion relief and/or reduce VMT	W1, W6, W8, W9	A1	10
Increase sustainable transportation options and provide incentives for alternatives to solo driving	W1, W6, W8, W9, W10, W11	A4	10
Promote sustainability, health, and/or safety	W1, W3, W6, W8	A3	10
Improve access to employment, job centers, business districts, and/or retail opportunities	W2, W4, W8, W11	A2	10
Effectiveness			25
Qualitative explanation of how success of project will be evaluated	W1, W2, W3, W4, W5, W6, W7, W8, W9, W10, W11	A4	15
Project recognized in adopted statewide, regional, county or local planning and fund programming documents	W1, W2, W3, W4, W5, W6, W8, W9	A4	5
Benefit relative to the amount of funding requested (high impact, low-cost projects - "bang for the buck")	W1, W3, W4, W5, W6, W7, W8		5
Equity & Community Support			25
Location Based Equity: Project improves transportation options for disadvantaged communities/areas	W2	A4	8
User Based Equity: Project Improves transportation affordability, access, or mobility for disadvantaged users	W2	A4	5
Environmental Justice: Degree to which project mitigates pollution and/or improves public health conditions for vulnerable populations	W3, W6, W8	A3, A4	7
Impact project has on low income, transit dependent, and/or other historically disadvantaged communities	W3, W6, W8	A4	0*
Demonstrates stakeholder support, community engagement, and CBO/advocacy involvement			5
Readiness			5
Clear and complete proposal			2
Project status and schedule			1
Has a credible cost estimate and funding plan			1
Ease and speed of implementation			1
Funding			5
Percent of matching fund contribution			4
Private sector contribution, including public/private partnerships			1
Total			100

* No associated positive point value, up to 2 possible negative points (-2 - 0 range)

10.4 PEDESTRIAN & BICYCLE PROGRAM

The Pedestrian & Bicycle Program consists of the Measure A Pedestrian & Bicycle program category and the Measure W Bicycle & Pedestrian program category. The Pedestrian & Bicycle Program comprises 3% of the total annual funds collected through Measure A and 5% of the total annual funds collected through Measure W.

10.4.1 MEASURE A PEDESTRIAN & BICYCLE

The Measure A Transportation Expenditure Plan states:

This project provides funding for the construction of facilities for bicyclists and pedestrians. Eligible projects include paths, trails and bridges over roads and highways. A partial list of Candidate Projects is included below. Additional Candidate Projects may be submitted to the TA for consideration to account for changing needs during the 25-year term. Funds will not be adequate to construct all Candidate Projects. The TA will determine Candidate Project selection criteria and prioritization in the Strategic Plan as provided in the Implementation Guidelines.

10.4.2 MEASURE W BICYCLE & PEDESTRIAN

The Measure W Congestion Relief Plan states:

A total of five percent (5%) of Tax Proceeds will be invested in bicycle, pedestrian, and active transportation projects. Programming of funds under this Category will give priority to those projects that are designed to help reduce traffic congestion by safely connecting communities and neighborhoods with schools, transit, and employment centers; fill gaps in the existing bicycle and pedestrian network; safely cross barriers such as major roads, rail corridors, and highways; improve existing facilities to make them safer and more accessible for cyclists and pedestrians; and make walking or biking a safer and more convenient means of transportation for all county residents and visitors. Bicycle, pedestrian, and other transportation programs that incentivize mode shift to active transportation options will be eligible for funding.

Investment will be made on a discretionary basis according to criteria and award schedules established by the Authority.

10.4.3 PROGRAM SPECIFIC GUIDELINES

The program specific guidelines and requirements for this funding program are detailed in Table 24.

Table 24: Pedestrian & Bicycle Program Guidelines Table

Program Guideline Category	Guideline Requirement
Funding Cycles	2 Years
Eligible Sponsors/ Eligible Sponsors	Cities, County, C/CAG, and Commute.org for all subcategories. Public transit agencies that operate in San Mateo County for Measure W funds only. Schools and school districts only for the Safe Routes to School subcategory.
Matching Funds (Standard and Equity Based)	<p>Standard Match: A minimum 10% match is required for all applications regardless of sub-category. TA Local Streets and Transportation funds are an eligible source of matching funds. Funding from other TA funding categories, however, is not considered an eligible match. The TA will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Staff time in lieu of matching funds also is not accepted.</p> <p>Equity-based Reduced Match: A reduced 5% match may be requested in advance of proposal submittal for projects/programs located in MTC Equity Priority Communities, Re-Imagine SamTrans Equity Priority Areas, or C/CAG Comprehensive Bicycle and Pedestrian Equity Focus Areas (Scores between 8 to 10 only). Applicants may not submit proposals assuming use of the reduced match without prior approval of TA staff.</p>
Minimum Funding Request	N/A
Maximum Funding Request	<p>Pre-construction (PLAN, PE/EV, PS&E, ROW) Phases: \$2 million</p> <p>Construction (CON) Phase: \$3.5 million</p> <p>Education & Encouragement Programs: \$250,000</p> <p>Total awards per Sponsor per CFP: Up to \$5 million</p>
Maximum Project Contribution (All Phases)	N/A
Number of Applications	Jurisdictions are limited to sponsoring and submitting up to 3 applications per CFP cycle.
Timely Use of Funds: Expenditure Timeline	Projects or programs must complete a primary grant agreement and project supplement, begin work within one-year of an award, and expend funds within two years of executing the project supplement planning/promotion or up to five years if pre-CON and CON phases are awarded.
Additional Monitoring and Reporting Submittals	N/A

10.4.4 ADDITIONAL REQUIREMENTS OR POLICIES

Program Subcategories

Sponsors apply to the Pedestrian & Bicycle Program directly through program subcategories based on project eligibility. These subcategories are:

Program Subcategory	Percentage of Funds
Competitive Plans & Capital Projects	90%
Education & Encouragement	5%
Safe Routes to School (SRTS)	5%

Geographic Distribution

The Pedestrian & Bicycle Program will use the geographic distribution framework described in **Section 10.1.3** for the Competitive Plans & Capital Projects subcategory, promoting a fairer distribution of funding awards across San Mateo County. The proposed distribution targets are as follows:

- Small/Coastal: 30%
- Mid/Large: 70%

10.4.5 EVALUATION CRITERIA

Projects submitted to the Pedestrian & Bicycle Program are evaluated and prioritized by a TA-assembled review committee. Evaluation criteria for the Pedestrian & Bicycle program were updated in the Strategic Plan 2025-2029 and are separated into five thematic areas. Table 25 shows the evaluation criteria that all potential candidate projects submitted for funding consideration will be evaluated against.

Table 25: Pedestrian & Bicycle Program Evaluation Criteria

Pedestrian/Bicycle Program Evaluation Criteria (Measures A and W)	Applicable Measure W Core Principles	Applicable Measure A Goals	Maximum Points Available
Need			20
Accommodates multiple transportation modes (pedestrian, bicycle & access to transit) and may include amenities at transit stations, such as bike lockers micromobility stations	W1, W2, W4, W5, W6, W8, W10	A4	5
Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)	W1, W2, W4, W8, W9, W10, W11	A4	4
Need for safety improvement/enhancement (e.g., project located in area with high rate of documented pedestrian or bicycle use collisions, or where significant barriers exist)	W1, W2, W3, W4, W5, W6, W9	A3	4
Near high density/affordable housing (e.g., Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)	W1, W2, W4, W8, W10, W11	A2	4
Project recognized in adopted statewide, regional, county or local planning and fund programming documents (e.g., San Mateo County Comprehensive Bicycle and Pedestrian Plan, City Bicycle and/or Pedestrian Plan, Vision Zero Plan, General Plan, Specific Plan, Climate Action Plan)	W1, W2, W6, W8	A4	3
Effectiveness			45
Degree to which the project reduces stress level, increases safety and accommodates people of all abilities	W1, W3, W4, W5, W6, W7, W8	A3	10
Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas	W1, W2, W3, W4, W5, W8, W10, W11	A2	6
Potential increase in person throughput (mode share) and potential travel time savings	W1, W2, W4, W5, W8, W10, W11	A2, A4	6
Closes gap in or extends Countywide pedestrian and bicycle network	W1, W3, W5, W6, W8, W9, W10	A2	5
Degree to which project reduces GHG emissions and improves air quality	W2, W3, W4, W8, W9, W10, W11	A1	5
Potential VMT reduction per capita	W1, W6, W8, W9, W10	A1	5
Value: Benefit relative to the amount of funding requested (high-impact, low-cost projects -"bang for the buck")	W1, W2, W3, W6, W8, W9, W10		4
Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change	W3, W6, W8	A3, A4	3
Project accounts for long term repair/maintenance needs (e.g., uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	W6, W7	A4	1
Equity & Community Support			25
Location Based Equity: Project improves transportation options for disadvantaged communities/areas	W2	A4	8
User Based Equity: Project Improves transportation affordability, access, or mobility for disadvantaged users	W2	A4	5
Environmental Justice: Degree to which project mitigates pollution and/or improves public health conditions for vulnerable populations	W3, W6, W8	A3, A4	7
Impact project has on low income, transit dependent, and/or other historically disadvantaged communities	W3, W6, W8	A4	0*
Demonstrates stakeholder support, community engagement, and CBO/advocacy involvement			5
Readiness			5
Clear and complete proposal			2
Project status and schedule			1
Has a credible cost estimate and funding plan			1
Ease and speed of implementation			1
Funding			5
Percent of matching fund contribution			4
Private sector contribution, including public/private partnerships			1
Total			100

* No associated positive point value, up to 2 possible negative points (-2 - 0 range)

10.5 PENINSULA SHUTTLE PROGRAM

The Peninsula Shuttle Program consists of the Local Shuttles subcategory of Measure A Transit program category. The Peninsula Shuttle Program comprises 4% of Measure A funds. The Peninsula Shuttle Program is guided by the Peninsula Shuttle Study prepared by the District and Caltrain with input from Commute.org, C/CAG, and the TA. C/CAG often provides some funding for each competitive CFP.

The Peninsula Shuttle Program includes the following three goals:

- Connectivity: provide first/last-mile connections with regional transit
- Ridership: maximize ridership to help reduce corridor congestion
- Equity: sustain and enhance local mobility for transit-reliant populations

10.5.1 MEASURE A TRANSIT LOCAL SHUTTLES

The Measure A Transportation Expenditure Plan states:

This project sponsored by SamTrans would provide matching funding for the operation of local shuttle services.

Priority will be given to shuttle services which include a portion of the funding from businesses, employers and other private sector sources. Priority shall also be given to local services which connect with Caltrain, BART and future Ferry Terminals.

10.5.2 PROGRAM SPECIFIC GUIDELINES

The program specific guidelines and requirements for this funding program are detailed in Table 26.

Table 26: Peninsula Shuttle Program Guidelines Table

Program Guideline Category	Guideline Requirement
Funding Cycles	2 Years
Eligible Sponsors/ Eligible Sponsors	Shuttle serves residents or employers in San Mateo County Applicants may include local jurisdiction or Commute.org; may also be partnered with other public, non-profit, or private entities to co-sponsor.
Matching Funds (Standard and Equity Based)	All new and existing shuttles require a minimum match of 25%
Minimum Funding Request	N/A
Maximum Funding Request	N/A
Maximum Project Contribution	N/A
Number of Applications	N/A
Timely Use of Funds: Expenditure Timeline	2 years
Additional Monitoring and Reporting Submittals	Applicant agrees to provide AVL and APC data to the District (either via their own system or one provided by the District). Applicant agrees to provide quarterly files summarizing ridership by stop and by trip (in format specified by the District), participation in annual survey by the District, and preparation of quarterly financial/progress reports required by the TA or C/CAG. The applicant agrees to manage customer service and rider feedback with summaries provided in quarterly progress reports.

10.5.3 ADDITIONAL REQUIREMENTS OR POLICIES

Program Eligibility

Eligible applicants, including local jurisdictions and/or public agencies within San Mateo County, can apply for funding to establish local shuttle services designed to assist resident and employee travel within the county and/or to connect with regional transportation service (e.g., major SamTrans routes, Caltrain, BART, and ferries). Although a public agency must be the applicant for the funds, they may use another entity such as the District, Commute.org, or others to manage and/or operate the service. Similarly, employers and private entities are not eligible to apply directly but may partner with a local jurisdiction or public agency to sponsor a project. Projects that are coordinated among multiple jurisdictions are encouraged. Other key eligibility requirements include:

- Shuttle Types:

- Commuter Shuttles
- Community Shuttles
- Serves county residents & employees
- Governing board resolution with non-supplantation of funds statement required

Need & Service Principles

- Shuttle provides coordinated first/last mile connection to a major transit station or regional bus route: Eligible services include Caltrain, BART, WETA, and regional bus routes (including SamTrans ECR, 292, 110, 17, and 294, as well as Dumbarton Express)
- Shuttle is free, open to the public, and serves a range of users: Shuttles do not limit public access. A single employer does not account for >75% of ridership based on survey data.
- Shuttle vehicles are ADA-accessible and can accommodate bicycles: Shuttle provider opts into District shuttle contract or provides vehicle specifications and photos of independently operated shuttle vehicles

Operations & Readiness

- Applicant provides an operating plan and service map: Applicant provides operating plan summarizing proposed schedule, stops, and operator. Applicant provides photos of stops. Applicant agrees to notify the TA, C/CAG, and District in writing of service changes in advance of implementation or risk losing funding for periods where changes were implemented.
- SamTrans Shuttle Network Concurrence Review: District Operations Planning will provide a concurrence review of all submitted applications to assess the entire network of shuttles. The review will assess the overlap between existing and proposed bus/shuttle services and access for equity focus areas. Applicants agree to incorporate route or stop modifications recommendations, where feasible.

Customer Service/Information

- Applicant provides a Marketing plan: Marketing plan identified to provide information and marketing materials to potential riders. Applicant will be responsible for providing the District with a GTFS feed accompanied by a list and map of stops for use on the District website, app, and third-party trip planning and real-time tracking apps.
- Provide signage at all stops: Applicant agrees to install signage at all stop locations.

Process for New Proposed Shuttle Services

Sponsors of new shuttles are required to attend a pre-submittal meeting with TA staff, SamTrans operations planning staff (for community and commuter shuttles), and Commute.org (for commuter shuttles only) for shuttle technical assistance prior to the submittal of an application. In the pre-submittal meeting, staff will agree on the most appropriate technical metrics to be used as assumptions for assessing the proposed service during the CFP. District staff will also confirm that the shuttle route(s) generally do not duplicate SamTrans fixed-route services and will make routing or stop suggestions.

10.5.4 EVALUATION CRITERIA

Projects submitted to the Peninsula Shuttle Program are evaluated and prioritized by a TA and C/CAG-assembled review committee. Evaluation criteria for the Local Shuttles Transit Program were updated in the Peninsula Shuttle Study and are separated into three thematic areas. Table 27 shows the evaluation criteria that all potential candidate projects submitted for funding consideration will be evaluated against.

Table 27: Peninsula Shuttle Program Evaluation Criteria

Peninsula Shuttle Program Evaluation Criteria (Measure A)	Applicable Measure A Goals	Maximum Points Available
First/Last Mile Need		25
Project serves new geographic areas and provides new and/or substantially different service	A2, A4	10
Percent of matching fund contribution		10
Assessment of first/last mile need	A2, A4	5
Ridership		50
Potential for increasing daily ridership	A1, A4	10
Potential to improve service productivity	A4	10
Potential to improve cost efficiency		10
Potential VMT reduction per capita	A1	10
Assessment of ridership growth potential	A4	10
Equity & Community Support		25
Location Based Equity: Project improves transportation options for disadvantaged communities/areas	A4	8
User Based Equity: Project Improves transportation affordability, access, or mobility for disadvantaged users	A4	5
Environmental Justice: Degree to which project mitigates pollution and/or improves public health conditions for vulnerable populations	A3, A4	7
Impact project has on low income, transit dependent, and/or other historically disadvantaged communities	A4	0*
Demonstrates stakeholder support, community engagement, and CBO/advocacy involvement		5
Total		100

* No associated positive point value, up to 2 possible negative points (-2 – 0 range)

10.6 REGIONAL TRANSIT CONNECTIONS

The Regional Transit Connections (RTC) Program consists of the Measure W RTC program category. The RTC program is guided by the RTC Plan, adopted in October 2024, and associated CIP which includes the following four goals:

- Increase regional transit services and enhance infrastructure to improve transit speed and reliability.
- 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.
- 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.
- Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility.

10.6.1 MEASURE W REGIONAL TRANSIT CONNECTIONS

The Measure W Congestion Relief Plan states:

A total of ten percent (10%) of Tax Proceeds will be invested in infrastructure and services that are designed to improve transit connectivity between the County and the region. Currently, the County is connected to neighboring counties and the broader region with a network of transit options including rail, water transit, heavy rail, and regional bus services. More and more county residents are traveling longer distances to get to their jobs. Today, over sixty percent (60%) of residents commute to jobs in neighboring counties, and the vast majority of them drive alone, increasing congestion on already crowded highways.

Investments from this Category will be prioritized based on a project's ability to reduce congestion, a project's ability to enhance mobility options by connecting the county to the rest of the region, and a project's support through public private partnerships.

Investment will be made on a discretionary basis according to criteria and award schedules established by the Authority.

10.6.2 PROGRAM SPECIFIC GUIDELINES

The program specific guidelines and requirements for this funding program are detailed in Table 28.

Table 28: Regional Transit Connections Program Guidelines Table

Program Guideline Category	Guideline Requirement
Funding Cycles	4 Years
Eligible Sponsors/ Eligible Sponsors	Public transit agencies that operate within or to/from San Mateo County including Peninsula Corridor Joint Powers Board (Caltrain), the District, AC Transit, WETA, BART, SFMTA, and VTA
Matching Funds (Standard and Equity Based)	Standard Match: A minimum 10% match is required for all applications regardless of sub-category. Matching funds can be any non-RTC funding source. The TA will not consider previously incurred costs or previously

Program Guideline Category	Guideline Requirement
	<p>expended or encumbered funds towards the matching requirement. Staff time in-lieu match is also not accepted.</p> <p>Equity Priority Locations: A reduced 5% match may be requested in advance of submitting for project/program applications located in MTC Equity Priority Communities, ReImagine SamTrans Equity Priority Areas, or C/CAG CBPP Equity Focus Areas.</p>
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 Funding Request	Limit individual requests/allocations per CFP cycle to \$25 million for capital projects, \$5 million for operational projects, and \$5 million for first/last-mile projects (whether capital or operations).
Maximum Project Contribution (All Phases)	50% of total project cost
Number of Applications	Eligible Sponsors may submit up to three applications per RTC CFP cycle. If a Sponsor acts solely as the lead agency to support a regional transit-related program with a separate implementing agency, the eligible Sponsor may submit one additional application.
Timely Use of Funds: Expenditure Timeline	<p>Primary grant agreement and project supplement(s) Execution (all subcategories): Fund recipients must complete a primary grant agreement and project supplement(s) and begin work within one year of allocation unless the TA approves the use of requested funding as leverage for other external grant programs.</p> <p>Operations Subcategory Awards: Operations funding must be spent within four years of executing a primary grant agreement and project supplement(s).</p> <p>Capital Subcategory Awards: For Planning, PE/EV, and PS&E phases: All work on capital projects must be completed within three years of effective date of the executed primary grant agreement and project supplement(s) date if funds are awarded for only one phase of work. If the TA awards funds for more than one phase, it may allow work to be completed within up to five years from primary grant agreement and project supplement(s) execution.</p> <p>For awards that fully fund (“last dollar in”) ROW and CON phases: For ROW only, work on the funded phase must be completed within three years from primary grant agreement and project supplement(s) execution. For funds awarded to ROW and CON phases together, or funds awarded for only CON,</p>

Program Guideline Category	Guideline Requirement
	<p>the funded work must be completed within five years of execution of the primary grant agreement and project supplement(s).</p> <p>For ROW and CON awards that do not fully fund a phase (“TA funds used as leverage”): a Sponsor has up to five years to secure full funding for the applicable phase(s) and to execute a primary grant agreement and project supplement(s). The same ROW and CON timely use of funds requirements from the previous section applies once the primary grant agreement and project supplement(s) is executed.</p>
Additional Monitoring and Reporting Submittals	N/A

10.6.3 ADDITIONAL REQUIREMENTS OR POLICIES

Program Subcategories

Sponsors apply to the RTC Program directly through program subcategories based on project eligibility. These subcategories are:

Program Subcategory	Percentage of Funds
Capital	60%
Operations	30%
First/Last-Mile	10%

General Policies

- All projects should align with MTC’s Plan Bay Area 2050+ including Transit 2050+ and the Bay Area Transit Transformation Action Plan.
- To be compliant with the Measure W Congestion Relief Plan, RTC funds may only be used to supplement existing available funding and may not be used to replace (supplant) funds previously allocated to or budgeted for a project.
- Projects that may be eligible in multiple TA programs generally should apply for funding outside of the RTC Program first. For example, projects located primarily on the highway system should apply for funding from the TA’s Highway program.
- If the 2004 Measure A is not renewed, Peninsula Shuttle Program routes that access regional transit would be eligible for funds from the first/last-mile subcategory.
- The TA may consider requests above the maximum requested amount each cycle, and/or recommend reduced funding awards, depending on whether the individual CFP cycle is over- or undersubscribed. As part of the Draft RTC Program of Projects, staff would provide an option for the TA Board of Directors to consider and provide direction for the Final RTC Program of Projects in each CFP cycle.

- The CIP should be updated after every two CFP cycles.

Capital Projects Policies

- Capital projects must be located within San Mateo County.
- All phases of work such as planning (planning, project study report, feasibility studies, etc.), PE/EV, design, ROW, and CON are eligible if they are in the support of the development and delivery of a capital project.
- RTC funds cannot be used for general state of good repair or maintenance projects.
- Maximum TA contributions include:
 - For projects over \$25 million total for all phases of work, the TA will contribute up to 50% of the total cost toward the project
 - For projects under \$25 million total for all phases of work, the TA will contribute up to 75% of the total cost toward the project
 - Eligible applicants may request an exception to this policy if they can document that they have exhausted all other reasonable eligible local, county, regional, state, and federal funding opportunities. Eligible applicants must work with TA staff to have an approved credible funding plan and grant strategy prior to submitting a CFP application.

Operations Project Policies

- Operations funds may be used to support services that extend beyond the San Mateo County borders into adjacent counties as long as costs paid with RTC funds are proportionate to anticipated service levels in San Mateo County relative to adjacent counties (i.e., based on proportions shares of boardings and/or alighting).
- Operations funds may not be used to support existing operations and are intended to support new or expanded services. Expanded services may include increased frequencies, customer experience programs, or service level augmentation for existing routes.
- A new service, program, or expanded service may apply with a ten percent (10%) match for its first award of RTC funds and is eligible to apply for only one directly subsequent call for projects with a 25% match requirement. A “new” service or program is one that has not received Measure W RTC funding previously. A service will no longer be considered “new” or “expanded” if it has received two awards for funding from this program.

First/Last Mile Project Policies

- Capital first/last-mile projects must be identified as a priority project in a transit agency’s station access improvement or equivalent plan. If an agency does not have such a plan, these funds may be used to develop one with no required match to ensure all agencies are equally able to support and identify priority first/last-mile projects in San Mateo County. If an agency wishes to include areas outside of San Mateo County, the agency must proportionally fund the effort based on the number of stations/terminals to be included within and outside the county.
- Projects must improve connections within three miles of regional transit connections.

- Capital projects for micromobility (includes bikeshare or scooter share) are eligible only if they directly support the regional transit network, such as with siting and construction of bikeshare stations that would provide access within three miles of, or on-site at, a transit station/terminal.
- Capital project investments from the RTC program for micromobility resulting in new operations would also be eligible for up to \$2.0 million in operating funds each CFP cycle.
- Operations funds without a corresponding capital project for micromobility or bikeshare are also eligible if they support on-going implementation of a system in San Mateo County that directly supports first/last-mile access to transit stations/terminals.
- If a micromobility or bikeshare system is managed by a regional agency or extends outside of San Mateo County, the maximum San Mateo County contribution should be proportional to the services provided within the county.

10.6.4 EVALUATION CRITERIA

Projects submitted to the RTC Program are evaluated and prioritized by a TA-assembled review committee. Evaluation criteria for the RTC Program were developed in the RTC Plan and are separated into five thematic areas. Table 29 shows the evaluation criteria that all potential candidate projects submitted for funding consideration will be evaluated against.

Table 29: Regional Transit Connections Program Evaluation Criteria

Regional Transit Connections Program Evaluation Criteria (Measure W)	Applicable Measure W Core Principles	Maximum Points Available
Connectivity		30
Increase access and connections to jobs, housing, transit hubs, and other high activity centers to support existing economic activity and spur economic development in the vicinity	W1, W2, W4, W6, W8, W10, W11	5
Improve service frequency (e.g., headways), reliability (e.g., on-time performance), and coordinated seamless connections with other transit systems (e.g., schedule alignment)	W1, W2, W6, W7, W8, W10, W11	10
Improves connectivity, integration, and coordination between local and regional transit services	W1, W2, W6, W8, W10, W11	10
Improve travel time savings	W1, W2, W8, W10	5
Sustainability & Cost Effectiveness		20
Reduce congestion on existing transit route/corridor	W1, W2, W4, W8, W10	4
Relieve congestion for regional trips and reduction in VMT per capita	W1, W2, W3, W5, W7, W8, W10, W11	4
Increase transit ridership and induce mode shift from SOV trips	W1, W2, W8, W10, W11	4
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	W1, W3, W4, W5, W6, W7, W8	3
Reduce GHG emissions and improve air quality	W2, W6, W10	2
Investment in clean air/zero emission vehicle technology	W3, W6, W8	2
Private sector contribution, including public/private partnerships (e.g., value capture of terminal land with revenues reinvested in support of service)	W2, W4, W5	1
Safety & Customer Experience		20
Provide first/last-mile access options/accommodations as part of the project	W1, W2, W5, W6, W8, W9, W11	8
Improve safety for the transit service and for access to services for all users	W2, W6, W10	6
Promotes a high-quality transit rider experience through enhancements such as wayfinding, rider displays, amenities, programmatic security/enforcement strategies, etc.	W2, W6, W9, W10	6
Equity & Community Support		25
Location Based Equity: Project improves transportation options for disadvantaged communities/areas	W2	8
User Based Equity: Project Improves transportation affordability, access, or mobility for disadvantaged users	W2	5
Environmental Justice: Degree to which project mitigates pollution and/or improves public health conditions for vulnerable populations	W3, W6, W8	7
Impact project has on low income, transit dependent, and/or other historically disadvantaged communities	W3, W6, W8	0*
Demonstrates stakeholder support, community engagement, and CBO/advocacy involvement		5
Readiness		5
Clear and complete proposal		1
Project status and schedule		1
Has a credible cost estimate and funding plan		1
Ease and speed of implementation		1
Applicant experience and ability to deliver project on time and on budget with examples		1
Total		100

* No associated positive point value, up to 2 possible negative points (-2 - 0 range)

10.7 GRADE SEPARATION PROGRAM

The Grade Separation Program consists of the Measure A Grade Separation program category and the Measure W Local Safety, Pothole & Congestion Relief Improvements (Grade Separations) program category. The Grade Separation Program comprises 15% of the total annual funds collected through Measure A and 2.5% of the total annual funds collected through Measure W.

10.7.1 MEASURE A GRADE SEPARATION

The Measure A Transportation Expenditure Plan states:

This project provides funding for the construction or upgrade of overpasses and underpasses (grade separations) along the Caltrain and Dumbarton rail lines. The Candidate Projects are listed below. Funds will not be adequate to construct or upgrade all Candidate Projects. The TA will determine Candidate Project selection and prioritization in conjunction with the project sponsors, based upon the California Public Utilities Commission formula and the desire of the City involved.

10.7.2 MEASURE W LOCAL SAFETY, POTHOLE & CONGESTION RELIEF IMPROVEMENTS (GRADE SEPARATIONS)

The Measure W Congestion Relief Plan states:

A total of twelve and one-half percent (12.5%) of Tax Proceeds will be invested in major arterial and local roadway improvements in key congested areas throughout the county. These investments will be focused on improving safety, reducing congestion, and supporting all modes of travel on the county's roadway system. Eligible investments include, but are not limited to, the following: implement advanced technologies and communications on the roadway system; improve local streets and roads by paving streets and repairing potholes; promote alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling and pedestrian programs; plan and implement traffic operations and safety projects, including signal coordination, bicycle/pedestrian safety projects, and separation of roadways crossing the Caltrain rail corridor.

Two and a one-half percent (2.5%) of the Tax Proceeds (out of the 12.5% total Tax Proceeds designated for this Category) will be invested in grade separations on a discretionary basis in accordance with criteria and award schedules established by the Authority.

10.7.3 PROGRAM SPECIFIC GUIDELINES

The program specific guidelines and requirements for this funding program are detailed in Table 30.

Table 30: Grade Separation Program Guidelines Table

Program Guideline Category	Guideline Requirement
Funding Cycles	Competitive, Rolling for previously selected Pipeline Projects
Eligible Sponsors/ Eligible Sponsors	The District, JPB, cities and county
Matching Funds	Pre-construction: 10% Construction: 50%
Minimum Funding Request	N/A
Maximum Funding Request	N/A
Maximum Project Contribution (All Phases)	Up to 50% of total project cost
Number of Applications	N/A
Timely Use of Funds: Expenditure Timeline	N/A
Additional Monitoring and Reporting Submittals	N/A

10.7.4 ADDITIONAL REQUIREMENTS OR POLICIES

Measure A Grade Separation Program Principles (2016)

Due to the high cost of grade separation projects and the limited funding available through Measure A, the Board adopted guiding principles setting the framework to establish a pipeline of grade separation projects. These criteria were adopted in 2013 and updated in 2016.

Funding

Focus remaining funding on the projects previously approved by the San Mateo County Transportation Authority (TA) for pre-construction funding but set aside up to \$5 million to assist with planning for other eligible grade separation projects listed in the Transportation Expenditure Plan that were not funded in 2013 or 2014. Rapidly increasing grade separation project costs will require the TA to revisit the grade separation guidelines for Measure A and how Measure W funds are distributed.

Programming and Allocation

Program and allocate funds to separate project phases:

- Planning – Study project alternatives and develop cost estimates for different options, including at least one that is consistent with the Caltrain/High-speed Rail Blended System.

- Preliminary Engineering/Environmental Assessment - Complete necessary State and/or Federal environmental assessment for the project; project must have (a) City Council approval to move forward, and (b) Caltrain concurrence with the selected project alternative.
- Design - Complete final design in close coordination with Caltrain to ensure railroad design standards are met and complete value engineering; project must have (a) City Council approval to proceed, and (b) Caltrain concurrence with the selected project alternative.
- Construction - Project must have a full funding plan; construction must be done by Caltrain; project must have (a) City Council approval and (b) demonstrated local community support to proceed.

Measure A funds will only be allocated to a particular phase when Sponsor demonstrates an earlier phase has been satisfactorily completed.

Project Selection Process

- In general, evaluation criteria should consider:
 - Project's ability to improve safety and relieve local traffic congestion at the crossing
 - Project's ability to improve railroad's operational flexibility
 - Project readiness
 - Project effectiveness
 - Geographic equity, considering where funds from the Grade Separation Program have previously been allocated
 - Extent to which project can support economic development
 - Funding leverage: Sponsor's ability to secure, at a minimum, matching funds for the construction of the project.
- Project must be supported by Caltrain, and Sponsor must include Caltrain as a project partner early in the planning process.
- Instead of utilizing a call-for-projects process, accept funding requests for the projects on an as-needed, first come first served basis, and taking into consideration Caltrain's assessment of the proposed project in the Caltrain Grade Crossing Hazard Analysis, and the project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria listed above.

10.7.5 EVALUATION CRITERIA

Projects submitted to Grade Separation Program are evaluated and prioritized on a first-come, first-serve, ready-to-go basis. The Evaluation criteria for the Measure A Grade Separation Program shown in

Table 31 was adopted in the previous Strategic Plan 2020-2024. No Measure W Grade Separation Program evaluation criteria has been developed pending the adoption of the Caltrain Corridor Crossings Strategy and updated funding plan for the next pipeline project (Broadway Burlingame).

Table 31: Measure A Grade Separation Program Evaluation Criteria

Grade Separation Program Evaluation Criteria (Measure A)
Projects considered on an as-needed basis that demonstrate the ability to meet the following criteria
Project's ability to improve safety and relieve local traffic congestion at the crossing
Project's ability to improve railroad's operational flexibility
Project readiness
Project effectiveness
Geographic equity, considering where funds from the Grade Separation Program have previously been allocated
Extent to which project can support economic development
Funding leverage: Sponsor's ability to secure, at a minimum, matching funds for the construction of the project
Project must be supported by Caltrain, and Sponsor must include Caltrain as a project partner early in the planning process
The project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria listed above

11. TECHNICAL ASSISTANCE PROGRAM

The Strategic Plan 2025-2029 formalizes and expands upon the current technical assistance offerings the TA provides into a Technical Assistance Program. The newly branded TA Technical Assistance Program consists of offerings available to eligible project initiators, Sponsors, and managers for all Measures A and W funding programs both during and between CFP cycles. With the adoption of the Strategic Plan 2025-2029, the TA will set aside \$2 million in available Measure A interest earnings to fund the Technical Assistance Program and will periodically assess the need for additional funds.

CFP Planning & Resources

To provide additional support in advance of CFP cycles, the TA will hold office hours periodically throughout each year to provide Sponsors with the opportunity to discuss potential projects and to provide feedback ahead of upcoming CFP's. The TA will provide dedicated times/availability and Sponsors will set up meeting requests through Zoom. The goal of these office hours is to guide project development and provide jurisdictions with the resources necessary to submit quality applications in the next CFP cycle.

In addition to holding office hours prior to CFP cycles, the TA will continue to offer optional pre-submittal meetings and early application reviews and will extend these offerings to each competitive Measures A and W program. Due to the high number of applications for some competitive programs, early application reviews are subject to availability and the number of potential applications.

Technical Trainings and Workshops

The TA will offer technical trainings to partner agency staff on best practices for applicable Measures A and W program categories. A training plan and schedule will be developed and may cover topics requested by Sponsors, partner agencies, or to promote better compliance with TA requirements.

Stakeholder Advisory Group (SAG) and Technical Advisory Group (TAG) Meetings

The TA will continue to host SAG/TAG meetings each quarter, in conjunction with the District, to communicate TA updates, solicit input on TA programs and projects, and provide CFP lookaheads.

Project Implementation Support

The TA will continue to offer project implementation support where the TA acts as the implementing agency in partnership with local jurisdictions to help deliver projects. The TA will assess whether it is effective for the TA to continue acting as the implementing agency during the construction phase of projects, or if this offering will only be available for pre-construction phases. Technical assistance budgets for project implementation will continue to be allocated separately as part of each CFP cycle.

Following construction of the 101/Broadway and 101/Willow landscaping projects, the TA will assess its effectiveness and capacity to continue to serve as the implementing agency for the construction phase to inform whether to continue as part of the Technical Assistance Program.

Grant Support and Application Assistance

In addition to supporting CFP applications, the TA may provide support to Sponsors requesting assistance for non-TA grant applications. Through strategic guidance and staff support, the TA will assist in identifying grant opportunities for potential projects and provide resources to help with preparing competitive applications for external funding opportunities to leverage Measures A W funds.

Community Benefit Organization (CBO) Bench

The TA will formalize a bench of CBOs to support jurisdictions on projects to better reflect the needs of the underserved communities and strengthen grant applications. This will streamline the process of connecting Sponsors with community organizations and promote stronger applications with more community support.

Best Practice Design Reviews

The TA will require any project wishing to request funding for a construction phase of work from the Ped/Bike and Highway Programs to have participated in Third-party Best Practice Design Review at a minimum of 30% design with TA staff and one of the TA's consultants. The level of review and potential recommendations will be determined by the complexity of the project and the potential cost/implementation timeline, which the TA understands will vary by project. The Best Practice Design Reviews will be available on an open, rolling basis. The reviews may also be extended to other program categories on a case-by-case basis.

Consultant Bench Access

The TA will facilitate access to and provide funding for third-party consultant assistance for Sponsors who have received TA funding. The TA will utilize its consultant bench for project implementation support, technical trainings and workshops, grant assistance, and design reviews.

12. KEY ACTIONS FOR 2025-2029

Using the results of the workshops held and surveys distributed to the TA Board of Directors, CAC, C/CAG Congestion Management TAC, and SAG/TAG, the following key actions were developed to guide future TA staff actions for the Strategic Plan 2025-2029 timeframe:

1. Continue with the established CFP processes for the competitive Shuttle, Highway, Pedestrian & Bicycle, ACR and TDM programs, and implement a CFP for the newly adopted RTC program.
2. Update the Highway program CIP in coordination with the TA's Highway program Sponsors with a specific emphasis on updating the Measure A Supplemental Roadways list to better reflect multimodal arterial needs across San Mateo County that connect with the state highway system.
3. Promote and expand the Technical Assistance Program, as defined in **Section 11**, to aid Sponsors with funding and implementing projects. Continue to help secure funding from external grant programs, leveraging Measures A and W interest earnings when available.
4. Develop Program Management Guidelines to set expectations and standards for internal TA project management processes, reporting and monitoring requirements, and to establish processes for when the TA is implementing projects in partnership with an external agency as part of the Technical Assistance Program. As part of the Program Management Guidelines development, create enhanced oversight protocols and a change management processes for large Capital investment projects over \$25 million.
5. Continue to implement the 101 Corridor Connect Program by adopting the North, Mid, and South County Multimodal Strategies and Active 101 initiatives. Partner with cities to create implementation plans for priority congestion management projects and monitor progress.
6. Execute new Primary Grant Agreements and project supplements with Sponsors to streamline how the TA documents award and use of Measures A and W funds for transportation programs and projects throughout San Mateo County.
7. Procure and implement a Grant Management platform to host all CFPs and to provide an easy-to-use platform for Sponsors to track and fill in quarterly reporting for all TA funding awards.
8. Develop a Key Performance Metrics dashboard and create a consolidated set of metrics for all funding programs that align with the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure and the Caltrans Systemwide Investment Strategy which can be integrated into future reporting on projects. Continue to maintain the funded projects map and expand the included information to inform tracking of key performance indicators.
9. Support and participate in the Grand Boulevard Initiative (GBI) relaunch, an initiative to revitalize El Camino Real into a vibrant, people-friendly place. GBI is being led by the District in partnership with Caltrans, C/CAG, MTC, and local jurisdictions.
10. Increase coordination with C/CAG and Caltrans to strategically advance Measures A and W goals, exploring opportunities to combine funding for projects or streamline the number of county-level CFPs.
11. Further explore and consider debt financing or internal borrowing of funds as needed to advance projects.

- Funding advances would be backed by future Measure A and/or Measure W receipts.
 - Need to consider financing costs and future construction cost increases.
12. Elevate the TA's presence within the transportation industry by participating or presenting at state and national industry conferences, attending regional industry events, participating in local forums, and hosting educational workshops that advance TA initiatives and priorities.
 13. Begin preparations and identify activities to support reauthorization of Measure A.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
APPENDICES



Support provided by:



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A. TECHNICAL BACKGROUND ANALYSIS

The following memorandums were developed in support of the strategic plan for documentation:

Travel Trends & Needs Assessment Report

A memorandum that lists the technical information and sources to be used to develop a countywide travel trend and needs assessment. This includes using existing surveys, plans, or using other data to generate new information. The memorandum includes a review of land use, traffic patterns, population and growth projections, new mobility themes, and pre-/post-COVID analysis. Lastly, the memorandum includes a streetlight assessment and review of the C/CAG Congestion Management Program Monitoring update that was developed in 2023.

Review of Strategic Plan 2020-2024 Progress

A memorandum that reviews and summarizes funded projects during the 2020-2024 period by Measure A and W funding program category. The memorandum will highlight projects that reached construction or completion and will review and summarize TA planning and policy efforts that have occurred during this time period such as the update to the Short-Range Highway Plan, development of the Alternative Congestion Relief/Transportation Demand Management Plan and Regional Transit Connections Plan, and the start of the 101 Corridor Connection Program, among others. Lastly, the memorandum reviews and summarizes the progress TA staff has made toward the Next Steps achieved from the TA Strategic Plan 2020-2024 action items.

Financial Projections and Funding Sources

A memorandum that provides updated sales tax projections for Measure A and Measure W for the five-year Strategic Plan period and the remainder of each of measure. The memorandum will also include the total funding need by category and identify the remaining need to show how the TA funding can be leveraged with other external funding opportunities.

Program and Policy Updates

A series of memorandums detailing specific recommendations based on the findings from previous tasks which will guide TA staff, stakeholders, and the Board Ad-Hoc committee in how updates will be incorporated into the TA Strategic Plan 2025-2029.

Policy & Program Recommendations

A memorandum to establish how each TA funding program will incorporate changes to better consolidate and standardize TA program guidelines to make the programs more consistent. The memorandum highlights each program and summarizes what has worked well and where the major areas for improvement will be.

Evaluation Criteria Recommendations

A memorandum to establish how competitive program evaluation criteria will be updated to better align with external grant funding evaluation criteria. The memorandum will include ways to streamline the review process to make the application process easier for sponsors.

Monitoring Process & Reporting Requirements Recommendations

A memorandum to understand how updates to the monitoring process and reporting requirements will be changed resulting from a concurrent effort to update the TA's Project Delivery Process. Additionally, the

memorandum, will include inclusion of any changes resulting from the TA's concurrent procurement of a grant management platform.

Technical Assistance Program Recommendations

A memorandum that reviews the TA Strategic Plan 2020-2024 which provides some guidance on expanding the TA's role providing technical assistance and formalizing a better definition in the next iteration of the Plan. Lastly, the memorandum includes a high level roles and responsibilities for TA and local agency staff.

Program Administration & Guidelines Update Memorandum

The last memorandum uses the agreed upon recommendations from the final memorandums above and drafts the updated Program Administration & Guidelines for each of the TA's funding program categories plus a general policy section to consolidate all of recommendations that may extend to multiple programs. Each funding program section is developed as a standalone sub-chapter to allow the applicable program to be easily referenced for each subsequent TA funding Calls for Projects.

B. REVIEW OF FY 2020-2024 FUNDING AND PROJECTS

B-1 MEASURE A

B-1-1 FUNDING BY YEAR

TOTAL FUNDING

Funding Year	Funding Amount
2020	\$75,530,000
2021	\$68,564,327
2022	\$96,495,540
2023	\$108,272,000
2024	\$116,264,000
Total	\$465,125,867

STAFF SUPPORT FUNDING

Fiscal Year	Budget
2020	\$910,000
2021	\$800,000
2022	\$964,955
2023	\$1,082,720
2024	\$1,162,640
Total	\$4,920,315

LOCAL STREETS AND TRANSPORTATION FUNDING

Fiscal Year	Budget
2020	\$20,475,000
2021	\$18,000,000
2022	\$21,711,497
2023	\$24,361,200
2024	\$26,159,400
Total	\$110,707,097

TRANSIT FUNDING

Transit Categories	Fiscal Year	Budget
Caltrain (16%)	2020*	\$14,560,000
	2021*	\$12,800,000
	2022*	\$15,439,286
	2023	\$17,323,520
	2024	\$18,602,240

Transit Categories	Fiscal Year	Budget
	Subtotal	\$78,725,046
Local Shuttles (4%)	2020	\$3,640,000
	2021	\$3,200,000
	2022	\$3,859,822
	2023	\$4,330,880
	2024	\$4,650,560
	Subtotal	\$19,681,262
Accessible Services (4%)	2020	\$3,640,000
	2021	\$3,200,000
	2022	\$3,859,822
	2023	\$4,330,880
	2024	\$4,650,560
	Subtotal	\$19,681,262
Ferry (2%)	2020**	\$0
	2021	\$948,744
	2022	\$1,929,911
	2023	\$2,165,440
	2024	\$2,325,280
	Subtotal	\$7,369,375
Dumbarton Corridor (2%)	2020	\$1,820,000
	2021	\$1,600,000
	2022	\$1,929,911
	2023	\$2,165,440
	2024	\$2,325,280
	Subtotal	\$9,840,631
BART (2%)	2020	\$1,820,000
	2021	\$1,600,000
	2022	\$1,929,911
	2023	\$2,165,440
	2024	\$2,325,280
	Subtotal	\$9,840,631
Total		\$145,138,207

*FY 2020, 2021, and 2022 allocated separate funds to transfer to SamTrans for Caltrain. These funds were combined with the general Caltrain funds.

**No funds allocated to Ferry in FY 2020.

HIGHWAYS FUNDING

Highways Categories	Fiscal Year	Budget
Key Congested Corridor Programs (17.3%)	2020	\$15,743,000
	2021	\$13,840,000
	2022	\$16,693,728
	2023	\$18,731,056
	2024	\$20,113,672
	Subtotal	\$85,121,456
Supplemental Roadway Projects (10.2%)	2020	\$9,282,000
	2021	\$8,160,000
	2022	\$9,842,545
	2023	\$11,043,744
	2024	\$11,858,928
	Subtotal	\$50,187,217
Total		\$135,308,673

GRADE SEPARATION FUNDING

Fiscal Year	Budget
2020*	\$0
2021	\$1,215,583
2022	\$14,474,331
2023	\$16,240,800
2024	\$17,439,600
Total	\$49,370,314

*No funds allocated to Grade Separations in FY 2020.

ALTERNATIVE CONGESTION RELIEF FUNDING

Alternative Congestion Relief Categories	Fiscal Year	Budget
Future ACR projects	2020	\$342,964
	2021	\$275,389
	2022	\$392,420
	2023	\$504,320
	2024	\$1,162,640
	Subtotal	\$2,677,733
Commute.org	2020	\$567,036
	2021	\$524,611
	2022	\$572,353

Alternative Congestion Relief Categories	Fiscal Year	Budget
	2023	\$578,400
	2024	\$0
	Subtotal	\$2,242,400
Total		\$4,920,133

PEDESTRIAN AND BICYCLE FUNDING

Fiscal Year	Budget
2020	\$2,730,000
2021	\$2,400,000
2022	\$2,894,866
2023	\$3,248,160
2024	\$3,487,920
Total	\$14,760,946

B-1-2 INVENTORY OF LISTED PROJECTS

CALTRAIN

Project / Programs	Funds Awarded	Status
Caltrain Operations	\$15,200,000	Programmatic
Caltrain Capital Programs	\$22,700,000	Programmatic
Atherton Station Closure	\$4,100,000	Construction (CON) is expected to be completed mid-2024
South San Francisco Station	\$23,000,000	The CON phase was completed December 2020.
Total Funds Awarded	\$65,000,000	

SHUTTLE SERVICE

Fiscal Year	Number of Shuttles Funded
FY 2019-2020	33
FY 2021-2022	28
FY 2023	28 (Funding extended to FY 2021-2022 shuttles due to COVID-19)
FY 2024-2025	24
Total Shuttles Funded	113

FY 2024-2025 ACTIVE SHUTTLE ROUTES

Route Name	City	Sponsor
Brisbane-Bayshore Caltrain	Brisbane	Commute.org

Route Name	City	Sponsor
Brisbane Crocker Park	Brisbane	Commute.org
Burlingame Bayside	Burlingame	Commute.org
Burlingame Point	Burlingame	Commute.org
Daly City Bayshore	Daly City	Daly City
Daly City Seton	Daly City	Commute.org
Foster City Commuter	Foster City	Commute.org
Hillsdale Caltrain Commuter	Foster City	Commute.org
Millbrae Burlingame Commuter	Millbrae, Burlingame	Commute.org
North Foster City	Foster City	Commute.org
One Tower Place	South San Francisco	Commute.org
Oyster Point BART	South San Francisco	Commute.org
Oyster Point Caltrain	South San Francisco	Commute.org
Oyster Point Ferry	South San Francisco	Commute.org
Redwood City Midpoint	Redwood City	Commute.org
Redwood LIFE Caltrain	Redwood City	Commute.org
Seaport Centre	Redwood City	Commute.org
SKY - Skyline College Express	San Bruno	San Mateo County Community College District
South City Shuttle	South San Francisco	South San Francisco
Utah-Grand BART	South San Francisco	Commute.org
Utah-Grand Caltrain	South San Francisco	Commute.org
Utah-Grand Ferry	South San Francisco	Commute.org
Willow Road	Menlo Park	Menlo Park
South City Shuttle - West	South San Francisco	South San Francisco

FERRY PROJECTS

Project	Funds Awarded	Sponsor Updates
Redwood City Ferry Project	\$3,660,000	<ul style="list-style-type: none"> - The Feasibility Study was completed in October 2020 - The Business Plan was allocated \$160,000 in April 2021 and completed in April 2022 - Preliminary Engineering and Environmental phase (PE/ENV) were allocated \$3.5M in June 2022 - Expected to be completed by June 2025

Project	Funds Awarded	Sponsor Updates
South San Francisco Second Ferry Terminal Project	\$350,000	<ul style="list-style-type: none"> - The feasibility study and pre-environmental phase was allocated \$350,000 in July 2020 - Expected to be completed by June 2025
Total Funds Awarded	\$4,010,000	

HIGHWAYS

CFP Cycle	Sponsor	Project	Funds Awarded	Phase Funded/ Status
2021	Redwood City	U.S. 101 / Woodside Road (SR 84) Interchange Project	\$50,000,000	CON
	San Carlos	US 101/ Holly Street Interchange and Pedestrian Overcrossing Project	\$10,250,000	Cancelled Spring 2023
	TA and C/CAG	US 101 Managed Lanes Project North of I-380	\$11,323,000	PS&E
	TA and C/CAG	US 101/ SR 92 Direct Connector Project	\$10,200,000	Project Approval/ Environmental Documents (PA/ED)
2023	Redwood City	US 101/ Woodside Road (SR 84) Interchange and Port Access Project	\$78,861,000	<ul style="list-style-type: none"> - Right-of-Way (ROW) (\$5.4M) - CON (\$73.461M)
	TA and C/CAG	US 101/ SR 92 Area Improvements	\$12,107,000	CON
	TA and C/CAG	US 101 Managed Lanes Project North of I-380	\$21,500,000	<ul style="list-style-type: none"> - PA/ED (\$2.15M) - PS&E (\$19.35M)
Total Funds Awarded			\$194,241,000	

Projects Completed & Closed-out:

- Route 1 Safety & Operational Improvements Project (Wavecrest Road - Poplar Street) (Half Moon Bay)
- Railroad Avenue Extension Project (South San Francisco)
- San Pedro Creek Bridge Replacement Project (Pacifica)

Projects nearing completion and in final stages of construction or landscaping:

- U.S. 101 / Broadway Interchange Project (Burlingame)
- U.S. 101 / Willow Interchange Project (Menlo Park)
- U.S. 101 Express Lanes Project (Previously the U.S. 101/ Managed Lanes Project) (TA and C/CAG)
- Highway 92 / El Camino Real Interchange Project (City of San Mateo)

GRADE SEPARATION

Project	Funds Awarded	Status	Estimated Phase Completion
25th Avenue Project (San Mateo)	\$23,800,000	CON	Completed 2021
Broadway Project (Burlingame)	\$3,325,000	PS&E	September 2024
South Linden Avenue/Scott Street (South San Francisco/San Bruno)	\$4,950,000	PA/ED	May 2025
Whipple Avenue (Redwood City)	\$301,000	PLAN	July 2021
Total Funds Awarded	\$32,376,000		

ALTERNATIVE CONGESTION RELIEF

Sponsor	Project/ Programs	Funds Awarded	Status	Estimated Completion
San Mateo (City)	101/92 Mobility Hub and Smart Corridor Concept Plan	\$255,000	PLAN	July 2024
City/County Association of Governments (C/CAG)	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	\$255,000	PLAN	July 2024
Commute.org	Operations & TDM Monitoring	\$2,964,000	Programmatic	
San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA)	Express Lane JPA Equity Program	\$400,000	Programmatic	
San Mateo County Transportation Authority (TA)	County TDM Monitoring Program	\$500,000	Programmatic	
Total Funds Awarded		\$4,374,000		

PEDESTRIAN AND BICYCLE

CFP Cycle	Sponsor	Project	Funds Awarded	Stage Funded/ Status
2020	Burlingame	California Drive Bicycle Facility	\$800,000	CON
	Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	\$1,130,000	CON
	San Bruno	Huntington Bikeway and Pedestrian Safety Project	\$2,000,000	PA/ED, PS&E, ROW, CON
	Redwood City	El Camino Real Corridor Safety Project	\$300,000	PA/ED, PS&E
	San Mateo (City)	Hillsdale Caltrain Station Bicycle Access Gap Closure	\$153,000	PLAN, PA/ED, PS&E

CFP Cycle	Sponsor	Project	Funds Awarded	Stage Funded/ Status
	Portola Valley	RRFB on Portola Road at Corte Madera Road	\$102,703	CON
2022	San Mateo (City)	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets	\$2,200,000	PA/ED, PS&E, CON
	South San Francisco	Junipero Serra Blvd and Westborough Blvd Pedestrian and Bicycle Improvements	\$450,000	Feasibility Study
	Belmont	Belmont Village Pedestrian and Bicycle Improvements	\$300,000	PS&E, CON
	Burlingame	California Drive Bicycle and Pedestrian Improvement Project	\$1,635,000	PS&E, ROW, CON
	Atherton	El Camino Real Complete Streets Gap Closure	\$550,000	Feasibility Study
	Colma	Serramonte Boulevard Bicycle and Pedestrian Improvement Project	\$1,846,500	PS&E, CON
	San Carlos	Holly Street-Highway 101 Interchange Project	\$1,000,000	CON
	Half Moon Bay	Pacific Coast Bikeway North	\$980,000	CON
	Hillsborough	Eucalyptus Pathway Project	\$389,000	Completed
	Brisbane	Santa Clara to Tulare Walkway	\$475,000	PA/ED, PS&E, CON
Total Funds Awarded			\$14,311,203	

Projects Completed and Closed-out

- Middlefield Road Class II Bike Lanes (Atherton)
- Enhanced Pedestrian & Bicycle Visibility Project (Daly City)
- Kennedy SRTS Project, Jefferson/Cleveland SRTS & Peninsula Bikeway Project, and Highway 101 Pedestrian and Bicycle Undercrossing (Redwood City)
- El Camino Real/Angus Ave Intersection Improvements and Transit Corridor Pedestrian Connection Project (San Bruno)
- Sunshine Gardens Safety and Connectivity Project (South San Francisco)
- San Carlos Ave Pedestrian and Bicycle Improvement Project (San Carlos)
- Class II & III Bike Facilities Project (East Palo Alto)
- 28th Ave Bike Boulevard Implementation Project (City of San Mateo)



- San Mateo Drive Pedestrian and Bicycle Improvement Project (City of San Mateo)
- Burlingame Station Pedestrian Improvements Project and California Drive Class IV Bikeway (Burlingame)
- Menlo Park Bike/Ped Enhancement Project (Menlo Park)
- Eucalyptus Ave Streetscape & SRTS Project (Hillsborough)

Status of Projects Funded Prior to FY 2020:

- Mission Street Streetscape Project (Daly City): PS&E, CON
- Pacific Coast Bikeway Connectivity Project North (Half Moon Bay), PA/ED, PS&E, ROW
- Haven Avenue Streetscape Project (Menlo Park): PA/ED, PS&E, CON

B-2 MEASURE W

B-2-1 FUNDING BY YEAR

TOTAL FUNDING

Funding Year	Funding Amount
2020	\$45,500,000
2021	\$40,000,000
2022	\$48,247,771
2023	\$54,136,000
2024	\$58,132,000
Total	\$246,015,771

OVERSIGHT AND STAFF SUPPORT

Fiscal Year	Budget
2024	\$697,584
TOTAL	\$697,584

LOCAL SAFETY, POTHOLE, AND CONGESTION RELIEF FUNDING

Local Safety, Pothole, and Congestion Relief Categories	Fiscal Year	Budget
Local Investment Share (10%)	2020	\$9,100,000
	2021	\$8,000,000
	2022	\$9,649,554
	2023	\$10,827,200
	2024	\$11,626,400
	TOTAL	\$49,203,154
Grade Separations (2.5%)	2020	\$2,275,000
	2021	\$2,00,000
	2022	\$2,412,389
	2023	\$2,706,800
	2024	\$2,863,001
	TOTAL	\$12,257,190
TOTAL		\$61,460,344

REGIONAL TRANSIT CONNECTION FUNDING

Fiscal Year	Budget
2020	\$9,100,000
2021	\$8,000,000

Fiscal Year	Budget
2022	\$9,649,554
2023	\$10,827,200
2024	\$11,452,004
TOTAL	\$49,028,758

COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS FUNDING

Countywide Highway Congestion Improvements	Fiscal Year	Budget
Transportation Demand Management (TDM)	2023	\$974,448
	2024	\$1,030,680
	TOTAL	\$2,005,128
Countywide Highway Congestion Improvements	2020	\$20,475,000
	2021	\$18,000,000
	2022	\$21,711,497
	2023	\$23,386,752
	2024	\$24,736,329
	TOTAL	\$108,309,578
TOTAL		\$110,314,706

BICYCLE AND PEDESTRIAN FUNDING

Fiscal Year	Budget
2020	\$4,550,000
2021	\$4,000,000
2022	\$4,824,777
2023	\$5,413,600
2024	\$5,726,002
TOTAL	\$24,514,379

B-2-2 INVENTORY OF LISTED PROJECTS

REGIONAL TRANSIT CONNECTIONS

Project / Programs	Funds Allocated	Status
RTC Plan	\$450,000	Programmatic

COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS

CFP Cycle	Sponsor	Project	Funds Awarded	Stage Funded/Status
2021	TA and C/CAG	US 101/ SR 92 Area Improvement Project	\$5,075,000	Specifications and Estimates (PS&E) and Right-of-Way (ROW), CON
	East Palo Alto	US 101/ University Avenue Interchange Improvements & Pedestrian Overcrossing	\$5,700,000	CON
	TA and C/CAG	Roadway facility improvements between Highway 101 and Dumbarton Bridge	\$4,500,000	Cancelled 2024
	Colma	El Camino Real Bike & Pedestrian Improvement Project	\$1,800,000	Project Study Report (PSR)
	San Mateo County	Moss Beach SR-1 Congestion & Safety Improvements	\$1,145,000	PSR
	Pacifica	Highway 1/ Manor Drive Overcrossing Project	\$2,700,000	PID and PA/ED
2023	Menlo Park	Willow Road Pedestrian and Bicycle Safety Improvements	\$3,750,000	- PS&E (\$450K) - ROW (\$25K) - CON (\$3.025M)
	East Palo Alto	University Avenue Grand Corridor	\$1,050,000	- PLAN (\$200K) - PA/ED (\$50K) - PS&E (\$750K)
	South San Francisco	US 101/ Produce Ave	\$2,700,000	PS&E
	Colma and South San Francisco	El Camino Real Bicycle and Pedestrian Improvement Project	\$2,295,000	PA/ED
	South San Francisco	J. Serra Blvd and I-280/ Westborough Blvd Interchange Project	\$1,486,790	- PID (\$459k) - PA/ED (\$978k)
	San Mateo County	Moss Beach SR-1 Congestion & Safety Improvements	\$3,531,000	PA/ED
	Half Moon Bay	Half Moon Bay Highway 1 Corridor Study	\$875,000	PLAN
	Millbrae	El Camino Real Corridor Multi-Modal Transportation Plan	\$1,530,000	- PLAN (\$1,080,000)

CFP Cycle	Sponsor	Project	Funds Awarded	Stage Funded/Status
				- PID (\$400K)
Total Funds Awarded			\$38,137,790	

TRANSPORTATION DEMAND MANAGEMENT

	Sponsor	Projects and Programs	Funds Awarded	Stage Funded/Status
2022 CFP Cycle	Half Moon Bay and County of San Mateo	Midcoastside TDM Plan	\$200,000	PLAN
	Burlingame	Citywide TDM Plan	\$100,000	PLAN
	Redwood City	Bicycle Parking Guidelines	\$72,000	PLAN
	Redwood City	TMA Feasibility and Implementation Study	\$100,000	PLAN
	Commute.org	JUHSD Workforce Housing TDM	\$83,000	PLAN
	Half Moon Bay	Pedal for a Purpose E-Bicycle Pilot Program	\$200,000	Non-Infrastructure
	Colma	Rideshare Voucher Program	\$67,500	PLAN
	Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvement	\$162,000	PS&E
	Brisbane	Commuter Shuttle Stop Improvement Project	\$200,000	CON
	Hillsborough	Eucalyptus Pedestrian Pathway Project	\$200,000	Completed October 2023
	Redwood City	Essential Wheels E-Bike Loaner Program	\$200,000	Non-Infrastructure
	Burlingame and Millbrae	Burlingame and Millbrae Bicycle Sharing Program	\$400,000	Non-Infrastructure
	Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvement	\$200,000	CON
	Burlingame	California Drive Congestion Management Video Detection Project	\$144,200	CON
Daly City	Westmoor Ave and Westbridge Ave Intersection Quick Build	\$168,000	PS&E, CON	

Sponsor	Projects and Programs	Funds Awarded	Stage Funded/ Status
Total Funds Awarded		\$2,496,700	

BICYCLE AND PEDESTRIAN AND BICYCLE

	Sponsor	Project	Funds Awarded	Stage Funded/ Status
2020 CFP Cycle	Redwood City	Hopkins Avenue Traffic Safety Implementation	\$1,200,000	CON
	Burlingame	Burlingame Station Pedestrian Improvements	\$600,000	Completed
	San Mateo County	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	\$700,000	PA/ED, PS&E
	Daly City	John Daly Boulevard/Skyline Boulevard Pedestrian Connection Project	\$620,800	PS&E, CON
	Portola Valley	RRFB on Alpine Road at Golden Oaks Drive	\$58,226	ROW, CON
	Daly City	Vision Zero Community Outreach Program	\$50,000	Programmatic
	Belmont	Ralston Avenue Corridor Project - Segment 3	\$1,000,000	Completed
2022 CFP Cycle	Redwood City	Redwood Avenue Pedestrian Improvements	\$2,000,000	CON
	Menlo Park	Middle Avenue Complete Streets project	\$1,215,000	PS&E, CON
	San Mateo County	Alameda de las Pulgas Complete Street Project	\$2,000,000	CON
	San Mateo County	Santa Cruz Avenue Complete Street Project	\$2,000,000	CON
	Redwood City	Access to Downtown Bikeway Corridors	\$615,000	PA/ED, PS&E
	East Palo Alto	East Bayshore Road Pedestrian Improvements Project	\$400,000	PLAN, PA/ED, PS&E
	Colma	Design of El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)	\$603,000	PS&E
	Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	\$583,504	PS&E, CON

	Sponsor	Project	Funds Awarded	Stage Funded/ Status
	Daly City	Lake Merced Blvd Street Reallocation and Bicycle Lane Study	\$498,750	PLAN, PS&E, CON
	Burlingame	Occidental Avenue Bike and Ped Improvement and Traffic Calming Project	\$435,000	PS&E, CON
	Burlingame	South Rollins Road Traffic Calming Project	\$440,000	PS&E, CON
	San Mateo County	Alpine Road Corridor Improvement Project	\$990,000	PID
	South San Francisco	ECR Master Plan	\$100,000	PLAN
	Daly City	Daly City Vision Zero Design Standards	\$65,000	PLAN
	Redwood City	Vision Zero Programs	\$100,000	PLAN
SRTS		Four Calls for Projects - 48 projects awarded	\$381,762	Programmatic
		Walking audits at 8 schools	\$100,000	Programmatic
Total Funds Awarded			\$16,756,042	

C. EXISTING CONDITIONS

C-1 COUNTY DEMOGRAPHIC DATA SOURCES

U.S. Census Bureau and American Community Survey (ACS)

Data from the U.S. Census Bureau characterize San Mateo County's modal split by vehicle type and travel mode (e.g. walk, drive alone, bus) as their primary means of transportation throughout San Mateo County.

Highway Performance Monitoring System (HPMS)

The Highway Performance Monitoring System (HPMS) Public Road Database is a federally mandated planning and inventory assessment tool that assesses the functionality of freeways to provide information to state and federal legislators. Caltrans retrieves and publishes California subsets of the HPMS database on an annual basis, which is further disaggregated to represent data at a countywide level. For the purposes of this report, data from the HPMS will be used to evaluate Daily Vehicle Miles Traveled (VMT) from 2017 to 2022.

C/CAG Travel Demand Model

The City/County Association of Governments of San Mateo County is mandated by congestion management program legislation to produce a countywide Travel Demand Model, used to project future transportation conditions, predict the needs of transportation projects, and identify the effectiveness of transportation infrastructure improvements. The Travel Demand Model compares existing (2024) and future (2040) conditions, identified for each Traffic Analysis Zone (TAZ) defined within the boundaries of San Mateo County.

At a geographical level, projections for change in population will be measured by the predicted increase or decrease of persons per acre within each TAZ. The Travel Demand Model also outputs a projected change in jobs, resulting in a spatial analysis of the difference in the number of jobs, between 2024 and 2040, existing or predicted by the TDM to exist in each TAZ within the County.

San Mateo County Open Data Portal

The County of San Mateo maintains an active and regularly updated database of several demographic, economic, environmental, and transportation related indicators that can be used to assess existing conditions throughout the County. For the purposes of this report, year-to-date transit ridership data from the data portal are used to enumerate yearly ridership comparisons of SamTrans bus, commuter shuttle, and paratransit services. Since SamTrans connects to additional transit services that operate within or near the County, such as Caltrain and BART, additional ridership data from connecting transit services will be referenced in relation to SamTrans operations within the County.

Streetlight

Streetlight is a data analytics tool that uses location-based data to characterize and model transportation characteristics at a community level. Outputs from the software will be used to compare pre- and post-pandemic trends along San Mateo County highway corridors to evaluate updated changes in traffic along roadways.

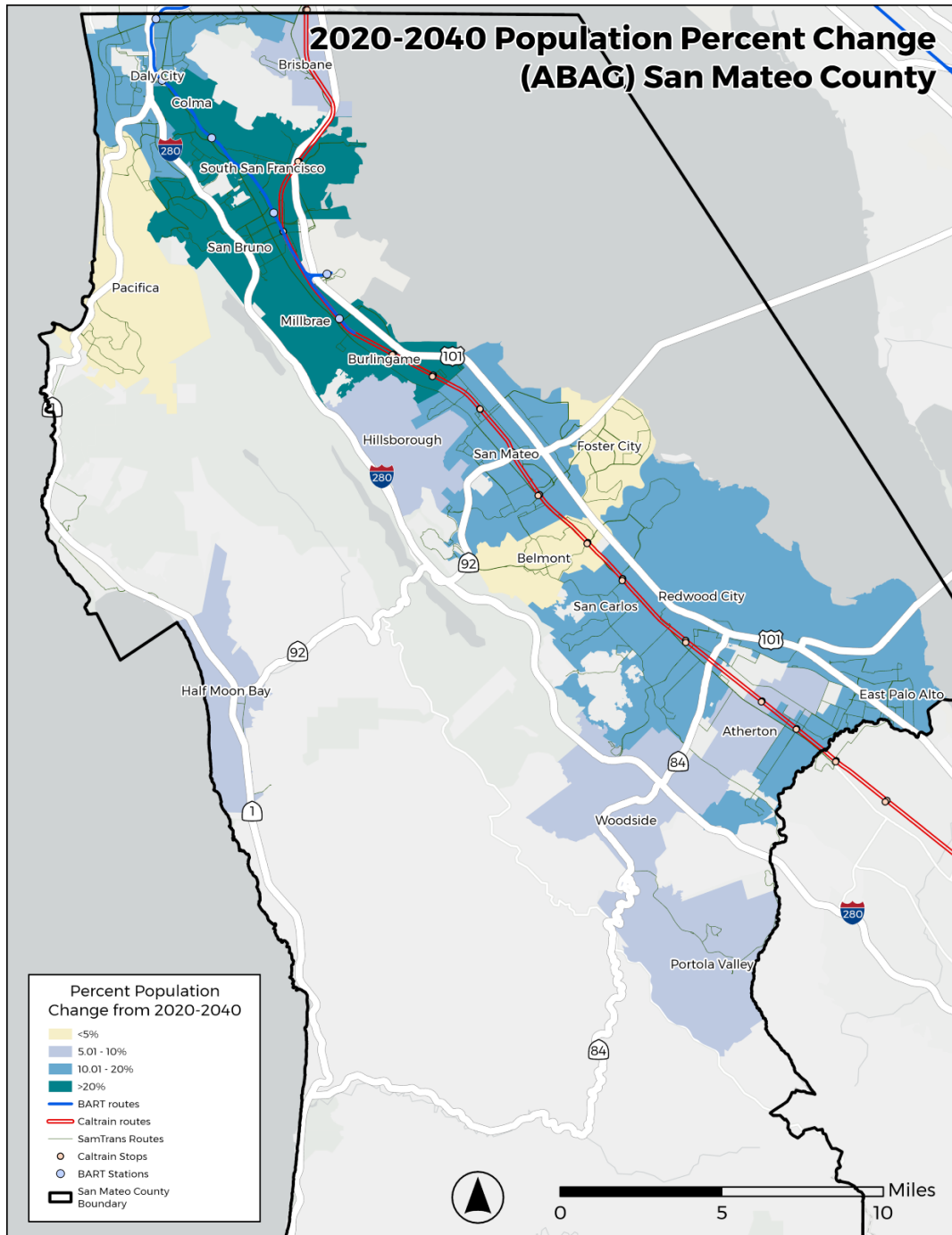
Replica

Replica is a widely used data analytics tool that is used to visualize indicators related to transportation and the built environment. Exported outputs from Replica are used to model daily San Mateo County trips, aggregated by trip distance. The results of this model present an overview of the travel patterns typically followed by San Mateo County residents.

C-2 TOTAL DAILY TRIPS

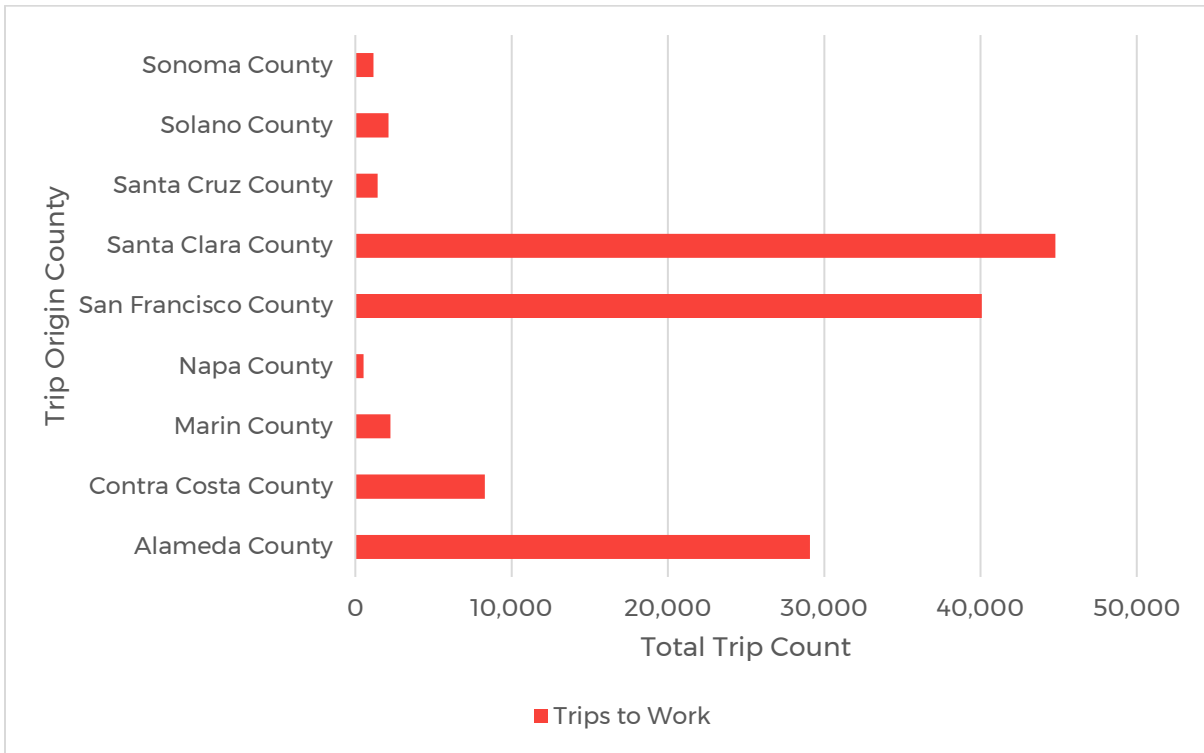
The figure below uses 2020 Census Data as baseline and Association of Bay Area Governments (ABAG) 2040 projections to visualize the projected change in population of census-designated cities and towns. Please note that changes in population in unincorporated areas are not included.

2020-2040 Population Percent Change in Urbanized Areas of San Mateo County



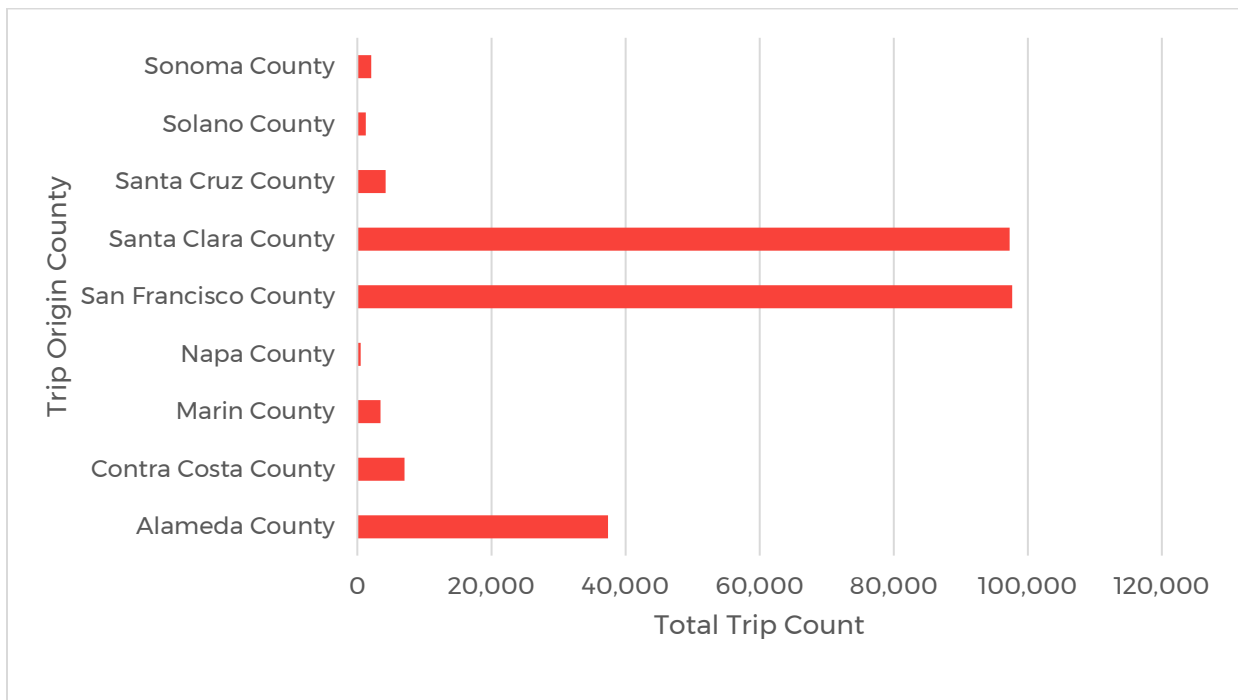
Source: 2020 Decennial Census, 2040 Projection from Association of Bay Area Governments

Trips to Work in San Mateo County from Outside the County



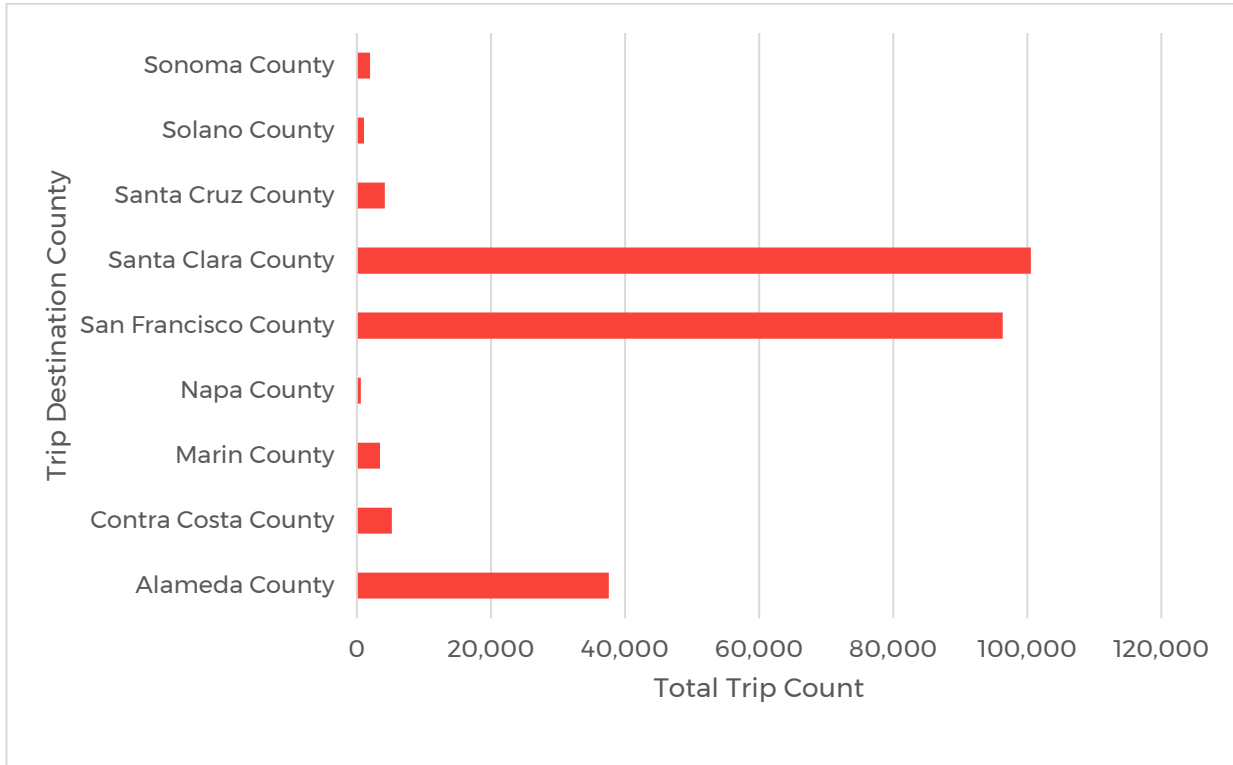
Source: Replica, 2022

Trips Through San Mateo County by Trip Origin



Source: Replica, 2022

Trips Through San Mateo County by Trip Destination



Source: Replica, 2022

C-3 VMT DATA

Vehicle Miles Traveled (VMT) is a metric of vehicle traffic that measures the number of miles traveled by automobiles over a given period and region. VMT is shown below for each incorporated city in San Mateo County, between 2017 and 2020 to indicate fluctuations in the County's travel patterns.

Year	2017	2018	2019	2020	2021	2022
Count [1000's]	18,793.99	19,287.56	20,121.68	15,476.17	15,229.18	15,693.72

Source: California Highway Performance Monitoring System (HPMS) Data, 2017-2022

VMT (Thousands)						
Jurisdiction	2017	2018	2019	2020	2021	2022
Atherton	99.96	105.46	130.68	105.69	90.38	61.64
Belmont	192.43	186.13	222.90	134.79	115.91	81.88
Brisbane	133.82	132.74	154.05	53.57	91.77	65.59
Burlingame	276.17	275.56	329.05	170.14	201.27	152.52
Colma	70.44	70.67	88.53	76.43	100.34	75.69
Daly City	460.13	446.95	450.85	292.32	308.74	232.16
East Palo Alto	137.51	108.36	128.14	78.14	75.98	86.48
Foster City	148.22	141.82	164.58	212.70	173.31	152.57
Half Moon Bay	51.25	41.28	44.37	27.07	25.47	18.57
Hillsborough	95.13	94.01	89.00	72.30	64.21	48.98
Menlo Park	316.55	297.97	332.25	135.89	148.71	107.36
Millbrae	182.62	162.00	197.86	82.85	106.38	84.27
Pacifica	268.39	264.12	313.01	235.23	230.38	175.34
Portola Valley	163.48	138.78	153.31	37.25	35.48	30.86
Redwood City	566.46	567.64	688.41	441.74	417.94	324.59
San Bruno	220.23	189.32	195.08	99.48	97.80	71.96
San Carlos	313.15	312.42	366.77	184.06	136.75	128.21
San Mateo	667.53	634.62	765.08	543.74	847.84	556.03
South San Francisco	446.99	444.15	535.55	563.99	464.75	351.23
Woodside	77.28	79.10	96.60	70.19	73.00	54.66
State Highways	13,154.58	13,885.87	13,864.77	11,222.30	10,818.02	12,372.54

Source: California Highway Performance Monitoring System (HPMS) 2017-2022

D. OUTREACH AND ENGAGEMENT



Strategic Plan Update (2025-2029)

The San Mateo County Transportation Authority (TA) updates its Strategic Plan every five years to provide a policy framework for the implementation of the local transportation sales taxes known as Measures A and Measure W. The current Strategic Plan (2020-2024) is set to expire by the end of this year.

As part of the Strategic Plan 2025-2029 development process, we are reevaluating how we prioritize funding for projects proposed by project sponsors (such as the county, cities, or transit agencies) and establish future actions that the TA can help support or lead over the next five years.

Project Overview

The Strategic Plan is a five-year plan that identifies the policies, procedures, and methods for effectively administering funds generated from Measure A and 50 percent of funds from Measure W.

The goal of the Strategic Plan update is to ensure funding is aligned with community needs and evolving priorities and facilitate efficient and impactful resource allocation. Community and stakeholder input will help shape how funding is given out and where the TA should focus its resources next five years.

Why is the TA updating its Strategic Plan?

The Strategic Plan update is a chance for the TA to look back on achievements in six key funding areas covered by Measure A and W. These funding areas include:



The TA is excited to work with agency committees, county partners, cities, towns and the public to learn how to prioritize funding allocation, expedite the administration of funds, and how to improve technical assistance offerings for project implementation.

Timeline

April - May 2024

Travel Patterns & Needs Assessment
Review of Strategic Plan 2020-2024 Progress

Phase 1

June - July 2024

Financial Projection Updates
Policy Update Recommendations

Phase 2

August 2024

Evaluation Criteria Recommendations
Program Administration, Technical Assistance, & Monitoring Recommendations

Phase 3

Sep. - Dec. 2024

Create the Admin and Public Review Draft
TA Board Adoption

Phase 4

GOALS

The 2025-2029 TA Strategic Plan aims to improve transportation in San Mateo County through the following objectives:

- » **Project Evaluation:** Asses the progress of funded and completed projects from 2020-2024 and highlight notable achievements.
- » **Stakeholder Engagement:** Ask stakeholders and city/town sponsors for input on how to improve internal processes, how to support partner agencies, and plan for technical assistance.
- » **Community Engagement:** Ensure public input and priorities are reflected in the project funding programs.
- » **Optimize Grant Funding:** Ensure evaluation criteria for projects are strategically aligned with state and federal funding opportunities.
- » **Integration of Planning Policy:** Integrate individual planning initiatives, such as the Short-Range Highway Plan and Alternative Congestion Relief/Transportation Demand Management Plan into a cohesive Strategic Plan for San Mateo County.

What is Technical Assistance?

Technical assistance provided by the TA is intended to advance sponsor project delivery by:

- » Offering technical trainings for local jurisdictions such as Complete Streets best practice workshops;
- » Providing TA staff and consultant support to lead projects on behalf of local jurisdictions when staffing needs arise or multijurisdictional coordination is required; and,
- » Obtaining grant funds to help sponsors better leverage Measure A and W funds.

Stay Informed

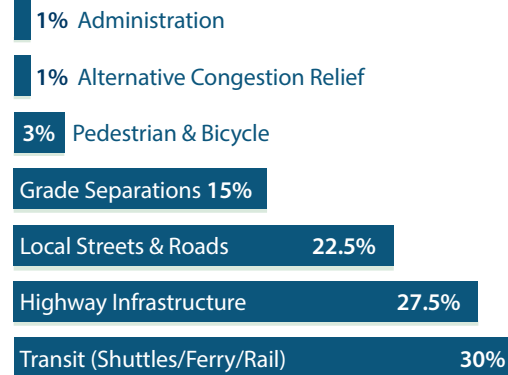
We want to hear from you! Visit our website or follow us on one of our social platforms for the latest updates.

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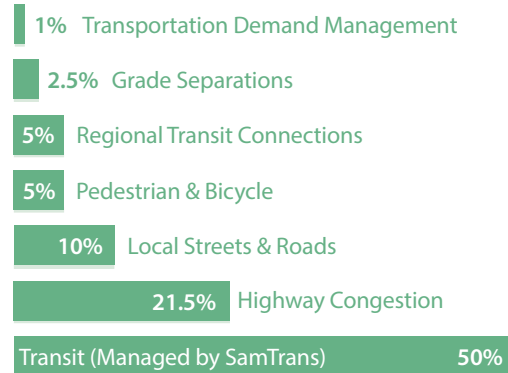
How Are Funds Used Today?

The charts show how Measure A and Measure W funds are currently allocated. While the allocations cannot be changed during the Strategic Plan update process, the funding categories helps to provide insights on the available budget.

Measure A (2009-2033)



Measure W (2019-2049)



D-2 TALLY OF MEASURE A/W GOAL PRIORITIZATION

The following document details results from early engagement with representative committees of SMCTA and their partner agency, C/CAG. The thematic analysis is reflective of input received from the following channels:

- SMCTA Board Kick-off – March 7, 2024
- SMCTA SAG and TAC Presentation – April 4, 2024
- SMCTA SAG and TAC Survey
- C/CAG TAC Survey

KEY THEMES

- **Overall Satisfaction** – Largely, stakeholders have indicated satisfaction with the amount of funding delivered to sponsors and the technical assistance provided to implement projects.
- **Support for Small and Coastal Communities** – Stakeholders emphasized the importance of distributing funds and providing technical assistance to small communities, coastal communities, and sponsors that are located along county borders.
- **Educational Opportunities** – Stakeholders have appreciated and would enjoy more educational opportunities such as webinar series on complete streets and bicycle and pedestrian facilities.
- **Equity** – Continue to prioritize underserved and underrepresented communities but be cautious about creating an disadvantaging communities that don't have significant equity priority communities.
- **Geographic Distribution** – Continue to distribute funds evenly amongst the county.
- **Climate Change** – Invest in projects that have measurable impacts on GHG reductions, encourage drivers to use alternate modes and build resilience.

BIGGEST ACCOMPLISHMENTS

- Technical assistance.
- Responsiveness to questions.
- Diversification of projects.
- Amount of funding delivered to sponsors, and amount of money in coffers.
- Greater competitiveness amongst smaller communities for project funding.

BIGGEST OPPORTUNITIES

- Determine ways to get money into the hands of sponsors more quickly.
- Streamline processes for technical assistance.
- Streamline contracting mechanisms by grouping projects of similar types under one procurement.
- Maximize opportunities for flexibility within the Strategic Plan.

EQUITY

- Emphasizing equity can negatively impact the competitiveness of some communities with smaller equity populations.
- Continue to consider the equitable distribution of funds by geography.
- Continue to fund projects at county borders and along the coast.
- The definition of equity should be clarified. Serving underrepresented communities is a different goal than distributing funds amongst geographic communities.
- Continue to work with CBOs, host pop-up events and provide translation and interpretation.
- Partner efforts with other agencies like the Air Quality District.
- Investigate the diversity of contractors and the TA itself.
- Consider a committee that could serve in the capacity of advising on issues of diversity and equity.

TECHNICAL ASSISTANCE

- Particularly important for small and coastal communities.
- Determine who isn't applying for funding and engage them in conversations.
- Continue hosting educational webinar series.
- Provide technical assistance related to complete streets.

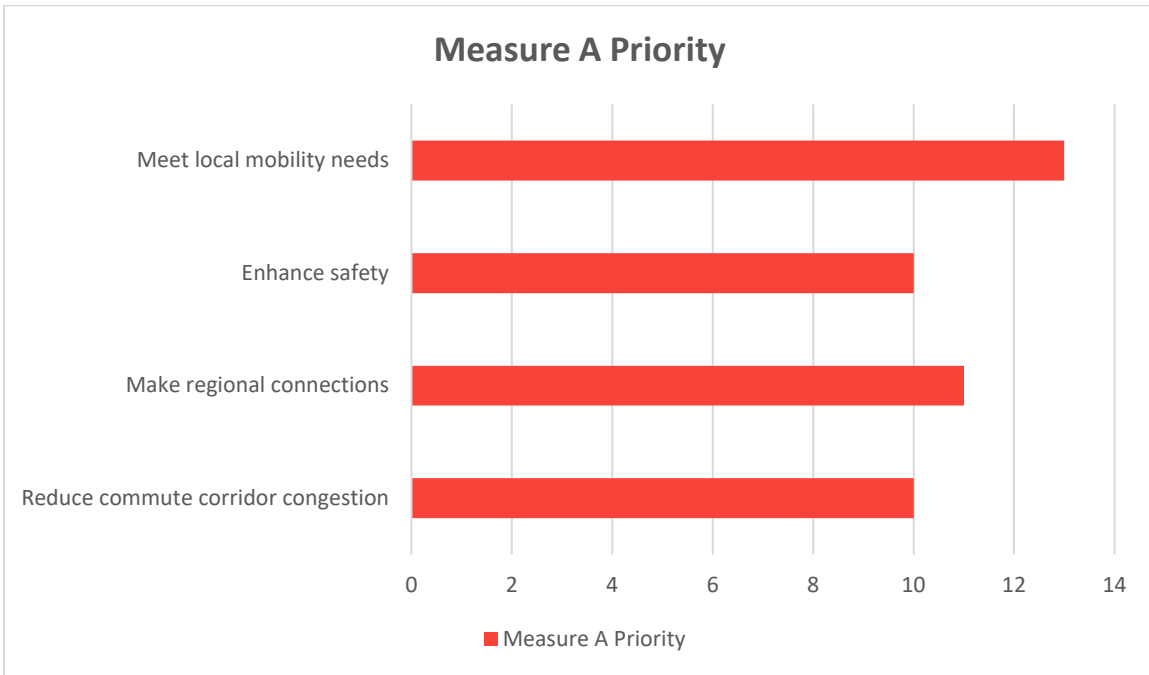
COUNTYWIDE SIGNIFICANCE

- Determine a factor of measurability for GHG reduction.
- Consider a dollar value threshold.
- Consider the number of partners.
- Focus on areas of higher density affordable housing.
- Focus on projects adversely impacted by climate risks.
- Consider projects that would reduce car trips.

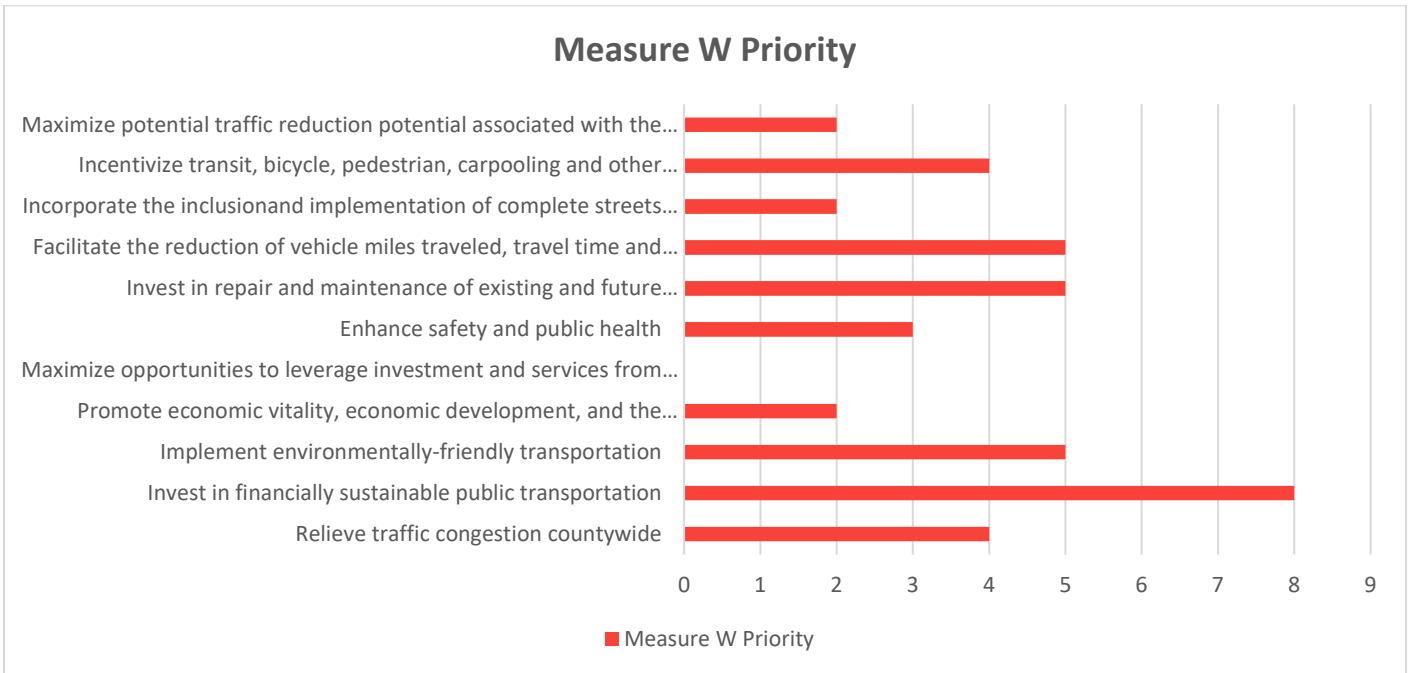
ADDITIONAL CONSIDERATIONS

- Consider the impact of the Bay Area Transit tax in 2026.
- Increase funding caps for multi-jurisdictional projects.
- Contemplate a strategy for tax measure reauthorization.
- Continue to implement creative financing processes as projects become more expensive.

MEASURE A PRIORITY



MEASURE W PRIORITY



D-3 TALLY OF TOP 5 PROJECT PRIORITIZATION

The following table summarizes the Priority Project Types for the Next Five Years as voted on by the TA Board of Directors and TA CAC. Top five project priorities are bolded. Additional written in prioritizations included:

- Electrification strategy and incentivizing EVs, EV Shuttles, Caltrain, etc.
- Improvements to Dumbarton Rail
- Cross county speed cameras at red light signals
- Requirements of highway projects to include 20% bike infrastructure for safety

Category	Project Types	Aggregated Votes
Pedestrian & Bicycle Program	Low-cost quick build/rapid implementation	6
	Transformative all ages and abilities corridor enhancements	4
	Safety and spot improvements	2
	Encouragement and educational programs	2
	Safe Routes to School	7
	Master & corridor planning	4
	Gap closures	1
Highway Program	Interchange safety and operational enhancements	0
	Multimodal arterial highway corridors	0
	Managed lanes	0
	Pedestrian and bicycle freeway crossings	7
	Intelligent Transportation Systems & communication upgrades	2
	Corridor safety & operational improvements	2
Grade Separations Program	Pipeline Project Completion	2
	Planning for future projects	2
	Corridor planning	5
ACR/TDM Program	Intelligent Transportation Systems/Signal Synchronization	0
	Shared Autonomous Vehicles Pilots	2
	Mobility Hubs & Transit Stop Improvements	2
	Transit passes and subsidies	3
	Micromobility programs and e-bike subsidies	2
	Transit access, crossings, and safety improvements	3
Transit Program	Transit Operations Support	4
	Express Buses	1
	Ferry Terminals	0
	Station Upgrades & Mobility Hubs	3
	Major corridor speed and reliability projects	1

Category	Project Types	Aggregated Votes
	Caltrain Capital & Special Projects	3
	Paratransit	0
	Local Shuttles	4
Local Streets & Roads Program	Maintenance & Repaving Project	8
	ADA Curb Ramps	0
	Traffic Signal & Sign Maintenance	0

D-4 STAKEHOLDER INTERVIEW OVERVIEW

1. Caltrain Planning

October 10, 2024

Dahlia Chazan - Caltrain Chief of Planning

Overview and look ahead of next 5 years. TA should add a slide about why we are updating the Strategic Plan and its relevance to Measures A & W.

What are ways SMCTA and Caltrain can continue to stay in the loop and build on our practices, especially on the planning slide? Procedural answer - working on finalizing CIP which expresses Caltrain's initiatives to others and can work together on implementation grant strategy for CIP. From Planning perspective that has key aspects, we will see funding for planning work. Planning is also taking lead on CIP itself. Perhaps a quarterly check-in on CIP would make sense?

There was interest in Caltrain having system scale/3 county scale planning documents to say ok we've prioritized station improvements, station access, EV charging, etc. up and down the corridor. How can we apply competitively as they come up? As anticipated, we experienced some challenges about 3 different counties with different rules.

The small group may not want to meet with all 18 of us at Caltrain, but perhaps it could be ongoing as part of the CIP?

Loves the CBO bench. In the past, it has not been clear about whether we get them gift cards or how we pay them. We don't have as much engagement in immediate terms, but want to say big thumbs up.

Technical trainings: think it'll benefit TA for jurisdictions embarking on grade crossings; important for jurisdictions to have realistic view of the process.

Potential funding opportunities - we are striving to get more organized; need to bolster our grants side - coordinating more and thinking ahead of what programs make sense to structure our work plans to line up.

Caltrain used to just be internal funds transfers with no documentation and have been cleaning things up.

Caltrain has been trying to spend down old money of which we don't have agreements.

Would like to see and support something like highlights of SMCTA funded Caltrain projects - top 5 things we did over the last 5 years because Caltrain does want to help.

2. Caltrain Real Estate

October 14, 2024

Li Zhang, Chief of Commercial & Business Development

Robert Barnard, Chief, Rail Design and Construction

They're involved in the process of RFP for on call planning and engagement.

Involvement through the process - they would want to know what is actually being included and don't want to slow down the process too much.

Grade separations have been first come first serve for the most part; it would be helpful for earlier, coordinated planning.

Would appreciate more coordination at the corridor scale about being more strategic; one corridor one voice.

They have really appreciated the set up quarterly meetings to get everyone in order.

Staff training events will definitely be helpful.

Overall, appreciates the communication between TA and Caltrain.

3. Half Moon Bay

October 14, 2024

Matthew Nichols, Public Works Analyst

Helen Wolter, Sustainability Analyst

Overall, Half Moon Bay has had a positive experience working with the TA and has found the team to be very responsive

The \$200,000 grant put Half Moon Bay in a tough position for contractors. It is a bit too small to be taken seriously. There were a few hiccups with the contractor. There have been discussions around whether contractors assigned Half Moon Bay less seasoned staff because it is a smaller contract.

They suggested a funding system in which local cities can access additional money for implementation upon successful completion of a plan. There are plans that require feasibility and/or implementation studies, and it can be difficult to find the funding for this. Plans that end up sitting on the shelf don't help anyone. It would be helpful to have funding for next steps once a plan is written.

The e-bike situation is something that takes up time for Half Moon Bay. On the state level, the legislation is changing so quickly that it can be hard for local jurisdictions to keep track of e-bike policies. Some assistance mitigating that would be helpful.

Technical assistance workshops would be appreciated.

Workshops getting into the details of implementing alternative transportation would be helpful. Half Moon Bay has questions like: What are best practices for bike parking? How do you convert car parking to bike parking?

There are no best practices standards for EV parking in San Mateo County. There are great examples from Sonoma and Contra Costa Counties' EV parking strategies.

Parking management and curbside management workshops would be helpful. The downtown business district is very anti-parking management. The Coastal Commission has also played a role in limiting parking management. Helen believes the congestion due to lack of parking is blocking access.

The TA is transitioning all grant applications to the eCivis platform. This will streamline the grant process so that all funding agreements, notifications, and documentation will be in the same place

Ped/Bike and ACR/TDM grants: The Ped/Bike program was oversubscribed. It was great that the TA let the City know to transition to ACR/TDM. The applications were similar enough that it wasn't a huge lift to apply. Keeping grant applications relatively similar makes it easier for cities to apply.

They suggested the idea of cities applying for funding for a specific project, and then the TA determining which grant application the project falls under on the back end.

They appreciate the Grand Boulevard Initiative relaunch and are excited for bike lanes on El Camino Real.

The coast is sometimes overlooked by the TA: Suggestion for an east/west connection program across the Peninsula. The ACR/TDM grant program has small coastal and mid/large buckets. The TA is looking to apply this type of categorizing to other funding programs so that the smaller cities are not overlooked.

4. Commute.org

October 14, 2024

John Ford, Executive Director

Carmen Chen, TDM Program Manager

Emma Shlaes, TDM Program Manager

Discussion of setting aside \$200,000 to help some of the cities.

General consensus that it would lead to better leverage some of the funding.

They like the CBO bench as a one stop shop.

Geographic area - having one public engagement cycle.

Thinks staff continued support will help, especially with equity being a larger focus in the future.

Call for Projects - grant management platform part of next 5-year plan for all applicants.

Suggestion: people still have difficulty understanding what ACR TDM: maybe some testimonials or project examples.

ACR TDM easier than bike/ped funding.

C/CAG didn't renew streetlight in August; didn't apply - not totally clear for many the role of C/CAG vs TA.

Maybe TA can provide some support on parking management and curb space management.

5. East Palo Alto

October 14, 2024

Batool Zaro, Senior Engineer

Mirza Anwarbeg, Engineer

East Palo Alto has participated mostly in Bike/Ped call for projects.

They noted that the TA team has been really helpful with submitted applications.

Consolidated software would help keep track of them a little better.

Trainings are really helpful.

Having grant application support for RM 3 made a huge difference for them.

Grant management platform would be easier to track.

Thinks the CBO bench could be helpful with engagement on projects, also potentially go door to door canvassing on behalf of projects or getting notices out or scheduling meets.

6. Silicon Valley Bicycle Coalition

October 14, 2024

Matt Jones - Policy Director

Matt is relatively new so doesn't have too much to speak on the relationship with the TA, but for the most part feels that it's been pretty good working together.

ECR technically a highway - can make it more bike/ped friendly.

Biking - improve crossings that can accommodate cyclists better, freeways; rail stations, Bay trail.

Advocate for protected infrastructure.

Programs like shared bike service.

RTC just adopted for micromobility for more funding.

7. Caltrans

October 15, 2024

Jacob Buffenbarger, Transportation Planner

Janani Thiagarajan, Associate Planner

Trisha Tran, Associate Planner

They cover various cities and with SMCTA and SamTrans supporting the cities, it would help people get on the same page.

Highlighted the relaunch of GBI being a good example for coordination.

Thinks coordination will be good, especially to piggyback on plans - take that directly and put into our CNCP.

Caltrans feels pretty in the loop about TA projects and commented that TA has really good communication, especially compared to some of their other jurisdictions.

Jacob believes we're similarly aligned in wanting projects that reduce VMT and SOV and that promote bike/ped.

Policy level - highway program coming out of Planning should qualitatively assess TA staff to support.

When it gets to PID - maybe need to add something because we didn't identify it earlier.

No additional comments - just wanted to highlight that San Mateo County is a very involved county.

8. Safe Routes to School

October 15, 2024

Theresa Vallez-Kelly, SRTS Coordinator

Superintendents are stretched, walked audits to address some of the recommendations.

We encourage them to apply, especially if \$\$ will be doubled from TA but would need to go out and engage with the superintendents and principals.

Hard to do follow up actions after the walking audits.

It would be helpful to have more examples of how to use the funding.

Talking about success stories; here's how this funding has been used to make this improvement for example.

GEMS is pretty easy to use.

More safety for kids around schools - like the safe routes to school trainings.

Cities and schools don't talk to each other, Daly City and SSF are responsive to schools but not all the cities.

Trainings/partnerships between schools, walk audits can change from hearing firsthand.

Enjoy working with Patrick and the TA and excited for the potential for additional funds.
Can get temporary funding from C/CAG to see if things work; cycle 7 for funding later.
Would be cool if we could figure out a way to school travel fellowship or think of intersection.

9. South San Francisco

October 15, 2024

Matthew Ruble, Senior Civil Engineer

John Wilson, Associate Civil Engineer

Billy Gross, Principal Planner

Call for projects - helpful or more difficult for consolidation?

Working with the TA is a breath of fresh air compared to other organizations that provide grants. Ability to get on a call with someone or ask if this is the right fit is great. Changing out our project or meaningful impact - especially compared to other grants.

But application process is a little frustrating - it's in a word document and moving entry fields can be a little clunky which is just a technical thing.

Communication is excellent.

Mostly just used office hours.

Multi agency grant applications score better - so helping smooth some of those partnerships.

Grant tracking tool - just TA grants for now.

Some regional body could be a one stop shop to host all grants for transportation when they're due and effort levels.

C/CAG countywide transportation plan - 3-ish months.

TA's thoughts on transformative projects infrastructure vs quick build.

Hard projects - there are some missing links. For example, I need \$12 million compared to the easier quick builds so the projects remaining are usually the ones that are harder to tackle.

10. County of San Mateo

October 17, 2024

Joel Slavit, Senior Sustainability Specialist

Krzysztof Lisaj, Deputy Director of Engineer and Resource Protection

Tim Cheng, Senior Civil Engineer,

Chanda Singh, Senior Planner

Assuming best practice will be tailored based on project for technical trainings.

Trying to right size for each type of project.

Funding for Caltrans have master agreement then supplementary funds.

Has been really helpful to have Patrick available to answer questions about viability about projects.

Two different calls for projects made it a bit difficult.

Cost of a project doesn't change, regardless of small area or large area. If we have a project like a bike/ped and unincorporated community, would it not have the same opportunities as a larger jurisdiction? Answer: they all have the same maximum funding in each bucket. Increasing the maximum because they're getting more expensive across the board. Trying to give more dedicated funding streams.

Until they have cooperative agreement with Caltrans, hard to get anything from them.

Love the bike/ped trainings from 2022.

Sensitive to those issues.

Longer discussion in general about geographical equity vs social equity.

Opportunity for technical trainings for agencies and their roles.

11. SamTrans Planning

October 17, 2024

Cassie Halls, Manager Major Corridors

Chelsea Schultz, Manager, Strategic Planning

Josh Mello, Executive Officer, Real Estate

Technical trainings: Complete Streets Training, bike safety training, ped safety training, and expanding what those trainings are offered for.

GBI - putting limitations on highway funds for El Camino projects, only fund projects that align with GBI to push projects in the right direction or global vision.

Hard to know all the other planning efforts going on, and don't want SamTrans to miss out on providing that feedback.

TA is well positioned like C/CAG for multimodal plan.

Interested in engaging more formally - design review checklist for transportation.

There is value in formalizing SamTrans review.

Whose role is it? Just got funding from MTC for implementation plan for coordinated plan for ECR; given that we have funding we may want to provide technical assistance to cities that aren't as far along.

We're also updating highway program of definition of countywide existence, not just traffic relief, but projects that include throughput so ECR is a project of countywide significance; so TA can sponsor, can apply to own programs and take pressure away from cities of leading these efforts.

Has SamTrans done trainings for staff for facilitation? IAP2 - coordinating, facilitating trainings.

There was coordination with public works for Bus Stop Design Guidelines, but not formal training.

Has TA supported Transit Oriented Development before?

Colma Park & Ride Lot and new HQ - could be some transportation elements to support redevelopment projects.

12. San Mateo County Economic Development Association (SAMCEDA)

October 17, 2024

Rosanne Foust, Executive Director

Don Cecil, Consultant and Principal of MC Bay Area

They've been involved through Peninsula Moves and wanted to highlight 101-84 Woodside.

Give examples of where businesses have been involved: What is in it for them? Be part of discussion. For example, Stanford/Belmont Notre Dame project to purchase Ralston.

How do you get the TA to be a better partner with the city? In terms of with developers, during the entitlement phase, or other phases? The TA isn't someone the city or developer thinks about when they're fighting to get as much square footage approved as they can.

How we interact now about private sector contribution: Cities have transportation impact fee. A lot of developers east side of 101 in Burlingame.

How do you elevate larger projects instead of smaller entitlement ones? Looking at impact fees and development.

Grade separations - city should be lead on large infrastructure project that they're not used to. Dumbarton Rail example.

Private sector would want to know how to triage - lesson learned from Broadway.

In the past we've allowed local partners to come up with ideas and TA has just been funding, but more dose of reality.

We're trying to figure out how to get involved earlier with parameters, so things are more realistic. Whipple Avenue grade separation is poster child.

Google/Meta putting in \$50 million in Express Lanes is over for now post pandemic, but the Express Lanes project needs to be finished.

Freeway projects should check more boxes.

This Strategic Plan needs to be able to tell story of reauthorization of Measure A.

What should we be promoting better? Suggestion of better social media strategy. It's figuring out how to market/do PR better about the TA on social media and working with advocates. Presentations to Rotaries, Lions, Kiwanis, smaller events; 2-3 a month.

13. City/County Association of Governments of San Mateo County (C/CAG)

October 18, 2024

Jeff Lacap - Transportation Planner

Consolidated CFPs: Wasn't involved in ACRTDM, but C/CAG submitted some projects for that so he can't speak if it was helpful. Maybe can be more like OBAG call, some sort of coordination there.

More countywide significant project coordination.

Thinks there's a lot of resources available to cities which is great.

Potentially how to incorporate transit design assessment in review.

Great to keep Complete Streets checklist in mind, especially when going out for Regional Funding.

Timeline for third party review: about 2 months. Example: Getting ATP funds, want to make sure there's planning involved instead of one off to let people know it's available earlier on.

Think CBO bench is great.

14. El Concilio

October 18, 2024

Dr. Ana Angel Avendano, Executive Director

Some barriers include helping people get childcare to attend meetings or being able to bring their children. Think about multiyear contract like they have with the County.

How can the TA better involve CBOs as part of our community outreach for Transport projects in SM County and are there barriers to participating we should be aware of?

There are opportunities to get orgs more involved. Outreach grant program provides for this. Also community collaboratives...we are a part of several. We want to know who is serving in this area, and this helps. If there isn't a community collaborative, be involved in the community. Showing up to events and meetings helps.

Barriers - we love to incentivize community members because they are giving their time and expertise. Not just money, but childcare, meals, etc.

TA is considering establishing a CBO bench: I like the relationship with grantee...want multi-year. Better than one year. Has one for three years with another organization. That works really well.

What has worked well with our previous partnerships? Having opportunity to provide input on a timeline. Not too many projects at once. They are expanding their case management and promoters especially in north county and a little in south county.

When is the Office of Sustainability bringing you in on projects? Working on a storm water project at the beginning stages. Providing an equity lense...beginning to work on next round where they are being asked what outreach methods to use for conversations.

It would be great if you released an RFP and have a webinar about what the TA needs.

15. Peninsula Chinese Business Association

October 18, 2024

Johnny Darosa, Executive Director

Norman Ip, President

Getting information out to different groups may not always be one shoe fits all and you will want to look at different projects and areas differently

How can the TA better involve CBOs: Communicate through the education process. How do we motivate people to participate? Projects are very complex. To understand the projects takes time. Layers of education....starting in elementary school. They are cornerstone between their community and government. They help their community understand programs. They need a lot of support from the TA to educate them on projects and programs.

Is there a language issue? Answer: No, not really. When they get info from the government, they need to make it more simple as it's too complicated.

CBO bench? Good idea. Make it easy for CBOs to participate...offer different ways to participate. Make it into smaller asks so the CBOs can choose.

What has worked well? How did the recent partnership work for you? Answer: We don't have a standard for all projects. There is no size fits all. For each project, we digest it and then provide a proposal back to TA. Sometimes town hall, sometimes one on one, sometimes radio or social. We need to determine most efficient way. Project by project.

16. City of San Mateo

October 18, 2024

Jay Yu, Engineering Manager

Matt Fabry, Director of Public Works

Katherine Sheehan, Deputy Director of Public Works

Call for projects: The reason we go for a lot of TA funding, because it's not convoluted. Quick response and easy to do. They are in support. They have gotten a lot of funding.

101 Corridor Connect - better coordinate projects. TA will be using it in the future to begin projects across the county. Larger funded effort but doesn't affect CFP of other projects.

Is the TA considering public feedback? Yes.

Is the landscape shifting with the types of things cities are going? Is the CFP adjusted to that? Grade separation is a huge issue...SM city doesn't rank too high because SM city doesn't meet some of the criteria. Can't get the money for quad gates, for example, because they don't have safety issues. So, criteria aren't aligned with where they are going. Trying to predict where money is coming from, so it's ok. Last five years they haven't been getting as much money. Worked around the restrictions by being creative partnering with other jurisdictions, etc. Compiling resources would help to be able to be more competitive. TA could help with that. Especially for quick build projects.

Technical Assistance: a training on compiling resources. Fold into quick build...planning and operations folds into design criteria. Technical assistance on how to analyze LOS for multi-modal projects. Need help to determine if a project is feasible. No way to do that currently. Metrics/snapshot of progress...how to measure success. Answer: the KPI dashboard should solve that.

How the TA is aligning with the Climate Action Plan? TA is trying to consolidate the metrics and how they are analyzed.

Like the best practice review for projects. SM City wants to make sure that if they don't do what the best practice recommendation that they are still eligible for funding. Patrick: No, it won't affect funding. Would outline tradeoffs but doesn't affect eligibility. Also worried about consultant's schedule for the review. The TA pays for the consultant's review. Thinking about higher level trade-offs - is there anything that limits feasibility of projects.

Funding: is the funding agreement one per agency? Answer: yes. SM likes that.

They think that the TA is moving in a positive direction. Things are in a good place.

E. EXPENDITURE ALLOCATIONS & AUTHORIZATIONS

Original Measure A Expenditure Allocations & Authorizations

	% of Measure 1	% of Remaining Active Competitive Programs	Total Sales Tax Receipts up to June 2023 ² A	FY24 Estimated Interest Income B	Cumulative Closed and Programmed Project Budgets C	Unprogrammed Available Budget from all Prior Years D = A + B - C	FY25 Proposed Budget E	Cumulative Total Available to be Programmed F = D + E
Competitive and Discretionary Programs Authorizations								
1 Caltrain Improvements	21.6%	42.4%	\$325,077,235	\$510,307	\$323,476,792	\$2,110,750	\$984,477	\$3,095,227
2 Paratransit	3.1%		\$56,112,993	\$0	\$56,112,993	\$0	\$0	\$0
3 Dumbarton Rail	1.7%		\$18,316,709	\$0	\$18,316,709	\$0	\$0	\$0
4 Streets and Highways	29.3%	57.6%	\$361,941,658	\$693,167	\$361,941,658	\$693,167	\$1,337,247	\$2,030,414
5 Local Streets and Roads	20%		\$203,264,468	\$0	\$203,264,468	\$0	\$0	\$0
6 Caltrain Grade Separation	22.8%		\$238,723,749	\$0	\$238,723,749	\$0	\$0	\$0
7 Bicycle Program	0.01%		\$120,542	\$0	\$120,542	\$0	\$0	\$0
8 Transportation System Management	0.7%		\$7,121,256	\$0	\$7,121,256	\$0	\$0	\$0
9 Administrative	0.75%		\$7,622,418	\$0	\$7,622,418	\$0	\$0	\$0
10 Total	100%	100%	\$1,218,301,028	\$1,203,474	\$1,216,700,585	\$2,803,917	\$2,321,724	\$5,125,641

1 Allocation % is based on Original Measure A Expenditure Plan

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

New Measure A Expenditure Allocations & Authorizations

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

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

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

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

New Measure W Expenditure Allocations & Authorizations

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

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

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

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

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

F. PIPELINE PROJECTS FROM 2020-2024 STRATEGIC PLAN PERIOD

Pedestrian and Bicycle

Sponsor	Project Title	Current Status	Next Funding Phase	Project Type
Large Capital Projects				
San Mateo (City)	Fashion Island Blv/19th Ave Class IV Bikeway Complete Streets	PS&E	CON	Transformative all ages and ability corridor enhancements
South San Francisco	Junipero Serra Blvd and Westborough Blvd Pedestrian and Bicycle Improvements	PLAN	PID	Safety and spot improvements
Belmont	Belmont Village Pedestrian and Bicycle Improvements	PS&E	CON	Safety and spot improvements
Burlingame	CA Drive Bicycle and Pedestrian Improvement Project	PS&E	CON	Safety and spot improvements
Atherton	El Camino Real Complete Streets Gap Closure	PLAN	PID	Gap Closures
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	CON	Safety and spot improvements
San Bruno	Huntington Bikeway and Pedestrian Safety Project	CON	CON	Safety and spot improvements
Small Capital Projects				
Redwood City	Access to Downtown Bikeway Corridors	PA/ED	PS&E	Transformative all ages and ability corridor enhancements
East Palo Alto	East Bayshore Road Pedestrian Improvement Project	PA/ED	PS&E	Safety and spot improvements
Colma	Design of El Camino Real Complete Street Project from Mission Road to City Center	PS&E	ROW	Transformative all ages and ability corridor enhancements
Burlingame	South Rollins Road Traffic Calming Project	PS&E	ROW	Safety and spot improvements
San Mateo County	Alpine Road Corridor Improvement Projects	PLAN	PA/ED	Safety and spot improvements
Brisbane	Santa Clara to Tulare Walkway	PS&E	CON	Low-cost quick build/rapid implementation
San Mateo (City)	Hillsdale Caltrain Station Bicycle Access Gap Closure	PS&E	CON	Gap Closures
Planning/ Promotions				
South San Francisco	ECR Master Plan	PLAN	PID	Master & Corridor Planning
Daly City	Daly City Vision Zero Design Standards		N/A	Safety and spot improvements
Redwood City	Vision Zero		N/A	Safety and spot improvements

Project Type Key
Low-cost quick build/rapid implementation
Transformative all ages and ability corridor enhancements
Safety and spot improvements
Encouragement and educational programs
Safe Routes to School
Master & Corridor Planning
Gap Closures

Highway

Sponsor	Project Name	Current Status	Next Funding Ph	Project Type
Menlo Park	Willow Road Pedestrian and Bicycle Safety Improvements	ROW	CON	Multimodal arterial highway corridors
Redwood City	US 101/Woodside Road (SR 84) Interchange and Port Access	ROW	CON	Interchange safety and operational enhancements
East Palo Alto	University Avenue Grand Corridor	PLAN	PA/ED	Multimodal arterial highway corridors
South San Francisco	US101/Produce Avenue	PS&E	CON	Multimodal arterial highway corridors
SMCTA and C/CAG	US 101 Managed Lanes Project North of I-380	PS&E	CON	Managed Lanes
Colma and South San Fr	El Camino Real Bicycle and Pedestrian Improvement Projects	PA&ED	PS&E	Multimodal arterial highway corridors
South San Francisco	Junipero Serra Blvd and I-280/Westborough Blvd Interchange Project	PLAN	PS&E	Pedestrian and bicycle freeway crossings
San Mateo County	Moss Beach SR-1 Congestion and Safety Improvements	PA&ED	PS&E	Interchange safety and operational enhancements
Half Moon Bay	Half Moon Bay Highway 1 South Project	PLAN	PID	Multimodal arterial highway corridors
Pacifica	Manor Drive Overcrossing Project	PA&ED	PS&E	Pedestrian and bicycle freeway crossings
Millbrae	El Camino Real Corridor Multi-Modal Project	PLAN	PA/ED	Multimodal arterial highway corridors
SMCTA and C/CAG	US 101/SR 92 Direct Connectors Project	PA&ED	PS&E	Managed Lanes

Project Type Legend
Interchange safety and operational enhancements
Multimodal arterial highway corridors
Managed Lanes
Pedestrian and bicycle freeway crossings
Intelligent Transportation Systems & Communication upgrades
Corridor Safety and operational improvements

Grade Separation

Sponsor	Project Name	Current Phase (2024 Q4)	Next Funding Phase	Project Type
Burlingame	Broadway Grade Separation Project	PS&E (activity 13)	CON	Grade Separation with Station
Menlo Park	Ravenwood Avenue Grade Separation Study	PLAN	PSR	Grade Separation
South San Francisco/San Bruno	South Linden Avenue and Scott Street Grade Sep. Plan Study	PAED (12)	PS&E	Grade Separation

Project Type Legend
Grade Separation
Grade Separation with Station

ACR/TDM

Sponsor	Project Name	Last award date	Current Phase (from FY24 Q4 report)	Next Funding Phase	Project Type
Intelligent Transportation Systems					
San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	2022	PLAN	N/A	Mobility Hubs & Transit Stop Improvements
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	2022	PLAN	N/A	Intelligent Transportation Systems/Signal Synchronization
Planning					
San Mateo County	Midcoast TDM Plan	2022	PLAN	N/A	Micromobility programs and e-bike subsidies
Half Moon Bay	Midcoast TDM Plan	2022	PLAN	N/A	Micromobility programs and e-bike subsidies
Burlingame	Citywide TDM Plan	2022	PLAN	N/A	Micromobility programs and e-bike subsidies
Redwood City	Bicycle Parking Guidelines	2022	PLAN	N/A	Transit access, crossings and safety improvements
Redwood City	TMA Feasibility and Implementation Study	2022	PLAN	N/A	Micromobility programs and e-bike subsidies
Competitive - Small/Coastal Jurisdictions					
Commute.org	JUHSD Workforce Housing TDM	2022	PLAN	N/A	Micromobility programs and e-bike subsidies
Half Moon Bay	Pedal for a Purpose E-Bicycle Pilot Program	2022	Non-Infra	N/A	Micromobility programs and e-bike subsidies
Colma	Rideshare Voucher Program	2022	PLAN	N/A	Transit passes and subsidies
Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	2022	PS&E	CON	Mobility Hubs & Transit Stop Improvements
Competitive - Medium/ Large Jurisdictions					
Redwood City	Essential Wheels E-bike Loaner Program	2022	Non-Infra	N/A	Micromobility programs and e-bike subsidies
Burlingame	Burlingame and Millbrae Bicycle Share Program	2022	Non-Infra	N/A	Micromobility programs and e-bike subsidies
Millbrae	Burlingame and Millbrae Bicycle Share Program	2022	Non-Infra	N/A	Micromobility programs and e-bike subsidies
Project Type Legend					
Intelligent Transportation Systems/Signal Synchronization					
Shared Autonomous Vehicles Pilots					
Mobility Hubs & Transit Stop Improvements					
Transit passes and subsidies					
Micromobility programs and e-bike subsidies					
Transit access, crossings and safety improvements					

Transit

City	Project Name	Current Phase)	Next Funding Phase
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	PS&E
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	PA&ED

Project Type
Ferry Terminals
Ferry Terminals

Project Name	Project Type
Brisbane Bayshore Caltrain	Transit operations support
Brisbane Crocker Park	Transit operations support
Burlingame Bayside	Transit operations support
Burlingame Point	Transit operations support
Daly City Seton	Transit operations support
Foster City Commuter	Transit operations support
Hillsdale Caltrain Commuter	Transit operations support
Millbrae Burlingame Commuter	Transit operations support
North Foster City	Transit operations support
Redwood City Midpoint	Transit operations support
Redwood City Redwood Life	Transit operations support
Redwood City Seaport Centre	Transit operations support
South San Francisco One Tower Place	Transit operations support
South San Francisco Oyster Point BART	Transit operations support
South San Francisco Oyster Point Caltrain	Transit operations support
South San Francisco Oyster Point Ferry	Transit operations support
South San Francisco Utah Grand BART	Transit operations support
South San Francisco Utah Grant Caltrain	Transit operations support
South San Francisco Utah Grand Ferry	Transit operations support
Daly City Bayshore	Transit operations support
Menlo Park Willow Road	Transit operations support
Skyline College Daly City BART Express	Transit operations support
South City Shuttle (East)	Transit operations support
South City Shuttle (West)	Transit operations support

Project Type Legend
Transit operations support
Express Buses
Ferry Terminals
Station Upgrades & Mobility Hubs
Major corridor speed and reliability projects
Caltrain Capital and Special Projects
Paratransit
Local Shuttles

G. SUMMARY OF FEDERAL, STATE, REGIONAL, AND LOCAL FUNDING SOURCES

Pedestrian and Bicycle

Grant Program	Summary	Eligible Costs	Max Award	Low-cost quick build/rapid implementation Transformative all ages and ability corridor enhancements Safety and spot improvements Encouragement and educational programs Safe Routes to School Master & Corridor Planning Gap Close																
CA Active Transportation Program	This program funds safe routes to school, pedestrian, bicycle, and trail projects. Furthermore, at least 25 percent of the program's funding must be provided for disadvantaged communities	Planning, Design, ROW, Construction	N/A	X	X	X	X	X												
CMAQ - Federal	Provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not	Planning, Design, ROW, Construction		X	X	X														X
CMAQ - State	meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).	Planning, Design, ROW, Construction		X	X	X														X
RAISE	The local and Regional Project Assistance Program supports surface transportation projects that are difficult to fund through traditional federal programs and have a significant local or regional impact.	Planning, Design, ROW, Construction	\$25M	X	X	X														X
	The Local and Regional Project Assistance Program (the RAISE/BUILD program) to provide grants for surface transportation projects that will have significant local or regional impacts. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects.	Planning, Design, ROW, Construction																		
	The new selection criteria to "improve mobility and community connectivity." Projects within Areas of Persistent Poverty can have the federal match limit waived	Planning, Design, ROW, Construction																		
Safe Streets and Roads for All (SS4A)	A. Developing a comprehensive safety action plan or Action Plan (i.e., the activities in Table 1, as well as the supplemental planning and demonstration activities described in Section; B. Conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and C. Carrying out projects and strategies identified in an Action Plan.	Planning and Construction	Planning - \$100,000 to \$10,000,000/ Construction \$2,500,000 to \$25,000,000	X	X	X														
RCP & RCE	Program will restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Planning and Construction	Planning - 80/20%: Construction 50/50% (\$100M)	X	X	X														X
MEGA (INFRA)	Provides funding to support, large and complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Projects include highway or bridge carried out on the National Highway Freight Network, US code, or National Highway Systems, freight including intermodal or freight rail, a railway-highway grade separation or elimination project and intercity passenger rail project.	Planning and Construction	\$500M	X	X	X														X
ATIIP	competitive grants to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region.	Planning and Construction	\$15M	X	X	X														X
HSIP	Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.	Construction		X		X														
Recreational Trails Program	provides funds annually to develop non-motorized recreational trails and trails-related facilities.	Construction																		
Surface Transportation Block Grant	Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Construction		X	X	X														
Transportation Alternatives (TA) (\$11109; 23 U.S.C. 133(h))	Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc.	Construction		X	X	X														
Road Repair and Accountability Act of 2017 (SB1)	SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.	Construction		X																
Flexible Funding Programs Surface Transportation Block Grant	Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Construction		X	X	X														
Transportation Infrastructure Investments	Provide funding to green transportation systems emphasizing in economic growth and equitable recovery from COVID-19. Focuses on increasing mobility options through rails, transit and active transportation projects	Construction		X	X	X														
Prop 1B: Transportation Bonds	Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.	Construction		X	X	X														
Safe Routes to School	Funding may be used for small capital infrastructure and special projects on or near public school sites.	Planning and Construction																	X	

Highway

Grant	Grant Summary	Max Award	Interchange safety and operational enhancement	Multimodal/arterial highway	Managed Lane
MEGA-INFRA	Provides funding to support, large and complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Projects include highway or bridge carried out on the National Highway Freight Network, US code, or National Highway Systems, freight including intermodal or freight rail, a railway-highway grade separation or elimination project and intercity passenger rail project.	\$500M	X	X	X
Rural Surface Transportation Grant Program	Provide funds for projects to improve and expand the surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life.		X	X	X
Surface Transportation Block Grant	Promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.		X	X	X
Congestion Mitigation and Air Quality Program (CMAQ)	Provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national ambient air quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).		X	X	X
Highway Safety Improvement (HSIP)	Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.				
Wildlife Crossing Pilot Program	<p>The WCPP provides funding for construction and non-construction projects.</p> <p>Construction Projects include engineering, design, permitting, right-of-way acquisition, and other activities related to the construction of infrastructure improvements, such as the building of a wildlife crossing overpass or underpass.</p> <p>Non-Construction projects include planning, research, and educational activities that are not directly related to construction of infrastructure improvements, such as a hot spot analysis of WVCs.</p> <p>All projects should seek to protect motorists and wildlife by reducing the number of WVCs and improve habitat connectivity for terrestrial and aquatic species.</p>				
Wildlife Corridor and Fish Passage	Construction of fish culverts, bypass channels, wildlife crossing and undercrossings.				
Bridge Investment Program	Provide grants on a competitive basis to improve bridge condition and safety, efficiency, and reliability of the movement of people and freight over bridge.		X	X	X
Bridge Formula Program	Provide funds to replace, rehabilitate, preserve, protect, and construct highway.	Small under \$100M, Large over \$100M	X	X	X
National Highway Performance Program (NHPP)	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.		X	X	X
National Highway Freight Program (NHFPF)	<p>Improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support:</p> <ul style="list-style-type: none"> investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce cost of freight; <ul style="list-style-type: none"> improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; <ul style="list-style-type: none"> improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; <ul style="list-style-type: none"> improving the efficiency and productivity of the NHFN; improving state flexibility to support multi-state corridor planning and address highway freight connectivity; <ul style="list-style-type: none"> reducing the environmental impacts of freight movement on the NHFN. 		X	X	X
Railway-Highway Crossings Program	Provides funds for safety improvements to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources		X	X	
Carbon Reduction Program	Provide funds for projects designed to reduce transportation emissions, defined as carbon dioxide emission from on-road highway sources		X		
Promoting Resilience Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	Provide fund to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure		X	X	
Advanced Transportation Technologies and Innovation	Provide competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment				
Congestion Relief Program	Provide discretionary grants to advance innovative, integrated, and multimodal solutions to congest relief in the most congested metropolitan areas.		X	X	X
Emergency Relief Program	Provide fundings for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that have suffered serious damage from natural disasters or catastrophic failure from external cause.		X	X	X
Reconnecting Communities Pilot Program	Provide grants, on a competitive basis, to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development.		X	X	X
Transportation Alternatives (TA) (\$11109; 23 U.S.C. 133(h))	Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc.		X	X	X
Flexible Funding Programs- Surface Transportation Block Grant Program	Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.		X	X	X
Road Repair and Accountability Act of 2017 (SB1)	SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.		X	X	
Prop 1B: Transportation Bonds	Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.		X	X	
Rebuilding American Infrastructure with Sustainable	<ul style="list-style-type: none"> The local and Regional Project Assistance Program supports surface transportation projects that are difficult to fund through traditional federal programs and have a significant local or regional impact. The Local and Regional Project Assistance Program (the RAISE/BUILD program) to provide grants for surface transportation projects that will have significant local or regional impacts. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects. <p>The new selection criteria to "improve mobility and community connectivity." Projects within Areas of Persistent Poverty can have the federal match limit waived</p>		X	X	X

Grade Separation

GRANT	Grant Summary	Max Award Amount		
			Grade Separation	Grade Sep
MPDG (INFRA, MEGA)	Provides funding to support, large and complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Projects include highway or bridge carried out on the National Highway Freight Network, US code, or National Highway Systems, freight including intermodal or freight rail, a railway-highway grade separation or elimination project and intercity passenger rail project.	\$500M	X	
RAISE	• The Local and Regional Project Assistance Program supports surface transportation projects that are difficult to fund through traditional federal programs and have a significant local or regional impact.	\$25M	X	
	• The Local and Regional Project Assistance Program (the RAISE/BUILD program) to provide grants for surface transportation projects that will have significant local or regional impacts. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects.			
	The new selection criteria to “improve mobility and community connectivity.” Projects within Areas of Persistent Poverty can have the federal match limit waived			
Local Bridge Seismic Retrofit	Provides the 11.5% required match for the federal Hwy bridge replacement funds.	88.5%/11.5% match	X	
Railway-Highway Crossings Program (RHCP) - Section 130 CPUC	Provide funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. reduce the number and severity of highway accidents and to improve safety for motorists, bicyclists, and pedestrians at existing at-grade railroad crossings	100% of Project Cost	X	
Reconnecting Communities Pilot Program	Provide grants, on a competitive basis, to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development.	Planning - 80/20%: Construction 50/50% (\$100M)	X	
Rural Surface Transportation Grant Program	Provide funds for projects to improve and expand the surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life.	may not be applicable to SMCTA		
Transportation Alternatives (TA) (§11109; 23 U.S.C. 133(h))	Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead		X	
	for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc.			
Flexible Funding Programs - Surface Transportation Block Grant Program	Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.		X	
Railroad Crossing Elimination	• Track relocation. • The improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project described above. • Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions). • A group of related projects described above that would collectively improve the mobility of people and goods. • The planning, environmental studies, and fin	Planning \$100K/ No Limit for construction	X	
Section 190 Grade Separation Program - CPUC	provides state funds to local agencies to grade separate at-grade crossings (crossings), or alter, or reconstruct existing grade separations.		X	
Road Repair and Accountability Act of 2017 (SB1)	SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.			
Prop 1B: Transportation Bonds	Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.		X	

ACR/TDM

GRANT	Grant Summary	Max Award	Intelligent Transportation Systems/Signal Synchronization					
			Shared Autonomous Vehicles Pilots	Mobility Hubs & Transit Stop Improvements	Transit passes and subsidies	Micromobility programs and	Transit acc	
Strengthening Mobility and Revolutionizing Transportation (SMART)	The SMART Grants Program funds multiple technology areas, as listed below. Projects must demonstrate at least one technology area and may demonstrate more than one technology area. USDOT will evaluate each application on its merits, and there is no expectation that applications demonstrate more than one technology area. • Coordinated Automation • Connected Vehicles • Intelligent, Sensor-Based Infrastructure • Systems Integration • Commerce Delivery and Logistics • Leveraging Use of Innovative Aviation Technology • Smart Grid • Smart Technology Traffic Signals	\$250K-\$2,000,000	X					
CMAQ	Provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national ambient air quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).		X	X	X			X
Highway Safety, Rehabilitation, Preservation	Traffic light synchronization projects		X					
Advanced Transportation Technologies and Innovation	Provide competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment		X					
Congestion Relief Program	Provide discretionary grant to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure.							
Flexible Funding Programs- Surface Transportation Block Grant Program	Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.		X					

Local Streets & Roads

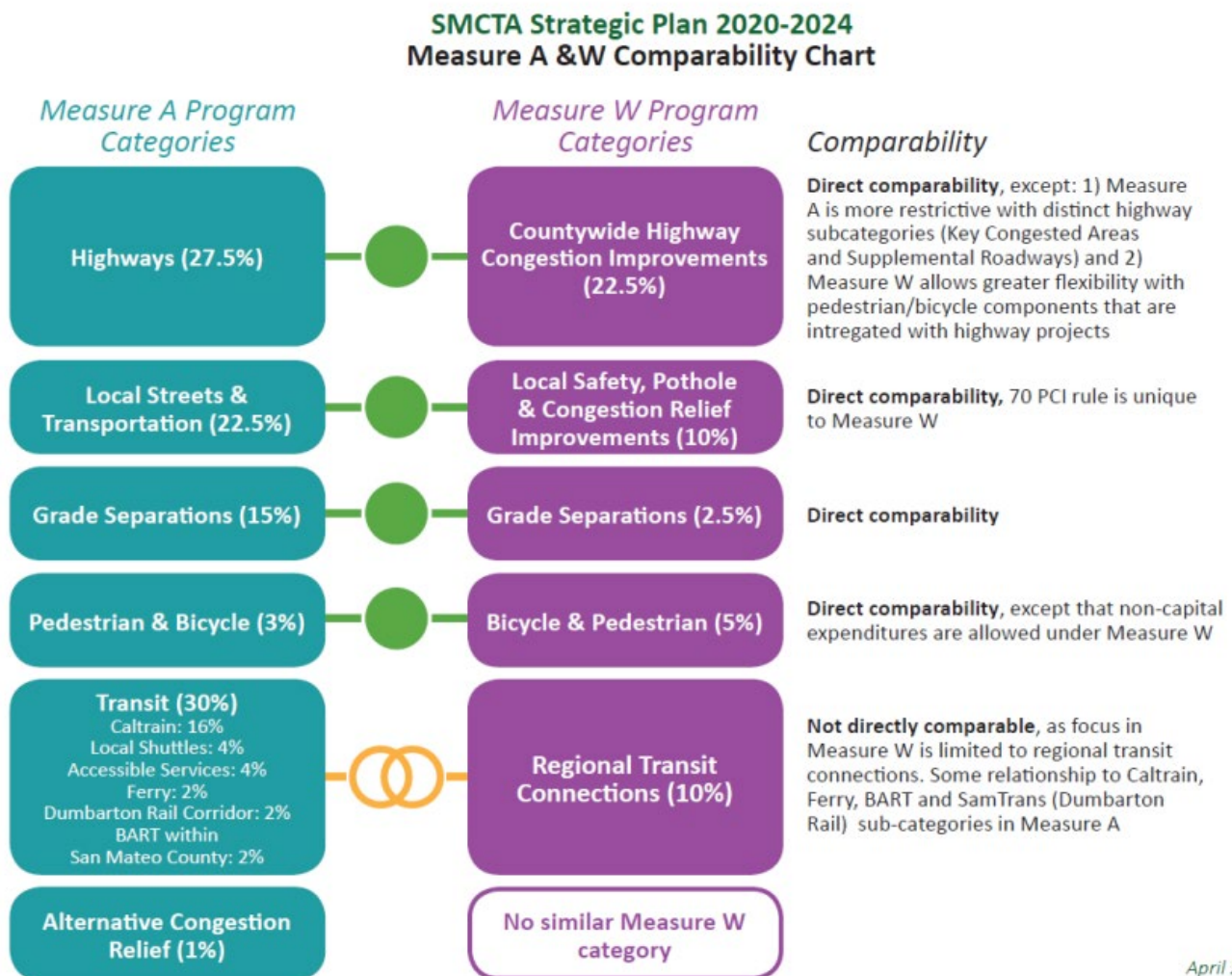
Grant	Grant Summary	Eligible Costs	Maintenance and Repairing Projects		
			ADA Curb Ramps	Traffic Signal and Sign Maintenance	
State Fuel Excise Tax	Fuel Tax revenue for planning, construction, and maintaining CA's publicly funded roadways and mass transit systems.	Streets, roadways, mass transit.	X	X	X
Federal Aid	Federal fuel tax revenue deposited in to the federal Highway Trust Fund for road construction, maintenance, repair, and public transportation	Roads, maintenance and repair, and public transportation	X	X	X
State Aid	Various CA State Transportation Grants	Planning, roads, and transit	X	X	X
Incremental Excise Tax	Additional 2 cents per gallon on Gas Tax	Streets, roadways, mass transit.	X	X	X
Local General Funds	Various funds collected by the County including Measure A, Measure W, Measure K, Property Tax	Roads, maintenance and repair, and public transportation	X	X	X
County Sales Tax Measures	Measure W .5%, 2019 through 2049	Roads, maintenance and repair, and public transportation	X	X	X
Highway Users Tax Account (HUTA)	State taxes transferred and allocated to local agencies.	Roads, maintenance and repair, and public transportation	X	X	X
Local Transportation Funds	1/4% statewide sales tax for local transportation purposes	Local Transportation Fund provides for public transit planning and operations as well as coordination between transit providers in the region. Bike and Pedestrian programs may be funded with LTF.	X	X	X
Charging and Fueling Infrastructure	Provide discretionary grant to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, and natural gas fueling infrastructure.	Construction of EV charging station and alternative fuels.			
National Electric Vehicle Infrastructure Formula Program	Provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access and reliability.	Construction of EV charging stations and network for data collection.			
Safe Streets and Roads for All	Provide a discretionary grant supporting local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives.	Construction and plans for Streets, Roads, bike and pedestrian infrastructure.	X	X	
Transportation Alternatives (TA) (\$11109; 23 U.S.C. 133(h))	Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc.	Construction of bike and pedestrian facilities		X	
Flexible Funding Programs- Surface Transportation Block Grant Program	Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Construction and maintenance of streets, roads, transit, and bicycle/pedestrian facilities.	X	X	X
Prop 1B: Transportation Bonds	Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.	Construction and maintenance of roads, transit, rail and freight.	X	X	X

H. EVALUATION CRITERIA

H-1 2020-2024 EVALUATION CRITERIA DEVELOPMENT PROCESS

Commonalities Between Measure A and Measure W

One of the initial outcomes of the stakeholder meetings was to determine whether it made sense to consolidate the project selection process for the common competitive program categories between the measures. There was general concurrence from the SAG and TAG, as well as the Board Ad Hoc Committee, that there was sufficient commonality in Measures A and W to support having a common selection process for the comparable competitive programs. The figure below illustrates the comparability between the program categories from both measures.

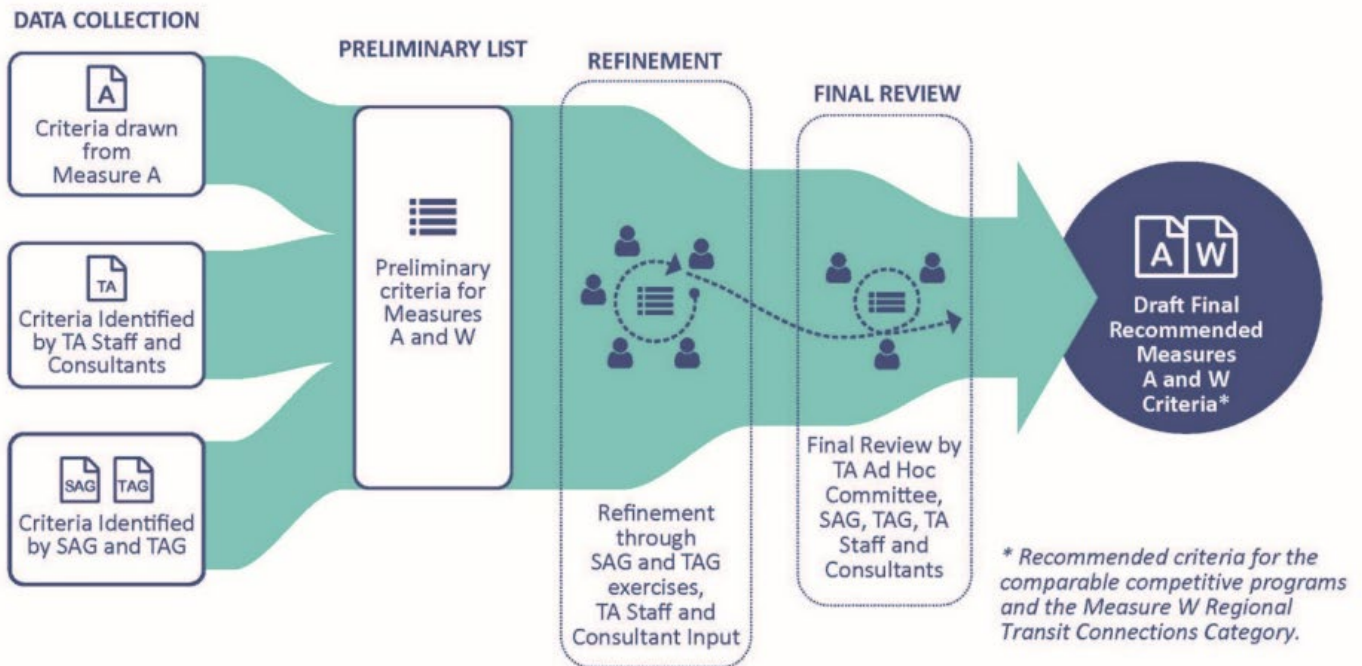


April 2019

Evaluation Criteria Development Process

Significant input went into the criteria development process. As part of the SAG and TAG meetings, staff shared existing evaluation criteria used for the Measure A programs and added a few suggestions for each of the 11 Measure W Core Principles with respect to each of the funding categories. Working with that initial set of criteria, SAG and TAG members generated hundreds of evaluation criteria that were relevant to the Core Principles for each of the programs. The proposed evaluation criteria were brought back to the SAG and TAG for further refinement and consolidation through facilitated breakout sessions. Board Ad Hoc members, staff and consultant also contributed significant input into this process, which is illustrated below.

The recommended draft criteria for evaluating projects for Measures A and W funding applications were developed and refined through an iterative process with a Stakeholder Advisory Group (SAG), a Technical Advisory Group (TAG), input from Transportation Authority (TA) Board Ad Hoc members, consultants, and TA staff.



H-2 COMPETITIVE PROGRAM EVALUATION CRITERIA TABLES

Measure A Goals Key

ID	Description
A1	Reduce commute corridor congestion
A2	Make regional connections
A3	Enhance safety
A4	Meet local mobility needs

Measure W Core Principles Key

ID	Description
W1	Relieve traffic congestion countywide
W2	Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes
W3	Implement environmentally friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change
W4	Promote economic vitality, economic development, and the creation of quality jobs
W5	Maximize opportunities to leverage investment and services from public and private partners
W6	Enhance safety and public health
W7	Invest in repair and maintenance of existing and future infrastructure
W8	Facilitate the reduction of vehicle miles traveled, travel times, and greenhouse gas emissions
W9	Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel
W10	Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone
W11	Maximize potential traffic reduction potential associated with the creation of housing in high-quality transit corridors

I. GLOSSARY OF ACRONYMS

- ABAG – Association of Bay Area Governments
- ACR – Alternative Congestion Relief
- ACS – American Community Survey
- ATP – Active Transportation Program
- AV – Autonomous Vehicle
- BART – Bay Area Rapid Transit
- C/CAG - City/County Association of Governments of San Mateo County
- CAC – Community Advisory Committee
- CalSTA – California State Transportation Agency
- Caltrain - Peninsula Corridor Joint Powers Board
- Caltrans – State of California Department of Transportation District 4 Bay Area
- CBO – Community-Based Organization
- CBPP – C/CAG Comprehensive Bicycle and Pedestrian Plan
- CFP – Call for Projects
- CIP – Capital Improvement Program
- CON – Construction
- CSIS – Caltrans Systemwide Investment Strategy
- District – San Mateo County Transit District
- EJ – Environmental Justice
- EV – Electric Vehicle
- FY – Fiscal Year
- GBI – Grand Boulevard Initiative
- GHG – Greenhouse Gas
- HPMS – The Highway Performance Monitoring System
- ITS – Intelligent Transportation System
- JPA – Joint Powers Authority
- JPB – Joint Powers Board
- KCA – Key Congested Areas
- PA/ED – Project Approval/ Environmental Document
- PCI – Pavement Condition Index
- PE/EV - Preliminary Engineering and Environmental
- PID – Project Initiation Document



- PLAN - Planning
- PS&E - Plan, Specifications and Estimates- Final Design
- PSR - Project Study Report
- QSR - Quarterly Status Report
- MTC - Metropolitan Transportation Commission
- ROW - Right-of-Way
- RTC - Regional Transit Connection Plan
- SAG - Stakeholder Advisory Group
- SFMTA - San Francisco Municipal Transportation Agency
- SOV - Single Occupant Vehicle
- SR - Supplemental Roadways
- SRHP - Short Range Highway Plan
- SRTP - Short Range Transit Plan
- SRTS - Safe Routes to School
- Strategic Plan - Strategic Plan 2025-2029
- TA - San Mateo County Transportation Authority
- TAC - C/CAG Technical Advisory Committee
- TAG - Technical Advisory Group
- TAZ - Traffic Analysis Zone
- TDM - Transportation Demand Management
- TEP - Transportation Expenditure Plan
- TNC - Transportation Network Company
- TOD - Transit Oriented Development
- VMT - Vehicles Mile Traveled
- VTA - Valley Transportation Agency
- WETA - Water Emergency Transportation Authority

J. SUMMARY OF PUBLIC COMMENTS RECEIVED ON THE DRAFT STRATEGIC PLAN

The SMCTA Strategic Plan 2025 – 2029 was published online on November 5, 2024, and was available for public comment until November 19, 2024. The Strategic Plan was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online.

The virtual platform was available through SMCTA’s website. The table below provides a summary of comments received online through the virtual tool. The table documents how comments have been answered or addressed in the Final Plan

SMCTA STRATEGIC PLAN 2025 – 2029 PUBLIC FEEDBACK

Comment	Resolution
<p>Various spelling/grammar related comments</p>	<ul style="list-style-type: none"> - Various sections have been edited to improve clarity and readability - Titles have been bolded for consistency - Revision to Community Advisory Committee has been updated - Readability has been improved
<p>Regarding Section 6.2.2 – Vehicle Miles Traveled</p> <p>Can this be confirmed/check? My understanding from C/CAG VMT estimation tool is that the coastside (including HMB) is among the highest VMT per capita countywide.</p>	<p>The data source used for this estimation is the California Highway Performance Monitoring System (HPMS), which is produced and maintained by Caltrans. This is a measure of traffic volumes on roads maintained by Caltrans, divided by the number of maintained road miles in each city. VMT per capita was calculated by dividing the DVMT in each city (per HPMS) by the total population of each city (per American Community Survey). Since the majority of Colma’s land uses are not residential and are typically associated with high VMT generators – i.e. car dealerships, big-box department stores and shopping centers, cemeteries that attract trip-takers from across the Bay Area, and SR-82, which serves as a primary connection between San Mateo and San Francisco counties, the comparatively high VMT is reasonable. Furthermore, while Half Moon Bay and the other coastal cities may have a residential population that drives more miles per day than their eastern counterparts, Half Moon Bay roads likely don’t experience the level of traffic volume that Colma roads experience among all vehicles that travel in, out, and through both cities.</p> <p>According to HMPS, Colma has 7 miles of maintained roads, while Half Moon Bay has 30 miles. The VMT [1,000] per HPMS is nearly 76 in Colma, while Half Moon Bay’s DVMT is only 19. Together, with the fact that Half Moon Bay’s population (11,176 in 2022) is greater than Colma’s population (1,550 in 2022), it is also</p>

Comment	Resolution
	<p>reasonable to say that the VMT on Colma's roads is high, relative to a very low population. On the other hand, the VMT experienced on Half Moon Bay's roads is lower overall (once again, due to total daily traffic volumes), relative to a population that is higher than Colma's (albeit low compared to the county average), leading to a lower VMT per-capita.</p>
<p>Regarding Section 6.2.2 - Vehicle Miles Traveled</p> <p>I think a little more narrative is needed to explain why Colma has the highest VMT and Half Moon Bay has the lowest. Do they VMT trip numbers by capita just include residents (that might explain the high VMT # for Colma). I don't understand the low VMT # for Half Moon Bay though as it is generally known that VMT is higher on the coastside due to the need to travel over to the bayside or north County for jobs and other destinations.</p>	<p>The Strategic Plan is not using the C/CAG VMT estimation tool, which seems to have a different methodology for calculating VMT. This model of VMT (Cal HPMS) is based on the total vehicle miles of travel per day that all roads experience within each Traffic Analysis Zone (TAZ), with each traffic analysis zone representing a city. C/CAG's VMT estimator tool is likely correct as well -as it is feasible that local trips in Half Moon Bay are generally longer in length than local trips in Colma, however, for purposes of this report, the HPMS tool is not a measure of local VMT and therefore doesn't only focus on trips being made at the local level. This can be viewed on page 106 of the California Highway Performance Monitoring Road Data (from 2022 - newest to-date).</p>
<p>Regarding Section 6.3 - New Mobility Services and Autonomous Vehicles</p> <p>My understanding is that several prior bikeshare programs have not done well in the County. Do we know how the listed programs are doing and if there is a daily turnover ratio greater than 1?</p>	<p>The SMCTA does not have that level of information, and the individual sponsors of those projects can be contacted for further information.</p>
<p>Regarding Section 8.2.5 - Timely Use of Funds</p> <p>For projects that are not fully funded, what is the deadline? Sometimes large projects take several years to secure all the funding.</p>	<p>This section indicates: For projects awards that have requested to use Measure A and/or Measure W funding as leverage for other external grant opportunities, the TA will monitor a timeline for the applicable project phase to be fully funded: Project under \$5 million must be fully funded within two years, and projects over \$5 million must be fully funded within five years of the funding agreement. Once a project becomes fully funded, the project initiation requirements detailed above will become active.</p>
<p>Regarding Section 8.2.5 - Timely Use of Funds</p> <p>If use on an agency's on-call consultant is used, I'm presuming an issued task order/work directive will</p>	<p>This is correct and has been noted.</p>

Comment	Resolution
<p>suffice (if so, perhaps this can be called out in a footnote)</p>	
<p>Regarding Section 8.2.5 – Timely Use of Funds</p> <p>Suggest adding hyperlink or footnote to location for the TA’s External Attribution Guidelines.</p>	<p>These are being developed separately and will be provided on SMCTA’s website when available.</p>
<p>Regarding Section 8.2.6 – Monitoring and Reporting Requirements</p> <p>Are capital projects subject to ongoing monitoring or reporting or evidence of maintenance? If so, suggest adding here similar to operational.</p>	<p>No, maintenance is the responsibility of each sponsor and should be monitored by the individual sponsor.</p>
<p>Regarding Section 8.2.6 – Monitoring and Reporting Requirements</p> <p>Suggest adding hyperlink to location, or resolution number to find policy.</p>	<p>No link necessary, this is the policy statement.</p>
<p>Regarding Section 8.2.6 – Monitoring and Reporting Requirements</p> <p>How does the TA define credible funding plan? Many grant sources are discretionary, highly competitive and not programmed for a specific project prior to the funding award (e.g. especially for active transportation) and there are limited sources for others (e.g. grade separations).</p>	<p>This is being developed as part of the forthcoming Project Delivery Guide.</p>
<p>Regarding Section 8.4.2 Financing and Bonding Backed by Sales Tax Revenue</p> <p>Noting not only does this work better in an environment of low interest rates but also when projects are prioritized and programmed in advance and the sponsor demonstrates a level of commitment/readiness.</p>	<p>Comment has been noted.</p>
<p>Regarding Section 9.1.3 – Program Specific Guidelines</p> <p>For Timely Use of Funds: Expenditure Timeline:</p> <ul style="list-style-type: none"> - Can this table clarify whether multimodal projects (and perhaps to what extent) are eligible to use these funds? Would certain projects fall under "safety"? - Would a bike/ped path be eligible? 	<ul style="list-style-type: none"> - Updated to include a more general blanket transportation project or program eligibility. - Yes, these would qualify under transportation projects. Timely use of funds updated to reflect local discretion.
<p>Regarding Section 9.2 – Paratransit</p> <p>Suggest including definition of paratransit here.</p>	<p>Definition from SamTrans provided.</p>

Comment	Resolution
<p>Regarding Section 9.4.3 – Additional Requirements or Policies</p> <p>Could this language more strongly reinforce the potential that transit other than rail along with active transit could be more viable and a higher priority than future rail stations and service? The intent being that we don't halt investments along this corridor for the sake of not precluding future rail stations/service that isn't even desired.</p>	<p>This cannot be added at this time and will require a separate action by the SMCTA Board of Directors.</p>
<p>Regarding Section 10.2 – Evaluation Criteria and Equity</p> <p>Is there another assessment tool specific to the Bay Area or SMC that can be considered for pollution beyond CalEnviroScreen, which tends to not call out as many locations in SMC as it does for the Central Valley and SoCal.</p>	<p>This is not known at this time and will further be considered in partnership with C/CAG.</p>
<p>Regarding Section 10.3 – Geographic Distribution Framework</p> <p>What is the plan if one geographic area is undersubscribed for a CFP and another is oversubscribed? Can projects from the oversubscribed geographic area tap into the funding from the underutilized geographic area?</p>	<p>The fund splits are treated as targets to provide flexibility if one category is over or undersubscribed.</p>
<p>Regarding Section 10.3 – Geographic Distribution Framework</p> <p>What are the criteria for being small or mid/large jurisdictions? Is it under 20,000? For agencies like Belmont, that are on the small side compared to Redwood City, how do we compete?</p>	<p>Yes, the threshold is 20,000 residents. This was adopted as part of the ACR/TDM Plan previously and is being continued.</p>
<p>Regarding Section 10.4.3 – Program Specific Guidelines</p> <p>Allowing only 12 months for a preliminary planning study really doesn't allow much time for community engagement where it could be wise to have more.</p>	<p>Updated to 18 months.</p>
<p>Regarding Section 10.4.4 – Additional Requirements or Policies</p> <p>How were these percentages derived and is this provided in the appendices?</p>	<p>These were developed as part of discussions with stakeholders.</p>

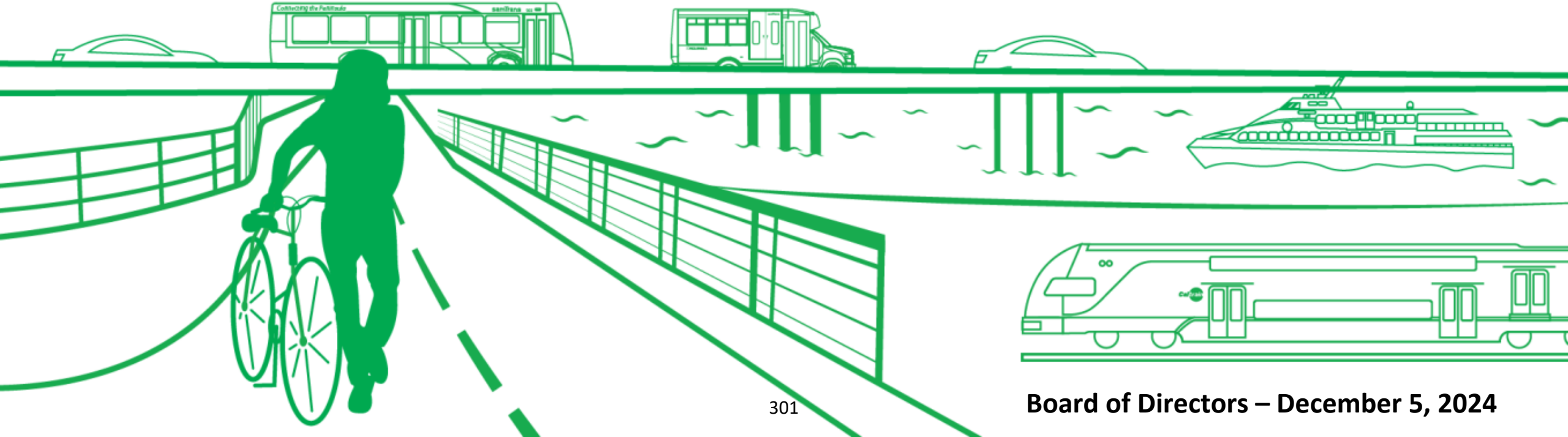
Comment	Resolution
<p>Regarding Section 10.4.4 - Additional Requirements or Policies</p> <p>Also, if these percentages were applied during the last 5 years, how might have that changed the outcome of prior CFPs?</p>	<p>This is not part of the evaluation.</p>
<p>Regarding Section 10.6.3 - Program Specific Guidelines</p> <p>Expending funds within 2 years of executing a funding agreement can be limiting for community engagement and it can be critical for planning studies when there are significant trade-offs that need to be publicly vetted. Is this what is really intended?</p>	<p>This should be sufficient timing and SMCTA can consider expectations on a case by case basis.</p>
<p>Regarding Section 10.6.3 - Program Specific Guidelines</p> <p>How do projects that span two or more jurisdictions count toward the number of applications submitted? Multi-jurisdictional projects should be encouraged.</p>	<p>It will count toward the lead sponsor's number of applications if applied for jointly.</p>
<p>Regarding Section 10.6.4 - Additional Requirements or Policies</p> <p>How was this funding split derived and looking back at CFPs over the past 5 years, if this distribution target was in effect, how might it have changed the distribution of prior funding allocations?</p>	<p>This is not part of the evaluation.</p>
<p>Regarding Section 10.6.4 - Additional Requirements or Policies</p> <p>I understand the desire for a more fair distribution of funds across the County but a needed transformational project may cost the same regardless of whether it is in a small/coastal or mid/large size jurisdiction (possibly more considering CCC requirements on the coast). Also noting that some of the need for a project in a small /coastal jurisdiction may be generated from mid/large jurisdictions beyond.</p>	<p>This has been noted.</p>
<p>Regarding Section 11 - Technical Assistance Program</p> <p>I think the second paragraph frames the last sentence of the first paragraph in this section - i.e., TA will see how it's going and then decide whether to continue supporting CON phase. If TA decides not to continue providing technical assistance for CON, are there other considerations that can be built in, like TA supports securing consultant support to manage CON?</p>	<p>This will be determined at the future date.</p>

Comment	Resolution
<p>Regarding Section 11 - Technical Assistance Program</p> <p>For projects that are already passed 30% design that are seeking construction funding how does this apply?</p>	<p>A best practice design review will still be required, and changes may be requested, if feasible.</p>
<p>Regarding Section 11 - Technical Assistance Program</p> <p>What is the timeline for this, and will it be in place for the current Ped/Bike CFP?</p>	<p>This does not apply to the 2024 CFP and will apply to future cycles.</p>
<p>Regarding Section 11 - Technical Assistance Program</p> <p>Assuming the level of review will be relative to the complexity of the project.</p>	<p>The level of review and potential recommendations will be made based on the complexity and potential cost/implementation timeline which SMCTA understands will vary by project.</p>



SAN MATEO COUNTY
**Transportation
Authority**

Strategic Plan 2025-2029 Adoption



AGENDA

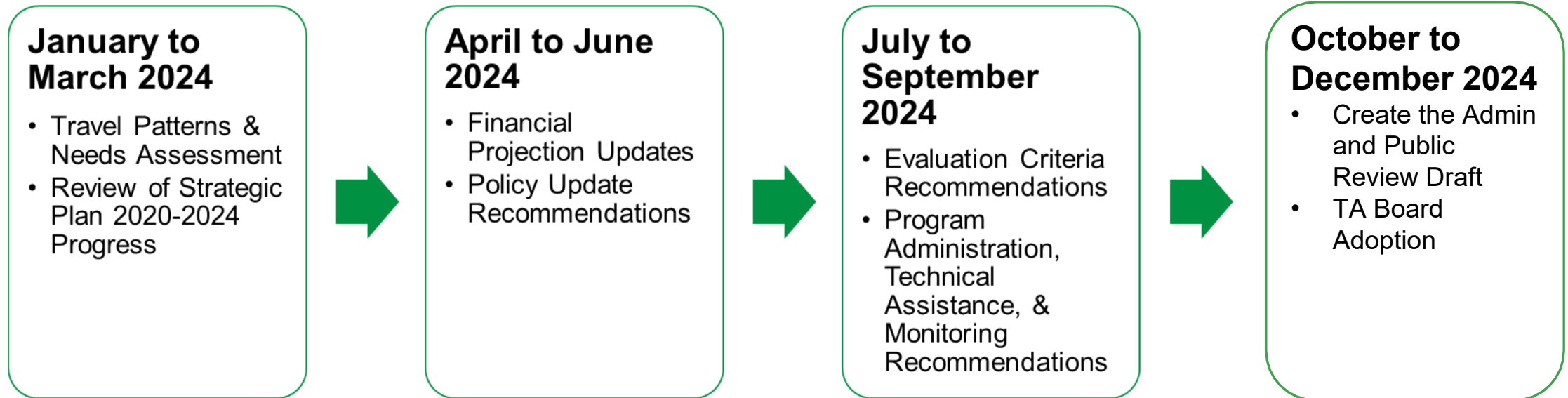
1. Process & Timeline
2. Engagement Summary
3. Public Review Draft
4. Recommendation and Next Steps



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STRATEGIC PLAN PROCESS & TIMELINE



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STAKEHOLDER AND COMMUNITY ENGAGEMENT

Stakeholder Activities

- Sponsor Survey
- Two Technical Advisory Group Meetings
- Two Stakeholder Advisory Group Meetings
- Two C/CAG TAC Presentations
- 15 Stakeholder & CBO Interviews

Advisory Meetings

- CAC and Board Workshops
- Three CAC and Board meetings
- Three Regional Transit Connections/Strategic Plan Board Ad-Hoc Meetings

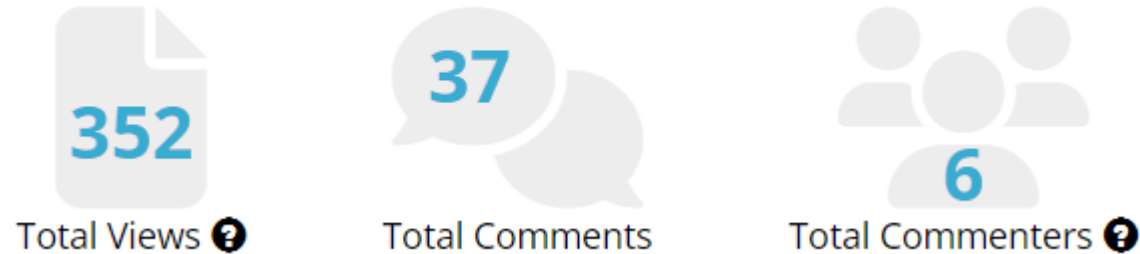


Public Review Draft Comments

Public Review Draft

- Public Review comment period 11/5 – 19
- Email notifications sent to C/CAG TAC and SAG/TAG
- Promoted on website and social media
- Interactive Konveio input platform

Results at a Glance



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Recommendation & Next Steps

Staff and Ad-hoc Recommendation

- Adopt the Strategic Plan 2025-2029
- Amend the Fiscal Year 2025 to provide \$2 million in seed funding for the formalized Technical Assistance Program

Next Steps

- December 2025: Develop fully-formatted Strategic Plan document
- January 2025: Update the SMCTA website and launch promotional Strategic Plan Video



**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 \$24,676,944 for the Cycle 7 Pedestrian and Bicycle Program Call for Projects and \$2,183,325 for the Cycle 2 Alternative Congestion Relief/Transportation Demand Management Call for Projects**

Action

Staff proposes the Board of Directors (Board):

1. Authorize an exception to the San Mateo County Transportation Authority (TA) Strategic Plan 2020-2024 guidelines to shift Pedestrian and Bicycle (Ped/Bike) Program funds from the Small Capital and Planning & Promotions sub-categories to the Large Capital subcategory; and
2. Program and allocate \$24,676,944 of New Measure A and Measure W Ped/Bike Program category funds to the 24 projects selected through the Cycle 7 Call for Projects (CFP), as shown in Exhibit B; and
3. Program and allocate \$2,183,325 of New Measure A and Measure W Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program category funds to the nine projects selected through the Cycle 2 CFP, as shown in Exhibit D; and
4. Authorize the Executive Director, or her designee, to issue an additional CFP for the ACR/TDM Program; and
5. Authorize the Executive Director, or her designee, to execute agreements and take any other actions necessary to give effect to these actions.

Significance

In June 2024, the TA issued a joint CFP for the seventh Ped/Bike Program cycle and the second ACR/TDM Program cycle, making available approximately \$19 million for the Ped/Bike Program and approximately \$6 million for the ACR/TDM Program, both from the New Measure A and Measure W funds. This first-of-its-kind CFP was issued for two TA funding programs, rather than the typical single program, to reduce local jurisdiction staff time preparing for numerous calls for projects and administrative time for the TA.

Applications were due August 30, 2024 and processed over the following several weeks. The TA Project Review Committee (Committee) met on October 21, 2024 to evaluate and score the submitted applications. The Committee, which was expanded to 18 members for the joint CFP,

included two TA staff members; one staff member from the City/County Association of Governments of San Mateo County (C/CAG); staff from the Peninsula Corridor Joint Powers Board (Caltrain), Caltrans District 4, San Mateo County Transit District, Metropolitan Transportation Commission and Commute.org; members of the C/CAG and San Mateo County Bicycle and Pedestrian Advisory Committees, and representatives from the San Mateo County Office of Education and Health Department.

Cycle 7 Pedestrian and Bicycle Program

The tables below outline the available funding and program sub-categories that were advertised as part of the Ped/Bike CFP.

Cycle 7 Pedestrian and Bicycle Program Funding

New Measure A (3% of Revenues)	\$7,000,000
Measure W (5% of Revenues)	\$11,950,000
Total Available for CFP	\$18,950,000

Cycle 7 Pedestrian and Bicycle Program Sub-Categories

Capital		\$18,000,000
<i>Large Capital (67%)</i>	95%	\$12,000,000
<i>Small Capital (33%)</i>		\$6,000,000
Safe Routes to School*	2.5%	\$475,000
Planning/Promotion	2.5%	\$475,000
Total	100%	\$18,950,000

*Allocated to the San Mateo County Office of Education in April 2024.

Twenty-four applications were received from 16 jurisdictions, totaling nearly \$26 million in funding requests, resulting in a CFP that is oversubscribed by approximately \$8.8 million. The Small Capital and Planning/Promotion categories were undersubscribed, while the Large Capital program was oversubscribed.

At their respective November 2024 meetings, the TA’s Community Advisory Committee (CAC) and Board were presented two funding options for consideration. Based on input from members of the public, the TA CAC, and Board members, overwhelmingly supported increasing the funding available to construction-ready projects by:

- Allocating an additional \$5,726,944 from accrued New Measure A and Measure W revenues in Fiscal Year 2025 budget to fund all of the Large Capital project requests.

- Reallocating \$1,350,352 (out of \$6 million) from the Small Capital and Planning & Promotions subcategories to the Large Capital subcategory (increasing it to \$13,350,352) to fully expend the advertised funding.

The table below summarizes the additional funding proposed for award as part of Funding Option 2.

Updated Cycle 7 Pedestrian and Bicycle Program Funding

Cycle 7 Advertised Funding	\$18,950,000
Additional Accrued Sales Tax Through June 2022	\$5,726,944
Updated Total Cycle 7 Program Funding*	\$24,676,944

*\$475,000 was allocated to the San Mateo County Office of Education in April 2024.

Based on the Committee's ranking of proposed projects and the increased funding made available for allocation, Exhibit B identifies the 12 large capital, 9 small capital, and 3 planning & promotions projects recommended for award. Exhibits A and B also note recommended funding award conditions and TA technical assistance to be provided for various projects.

Cycle 2 Alternative Congestion Relief/Transportation Demand Management

The tables below outline the available funding and ACR/TDM Program subcategories.

Available Funding by Measure	
New Measure A	\$2,342,640
Measure W	\$2,092,680
Rollover Funds from Cycle 1	\$1,634,680
Total	\$6,070,000

Available Competitive Funding by Subcategory	
Intelligent Transportation Systems (ITS) Planning & Design	\$2,200,000
TDM Planning	\$670,000
TDM Competitive Projects	\$3,200,000
<i>Small/Coastal Jurisdictions (30%)</i>	<i>\$960,000</i>
<i>Mid/Large Jurisdictions (70%)</i>	<i>\$2,240,000</i>
Total	\$6,070,000

The subcategories were designed to spread funds across projects, programs, or plans that best meet the program evaluation criteria, as set forth in the ACR/TDM Plan approved by the TA Board in January 2022. The TDM Competitive Projects sub-category also features investment goals for small/coastal jurisdictions and mid/large jurisdictions to support geographic funding distribution across San Mateo County.

In total, nine applications were received from seven jurisdictions. The total funding request was approximately \$1.58 million for competitive subcategories, resulting in an undersubscribed CFP by nearly \$4.5 million.

The Committee assessed and scored the submitted applications and subsequently recommended all nine applications be considered by the TA Board for award. As with the Ped/Bike CFP, the TA's CAC and Board were presented two ACR/TDM funding options for consideration in November. Based on the input from members of the public, the TA CAC, and Board members, the funding recommendation maximizes use of the full advertised amount to provide additional funding for projects whose costs exceeded the funding sub-thresholds.

The recommended Cycle 2 ACR/TDM Program of competitive projects and direct allocations, along with a brief description of the applications, are included as Exhibits C and D.

Additional ACR/TDM Call for Projects

The TA Board, at its November 2024 meeting, also requested staff conduct an additional mid-cycle CFP. Staff has developed the following timeline for the ACR/TDM Program to allocate the remaining funds from Cycle 2, including individual education and information discussions with local agency staff to identify eligible projects:

- Local Agency Staff Education Sessions: April-May 2025
- Release of CFP: June 2025
- CFP Local Agency Staff Workshop: June 2025
- Notice of Intent to Submit Surveys Due: July 2025
- Applications Due: August 2025
- Expected Awards: December 2025

Staff will provide a brief verbal update on any comments received following the November TA Board meeting on the draft recommendations.

Attachments

This report includes the following attachments:

- Exhibit A: Cycle 7 Ped/Bike Project Descriptions
- Exhibit B: Cycle 7 Ped/Bike Final Program Recommendations
- Exhibit C: Cycle 2 ACR/TDM Project Descriptions
- Exhibit D: Cycle 2 ACR/TDM Final Program Recommendations

Budget Impact

There are sufficient New Measure A and Measure W Pedestrian and Bicycle Program funds in the TA's Fiscal Year 2025 and prior-year budgets to fully fund the 24 recommended projects for the Cycle 7 Ped/Bike Program in the amount of \$24,676,944 and the nine recommended projects for the Cycle 2 ACR/TDM Program in the amount of \$2,183,325.

Background

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

The TA's ACR/TDM Program encourages the use of sustainable transportation options to enhance mobility. ACR/TDM initiatives work toward ensuring that people's trips are safe, reliable, and convenient, while discouraging driving, managing congestion, and reducing vehicle miles traveled. One percent of New Measure A and one percent of Measure W are available to support the ACR/TDM Program.

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

Resolution No. 2024-

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

* * *

Programming and Allocating \$24,676,944 for the Cycle 7 Pedestrian and Bicycle Program Call for Projects and \$2,183,325 for the Cycle 2 Alternative Congestion Relief/Transportation Demand Management Call for Projects

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

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

Whereas, on November 6, 2018, the voters of San Mateo County approved the San Mateo County Transit District's (District) ballot measure known as "Measure W" to allow the collection and distribution of a half-cent transactions and use tax for 30 years, with the tax revenues to be used by the TA and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

Whereas, in December 2019, the TA prepared and adopted its Strategic Plan 2020-2024 to address the requirements of both Measures and provide a policy framework for the implementation of the New Measure A and Measure W programs; and

Whereas, the Strategic Plan 2020-2024 designates three percent of New Measure A funds, in accordance with the 2004 Transportation Expenditure Plan, and five percent of Measure W funds, in accordance with the Congestion Relief Plan, to fund pedestrian and bicycle (Ped/Bike) projects; and

Whereas, the Strategic Plan 2020-2024 directed staff to prepare an Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) Plan (ACR/TDM Plan) to create a consolidated program and guide project funding decisions specific to the ACR category in Measure A and the TDM subcategory of the Countywide Highway Congestion Improvements category in Measure W; and

Whereas, in June 2024, the TA issued the joint competitive call for projects (CFP) for both the Cycle 7 Ped/Bike Program, with up to \$18,950,000 in New Measure A and Measure W funding available, and the Cycle 2 ACR/TDM Program, with up to \$6,070,000 in New Measure A and Measure W funding available; and

Whereas, the joint CFP yielded 24 applications from 16 sponsors requesting approximately \$26 million in total funding from Ped/Bike Program and nine applications from seven sponsors requesting approximately \$1.6 million in funding from the ACR/TDM Program; and

Whereas, the TA project review committee (Committee) evaluated and scored the project applications; and

Whereas, based on guidance received from the Board of Directors (Board) at its November 2024 meeting, staff and the Committee recommend making an exception to the TA Strategic Plan 2020-2024 guidelines to shift funds from the Ped/Bike Small Capital and Planning & Promotions sub-categories to the Ped/Bike Large Capital subcategory; and

Whereas, staff and the Committee further recommend that the Board authorize the programming and allocation of a total of \$24,676,944 to 24 Cycle 7 Ped/Bike Program projects, including 12 Large Capital Projects, 9 Small Capital Projects, and three Planning & Promotions Projects, which will provide for a fair geographic distribution of New Measure A and Measure W investment within San Mateo County; and

Whereas, consistent with the TA's Strategic Plan 2020-2024 and ACR/TDM Plan, staff and the Committee also recommend that the Board program and allocate a total of \$2,183,325 to fund all nine submitted projects in the Cycle 2 ACR/TDM Program, which includes five intelligent transportation systems projects, one TDM planning project, two small/coastal jurisdiction projects, and one mid/large jurisdiction project.

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

1. Authorizes an exception to the TA Strategic Plan 2020-2024 guidelines to shift funds from the Pedestrian and Bicycle Program Small Capital and Planning & Promotions sub-categories to the Large Capital subcategory; and
2. Programs and allocates \$24,676,944 of New Measure A and Measure W Pedestrian and Bicycle Program category funds to the 24 projects selected through the

Pedestrian and Bicycle Call for Projects, as shown in Exhibit B, with the funded projects described further in Exhibit A; and

- 3. Programs and allocates \$2,183,325 of New Measure A and Measure W Alternative Congestion Relief and Transportation Demand Management Program funds to the nine projects selected through the call for projects, as shown in Exhibit D, with the funded projects described further in Exhibit C; and
- 4. Authorizes the Executive Director, or her designee, to issue an additional call for projects for the Alternative Congestion Relief and Transportation Demand Management Program; and
- 5. Authorizes the Executive Director, or her designee, to execute agreements and take any other actions necessary to give effect to these actions.

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

- Ayes:
- Noes:
- Absent:

Chair, San Mateo County Transportation Authority

Attest:

Acting Authority Secretary



**SMCTA Measure A and Measure W
Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

This document summarizes all 24 submitted applications to the 2024 Cycle 7 Pedestrian and Bicycle Program Call for Projects. The projects are shown in ranked order by subcategory. To learn more about many of the infrastructure treatments mentioned, please refer to the C/CAG Comprehensive Bicycle and Pedestrian Plan Design Toolkit available [here](#).

Large Capital Projects by Rank

1. Fashion Island Blvd/19th Avenue Separated Bikeway

Sponsor: City of San Mateo **Total Score:** 78
Requested Phases: CON **Requested Funding:** \$2,000,000
Recommended Phases: CON **Recommended Award:** \$2,000,000

Project Description:
The Fashion Island Blvd and 19th Ave project represents a 1.3-mile corridor with varying widths and conditions. There are no dedicated bike facilities connecting Foster City and San Mateo residents and workers to the Hayward Park Caltrain station. While intermittent bike facilities exist on Fashion Island Blvd between Delaware St and Mariners Island Drive, they are not contiguous and the facilities that cross both SR 92 and US 101 on-/off-ramps do not serve riders of all ages and abilities.

The project will construct a Class IV separated bikeway along the length of the corridor connecting directly with the Hayward Park Caltrain and future proposed SamTrans Mobility Hub at the existing Caltrans Park and Ride lot. The bikeway improvements are intended to be designed to improve conditions near the freeway on-/off-ramps, incorporate areas for green stormwater infrastructure, develop protected intersections, and fill in gaps in the existing bike network.

2. James/El Camino Real Intersection Pedestrian Safety and Operation Improvement

Sponsor: City of Redwood City **Total Score:** 73.4
Requested Phases: CON **Requested Funding:** \$1,116,000
Recommended Phases: CON **Recommended Award:** \$1,116,000

Project Description:
The project is located at the intersection of El Camino Real and James Avenue, near the entrance to Sequoia High School. There are a high volume of pedestrians utilizing this intersection, and the project was identified as a priority pedestrian improvement project in the City’s adopted Walk Bike Thrive Plan based in part on the collision history. The City conducted a feasibility assessment in 2023 to identify the safety countermeasures to include in the design, and to select the preferred alternative for construction.

The project will construct modifications to the intersection alignment and geometry, ADA improvements, pedestrian crossing improvements, and traffic signal upgrades to install a new 8-phase system allowing for a separate phase for pedestrians.

**SMCTA Measure A and Measure W
Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

3. Huntington Avenue Bikeway Phase II

Sponsor: City of San Bruno	Total Score: 71.6
Requested Phases: CON	Requested Funding: \$2,000,000
Recommended Phases: CON	Recommended Award: \$2,000,000

Project Description:

The Huntington Avenue Bicycle and Pedestrian Project (Phase II) will construct a 1/3 mile long two-way separated Class IV cycle track on the east side of Huntington Avenue between San Bruno BART station and Herman Street. The project is the final gap closure in the bikeway network that, when complete, will connect from San Bruno to South San Francisco via the Centennial Trail, providing connectivity to BART and Caltrain for users.

4. Vera Avenue Permanent Bike Boulevard Project

Sponsor: City of Redwood City	Total Score: 71
Requested Phases: CON	Requested Funding: \$1,326,000
Recommended Phases: CON	Recommended Award: \$1,326,000

Project Description:

The City of Redwood City utilized funds from a C/CAG Transportation Development Act (TDA) Article 3 grant award to implement a bike boulevard on Vera Avenue using temporary/quick-build construction materials in Spring 2022. The City conducted post-installation evaluations, including a neighborhood workshop and survey, to solicit feedback on the pilot installation to inform future plans to install the facility with permanent materials.

Utilizing that feedback, this project will construct a permanent bike boulevard on Vera Avenue, including neighborhood traffic circles, bicycle crossing enhancements at intersections, and signage improvements. The project will result in a safe east-west connection between neighborhoods west of Redwood City and the downtown area. The project is part of the RWCMoves bicycle backbone network.

5. East Bayshore Road Pedestrian and Cyclist Improvements

Sponsor: City of East Palo Alto	Total Score: 69.6
Requested Phases: CON	Requested Funding: \$1,925,000
Recommended Phases: CON	Recommended Award: \$1,925,000

Project Description:

East Bayshore Road has discontinuous sidewalks and no bicycle facilities in the project area. Twelve pedestrian and cyclist collisions have occurred over the past five years on East Bayshore Road in recent years, with two of those pedestrian collisions resulting in fatalities. The Project will develop connections to existing Class II bicycling infrastructure in the vicinity, and will connect to a new Class I crossing of Highway 101 at University Avenue (being constructed as a separate effort).

The project will construct Class II bike lanes, sidewalks to fill gaps in the local network, curb ramps, bulb-outs, high-visibility crosswalks, and lighting to enhance pedestrian visibility.

**SMCTA Measure A and Measure W
Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

6. Parkway Heights Middle School Pedestrian and Bike Improvements

Sponsor: City of South San Francisco	Total Score: 66.25
Requested Phases: PS&E, CON	Requested Funding: \$2,000,000
Recommended Phases: PS&E, CON	Recommended Award: \$2,000,000

Project Description:

South San Francisco conducted a walk audit in partnership with the San Mateo County Office of Education (funded by SMCTA), to evaluate student travel conditions near several schools, including Parkway Heights Middle School. The walk audits included school staff, the City’s Bicycle and Pedestrian Advisory Committee (BPAC), and consultants.

The key needs identified for Parkway Heights Middle School and the vicinity include widening existing sidewalks, curb extensions, corner islands, curb ramps, high-visibility crosswalks, Class IV bicycle lanes, a hardened centerline, and speed humps. The project will incorporate these elements in the design phase, and then proceed to construction of the improvements.

Please note, the evaluation committee recommended a third-party design consultant review at the 65% design phase of PS&E. This is to ensure industry best practices are incorporated into the project’s design prior to finalizing design and authorizing the construction phase.

7. Santa Cruz Ave and Sand Hill Road Corridor Safety Improvements

Sponsor: City of Menlo Park	Total Score: 65.7
Requested Phases: PS&E, CON	Requested Funding: \$1,387,370
Recommended Phases: PS&E, CON	Recommended Award: \$1,387,780

Project Description:

The Project focuses on enhancing pedestrian and bicyclist safety along a 1.2 mile stretch of Santa Cruz Avenue between Orange Avenue and University Drive, and the city-owned portions of Sand Hill Road between Sharon Park Drive and Oak Avenue, along with the Santa Cruz Avenue/Junipero Serra Boulevard intersection and the adjacent section of Sharon Park Drive between Sand Hill Road and Sharon Road. This project targets high priority locations identified in the City’s Vision Zero Action Plan based on the analysis and suggestions in the Menlo Park Complete Streets Safety Assessment (CSSA) Draft Report.

The project will implement safety countermeasures at 23 intersections along the Santa Cruz Avenue corridor including enhanced signage and striping, median islands, adding bollards to existing bike lane buffer at spot locations, in-street pedestrian signage, intersection daylighting, a pedestrian hybrid beacon, and 2 radar speed feedback signs. For the Sand Hill Road corridor, this project will implement measures including upgrading 4 high visibility crosswalks, enhanced signage and striping, bike lane extension across intersections, bike box, intersection guidelines, leading pedestrian interval, yellow signal back plates, and 2 radar speed feedback signs. At Sand Hill Road/Oak Avenue, more extensive enhancements will be implemented, including no turn on red restrictions, bike box, bike signals, and a bike ramp to significantly improve safety and close a key gap in the regional active transportation network. Additionally, segments of the existing bike lane on Sand Hill Road will be upgraded to a separated bike lane, and a new separated bike lane will be installed on Sharon Park Drive between Sharon Road and Sand Hill Road.

**SMCTA Measure A and Measure W
Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

Please note, the evaluation committee recommended a third-party design consultant review at the 65% design phase of PS&E. This is to ensure industry best practices are incorporated into the project's design prior to finalizing design and authorizing the construction phase.

8. Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements

Sponsor: City of South San Francisco
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON

Total Score: 61.75
Requested Funding: \$2,000,000
Recommended Award: \$2,000,000

Project Description:

South San Francisco conducted a walk audit in partnership with the San Mateo County Office of Education to evaluate student travel conditions near several schools, including Parkway Heights Middle School. The walk audits included school staff, the City's Bicycle and Pedestrian Advisory Committee (BPAC), and consultants.

The key needs identified for Alta Loma Middle and Buri Buri Elementary Schools and the vicinity include new and upgraded sidewalks, mini roundabouts, curb extensions, raised crosswalks, and speed reduction measures. The project will incorporate these elements in the design phase, and then proceed to construction of the improvements.

Please note, the evaluation committee recommended a third-party design consultant review at the 65% design phase of PS&E. This is to ensure industry best practices are incorporated into the project's design prior to finalizing design and authorizing the construction phase.

9. Alpine Road Corridor Improvement Project

Sponsor: San Mateo County
Requested Phases: PA/ED
Recommended Phases: PA/ED

Total Score: 58.5
Requested Funding: \$2,000,000
Recommended Award: \$2,000,000

Project Description:

The Alpine Road Corridor Improvement Project represents a 1.8-mile stretch of roadway which extends from the unincorporated San Mateo County/Menlo Park boundary to the unincorporated San Mateo County/Portola Valley boundary. It is a heavily used arterial, serving drivers, bicyclists, pedestrians, and transit riders. Alpine Road is mostly one lane in each direction with high vehicular speeds and a posted speed limit of 35 mph. High vehicular speeds, numerous conflict zones with both the I-280 ramps and private driveways, and little dedicated space or buffers for pedestrians and cyclists creates an uncomfortable and stressful active transportation environment. There is an existing narrow Class II bike lane on both sides of the roadway that does not provide adequate facilities for people of all ages and abilities.

The project will fund the PA/ED phase to work toward the ultimate buildout of constructing an enhanced Alpine Trail project, building on the Caltrans Project Initiation Documents (PID) previously funding through Cycle 6. These improvements are specifically designed to increasing the visibility of bicyclists and pedestrians, reduce the amount of conflict points, slow vehicular speeds, provide more space for multimodal users, and increase separation between vehicles and multimodal users.

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Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

10. Hillside Boulevard Improvement Project – Phase II

Sponsor: Town of Colma	Total Score: 56
Requested Phases: PS&E	Requested Funding: \$1,246,000
Recommended Phases: PS&E	Recommended Award: \$1,246,000

Project Description:

This project is intended to transform the Hillside Boulevard corridor into a complete street through traffic calming and infrastructure improvements. The project spans approximately 1.1 miles, from Serramonte Boulevard to Lawndale Boulevard.

The Town of Colma is requesting funds for design of the project, including new sidewalks with pedestrian lighting and signage, upgrading existing Class II bike lanes to Class IV protected bikeways, new ADA compliant curb ramps, mid-block crosswalks with Rectangular Rapid Flashing Beacons (RRFBs), high-visibility crosswalks, traffic signal modifications, and green streets infrastructure and landscape features, where applicable. The integration of the proposed improvement project along with the regional transportation corridor will support land use and housing goals and policies, improve accessibility, and promote micromobility.

11. Brittan Avenue and San Carlos Avenue Sidewalk

Sponsor: City of San Carlos	Total Score: 52.2
Requested Phases: CON	Requested Funding: \$2,000,000
Recommended Phases: CON	Recommended Award: \$2,000,000

Project Description:

The San Carlos Ave and Brittan Ave Sidewalk Improvement Project is intended to improve the path of travel on these roadways. The Project is a result of improvement recommendations from the City's Bicycle and Pedestrian Master Plan to establish a long-term vision for improving walking and bicycling in San Carlos. The Project also meets the City Council's strategic goal of improving alternative transportation and mobility within the City.

The Project includes two project sites. The portion of San Carlos Avenue between Alameda de las Pulgas to Cordilleras Ave includes replacing the asphalt pathway with sidewalk, curb, and gutter, re-striping the bike lane to match, resurfacing the roadway, and installing high-visibility thermoplastic striping and pavement markings. The Brittan Ave segment between Milano Wy to Alameda de las Pulgas will include constructing sidewalk, curb, and gutter to fill in the gap that currently lacks sidewalks, installing a high-visibility five-foot green bike lane with a three-foot buffer, constructing new ADA compliant curb ramps, relocating or installing signage and utilities, resurfacing the roadway, installing high-visibility thermoplastic striping and pavement markings, modifying existing driveway approaches for those properties fronting the roadway, and potentially installing a new rectangular rapid flashing beacon.

Please note, the evaluation committee recommended a third-party design consultant review at the 65% PS&E stage or prior to the design being finalized to ensure industry best practices are incorporated. This will be required prior to executing the agreement for the requested construction funding.

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Summary of Project Descriptions by Category**

12. Oceana Bike Lane Project

Sponsor: City of Pacifica	Total Score: 48
Requested Phases: PS&E, CON	Requested Funding: \$1,846,332
Recommended Phases: PS&E	Recommended Award: \$151,926

Project Description:
The project proposes to improve bicycle mobility along Oceana Boulevard from Milagra Drive to Clarendon Road. The improvements will enable multimodal transportation options in a location connecting to shopping centers and schools. This will help to reduce traffic congestion and greenhouse gas emissions, and improve public health through improved access to mobility options.

The project will design new Class II bicycle lanes with a new concrete curb adjacent to the bike lanes. Additionally, new ADA curb ramps will be included along the corridor to enhance and update the pedestrian experience, in addition to enhanced striping at crosswalks.

Please note, the evaluation committee recommended a reduced award to allow the City to move forward with PS&E for this project. The Committee recommended a third-party design review to ensure best practices are incorporated in the design.

**SMCTA Measure A and Measure W
Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

Small Capital Projects by Rank

1. Hillside Boulevard Complete Streets Corridor Project

Sponsor: City of Daly City	Total Score: 83.6
Requested Phases: PLAN, PA/ED	Requested Funding: \$520,000
Recommended Phases: PLAN, PA/ED	Recommended Award: \$520,000

Project Description:

The Hillside Boulevard Complete Streets Corridor Project will include concept planning with community engagement, preliminary engineering and environmental clearance for a road diet on Hillside Boulevard between East Market Street and Hoffman Street, which is in both Daly City and unincorporated San Mateo County. This roadway is a transit route, and will include the County as a project partner. These improvements will enhance bicycle and pedestrian safety and access, provide transportation choices, implement first mile/last mile solutions, provide safe routes to schools, and reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

The Project will reduce the number of continuous travel lanes from 4 to 2 and add a center turn lane, in addition to widening sidewalks where space permits, curb extensions, rectangular rapid flashing beacons (RRFBs), ADA compliant curb ramps, and high visibility crosswalks. The design will also evaluate realigning skewed intersections at Lisbon, Sylvan, Villa, Chester, and Linden Streets. The Project will upgrade the bikeway from a shared route with sharrows to a combination of protected and buffered, and will also include wayfinding signage and spot access improvements along the A and B Street corridors to better connect to the Colma BART Station.

2. Sharon/Eastridge and Oak/Oak Knoll Safety Improvements

Sponsor: City of Menlo Park	Total Score: 65.6
Requested Phases: CON	Requested Funding: \$450,500
Recommended Phases: CON	Recommended Award: \$450,500

Project Description:

The City of Menlo Park's Sharon Road/Eastridge Avenue and Oak Avenue/Oak Knoll Lane Safety Improvement Project aims to significantly enhance pedestrian and bicyclist safety at two key intersections near local schools.

At the Sharon Road/Eastridge Avenue intersection, this project will construct 1 RRFB, 3 curb extensions, 1 new accessible curb ramp, improving 2 existing accessible curb ramps, enhanced pedestrian and bicyclist signage and striping, and upgrading 1 yellow high-visibility crosswalk. These improvements will help reduce vehicle speeds, while substantially improving safety, comfort, visibility and accessibility for pedestrians and bicyclists accessing key destinations such as La Entrada Elementary School, SamTrans bus stop, and City of Menlo Park Shuttle stop. This is especially critical for those crossing the uncontrolled Sharon Road leg of the intersection.

At Oak Avenue/Oak Knoll Lane, this project will construct 1 "quick-build" curb extension, 1 concrete curb extension, 2 new accessible curb ramps, relocating 1 crosswalk, enhanced pedestrian and bicyclist signage and striping, traffic calming improvements and realignment of the skewed intersection within existing right of way. These improvements will reduce vehicle

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Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

speed and improve the safety, comfort, visibility and accessibility for pedestrians and bicyclists using this designated Bike Boulevard, including schoolchildren traveling to Oak Knoll Elementary School, as well as commuters heading to Stanford University and other key destinations.

3. Safe Routes Intersection Improvements

Sponsor: City of Millbrae	Total Score: 63.2
Requested Phases: PS&E, CON	Requested Funding: \$675,000
Recommended Phases: PS&E, CON	Recommended Award: \$675,000

Project Description:

The Safe Route Intersection Improvements Project will improve the intersection of Magnolia Avenue and Millbrae Avenue and its' approaches by constructing pedestrian traffic calming measures at or near the intersection, and upgrading the traffic signals to provide protected left turns. This is intended to improve crossing safety for pedestrians and bicyclists, in order to encourage more users to walk and bike to school, transit, and other locations in Millbrae.

4. Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project

Sponsor: City of San Mateo	Total Score: 61
Requested Phases: PA/ED, PS&E, ROW	Requested Funding: \$351,648
Recommended Phases: PA/ED, PS&E, ROW	Recommended Award: \$351,648

Project Description:

31st Avenue is a busy, multimodal corridor providing direct access to Hillsdale High School, the Hillsdale Shopping Center, Hillsdale Caltrain Station, and Rail Corridor TOD area. Approximately 60% of Hillsdale High School students use 31st Avenue to access school, and 31st Avenue is served by two SamTrans bus routes to bring students from Foster City to Hillsdale High School and a San Mateo Union High School District to transport students by bus. The project aims to address pedestrian safety concerns voiced by Hillsdale High School students, parents, staff, and nearby residents, including pedestrian visibility issues, illegally parked vehicles at crosswalks, and speeding.

The project includes design, environmental, community outreach, and right-of-way phases to make improvements in the school parking lot and at the driveway. The outcome is expected to be a construction-ready design with a number of pedestrian safety improvements, including curb extensions and raised crosswalks at major crossings, high-visibility crosswalks at all intersections, ADA compliant curb ramps, and a new signal and protected intersection at 31st Avenue and Alameda de las Pulgas. The improvements will provide added safety and mobility benefits for students and community members walking, biking, and accessing transit on 31st Avenue.

5. Bay Trail Class I Gap Closure

Sponsor: City of Burlingame	Total Score: 58
Requested Phases: PS&E	Requested Funding: \$180,000
Recommended Phases: PS&E	Recommended Award: \$180,000

Project Description:

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Summary of Project Descriptions by Category**

The Bay Trail Gap Closure Project aims to complete a critical gap in the Bay Trail between the Burlingame and San Mateo borders at Airport Boulevard. The existing site along Airport Boulevard is characterized by a lack of continuous paths for cyclists and pedestrians. In the absence of a completed trail network, users must utilize busy streets to traverse between the segments.

This project will design a dedicated, continuous path for cyclists and pedestrians, linking existing trail segments. The design will include signage and safety enhancements such as improved crossings and lighting.

6. Ponderosa Elementary School Pedestrian and Bike Improvements

Sponsor: City of South San Francisco
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON

Total Score: 54.5
Requested Funding: \$897,000
Recommended Award: \$897,000

Project Description:

South San Francisco conducted a walk audit in partnership with the San Mateo County Office of Education (funded by SMCTA), to evaluate student travel conditions near several schools, including Ponderosa Elementary School. The walk audits included school staff, the City's Bicycle and Pedestrian Advisory Committee (BPAC), and consultants.

The planned improvements at Ponderosa Elementary School include curb extensions, corner islands, high-visibility crosswalks, speed humps, and hardened centerlines. These improvements are intended to address the safety concerns identified in the walk audit and aim to create a more pedestrian friendly environment for the school's students and caregivers.

7. Spur Trail Connectivity Project Phase I

Sponsor: City of Millbrae
Requested Phases: PLAN, PA/ED, PS&E, CON
Recommended Phases: PLAN, PA/ED, PS&E, CON

Total Score: 49.3
Requested Funding: \$900,000
Recommended Award: \$900,000

Project Description:

The Millbrae Spur Trail Connectivity Project will involve preliminary engineering and environmental review of a two-mile-long bicycle and pedestrian facility. This proposed trail connection provides an important connection to the Millbrae Transit Center, including BART, Caltrain, and SamTrans, as well as the Bay Trail. It will also connect to several parks and schools within the City of Millbrae, offering residents alternative modes of transportation.

The project will evaluate bicycle and pedestrian facilities to connect the Spur Trail to the Bay Trail, enhancing connectivity and providing safe, accessible pathways for cyclists and pedestrians. This project closes a critical gap in the city's bicycle network from Lomita Trail to Spur Trail and will provide safe and direct routes for cyclists and pedestrians to access transit at the Millbrae BART and Caltrain stations, parks, schools, and other key destinations throughout Millbrae. The project will consider various alignments to connect to the transit

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Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

center, and to continue connectivity across the US 101/Millbrae Avenue overcrossing to reach the Bay Trail.

8. Ped/Bike Connection to Hatch Elementary School

Sponsor: City of Half Moon Bay	Total Score: 49
Requested Phases: PA/ED, PS&E, CON	Requested Funding: \$702,000
Recommended Phases: PA/ED, PS&E, CON	Recommended Award: \$702,000

Project Description:

This project will construct a 500-foot ADA compliant pathway parallel to Second Avenue between Central Avenue and Myrtle Street to provide a safe route to Hatch Elementary School. It will also provide connectivity to commercial destinations, Downtown Half Moon Bay, and the beach. In doing so, it will provide a fully separated bicycle and pedestrian path, removing conflict with vehicles along this corridor.

The existing pathway is comprised of dirt and degraded asphalt, and is uneven with tripping hazards along the length. The project will install a new pathway constructed of permeable materials, ADA curb ramps, striping including crosswalks, and rectangular rapid flashing beacons (RRFBs) at all mid-block crossings.

9. Burlingame Transit Station Bike and Pedestrian Improvement Project

Sponsor: City of Burlingame	Total Score: 45.3
Requested Phases: PS&E	Requested Funding: \$148,500
Recommended Phases: PS&E	Recommended Award: \$148,500

Project Description:

The area around the Burlingame Caltrain Station currently lacks sufficient infrastructure for safe and efficient active transportation. The sidewalks are discontinuous, the crosswalk is not highly visible, and there are minimal facilities for bicyclists. These deficiencies create unsafe conditions for pedestrians and bicyclists, particularly in navigating the busy area surrounding the station. The Burlingame Station Bicycle Facility Improvement Project prioritizes creating a safe, attractive, and accessible bicycle network to and from the Burlingame Caltrain Station to nearby Burlingame Community Center, schools, tennis courts, aquatic center, parks, as well as the neighboring communities.

The improvements would include enhancement of bicycle accessibility such as new Class I trail in front of the station, high visibility crosswalks, extended sidewalks, curb ramps, curb extensions, and bio-retention areas at the intersection of North Lane and California Drive. The project proposes to include connectivity to existing facilities.

Please note, the evaluation committee recommended conditional award if the City agrees to include entire gap closure connections in the PS&E to existing bicycle facilities on California Drive north and south of the proposed project location.

**SMCTA Measure A and Measure W
Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

Planning/Promotions Projects by Rank

1. Countywide Bike Education

Sponsor: Commute.org	Total Score: 69.25
Requested Phases: Planning	Requested Funding: \$100,000
Recommended Phases: Planning	Recommended Award: \$100,000

Project Description:

The Countywide Bicycle Education program aims to encourage greater bicycle use for transportation in the county. It seeks to achieve this by offering various courses and training sessions across the county engaging those who are new to riding as well as those who need advanced urban cycling skills. The effort is geared toward ongoing education and training to support the growing community of cyclists.

Commute.org will oversee all project administration. They will partner with Silicon Valley Bicycle Coalition to provide educators and managing course logistics. The program aims to provide at least 15 courses on a variety of topics, including general education, basic bike maintenance, learn to ride, smart cycling, and an introduction to e-bikes.

2. Countywide Bicycle Trainers

Sponsor: Commute.org	Total Score: 65.75
Requested Phases: Planning	Requested Funding: \$100,000
Recommended Phases: Planning	Recommended Award: \$100,000

Project Description:

The Countywide Bicycle Trainers program aims to grow the number of League of American Bicyclists-certified Cycling Instructors (LCIs) in San Mateo County to support ongoing bike education and training. A large barrier to offering additional bicycle education courses has been the limited certified bicycle instructors, particularly in San Mateo County.

The goal is to train at least 10 people through the LCI program, including prerequisite courses and a weekend seminar. The establishment of the Countywide Bicycle Trainers program holds significant potential to bring important benefits to the community by creating more qualified bicycle education instructors in San Mateo County, including those that are Spanish speaking. Additional benefits include enhancing bicycle safety, promoting better health, contributing to sustainability, and fostering a stronger sense of community. Silicon Valley Bicycle Coalition is expected to be a key program partner, responsible for providing educators and managing course logistics. Funds will be reserved for program scholarships and stipends for those who meet needs-based criteria.

3. Bikeshare and Scooter-share Education and Marketing Campaign

Sponsor: C/CAG	Total Score: 65.67
Requested Phases: Planning	Requested Funding: \$100,000
Recommended Phases: Planning	Recommended Award: \$100,000

Project Description:

C/CAG is planning to launch a bike and scooter share pilot program with a vision to provide residents and visitors with an affordable, convenient, and sustainable transportation option

**SMCTA Measure A and Measure W
Cycle 7 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

that reduces vehicle miles traveled, connects communities to destinations across the County, and integrates with transit. Through their Community Outreach Plan developed for the pilot, C/CAG developed a Market Service Plan to promote the pilot program. These funds are requested to implement the strategies in the Market Service Plan.

C/CAG plans to utilize a multifaceted approach in implementing strategies to market the pilot including press events, e-blasts and social media posts focused on low-income discount program enrollment, low-income focused program enrollment/engagement, advertisement/digital printed ads, free monthly memberships to Bay Area influencers from Equity Focus Areas to promote the program, and paid focus groups with low-income residents or workers conducted in several languages.

Exhibit B. 2024 Pedestrian and Bicycle Program Cycle 7 Program of Final Recommended Projects

Sponsor	Project Title	Total Score	Total Project Budget	Request Amount	Matching Funds	Match %	TA Technical Assistance	Requested Phases	Recommended Phases	Recommended Measure A Funding	Recommended Measure W Funding
Large Capital Projects											
San Mateo (City)	Fashion Island Blvd/19th Avenue Separated Bikeway	78	\$22,769,000	\$2,000,000	\$500,000	25%	\$200,000	CON	CON		\$2,200,000
Redwood City	James/El Camino Real Intersection Pedestrian Safety and Operation Improvement	73.4	\$1,431,400	\$1,116,000	\$124,000	10%		CON	CON	\$1,116,000	
San Bruno	Huntington Ave Bikeway Phase II	71.6	\$5,900,000	\$2,000,000	\$200,000	10%		CON	CON	\$2,000,000	
Redwood City	Vera Avenue Permanent Bike Boulevard Project-Construction Phase	71	\$1,728,000	\$1,326,000	\$70,000	5%		CON	CON	\$1,326,000	
East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	69.6	\$3,980,000	\$1,925,000	\$1,475,000	43%		CON	CON	\$1,925,000	
South San Francisco	Parkway Heights Middle School Ped and Bike Improvements ¹	66.25	\$2,200,000	\$2,000,000	\$200,000	10%		PS&E, CON	PS&E, CON		\$2,000,000
Menlo Park	Santa Cruz Ave and Sand Hill Rd Corridor Safety Improvements ¹	65.7	\$1,632,200	\$1,387,370	\$244,830	18%		PS&E, CON	PS&E, CON	\$1,387,370	
South San Francisco	Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements ¹	61.75	\$2,200,000	\$2,000,000	\$200,000	10%		PS&E, CON	PS&E, CON		\$2,000,000
San Mateo County	Alpine Road Corridor Improvement Project	58.5	\$2,200,000	\$2,000,000	\$200,000	10%	\$200,000	PA/ED	PA/ED		\$2,200,000
Colma	Design of the Hillside Boulevard Improvement Project – Phase II	56	\$1,400,000	\$1,246,000	\$154,000	11%		PS&E	PS&E		\$1,246,000
San Carlos	Brittan Ave and San Carlos Ave Sidewalk ¹	52.2	\$5,078,800	\$2,000,000	\$200,000	10%		CON	CON		\$2,000,000
Pacifica	Oceana Bike Lane Project ²	48	\$2,051,480	\$1,846,332	\$205,000	11%		PS&E, CON	PS&E		\$151,926
		Totals	\$52,570,880	\$20,846,702	\$3,772,830		\$400,000			\$7,754,370	\$11,797,926
Small Capital Projects											
Daly City	Hillside Boulevard Complete Streets Corridor Project	83.6	\$650,000	\$520,000	\$130,000	20%		PLAN, PA/ED	PLAN, PA/ED		\$520,000
Menlo Park	Sharon/Eastridge and Oak/Oak Knoll Safety Improvements	65.6	\$530,000	\$450,500	\$79,500	17.6%		CON	CON		\$450,500
Millbrae	Safe Route Intersection Improvements	63.2	\$750,000	\$675,000	\$75,000	11%		PS&E/CON	PS&E/CON		\$675,000
San Mateo (City)	Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project	61	\$390,720	\$351,648	\$39,072	11%		PA/ED, PS&E, ROW	PA/ED, PS&E, ROW	\$351,648	
Burlingame	Bay Trail Class I Gap Closure	58	\$200,000	\$180,000	\$20,000	10%		PS&E	PS&E	\$180,000	
South San Francisco	Ponderosa Elementary School Ped and Bike Improvements	54.5	\$997,000	\$897,000	\$100,000	11%		PS&E, CON	PS&E, CON	\$897,000	
Millbrae	Spur Trail Connectivity Project Phase 1	49.3	\$2,655,000	\$900,000	\$100,000	10%		PLAN, PA/ED, PS&E, CON	PLAN, PA/ED, PS&E, CON		\$900,000
Half Moon Bay	Ped/Bike Connection to Hatch Elementary School	49	\$780,000	\$702,000	\$78,000	10%		PA/ED, PS&E, CON	PA/ED, PS&E, CON		\$702,000
Burlingame	Burlingame Transit Station Bike and Ped Improvement Project ³	45.3	\$165,000	\$148,500	\$16,500	10%		PS&E	PS&E		\$148,500
		Totals	\$7,117,720	\$4,824,648	\$638,072					\$1,428,648	\$3,396,000
Planning & Promotions Projects											
Commute.org	Countywide Bike Education	69.25	\$111,000	\$100,000	\$11,000	10%		PLAN	PLAN		\$100,000
Commute.org	Countywide Bicycle Trainers	65.75	\$111,000	\$100,000	\$11,000	10%		PLAN	PLAN		\$100,000
C/CAG	Bikeshare and Scooter-share Education and Marketing Campaign	65.67	\$110,000	\$100,000	\$10,000	10.00%		PLAN	PLAN		\$100,000
		Totals	\$332,000	\$300,000	\$32,000					\$0	\$300,000
		Totals	\$60,020,600	\$25,971,350	\$4,442,902					\$9,183,018	\$15,493,926

Evaluation Committee Notes and Proposed Conditions on Awards:

1. For various projects requesting multiple phases without concept designs, or for which the Evaluation Committee had concerns regarding initial concepts, require a third party consultant design review to ensure best practices are incorporated during the PS&E phase (65% design). This would be required before a construction phase agreement would be executed.
2. Evaluation committee recommends a reduced award to allow Pacifica to proceed with PS&E phase only with third-party consultant design review.
3. Conditional award if the City agrees that the PS&E will include entire gap closure connections to existing bicycle facilities on California Drive north and south of the proposed project location.

**SMCTA 2024 Measure A & Measure W
Alternative Congestion Relief and
Transportation Demand Management Program
Cycle 2 Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List**

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2024 Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program Call for Projects (CFP). This document is organized by sub-category and projects are listed by their rank as scored by the evaluation committee.

Competitive – Mid/Large Jurisdictions

1. Daly City Micromobility Pilot

Sponsor: City of Daly City

Request: \$200,000

Funding Recommendation: \$200,000

Project Description:

The proposed project expands the existing Bay Wheels program into Daly City and provides residents an affordable, convenient and sustainable transportation option that reduces vehicle miles traveled while connecting residents across neighborhoods. By making micromobility available to residents in Daly City, the project will provide congestion relief on crowded corridors and serve as a valuable first and last mile complement to transit. The effort would include up to 80 bikes and up to 10 stations.

Daly City has been working with MTC and C/CAG on the expanded program for the first year of operation. The grant request would be utilized to pay for the second year of the pilot bikeshare program in Daly City.

**SMCTA 2024 Measure A & Measure W
Alternative Congestion Relief and
Transportation Demand Management Program
Cycle 2 Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List**

Competitive – Small/Coastal Jurisdictions

1. Half Moon Bay FY 24-25 Bicycle Pedestrian Small-Scale Projects

Sponsor: City of Half Moon Bay

Request: \$200,000

Funding Recommendation: \$200,000

Project Description:

This project aims to complete a series of small-scale projects recommended by Half Moon Bay's 2019 Bicycle and Pedestrian Master Plan. The project includes both design and construction phases. The first portion of the project involves adding or upgrading existing standard crosswalks to high-visibility at key crossing locations to improve safety for people biking and walking. There is a need for crosswalks in the downtown corridor of Half Moon Bay, and some existing ones need to be upgraded to high-visibility. The second portion of the project involves upgrading class-2 bike lane striping to include modern high-visibility elements at potential conflict points along Miramontes Point Road to reduce the risk of bicycle collisions with vehicles and to enhance safe bike and pedestrian access. The third portion involves installing additional bicycle parking amenities at various parks throughout the City to encourage cycling and reduce vehicle miles traveled (VMT).

2. Bayshore-VWR Bus Stop Improvements

Sponsor: City of Brisbane

Request: \$200,000

Funding Recommendation: \$450,000

Project Description:

Bayshore Boulevard is a principal arterial serving commuters throughout the Bay Area, and is the road most used by residents wishing to travel to locations outside of Brisbane. The proposed project aims to make the existing SamTrans bus stop at Bayshore/VWR an appealing transportation option for residents of Brisbane who would normally drive. Enhancing the level of passenger amenities at the existing SamTrans Bus Stop, which also serves a commute.org shuttle, will improve access to equitable, sustainable, affordable, and safe transportation options resulting in a decrease in vehicle miles traveled (VMT) and congestion, improvements to environment in reduction of greenhouse gas emissions, while enhancing the quality of life and safety for current and future SamTrans riders.

The project will serve all residents of Brisbane, in particular the residents of a mobile home park near the aforementioned bus stop, in addition to employees at the nearby Amazon warehouse. The Bayshore/VWR bus stop also provides commute.org shuttle services to BART Balboa Park Station and Caltrain, making this location a key stop for residents seeking to travel to other Bay Area locations without a vehicle.

Please note, the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$450,000.

**SMCTA 2024 Measure A & Measure W
Alternative Congestion Relief and
Transportation Demand Management Program
Cycle 2 Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List**

Intelligent Transportation Systems Projects by Rank

1. San Mateo Countywide AV Shuttle Pilot Program Feasibility Study

Sponsor: C/CAG (with SMCTA)

Request: \$200,000

Funding Recommendation: \$420,000

Project Description:

The proposed Shared Automated Vehicle (SAV) Feasibility Study will be developed to consider SAV pilot projects and strategies that can be implemented across San Mateo County's diverse land-uses. This includes the county's coastal areas and the more developed communities on both sides of US-101. The proposed SAV Feasibility Study will build upon the development of the San Mateo Countywide Automated Vehicles (AV) Strategic Plan, being developed by the City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (TA) to prepare for the advent of AVs in San Mateo County.

The SAV Feasibility Study intends to identify new or existing shuttle routes suitable for implementing SAV pilot projects, identify project sponsors and fund sources, and evaluate the technologies and vendors to implement the projects. The SAV Feasibility Study will contribute towards broader transportation goals such as congestion relief and reducing vehicle miles traveled (VMT) by providing first/last mile transportation solutions. They may increase transportation sustainability by providing alternatives to single-occupancy vehicle trips. Lastly, SAVs can contribute to economic development opportunities by shifting how we travel and access employment, job centers and business districts, and fosters community development by providing access to recreational centers and coastside.

Please note, the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$420,000.

2. Smart Corridor Northern County Incident Response Timing Plans

Sponsor: C/CAG

Request: \$200,000

Funding Recommendation: \$200,000

Project Description:

The San Mateo County Smart Corridor is designed to improve mobility of local arterial streets by proactively operating traffic technology, such as interconnected traffic signal systems, transit signal priority (TSP), closed circuit televisions (CCTV), and dynamic message signs on designated local streets and state routes. The infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring congestion on local street and optimize traffic flow for all modes. The initial segments between San Bruno and East Palo Alto are complete and in operation but since being in operation for over 5 years, their incident response timing plans need to be reviewed and

**SMCTA 2024 Measure A & Measure W
Alternative Congestion Relief and
Transportation Demand Management Program
Cycle 2 Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List**

updated. The South San Francisco segment is under construction and expected to finish in 2024. The final segments in Daly City, Colma, and Brisbane will begin construction in the Fall of 2024 and is expected to have equipment ready by Fall of 2025. Incident response timing plans have been developed and implemented for segments from San Bruno to East Palo Alto and are used by Caltrans and the local jurisdictions for deployment of incident response strategies. TSP is currently in operation in portions of the County, but needs to be expanded countywide to serve more routes and more riders.

This project will create and deploy incident response timing plans for the remaining Smart Corridor segments (Daly City, Colma, and Brisbane) to ensure that Caltrans and local jurisdictions can proactively deploy incident response strategies to manage congestion on local streets in San Mateo County. In addition, the project will also review the existing incident response timing plans to see if any updates need to be implemented and deployed. Lastly, the project will set the framework for a transition plan for a countywide cloud-based TSP system.

3. Sidewalk Data Purchase

Sponsor: C/CAG

Request: \$200,000

Funding Recommendation: \$253,000

Project Description:

As the Congestion Management Agency for the County of San Mateo, C/CAG updates the San Mateo County Comprehensive Bicycle and Pedestrian Plan every five years. The plan identifies pedestrian and bicycle infrastructure gaps within the County to enhance multimodal transportation options and recommend projects to improve bicycle and pedestrian safety. For the next Bike and Pedestrian Plan update, C/CAG plans to collect sidewalk data to document existing conditions and identify unsafe and disconnected sidewalk infrastructure. C/CAG intends to partner with a third-party data vendor that uses advanced technology, such as drone data and artificial intelligence, to gather the information. With this vendor, C/CAG aims to gather sidewalk data to create a detailed map of sidewalk conditions and assets, including ramps and ADA accessibility.

In addition to informing the County Bike and Pedestrian Plan, C/CAG would share the data with local jurisdictions for their own use. For example, cities could use the data to better understand gaps in the network, prioritize pedestrian improvement projects, and apply for external grants for these projects.

Please note, the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$253,000.

**SMCTA 2024 Measure A & Measure W
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Summary List of Projects Descriptions: Ranked List**

4. Incident Response Timing

Sponsor: City of South San Francisco

Request: \$100,000

Funding Recommendation: \$100,000

Project Description:

The San Mateo County Smart Corridor Program is designed to improve mobility of local arterial streets by proactively operating traffic technology, such as interconnected traffic signal systems, transit signal priority (TSP), closed circuit televisions (CCTV), and dynamic message signs on designated local streets and state routes. The infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring congestion on local street and optimize traffic flow for all modes.

This project will create and deploy incident response timing plans for the City of South San Francisco to ensure that Caltrans and local jurisdictions can proactively deploy incident response strategies to manage congestion on local streets in San Mateo County. In addition, the project will also update the guidelines (Operations Manual) for deployment of the timing plans by Caltrans and prepare graphics and diagrams for all strategies. This project is one piece of a chain of projects that will establish the framework for a transition plan for a countywide cloud-based TSP system.

5. Transportation Big Data Subscription

Sponsor: City of Menlo Park

Request: \$80,325

Funding Recommendation: \$80,325

Project Description:

This request will fund a three-year subscription to Streetlight Data. The data helps to identify travel behavior within the City of Menlo Park including daily and peak hour vehicle, bicycle and pedestrian data, speed data, turning movement analysis and origin and destination data. The speed and volume data was used in the development of the City's Vision Zero Action Plan. In addition, the data is used to develop projects like the City' Middle Avenue Complete Streets Project, Middlefield Road Safe Streets project, Belle Haven Traffic Calming Plan (an Equity Priority Community), and for spot improvements at Santa Cruz Avenue and Doyle Street and quick build projects such as intersection improvements at Willow Road and Alma Street.

**SMCTA 2024 Measure A & Measure W
Alternative Congestion Relief and
Transportation Demand Management Program
Cycle 2 Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List**

Planning

1. Millbrae Regional Shuttle Feasibility Project

Sponsor: Millbrae

Request: \$100,000

Funding Recommendation: \$180,000

Project Description:

The regional shuttle program feasibility study in Millbrae aims to enhance mobility for senior citizens and individuals with disabilities and other by evaluating the potential for a dedicated shuttle service. This service would improve first and last mile connectivity, linking residential areas with key transit hubs and local destinations. By addressing transportation gaps and providing accessible, reliable options, the program seeks to promote independence, reduce isolation, and ensure equitable access to essential services, ultimately fostering greater community inclusion and mobility for underserved populations.

Please note, the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$180,000. The Evaluation Committee recommended a conditional award pending approval of a revised full project scope of work to be approved by the TA prior to the December Board program adoption.

Exhibit D. 2024 ACR/TDM Program Cycle 2 Program of Final Recommended Projects

Sponsor	Project Title	Total Score	Total Project Cost	Requested Amount	Matching Funds	Match %	Recommended Measure A Funding	Recommended Measure W Funding	TA Technical Assistance
Competitive - Mid/Large Jurisdictions									
Daly City	Daly City Micromobility Pilot	78.0	\$220,000	\$200,000	\$20,000	10%		\$200,000	
		Totals	\$220,000	\$200,000	\$20,000		\$0	\$200,000	
Competitive - Small/Coastal Jurisdictions									
Half Moon Bay	FY 24 25 Bicycle Pedestrian Small-Scale Projects	68.4	\$220,000	\$200,000	\$20,000	10%		\$200,000	
Brisbane	Bayshore-VWR Bus Stop Improvements	62.6	\$600,000	\$200,000	\$20,000	10%		\$450,000	
		Totals	\$820,000	\$400,000	\$40,000		\$0	\$650,000	
Intelligent Transportation Systems									
C/CAG	San Mateo Countywide AV Shuttle Pilot Program Feasibility Study	71.7	\$220,000	\$200,000	\$20,000	10%	\$420,000		\$100,000
C/CAG	Smart Corridor Northern County Incident Response Timing Plans	69.5	\$220,000	\$200,000	\$20,000	10%	\$200,000		
C/CAG	Sidewalk Data Purchase	69.4	\$220,000	\$200,000	\$20,000	10%	\$253,000		
South San Francisco	Incident Response Timing	63.8	\$110,000	\$100,000	\$10,000	10%	\$100,000		
Menlo Park	Transportation Big Data Subscription	61.6	\$94,500	\$80,325	\$14,175	15%	\$80,325		
		Totals	\$864,500	\$780,325	\$84,175		\$1,053,325	\$0	\$100,000
Planning									
Millbrae	Millbrae Regional Shuttle Feasibility Project	52.1	\$198,000	\$100,000	\$18,000	10%		\$180,000	
		Totals	\$198,000	\$100,000	\$18,000		\$0	\$180,000	
		Totals	\$2,102,500	\$1,480,325	\$162,175		\$1,053,325	\$1,030,000	\$100,000

**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 the Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2024**

Action

Staff proposes the Board of Directors accept the San Mateo County Transportation Authority's (TA) Fiscal Year (FY) 2024 Draft Annual Comprehensive Financial Report (ACFR).

Significance

Annually, staff is responsible for preparation of an annual report on the financial position and financial results of the TA. The TA contracts with an independent auditor, Eide Bailly LLP, to conduct yearly audits of the Financial Statements in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States of America. The independent auditor has provided an unmodified, or "clean," opinion on the Financial Statements.

The TA presents these audited financial statements, along with the auditor's opinion thereupon, in a comprehensive document called the Annual Comprehensive Financial Report (ACFR). The ACFR serves as the TA's primary source of disclosure to the public and to the financial community regarding the status of the TA's financial position.

Budget Impact

There is no impact on the Budget.

Background

The ACFR is prepared in accordance with the guidelines set forth by the Government Accounting Standards Board and is organized into three sections – Introductory, Financial, and Statistical Sections.

- The **Introductory** Section includes a Transmittal Letter and provides general information on the TA's structure, personnel, and economic outlook.
- The **Financial** Section includes audited financial statements which provide detailed financial information as well as comparative financial data. The Management Discussion & Analysis (MD&A) is also found in the Financial Section. Along with the Transmittal Letter, the MD&A is of most interest to those looking for a narrative annual review of the TA's finances.

- The **Statistical** Section provides a broad range of data covering key financial trends including revenue and debt capacity, economic and demographic data, and operating information.

The introductory section and the statistical section presented in the ACFR are not required by California Government Code to be reported as part of the audited financial statements of the TA. These sections are required when producing an ACFR which the TA chooses to do in order to provide detailed information about the financial condition of the TA in a form that is understandable to our customers and constituents.

Together, all sections of the ACFR provide the detail as well as the perspective with which to assess the TA's financial condition.

The ACFR is prepared and presented to the Government Finance Officers Association for their review, evaluation and to apply for the certificate of Achievement for Excellence in Financial Reporting. The TA has received an award for every year that the report was submitted.

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

San Mateo County Transportation Authority

San Carlos, California



Annual Comprehensive Financial Report

Fiscal Year Ended June 30, 2024
With Comparative Totals for 2023



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SAN MATEO COUNTY
Transportation
Authority

San Carlos, California

Annual Comprehensive Financial Report

Fiscal Year Ended June 30, 2024
(With Comparative Totals for 2023)

Prepared by the Finance Division

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San Mateo County Transportation Authority

San Carlos, California

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June 30, 2024

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Introductory

Letter of Transmittal

GFOA Certificate of Achievement

Board of Directors

Executive Management

Organization Chart

Map

Table of Credits

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San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2024



[REPORT DATE]

**To the Board of Directors of the San Mateo County
Transportation Authority, and the Citizens of San Mateo County
San Carlos, California**

**Annual Comprehensive Financial Report
Year Ended June 30, 2024**

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the San Mateo County Transportation Authority (Transportation Authority) for the Fiscal Year July 1, 2023, through June 30, 2024. This transmittal letter includes the formal transmittal of the ACFR, a profile of the Transportation Authority, information useful in assessing the government's economic condition, awards, and acknowledgements.

Management assumes sole responsibility for the information contained in this report, including its presentation and the adequacy of its disclosures. To the best of our knowledge, this report is complete and reliable in all material respects. To provide a reasonable basis for making this representation, we have established a comprehensive system of internal controls designed to protect the Transportation Authority's assets from loss, to identify and record transactions accurately and to compile the information necessary to produce financial statements in conformity with generally accepted accounting principles (GAAP). Because the cost of internal controls should not exceed the likely benefits, the Transportation Authority's internal control system intends to provide reasonable, but not absolute, assurance that the financial statements are free from material misstatement.

To test the performance of the internal control system, the Transportation Authority contracted independent auditing services from Eide Bailly LLP, a certified public accounting firm licensed to practice in the State of California. The auditor expressed an opinion that the Transportation Authority's financial statements are fairly stated in all material respects and in compliance with accounting principles generally accepted in the United States. This conclusion is the most favorable kind and is commonly known as an "unmodified" or "clean" opinion.

Management provides a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The MD&A can be found immediately following the independent auditor's report.

San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2024

Organizational Profile

Basic Information

San Mateo County, with a population of over 737,000, is located on a peninsula south of the City and County of San Francisco, bordered on the west by the Pacific Ocean, on the east by San Francisco Bay and on the south by the counties of Santa Clara and Santa Cruz. The voters of San Mateo County approved the creation of the Transportation Authority pursuant to the Bay Area County Traffic and Transportation Funding Act in June 1988, Measure A. This Measure A vote authorized a one-half cent county-wide sales tax levy. The Transportation Authority programs and allocates sales tax revenues to designated project sponsors that are responsible for delivering a broad spectrum of transportation projects and programs pursuant to a Transportation Expenditure Plan (TEP) over a period of 20 years. In November 2004, the voters reauthorized the levy of the sales tax with a new publicly developed Expenditure Plan containing transportation programs and projects to be implemented over an additional 25 years beyond the original expiration date of December 31, 2008. The 2004 TEP includes six program categories including:

1. Transit
2. Highways
3. Local Streets/Transportation
4. Grade Separations
5. Pedestrian and Bicycle
6. Alternative Congestion Relief Programs

In November 2018, San Mateo County voters approved Measure W, another sales tax measure that provides an additional half-cent transportation sales tax for 30 years to fund countywide transportation and traffic congestion solutions in San Mateo County. The San Mateo County Transit District (District), which serves as the managing agency for the Transportation Authority (see Administration section below), imposes the tax and administers the investments in the County Public Transportation Systems Program Category in the associated Measure W Congestion Relief Plan, which represents 50% of the proceeds. Measure W also provides that the District may designate the Transportation Authority to administer the other half of the revenues, which it has done. As a result of this designation, the Transportation Authority administers the remaining 50% of Measure W sales tax proceeds in the following five categories:

1. Countywide Highway Congestion Improvements
2. Local Safety, Pothole and Congestion Relief Improvements
3. Grade Separations
4. Bicycle and Pedestrian Improvements
5. Regional Transit Connections

In total, the Transportation Authority programs and allocates funds for $\frac{3}{4}$ -cent sales tax; half-cent from the sales tax Measure A reauthorized in 2004, and $\frac{1}{4}$ -cent from the Measure W sales tax enacted in 2018.

San Mateo County Transportation Authority

Letter of Transmittal
June 30, 2024

The 2004 Measure A TEP requires the Transportation Authority to develop and adopt a Strategic Plan and that it be updated at least once every five years. The Measure W TEP, otherwise known as the San Mateo County Congestion Relief Plan, also requires the Transportation Authority to prepare a Strategic Plan with broad-based public outreach. This plan, which was approved in December 2019 by the Transportation Authority Board of Directors, provides the policy guidance for the implementation of both the Measure A and Measure W transportation sales tax programs that the Transportation Authority is tasked with administering over the five years from 2020 to 2024.

Whenever possible, the Transportation Authority seeks to attract matching funds, which grantees provide in the form of state, federal, local, private, and other funds. These efforts have led to effective partnerships with city, county, state, and federal agencies for designing and completing transportation projects.

Interested readers may view the Measure A and Measure W TEPs as well as the Strategic Plan 2020-2024 online at <https://www.smcta.com/about-us/funding-overview> or by contacting:

Executive Officer
San Mateo County Transportation Authority
San Carlos Avenue
1250 San Carlos Avenue P.O. Box 3006
San Carlos, California 94070-1306

Governance

The Transportation Authority is governed by a seven-member Board of Directors with input from a 15-member volunteer Citizens' Advisory Committee (CAC). The Board members are selected as follows:

- The publicly elected County Board of Supervisors appoints two of its members to serve on the Board.
- Local governments participate in a Cities Selection Committee to appoint four Board members, one each to represent the interests of North County, Central County, South County and the cities-at-large.
- The District appoints one Board member.

The Board of Directors meets once a month to determine overall policy for the Transportation Authority, take necessary action to allocate Measure A and W funds, and to review the progress of projects and programs funded in accordance with the Transportation Expenditure Plans.

San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2024

Administration

The administrative work of the Transportation Authority is staffed by its managing agency San Mateo County Transit District (District). The Transportation Authority Executive Director, who is also the District Chief Executive Officer/General Manager (CEO/GM), is responsible for overseeing the operations of the Transportation Authority. Day-to-day business is conducted by various divisions within the District. The various divisions that support the work of the Transportation Authority are further described below.

The *Transportation Authority Division* is responsible for oversight of voter-approved Transportation Expenditure Plans and strategic planning as well as project delivery and project oversight.

The *Communications Division* is responsible for customer service and experience, government and community affairs, marketing, sales, advertising, distribution services, public information, fare media, media relations, digital communications and website development, creative services, and community outreach.

The *Executive Office* is responsible for directing and overseeing all agency activities and for providing support to the Board of Directors. This office also includes the Safety and Security function.

The *Finance Division* is responsible for financial accounting and reporting, capital and operating budgeting, payroll and vendor disbursements, investments and cash management, debt management, revenue control, purchasing, contract administration, grant administration, financial planning and analysis, and risk management.

The *Division of Innovation and Technology (DoIT)* is tasked with overseeing and managing the District's innovation and technology functions. This includes critical areas such as Cybersecurity, Technology Infrastructure, Data Center Management, IT Applications and Software, Database Administration, Network Administration, and Systems Administration.

The *People and Culture Division* is comprised of the Office of Civil Rights (OCR), Employee and Labor Relations (ER), and Human Resources (HR) Services. OCR consists of Civil Rights and EEO; Diversity, Equity, Inclusion & Belonging (DEIB); Disadvantage and Small Business Enterprise (DBE/SBE) Administration; Contract (Labor) Compliance; and Title VI. ER consists of Employee and Labor Relations, Drugfree and Pull Notice Programs, Training and Development, and Employee Engagement. Human Resources consists of Benefits, Classification and Compensation, Employee Services (Day-to-Day Administration), Human Capital Management System (HCM), HR Policies, Leave of Absences (LOA), Retirement, Talent Acquisition (Recruitment), HR Strategies, and HR/Rail Shared Services.

The *Planning and Development Division* is responsible for the operations and strategic planning functions of the SamTrans system, as well as for the District's sustainability efforts. In support of the TA, the division also oversees real estate transactions and property management for TA-owned properties and right-of-way activities.

Component Units

The Transportation Authority is a legally separate and financially independent governmental agency similar to a special district that is not a component unit of the County of San Mateo, or any other entity.

San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2024

This ACFR and the financial statements contained within represent solely the activities, transactions, and status of the Transportation Authority.

Budget

State law requires the Transportation Authority to adopt an annual budget by resolution of the Board of Directors. In the spring preceding the start of each Fiscal Year, staff presents a proposed annual budget to implement established agency goals, objectives, and performance measures to the Board of Directors. The Board of Directors monitors budget-to-actual performance through monthly staff reports. The Financial Section of this report includes supplemental schedules that compare actual results on a budgetary basis of accounting to the original and final adopted budgets.

Once adopted, the Board of Directors has the authority to amend the budget. While the legal level of budgetary control is at the entity level, the Transportation Authority maintains more stringent control at division, departmental and line-item levels to serve various needs. Cost center managers monitor budget-to-actual performance on a monthly basis. The Board has delegated the authority to transfer budget amounts between divisions and departments to the Executive Director or his/her designee. However, any increase to the expenditure budget as a whole requires the approval of the Board. In addition, the Transportation Authority uses the encumbrance system to reduce budget balances by issuing purchase orders to avoid over-commitment of resources.

The Transportation Authority employs the same basis of controls and accounting principles for both budgeted and actual revenues and expenditures. Proceeds from the sale of capital assets, unrealized investment gains and losses, and inter-fund transfers are not included in the budget. Pursuant to procedures established in its enabling legislation, the Transportation Authority establishes an appropriation limit for each annual budget cycle. The appropriation limit for Fiscal Year 2024 was \$895 million.

Financial and Economic Outlook

The Bay Area continues to rebound from the pandemic. Pricing pressures caused by inflation are still a concern. According to the U.S. Bureau of Labor Statistics' bimonthly report, as of June 2024, inflation in the San Francisco Bay Area sits at 3.2 percent, above the United States at 3.0. Current Consumer Price Index (CPI) trends show optimism in the future for the economy, but the Federal Reserve continues to hold a hawkish stance, with commitment to easing inflationary pressures in the United States.

The Bay Area shows an overall decline in total jobs across most industries in the first half of calendar year 2024 (CY24) driven by losses in technology, professional and business services industries. Looking forward to the second half of CY24, with the Federal Reserve's rate stance, the changes in the labor market, and challenges within a stagnating commercial real estate market in San Francisco, as well as limited number of new builds in the residential housing market in the San Francisco Bay Area, there is high potential for economic pressures to slow the growth of all industries in the region.

According to the California Employment Development Department's (EDD) June 2024 report, the total jobs in the San Francisco-Redwood City-South San Francisco metropolitan division decreased by 0.6 percent, a total of 6,700 jobs lost year-over-year. The greatest job losses in the region occurred in information technology, losing 10,100 jobs, and professional and business services losing 7,400 jobs, reflecting layoffs observed throughout 2023 and 2024. These job losses were offset by year-over-year growth of 4,600 jobs in private education and health services and 3,600 jobs in leisure and hospitality.

San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2024

As per the California EDD in June of 2024, unemployment rates in San Francisco, San Mateo, and Santa Clara Counties were 3.6 percent, 3.5 percent, and 4.1 percent respectively. The total combined civilian labor force in San Francisco and San Mateo Counties is down 1.8 percent, or 17,800 jobs, from June 2023 to May 2024.

Housing affordability in the entire Bay Area remains a constant concern moving forward into the second half of 2024. According to the California Association of Realtors, the pricing for existing single-family housing, was down 6 percent, while San Francisco, San Mateo, and Santa Clara Counties were up 20.4 percent, 13.4 percent, and 13.7 percent, respectively. Single-family home prices in all three counties continue to rise year-to-year. As of May 2024, Santa Clara County is leading the percent price increase in the Bay Area with a year-over-year gain of 17.4 percent, followed by San Mateo County at 15.7 percent, and San Francisco County at an increase of 2.2 percent. As inflationary pressures, high interest rates, and a limited number of new buildings are permitted within the Bay Area, people interested in owning a home are seeking housing outside the Bay Area.

San Mateo County's population has declined 4.73 percent since the 10-year peak in 2019 at 774,231 residents, to 737,644 residents in 2023. Given the previous population outlook of the San Mateo County, and the greater Bay Area, the population is still projected to decline in the next three years into 2027.

Personal Income in San Mateo, San Francisco, and Santa Clara Counties continues to outpace the rest of California (with the exception of Marin County), seeing consecutive annual growth over the past three years. As per the San Mateo County 2023 annual comprehensive financial report, San Mateo County continues to be held as one of the most affluent regions in California, with the highest per capita income estimated at \$165,300 in 2022, which is a 3 percent increase from the counties' per capita income of \$160,485 in 2021.

Transportation Authority Programs and Initiatives

The goal of the Transportation Authority is to administer the proceeds from the voter approved Measures A and Measure W to fund a broad spectrum of projects and programs to meet San Mateo County's growing transportation needs. Long-term financial planning is crucial to accomplish this goal, and to ensure funds are expended in the most efficient and effective manner possible.

As noted previously, both Measure A and Measure W require the adoption of a Strategic Plan. The current plan, Strategic Plan 2020-2024, was adopted in December 2019, and can be viewed at <https://www.smcta.com/about-us/strategic-plan-2020-2024>. The plan establishes a framework of policies to guide the decision-making process of prioritizing transportation projects and programs consistent with the goals and objectives of the Transportation Expenditure Plans and Countywide Transportation Plan. The Transportation Authority is currently updating the 5-year Strategic Plan as required by the tax measures, with adoption anticipated in January 2025.

Below are highlights of the programs currently supported by Measures A and W.

San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2024

Grade Separations

The 2004 Measure A TEP provides 15 percent of sales tax revenue dedicated toward improving safety at railroad crossings and relieving local traffic congestion. In addition, Measure W dedicates two and a half percent of sales tax revenue to augment the grade separation program. Due to the high cost of constructing railroad grade separations, the Transportation Authority Board limited the 2004 Measure A funding to four pipeline projects on a first-come-first-served basis. In addition, there is a set-aside of no more than \$5 million towards planning activities for grade separations beyond the four pipeline projects. As of June 2024, \$136 million of Measure A funds have been allocated toward grade separations. While no Measure W funds have been allocated to grade separations, Caltrain's forthcoming Corridor Crossing Strategy will have a direct influence on how the TA invests Measure W Grade Separation Program funds.

Notable current activities supported by Measure A include:

- Ongoing final design of the Broadway Grade Separation Project in the City of Burlingame.
- Ongoing preliminary engineering and environmental clearance of the South Linden Street and Scott Avenue Grade Separation Project in the City of South San Francisco and City of San Bruno.

Accessible Services

Accessible Services are becoming a more critical component of providing mobility options for county residents. Four percent of the 2004 Measure A TEP is provided to SamTrans for their annual Paratransit budget, providing an essential lifeline for the county's mobility-impaired population.

Shuttles

Four percent of the 2004 Measure A TEP supports commuter and community shuttle programs in San Mateo County. In June 2023, the Board of Directors allocated \$8.0 million for 24 shuttles for Fiscal Years 2024 and 2025. To date, the Measure A program has allocated over \$44.1 million in funding for shuttle operations.

Alternative Congestion Relief

The Transportation Authority funds alternative congestion relief (ACR) programs aimed at reducing single occupancy vehicles (SOV) trips on congested freeways and busy city streets. These customized programs target both infrastructure problems and personal driving habits. ACR programs have an incremental but discernible impact on reducing traffic congestion and improving air quality in San Mateo County and the San Francisco Bay region. One percent of Measure A proceeds are set aside for this category.

To date the Transportation Authority has provided a portion of its ACR funding to Commute.org, which serves seventeen cities. Commute.org is a joint powers authority in San Mateo County, and its mission is to reduce the number of vehicle miles traveled (VMT) by commuters to decrease congestion, improve the environment, and enhance quality of life. The Transportation Authority made an allocation of \$578,400 in support of Commute.org's Fiscal Year 2023 and FY 2024 work plans. Commute.org's work plan concentrates on four primary activities:

1. Employer outreach and support services.
2. Employer-based shuttle program administration.
3. Commuter outreach and incentive programs.
4. Development of public/private partnerships to reduce congestion.

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Four percent of the Measure W Highway Congestion Improvements Category is used to fund Transportation Demand Management (TDM)/ACR programs, which is equivalent to one percent of the total Measure W program. In August 2022, the Board of Directors allocated \$4.4 million for 19 projects, Commute.Org Fiscal Year 2023 & Fiscal Year 2024 operations, and the Countywide TDM Monitoring program.

Pedestrian and Bicycle Programs

3.0 percent of the 2004 Measure A TEP and 5.0 percent of Measure W funds are available for the Pedestrian and Bicycle Program. The purpose of the program is to fund specific projects to encourage and improve walking and bicycling conditions. The 2004 Transportation Expenditure Plan and the Measure W Congestion Relief Plan include a partial list of candidate pedestrian and bicycle projects.

Funding considerations are made through a call for projects where project review committees evaluate applications and review the projects based on a set of criteria that were approved as part of the adoption of the Strategic Plan. In December 2022, the Board of Directors allocated \$21.9 million for 25 projects selected through the 2022 Cycle 6 Pedestrian and Bicycle Program Call for Projects. Through June 30, 2024, the Transportation Authority has allocated \$57.2 million to pedestrian and bicycle projects and programs.

Notable bicycle and pedestrian projects milestones include (either active or completed in FY24):

- Completed construction of the City of Belmont Ralston Avenue Corridor Improvement Project – Segment 3.
- On-going support for feasibility studies for the South San Francisco Junipero Serra/Westborough Boulevard and Atherton El Camino Real projects.
- On-going support for Half Moon Bay's Pacific Coast Bikeway Project.
- On-going support for the construction of the Redwood Avenue Pedestrian Improvements project in Redwood City.
- On-going support for the planning and design phases of the East Bayshore Road Pedestrian Improvements project in East Palo Alto.
- On-going support for planning and promotions Vision Zero safety efforts in Daly City and Redwood City.

Highway Program

The 2004 Measure A TEP provides 27.5 percent of the annual one-half -cent sales tax receipts for highway projects, while Measure W added another 22.5 percent of the new one-half cent sales tax approved by voters in 2018 for these types of projects. In June 2020, the Transportation Authority adopted an updated Short-Range Highway Plan and companion Capital Improvement Program to help guide highway program investment decisions for the next 10 years. In December 2023, the Board of Directors allocated \$135.9 million to highway project sponsors to make specific project investments which are anchored to the goals of Measure A and the Core Principles of Measure W. The following are examples of the types of projects funded under the highway program:

San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2024

- Roadway safety improvements.
- Highway throughput enhancements.
- Interchange reconstruction.
- Highway ramp modification.
- Travel pattern forecasts.
- Travel time information system.
- Applying technology to help better manage traffic.

Notable street and highway projects milestones include (either active or completed in FY24):

- Initiation of construction of landscaping improvements for the U.S. 101 Express Lanes Project from Santa Clara County to I-380.
- Completion of the design for the U.S. 101/SR92 Area Improvement Project.
- Initiation of environmental clearance for the U.S. 101/SR 92 Direct Connector Project.
- Ongoing final design for the U.S. 101/Woodside Road Interchange Project.
- Ongoing environmental clearance for U.S. 101 managed lanes north of I-380.

In 2019, as co-sponsors of the San Mateo U.S. 101 Express Lanes Project, the Transportation Authority and City/County of Association of Governments of San Mateo County (C/CAG) jointly created the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA). The SMCELJPA Board is comprised of six members, including three members each from the TA and C/CAG Boards. The SMCELJPA is the owner of the San Mateo County Express Lanes, responsible for administration, operations, and management of the asset.

In mid-2020, the TA Board took action to authorize a loan to SMCELJPA of up to \$100 million in support of the construction of the San Mateo U.S. 101 Express Lanes Project, and the TA issued bonds to finance the \$100 million loan for the project which had a total cost of \$581 million. In addition to the \$100 million loan, the project was funded by sources including State, Regional, and Federal grants, as well as \$53 million in private sector funds. The Transportation Authority and SMCELJPA entered into a loan agreement, and the SMCELJPA pledged to pay the \$100 million loan from future toll revenues in the coming years. SMCELJPA covers Express lane operating costs, reimburses the TA for ongoing interest and related debt costs it pays for the bonds with lane revenues regularly and is slated to fund principal payments in the same manner when they start in June of 2027, after they have funded reserves as laid out in the agreement.

The asset was delivered in two phases. The southern segment between the Santa Clara County Line and Whipple Avenue in Redwood City (Phase I) began operation on February 11, 2022. The northern segment between Whipple Avenue and I-380 (Phase II) began operation on Friday, March 3, 2023. Now completed, Phases I and II of the Express Lanes project provide a combined 22 miles of managed lanes in each direction on the U.S. 101 Corridor within San Mateo County.

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Ferry

The 2004 Measure A TEP stipulates that two percent of sales tax revenue be dedicated to San Mateo County ferry services. The purpose of the program is to fund specific projects related to capital projects that support ferry service in South San Francisco and Redwood City. However, operating funds are not an eligible use of the funds. The two eligible cities agreed to a 50/50 funding share split of this revenue. Measure A funds were used toward the construction of the South San Francisco Ferry terminal, which opened in 2012. To date, a total of \$12.6 million has been allocated toward ferry projects from Measure A. The program is currently supporting the planning and design of a second terminal in South San Francisco and the environmental phase of a new terminal at the Port of Redwood City.

Notable recent projects supported by Measure A:

- Ongoing feasibility study for a second ferry terminal in South San Francisco.
- Ongoing preliminary engineering and environmental clearance for the Redwood City Ferry Terminal.

Local Streets/Transportation Programs

The 2004 Measure A TEP requires the Transportation Authority to allocate 22.5 percent to local cities and San Mateo County for various transportation-related improvements according to a formula based on population and number of road-miles. The Measure W Congestion Relief Plan also dedicates 10 percent of that tax revenue to this category. In the Fiscal Year 2024 adopted budget, local agencies received \$37.8 million from both Measures and recipients of these funds primarily use them for street rehabilitation projects.

Regional Transit Connections

Ten percent of Measure W will be invested in infrastructure and services that are designed to improve transit connectivity between the County and the rest of the nine-county Bay Area region. Investments from this category will be prioritized based on a project's ability to reduce congestion and enhance mobility options by connecting the County to the rest of the region, and a project's support through public-private partnership. This program is somewhat unique in that it can fund a variety of transit modes. In March 2023, the Board of Directors authorized staff to proceed with preparation of a study and Capital Improvement Program that will guide the competitive selection process for the Regional Transit Connections Program. The study is expected to be completed in Fall 2024.

Caltrain

The 2004 Measure A TEP established a category to help subsidize San Mateo County's share of the Peninsula Corridor Joint Powers Board (JPB) annual operating and capital funding needs. The JPB provides public transit services via its Caltrain railroad over a 77-mile right of way extending from San Francisco in the north to Gilroy in the south.

San Mateo County Transportation Authority

Letter of Transmittal
June 30, 2024

Projects funded include:

- Peninsula Corridor Electrification Project Installation of quad crossing gates at Watkins Avenue in the Town of Atherton
- Planning studies to support new capital projects and operations
- State of good repair projects for:
 - Rail and associated civil structures
 - Bridges
 - Signal and communications
 - Facilities
 - Vehicles

Awards and Acknowledgments

The staff and contracted firms of the Transportation Authority bring an effective combination of skill, experience, and dedication to carrying out the Transportation Authority's mission. Together, they plan, develop, and finance the creation of a modern, coordinated multimodal transportation system offering convenient access to the many attributes of the Bay Area and beyond. Although we expect sales tax growth to be modest, the Transportation Authority expects the continued enthusiasm and dedication of its transit professionals to meet the transportation challenges of the future.

The Government Finance Officers Association (GFOA) recognized the Transportation Authority's Fiscal Year 2023 Annual Comprehensive Financial Report for excellence in financial reporting and the Certificate of Achievement appears immediately following this transmittal letter. To be awarded a certificate, a report must be easy to read and efficiently organized, while satisfying both generally accepted accounting principles and applicable legal requirements. We believe our Fiscal Year 2024 ACFR also meets the requirements for a Certificate of Achievement, and we will submit it to the GFOA for evaluation. We would like to thank our independent audit firm, Eide Bailly LLP for its timely and expert guidance in this matter.

An annual comprehensive financial report requires the dedicated effort of many individuals working together as a team. We extend our grateful recognition to all the individuals who assisted in both the preparation of this report and the processing of financial transactions throughout the Fiscal Year. Finally, we wish to thank the Board of Directors for their interest and support in the development and maintenance of a reliable financial management and reporting system.

Respectfully,

signatures

April Chan
Executive Director

Kate Jordan Steiner
Chief Financial Officer

San Mateo County Transportation Authority
GFOA Certificate of Achievement for Excellence in Financial Reporting
June 30, 2024



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**San Mateo County Transportation Authority
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morill

Executive Director/CEO

CARLOS ROMERO, CHAIR

JULIA MATES, VICE CHAIR

NOELIA CORZO

RICO E. MEDINA

RAY MUELLER

MARK NAGALES

San Mateo County Transportation Authority

Executive Management

June 30, 2024

EXECUTIVE DIRECTOR

April Chan

DEPUTY GENERAL MANAGER/CEO

David Santoro

EXECUTIVE OFFICERS

Kate Jordan Steiner - Chief Financial Officer

David Olmeda - Chief Operating Officer, Bus

Emily Beach - Chief Communications Officer

Nate Kramer - Chief People & Culture Officer

Mehul Kumar - Chief Information & Technology Officer

Peter Skinner - Executive Officer, Transportation Authority

Josh Mello - Executive Officer, Planning & Development

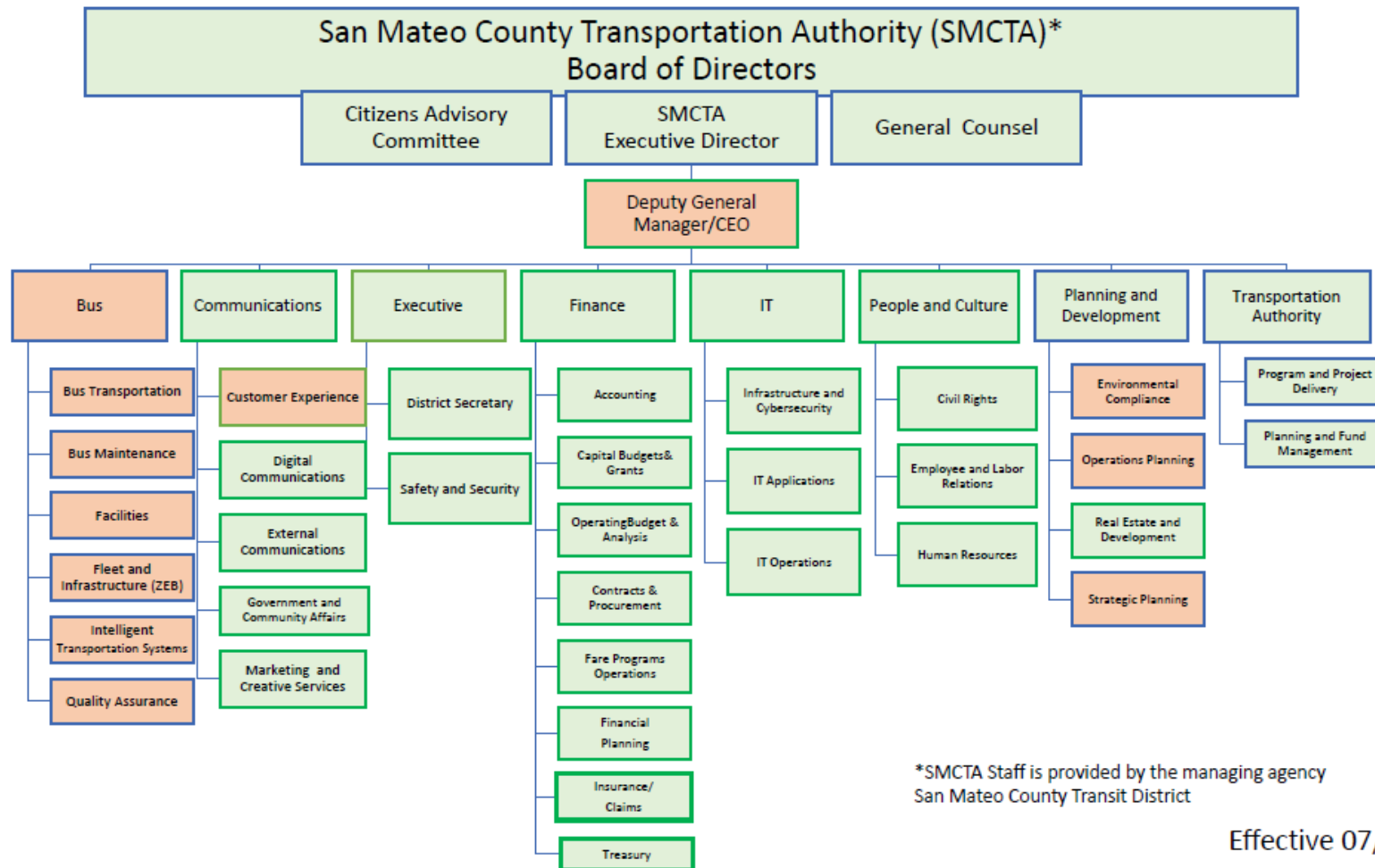
Margaret Tseng - Executive Officer, Acting District Secretary

GENERAL COUNSEL

Hanson Bridgett LLP

Joan Cassman, Esq.

San Mateo County Transportation Authority
Organization Chart
June 30, 2024



SAN MATEO COUNTY, CALIFORNIA



San Mateo County Transportation Authority

Table of Credits
June 30, 2024

Table of Credits

The following individuals contributed to the production of the Fiscal Year 2024 Annual Comprehensive Financial Report:

Finance:	Chief Financial Officer	Kate Jordan Steiner
	Director, Accounting	Annie To
	Manager, Financial Reporting	Danny Susantin
	Manager, Treasury Debt & Investment	Kevin Beltz
Audit Firm:	Partner	Ahmad Gharaibeh, CPA
	Senior Manager	Joe Escobar, CPA CGFM

San Mateo County Transportation Authority

Financial – Section II

June 30, 2024

Financial

Independent Auditor's Report

Management's Discussion and Analysis

Basic Financial Statements:

- Government-Wide Financial Statements
- Fund Financial Statements
- Notes to the Financial Statements

Required Supplementary Information

Supplementary Information

Independent Auditor's Report

To the Board of Directors of the
San Mateo County Transportation Authority
San Carlos, California

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the governmental activities and the general fund of the San Mateo County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Transportation Authority's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the general fund of the Transportation Authority, as of June 30, 2024, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Transportation Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transportation Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Transportation Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transportation Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Prior-Year Comparative Information

We have previously audited the financial statements of the Transportation Authority as of and for the year ended June 30, 2023, and we expressed unmodified opinions on the respective financial statements of the governmental activities and the general fund in our report dated December 22, 2023. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2023, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, and the general fund budgetary comparison schedule, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Transportation Authority's basic financial statements. The Expenditures of Capital Projects from Inception to Date are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the Expenditures of Capital Projects from Inception to Date are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated [REPORT DATE] on our consideration of the Transportation Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Transportation Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transportation Authority's internal control over financial reporting and compliance.

DRAFT

Menlo Park, California

[REPORT DATE]

Management's Discussion and Analysis
June 30, 2024

San Mateo County Transportation Authority

San Mateo County Transportation Authority
Management's Discussion and Analysis
June 30, 2024

This discussion and analysis of the Transportation Authority's financial position addresses the Transportation Authority's activities for the fiscal year ended June 30, 2024, with comparisons to the fiscal year ended June 30, 2023. We encourage readers to consider the information presented here in conjunction with the transmittal letter contained in the introductory section and with the statements and related notes contained in the financial section.

Financial Highlights

- The assets and deferred outflows of resources of the Transportation Authority exceeded its liabilities and deferred inflows of resources on June 30, 2024 by \$805.4 million (net position). Of this amount, \$11.7 million represents net investment in capital assets and \$793.7 million represents restricted net position, which is restricted to congestion management programs.
- The Transportation Authority's total net position increased by \$131.9 million and \$113.0 million in fiscal years 2024 and 2023, respectively, mainly because of increase in cash and investments.
- As of June 30, 2024, the Transportation Authority's governmental fund reported a balance of \$893.7 million, an increase of \$131.9 million in comparison with the prior year. This amount mostly represents restricted fund balance for Congestion Management including Measure A and Measure W projects.

Overview of the Financial Statements

The Financial Section of this report presents the Transportation Authority's basic financial statements in three components: government-wide financial statements, fund financial statements, and notes to the financial statements. Other supplementary information also appears in addition to the financial statements.

Government-wide Financial Statements

The *Statement of Net Position* presents total assets and total liabilities with the difference between the two reported as net position. Changes in net position over time provide an indicator of whether the financial position of the government is improving or deteriorating.

The *Statement of Activities* reports on the change in net position during the year. It includes a comparison between direct expenses and related revenues for each program or function. Direct expenses are those specifically associated with and clearly identifiable with a particular program or function. The *Statement of Activities* matches revenues from charges to customers for goods and services to the program and functional expenses with which the revenues are directly related. Revenues not classified as program or functional, such as sales tax, are presented separately as general revenues. The Transportation Authority reports all changes in net position as soon as underlying events occur, regardless of the timing of the related cash flows. Thus, some revenues and expenses reported in the *Statement of Activities* result in cash flows in a future period.

San Mateo County Transportation Authority
Management's Discussion and Analysis
June 30, 2024

Fund Financial Statements

A *fund* is a set of accounts used to control resources segregated for specific activities or objectives. Funds classified as *major* are reported individually on the financial statements. The Transportation Authority reports one major fund only. The Transportation Authority uses fund accounting to ensure compliance with various legal requirements, such as the annually adopted budget. Accordingly, certain financial schedules in this report provide a comparison between budgeted and actual amounts.

The Transportation Authority classifies all of its funds as *governmental*. Unlike the *government-wide* financial statements discussed above, the financial statements for *governmental funds* focus on the inflows, outflows, and balances of spendable resources, rather than net position. This information is useful for evaluating the Transportation Authority's current financing requirements.

The Transportation Authority has only one General Fund:

- The *General Fund* which accounts for the proceeds of the one-half cent county sales tax and the TA's share of the half cent Measure W sales tax. These funds are legally restricted to expenditures for specific transportation improvement projects authorized in an initiative approved by San Mateo County voters. These initiatives are referred to as *Measure A and Measure W* and the list of eligible projects can be found in the *Measure A Transportation Expenditure Plans and Measure W Congestion Relief Plan*.

Notes to the Financial Statements

The *Notes to the Financial Statements* provide additional information that is essential to fully understand the *government-wide* and *fund* financial statements. These notes begin immediately following the financial statements to which they refer.

Other Information

This report also presents certain *required supplementary information* concerning compliance with the Transportation Authority's annual budget for the *General Fund* which is the Transportation Authority's main operating fund and the equivalent of a *general fund*. This information and associated notes immediately follow the *financial statements* and their accompanying notes.

Government-wide Financial Analysis

At June 30, 2024, total assets were \$930.5 million, an increase of \$131.2 million or 16.4% from June 30, 2023. Cash and investments comprise \$781.5 million of this amount. With \$125.1 million in total liabilities and \$0.1 million in deferred inflows of resources, the Transportation Authority is in an excellent position to meet its obligations for current construction projects. As of the end of Fiscal Year 2024, existing encumbrances and expected future costs combined for current construction projects are estimated to total \$342.8 million.

Capital assets of \$11.7 million in 2024, which is approximately the same as of June 30, 2023.

The Transportation Authority does not record the capital assets created by the construction projects it finances on its own accounting books since these assets are of value only to the local government units to which the Transportation Authority's grants were made. For more information on capital assets, please refer to Note #5- Capital Assets of the *Notes to the Financial Statements*.

San Mateo County Transportation Authority
Management's Discussion and Analysis
June 30, 2024

	Governmental Activities	
	(in thousands)	
	2024	2023
Assets		
Current and other assets	\$ 918,855	\$ 787,590
Capital assets	11,682	11,743
Total assets	930,537	799,333
Liabilities		
Other liabilities	125,058	125,573
Total liabilities	125,058	125,573
Deferred Inflows of resources		
Deferred inflows related to leases	56	279
Net Position		
Net investment in capital assets	11,682	11,743
Restricted	793,741	661,738
Total net position	\$ 805,423	\$ 673,481

Total assets increased by \$131.2 million or 16.4% to \$930.5 million. Total liabilities decreased by \$0.5 million or 0.4% to \$125.1 million. Deferred inflows of resources decreased by \$0.2 million or 79.9% to \$0.1 million.

Net position increased by \$131.9 million or 19.6% to \$805.4 million, at June 30, 2024, as a result of total revenues exceeding total expenses in 2024.

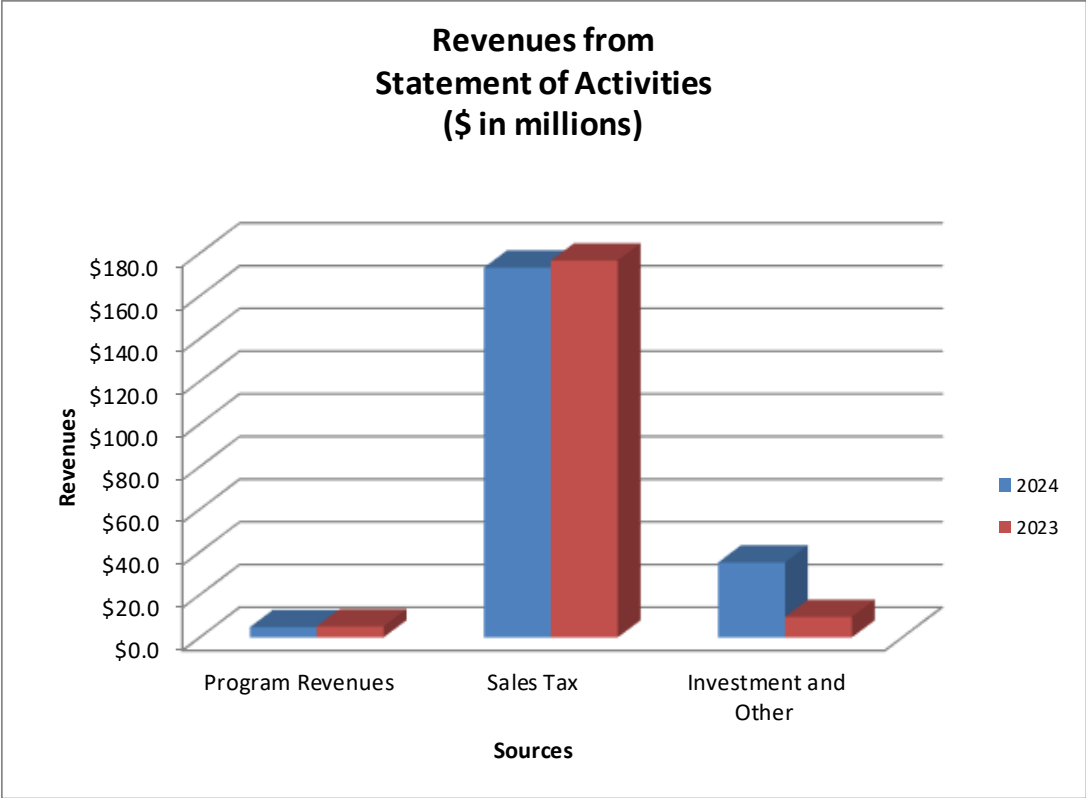
	Governmental Activities	
	(in thousands)	
	2024	2023
Revenues		
Program revenues		
Charges for services	\$ 1,251	\$ 1,589
Operating grants/contributions	3,557	3,658
General revenues		
Sales tax	173,258	176,627
Investment earnings (loss) and others	35,099	9,622
Total revenues	213,165	191,496
Expenses		
Public transit	23,232	27,304
Streets and highways	51,641	47,559
Others, including debt related	6,350	3,642
Total expenses	81,223	78,505
Change in net position	131,942	112,991
Net position - beginning	673,481	560,490
Net position - ending	\$ 805,423	\$ 673,481

San Mateo County Transportation Authority
Management’s Discussion and Analysis
June 30, 2024

Governmental Activities

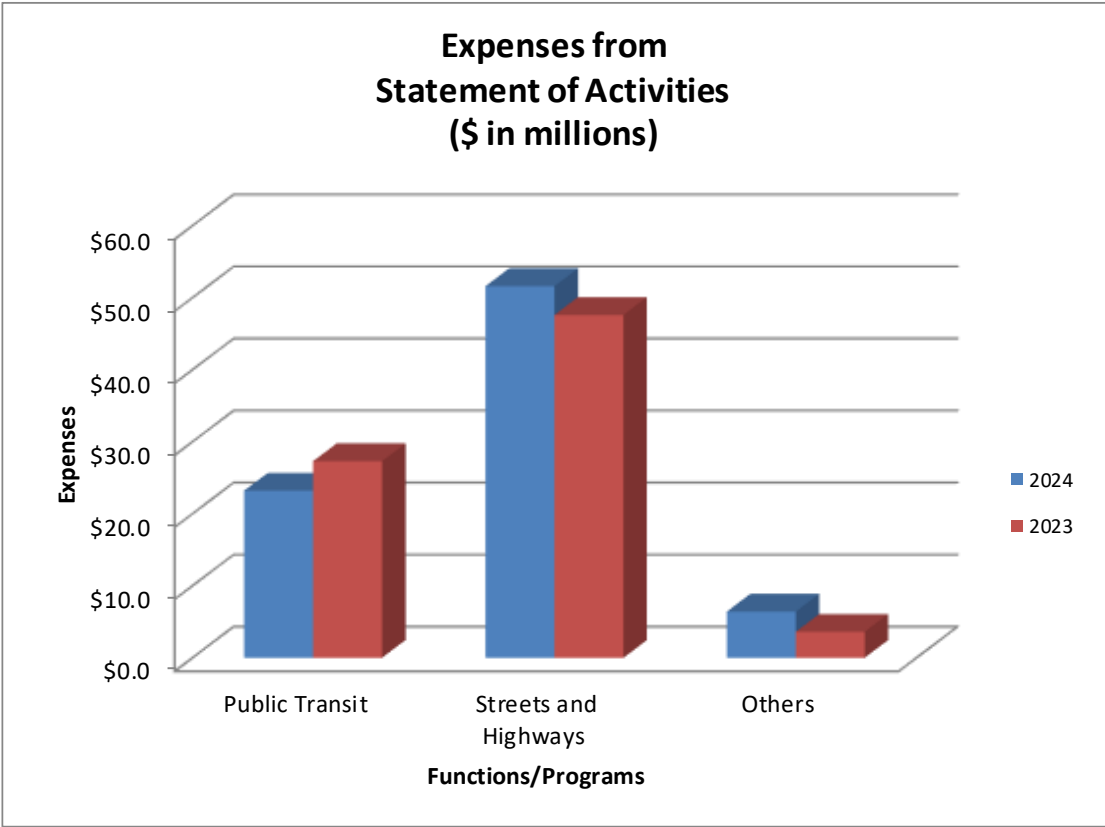
Total expenses for governmental activities were \$81.2 million in 2024, an increase of \$2.7 million or 3.5% compared to 2023. The functional components of total expenses are public transit (28.6%), streets and highways (63.6%) and other programs, including debt payments (7.8%). The following are the highlights of the Transportation Authority’s governmental activities:

- Sales tax revenue decreased by \$3.4 million or 1.9% to \$173.3 million in 2024 from 2023. The decrease was due to various economic factors essentially with persistent inflation and high-interest rate environment, surges in cost of utilities, food and other necessities that contributed to lower consumer confidence in spending for discretionary and non-essential purchases.
- Investment income and other revenues increased by \$25.5 million or 264.8% to a net income of \$35.1 million in 2024 from 2023. The increase was mainly due to a result of new investments.



- Expenses for public transit projects in 2024 decreased by \$4.1 million or 15.0% to \$23.2 million compared to 2023. The decreases were mainly driven by phasing and associated expenses timing of capital projects such as 25th Ave Grade Separation project and Caltrain Electrification.
- Spending for streets and highways in 2024 increased by \$4.0 million or 8.4% to \$51.6 million compared to 2023. The increases were mainly driven by phasing and associated expenses timing of capital projects such as Alternative Congestion Relief (ACR)/Transportation Demand Management (TDM) programs, FY 23/24 Cycle 6 Pedestrian and Bicycle Program Call for Projects.

San Mateo County Transportation Authority
Management’s Discussion and Analysis
June 30, 2024



Financial Analysis of the Transportation Authority’s Fund

The *General Fund* is the operating fund of the Transportation Authority. The fund balance reached \$893.7 million as of June 30, 2024, an increase of \$131.9 million or 17.3% from June 30, 2023. The increase was mainly due to more sales tax revenues received than the program had expenditures. The total fund balance at June 30, 2024 is restricted for debt service and Measure A and W projects, and is available for spending at the discretion of the Transportation Authority’s Board of Directors in accordance with the Measure A Transportation Expenditure Plan and Measure W Congestion Relief Plan. Since the Transportation Authority principally passes funding through to other organizations, the most accurate indicator of the Transportation Authority’s ability to meet its current and future obligations is a comparison of its fund balance to its future commitments. As of June 30, 2024, the estimated cost to complete on-going projects is \$342.8 million or 38.4% of total fund balance.

General Fund Budgetary Highlights

Generally Accepted Accounting Principles (GAAP) requires a discussion of the budget-to-actual performance for the general fund. The *General Fund* employs the same accounting basis and principles for both its budget and actual revenues and expenditures, except that proceeds from the sale of capital assets, unrealized investment gains and losses and inter-fund transfers are not included in the budget. Sales tax represented 91.7% of the *General Fund's* total budgeted revenue for Fiscal Year 2024. Actual sales tax revenue for the year was \$173.3 million, which is less than the budget by \$1.1 million or 0.7%.

San Mateo County Transportation Authority

Management's Discussion and Analysis

June 30, 2024

Total program expenses excluding capital outlay, other services and supplies and professional and legal fees for the *General Fund* were slightly over budget.

The Transportation Authority spent \$30.6 million or 21.7% of its final 2024 budget for capital outlays, which included the cost of completing on-going capital projects. Since capital projects normally span more than one year, the Transportation Authority carries over unexpended budgets to succeeding years. However, to enhance understanding of the Transportation Authority's fund balance for the *General Fund*, the carry-over amount from 2023 is not included in the 2024 *Budgetary Comparison Schedule*.

Capital Projects

The Transportation Authority spent \$30.6 million on capital projects in 2024, a decrease of \$0.7 million or 2% compared to 2023. Following are the major capital projects with associated expenses:

- Broadway Grade Separation project (\$6.4 million).
- Shuttles FY24-FY25 Funding project (\$3.3 million).
- San Mateo Local Share JPB CIP project (\$2.3 million).
- 2017 Bike/Ped Call for project (\$2.0 million).
- Ped/Bike Cycle 6 – FY23/24 project (\$1.5 million).
- U.S. 101 Managed Lanes (North I-380) project (\$1.4 million).

More information on the Transportation Authority's project activity appears in the *Supplementary Information Projects since Inception and Construction Commitments* in the *Notes to the Financial Statements*.

Debt

In September 2020, the Transportation Authority issued \$50,000,000 2020 Series A Bonds and an additional \$50,000,000 Series B Bonds (together the "Bonds"). The Bonds are variable rate bonds, with Series A Bonds are issued with a weekly rate reset and the Series B Bonds are issued with a daily rate reset. Interest is due payable on the Bonds every June 1 and December 1 with interest to be calculated on a 365/366-day basis. Proceeds were used to make a Project Loan to the San Mateo County Express Lanes Joint Powers Authority. The Project Loan will be repaid to the Transportation Authority from revenues generated by the Express Lanes. Mandatory redemption in the form of Mandatory Sinking Fund payments will begin on June 1, 2027, for both Bond Series.

The 2020 SMCTA Subordinate Sales Tax Revenue Variable Rate Demand Bonds are limited obligations of the Transportation Authority and are payable from sales tax revenues generated by Measure A and Measure W. More information on the debt activity appears in Note #10 to the Financial Statements.

San Mateo County Transportation Authority

Management's Discussion and Analysis

June 30, 2024

Economic Factors and Next Year's Budget

The Transportation Authority's Board adopted the Fiscal Year 2025 Budget of \$207 million on June 6, 2024. The Transportation Authority's role is to administer the proceeds from Measure A and Measure W to fund a broad spectrum of transportation-related projects. In accordance with the 2004 Transportation Expenditure Plan, annual allocations have been budgeted to Plan categories based on a percentage of projected sales tax revenues. The total annual allocations are approximately \$45.4 million. The Transportation Authority's competitive and discretionary programs authorizations are approximately \$132.7 million and compose the funding requirements for Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle, Local Shuttle, Streets and Highways programs, Grade Separation and the San Mateo County Ferry Service, and Regional Transit Connections.

Under New Measure A, the budget has been set aside to fund \$1.1 million to the Alternative Congestion Relief Program, \$3.5 million to fund the Pedestrian and Bicycle Program, \$18.9 million to fund system-wide capital improvements for the Caltrain system. These include State of Good Repair rolling stock, signal, track and station work. The Streets and Highways program includes a budget of \$20.4 million for key congested corridors and \$12 million for the supplemental roadway projects. The Grade Separation program has a budget of \$17.7 million. Under Measure W, it is projected a budget of \$5.9 million for Bicycle and Pedestrian Improvements program, \$11.8 million for Regional Transit Connections program and \$26.6 million for Countywide Highway Congestion Improvement program; of the \$26.6 million budget, the \$1.0 million was proposed to be set aside for Transportation Demand Management (TDM) subcategory, and \$25.5 million for Highway Projects. The Transportation Authority will put out a call for projects in order to allocate these funds to eligible recipients.

Requests for Information

This financial report intends to provide our citizens, taxpayers, customers, and creditors with a general overview of the Transportation Authority's finances and to demonstrate accountability for resources received. If you have questions about this report or need additional financial information, contact the Chief Financial Officer, 1250 San Carlos Avenue, P.O. Box 3006, San Carlos, California, 94070-1306.

San Mateo County Transportation Authority
Statement of Net Position
June 30, 2024 (with Comparative Totals for 2023)(in thousands)

	Governmental Activities	
	2024	2023
Assets		
Cash and investments (Note 2)	\$ 772,111	\$ 638,620
Restricted cash and investments	9,436	11,154
Subtotal, cash and investments	<u>781,547</u>	<u>649,774</u>
Sales tax receivables	29,749	30,390
Interest receivables	2,690	2,906
Accounts receivables (Note 3)	526	636
Lease receivable (Note 5)	59	293
Enhancement fee receivable from SMCELJPA	665	332
Loan receivable from SMCELJPA (Note 11)	3,619	3,259
Long term project loan receivable from SMCELJPA (Note 11)	100,000	100,000
Capital assets, nondepreciable (Note 4)	11,682	11,682
Capital assets, subscription asset (Note 4)	-	61
Total Assets	<u>930,537</u>	<u>799,333</u>
Liabilities		
Accounts payable (Note 6)	1,438	1,916
Accrued liabilities (Note 7)	15,583	13,553
Unearned revenues	8,037	10,042
Long-term liabilities (Note 10)		
Due within one year	-	62
Due in more than one year	100,000	100,000
Total Liabilities	<u>125,058</u>	<u>125,573</u>
Deferred Inflows of Resources		
Deferred inflows related to leases	56	279
Total Liabilities and Deferred Inflows of Resources	<u>125,114</u>	<u>125,852</u>
Net Position		
Net investment in capital assets	11,682	11,681
Restricted for congestion management (Note 1K)	793,741	661,800
Total Net Position	<u><u>\$ 805,423</u></u>	<u><u>\$ 673,481</u></u>

San Mateo County Transportation Authority

Statement of Activities

Year Ended June 30, 2024 (with Comparative Totals for 2023)(in thousands)

Functions/Programs	Expenses	Program Revenues		Net (Expenses) Revenues and Changes in Net Position	
		Charges for Services	Operating Contributions and Grants	2024	2023
Governmental Activities					
Public Transit					
Upgrades and extensions	\$ 3,000	\$ -	\$ -	\$ (3,000)	\$ (5,242)
Grade separations	9,335	849	-	(8,486)	(9,395)
Dumbarton spur	22	-	-	(22)	(33)
BART	2,311	-	-	(2,311)	(2,331)
Paratransit	4,623	-	-	(4,623)	(4,717)
Projects funding	3,941	-	-	(3,941)	(4,397)
Streets and highways					
Distributions to local entities	37,541	-	-	(37,541)	(38,273)
Projects funding	14,100	-	3,557	(10,543)	(5,628)
Program administration	3,378	402	-	(2,976)	(1,532)
Debt service - interest	2,972	-	-	(2,972)	(1,710)
Total Governmental Activities	\$ 81,223	\$ 1,251	\$ 3,557	(76,415)	(73,258)
General Revenues					
Sales tax revenue				173,258	176,627
Investment gain and other income				35,099	9,622
Total General Revenues				208,357	186,249
Change in net position				131,942	112,991
Net position, beginning of year				673,481	560,490
Net Position, End of Year				\$ 805,423	\$ 673,481

San Mateo County Transportation Authority
Governmental Funds – General Fund Balance Sheet
June 30, 2024 (with Comparative Totals for 2023)(in thousands)

	2024	2023
Assets		
Cash and investments (Note 2)	\$ 772,111	\$ 638,620
Restricted cash and investments	9,436	11,154
Sales tax receivables	29,749	30,390
Interest receivables	2,690	2,906
Accounts receivables (Note 3)	526	636
Lease receivables (Note 5)	59	293
Enhancement fee receivable from SMCELJPA	665	332
Loan receivable from SMCELJPA (Note 11)	3,619	3,259
Long term project loan receivable from SMCELJPA (Note 11)	100,000	100,000
Total Assets	\$ 918,855	\$ 787,590
Liabilities, Deferred Inflows of Resources, and Fund Balance		
Liabilities		
Accounts payable (Note 6)	\$ 1,438	\$ 1,916
Accrued liabilities (Note 7)	15,583	13,553
Unearned revenues	8,037	10,042
Total Liabilities	25,058	25,511
Deferred Inflows of Resources		
Deferred inflows related to leases	56	279
Fund Balance		
Nonspendable	3	14
Restricted for congestion management (Note 1K)	893,738	761,786
Total Fund Balance	893,741	761,800
Total Liabilities, Deferred Inflows of resources, and Fund Balance	\$ 918,855	\$ 787,590

San Mateo County Transportation Authority
 Reconciliation of the Governmental Fund Balance Sheet to the Statement of Net Position
 June 30, 2024 (with Comparative Totals for 2023)(in thousands)

	2024	2023
Total Fund Balances - Governmental Fund	\$ 893,741	\$ 761,800
<p>Amounts reported for governmental activities in the statement of net position are different because:</p>		
Capital assets of governmental activities are not current financial resources and, therefore, are not reported in the governmental fund.	11,682	11,743
Long-term liabilities that are not due and payable in the current period, and therefore, are not reported in the governmental fund.	(100,000)	(100,062)
Net Position Of Governmental Activities	\$ 805,423	\$ 673,481

San Mateo County Transportation Authority
 Governmental Funds – General Fund Statement of Revenues, Expenditures and Changes in Fund
 Balances
 Year Ended June 30, 2024 (with Comparative Totals for 2023)(in thousands)

	2024	2023
Revenues		
Sales tax revenue	\$ 173,258	\$ 176,627
Investment income	35,099	9,622
Rental income	849	1,189
Reimbursements from other agencies	3,557	3,658
Other income	402	400
Total Revenues	213,165	191,496
Current Expenditures		
Public Transit		
Upgrades and extensions	3,001	5,243
Grade separations	9,335	10,584
Dumbarton spur	22	33
BART	2,311	2,331
Paratransit	4,623	4,717
Projects funding	3,941	4,397
Streets and highways		
Distributions to local entities	37,541	38,273
Projects funding	14,100	9,286
Program administration	3,378	1,932
Debt Service		
Principal and Interest	2,972	1,710
Total Expenditures	81,224	78,506
Net Change in Fund Balance	131,941	112,990
Beginning Fund Balance	761,800	648,810
Ending Fund Balance	\$ 893,741	\$ 761,800

San Mateo County Transportation Authority
 Reconciliation of the Governmental Funds Statement of Revenues, Expenditures and Changes in Fund
 Balances to the Government-Wide Statement of Activities
 Year Ended June 30, 2024 (with Comparative Totals for 2023)(in thousands)

	2024	2023
Amounts reported for governmental activities in the statement of activities are different because of the following:		
Net Change In Fund Balances - Total Governmental Fund	\$ 131,941	\$ 112,990
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of these assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which depreciation expense exceed capital outlays in the current period.	(61)	(121)
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.	62	122
Change In Net Position Of Governmental Activities	\$ 131,942	\$ 112,991

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

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San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

Note 1 - Reporting Entity and Significant Accounting Policies

A. Financial Reporting Entity

The San Mateo County Transportation Authority (Transportation Authority) was formed in June 1988 as a result of the approval of Measure A (one-half cent county sales tax and Transportation Expenditure Plan) by the voters of San Mateo County pursuant to the Bay Area County Traffic and Transportation Funding Act. The Transportation Authority is responsible for the administration of funds collected through the one-half cent county sales tax, initially for a period of 20 years from its formation. In November 2004, the voters reauthorized the sales tax to be administered by the Transportation Authority and a new publicly developed Expenditure Plan for an additional 25 years beyond the original expiration date of 2008. In 2018, the voters of San Mateo County adopted Measure W, "An Ordinance of the San Mateo County Transit District Imposing a One-Half of One Percent Retail Transactions and Use Tax to Implement the San Mateo County Congestion Relief Plan." Measure W authorized the District to administer the new tax in its entirety or to transfer proceeds of the tax to the Transportation Authority for Administration. By District Resolution No. 2020-27, and reflecting the split of funds set forth in the Congestion Relief Plan (50% reserved for SamTrans use, 50% available for other uses), the District expressed its desire to "designate the Authority to administer 50% of the Measure W Sales Tax Revenues as provided in the San Mateo County Congestion Relief Plan, and to irrevocably dedicate such revenues to the Authority for such purposes, for so long as the Authority is in existence." This desire was formalized through two agreements authorized by the same resolution, with each agreement subsequently signed by the District, the Transportation Authority and one or both of the California Department of Tax and Fee Administration and the Bank of New York Mellon.

B. Implementation of Governmental Accounting Standards Board (GASB) Statements

Effective this Fiscal Year

GASB Statement No. 100 – In June 2022, GASB Issued Statement No. 100, *Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*. The objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The requirements of this Statement are effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The impact of implementation of this Statement on the financial statements for the year ended June 30, 2024 is not material.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

Effective in Future Fiscal Years

GASB Statement No. 101 – In June 2022, GASB Issued Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of the financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The Transportation Authority is evaluating the impact of this Statement on the financial statements.

C. Basis of Presentation

Government-wide Financial Statements

The Statement of Net position and Statement of Activities report the financial activities of the Transportation Authority. The Statement of Activities presents a comparison between direct expenses and program revenues for each function of the Transportation Authority. Direct expenses are those that are specifically associated with a program or a function, and therefore, are clearly identifiable to a particular function. Program revenues refer to charges paid by the recipients of goods or services offered by the program. Revenues that are not classified as program revenues, including sales tax revenues, are presented instead as general revenues.

Fund Financial Statements

The Transportation Authority accounts for its sales tax revenue in the General Fund. Sales tax proceeds are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan (TEP) adopted by the Board of Supervisors of San Mateo County, all of the Cities in the County, and the voters in San Mateo County with the approval of the sales tax. That Plan may be amended from time to time pursuant to the Plan and applicable law.

D. Basis of Accounting

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Sales taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Revenues are considered available when their receipt occurs within 180 days after the end of the accounting period. Sales tax and investment earnings are recorded when measurable and available. Expenditures are generally recognized in the accounting period in which the liability is incurred. Capital asset acquisitions and Debt principal payments are reported as expenditures in governmental funds.

San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

E. Fair Value Measurement

Generally accepted accounting principles provide guidance for determining a fair value measurement for reporting purposes, applying fair value to investments, and disclosures related to a hierarchy established by generally accepted accounting principles. The Transportation Authority's fair value hierarchy, which has three levels, is based on the valuation inputs used to measure fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs include inputs that are directly observable for the investment including quoted price for similar investments and inputs that are not directly observable but are derived from observable market data through correlation; Level 3 inputs are significant unobservable inputs.

F. Prepaid Items

Prepaid items represent amounts paid in advance of receiving goods or services. The Transportation Authority has the option of reporting an expenditure in governmental funds for prepaid items either when purchased or during the benefiting period. The Transportation Authority has chosen to report the expenditures during the benefiting period. As of June 30, 2024 and 2023, the Transportation Authority did not have any prepaid items.

G. Cash and Investments

All highly liquid investments with maturities of three months or less when purchased are considered cash equivalents. Investments are reported at fair value. Cash deposits are reported at carrying amount.

H. Capital Assets

Capital assets are recorded at historical cost. Donated capital assets are recorded at estimated acquisition value at the date of donation plus ancillary charges, if any. All capital asset purchases are recorded as expenditures at the time of acquisition in the governmental funds. Such amounts are then capitalized and reported in the government-wide financial statements. Construction projects financed by the Transportation Authority from the one-half cent county sales tax include highways, streets, and grade separations. These infrastructure assets are of value only to the local government units in whose jurisdiction they are constructed and are not recorded as capital assets on the Transportation Authority's books. The Transportation Authority does have subscription right-to-use capital assets which are amortized over the useful life of the asset. Subscription right-to-use capital assets are typically capitalized for the length of the arrangement. The Transportation Authority's policy is to capitalize all capital assets with a cost greater than \$5,000 and a useful life of more than one year.

I. Subscription-Based Information Technology Arrangements (SBITA)

The right-to-use SBITA assets are recognized at the subscription commencement date and represent right to use the underlying IT asset for the term. Right to use subscription IT assets are measured at the initial value of the liability plus any payments made to the vendor at the commencement of the term, less any incentives received before commencement of the term, plus any capitalizable initial implementation costs used to place the asset into service. The right-to-use subscription IT assets are amortized over the shorter of the subscription term or useful life of the underlying asset.

San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

J. Deferred Outflows/Inflows of Resources

The Transportation Authority does not have any items that qualify for reporting in the category of deferred outflows of resources.

In addition to liabilities, the statement of net position includes a separate section for deferred inflows of resources. Deferred Inflows of resources represent an acquisition of net assets that applies to future period(s) and so will not be recognized as an inflow of resources (revenue) until then. The Transportation Authority has two items that qualify for reporting in this category. Unavailable revenue is reported only in the governmental funds balance sheet. The governmental funds report unavailable revenues from leases. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available. In the government-wide financial statements the Transportation Authority reports deferred amounts related to leases.

K. Leases

The Transportation Authority recognizes a lease receivable and a deferred inflow of resources in the government-wide and governmental fund financial statements. At the commencement of a lease, the Transportation Authority initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

L. Net Position

Net position is measured on the full accrual basis for the government-wide reporting. Net Position is the excess of all the Transportation Authority's assets over all its liabilities. Net position is divided into two captions. These captions apply only to net position, which is determined only at the government-wide level, and are described below:

Net Investment in Capital Assets – The investment in capital assets reported on the statement of net position represents the Transportation Authority's ownership of right of way classified as non-depreciable land under capital assets.

Restricted – The restricted net position reported on the statement of net position represents the resources available to the Transportation Authority that are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan adopted by the Board of Supervisors of San Mateo County and all of the Cities in the County. That TEP may be amended from time to time pursuant to the TEP and applicable law.

San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

M. Fund Balance

In governmental fund types, the fund balance is measured on the modified accrual basis. The General Fund (the Fund) balance is classified in accordance with generally accepted accounting principles, which require the Transportation Authority to classify its fund balances based on spending constraints imposed on the use of resources. For programs with multiple funding sources, the Transportation Authority prioritizes and expends funds in the following order, as applicable: restricted, committed, assigned, and unassigned. Each category in the following hierarchy is ranked according to the degree of spending constraint.

Nonspendables - amounts that cannot be spent either because they are in nonspendable form or because they are legally or contractually required to be maintained intact. The Transportation Authority had nonspendable balances of \$3,000 and \$14,000 as of June 30, 2024, and 2023, respectively.

Restricted - The restricted fund balance classification reflects amounts subject to externally imposed and legally enforceable constraints. The restricted fund balance reported on the governmental fund balance sheet represents the resources available to the Transportation Authority that are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan (Measure A) and the San Mateo County Congestion Relief Plan (Measure W). Those Plans may be amended from time to time pursuant to their terms and applicable law.

N. Use of Estimates

The Transportation Authority's management has made a number of estimates and assumptions relating to the reported amounts of the financial statements and the related disclosures in conformity with Generally Accepted Accounting Principles (GAAP). Actual results could differ from those estimates.

O. Summarized Data

The summarized partial data provided in these financial statements for Fiscal Year ended June 30, 2023 is not a requirement for fair presentation of the financial statements but is being presented as additional analysis. Such information does not provide sufficient detail to constitute a presentation in conformity with accounting principles generally accepted in the United States of America. Accordingly, such information should be read in conjunction with the Transportation Authority's financial statements for the year ended June 30, 2023 from which such comparative partial information was derived.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

Note 2 - Cash and Investments

The Transportation Authority pools cash from all sources and funds so that it can be invested at the maximum yield, consistent with safety and liquidity, while individual funds can make expenditures at any time.

The Transportation Authority records investment transactions on the trade date. Investments are reported at fair value. Fair value is defined as the amount that the Transportation Authority could reasonably expect to receive for an investment in a current sale between a willing buyer and seller and is generally measured by quoted market prices. The Transportation Authority adjusts the carrying value of its investments to reflect their fair value at each fiscal year end. The effects of changes in market value are reflected as a component of investment income. Deposits and investments as of June 30 are categorized as follows:

(in thousands)	June 30, 2024	June 30, 2023
Cash and Investments		
Cash in bank	\$ 159,887	\$ 112,592
Restricted cash with fiscal agent	9,436	11,154
Investments	612,224	526,028
Total cash and investments	\$ 781,547	\$ 649,774

Authorized Investments by the Transportation Authority

In accordance with the California Government Code or its investment policy when more restrictive, the Transportation Authority may acquire investments as identified in the table below:

Authorized Investment Type	Minimum Credit Rating	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
U.S. Treasury Obligations	None	15 years	100%	N/A
U.S. Agency Securities	None	15 years	100%	N/A
Banker's Acceptances	None	180 days	40%	30%
Commercial Paper (\$500 Mil. Min. Assets)	A1/P1/F1	270 days	40%	10%
Negotiable Certificates of Deposit	None	5 years	30%	N/A
Repurchase Agreements	None	1 year	100%	N/A
Reverse Repurchase Agreements	None	92 days	20%	N/A
Medium-term Notes	A	5 years	30%	10%
Shares of beneficial interest issued by diversified management companies	Highest rating by two NRSROs	N/A	20%	10%
Local Government Investment Pools	None	N/A	100%	N/A
Asset-backed and Mortgage-backed securities	AA	5 years	20%	N/A
Municipal Obligations	None	10 years	100%	N/A
Supranational Obligations	AA	5 years	30%	N/A
Local Agency Investment Fund (LAIF)	None		Up to the current state limit	
San Mateo County Investment Pool	None		Up to the current state limit	

San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk incurred when market interest rates adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the Transportation Authority manages its exposure to interest rate risk is by purchasing a combination of short-term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations. The Transportation Authority monitors the interest rate risk inherent in its portfolio by measuring the weighted average maturity of its portfolio. With respect to this metric, the Transportation Authority's policies are as follows:

The Transportation Authority's weighted average maturity of its investment portfolio at June 30, 2024 was as follows:

2024

Investment Type	Amount (in thousands)	Weighted Average Maturity (in years)
U.S. Treasury Bonds/Notes	\$ 169,549	3.00
Federal Agency Collateralized and Agency Bonds/Notes	8,211	1.19
Corporate Bonds and Notes	28,515	1.35
Municipal Debt Securities	5,466	2.47
Supranational	723	0.81
Money Market Mutual Funds	1,485	-
Local Agency Investment Fund	5,388	0.59
California Asset Management Program (CAMP)	264,676	0.10
San Mateo County Pool	128,211	1.64
Total	\$ 612,224	
Portfolio Weighted Average Maturity		1.33

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

The Transportation Authority's weighted average maturity of its investment portfolio at June 30, 2023 was as follows:

Investment Type	Amount (in thousands)	Weighted Average Maturity (in years)
U.S. Treasury Bonds/Notes	\$ 142,680	3.17
Federal Agency Collateralized and Agency Bonds/Notes	12,355	2.02
Corporate Bonds and Notes	44,114	1.39
Asset Back Securities	4	1.04
Municipal Debt Securities	4,179	3.33
Supranational	693	1.81
Money Market Mutual Funds	1,599	-
Local Agency Investment Fund	4,925	0.71
California Asset Management Program (CAMP)	121,496	0.17
San Mateo County Pool	193,983	3.34
Total	\$ 526,028	
Portfolio Weighted Average Maturity		2.33

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the actual rating as of the fiscal year end for each investment type.

The Transportation Authority's investment portfolio credit quality ratings as of June 30, 2024 were as follows:

Investment Type	Amount (in thousands)	S&P Rating as of June 30, 2024			
		AAA	AA	A	Not Rated
U.S. Treasury Bonds/Notes	\$ 169,549	\$ -	\$169,549	\$ -	\$ -
Federal Agency Collateralized and Agency Bonds/Notes	8,211	-	8,211	-	-
Corporate Bonds and Notes	28,515	-	6,042	22,473	-
Municipal Debt Securities	5,466	-	5,466	-	-
Supranational	723	723	-	-	-
Money Market Mutual Funds	1,485	411	-	-	1,074
Local Agency Investment Fund	5,388	-	-	-	5,388
CAMP	264,676	264,676	-	-	-
San Mateo County Pool	128,211	-	-	-	128,211
Total	\$ 612,224	\$265,810	\$189,268	\$ 22,473	\$134,673

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

The Transportation Authority's investment portfolio credit quality ratings as of June 30, 2023 were as follows:

Investment Type	Amount (in thousands)	S&P Rating as of June 30, 2023			
		AAA	AA	A	Not Rated
U.S. Treasury Bonds/Notes	\$ 142,680	\$ -	\$142,680	\$ -	\$ -
Federal Agency Collateralized and Agency Bonds/Notes	12,355	-	12,355	-	-
Corporate Bonds and Notes	44,114	-	21,327	22,787	-
Asset-Backed Security	4	4	-	-	-
Municipal Debt Securities	4,179	-	4,179	-	-
Supranational	693	693	-	-	-
Money Market Mutual Funds	1,599	581	-	-	1,018
Local Agency Investment Fund	4,925	-	-	-	4,925
CAMP	121,496	121,496	-	-	-
San Mateo County Pool	193,983	-	-	-	193,983
Total	\$ 526,028	\$122,774	\$180,541	\$ 22,787	\$199,926

Concentration of Credit Risk

There were no investments in any one issuer that exceeded 5% of the Transportation Authority's total investment portfolio for the years ended June 30, 2024 or June 30, 2023.

Custodial Credit Risk

The custodial credit risk for deposit is the risk that, in the event of the failure of a depository financial institution, the Transportation Authority will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that in the event of the failure of the counter party (e.g., broker-dealer) to a transaction, the Transportation Authority will not be able to recover the value of its investment or collateral securities that are in possession of another party.

California Law requires banks and savings and loan institutions to pledge government securities with a market value of 110% of the cash on deposit in the name of the pool, or first trust deed mortgage notes with a market value of 150% of the deposit, as collateral for these deposits. Under California Law, this collateral is held in a separate investment pool by another institution and places the pool ahead of general creditors of the institution in which the Transportation Authority is a participant.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

The Transportation Authority invests in individual investments and in investment pools. Individual investments are evidenced by specific identifiable securities instruments, or by an electronic entry registering the owner in the records of the institution issuing the security, called the book entry system. In order to increase security, the Transportation Authority employs the Trust Department of a bank or trustee as the custodian of certain Transportation Authority managed investments, regardless of their form.

Fair Value Measurements

The Transportation Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs. The Transportation Authority has the following recurring fair value measurements as of June 30, 2024:

- Debt classified as Level 2 inputs are valued using price data obtained from observed transactions and market price quotations from broker dealers and/or pricing vendors.
- Equities classified as Level 2 inputs are valued using fair value per share.
- Certificates of deposit classified as Level 2 inputs are valued using quoted price for directly observable inputs.

Investments in the San Mateo County Pool and the State Local Agency Investment Fund are not measured using the input levels above because the Transportation Authority's transactions are based on a stable net asset value per share. All contributions and redemptions are transacted at \$1.00 net asset value per share. The following is the Transportation Authority's fair value hierarchy table as of June 30, 2024:

Investment Type (in thousands)	Quoted Prices (Level 1)	Observable Inputs (Level 2)	Total
Investment securities			
U.S. Treasury Bonds/Notes	\$ 169,549	\$ -	\$ 169,549
Federal Agency Collateralized and Agency Bonds/Notes	-	8,211	8,211
Corporate Bonds and Notes	-	28,515	28,515
Asset Back Securities	-	-	-
Municipal Debt Securities	-	5,466	5,466
Supranational	-	723	723
Money Market Mutual Funds	1,485	-	1,485
Total	\$ 171,034	\$ 42,915	213,949
Uncategorized:			
ICD Investments			-
Local Agency Investment Fund			5,388
California Asset Management Program			264,676
San Mateo County Investment Pool			128,211
Cash			159,887
Restricted cash with fiscal agents			9,436
Total Investments By Fair Value Type			\$ 781,547

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

The following is the Transportation Authority's fair value hierarchy table as of June 30, 2023:

Investment Type (in thousands)	Level 1	Level 2	Total
Investment securities			
U.S. Treasury Bonds/Notes	\$ 142,680	\$ -	\$ 142,680
Federal Agency Collateralized and Agency Bonds/Notes	-	12,355	12,355
Certificates of Deposit	-	-	-
Corporate Bonds and Notes	-	44,114	44,114
Asset Back Securities	-	4	4
Municipal Debt Securities	-	4,179	4,179
Supranational	-	693	693
Money Market Mutual Funds	581	-	581
Total	\$ 143,261	\$ 61,345	204,606
Uncategorized:			
ICD Investments			1,018
Local Agency Investment Fund			4,925
California Asset Management Program			121,496
San Mateo County Investment Pool			193,983
Cash			112,592
Restricted cash with fiscal agents			11,154
Total Investments By Fair Value Type			\$ 649,774

Methods and Assumptions Used to Estimate Fair Value: The Transportation Authority maintains investment accounting records on amortized cost and adjusts those records to "fair value" on an annual basis. Unrealized gains and losses are recorded on an annual basis and the carrying value of its investments is considered "fair value." The Transportation Authority's investment custodian provides the market value on each investment instrument. The investments held by the Transportation Authority are widely traded in the financial markets and trading values are readily available from numerous published sources.

San Mateo County Treasurer's Investment Pool: The Transportation Authority holds investments in the County Pool that are subject to adjustments to "fair value." The Transportation Authority had a contractual withdrawal value (which is reported using the amortized cost) of \$129,336,000 and \$199,673,000, at June 30, 2024 and 2023, respectively, that is recorded at \$128,211,000 and \$193,983,000 on the balance sheet after the adjustment for unrealized gains/losses for fiscal years ending June 30, 2024 and 2023, respectively. The fair value change in these investments for the year just ended is included in investment income in the statement of revenues, expenditures, and changes in fund balance as well as in the statement of activities via inclusion in the amount of Investment Income.

The Transportation Authority is a voluntary participant in the San Mateo County Treasurer's Investment Pool. The Pool is a governmental investment pool managed and directed by the elected San Mateo County Treasurer. The County Pool is not registered with the Securities and Exchange Commission. An oversight committee comprised of local government officials and various participants provide oversight to the management of the fund. The daily operations and responsibilities of the pool fall under auspices of the County Treasurer's office.

San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

State of California State Treasurer’s Local Authority Investment Fund (LAIF): The Transportation Authority holds an investment in LAIF that is subject to “fair value” adjustments. The Transportation Authority had a contractual withdrawal value of \$5,410,000 and \$5,001,000 (which is reported using the amortized cost) after the adjustment for unrealized gains/losses for fiscal year 2024 and 2023, respectively. LAIF is a governmental investment pool managed and directed by the California State Treasurer and is not registered with the Securities and Exchange Commission. An oversight committee comprised of California State officials and various participants provide oversight to the management of the fund. The daily operations and responsibilities of LAIF fall under the auspices of the State Treasurer’s office. The Transportation Authority is a voluntary participant in the investment pool.

California Asset Management Program (CAMP): The Transportation Authority holds an investment in CAMP that is subject to “fair value” adjustments. The Transportation Authority had a contractual withdrawal value of \$264,676,704 and \$121,496,000 (which is reported using the amortized cost) after the adjustment for unrealized gains/losses for fiscal year 2024 and 2023. CAMP is a governmental investment pool managed and directed by the CAMP Treasurer and is not registered with the Securities and Exchange Commission.

Note 3 - Accounts Receivable

Accounts receivable as of June 30 consist of amounts owed by other governmental agencies and miscellaneous receivables as follows:

(in thousands)	2024	2023
San Mateo County Transit District	\$ -	\$ 180
San Mateo County Express Lanes JPA (SMCELJPA)	69	-
Bay Area Infrastructure Financing Authority	119	-
California Department of Transportation	90	89
Metropolitan Transportation Commission	70	-
Rents Receivable	174	367
Other	4	-
	\$ 526	\$ 636
Total accounts receivable	\$ 526	\$ 636

Note 4 - Capital Assets

Capital assets activities for the years ended June 30, 2023 and 2024 are as follows:

(in thousands)	Balance at July 1, 2023	Additions	Deletions	Balance at June 30, 2024
Amortizable capital assets				
Right-to-use subscription asset	\$ 303	\$ -	\$ -	\$ 303
Less accumulated amortization for				
Right-to-use subscription asset	(242)	(61)	-	(303)
Nondepreciable capital assets				
Land	11,682	-	-	11,682
Capital Assets, Net	\$ 11,743	\$ (61)	\$ -	\$ 11,682

(in thousands)	Balance at July 1, 2022	Additions	Deletions	Balance at June 30, 2023
Amortizable capital assets				
Right-to-use subscription asset	\$ 303	\$ -	\$ -	\$ 303
Less accumulated amortization for				
Right-to-use subscription asset	(121)	(121)	-	(242)
Nondepreciable capital assets				
Land	11,682	-	-	11,682
Capital Assets, Net	\$ 11,864	\$ (121)	\$ -	\$ 11,743

Land represents the cost of right of way acquisition for future grade separation projects, as well as for corridor preservation purposes.

Note 5 - Leases

Lease receivable

During the fiscal years 2024 and 2023, the Transportation Authority had four parking leases and storage units as right of use ground lease transactions through fiscal year 2024, with options to renew. The Transportation Authority received monthly payments of approximately \$1,161,000 for fiscal year 2024 and \$1,194,000 for fiscal year 2023. The Transportation Authority recognized \$223,000 in lease revenue and \$1,000 in interest revenue during the fiscal year 2024 related to the lease. The Transportation Authority recognized \$245,000 in lease revenue and \$2,000 in interest revenue during the fiscal year 2023 related to the lease. The Transportation Authority had a lease receivable for \$59,000 and \$293,000 as of June 30, 2024 and 2023, respectively. As of June 30, 2024 and 2023, the balance of the deferred inflows of resources was \$56,000 and \$279,000, respectively.

Note 6 - Accounts Payable

Accounts payable at June 30 are as follows:

(in thousands)	2024	2023
District - Salaries and benefits	\$ 441	\$ 375
Paratransit program	503	361
Capital project	370	1,009
Other	124	171
	\$ 1,438	\$ 1,916
Total	\$ 1,438	\$ 1,916

Note 7 - Accrued Liabilities

Accrued liabilities at June 30 are as follows:

(in thousands)	2024	2023
Disbursements to local entities for transportation projects	\$ 10,884	\$ 11,295
Capital projects	3,880	1,575
BART	397	485
Bond interest payable	422	198
	\$ 15,583	\$ 13,553
Total	\$ 15,583	\$ 13,553

Note 8 - Commitments and Contingencies

Allocation Commitments

As of June 30, the Transportation Authority estimated the cost to complete projects within these following categories:

Categories (in thousands)	2024	2023*
Caltrain	\$ 22,521	\$ 21,059
Ferry	3,620	3,677
Local Shuttle	7,250	9,764
Railroad Grade Separations	15,645	22,934
Streets and Highways	270,600	180,217
Alternative Congestion Relief	1,443	1,594
Bicycle and Pedestrian	21,715	22,912
Total	\$ 342,794	\$ 262,157

Litigation

From time to time, the Transportation Authority is involved in litigation arising from the normal course of business. In the opinion of management and legal counsel, as of June 30, 2024, the disposition of any litigation that may be pending is not expected to have a material adverse effect on the overall financial position of the Transportation Authority.

Peninsula Corridor Electrification Project

In its role as a primary source of San Mateo County funds for the Peninsula Corridor Joint Powers Board ("JPB"), the Transportation Authority is a party to a series of funding agreements for the funding of the Peninsula Corridor Electrification Project ("PCEP" or "Project").

For over two decades, the JPB has been preparing to electrify the Caltrain railroad corridor. The \$1.98 billion PCEP funding plan includes \$647 million in Federal Transit Administration ("FTA") Core Capacity Grant funds under a Full Funding Grant Agreement ("FFGA").

In late 2016, the FTA informed the JPB that it would not issue the FFGA without evidence that the JPB will have access to an additional 10% contingency (or \$200 million) beyond the budgeted 16.5% for potential cost over-runs or funding shortfalls.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

To address this requirement, on January 5, 2017, the Transportation Authority passed a resolution committing to provide up to \$135 million of additional contingency, with Santa Clara Valley Transportation Authority ("VTA") making a similar commitment in the amount of \$65 million. These actions were conditioned upon and memorialized in an executed memorandum dated January 5, 2017, among VTA, the San Francisco County Transportation Authority and the Metropolitan Transportation Commission accepting the obligation to each share equally with the Transportation Authority in funding whatever amount of additional contingency is called upon, up to \$200 million, to complete the Project. As of May 3, 2024, the Project achieved substantial completion and is on track to be closed out without the need for the additional contingency.

Note 9 - Insurance Programs

The Transportation Authority is exposed to various risks of loss including but not limited to those related to torts; theft of, damage to, and destruction of assets; errors and omissions, and natural disasters. As of June 30, 2024, coverage provided by self-insurance and excess coverage (purchased by or for the Transportation Authority) is generally summarized as follows:

Type of Coverage	Self-Insured Retention (in thousands)	Excess Insurance (in thousands)
Commercial General Liability	\$100 self-insured retention	\$11,000 per occurrence/ aggregate
Public Officials Liability	\$50 self-insured retention	\$3,000 per occurrence/ aggregate (\$50,000 excess carried by the San Mateo County Transit District on behalf of the Transportation Authority)

To date, there have been no significant reductions in any of the Transportation Authority's insurance coverage. Settlements have not exceeded coverages for each of the past three fiscal years.

San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

Note 10 - Long-Term Liabilities

2020 Transportation Authority Subordinate Sales Tax Revenue Variable Rate Demand Bonds

In September 2020, the TA issued \$50,000,000 2020 Series A Bonds and an additional \$50,000,000 Series B Bonds (together the "Bonds"). The Bonds are variable rate bonds with Series A Bonds issued with a weekly rate reset and the Series B Bonds issued with a daily rate reset. Interest is due and payable on the Bonds every June 1 and December 1 with interest to be calculated on a 365/366-day basis. From issue through June 30, 2024, the Daily Rate has been as high as 4.45%, and as low as 0.01% (or 1 basis point) with an average rate of 1.12% (or 112 basis points). Over the same period, the Weekly Rate has been issued at a high of 3.97%, a low of 0.01% (or 1 basis point) with an average rate of 1.26% (or 126 basis points) on an annual 365/366-day basis. The interest rate expectations are presented in the following tables as though outstanding principal were charged interest at the rates in effect at 6/30 of each year as required by Governmental Accounting Standards Board Statement 88 (GASB 88). The rates in place at June 30, 2024 were 3.18% on the series A bonds (weekly reset) and 4.45% on the Series B Bonds (daily reset). The rates in place at June 30, 2023 were 3.23% (or 323 basis points) on the series A bonds (weekly reset) and 2.10% (or 210 basis points) on the Series B Bonds (daily reset).

Bond proceeds were used to make a Project Loan to the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) for the construction of express lanes on U.S. 101 in San Mateo County. The Project Loan will be repaid to the Transportation Authority from revenues generated by the Express Lanes. Mandatory redemption in the form of a Mandatory Sinking Fund is designated to make principal payments beginning June 1, 2027, for both Bond Series. The 2020 SMCTA Subordinate Sales Tax Revenue Variable Rate Demand Bonds are limited obligations of the Transportation Authority and are payable from a lien on revenue of (i) the measure A sales tax revenues pursuant to the Bay Area County Traffic and Transportation Funding Act and (ii) the Measure W sales tax revenues pursuant to the San Mateo County Transit District Act.

The 2020 SMCTA Subordinate Sales Tax Revenue Variable Rate Demand Bonds are limited obligations of the Transportation Authority and are payable from a lien on revenue of (i) the measure A sales tax revenues pursuant to the Bay Area County Traffic and Transportation Funding Act and (ii) the Measure W sales tax revenues pursuant to the San Mateo County Transit District Act.

The sales tax revenues are pledged to pay the scheduled principal and interest payments on the subordinate sales tax revenue variable rate demand bonds. In the event that a deficiency exists because of unpaid or delinquent collections at the time a debt service payment is due, the Transportation Authority must provide resources to cover the deficiency until other resources, are received. Debt service payments of \$2,972,418 as a ratio of pledged sales tax revenue of \$173,258,185 for the year ended June 30, 2024, was 5,828.9% and provided 58.3 times coverage. Debt service payments of \$1,710,032 as a ratio of pledged sales tax revenue of \$176,626,624 for the year ended June 30, 2023, was 10,328.8% and provided 103.3 times coverage.

As of June 30, 2024, \$100,000,000 of subordinate sales tax revenue variable rate demand bonds are outstanding. The subordinate sales tax revenue variable rate demand bonds mature on June 1, 2049.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

The Transportation Authority has entered into two software subscription arrangements as subscriber primarily for software as a service (SaaS) and platform as a service (PaaS). Most subscriptions have initial terms of up to three years. As of June 30, 2024, the Transportation Authority is no longer engaged in a long-term arrangement. For the period, the interest rate was implicit in the Authority's subscriptions and not readily determinable, the District utilizes its incremental borrowing rate to discount the subscription payments.

Changes in long-term liabilities*

Changes in the Transportation Authority's long-term liabilities for the year ended June 30, 2024, are as follows:

(in thousands)	Balance at July 1, 2023	Additions	Retirements	Balance June 30, 2024	Current Portion
Subscription liability	\$ 62	\$ -	\$ (62)	\$ -	\$ -
2020 Sales Tax					
Variable Rate Debt	100,000	-	-	100,000	-
Total long-term debt	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -

The debt service requirements for the Transportation Authority are as follows:

Year Ending June 30: (in thousands)	Principal	Interest	Total
2025	\$ -	\$ 3,815	\$ 3,815
2026	-	3,815	3,815
2027	5,000	3,799	8,799
2028	-	3,624	3,624
2029	-	3,624	3,624
2030-2034	33,490	15,154	48,644
2035-2039	18,510	10,289	28,799
2040-2044	20,440	6,641	27,081
2045-2049	22,560	2,561	25,121
Total	\$ 100,000	\$ 53,322	\$ 153,322

- Please see Note 12 for subsequent events related to the outstanding bonds of the Transportation Authority

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2024 (with Comparative Totals for 2023)

Note 11 - Related Parties and Jointly Governed Organizations

San Mateo County Express Lanes Joint Powers Authority

The San Mateo County Transportation Authority and the City/County Association of Governments of San Mateo County (“C/CAG”) are co-sponsors of the San Mateo County U.S. 101 Express Lanes Project (“Project”). The Project includes (i) the conversion of the existing High Occupancy Vehicle (“HOV”) lanes into express lanes from the northern terminus of the Santa Clara County express lanes to the Whipple Road Interchange and (ii) the construction of new express lanes from Whipple Road north to I-380 in San Mateo County. When completed, the Project will provide continuous express lanes in San Mateo County in both the northbound and southbound directions of U.S. 101. Resulting toll revenues will fund transportation and transit improvements in the corridor, as well as Project operations and maintenance. Members of the SMCELJPA’s Board of Directors are elected officials representing San Mateo County. The Express Lanes are scheduled for a two-phase opening, south segment opened February 11, 2022, and the north segment was officially opened on March 3, 2023.

In May 2019, the Transportation Authority and the C/CAG formed the San Mateo County Express Lanes Joint Powers Authority (“SMCELJPA”) through a Joint Exercise of Powers Agreement to exercise their shared rights to own, administer and manage the Project. Under that agreement, the San Mateo County Transit District (as managing agency for the Transportation Authority) and C/CAG both provide staff support to the SMCELJPA. The District’s staff support the SMCELJPA’s financial activities (e.g., budgeting, accounting, audits and treasury), marketing (including marketing use of the lanes and promoting the broader benefits of the lanes), and communications (including media and community relations, and the SMCELJPA’s website). The Transportation Authority compensates the District for staff time spent in support of the SMCELJPA; the SMCELJPA reimburses the Transportation Authority for such costs.

Loan Receivable

In Fiscal Year 2023, the Transportation Authority and the C/CAG authorized loans to fund operating costs in the amount of \$2,538,000 and \$1,350,000 respectively from each agency. As of June 30, 2023, the Transportation Authority had a loan receivable of \$3,259,000 from the SMCELJPA. As of June 30, 2024, the Transportation Authority had a loan receivable of \$3,619,000 from the SMCELJPA.

San Mateo County Transportation Authority
Notes to the Financial Statements
June 30, 2024 (with Comparative Totals for 2023)

Long Term Project Loan Receivable

On September 1, 2020, the Transportation Authority entered a non-revolving loan agreement with the SMCELJPA. The Transportation Authority is using the proceeds of its 2020 Series A and B Limited Tax Bonds to fund a portion of U.S. 101 Express Lane Project construction. The SMCELJPA has agreed to apply future toll revenues to repay the Transportation Authority in accordance with the terms and provisions of the bond loan agreement. The initial bond loan balance was \$100,000,000 (calculated as the amount of bond proceeds deposited to the funds and accounts under the Bond Indenture plus the underwriters' discount upon initial sale of the Bonds to the underwriters thereof). The Principal is payable on May 1, 2024, and annually thereafter on May 1 of each year through in accordance with the loan agreement. Interest is accrued on the bond loan at a rate equal to the interest rate of the Transportation Authority's 2020 Series A and B Limited Tax Bonds.

As of June 30, 2024, the Transportation Authority has spent \$92 million bonds proceeds on the U.S. 101 Express Lane Project. The unspent bond proceeds of \$8 million was presented as an obligation to fund future project cost.

San Mateo County Transit District

As discussed in Note 1A, the San Mateo County Transit District has been designated as the entity responsible for overall management of the Transportation Authority. The Transportation Authority reimburses the District for staff support services.

Staff support expenditures for the year ended June 30 are as follows:

(in thousands)	2024	2023
Salaries and benefits	\$ 1,893	\$ 980
Indirect costs	225	248
Total	\$ 2,118	\$ 1,228

Note 12 - Bond Call- 2020 Transportation Authority Subordinate Sales Tax Revenue Variable Rate Demand Bonds

On December 2, 2024, a bond call in the amount of \$6,290,000 was made in equal amounts of \$3,145,000 each on the Series A and B bonds. These calls were on the full principal due June 1, 2027, in the amount of \$5,000,000, and a partial call of the principal due on June 1, 2030, in the amount of \$1,290,000. The bond call was made due to capitalized interest remaining after one full year of project operation, and remaining project funds after final invoices were paid. These funds will be reflected in the FY2024/25 activity in next year's ACFR.

Required Supplementary Information
June 30, 2024

San Mateo County Transportation Authority

San Mateo County Transportation Authority
General Fund – Budgetary Comparison Schedule
Year Ended June 30, 2024 (in thousands)

	Budgeted Amounts		Actual Amounts	Variance with
	Original	Final	(Budgetary Basis)	Final Budget Positive/(Negative)
Resources (inflows)				
Sales tax	\$ 174,396	\$ 174,396	\$ 173,258	\$ (1,138)
Investment income	12,607	12,607	25,736	13,129
Rental income	1,261	1,261	849	(412)
Project reimbursement	1,520	1,520	3,557	2,037
Other Income	400	400	402	2
Amounts available for appropriation	190,184	190,184	203,802	13,618
Charges to appropriations (outflows)				
Program Administration				
Staff support	1,707	1,601	1,893	(292)
Board compensation	9	9	8	1
AIA	248	248	225	23
Bank and investment fees	248	248	135	113
Insurance premiums	384	384	254	130
Professional and legal fees	566	579	467	112
Other services and supplies	139	236	141	95
Travel and meeting	51	47	31	16
Total program administration	3,352	3,352	3,154	198
Distributions to local entities	37,786	37,786	37,541	245
BART	2,325	2,325	2,311	14
Paratransit	4,651	4,651	4,623	28
Capital outlays	130,972	141,430	30,623	110,807
Bond interest and debt fees	1,520	1,520	2,972	(1,452)
Total Charges to Appropriations	\$ 180,606	\$ 191,064	81,224	\$ 109,840
Fund balances				
Beginning of Year			778,525	
End of Year			\$ 901,103	
Reconciliation to the Statement of Revenues, Expenditures and Fund Balances				
Cumulative unrealized gains under GASB 31			(7,362)	
Total Revenues in the Statement of Revenues, Expenditures and Changes in Fund Balances - GAAP Basis			\$ 893,741	

San Mateo County Transportation Authority

Notes to Required Supplementary Schedule

June 30, 2024

Budgets and the Budgetary Process

The Transportation Authority Board adopts an annual operating budget in accordance with Section 131265(a) of the Public Utilities Code. Budget amounts may be revised by Board Resolutions. The budget and actual revenues and expenditures are presented as required supplementary information. The basis the Transportation Authority uses to prepare the budget is consistent with the basis used to reflect the actual revenues and expenditures, except that proceeds from sale of capital assets and unrealized gains and losses on investment are not included in the budget for the General Fund.

Management is authorized to exceed budget for individual categories provided that there is sufficient fund balance.

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Supplementary Information
June 30, 2024

San Mateo County Transportation Authority

San Mateo County Transportation Authority
Expenditures of Capital Projects from Inception to Date
June 30, 2024 (with Comparative Totals for 2023)

The expenditures on public transportation projects during fiscal years 2024 and 2023 were \$31.8 million and \$99.4 million, respectively. Total expenditures on such projects from inception through June 30, are as follows (in thousands):

Projects	2024	2023
Alternative Congestion Relief	\$ 7,641	\$ 6,084
Caltrain	377,497	374,496
Dumbarton Spur	34,061	34,039
Ferry	9,042	8,978
Local Shuttle	35,994	32,118
Bicycle	24,377	18,505
Oversight	9,356	8,758
Recollectible & Excluded	694	443
Paratransit	521	158
Railroad Grade Separations	363,264	354,456
Streets and Highways	660,408	653,033
Total	\$ 1,522,855	\$ 1,491,068

Of the total expenditures of \$1,522.9 million for capital projects, \$387.0 million was funded by contributions from external entities.

Statistical
June 30, 2024

San Mateo County Transportation Authority

San Mateo County Transportation Authority

Statistical – Section III

June 30, 2024

Statistical

Financial Trends

- Net Position and Change in Net Position
- Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balance
- Fund Balances of Governmental Funds

Revenue Capacity

- Revenue Base and Revenue Rate
- Principal Revenue Payers

Debt Capacity

- Ratio of Outstanding Debt by Type
- Ratio of General Bonded Debt Outstanding
- Direct and Overlapping Debt and Limitations
- Pledged Revenue Coverage

Demographics and Economic Information

- Population, Income and Unemployment Rates
- Principal Employers

Operating Information

- Capital Outlay
- Employees
- Capital Assets

San Mateo County Transportation Authority

Statistical
June 30, 2024

The Statistical Section of the Transportation Authority's Annual Comprehensive Financial Report presents detailed information as a context for understanding the information in the financial statements, notes disclosure, required supplementary information and other supplemental information, and for assessing the Transportation Authority's economic condition.

Financial Trends

These schedules contain trend information to assist readers in understanding and assessing how the Transportation Authority's financial position has changed over time.

Revenue Capacity

These schedules contain information to assist readers in understanding and assessing the factors affecting the Transportation Authority's ability to generate its most significant local revenue source, sales tax.

Debt Capacity

These schedules contain information to assist readers in understanding and assessing the affordability of the Transportation Authority's current level of outstanding debt and the Transportation Authority's ability to issue debt in the future.

Demographic and Economic Information

These schedules present socioeconomic indicators to assist readers in understanding the environment within which the Transportation Authority's financial activities take place.

Operating Information

These schedules contain contextual information about the Transportation Authority's operations and resources to assist readers in using financial statement information as a tool to understand and assess the Transportation Authority's economic condition.

San Mateo County Transportation Authority
Net Position and Change in Net Position
Fiscal Years 2015 Through 2024 (in thousands)

Fiscal Year	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Governmental Activities										
Program Revenues										
Grade Separations	\$ 849	\$ 1,189	\$ 1,140	\$ 1,029	\$ 1,050	\$ 708	\$ 708	\$ 916	\$ 874	\$ 895
Dumbarton Spur	-	-	-	-	-	-	366	308	293	324
Program Administration	402	400	732	-	-	-	-	-	-	-
Projects Funding	3,557	3,658	57,879	123,887	5,672	7,730	3,040	1,210	-	5,672
Total Program Revenues	4,808	5,247	59,751	124,916	6,722	8,438	4,114	2,434	1,167	6,891
Program Expenses										
Public Transit										
Upgrades and Extension	3,000	5,242	16,385	20,520	15,488	25,071	62,257	13,364	15,682	14,573
Grade Separations	9,335	10,584	10,213	21,400	17,939	24,114	18,042	821	4,142	6,525
Paratransit	4,623	4,717	4,516	3,753	3,665	4,155	3,386	3,374	3,188	3,239
Dumbarton Spur	22	33	10	45	134	40	210	138	205	210
BART	2,311	2,331	2,258	1,877	1,833	2,015	1,756	1,687	1,594	1,619
Caltrain	-	-	-	7,507	7,331	8,892	6,191	6,748	6,376	6,478
Project funding	3,941	4,397	3,391	4,060	2,810	3,856	2,209	3,042	1,940	2,205
Streets and highways										
Distribution to local entities	37,541	38,273	36,627	30,437	29,450	22,664	20,226	19,564	18,408	18,663
Projects funding	14,100	9,286	69,170	103,886	59,976	44,768	64,457	21,691	21,969	23,131
Program Administration	3,378	1,932	2,324	2,211	1,844	2,253	1,689	1,316	1,211	1,208
Debt Service - interest	2,972	1,710	194	-	-	-	-	-	-	-
Total Program Expenditures	81,223	78,505	145,088	195,696	140,470	137,828	180,423	71,745	74,715	77,851
Net Program Revenues (Expenses)	(76,415)	(73,258)	(85,337)	(70,780)	(133,748)	(129,390)	(176,309)	(69,311)	(73,548)	(70,960)
General revenues										
Sales tax	173,258	176,627	169,024	140,453	135,793	100,728	87,818	84,354	79,704	80,974
Unrestricted investment earnings	35,099	9,622	(15,528)	(860)	14,033	14,692	3,841	1,488	6,786	4,106
Other income	-	-	-	-	-	-	-	-	6	669
Change In Net Position	131,942	112,991	68,159	68,813	16,078	(13,970)	(84,650)	16,531	12,948	14,789
Net Position Components										
Invested in capital assets	11,682	11,681	11,680	11,682	11,682	11,682	11,682	11,682	11,682	11,682
Restricted	793,741	661,800	548,810	480,649	411,832	395,752	409,721	494,372	477,842	464,893
Net Position	\$ 805,423	\$ 673,481	\$ 560,490	\$ 492,331	\$ 423,514	\$ 407,434	\$ 421,403	\$ 506,054	\$ 489,524	\$ 476,575

Source: Current and prior years' Annual Comprehensive Financial Reports.

This table presents Governmental activity program revenues and expenditures, general revenues, sales tax and other income.

San Mateo County Transportation Authority

Governmental Funds – Statement of Revenues, Expenditures and Changes in Fund Balances
Fiscal Years 2015 Through 2024 (in thousands)

Fiscal year	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Revenues										
Sales tax revenue	\$ 173,258	\$ 176,627	\$ 169,024	\$ 140,453	\$ 135,793	\$ 100,728	\$ 87,818	\$ 84,354	\$ 79,704	\$ 80,974
Investment income (loss)	35,099	9,622	(14,371)	(957)	13,955	14,614	3,787	1,447	6,744	4,181
Rental income	849	1,189	1,140	1,029	1,050	708	1,074	1,224	1,167	1,219
Project reimbursements	3,557	3,658	57,879	123,877	5,672	7,730	3,040	1,210	6	669
Proceeds from sale of properties	-	-	-	-	-	-	-	-	-	1,793
Other income	402	400	732	10	-	-	-	-	-	-
Total Revenue	213,165	191,496	214,404	264,412	156,470	123,780	95,719	88,235	87,621	88,836
Expenditures										
Public Transit										
Upgrades and extensions	3,001	5,243	16,385	20,520	15,488	25,071	62,257	13,364	15,682	14,573
Grade separations	9,335	10,584	10,213	21,400	17,939	24,114	18,042	821	4,142	6,525
Dumbarton spur	22	33	10	45	134	40	210	138	205	210
BART	2,311	2,331	2,258	1,877	1,833	2,015	1,756	1,687	1,594	1,619
Caltrain & Paratransit	4,623	4,717	-	7,507	7,331	8,892	6,191	6,748	6,376	6,478
Project funding	3,941	4,397	3,391	4,060	2,810	3,856	2,209	3,042	1,940	2,205
Streets and highways										
Distributions to local entities	37,541	38,273	41,143	34,190	33,115	26,819	23,612	22,938	21,596	21,902
Projects funding	14,100	9,286	69,170	103,886	59,976	44,767	64,457	21,691	21,969	23,131
Program administration	3,378	1,932	2,324	2,211	1,844	2,253	1,689	1,316	1,211	1,209
Debt Service - interest	2,972	1,710	194	-	-	-	-	-	-	-
Total Expenditures	81,224	78,506	145,088	195,696	140,470	137,828	180,423	71,745	74,715	77,852
Excess Revenues Over Expenditures	131,941	112,990	69,316	68,716	16,000	(14,048)	(84,704)	16,490	12,906	10,984
Other Financing Sources (Uses)										
Bond issuance/repayment	-	-	4,343	100,000	-	-	-	-	-	-
Total Other Financing Sources (Uses)	-	-	4,343	100,000	-	-	-	-	-	-
Net Change In Fund Balance	131,941	112,990	73,659	168,716	16,000	(14,048)	(84,704)	16,490	12,906	10,984
Fund Balance										
Non-Spendable	3	14	-	-	-	-	-	355	-	1,786
Restricted	893,738	761,786	648,810	575,151	406,428	390,427	404,474	488,823	472,689	457,997
Total Ending Fund Balance	\$ 893,741	\$ 761,800	\$ 648,810	\$ 575,151	\$ 406,428	\$ 390,427	\$ 404,474	\$ 489,178	\$ 472,689	\$ 459,783
Total Debt Service expenditures as a % Total										
Noncapital expenditures	3.7%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Source: Current and prior years' Annual Comprehensive Financial Reports.

This table presents revenues, expenditures, other financing sources and changes in fund balance.

San Mateo County Transportation Authority

Fund Balances of Governmental Funds
Fiscal Years 2015 Through 2024 (in thousands)

Fiscal year ended	General Fund		
	Non-Spendable	Restricted	Total
2024	\$ 3	\$ 893,738	\$ 893,741
2023	14	761,786	761,800
2022	-	648,810	648,810
2021	-	575,151	575,151
2020	-	406,428	406,428
2019	-	390,427	390,427
2018	-	404,474	404,474
2017	355	488,823	489,178
2016	-	472,689	472,689
2015	1,786	457,997	459,783

Source: Current and prior years' Annual Comprehensive Financial Reports.

San Mateo County Transportation Authority
Revenue Base and Revenue Rate
Fiscal Years 2015 Through 2024 (in thousands)

Fiscal Year	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
The Sales Tax Rate ^[2]	0.75%	0.75%	0.75%	0.75%	0.75%	0.50%	0.50%	0.50%	0.50%	0.50%
Total Sales Tax Revenue	\$ 173,258	\$ 176,627	\$ 169,024	\$ 140,453	\$ 135,793	\$ 100,728	\$ 87,818	\$ 84,354	\$ 79,704	\$ 80,974
Total Taxable Sales in San Mateo County	\$23,101,091	\$23,900,000	\$21,960,000	\$17,700,000	\$18,800,000	\$19,700,000	\$17,900,000	\$16,600,000	\$15,941,000	\$16,194,800

^[1] 2024 taxable sales are estimates based on sales tax revenues received; 2023 taxable sales amount is the most current information available on the County of San Mateo Annual Comprehensive Financial Report.

^[2] Includes 0.25% Tax Rate for Measure W, effective on 7/1/2019.

This table presents total sales tax revenue and total taxable sales in San Mateo County.

Source: California State Board of Equalization and County of San Mateo County FY2023 Annual Comprehensive Financial Report.

San Mateo County Transportation Authority

Principal Revenue Payers
Fiscal Years 2023 and 2014

Major Industry Group	FY2023			FY2014		
	Rank	Percent of Sales Receipts	Amount	Rank	Percent of Sales Receipts	Amount
County & State Pool	1	20.5%	\$ 44,900,227	3	13.4%	\$ 20,333,984
Autos And Transportation	2	16.8%	36,871,871	2	17.7%	26,815,535
General Consumer Goods	3	15.0%	32,866,065	1	21.0%	31,759,807
Business And Industry	4	14.2%	31,221,258	5	11.1%	16,781,988
Restaurants And Hotels	5	13.2%	28,992,634	4	12.7%	19,184,919
Building And Construction	6	8.2%	17,907,051	7	8.3%	12,610,640
Fuel And Service Stations	7	7.6%	16,663,440	6	10.8%	16,336,595
Food And Drugs	8	4.4%	9,709,311	8	5.1%	7,709,740
Transfers & Unidentified	9	0.1%	271,257	9	0.04%	62,481
Total			<u>\$219,403,114</u>			<u>\$151,595,689</u>

Source: County-wide sales tax receipts provided for the County of San Mateo by Major Industry Group by Hinderliter, de Llamas and associates (HDL).

San Mateo County Transportation Authority

Ratios of Outstanding Debt by Type

Fiscal Years 2021 Through 2024 (in thousands)

Fiscal Year	Revenue Bonds for Transportation Authority ^[1]	Personal Income for San Mateo County ^[2]	As a Percent of Personal Income
2024	\$ 100,000	\$ 129,400,731 *	0.08%
2023	100,000	125,631,778 *	0.08%
2022	100,000	121,972,600 *	0.08%
2021	100,000	118,420,000	0.08%

^[1] Current and prior years' Annual Comprehensive Financial Report.

^[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

*Total Personal Income and Per Capital Personal Income data for 2022, 2023 and 2024 is based on an estimated three percent annual increase over 2021. Source data for table is FY23 San Mateo County ACFR.

This table presents the relationship between the revenue bonds and the total personal income of the residents of San Mateo County.

Historical information is not applicable prior to 2021 as the Transportation Authority did not have any outstanding bonds.

San Mateo County Transportation Authority

Ratios of General Bonded Debt Outstanding
Fiscal Years 2021 Through 2024 (in thousands)

Fiscal Year	Revenue Bonds for Transportation Authority	Total Taxable Sales in San Mateo County	As a Percent of Total Taxable Sales in San Mateo County
2024	\$ 100,000	\$ 23,006,185 ^[1]	0.43%
2023	100,000	23,550,216 ^[1]	0.42%
2022	100,000	21,960,000 ^[1]	0.46%
2021	100,000	17,700,000 ^[1]	0.56%

^[1] Taxable sales are estimates based on sales tax revenues received.

This table presents the capacity of the Authority to issue revenue bonds based on total taxable sales in San Mateo County.

Source: Current and Prior years' Annual Comprehensive Financial Reports and California State Board of Equalization.

Historical information is not applicable prior to 2021 as the Transportation Authority did not have any bonded debt.

San Mateo County Transportation Authority
Direct and Overlapping Debt and Limitations
Fiscal Years 2015 Through 2024

The Transportation Authority does not have overlapping debt with other governmental agencies. Additionally, the Transportation Authority does not have a legal debt limit.

San Mateo County Transportation Authority

Pledged-Revenue Coverage

Fiscal Years 2021 Through 2024 (in thousands)

Fiscal Year	Sales Tax	Principal *	Interest *	Total	Coverage
2024	\$ 173,258	\$ -	\$ 2,972	\$ 2,972	57
2023	176,627	-	1,710	1,710	102
2022	169,024	-	289	289	586
2021	140,453	-	259	259	542

This table presents the relationship between total sales tax revenue, debt service payments and the capacity of the Authority to meet its debt obligations.

Source: Current years' Annual Comprehensive Financial Reports.

Historical information is not applicable prior to 2021 as the Transportation Authority did not have any pledged revenue.

San Mateo County Transportation Authority
Population, Income and Unemployment Rates
Fiscal Years 2015 Through 2024

<u>Year</u>	<u>Population</u>	^[1]	<u>Total Personal Income (in millions)</u>	^[2]	<u>Per Capita Personal Income</u>	^[2]	<u>Average Unemployment Rates</u>	^[3]
2024	734,481	*	\$ 129,401	*	\$ 175,366	*	3.5%	
2023	737,644		125,632	*	170,259	*	3.1%	
2022	740,821		121,973	*	165,300	*	2.1%	
2021	751,596		118,420	*	160,485	*	5.0%	
2020	771,061		108,470	*	142,264	*	10.8%	
2019	774,231		100,799		131,180		2.2%	
2018	772,372		96,226		124,705		2.5%	
2017	770,256		89,149		115,556		2.9%	
2016	765,895		81,488		106,115		3.3%	
2015	759,155		78,525		102,639		3.3%	

[1] Data include retroactive revisions by the State of California Department of Finance, Demographic Research Unit.

[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

[3] Data include retroactive revisions by the State of California Employment Development Department.
Unemployment rates are non-seasonally adjusted for June.

*2024 Population growth is base on 0.42% decline from 2022 to 2023.

*Personal Income and Per Capital Personal Income data for 2022, 2023, and 2024 is based on an estimated three percent annual increase over 2021. Source data for table is FY23 San Mateo County Annual Comprehensive Financial Report.

This table highlights San Mateo County's total population, total personal and per capita income, and percentage of unemployed residents.

Source: County of San Mateo FY2023 Annual Comprehensive Financial Report.

San Mateo County Transportation Authority

Principal Employers
Fiscal Years 2022* and 2014

Employers in San Mateo County	Business Type	2022*			2014		
		Number of Employees	Rank	Percent of Total County Employment	Number of Employees	Rank	Percent of Total County Employment
Meta (Facebook Inc.)	Social Network	21,000	1	4.75%	3,957	5	0.96%
Oracle Corp.	Hardware and Software	12,140	2	2.75%	6,750	3	1.63%
Genentech Inc.	Biotechnology	10,000	3	2.26%	9,800	2	2.37%
United Airlines	Airline	8,700	4	1.97%	10,000	1	2.42%
County of San Mateo	Government	5,794	5	1.31%	5,472	4	1.32%
Gilead Sciences Inc.	Biotechnology	4,500	6	1.02%	3,115	8	0.75%
Visa USA/Visa International	Global Payments Technology	4,092	7	0.93%	3,500	7	0
Alaska Airlines	Airline	4,000	8	0.91%			
YouTube	Online Video-Streaming Platform	2,400	9	0.54%			
Electronic Arts Inc.	Video Game Developer and Publisher	1,770	10	0.40%			
Kaiser Permanente	Healthcare				3,900	6	0.94%
Mills-Peninsula Health Services	Healthcare				2,500	9	0.61%
San Mateo Community College	College				2,285	10	0.56%
Total		74,396		16.84%	51,279		12.41%

* The latest information available for principal employers in the County.

This table presents the top 10 principal employers in San Mateo County for 2022 and 2014.

Source: San Francisco Business Times - 2023 Book of Lists; California Employment Development Department (provided by San Mateo County Controller's office) from the FY2023 County of San Mateo ACFR

San Mateo County Transportation Authority

Capital Outlay

Fiscal Years 2015 Through 2024 (in thousands)

Cumulative Capital Projects	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Dumbarton Spur	\$ 34,061	\$ 34,039	\$ 34,006	\$ 33,996	\$ 33,831	\$ 33,697	\$ 33,657	\$ 33,447	\$ 33,309	\$ 33,104
Caltrain-Downtown Extension	377,497	374,496	369,716	353,331	332,396	316,908	291,837	229,908	216,918	201,236
Paratransit	521	158	8	8	7	7	7	7	7	7
Ferry	9,042	8,978	8,927	8,286	8,170	8,097	8,090	8,090	8,090	8,090
Local Shuttle	35,994	32,118	27,771	25,021	19,680	16,951	13,101	10,892	7,850	5,910
Railroad Grade Separations	363,264	354,456	343,834	333,621	311,280	293,341	269,226	251,184	250,363	246,221
Streets and Highways	661,102	653,476	644,905	578,776	474,903	418,793	377,040	314,829	294,846	275,287
Alternative Congestion Relief	7,641	6,084	5,050	4,164	3,742	2,973	2,269	1,811	1,366	897
Admin, Oversight and Bicycle	33,733	27,263	25,598	23,249	26,531	23,428	21,117	18,541	16,321	13,911
Total	\$ 1,522,855	\$ 1,491,068	\$ 1,459,815	\$ 1,360,452	\$ 1,210,540	\$ 1,114,195	\$ 1,016,344	\$ 868,709	\$ 829,070	\$ 784,663

Source: Current and prior years' Annual Comprehensive Financial Reports.

This table presents the total cumulative capital outlay on public transportation projects for the past 10 years.

Division	Full-Time Equivalents									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Communications	3.50	-	-	-	-	-	-	-	-	-
Executive	0.45	-	-	-	-	-	-	-	-	-
Finance	3.02	-	-	-	-	-	-	-	-	-
People and Culture	0.10	-	-	-	-	-	-	-	-	-
Planning	2.68	-	-	-	-	-	-	-	-	-
Transportation Authority	8.17	-	-	-	-	-	-	-	-	-
Caltrain Modernization Program	-	-	-	-	-	-	-	0.20	-	-
Customer Service and Marketing	-	4.07	2.75	2.56	3.02	1.39	1.50	1.50	0.15	0.15
Executive	-	0.45	0.35	0.35	0.35	0.50	0.50	0.50	0.40	0.57
Finance and Administration	-	4.05	3.37	2.89	2.65	3.07	2.80	2.75	2.17	2.10
Operations, Engineering and Construction	-	0.11	0.07	0.07	0.12	0.14	0.08	0.08	4.16	4.34
Planning and Development	-	10.94	10.11	8.71	9.07	7.94	7.59	7.59	3.39	3.35
Public Affairs	-	-	-	-	-	-	-	-	1.40	1.20
Total Employees	17.92	19.62	16.65	14.58	15.21	13.04	12.47	12.62	11.67	11.71

Note: The organization went through a reorganization in FY2024

Source: TA's annual operating and capital budgets.

This table presents total full-time equivalents by division.

San Mateo County Transportation Authority

Capital Assets

Fiscal Years 2015 Through 2024 (in thousands)

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Depreciable capital assets										
Subscription assets	\$ 303	\$ 303	\$ 303	\$ 303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Accumulated depreciation for Subscription assets	(303)	(242)	(121)	-	-	-	-	-	-	-
Land	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>
Capital Assets, Net	<u>\$ 11,682</u>	<u>\$ 11,743</u>	<u>\$ 11,864</u>	<u>\$ 11,985</u>	<u>\$ 11,682</u>	<u>\$ 11,682</u>	<u>\$ 11,682</u>	<u>\$ 11,682</u>	<u>\$ 11,682</u>	<u>\$ 11,682</u>

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Independent Auditor's Reports
June 30, 2024

San Mateo County Transportation Authority

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Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

To the Board of Directors of the
San Mateo County Transportation Authority
San Carlos, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the general fund of the San Mateo County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Transportation Authority's basic financial statements, and have issued our report thereon dated [REPORT DATE].

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Transportation Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Transportation Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Transportation Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Transportation Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Transportation Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

DRAFT

Menlo Park, California

Report Date

San Mateo County Transportation Authority
Schedule of Findings and Questioned Costs
Year Ended June 30, 2024

Financial Statements

Type of auditor's report issued on whether the financial statements audited were prepared in accordance with GAAP:	<u>Unmodified</u>
Internal control over financial reporting:	
Material weaknesses identified?	<u>No</u>
Significant deficiencies identified not considered to be material weaknesses?	<u>None reported</u>
Noncompliance material to financial statements noted?	<u>No</u>

San Mateo County Transportation Authority

Financial Statement Findings

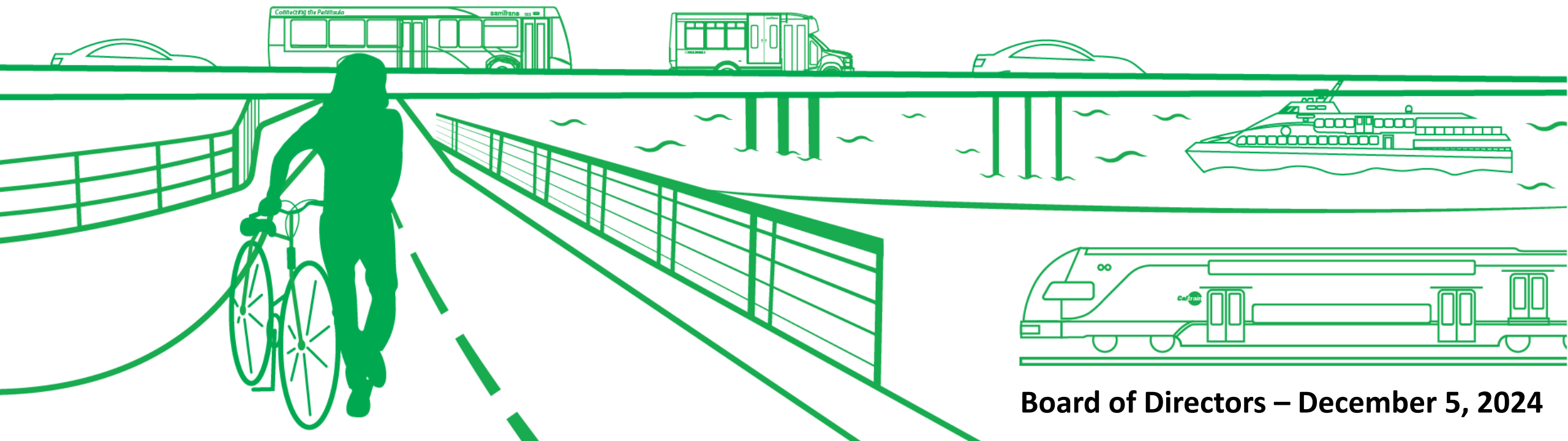
Year Ended June 30, 2024

None reported.



SAN MATEO COUNTY
**Transportation
Authority**

FY 2023-24 Annual Comprehensive Financial Report (ACFR)



Agenda

- Auditor's Communication
- Highlights from the FY2023-24 Annual Comprehensive Financial Report (ACFR)

Auditor's Communication

- Report on the Financial Statements
- Eide Bailly's Audit Opinion
- Management's Responsibilities
- Auditor's Responsibilities



Scope of the audit

- Report on the Audit of the Authority's financial statements.
- Report on Internal Control over Financial Reporting and on Compliance in Accordance with *Government Auditing Standards*.

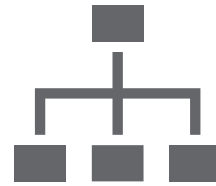


Separate responsibilities



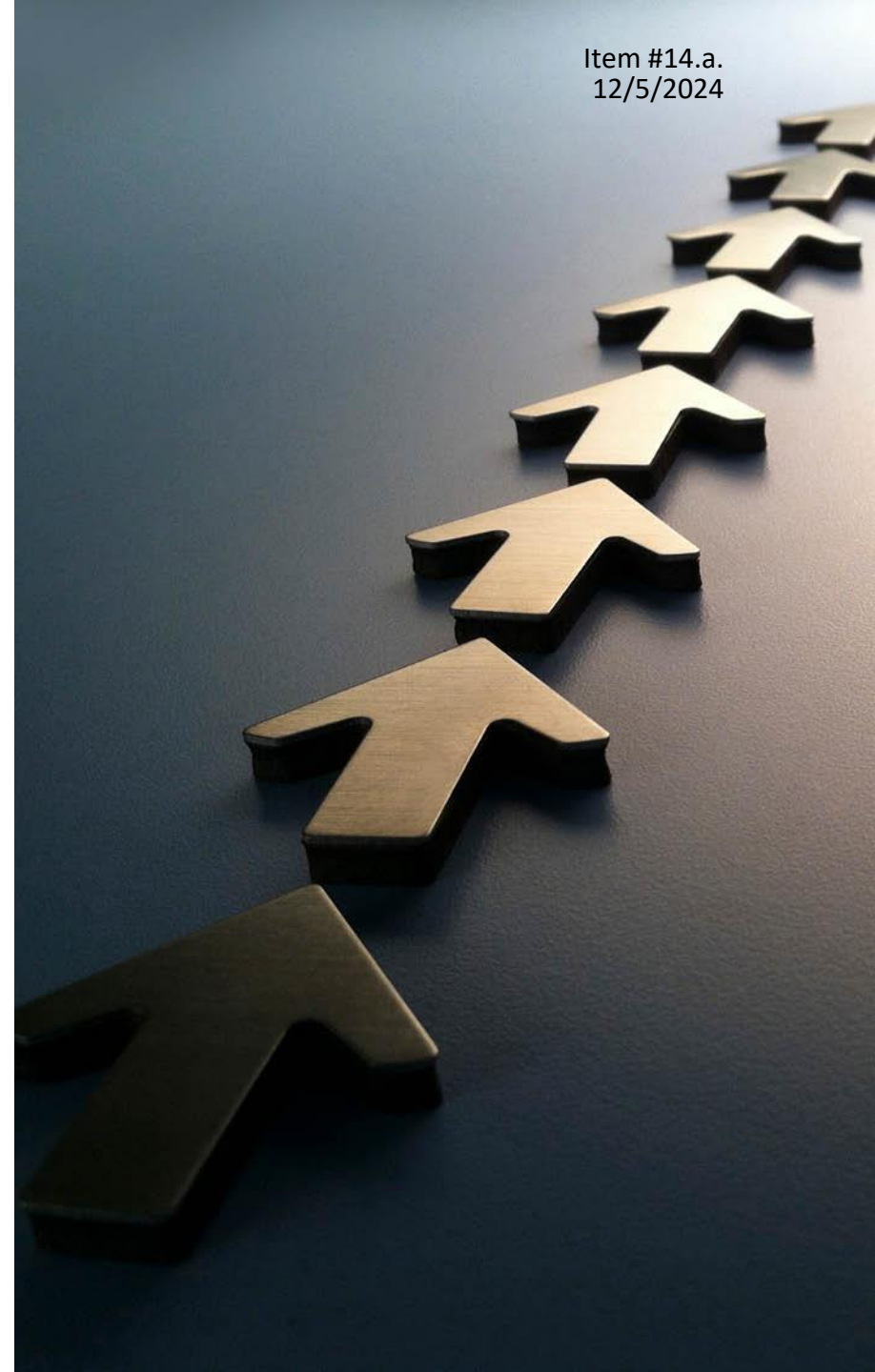
Auditor's responsibilities

Forming and expressing opinions based on the results of our audit of the **financial statements**, and audit of **compliance**.



Management's Responsibilities

Completeness and accuracy of the financial statements, maintenance of internal control over financial reporting, and compliance with laws and regulations.



Auditor communications

Financial Statements

- Unmodified opinion on the financial statements.

Misstatements

- No items reported.

Government Auditing Standards

- No significant deficiencies.
- No instances of noncompliance reported.



Auditor communications

Ethics and Independence

- We have complied with all relevant ethical requirements regarding independence.

Sensitive Disclosures

- Related parties and jointly governed organizations as described in footnote 11.

Consultations with Other Accountants

- Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.



Auditor communications

Significant Difficulties

- We encountered no difficulties in dealing with management.

Disagreements with Management

- No disagreements arose during the audit.

Highlights from the FY 2023-24 ACFR

- Sales tax revenue decreased by \$3.4 million or 1.9% in FY 2024.
- Investment earnings was \$35.1 million due to new investments in FY 2024.
- Total expenses increased by \$2.7 million or 3.5% in FY 2024.



QUESTIONS?



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Dave Covarrubias, Deputy Chief Financial Officer Peter Skinner, Executive Officer,
Transportation Authority
Subject: **Awarding a Contract to Bortolussi & Watkin, Inc. for the Landscaping
Construction of the US 101/Broadway Interchange Project for a Grand Total
Bid Price of \$1,145,159**

Action

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

1. Award a contract to the lowest, responsive and responsible bidder, Bortolussi & Watkin, Inc. of San Rafael, California (Bortolussi & Watkin), to provide Landscaping Construction of the US 101/Broadway Interchange Project (Project) for a grand total bid price of \$1,145,159, plus a contingency amount of up to 10 percent of the Board awarded amount or \$250,000, whichever is greater, which the Executive Director or designee may use at their discretion for unforeseen work.
2. Authorize the Executive Director or designee to execute a contract with Bortolussi & Watkin in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.

Significance

The Project will take place at the US 101/Broadway Interchange within Caltrans' right-of-way. The Project's objective is to create an attractive interchange that meets Caltrans' requirements while minimizing the resources needed to maintain it. The Project includes site preparation, planting ground cover and trees, installing irrigation systems, and a three-year plant establishment period.

The Project's design includes the following key elements:

1. Drought-Tolerant Plants: The plants will comply with the State's current drought tolerance policies, reducing water usage and supporting long-term sustainability.
2. Low-Maintenance Landscaping: The Project will minimize upkeep costs while maintaining the area's visual appeal.
3. Stormwater Management and Pollution Prevention: These elements will reduce stormwater runoff and prevent pollution, improving the health of waterways and reducing the risk of flooding.

4. Erosion Control: The landscaping will help stabilize the soil and prevent erosion, which is crucial for long-term landscape integrity.
5. Enhanced Visual Quality: The landscape design will enhance the visual quality of the area, providing an environment that complements the surrounding setting.

Budget Impact

There are sufficient funds in the US 101/Broadway Interchange Landscaping Project (000621) to fund this Project in the amount of \$1,145,159, plus the contingency amount.

Background

The City sponsored the US 101/Broadway Interchange Reconstruction Project, which was funded in part by Original Measure A. Construction, excluding the landscaping work, was accepted by Caltrans in 2018. The landscaping work was put on hold due to the US 101 Express Lanes project, which used the interchange area for construction staging. The City requested technical assistance from the TA to manage the interchange landscaping, and on May 30, 2024, the TA and the City executed an MOU establishing that the TA will implement the Project on behalf of the City.

On August 7, 2024, the TA issued Invitation for Bids (IFB) No. 24-T-W-117 for the Project, which was advertised in a newspaper of general circulation and on the TA’s e-procurement website. Staff held a pre-bid conference on August 14, 2024, and three potential bidders attended. The two bids received were opened on September 12, 2024, as follows:

Company	Grand Total Bid Price
<i>Engineer’s Estimate</i>	<i>\$1,689,620.00</i>
1. Bortolussi & Watkin, Inc.	\$1,145,159.00
2. Marina Landscape, Inc.	\$1,250,612.70

Staff found Bortolussi & Watkin to be the lowest responsive and responsible bidder. The grand total bid price was 28 percent lower than the independent cost estimate, and staff determined the price is fair and reasonable.

Bortolussi & Watkin is an established contractor with more than 35 years of construction experience. Staff contacted Bortolussi & Watkin’s references and confirmed their experience and competence. Based on these findings, staff concluded that Bortolussi & Watkin, Inc. is appropriately qualified and capable of meeting the requirements of the contract.

Prepared By: Patrick Ng	Procurement Administrator II	650-622-8018
Liliana Price	Project Manager	650-508-6451

Resolution No. 2024-

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

* * *

**Awarding a Contract to Bortolussi & Watkin, Inc. for the
Landscaping Construction of the US 101/Broadway Interchange Project for a Grand
Total Bid Price of \$1,145,159**

Whereas, at the City of Burlingame's (City) request, the San Mateo County Transportation Authority (TA) and the City executed a memorandum of understanding (MOU) on May 30, 2024 establishing that the TA will implement the scope of work for the Landscaping Construction of the US 101/Broadway Interchange Project (Project) on behalf of the City; and

Whereas, on August 7, 2024, the TA issued Invitation for Bids (IFB) No. 24-T-W-117 for the Project, which was advertised in a newspaper of general circulation and on the TA's e-procurement website; and

Whereas, staff conducted extensive outreach and held a pre-submittal conference, and in response, the TA received two responsive bids; and

Whereas, staff and legal counsel have reviewed the bids and determined that Bortolussi & Watkin, Inc. of San Rafael, California (Bortolussi & Watkin) submitted the lowest responsive bid and is a responsible bidder; and

Whereas, staff conducted a price analysis and determined Bortolussi & Watkin's price to be fair and reasonable in comparison to the independent cost estimate; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Bortolussi & Watkin for the Project for a grand total bid price of \$1,145,159, plus a contingency amount of up to 10 percent of the Board awarded amount or \$250,000, whichever is greater, which the Executive Director or designee may use at their discretion for unforeseen work.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby awards a contract to Bortolussi & Watkin, Inc. for the Landscaping Construction of the US 101/Broadway Interchange Project for a grand total bid price of \$1,145,159, plus a contingency amount of up to 10 percent of the Board awarded amount or \$250,000, whichever is greater, which the Executive Director or designee may use at their discretion for unforeseen work; and

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

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

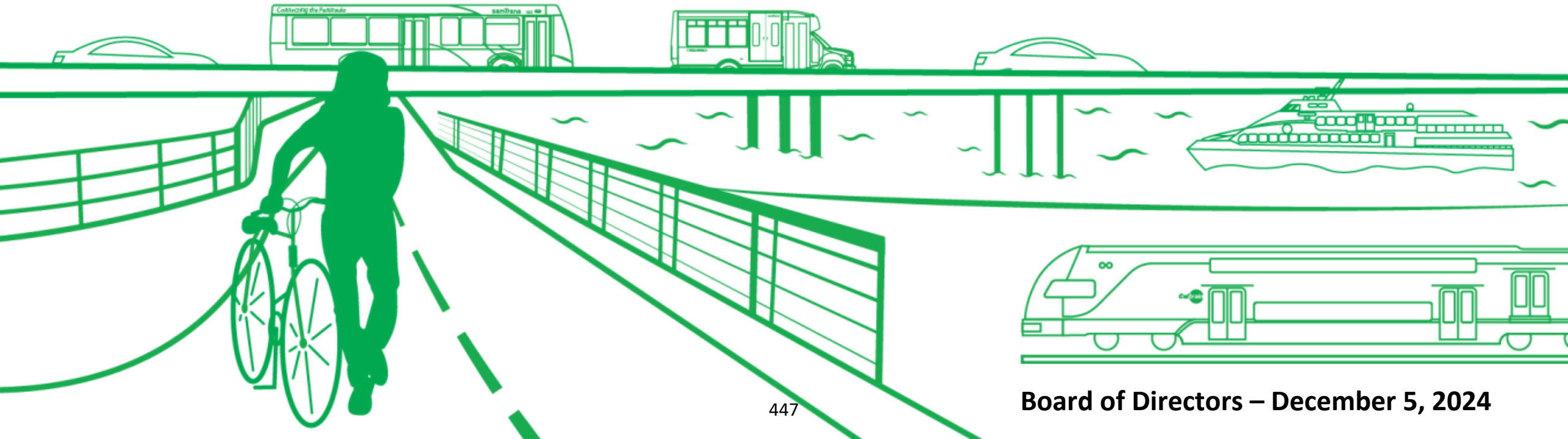
Acting Authority Secretary



SAN MATEO COUNTY
**Transportation
Authority**

Item #14.b.
12/5/2024

Award of Construction Contract for Landscaping of US 101/Broadway Interchange

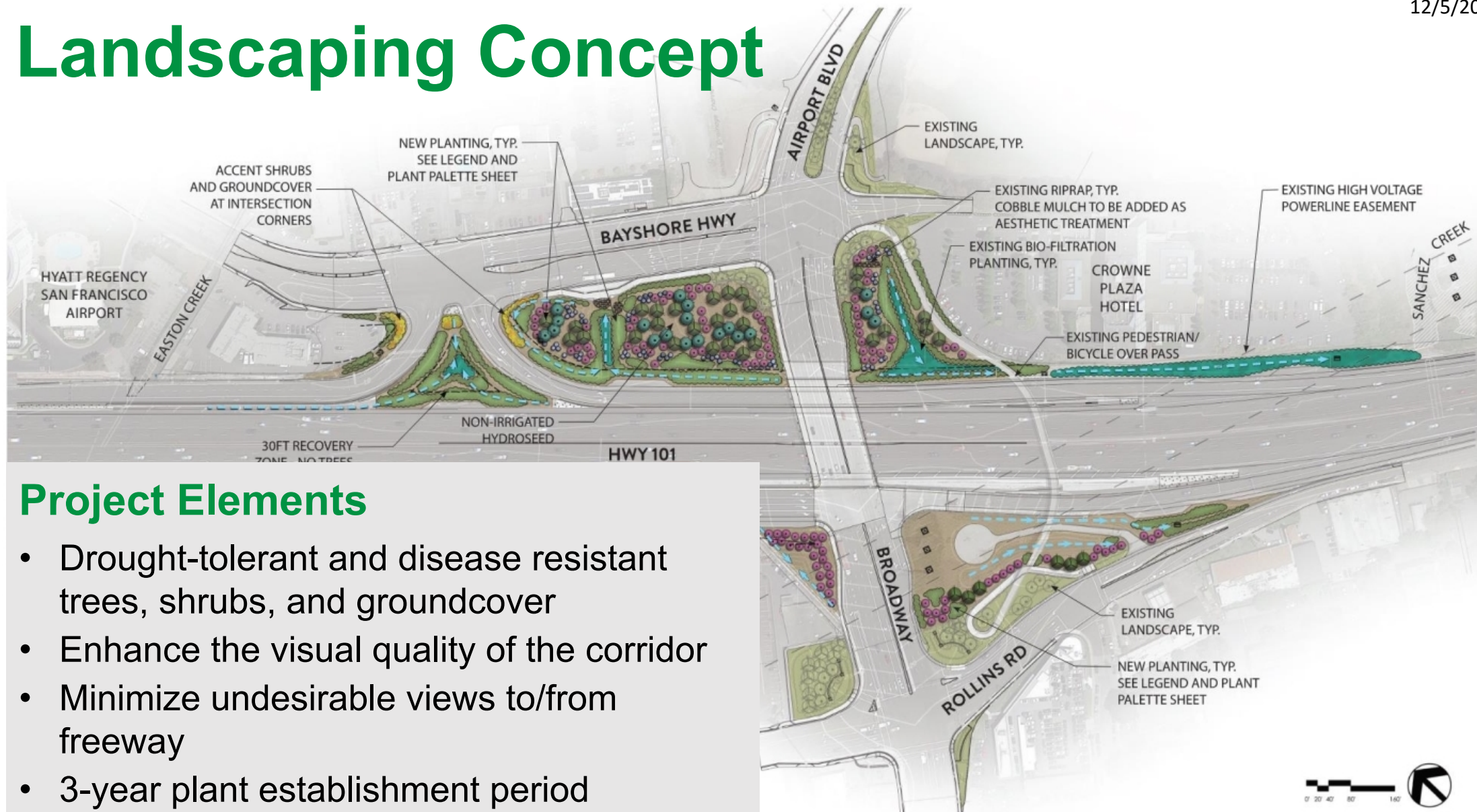


Background

- City of Burlingame sponsored the reconstruction of the US 101/Broadway Interchange
- Construction accepted by Caltrans in October 2018
- Landscaping suspended due to construction of the express lanes
- May 2024 MOU (TA and Burlingame) agreeing that the TA would manage the landscaping construction
- Landscaping is funded by prior Measure A allocation for the interchange
- Hired HDR to provide construction management and inspection services



Landscaping Concept



Project Elements

- Drought-tolerant and disease resistant trees, shrubs, and groundcover
- Enhance the visual quality of the corridor
- Minimize undesirable views to/from freeway
- 3-year plant establishment period



Procurement Process

- Issued an Invitation for Bids on August 7, 2024
- Pre-bid conference on August 14, 2024
- Received two bids on September 12, 2024

Company	Total Bid Price
Bortolussi & Watkin, Inc.	\$1,145,159
Marina Landscape, Inc.	\$1,250,612
<i>Engineer's Estimate</i>	<i>\$1,689,620</i>

- Lowest responsive bid and responsible bidder: Bortolussi & Watkin, Inc.



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Next Steps

- Construction to start around March 2025
- 7-month construction period (until ~ October 2025)
- Plant establishment period for 3 years (until ~ October 2028)
- Assess pros and cons of TA serving as implementing agency for construction and document any lessons learned



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Staff Recommendation

- **Award a contract to the lowest, responsive and responsible bidder, Bortolussi & Watkin, Inc.** of San Rafael, California (Bortolussi & Watkin), to provide Landscaping Construction of the US 101/Broadway Interchange Project (Project) **for a grand total bid price of \$1,145,159**, plus a contingency amount of up to **ten percent of the Board awarded amount or \$250,000**, whichever is greater, which the Executive Director or designee may use at their discretion for unforeseen work.
- **Authorize the Executive Director or designee to execute a contract** with Bortolussi & Watkin, Inc. in full conformity with the terms and conditions set forth in the solicitation documents and in a form approved by legal counsel.



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