



BOARD OF DIRECTORS 2024

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

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda
Board of Directors Meeting
December 7, 2023, 5:00 pm
San Mateo County Transportation Authority

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

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

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

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

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

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use 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 7, 2023

5:00 pm

-
1. Call to Order
 2. Roll Call/Pledge of Allegiance
 3. Report from Closed Session at November 2 Board Meeting
 - 3.a. Closed Session: Public Employee Performance Evaluation under Government Code Sections 54957(b). Title: Executive Director Informational
 4. Public Comment for Items Not on the Agenda
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
 5. Report of the Citizens Advisory Committee Informational
 6. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 6.a. Approval of Minutes of the Board of Directors Meeting of November 2, 2023 Motion
 - 6.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2023 Motion
 - 6.c. Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2024 Motion
 7. Report of the Chair
 8. SamTrans Board Liaison Report Informational
 9. Joint Powers Board Liaison Report Informational
 10. Report of the Executive Director Informational

- | | |
|---|---------------|
| 11. State and Federal Legislative Update | Informational |
| 12. 2024 Draft Legislative Program | Informational |
| 13. Program | |
| 13.a. Countywide Autonomous Vehicles Strategic Plan Update | Informational |
| 14. Finance | |
| 14.a. Program and Allocate \$350,000 for the Development of the Strategic Plan 2025-2029 | Resolution |
| 14.b. Programming and Allocation of \$135,916,790 in Measure A and Measure W Highway Program Funds for 11 Highway Projects; Deprogramming of \$32,698,304 in Funds for Four Highway Projects | Resolution |
| 15. Requests from the Authority | |
| 16. Written Communications to the Authority | Informational |
| 17. Date/Time of Next Regular Meeting - Thursday, January 11, 2024, at 5:00 pm | |
| <i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> | |
| 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 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the Board of Directors can be emailed to board@smcta.com. - . Communications to the Board of Directors can be emailed to board@smcta.com.

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

Report of the TA Citizens Advisory Committee

Meeting of December 5, 2023

Committee Actions

- Approved the Consent Calendar including:
 - Minutes of the CAC Meeting of October 31, 2023
- Motions Regarding TA Board Items for December 7, 2023
 - Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2023 – *approved 8-0*
 - Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2024 – *approved 8-0*
- Approved Motion for Mike Swire to participate via Zoom per Assembly Bill (AB) 2449 – *approved 8-0*
- Program and Allocate \$350,000 for the Development of the Strategic Plan 2025-2029 – *approved 9-0*
- Programming and Allocation of \$135,916,790 in Measure A and Measure W Highway Program Funds for 11 Highway Projects; Deprogramming of \$32,698,304 in Funds for Four Highway Projects – *approved 8-1*
- Approved Motion to Appoint Ivan Bucio, Jeff Londer, and Peter Ohtaki to the Nominating Committee for 2024 Chair and Vice Chair – *approved 9-0*

Discussion Highlights

TA Board Item 12 2024 Draft Legislative Program

Amy Linehan, Government and Community Affairs Officer, noted the program was in the packet. She outlined the proposed legislation in the 2024 program, which she noted was in red font. Peter Ohtaki asked if there was a way to make grade separations eligible for cap and trade funding. Ms. Linehan noted there was a grade separation category that could theoretically be explored. Peter Skinner, Executive Officer, Transportation Authority, said there is not significant GHG (greenhouse gas) reductions association with grade separations when compared to other projects that are eligible for cap and trade grants, which in turn makes grade separations much less competitive for such grants. Nheeda Enriquez asked how much of the topic priorities are proactively driven by TA staff. Ms. Linehan said sometimes priorities come from Board members and/or CAC members. She said they look to see if any new issues need to be added into the agenda. Mike Swire said regarding the conversion option that there are regulatory challenges to converting a general-purpose lane to a toll lane. Ms. Linehan said they would typically take a position on a specific bill. Mr. Skinner said legislation would be required for an agency to convert a general-purpose lane to a managed lane. Giuliano Carlini said the legislative program has items that are directed to very specific things. He asked if the requests could be broadened at a higher level. Ms. Linehan said she could take that suggestion back to the legislative team for discussion. Mike Swire asked the TA to endorse legislation that focuses on safety and saving lives, e.g., on streets and bike lanes. He also suggested that the TA not advocate projects involving highway widening.

TA Board Item 13.a Countywide Autonomous Vehicles Strategic Plan Update

Vamsi Tabjulu, Project Manager, provided the presentation. Ivan Bucio asked if there was data from private companies about incidents and what type of incidents. Mr. Tabjulu said there is data but the companies are not required by the California Public Utilities Commission or Department of Motor Vehicles to make that public for their approved permits and many do not want the company names revealed. He said there would be future requirements to receive incident and safety data if the TA gets involved in any AV deployments in the County. Allie Paul asked what data sharing with AVs. Mr. Tabjulu said that referred to communication between vehicles and infrastructure (v2i) and vehicles to vehicles (v2v). Mr. Carlini said failure modes/edge cases are the most difficult to design – any implication that it’s easy, be suspicious. He asked safety needs to be a goal/criteria – industry is not transparent and we need to ensure to get accurate data. Mr. Swire emphasized the need for safety and safety reporting. Mr. Bucio asked would there be infrastructure vulnerabilities making it susceptible to hackers. Chair Arietta said to keep end user in mind and what we are trying to solve such as limited mobility, GHG reduction, first/last mile, etc.

TA Board Item 14.b Programming and Allocation of \$135,916,790 in Measure A and Measure W Highway Program Funds for 11 Highway Projects; Deprogramming of \$32,698,304 in Funds for Four Highway Projects

Patrick Gilster, Director, Planning and Fund Management, provided the presentation. Mr. Carlini note the US 101/SR 92 Area Improvements project involved widening ramps, potentially causing increased GHG and vehicle miles traveled. Mr. Swire echoed Mr. Carlini’s comments. He asked if staff could confirm if the Holly Street project failed because of the widening of US 101. Mr. Skinner said the project was compensated by the TA for the delays caused by the 101 Express Lanes project. He said the City of San Carlos had failed to move forward with the project in a timely manner and had lost over \$4 million in grants funds as a result. The TA had provided the City of San Carlos with a list of actions to help fully fund the project. However, the City declined to follow the recommended actions and elected to cancel the project earlier this year. . He said the TA is attempting to be stricter with applicants about adhering to timely use of funds guidelines so that money could be used for active projects. Chair Arietta said she did not understand why the City of Pacifica was not adhering to the guidelines. Mr. Skinner said TA staff does meet with senior agency staff to communicate issues with applications and projects. Mr. Carlini commented that funding was being deprogrammed from a project that reduced GHG to be reprogrammed to a project that potentially increases GHG.

Report of the Chair

Chair Arietta facilitated the appointment of Ivan Bucio, Jeff Londer, and Peter Ohtaki to the Nominating Committee for 2024 Chair and Vice Chair.

Report From Staff

Mr. Skinner said the Executive Director’s report was in the packet and deferred to TA Director Emily Beach who thanked the CAC for their support of the Board and making their comments. She also wished them happy holidays.

Member Comments/Requests

The members wished everyone happy holidays. Mr. Carlini said he hoped there was some way they could increase safety requirements for incoming projects. He said if transit or bike infrastructure remains dangerous, it will be difficult to get people out of their cars. Mr. Swire said he had attended a recent SFCTA (San Francisco County Transportation Authority) meeting and was discouraged to hear the widening option was the default option due to the congestion problems in that area. The members wished everyone happy holidays.

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

November 2, 2023

Members Present: E. Beach, N. Corzo (left at 6:32 pm), J. Mates, R. Medina (Chair) (left at 6:32 pm), M. Nagales (arrived at 5:02 pm), C. Romero (Vice Chair)
(In Person)

Members Present: R. Mueller (left at 5:20 pm)
(Via Teleconference)

Members Absent: None

Staff Present: A. Chan, J. Cassman, S. van Hoften, P. Skinner, K. Jordan Steiner, C. Mobley-Ritter, C. Fromson, J. Epstein, J. Brook, M. Tseng

1. Call to Order

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

2. Roll Call/Pledge of Allegiance

Margaret Tseng, Deputy District Secretary, confirmed that a quorum was present. Chair Medina led the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda

Giuliano Carlini said he was disappointed that the Board had approved the SR 92/US 101 interchange project because three of the four project components included widening of the on-/off-ramps.

Director Mark Nagales arrived at 5:02 pm.

4. Report of the Citizens Advisory Committee

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

5. Consent Calendar

5.a. Approval of Minutes of the Board of Directors Meeting of October 5, 2023

5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending September 30, 2023

5.c. Acceptance of Measure A & Measure W Semi-Annual Program Status Report for January to June 2023

Motion/Second: Medina/Beach

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

Noes: None

Absent: None

6. Report of the Chair

Chair Medina said he had no report.

7. SamTrans Board Liaison Report

Chair Medina said that the report was in the packet and posted on the website. He said that April Chan reported that September bus ridership was at 85 percent of pre-pandemic ridership.

Vice Chair Carlos Romero asked when they might receive an update on the activity of the Ride Plus microtransit service performance, and Chair Medina said it was outlined in the report.

8. Joint Powers Board Liaison Report

April Chan, Executive Director, said that the report was posted on the website. She said regarding the Caltrain Electrification Project there would be no more weekend shutdowns for the rest of 2023, but there would be more weekend shutdowns beginning in 2024.

9. Report of the Executive Director

Ms. Chan said the report was in the packet. She introduced Jessica Manzi, the new Director of Project of Delivery, formerly Transportation Manager for the City of Redwood City.

Director Emily Beach welcomed Ms. Manzi. She also said it was great that the TA was in partnership with C/CAG (City and County Association of Governments of San Mateo County) for the countywide Automatic Vehicle Strategic Plan.

Vice Chair Romero asked for confirmation that a Request for Proposals (RFP) for construction of the landscaping for the US 101/Willow Road interchange project would be released in late 2024. Peter Skinner, Executive Officer, Transportation Authority, said that the City of Menlo Park is leading the project design and confirmed the release date was correct.

10. Program

10.a. 2023 Highway Program Call for Projects Draft Recommendations

Patrick Gilster, Director, Planning and Fund Management, provided the presentation.

Director Ray Mueller left the meeting at 5:20 pm.

Director Julia Mates asked about the project scores being lower because they wanted to ensure they were following CalSTA (California State Transportation Agency) guidelines and if staff had reached out to the cities about the criteria. Mr. Gilster said in their workshop that they told applicants that they were going to be more critical in making sure the projects are fundable. Director Mates asked if the third-party best practices design review was new, and Mr. Gilster said it was for the highway program and that staff has required third-party design reviews for the pedestrian and bicycle program.

Director Beach thanked staff for the thorough process and asked if there was a trend to include more sustainability and bike lanes. Mr. Gilster said that newer projects are incorporating more multimodal elements and staff is working with applicants to ensure those elements are incorporated earlier in the project development process.

Vice Chair Romero asked about the Redwood City funding issue, and Mr. Gilster said the total project cost is approximately \$305 million and the proposed award would add \$78 million towards the construction of the project. Ms. Chan said having an injection of funding at a local level would help the TA qualify for funding at the federal and state level.

Director Noelia Corzo asked about the acronym PS&E (Plans, Specifications, and Estimates). Mr. Gilster said this refers to the final design phase of the project. She asked how long the Gray Whale Cove project had been dormant. Mr. Skinner said the funding agreement has been expired for four years and there has been no movement on the project.

Director Beach said some of the projects are asking for technical assistance from the TA and asked if the \$134.5 million recommended total program would increase based on the technical assistance requested. Mr. Gilster said they did not calculate in the technical assistance as part of the project's total cost yet. He said the technical assistance funding would be provided from the highway program revenues.

Ms. Chan said staff would report about the technical assistance funding at the December Board meeting.

Public Comment:

Giuliano Carlini said he was now supportive of the managed lanes but was opposed to the widening of highways.

Mike Swire said he was disappointed that the Board rejected the opinion of the TA CAC on the subject of highway widening.

Malcolm Robinson said he wished there were more bicycle/pedestrian projects on the project list. Regarding Gray Whale Cove, he said it needs a crosswalk so people can see pedestrians trying to cross the highway. He asked if the 101 extension included the Bay Trail.

11. Finance

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

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

Vice Chair Romero asked about the project surplus as of March 2, 2024. Ms. Mobley-Ritter said any funds that are unexpended by that date will go towards paying the principal on the bonds.

Director Beach said that the reason to start paying the TA back three years early was to ensure that the TA had more money to continue to fund projects.

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

Public Comment:

Mike Swire said he the report does not include any detailed metrics or analysis on the widening of the highway for the purpose of reducing traffic congestion. He concluded therefore that the public cannot determine whether the project is successful in reducing congestion in the County. He requested that future updates present metrics as to whether the widening project had achieved its aims of reducing congestion and if the project had led to increased air pollution, childhood asthma, increased greenhouse gas emissions, and increased traffic violence on streets adjacent to the highway.

Director Mates thanked staff for including additional information about the flow of revenue, or waterfall, and also asked if expenses are coming in at the rate expected. Ms. Vong said they need a reserve that is budgeted in to protect against issues not covered by warranty or insurance.

Director Mark Nagales asked if the project revenue compared to other managed lanes projects such as the one on I-680. Ms. Vong said there is a lot of regional coordination that happens. She added that every quarter is different, however. He asked regarding the equity portion, where the majority of applications are coming from. Ms. Vong said they have had a lot of applications from South San Francisco and they are trying to replicate that marketing model with other cities.

Vice Chair Romero said regarding operations and maintenance expenses, when will the TA get to the point where we know what the numbers are? Ms. Vong said the corridor has not been open long enough to predict a trend from the data collected. He asked about where the uncollected revenue numbers were accounted for, and Ms. Mobley-Ritter said they could discuss it offline.

Director Beach said the JPA (San Mateo County Express Lanes Joint Powers Authority) Board is proud of the robust one-year lookback at the equity program.

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

Ms. Mobley-Ritter introduced Mark Creger, Director and Senior Portfolio Manager, Public Trust Advisors, who provided the presentation.

Motion/Second: Beach/Nagales

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

Noes: None

Absent: Mueller

11.c. Programming and Allocation of Measure A Grade Separation Category Funds for the Broadway Grade Separation Project in the City of Burlingame – Approved by Resolution No. 2023-24

Mr. Skinner provided the presentation.

Motion/Second: Romero/Corzo

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

Noes: None

Absent: Mueller

12. State and Federal Legislative Update

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

On the federal side, she said Mike Johnson was elected as the new Speaker of the House on October 10. She said the House may vote on appropriations bills as soon as the current week. She said the current CR runs out on November 17 and one more CR may need to be enacted.

On the state side, she said the Governor had until October 14 to act on any bills. She said the actions on the various bills were contained in the packet.

13. Requests from the Authority

Vice Chair Romero asked to have a future presentation on the exit strategy on the \$100 million bond. Ms. Mobley-Ritter said she would be happy to go into more detail on that topic in a future report.

14. Written Communications to the Authority

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

15. Date/Time of Next Regular Meeting

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

16. Report of Legal Counsel

16.a Closed Session: Public Employee Performance Evaluation under Government Code Sections 54957(b). Title: Executive Director

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

Chair Rico Medina and Director Noelia Corzo left the meeting and the Board recessed to closed session at 6:32 pm.

17. Adjourn

The meeting adjourned at 7:42 pm.

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

**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, 2023**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the period ending October 2023 and supplemental information.

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

Significance

Year-to-Date Revenues: As of October 2023, the Total Revenues (page 1, line 10) are \$13.9 million more than prior year actuals. This is primarily due to increases in Measure A Sales Tax (page 1, line 2), Measure W Sales Tax (page 1, line 3), and Interest Income (page 1, line 4). Interest Income increased as a result of new investments and rising interest rates.

Year-to-Date Expenditures: As of October 2023, the Total Expenditures (page 1, line 36) are \$9.2 million more than prior year actuals. This is primarily due to increases in Measure A Annual Allocations (page 1, line 14), Measure A Categories (page 1, line 15), and a fluctuation in expenditures associated with various capital projects.

Budget Impact

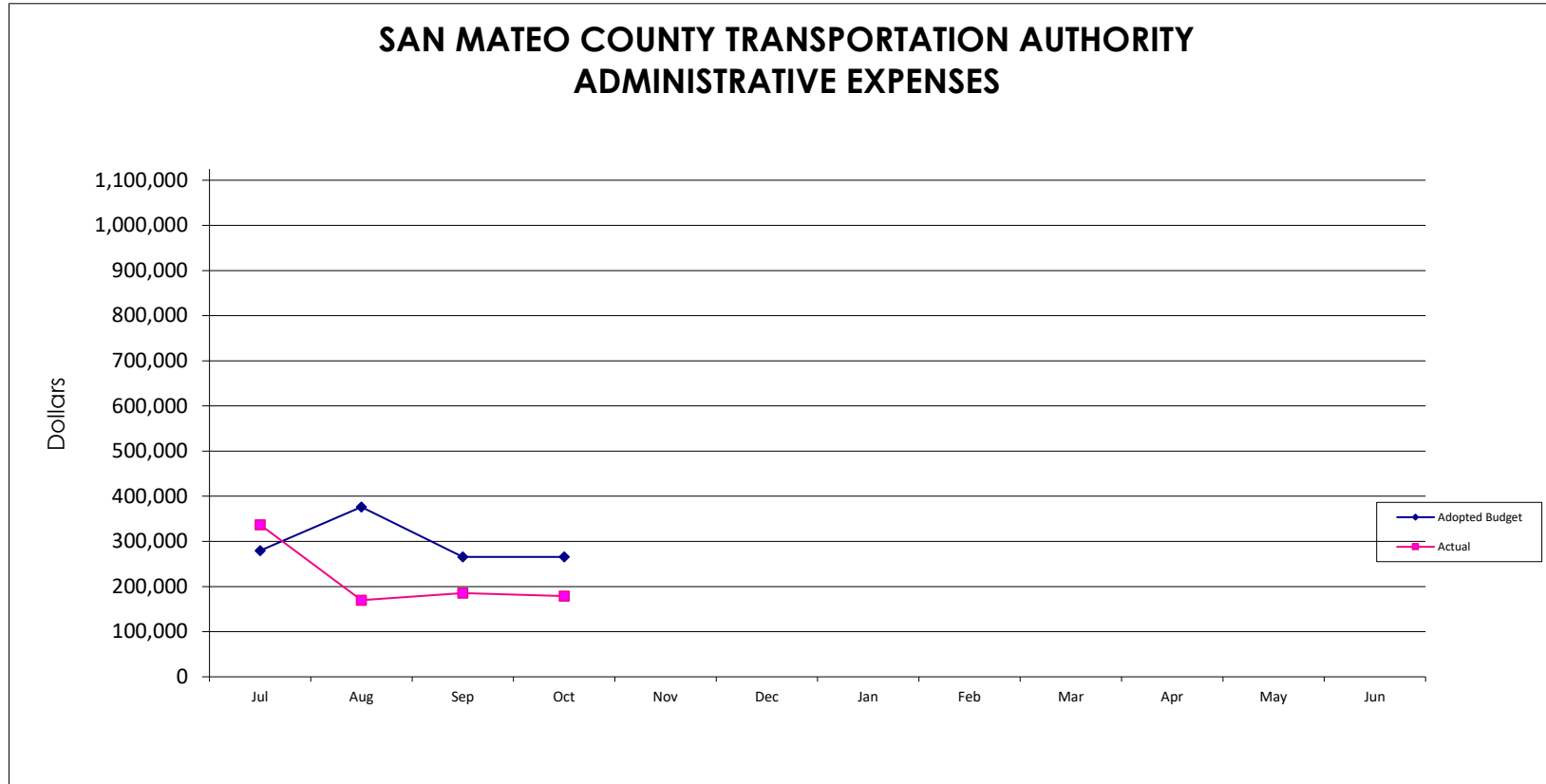
There is no budget impact for the month of October 2023.

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

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

% OF YEAR ELAPSED: 33.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
1 REVENUES:					
2 Measure A Sales Tax	36,341,701	41,868,329	5,526,628	15.2%	116,264,000
3 Measure W Sales Tax	18,175,817	20,926,285	2,750,468	15.1%	58,132,000
4 Interest Income	2,306,409	7,843,322	5,536,913	240.1%	12,607,415
5 Rental Income	384,324	377,767	(6,557)	(1.7%)	1,261,242
6 Credit Enhancement Fee - SMCEL-JPA	67,945	133,332	65,387	96.2%	400,000
7 Due from SMCEL-JPA - Bond Interest	-	-	-	-	1,000,000
8 Due from SMCEL-JPA - Bond Related Debt fees	-	-	-	-	520,000
10 TOTAL REVENUES	57,276,196	71,149,035	13,872,839	24.2%	190,184,657
12 EXPENDITURES:					
14 Measure A Annual Allocations	10,357,384	11,932,474	1,575,090	15.2%	33,135,240
15 Measure A Categories	1,362,725	6,833,813	5,471,088	401.5%	81,966,120
16 Other Uses - 101 Express Lanes project	576,345	1,119,485	543,140	94.2%	-
18 Measure W Annual Allocations	3,635,163	4,185,257	550,094	15.1%	11,626,400
19 Measure W Categories	256,956	750,985	494,029	192.3%	45,808,016
21 Measure A - Oversight	367,070	579,990	212,919	58.0%	2,500,000
22 Measure W Categories - Oversight and Staff Support	-	39,040	39,040	100.0%	697,584
24 SMCEL-JPA Bond Interest	-	-	-	-	1,000,000
25 SMCEL-JPA Bond Related Debt Fees	-	-	-	-	520,000
27 Administrative:					
28 Staff Support	352,414	519,435	167,022	47.4%	1,610,562
29 Professional Services	50,539	145,092	94,552	187.1%	566,297
30 Insurance Premium	80,466	83,670	3,204	4.0%	384,321
31 Bank and Investment Fees	29,579	38,036	8,458	28.6%	247,700
32 Other Misc. Admin Expenses	84,701	84,701	-	0.0%	543,447
34 Total Administrative	597,699	870,934	273,236	45.7%	3,352,327
36 TOTAL EXPENDITURES	17,153,342	26,311,978	9,158,636	53.4%	180,605,687
38 EXCESS (DEFICIT)	40,122,854	44,837,057	4,714,203	11.7%	9,578,970



Current Year Data

	Jul '23	Aug '23	Sep '23	Oct '23	Nov '23	Dec '23	Jan '24	Feb '24	Mar '24	Apr '24	May '24	Jun '24
MONTHLY EXPENSES												
Adopted Budget	279,361	376,186	265,578	265,578								
Actual	336,826	169,771	185,395	178,942								
CUMULATIVE EXPENSES												
Staff Projections	279,361	655,547	921,125	1,186,703								
Actual	336,826	506,597	691,992	870,934								
Variance-F(U)	(57,465)	148,950	229,133	315,769								
Variance %	-20.57%	22.72%	24.88%	26.61%								

Note:

*The favorable variance is primarily due to lower actual administrative expenses incurred than budgeted in YTD October 2023 including Staff Support \$100k, Other Misc. Admin Expenses \$96k, Insurance Premium \$45k, Bank and Investment Fees \$45k, and Professional Services \$30k.

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

10/31/2023

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	6,914,381.06
CAMP Pool		199,881,129.44
JP Morgan Bank Checking		113,404,994.93
LAIF		5,299,243.52

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		205,271,890.14
MMF - US Bank Custodian Account		921,907.57
Cash		4,201.58
County Pool**		156,205,300.32

Total

\$ 687,903,048.56

* Fund Managed by Public Trust Advisors

** Estimated County Pool Distributions



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 10/31/2023

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	377.78	1,494,880.00	1,495,257.78
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	250.00	1,496,144.00	1,496,394.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	2,977.78	1,483,984.00	1,486,961.78
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	2,612.50	3,486,386.00	3,488,998.50
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,504.17	3,476,012.00	3,477,516.17
		12,400,000.00		12,359,540.00	7,722.22	11,437,406.00	11,445,128.22

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	3,115.74	10/31/2023	3,115.74	0.00	3,115.74	3,115.74
CCYUSD	Receivable	1,085.84	10/31/2023	1,085.84	0.00	1,085.84	1,085.84
		4,201.58		4,201.58	0.00	4,201.58	4,201.58

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	6,292.50	4,057,571.80	4,063,864.30
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	2,107.50	1,358,972.20	1,361,079.70
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	4,270.83	724,012.50	728,283.33
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,501,392.00	1,509,892.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	9,687.50	1,507,282.00	1,516,969.50
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	265.42	626,613.00	626,878.42
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	644.00	770,892.15	771,536.15
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	9,226.88	3,121,776.00	3,131,002.88
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	1,391.35	470,744.00	472,135.35
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	4,286.61	631,184.20	635,470.81
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	1,276.17	187,909.80	189,185.97
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	1,062.00	851,299.20	852,361.20
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	318.00	254,908.80	255,226.80
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	11,020.83	679,594.80	690,615.63
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	3,354.17	206,833.20	210,187.37
637639AGO	NATIONAL SECURITIES CLEARING CORP	4,650,000.00	11/21/2024	4,648,930.50	104,366.67	4,613,218.50	4,717,585.17
637639AGO	NATIONAL SECURITIES CLEARING CORP	1,400,000.00	11/21/2024	1,399,678.00	31,422.22	1,388,926.00	1,420,348.22
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	14,768.06	1,541,134.00	1,555,902.06
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	1,967.88	433,169.10	435,136.98
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	29,977.78	3,678,742.00	3,708,719.78
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	6,981.67	856,759.65	863,741.32
89236TF59	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	5,257.64	497,745.00	503,002.64
89236TG6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	2,925.00	714,727.50	717,652.50

9128283Z1	UNITED STATES TREASURY	2,000,000.00	02/28/2025	1,983,828.13	9,368.13	1,934,680.00	1,944,048.13
912828U24	UNITED STATES TREASURY	900,000.00	11/15/2026	832,218.75	8,315.22	826,983.00	835,298.22
912828U24	UNITED STATES TREASURY	1,825,000.00	11/15/2026	1,700,244.15	16,861.41	1,676,937.75	1,693,799.16
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	5,722.83	1,104,984.00	1,110,706.83
912828V98	UNITED STATES TREASURY	750,000.00	02/15/2027	698,701.17	3,576.77	690,615.00	694,191.77
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	2,132.30	415,053.00	417,185.30
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	10,112.91	1,558,849.25	1,568,962.16
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	4,245.65	654,444.00	658,689.65
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	18,869.57	3,069,888.00	3,088,757.57
912828YY0	UNITED STATES TREASURY	2,675,000.00	12/31/2024	2,669,879.89	15,773.78	2,566,234.50	2,582,008.28
912828YY0	UNITED STATES TREASURY	430,000.00	12/31/2024	448,375.78	2,535.60	412,516.20	415,051.80
912828ZF0	UNITED STATES TREASURY	540,000.00	03/31/2025	544,260.94	236.07	505,175.40	505,411.47
912828ZF0	UNITED STATES TREASURY	1,590,000.00	03/31/2025	1,586,521.88	695.08	1,487,460.90	1,488,155.98
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	16.48	1,489,184.00	1,489,200.48
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	1,895.38	2,075,265.00	2,077,160.38
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	1,551.05	2,255,825.85	2,257,376.90
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,279.38	1,860,711.75	1,861,991.13
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	660.03	1,419,273.00	1,419,933.03
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	1,967.21	5,046,780.00	5,048,747.21
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	606.56	1,556,090.50	1,556,697.06
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.68	1,545,878.00	1,545,889.68
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	3.78	500,137.00	500,140.78
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,155.74	1,817,120.00	1,820,275.74
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,656.76	953,988.00	955,644.76
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	10,477.24	4,186,960.00	4,197,437.24
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	3,137.91	1,253,984.00	1,257,121.91
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,706.86	3,375,334.25	3,380,041.11
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,958.56	1,404,501.50	1,406,460.06
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,771.99	2,639,461.50	2,642,233.49
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	355.38	338,392.50	338,747.88
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,130.49	4,375,621.50	4,379,751.99
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,379.67	1,461,547.80	1,462,927.47
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	3,715.85	2,915,636.00	2,919,351.85
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	1,092.90	857,540.00	858,632.90
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	1,983.61	2,739,984.50	2,741,968.11
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	327.87	452,890.00	453,217.87
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	48.42	2,120,499.00	2,120,547.42
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.48	1,466,302.50	1,466,335.98
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	40.18	1,759,563.00	1,759,603.18
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	5,680.33	920,916.00	926,596.33
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	18,671.45	3,027,085.00	3,045,756.45
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	1,788.25	289,918.00	291,706.25
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	5,391.05	874,017.50	879,408.55
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	10,019.47	2,854,896.50	2,864,915.97
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,128.07	1,461,167.50	1,466,295.57
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	15,163.04	3,061,404.00	3,076,567.04
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	4,843.75	977,948.50	982,792.25
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	4,027.68	2,272,203.00	2,276,230.68
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	4,027.68	2,272,203.00	2,276,230.68

Item #6.b.
12/7/2023

91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,776.92	1,002,442.50	1,004,219.42
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,342.56	757,401.00	758,743.56
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	5,365.38	2,352,644.00	2,358,009.38
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	1,532.97	672,184.00	673,716.97
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	4,066.12	4,745,285.15	4,749,351.27
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,377.05	1,607,058.00	1,608,435.05
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	13,413.46	3,814,944.00	3,828,357.46
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	4,710.68	1,339,772.00	1,344,482.68
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	3,420.77	1,449,518.65	1,452,939.42
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	655.74	277,863.00	278,518.74
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	224.76	2,772,343.00	2,772,567.76
91282CEN7	UNITED STATES TREASURY	500,000.00	04/30/2027	481,718.75	37.77	465,940.00	465,977.77
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	43,628.07	3,658,371.50	3,701,999.57
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	13,254.10	1,111,404.00	1,124,658.10
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	11,772.42	1,016,842.50	1,028,614.92
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	4,380.43	378,360.00	382,740.43
91282CEY3	UNITED STATES TREASURY	1,200,000.00	07/15/2025	1,171,500.00	10,663.04	1,157,904.00	1,168,567.04
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	9,377.05	2,530,632.00	2,540,009.05
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	4,129.51	1,114,451.40	1,118,580.91
91282CFP1	UNITED STATES TREASURY	2,575,000.00	10/15/2025	2,530,138.67	5,083.16	2,534,778.50	2,539,861.66
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	70,109.97	4,142,620.00	4,212,729.97
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	32,120.15	1,897,898.00	1,930,018.15
91282CGN5	UNITED STATES TREASURY	1,985,000.00	02/28/2025	1,997,716.41	15,637.33	1,967,869.45	1,983,506.78
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	165.87	1,632,281.25	1,632,447.12
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	52.88	520,437.50	520,490.38
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	28,886.72	1,670,817.75	1,699,704.47
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	46,888.59	2,712,052.00	2,758,940.59
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	88,465.85	5,515,684.00	5,604,149.85
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	15,481.52	965,244.70	980,726.22
91282CHY0	UNITED STATES TREASURY	400,000.00	09/15/2026	396,453.13	2,388.74	397,064.00	399,452.74
		166,250,000.00		159,797,080.24	709,414.02	151,318,070.20	152,027,484.22

Base Risk Summary - Fixed Income

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

10/01/2023 - 10/31/2023

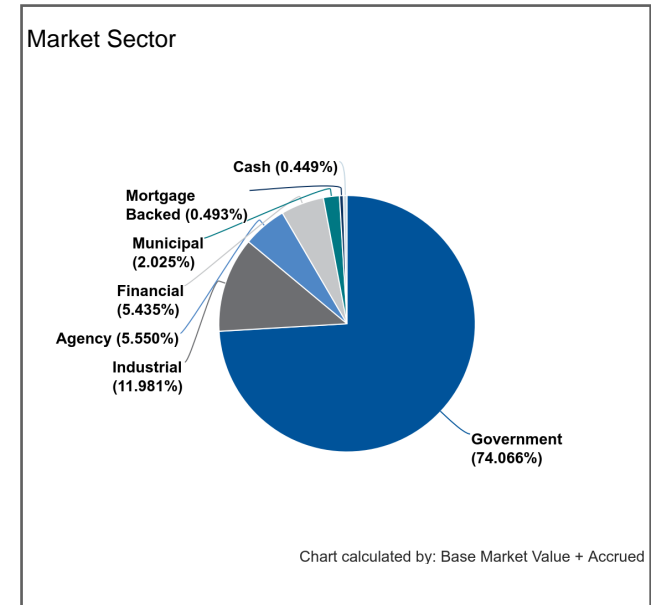
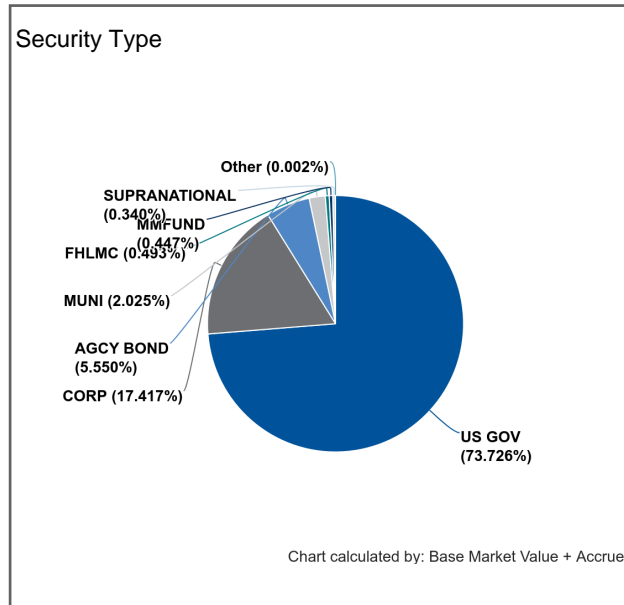
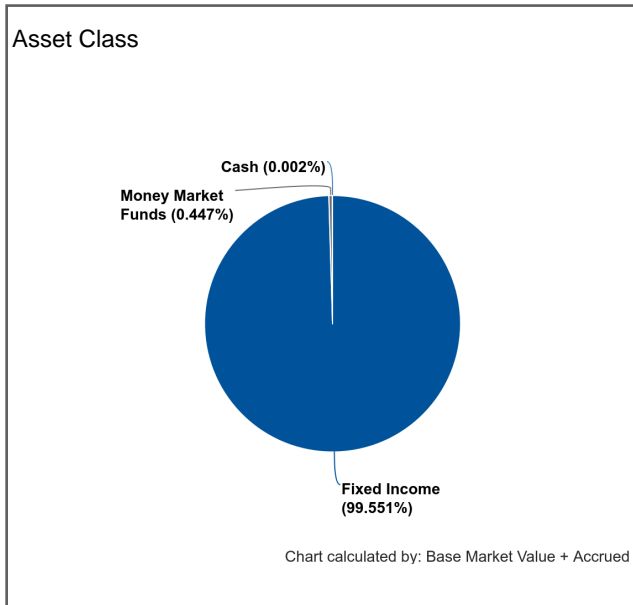
Dated: 11/08/2023

Balance Sheet	
Book Value + Accrued	217,785,194.53
Net Unrealized Gain/Loss	-11,579,641.70
Market Value + Accrued	206,205,552.83

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	4,201.58
MMFund	921,907.57
Fixed Income	205,279,443.68
Duration	2.492
Convexity	0.089
WAL	2.640
Years to Final Maturity	2.638
Years to Effective Maturity	2.637
Yield	5.112
Book Yield	2.480
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	73.726%
Other	10.361%
Federal National Mortgage Association	3.139%
The Depository Trust and Clearing Corporation	2.977%
Amazon.com, Inc.	2.631%
Toyota Motor Corporation	2.559%
PACCAR Inc	2.428%
Federal Home Loan Mortgage Corporation	2.179%
---	100.000%

Footnotes: 1,2

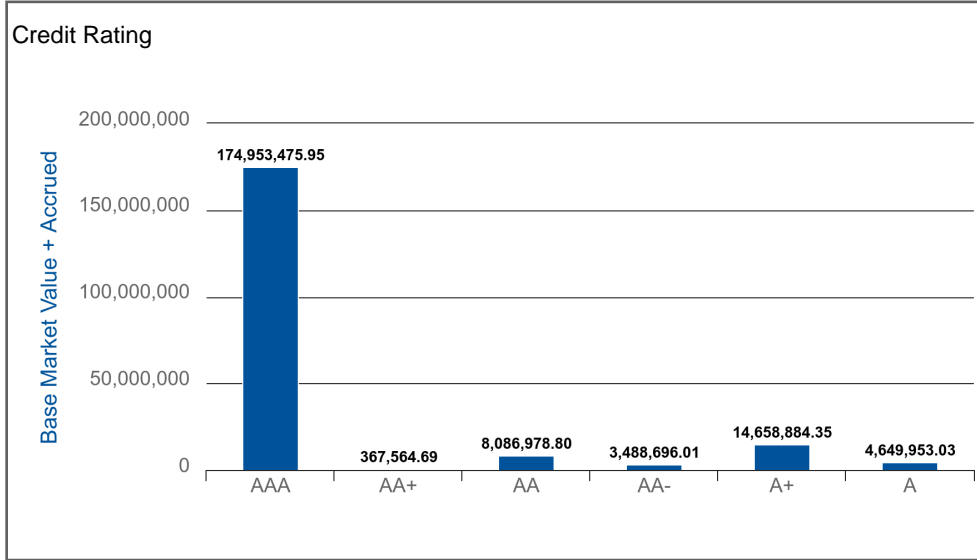


Base Risk Summary - Fixed Income

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

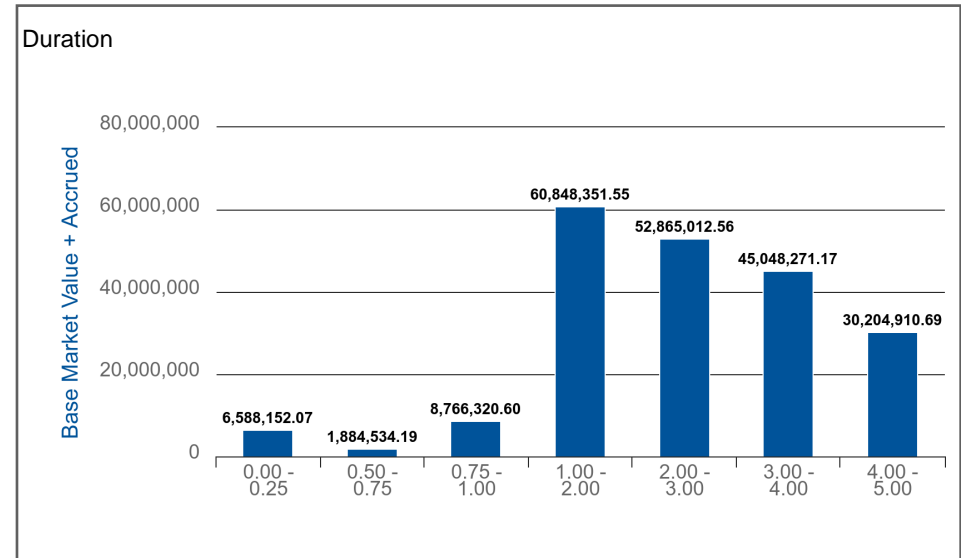
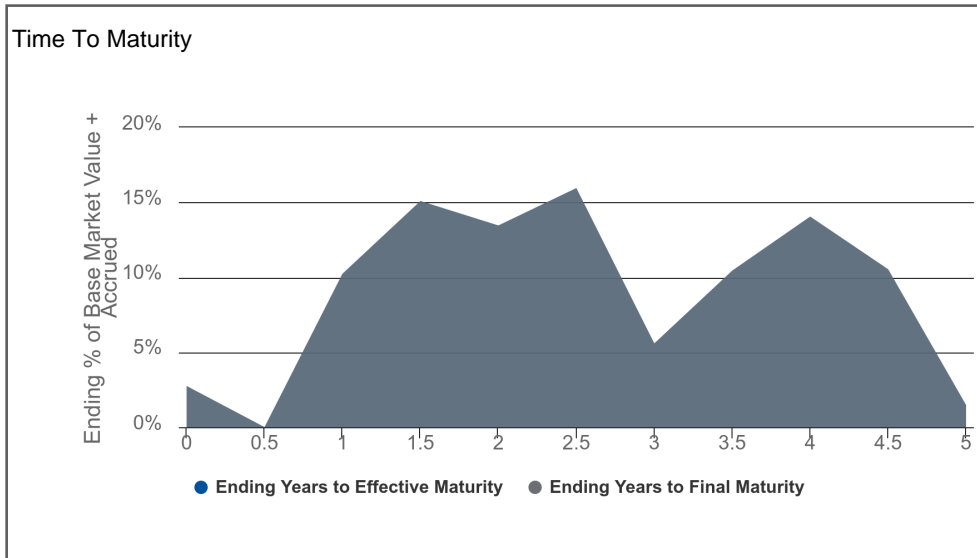
10/01/2023 - 10/31/2023

Dated: 11/08/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.426%	21.347%	25.200%	20.223%	14.648%	0.000%	0.000%	0.000%	0.000%
AA	0.482%	3.250%	0.437%	1.623%	0.000%	0.000%	0.000%	0.000%	0.000%
A	4.452%	4.912%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

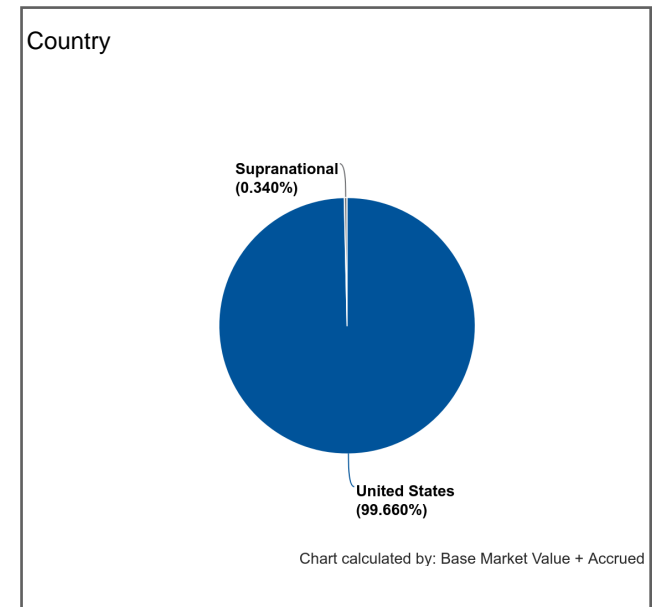
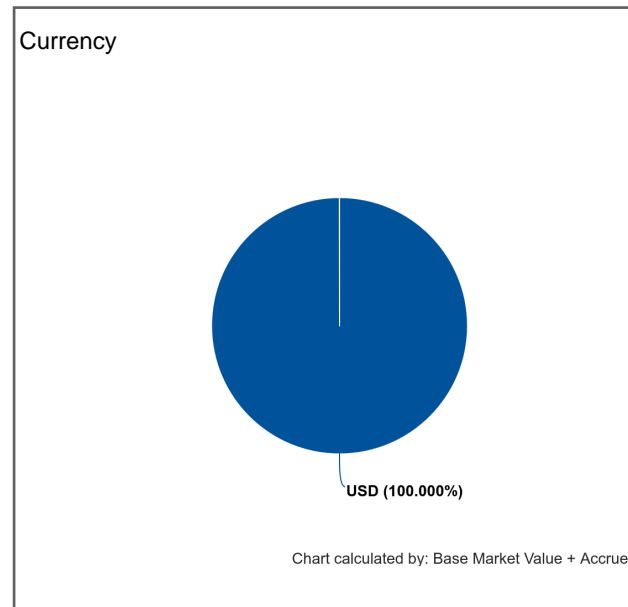
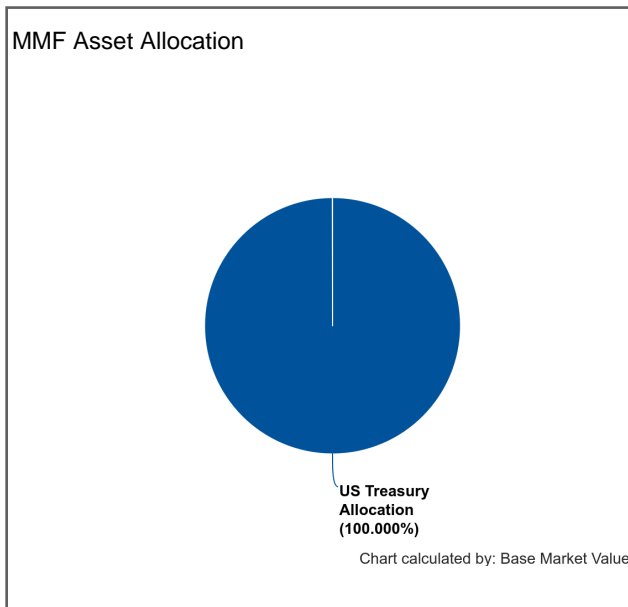
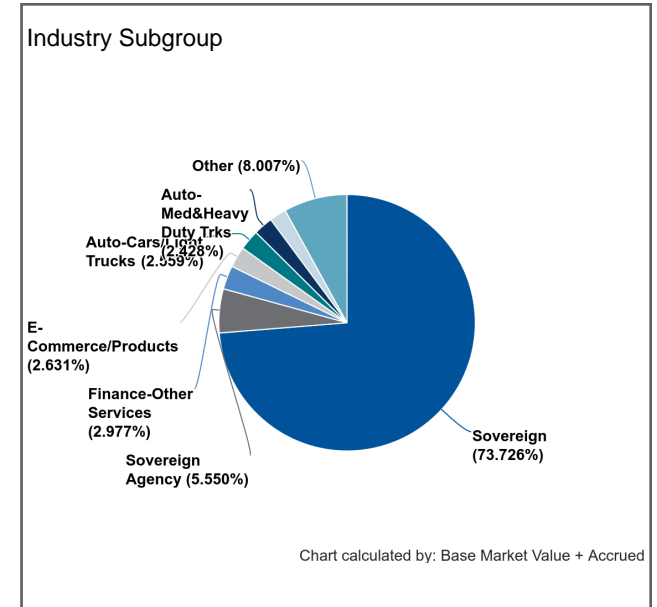
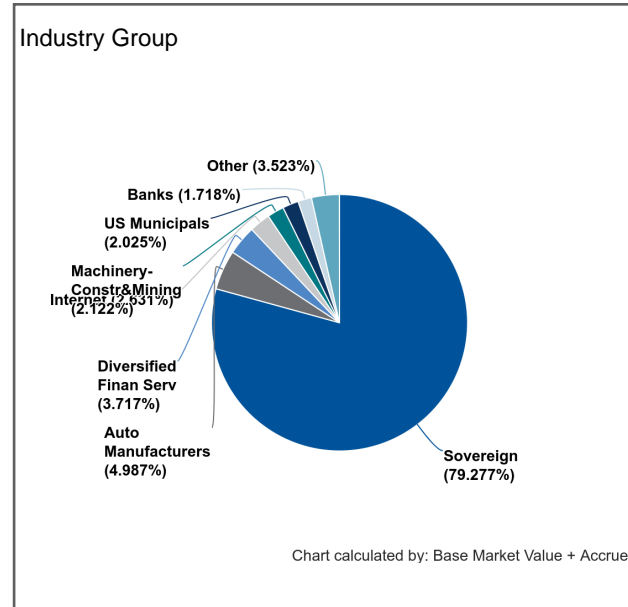
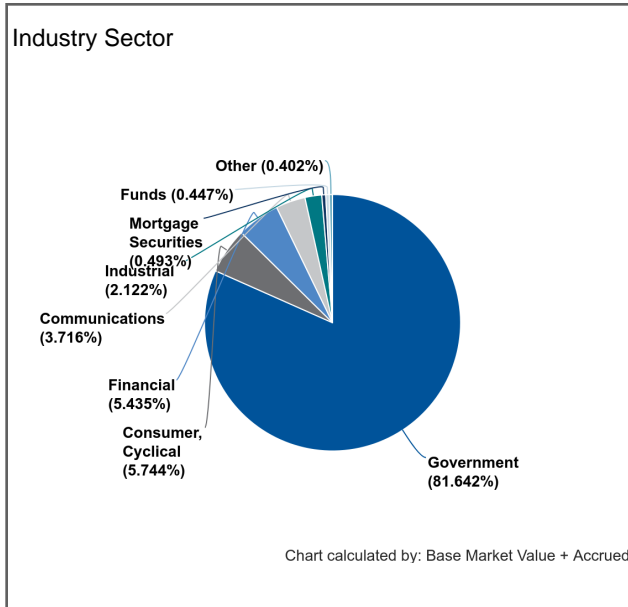


Base Risk Summary - Fixed Income

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

10/01/2023 - 10/31/2023

Dated: 11/08/2023



Base Risk Summary - Fixed Income

10/01/2023 - 10/31/2023

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

Dated: 11/08/2023

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

Additional Disclosure:

Item #6.b.
12/7/2023

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

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

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

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

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

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

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

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



Report: GAAP Trading Activity
Account: PTA-San Mateo Co. Trans. Agg (257430)
Date: 10/1/2023 - 10/31/2023

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
023135AZ9	AMAZON.COM INC	(500,000.00)	(500,000.00)	Sell	10/03/2023	10/05/2023	08/22/2024	(487,790.00)	(1,672.22)	489,462.22
023135BWS	AMAZON.COM INC	(2,225,000.00)	(2,225,000.00)	Sell	10/03/2023	10/05/2023	05/12/2024	(2,154,801.25)	(3,977.19)	2,158,778.44
037833AS9	APPLE INC	(1,475,000.00)	(1,475,000.00)	Sell	10/03/2023	10/05/2023	05/06/2024	(1,454,910.50)	(21,061.77)	1,475,972.27
3137BGK24	FHMS K-043 A2	-	(11,661.84)	Principal Paydown	10/01/2023	10/01/2023	12/25/2024	(11,661.84)	-	11,661.84
31846V534	FIRST AMER:US TRS MM Y	8,084,539.50	8,084,539.50	Buy	---	---	10/31/2023	8,084,539.50	-	(8,084,539.50)
31846V534	FIRST AMER:US TRS MM Y	(7,686,568.09)	(7,686,568.09)	Sell	---	---	10/31/2023	(7,686,568.09)	-	7,686,568.09
31846V534	FIRST AMER:US TRS MM Y	1,201,961.20	1,201,961.20	Buy	---	---	10/31/2023	1,201,961.20	-	(1,201,961.20)
31846V534	FIRST AMER:US TRS MM Y	(1,084,721.59)	(1,084,721.59)	Sell	---	---	10/31/2023	(1,084,721.59)	-	1,084,721.59
69371RR81	PACCAR FINANCIAL CORP	(2,570,000.00)	(2,570,000.00)	Sell	10/03/2023	10/05/2023	06/13/2024	(2,523,662.90)	(25,186.00)	2,548,848.90
69371RR81	PACCAR FINANCIAL CORP	(600,000.00)	(600,000.00)	Sell	10/03/2023	10/05/2023	06/13/2024	(589,182.00)	(5,880.00)	595,062.00
91282CCV1	UNITED STATES TREASURY	2,800,000.00	2,800,000.00	Buy	10/03/2023	10/05/2023	08/31/2028	2,350,687.50	3,028.85	(2,353,716.35)
91282CCV1	UNITED STATES TREASURY	800,000.00	800,000.00	Buy	10/03/2023	10/05/2023	08/31/2028	671,625.00	865.38	(672,490.38)
91282CFP1	UNITED STATES TREASURY	2,575,000.00	2,575,000.00	Buy	10/03/2023	10/05/2023	10/15/2025	2,530,138.67	51,728.65	(2,581,867.32)
91282CHB0	UNITED STATES TREASURY	2,800,000.00	2,800,000.00	Buy	10/03/2023	10/05/2023	05/15/2026	2,705,828.12	39,441.58	(2,745,269.70)
91282CHY0	UNITED STATES TREASURY	400,000.00	400,000.00	Buy	10/03/2023	10/05/2023	09/15/2026	396,453.13	1,016.48	(397,469.61)
931142DPS	WALMART INC	(1,500,000.00)	(1,500,000.00)	Sell	10/03/2023	10/05/2023	04/22/2024	(1,479,900.00)	(22,412.50)	1,502,312.50
San Mateo County TA		1,020,211.02	1,008,549.18					468,034.95	15,891.26	(483,926.21)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

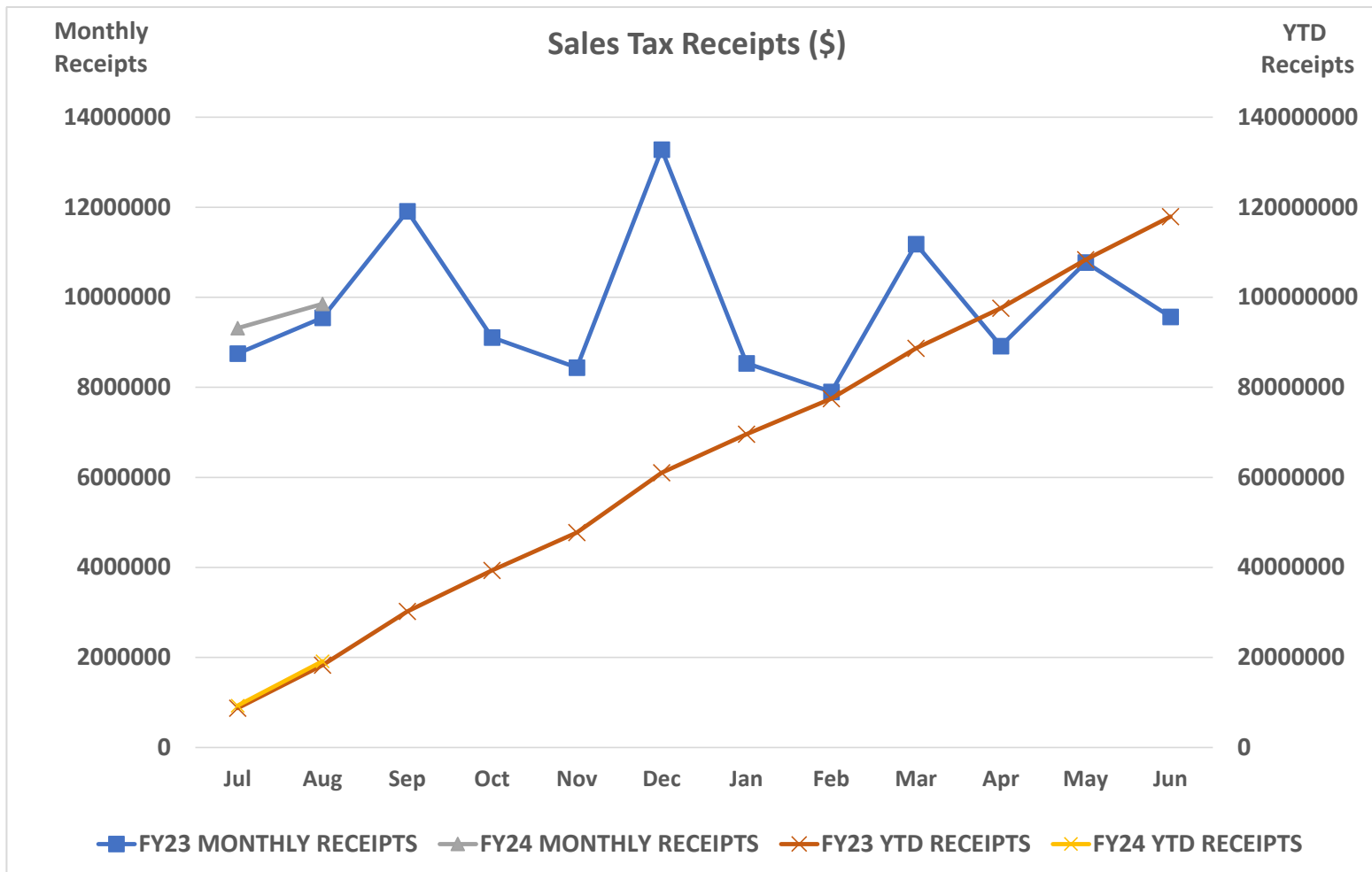
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2024
Measure A Sales Tax
October 2023



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
October 2023

Unit	Ref	Name	Amount	Method	Description
SMCTA	000277	SEARCHPROS STAFFING LLC	\$ 10,600.00	ACH	Operating Expenses
SMCTA	000282	KADESHI & ASSOCIATES, LLC	4,600.00	ACH	Operating Expenses
SMCTA	000283	KHOURI CONSULTING LLC	5,750.00	ACH	Operating Expenses
SMCTA	000883	FEDERAL EXPRESS CORPORATION	41.20	CHK	Operating Expenses
SMCTA	000221	DEPARTMENT OF TRANSPORTATION	2,916.35	WIR	Capital Programs (1)
SMCTA	000222	HANSON BRIDGETT LLP	279.00	WIR	Capital Programs (2)
SMCTA	000222	HANSON BRIDGETT LLP	5,766.00	WIR	Capital Programs (2)
SMCTA	000222	HANSON BRIDGETT LLP	4,909.50	WIR	Capital Programs (2)
SMCTA	000222	HANSON BRIDGETT LLP	2,430.55	WIR	Capital Programs (2)
SMCTA	000222	HANSON BRIDGETT LLP	4,560.00	WIR	Capital Programs (2)
SMCTA	000223	HANSON BRIDGETT LLP	2,193.00	WIR	Capital Programs (3)
SMCTA	000223	HANSON BRIDGETT LLP	10,461.00	WIR	Capital Programs (3)
SMCTA	000223	HANSON BRIDGETT LLP	7,254.00	WIR	Capital Programs (3)
SMCTA	000223	HANSON BRIDGETT LLP	16,734.00	WIR	Capital Programs (3)
SMCTA	000224	DEPARTMENT OF TRANSPORTATION	20,726.15	WIR	Capital Programs (4)
SMCTA	000224	DEPARTMENT OF TRANSPORTATION	70,746.40	WIR	Capital Programs (4)
SMCTA	000225	HANSON BRIDGETT LLP	765.00	WIR	Capital Programs (5)
SMCTA	000225	HANSON BRIDGETT LLP	3,927.00	WIR	Capital Programs (5)
SMCTA	000225	HANSON BRIDGETT LLP	816.00	WIR	Capital Programs (5)
SMCTA	000225	HANSON BRIDGETT LLP	459.00	WIR	Capital Programs (5)
SMCTA	000225	HANSON BRIDGETT LLP	255.00	WIR	Capital Programs (5)
SMCTA	000225	HANSON BRIDGETT LLP	11,577.00	WIR	Capital Programs (5)
SMCTA	000225	HANSON BRIDGETT LLP	7,395.00	WIR	Capital Programs (5)
SMCTA	000226	PENINSULA CORRIDOR JOINT POWERS BOARD	126,629.84	WIR	Capital Programs (6)
SMCTA	000226	PENINSULA CORRIDOR JOINT POWERS BOARD	2,629,884.25	WIR	Capital Programs (6)
SMCTA	000278	MENLO PARK, CITY OF	27,297.10	ACH	Capital Programs (7)
SMCTA	000279	HDR ENGINEERING, INC.	34,952.55	ACH	Capital Programs (8)
SMCTA	000280	AECOM TECHNICAL SERVICES, INC.	125,688.88	ACH	Capital Programs (9)
SMCTA	000280	AECOM TECHNICAL SERVICES, INC.	2,837.66	ACH	Capital Programs (9)
SMCTA	000281	WSP USA INC.	14,875.93	ACH	Capital Programs (10)
SMCTA	000281	WSP USA INC.	24,634.88	ACH	Capital Programs (10)
SMCTA	000281	WSP USA INC.	19,708.96	ACH	Capital Programs (10)
SMCTA	000284	AECOM TECHNICAL SERVICES, INC.	291,024.11	ACH	Capital Programs (11)
SMCTA	000284	AECOM TECHNICAL SERVICES, INC.	123,475.02	ACH	Capital Programs (11)
SMCTA	000285	WSP USA INC.	11,595.18	ACH	Capital Programs (12)
SMCTA	000285	WSP USA INC.	10,513.57	ACH	Capital Programs (12)
SMCTA	000285	WSP USA INC.	12,923.56	ACH	Capital Programs (12)
SMCTA	000872	DALY CITY, CITY OF	41,790.60	CHK	Capital Programs (13)
SMCTA	000873	PACIFIC GAS & ELECTRIC COMPANY	54.62	CHK	Capital Programs (14)
SMCTA	000874	PACIFIC GAS & ELECTRIC COMPANY	501.35	CHK	Capital Programs (14)
SMCTA	000875	PACIFIC GAS & ELECTRIC COMPANY	104.26	CHK	Capital Programs (14)
SMCTA	000876	PACIFIC GAS & ELECTRIC COMPANY	175.53	CHK	Capital Programs (14)
SMCTA	000877	PACIFIC GAS & ELECTRIC COMPANY	348.67	CHK	Capital Programs (14)
SMCTA	000878	PACIFIC GAS & ELECTRIC COMPANY	319.31	CHK	Capital Programs (14)
SMCTA	000879	PACIFIC GAS & ELECTRIC COMPANY	592.07	CHK	Capital Programs (14)
SMCTA	000882	PALO ALTO, CITY OF	488.26	CHK	Capital Programs (14)
SMCTA	000884	PACIFIC GAS & ELECTRIC COMPANY	59.41	CHK	Capital Programs (14)
SMCTA	000885	PACIFIC GAS & ELECTRIC COMPANY	302.14	CHK	Capital Programs (14)
SMCTA	000886	PACIFIC GAS & ELECTRIC COMPANY	202.48	CHK	Capital Programs (14)
SMCTA	000887	PACIFIC GAS & ELECTRIC COMPANY	182.87	CHK	Capital Programs (14)
SMCTA	000888	PACIFIC GAS & ELECTRIC COMPANY	302.34	CHK	Capital Programs (14)
SMCTA	000889	PACIFIC GAS & ELECTRIC COMPANY	199.47	CHK	Capital Programs (14)
SMCTA	000890	PACIFIC GAS & ELECTRIC COMPANY	91.93	CHK	Capital Programs (14)
SMCTA	000891	PACIFIC GAS & ELECTRIC COMPANY	68.22	CHK	Capital Programs (14)
SMCTA	000892	PACIFIC GAS & ELECTRIC COMPANY	145.88	CHK	Capital Programs (14)
SMCTA	000893	PACIFIC GAS & ELECTRIC COMPANY	327.71	CHK	Capital Programs (14)
SMCTA	000880	SAN MATEO COUNTY COMM COLLEGE DISTRICT	72,288.63	CHK	Capital Programs (15)
SMCTA	000881	SOUTH SAN FRANCISCO, CITY OF	335,559.95	CHK	Capital Programs (16)
			<u>\$ 4,105,308.34</u>		

(1)	Moss Beach-SR1 Cong& Safe Impr	(7)	Shuttles FY21-22 Funding
(2)	\$ 279.00 ACR Oversight	(8)	NB 10 FCEB - GE Consulting Svc
	5,766.00 Local Shuttle Oversight	(9)	\$ 125,688.88 101 HOV Ln Whipple - San Bruno
	4,909.50 Pedestrian & Bicycle Oversight		2,837.66 101 Interchange to Broadway
	2,430.55 SMCTA Operating Administration		<u>\$ 128,526.54</u>
	4,560.00 TA-Caltrain Project Oversight		
	<u>\$ 17,945.05</u>	(10)	\$ 14,875.93 ACR/TDM FY23 & FY24 Cycle
(3)	\$ 2,193.00 101 Managed Lanes (Nof I-380)		24,634.88 Highway Oversight
	10,461.00 Highway Oversight		19,708.96 US 101/SR 92 Direct Connector
	7,254.00 Railroad Grade Sep Oversight		<u>\$ 59,219.77</u>
	16,734.00 SMCTA Operating Administration	(11)	\$ 291,024.11 101 Managed Lanes (Nof I-380)
	<u>\$ 36,642.00</u>		123,475.02 Moss Beach-SR1 Cong& Safe Impr
(4)	\$ 20,726.15 Moss Beach-SR1 Cong& Safe Impr		<u>\$ 414,499.13</u>
	70,746.40 US101/SR92 Interchang Area Impr	(12)	\$ 11,595.18 ACR/TDM FY23 & FY24 Cycle
	<u>\$ 91,472.55</u>		10,513.57 Highway Oversight
(5)	\$ 765.00 101 Managed Lanes (Nof I-380)		12,923.56 US 101/SR 92 Direct Connector
	3,927.00 Highway Oversight		<u>\$ 35,032.31</u>
	816.00 Local Shuttle Oversight	(13)	Shuttles FY21-22 Funding
	459.00 Pedestrian & Bicycle Oversight	(14)	101 HOV Ln Whipple - San Bruno
	255.00 Railroad Grade Sep Oversight	(15)	Shuttles FY21-22 Funding
	11,577.00 SMCTA Operating Administration	(16)	Shuttles FY21-22 Funding
	7,395.00 TA-Caltrain Project Oversight		
	<u>\$ 25,194.00</u>		
(6)	\$ 126,629.84 25th Ave Grade Separation		
	2,629,884.25 Broadway Grade Separation		
	<u>\$ 2,756,514.09</u>		

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

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$9,420,374
San Mateo County/SFO BART Extension	837,367
Accessible Services	1,674,734
Total	\$11,932,474

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$125,994
<i>Local Shuttle</i>	476,936
<i>Ferry Service</i>	0
<i>Dumbarton</i>	0
Highways	431,875
Grade Separations	4,696,287
Pedestrian and Bicycle	778,697
Alternative Congestion Relief	64,082
Administrative Overhead	259,942
Total	\$6,833,813

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$4,185,257
Total	\$4,185,257

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$468,315
Transportation Demand Management	10,106
Grade Separation	0
Pedestrian and Bicycle	125,079
Regional Transit Connections	0
Administrative Overhead	186,525
Total	\$790,025

Other Uses	Expenses
US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds	\$1,119,485
Total	\$1,119,485

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 2024**

Action

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

Significance

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

Budget Impact

There is no impact on the budget.

Background

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

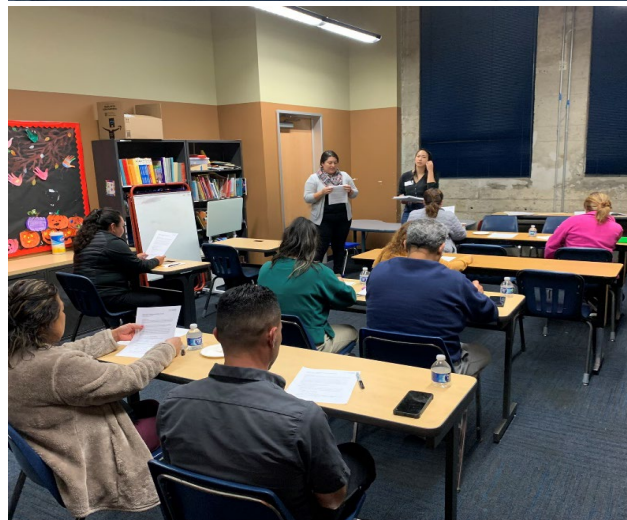
Prepared By: Leslie Fong Financial Program Manager 650-508-6332



CAPITAL PROJECTS Quarterly Status Report

FY2024 Q1: July 1, 2023 - September 30, 2023

Report prepared for the December 7, 2023 Board Meeting



Top-Left: SamTrans Bus Stop at South San Francisco BART Station

Top Right: South San Francisco Ferry Terminal

Bottom-Left: 101 Corridor Connect Outreach @ Millbrae Farmers Market

Bottom-Right: 101 Corridor Connect Outreach @ Gene Mullin Community Learning Center, South San Francisco

This page intentionally left blank.



TABLE OF CONTENTS

FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

Program Category	Page #
Highway Program	5
Caltrain - Grade Separation and Special Projects	41
Bicycle & Pedestrian	65
Ferry	67
Alternative Congestion Relief/Transportation Demand Management	68

This page intentionally left blank.






HIGHWAY PROGRAM SUMMARY TABLE

FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	7	●	●	●	●	●	●
000622	US 101/Willow Interchange	9	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	11	●	●	●	●	●	●
000791	US 101/Express Lanes	13	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	16	●	●	●	●	●	●
000801	US 101/Peninsula Ave Interchange	18	●	●	●	●	●	●
000803	US 101/Produce Avenue Interchange	20	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	22	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	24	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	26	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	29	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	31	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	33	●	●	●	●	●	●
100662	Dumbarton Roadway Improvements	35	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	37	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	39	●	●	●	●	●	●



**HIGHWAY PROJECTS -
PERFORMANCE STATUS DEFINITIONS**

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

Notes:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

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

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

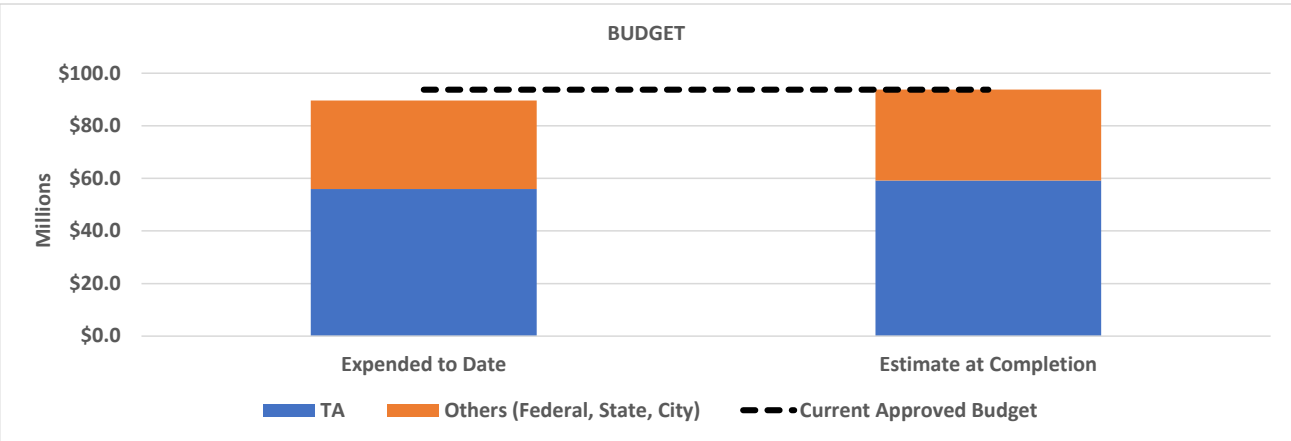
STATUS OVERVIEW:

Percent Complete:		38%	
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 (updating ROW Record Maps and Records of Survey for final submission to Caltrans) and the Plans, Specifications and Estimates (PS&E) of the landscaping component. TA staff are also working with Caltrans on the installation of the landscaping and the required 3-year plant establishment period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$59,187,000	\$55,934,802	\$3,252,198	95%	\$59,187,000	\$0
Others (Federal, State, City)	\$34,551,000	\$33,640,715	\$910,285	97%	\$34,551,000	\$0
Total Project	\$93,738,000	\$89,575,517	\$4,162,483	96%	\$93,738,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Continued working on the ROW close-out.
2. Redesigned the bioswales based on the existing conditions in the project area.
3. Ongoing coordination of water services with the City of Burlingame.
4. Updated the set of landscape plans to the latest Caltrans standards.
5. Coordination with Caltrans to obtain the Construction Agreement before construction begins.
6. Project meeting held on August 28, 2023.

FUTURE ACTIVITIES:

1. Revise landscape plans per latest Caltrans' standard details.
2. Continue to work with City of Burlingame on the water services.
3. Working with Caltrans on the Survey Registry.
4. Obtain Caltrans approval on final Right-of-Way Record Maps.
5. Provide 100% PS&E Landscape submittal and get comments.

KEY ISSUES:

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

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

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

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

STATUS OVERVIEW:

Percent Complete:		95%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

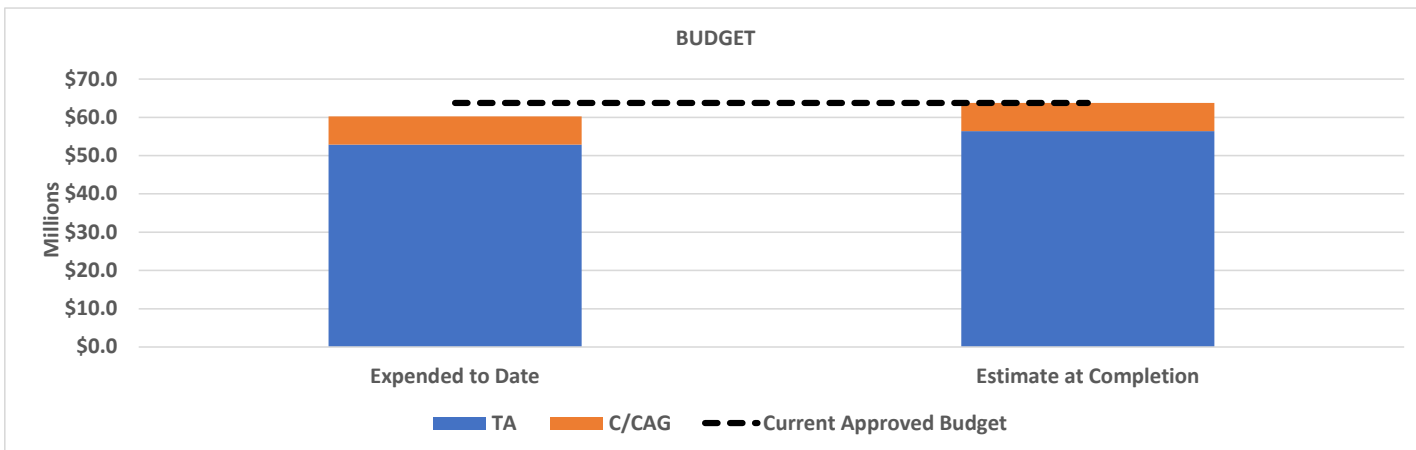
PROJECT DESCRIPTION:

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction/Landscaping	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19
Construction/Landscaping	10/10/23	10/09/25	10/10/23	10/09/25	10/10/23	10/09/25

PROGRESS THIS QUARTER:

1. The Memorandum of Understanding (MOU) for final design and construction of the project landscaping was circulated for signature.
2. The Cooperative Agreement for final design and construction of the project landscaping was circulated for signature.

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

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

Project ID: 000768

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

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

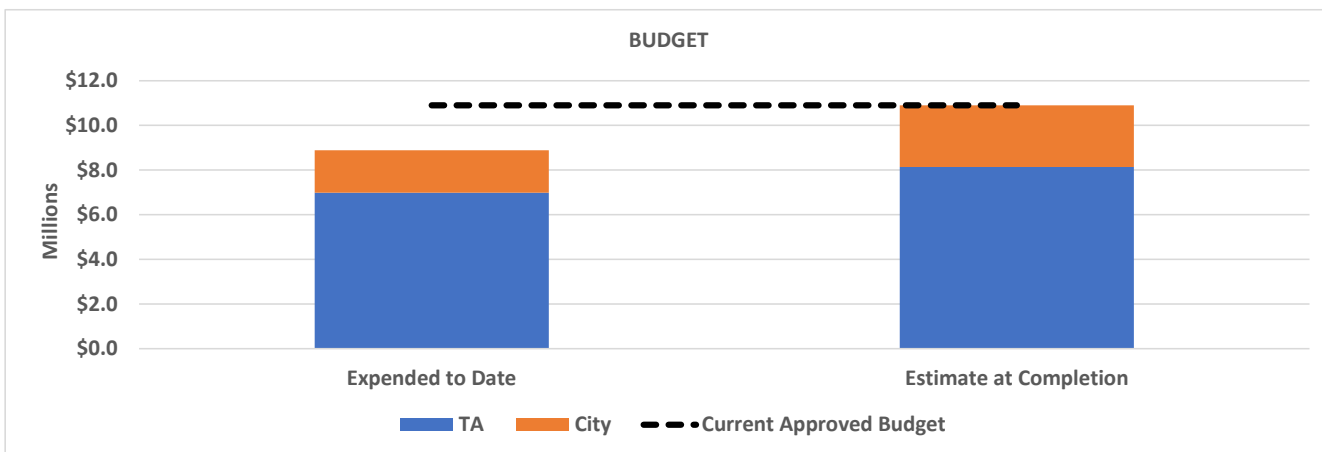
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The goals include improving highway operations, reducing associated congestion on Woodside Road and other local streets, removing barriers to non-motorized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

STATUS SUMMARY:

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

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Selection and initiation of a GBS-led team to assume project management responsibilities.
2. Completion and submission of an \$105M INFRA program application in cooperation with Caltrans.
3. Submission of a \$79M application in response to the SMCTA's call for projects.
4. Coordination of additional PS&E services, including updating the scope of services and budget to support Caltrans advertisement, awarding, and administering of the capital construction contract.
5. Initiation of ROW acquisition, including commencement of appraisals and deployment of a ROW communications plan.
6. Ongoing coordination and reporting with TA regarding Funding Agreement commitments.
7. Reengaged UPRR through development of a new preliminary engineering agreement.

FUTURE ACTIVITIES:

1. Conduct a Project site tour with key transportation executives and elected officials to increase the support for and visibility of the Project.
2. Approval of additional PS&E scope and budget.
3. Execute UPRR agreement.
4. Reestablish coordination regarding UPRR grade crossing improvements.
5. Initiating Charter with Caltrans to provide structure to Executive Steering Committee (ESC) and future construction cooperative agreement.
6. Complete draft ROW appraisals.
7. Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.

KEY ISSUES:

1. Securing full funding for construction.

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

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

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

STATUS OVERVIEW:

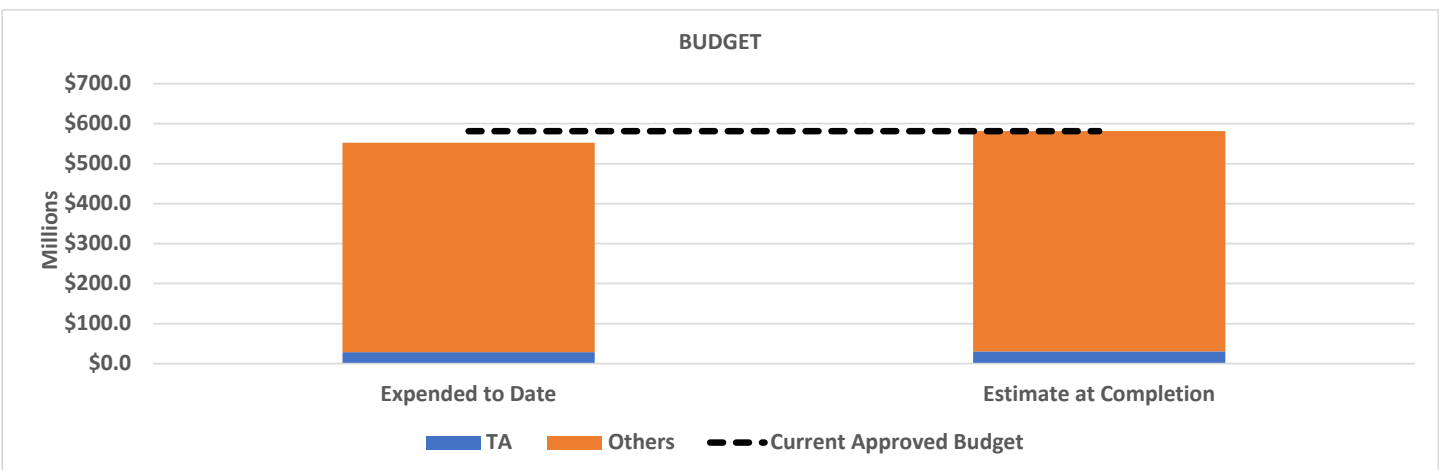
Percent Complete:		98%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$30,500,000	\$28,703,601	\$1,796,399	\$30,500,000	\$0	94%
Regional	\$95,000,000	\$80,083,250	\$14,916,750	\$95,000,000	\$0	84%
Loan/Future Toll	\$86,500,000	\$84,661,159	\$1,838,841	\$86,500,000	\$0	98%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$296,012,864	\$10,657,136	\$306,670,000	\$0	97%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
Total Project	\$581,170,000	\$551,960,874	\$29,209,126	\$581,170,000	\$0	95%

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:

Southern Segment (Santa Clara County Line – Whipple):

- Continued closeout of the southern segment project.

Northern Segment (Whipple - I-380):

- Closeout and as-builts process started for North Contract.
- Caltrans opened bids for the project landscaping.

FUTURE ACTIVITIES:

Southern Segment (Santa Clara County Line – Whipple)

- Complete closeout activities.

Northern Segment (Whipple – I-380)

- Project phase closeout.

Landscape Phase

- Award a contract in October 2023 and approve the contract in November 2023.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101/UNIVERSITY AVE INTERCHANGE

Project ID: 000800

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

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

STATUS OVERVIEW:

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

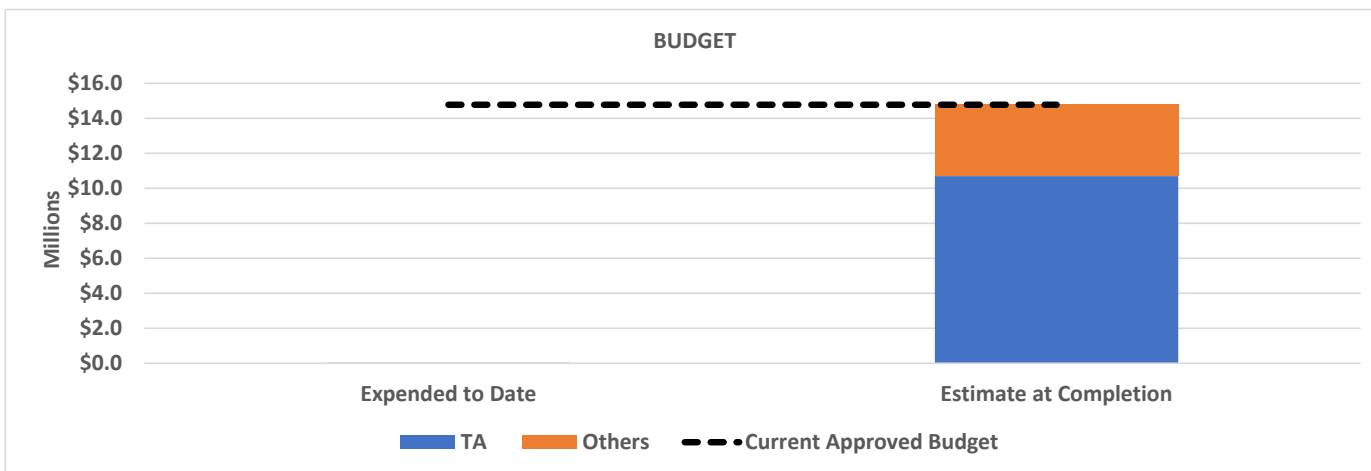
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

A Project Study Report was approved for the Route 101/University Avenue interchange modification in December 1990. Due to the economy, the project did not progress until 1998 when it was reactivated as part of a Master Developer Agreement for the City's University Circle Redevelopment project. Since then, the project has been through several review processes and approvals with Caltrans. The project was environmentally cleared in November 2017. Caltrans approved the project in January 2020 based on the Project Report, dated October 2019. The project completed Final Project Specifications & Estimate and Right of Way in December 2022. The Funding Agreement was executed in February 2023 to initiate the construction phase. The City has awarded a contract to MCM Construction, with Ghirardelli Associates on board to handle construction management.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City conducted a pre-construction meeting with the Construction Management team, Caltrans, TA, and other project stakeholders.

FUTURE ACTIVITIES:

1. Commencement of construction activities.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101/PENINSULA AVE INTERCHANGE

Project ID: 000801

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

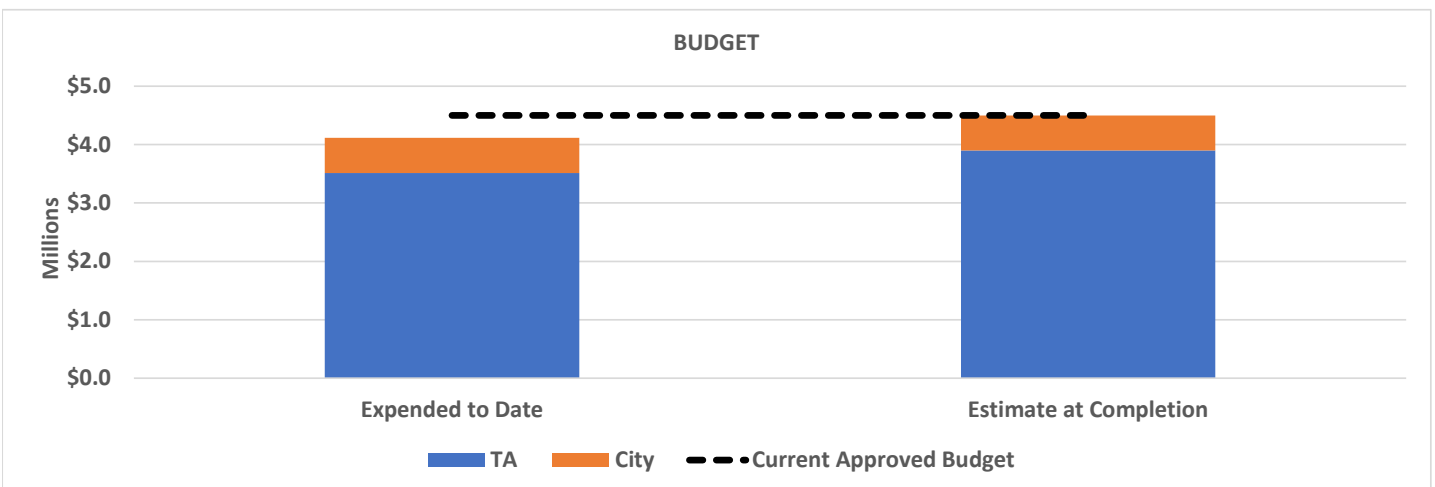
Project Approval and Environmental Document (PAED), Plans Specifications and Estimates (PS&E), and Right of Way (ROW) support to relocate the US 101 southbound on- and off-ramps from Poplar Avenue to Peninsula Avenue which will eliminate a button-hook partial interchange with existing safety issues and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

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

STATUS SUMMARY:

The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and for review and approval of the environmental documents and project report. At the request of the City of Burlingame and City of San Mateo, additional study intersections were added for traffic operational analysis to address community concerns. The City hosted several community meetings to provide project updates to the community in addition to presentations to the councils of the City of San Mateo and the City of Burlingame. The PAED work has been actively progressing since. Required environmental and engineering technical studies are ongoing and being coordinated with Caltrans.

The Right-of-Way (ROW) Data Sheet was completed for the project in December 2022 and the revised ROW acquisition costs are much higher than the initial estimates from 2015. In light of the increased costs, the City is exploring other alternatives that do not require extensive ROW while providing similar congestion relief benefits.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,900,000	\$3,515,193	\$384,807	90%	\$3,900,000	\$0
City	\$600,000	\$600,000	\$0	100%	\$600,000	\$0
Total Project	\$4,500,000	\$4,115,193	\$384,807	91%	\$4,500,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City is exploring alternative options that do not require extensive ROW acquisition.
2. The City worked to coordinate an alternatives development workshop with subject matter experts to develop options that do not require extensive ROW acquisitions.

FUTURE ACTIVITIES:

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

KEY ISSUES:

1. The updated ROW costs could add considerable delay in securing project funds.

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, programming and allocating \$2.5M for the PAED phase
MOU - TA/City of San Mateo	11/01/21	12/31/22	06/30/22	Identifies scope of work as PAED, funding commitments from TA and San Mateo
RESO (Funding)	12/02/21	N/A	N/A	Board Resolution 2021-33, programming and allocating \$6M in funding for PAED, PS&E, ROW Phases



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101/PRODUCE AVENUE INTERCHANGE

Project ID: 000803

Sponsor: City of South San Francisco
Implementing Agency: City of South San Francisco
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
 Complete the Project Study Report and Project Development Support (PSR-PDS) and Project Approval and Environmental Documents (PAED) phases for the redesign of the 101/Produce Interchange

STATUS OVERVIEW:

Percent Complete:		50%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

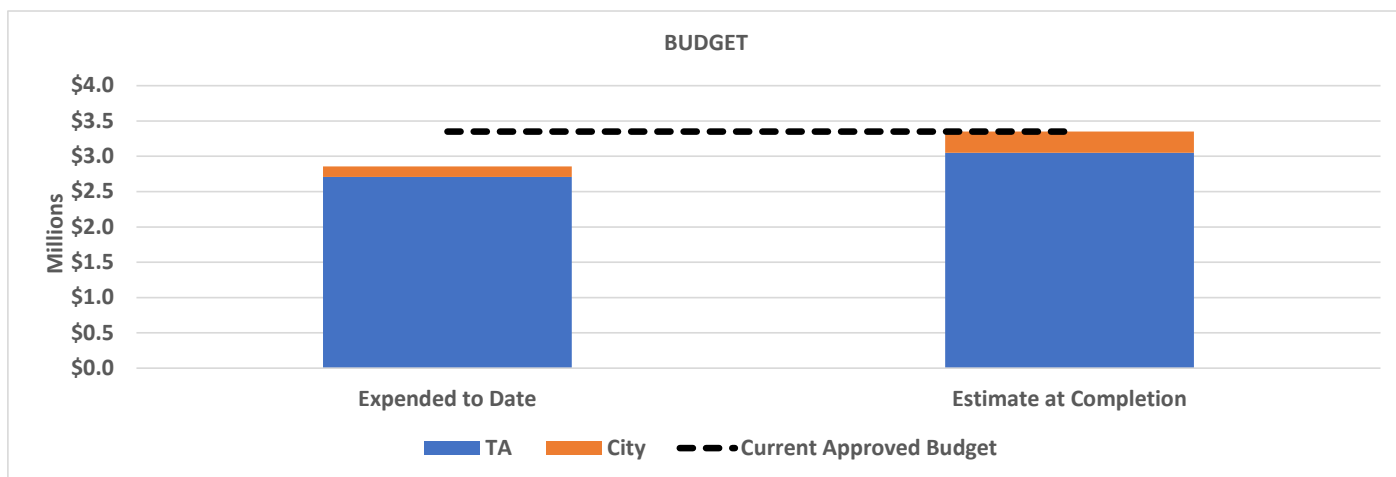
PROJECT DESCRIPTION:

Project scope is to provide the Project Approval, and Environmental Clearance Services (PAED) for the construction of the US 101/Produce Avenue Interchange in the City of San Francisco.

The purpose of the project is to: (1) Enhance safety and improve traffic operations in the vicinity of Produce Avenue and US 101; (2) Provide a local east-west connection across US 101 for the southern area of the City of South San Francisco, to help serve commercial traffic at the project area; (3) Improve bicycle and pedestrian facilities; and (4) Accommodate future planned growth in the vicinity of Produce Avenue and US 101.

STATUS SUMMARY:

The PA&ED phase has been completed. The project's Project Report (PR) and Environmental Impact Report/Environmental Assessment (EIR/EA) were approved in February 2023. The City is currently working to obtain additional state and federal grants to complete the PS&E and Construction phases of the project. \$5 million of State Transportation Improvement Program/Regional Improvement Program funding has been secured for the project. City applied for TA funding for the PS&E phase.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

None.

FUTURE ACTIVITIES:

None.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	07/11/16	N/A	N/A	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	09/10/18	06/30/20	12/31/19	Schedule extension due to Project Management changes
Amendment 2	12/30/19	06/30/21	12/31/20	Schedule extension requested for ROW Support
Amendment 3	12/08/20	06/30/22	04/30/22	Schedule extension and funds addition by Sponsor
Amendment 4	12/23/22	06/30/23	04/30/23	Schedule extension and funds addition by Sponsor



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

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

Project ID: 000805

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

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

STATUS OVERVIEW:

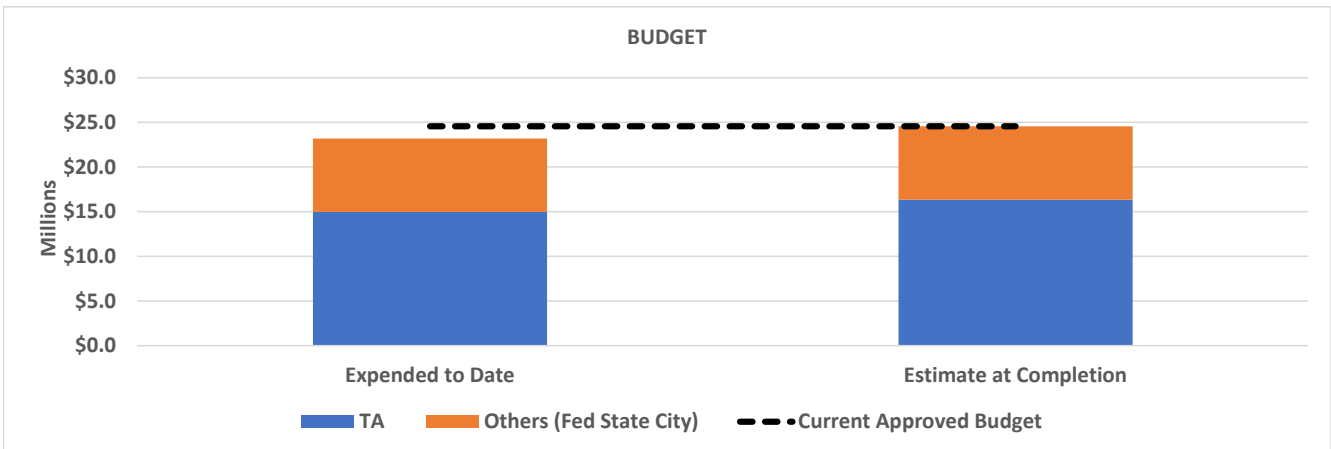
Percent Complete:		45%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Addressed final comments from Caltrans to complete final PS&E for Caltrans encroachment permit.

FUTURE ACTIVITIES:

1. Receive encroachment permit from Caltrans.
2. Advertise highway landscaping for construction by end of the year.
3. Construction of highway landscaping is anticipated through Summer 2024.

KEY ISSUES:

None

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

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

Project ID: 000823

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

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

STATUS OVERVIEW:

Percent Complete:		15%	
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.

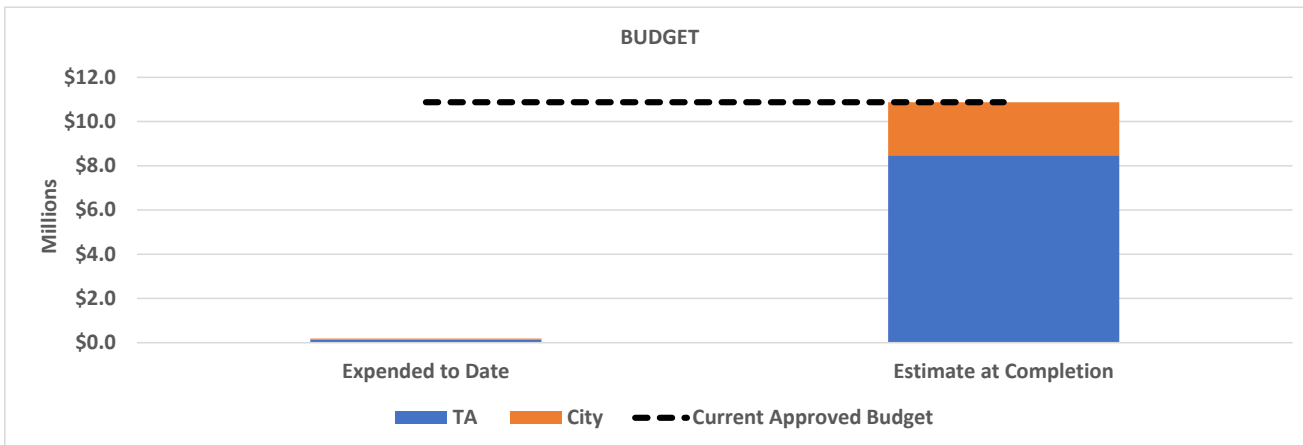
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide 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 relocation for PG&E electrical poles and AT&T/communication facilities. All other utilities including the main gas lines, the water lines and fire hydrants have been relocated. The temporary construction easement at Andreotti farms has been executed for a period of 3 years. Riparian plans as mitigation for the biological impacts (willows) has been completed and submitted to the City’s Planning Department. Water Quality Control Board was contacted and informed of the project in the event any additional permit is required.

The City and PG&E have drafted an easement agreement for the relocation of the 7 electric poles, and is currently negotiating the responsibilities and permitting required for access. The City’s designers have changed the proposed relocation of the poles to be entirely within Caltrans property. However PG&E requires easement access to the adjacent City property (sensitive biological habitat) to maintain the poles and cross arms. PG&E has obtained Caltrans permit for relocating the poles and negotiating the easement language with the City. The City has paid for and executed the temporary construction easement needed for the Terrace Avenue intersection construction. AT&T has submitted a proposed relocation plan for their utility box location on Frontage Rd. The City’s biological consultant (SWCA) has completed the plans for the riparian mitigation sites at the City’s Corporation Yard adjacent to the Pilarcitos Creek.

The City is tentatively presenting the project and the newly completed reports to the Planning Commission in November as required by the conditions of the CDP. Once the utility relocations are completed, Caltrans will issue the final encroachment permit and the City will be able to advertise the project for construction.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,475,000	\$138,551	\$8,336,449	2%	\$8,475,000	\$0
City	\$2,400,000	\$44,069	\$2,355,931	2%	\$2,400,000	\$0
Total Project	\$10,875,000	\$182,620	\$10,692,380	2%	\$10,875,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City and PG&E prepared a Draft easement agreement and currently in negotiations for the utility pole relocation.
2. Riparian plans as mitigation for the biological impacts (willows) has been completed and submitted to the City's Planning Department.
3. Water Quality Control Board was contacted and informed of the project in the event any additional permit is required.
4. The City has been coordinating with the upcoming Caltrans SHOPP project for Highway 1 improvements to coordinate improvements and avoid duplicate efforts.
5. In order to save water and eliminate a costly irrigation meter, the City is preparing a new landscape plan to incorporate ultra-low water need plants and increase decomposed granite areas as hardscape.
6. The City has drafted and consolidated responses to CDP conditions and is preparing to present to the Planning Commission including ultra-low water need landscape planting plan.

FUTURE ACTIVITIES:

1. Negotiate and execute an Aerial Easement agreement with PG&E and relocate 7 electric poles.
2. Complete landscape plans and artist renderings for ultra-low plants and present to City's Planning Commission along with responses to all Conditions of Approval per CDP for approval.
3. Coordinate status with Caltrans and confirm any additional requirements for the maintenance agreement.
4. Present riparian mitigation measures and construction traffic control to City's Planning Commission.
5. Complete utility relocations and notify Caltrans.
6. Obtain Caltrans approval of final construction plans.

KEY ISSUES:

None

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

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

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

STATUS OVERVIEW:

Percent Complete:		30%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

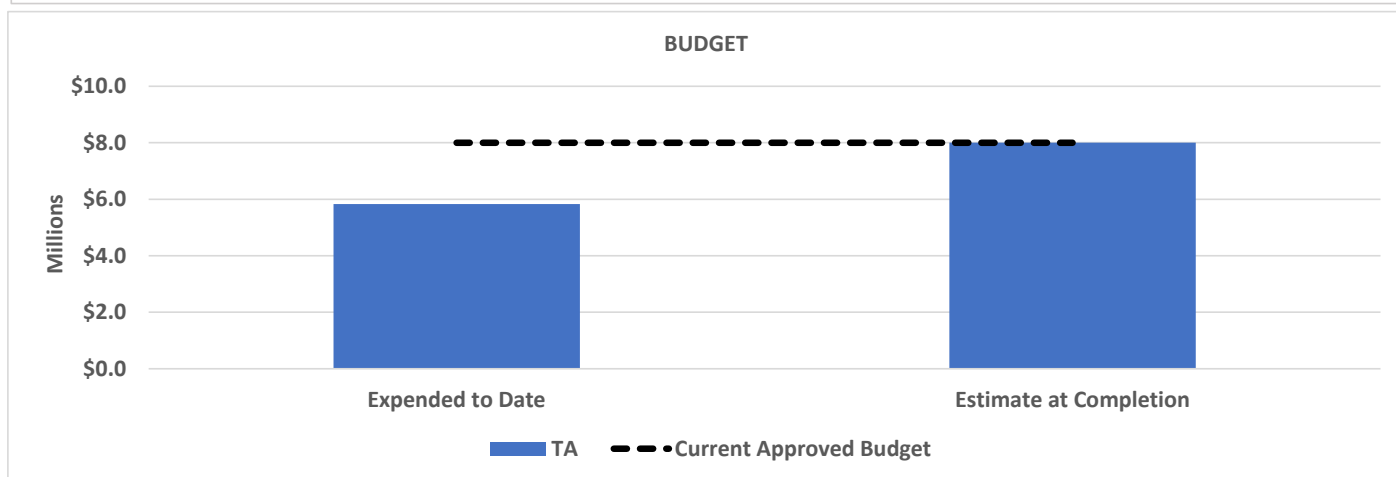
The Project Approval and Environmental Document phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange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

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

STATUS SUMMARY:

The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared. Caltrans also recently added further traffic analysis, and a new requirement of safety assessment of the corridor.

The project team is currently evaluating traffic data for each of the on-ramps along the study corridor to document any nonstandard design features. The team is continuing coordination with the City of South San Francisco regarding proposed project improvements within the City limits and potential impacts to adjacent frontage streets including Dubuque Ave. and Airport Blvd. The team is coordinating with developers whose sites are potentially affected by the project along Dubuque Ave. Caltrans and the project team are also planning a week-long value engineering/analysis workshop in the coming months.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,000,000	\$5,826,139	\$2,173,861	73%	\$8,000,000	\$0
STIP	\$0	\$0	\$0	0%	\$0	\$0
Total Project	\$8,000,000	\$5,826,139	\$2,173,861	73%	\$8,000,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Updated the Advance Planning Study (APS) structure plans for the SSF Overhead and Sierra Point Overhead ready for further coordination with UPRR and Caltrain.
2. Began to evaluate traffic data received for each of the on-ramps along the US 101 study corridor to document nonstandard design features associated with the on-ramps not meeting the Caltrans Ramp Metering Design Manual (RMDM) policies.
3. Updated the Advance Planning Study (APS) structure plans for the SSF Overhead and Sierra Point Overhead ready for further coordination with UPRR and Caltrain.
4. Continued coordination with Caltrans on their fiber project along US 101 which is in the final design phase.
5. Began to undertake the Highway Safety Manual (HSM) qualitative analysis for Alt 1 – Lane Add and Alt 2 – Lane Convert.
6. Began to update the tolling concepts based on the revised GADs for Alt 1 – Lane Add and Alt 2 – Lane Convert.
7. Responded to Caltrans comments on existing ramp intersection analysis results for their 2nd review.
8. Prepared VMT summary using NCST calculator and travel demand model for 2030 and 2050 conditions. Summaries for the following alternatives were developed: no build, lane add and lane convert with and without San Francisco's express lane project.
9. Received 2030 and 2050 traffic forecast comments from Caltrans and continue to work on responses.
10. Submitted 2030 and 2050 VISSIM models (AM and PM, no build, lane add and lane convert) to Caltrans for their review.
12. Summarized HOV 2+ and HOV 3+ data for opening year 2030 and 2050 conditions.
13. Completed local intersections data adjustment, existing conditions and opening year 2030 conditions.
14. Summarized ramp data for ramp meter analysis for 2030 and 2050 conditions necessary for design exceptions.
15. Caltrans approved National Marine Fishery Service Biological Assessment, US Fish and Wildlife Service Biological Assessment, Wetland Delineation, and Natural Environmental Studies Report.
16. Began to update the visual simulations that will be part of the Visual Impact Assessment (VIA) Report.

FUTURE ACTIVITIES:

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

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

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

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

STATUS OVERVIEW:

Percent Complete:		62%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

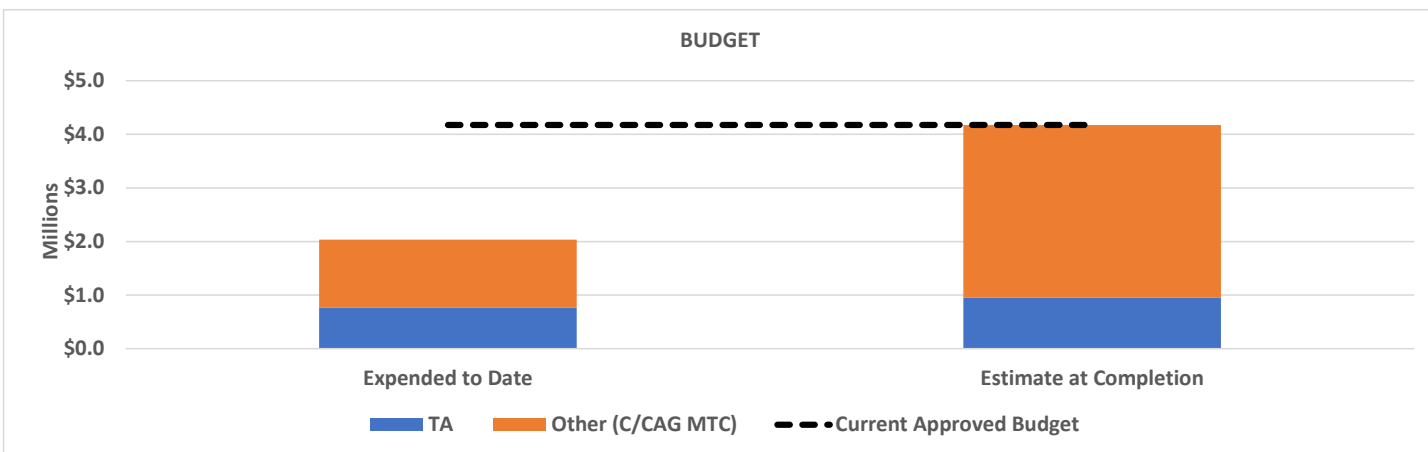
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$950,000	\$765,233	\$184,767	81%	\$950,000	\$0
C/CAG (State Transportation Improvement Program)	\$3,200,000	\$1,270,866	\$1,929,134	40%	\$3,200,000	\$0
MTC (Regional Measure 3)	\$25,000	\$0	\$25,000	0%	\$25,000	\$0
Total Project	\$4,175,000	\$2,036,099	\$2,138,901	49%	\$4,175,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Held Project Development Team meeting #10.
2. Continued developing response to comments on the 65% design plans.
3. Continued working toward 95% constructability certification.
4. Initiated draft cooperative agreement for the construction phase.

FUTURE ACTIVITIES:

1. Develop 100% PS&E.
2. Develop ROW certification.
3. Execute Construction Cooperative Agreement.

KEY ISSUES:

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

AGREEMENT HISTORY:

Agreement/Memorandum of Understanding (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 per TA Resolution No. 2021-33 dated 12/02/21 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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

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

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

STATUS OVERVIEW:

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

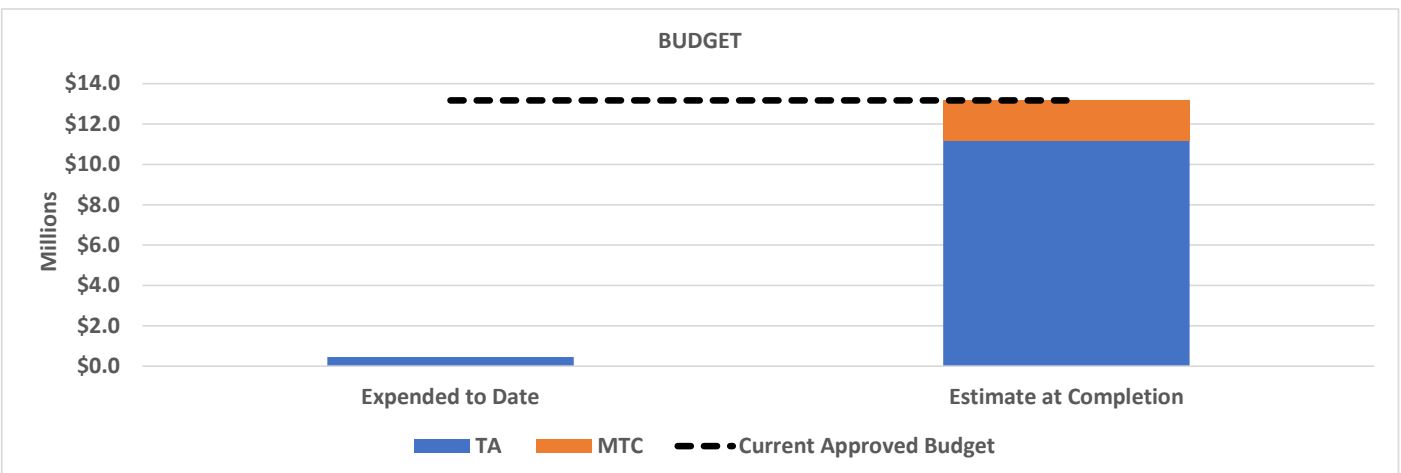
PROJECT DESCRIPTION:

The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study High-Occupancy Vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 bridge over Seal Slough.

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

STATUS SUMMARY:

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document and enabled the project to be advanced to the Project Approval and Environmental Document (PAED) phase. 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. The PAED phase commenced in August 2023 with the execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document.



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	\$451,220	\$10,719,556	4%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$0	\$2,000,000	0%	\$2,000,000	\$0
Total Project	\$13,170,776	\$451,220	\$12,719,556	3%	\$13,170,776	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Executed a work directive with Kimley Horn & Associates to provide planning and preliminary engineering services for the PAED phase.
2. Conducted a Project Kickoff meeting with Caltrans and C/CAG.
3. Established the traffic operations & forecast methodologies.
4. Initiated the data collection effort.

FUTURE ACTIVITIES:

1. Collect traffic data in the field.
2. Establish public participation plan.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

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

PHASE OVERVIEW:
 Project Initiation Document (PID), and Project Approval and Environmental Document (PAED) phases of the project.

STATUS OVERVIEW:

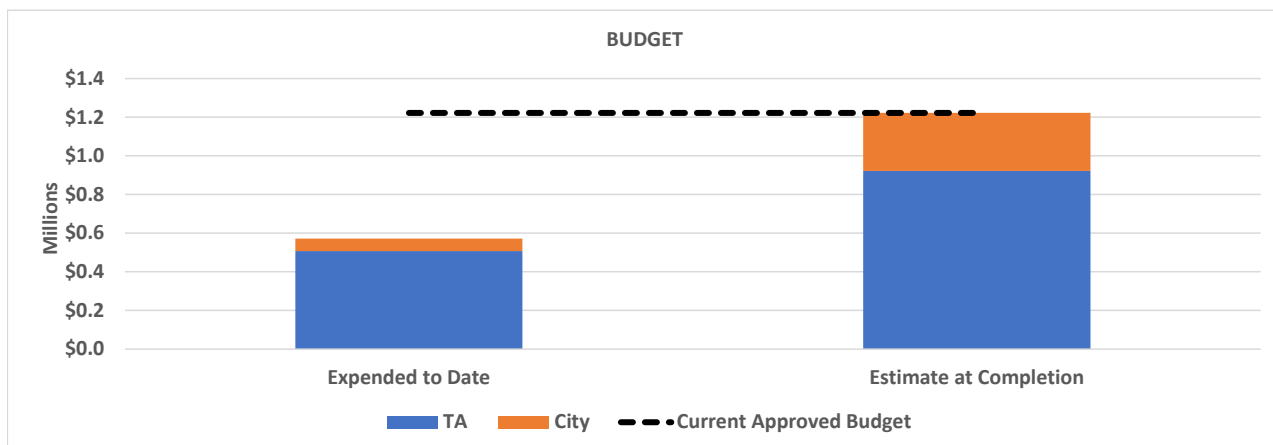
Percent Complete:		53%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

The project kickoff for the PID phase was held on 8/19/2022 and the PID phase was approved in July 2023. The PA&ED phase of the project has begun and will be completed by July 2024. The kick-off meeting for the PA&ED phase was held on 8/21/23. Two build alternatives have been identified. A combined CEQA EIR and NEPA Environmental Assessment is currently proposed for this project, primarily because of community feedback about Alternative 2 received during the 2018-2019 Preliminary Planning Study phase. If only Alternative 1 is advanced for consideration during PA&ED, a CEQA Initial Study with Proposed Negative (or Mitigated Negative) Declaration and NEPA Categorical Exclusion would be appropriate. A community meeting was held on April 18, 2023 to share information and updates about the proposed project, alternatives, and upcoming environmental phase. Approximately 80 members of the public attended. Additional public meetings will be scheduled during PA&ED: one during the 30-day scoping period for the environmental document and one during the 45-day review period for the draft environmental document.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Completed/approved the Project Initiation Document (PID).
2. Project Approval and Environmental Document (PA&ED) kick-off meeting with Caltrans on 8/21/23.
3. Continued working on the alternatives.
4. Scheduled and attended a geometry meeting with Caltrans on 9/14/23.
5. Followed up with Caltrans on the PA&ED Cooperative Agreement and began the PA&ED phase.

FUTURE ACTIVITIES:

1. Continue to develop and evaluate design alternatives.
2. Schedule a Project Development Team (PDT) meeting with Caltrans.
3. Continue working on the environmental studies.
4. Schedule a PAED kick-off meeting with Caltrans.
5. Begin traffic studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: DUMBARTON ROADWAY IMPROVEMENTS

Project ID: 100662

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

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

STATUS OVERVIEW:

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

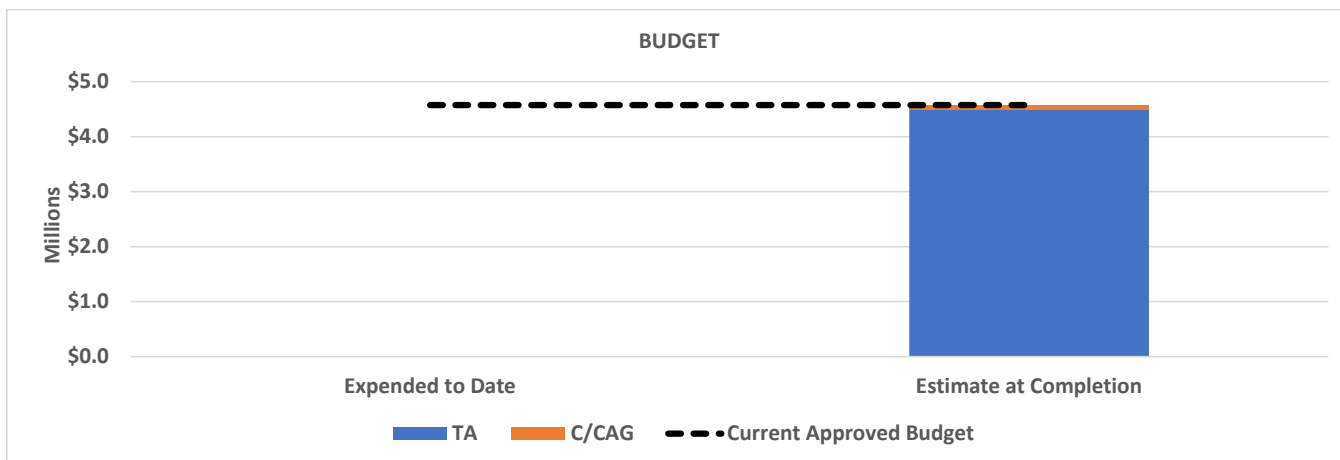
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Continued preparation of Request for Proposals (RFP).

FUTURE ACTIVITIES:

1. Issuance of RFP.
2. Final selection of a contractor and award.
3. Commencement of work on the planning study.
4. Deprogramming the funds awarded for the Project Initiation phase due to schedule delay.

KEY ISSUES:

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

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

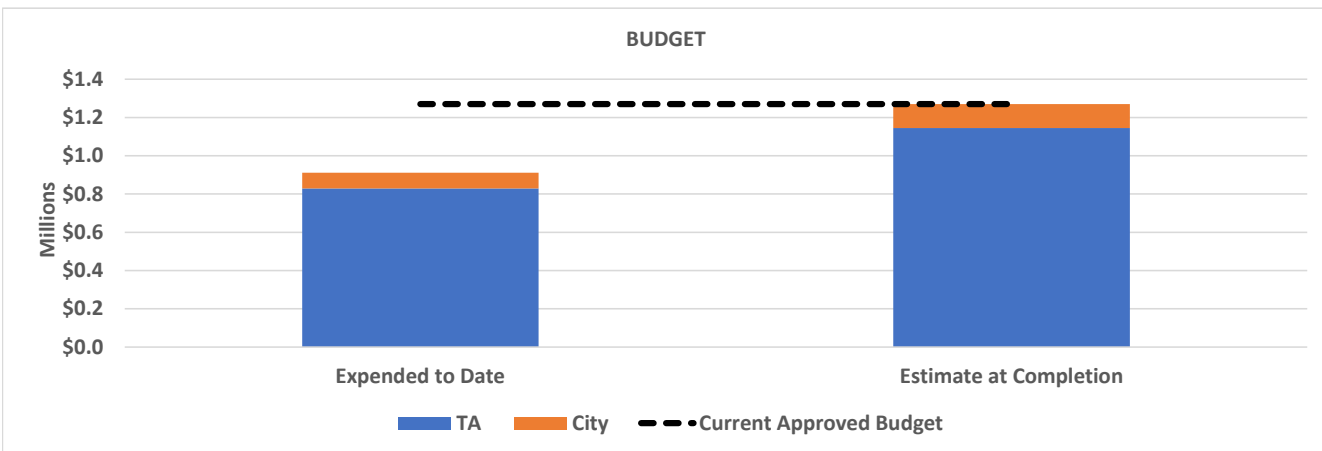
The project segment of State Route (SR) 1 is bounded by 16th Street at the northerly end and by Cypress Avenue at the southerly end. The project is to improve multi-modal traffic operations and safety along the project segment of SR 1, including at the three primary intersections of SR 1/16th Street,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

STATUS SUMMARY:

The final Preliminary Project Study (PPS) report was completed and PPS phase closed. The project is being coordinated with the County of San Mateo and Caltrans. The PID phase of the project was initiated in August 2022 and is anticipated to complete by the end of November 2023. Three build alternatives were identified in the PID phase and the PSR-PDS will identify the types of environmental documents needed to advance the project to the environmental study phase. The project is currently in preparation to collect data and refine alternatives, continue working on the draft Purpose and Need, and began working on the Preliminary Environmental Assessment Report (PEAR).

The first draft of the PSR-PDS was submitted to Caltrans in June 2023 and comments were received in August 2023. The 2nd draft of the PSR-PDS will be submitted to Caltrans after all the comments have been addressed. The Storm Water Drainage Report (SWDR) and the Quality Management Plan (QMP) prepared for this phase of the project have been approved by Caltrans.

A community meeting was held on September 19, 2023 to review concept alternatives and obtain feedback from community members on the study and recommendations. In addition to direct interaction with the public at the community meeting, the project team developed a website to post announcements for the public meeting, provide all materials shown at the meeting (power point presentations, information panels, and videos), and post the project deliverables. The project team will present the summary of comments obtained at the community meeting to the Midcoast Community Council on October 11, 2023.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,145,000	\$828,877	\$316,123	72%	\$1,144,999	\$0
City	\$125,000	\$82,888	\$42,112	66%	\$124,999	\$0
Total Project	\$1,270,000	\$911,765	\$358,235	72%	\$1,269,999	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Held biweekly project meetings.
2. Continued draft utility maps and right of way mapping.
3. Caltrans approved the Quality Management Plan (QMP).
4. Continued working on the draft Traffic Engineering Performance Assessment (TEPA) and submitted it on August 31, 2023.
5. Held public meeting on September 19, 2023.
6. Caltrans approved the Storm Water Drainage Report (SWDR).
7. Continued the alternatives development.

FUTURE ACTIVITIES:

1. Continue working on the PSR-PDS.
2. Continue working on the TEPA.
3. Continue working on the Preliminary Environmental Analysis Report (PEAR).
4. Continue working on the VISSIM analysis.
5. Resubmit the draft PSR-PDS to Caltrans.
6. Attend the Midcoast Community Council (MCC) meeting on 10/11/23.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

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

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

STATUS OVERVIEW:

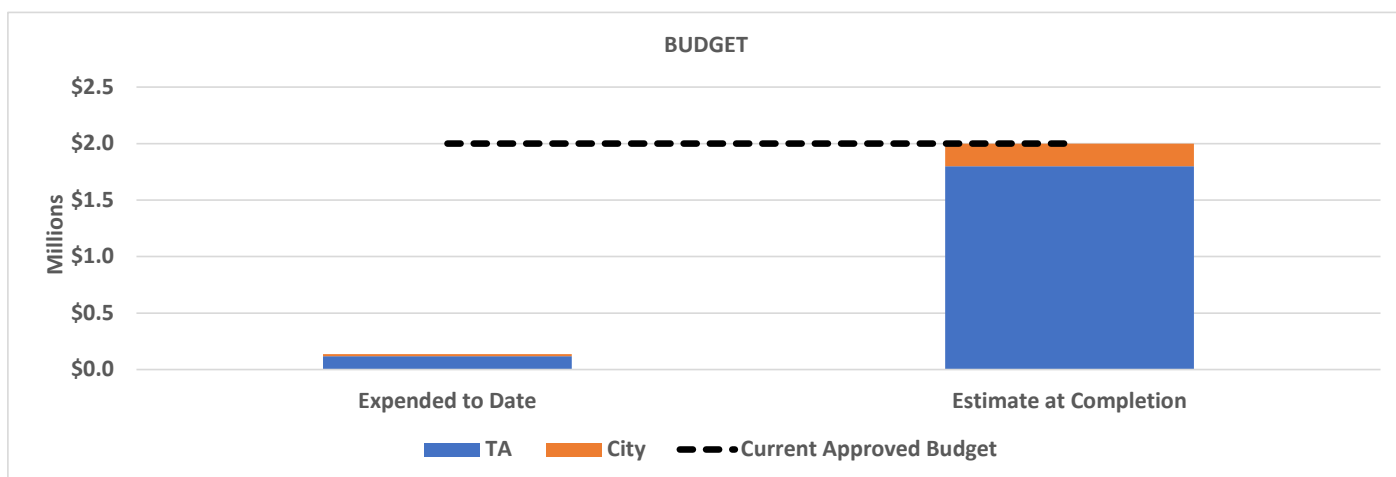
Percent Complete:		10%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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 Proposals (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. On May 17, 2023, the Town of Colma submitted a formal request to Caltrans to initiate the Project Study Report-Project Report (PSR-PR) process instead of the Project Study Report-Project Development Support (PSR-PDS). The response letter was received by the Town on August 17, 2023 indicated that the request was not approved by Caltrans. This has resulted in slight delays and the Town is working with the project team to make up for the lost time. The Town is currently working on developing two alternative geometric designs (Alt 1 and Alt 2) for the El Camino Real corridor.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,800,000	\$117,878	\$1,682,122	7%	\$1,800,000	\$0
City	\$200,000	\$19,591	\$180,409	10%	\$200,000	\$0
Total Project	\$2,000,000	\$137,469	\$1,862,531	7%	\$2,000,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Submitted formal request to Caltrans to initiate PSR-PR process instead of PSR-PDS
2. Refined Project Purpose & Need
3. Continued utility base mapping and data collection
4. Developed draft alternative geometrics (Alt 1 & Alt 2)
5. Held Caltrans Project Development Team (PDT) monthly meetings
6. Held general project management and coordination meetings

FUTURE ACTIVITIES:

1. Complete draft alternative geometrics (Alt 1 & Alt 2)
2. Draft preliminary Environmental Analysis Report (PEAR)
3. Draft Traffic Engineering Performance Assessment (TEPA)
4. Continue utility base mapping and data collection (PG&E remaining)
5. Participate in monthly Caltrans Project Development Team (PDT) meetings
6. Continue project management activities

KEY ISSUES:

None

AGREEMENT HISTORY:

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






**CALTRAIN & GRADE SEPARATIONS
SUMMARY TABLE**

FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS								
000812	Grade Separation - 25th Avenue (San Mateo)	43	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	48	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	52	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	55	●	●	●	●	●	●
100277	Grade Separation - Redwood City (Formerly Whipple Avenue)	59	●	●	●	●	●	●
100579	Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)	62	●	●	●	●	●	●



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

SECTIONS	 On Target (GREEN)	 Moderate Risk (YELLOW)	 High Risk (RED)
1. SCOPE	(a) Scope is consistent with Budget or Funding. (b) Scope is consistent with other projects. (c) Scope change has been mitigated.	(a) Scope is NOT consistent with Budget or Funding. (b) Scope appears to be in conflict with another project. (c) Scope changes have been proposed.	(a) Significant scope changes/ significant deviations from the original plan.
2. BUDGET	(a) Estimate at Completion is within plus /minus 5% of the Current Board Approved Budget.	(a) Estimate at Completion exceeds the Current Board Approved Budget by 5% to 10%.	(a) Estimate at Completion exceeds the Current Board Approved Budget by more than 10%.
3. SCHEDULE	(a) Project milestones / critical path are within plus / minus two months of the current baseline schedule. (b) Physical progress during the report period is consistent with incurred expenditures. (c) Schedule has been defined.	(a) Project milestones/critical path show slippage. Project is more than two to six months behind the current baseline schedule. (b) No physical progress during the report period, but expenditures have been incurred. (c) Detailed baseline schedule NOT finalized.	(a) Project milestones/critical path show slippage more than two consecutive months. (b) Forecast project completion is later than the current baseline scheduled completion by more than six months. (c) Schedule NOT defined for two consecutive months.
4. SAFETY	(a) No reported safety related incidents on the project.	(a) One Near Miss or incident requiring written report based on contract requirements.	(a) Injury (worker or passenger) requiring reporting to the Federal Railroad Administration. (b) Two or more Miss or incident requiring written report based on contract requirements.









25th Avenue Grade Separation

Project No.

002088

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.99%	0.00%	100%

SCOPE Summary

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

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

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

Project Manager: Andy Kleiber

Principal Designer: HDR Engineering, Inc.

Const. Contractor: Shimmick/Disney Joint Venture

Table 2. SAFETY INCIDENTS

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

25th Avenue Grade Separation

Project No.

002088

Table 3. MILESTONE SCHEDULE

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

25th Avenue Grade Separation

Project No.

002088

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	2,025	4,593	6,618	6,618	0	0.0%
Environmental	1200	385	419	804	804	0	0.0%
Real Estate	2100		9,886	9,886	9,886	0	0.0%
Utilities Relocations	2200		24,377	24,377	24,377	0	0.0%
Construction ODCs	2300		18	18	18	0	0.0%
Const./Impl. Contracts	3100		116,224	116,224	116,224	0	0.0%
Construction Management	4100		13,399	13,399	13,399	0	0.0%
Design Support During Const.	4200		5,491	5,491	5,491	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	1,736	2,727	2,727	0	0.0%
Project Management	5100	585	6,673	7,258	7,258	0	0.0%
Project & Document Control	5200	80	1,906	1,986	1,986	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	805	822	822	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		86	86	86	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		1,271	1,271	1,271	0	0.0%
Equip./Material Purchases	6100		134	134	134	0	0.0%
CalMod Program	7100			0	0	0	
Oper. Support	8100	45	7,949	7,994	7,994	0	0.0%
Undefined and others	0000		1,963	1,963	1,963	0	0.0%
Subtotals	NA	4,128	197,167	201,295	201,295	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	0	380	100.0%
Contingency	9900	372	8	380	NA		
Grand Totals	NA	4,500	197,175	201,675	201,295	380	0.2%
(*) ICAP already included in totals above			4,940	4,940	4,940	0	0.0%

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

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	3,700	92,410	96,110	96,110	0
Public Utilities Commission Programs (Section 130)	State		10,000	10,000	10,000	0
High Speed Rail (HSR)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	10,745	11,745	11,745	0
Totals		4,700	197,155	201,855	201,855	0

25th Avenue Grade Separation

Project No.

002088

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date
Missing parking stalls wheel stops.	JPB & City of San Mateo Working with the JPB to find a cost effective selection.	PM is working with the TA to move the money to Mini-Highs Projects.	10/30/2023

KEY ACTIVITIES - Current Reporting Quarter

Continued to require environmental monitoring, co-ordinate with PG&E, and complete record drawings.

NEXT KEY ACTIVITIES

Continue to require environmental monitoring, co-ordinate with PG&E, and complete record drawings.

PROJECT NOTES

Pending budget transfer of \$75K to Project 100684 - Mini High Platforms based on August Management Committee's approval.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole

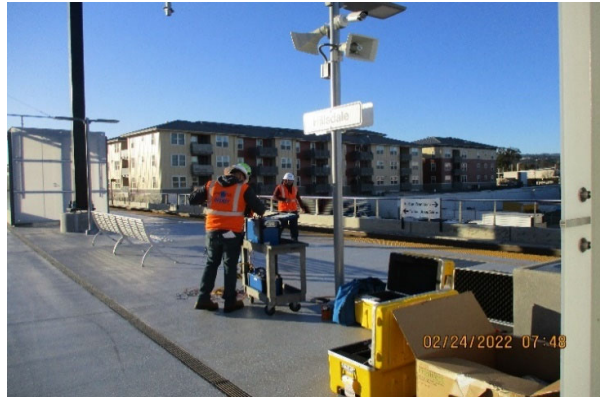


Photo 2 - OCS Grounding Testing.



Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

Broadway Burlingame Grade Separation

Project No. **100244**

Table 1. Status Summary and Total Project Performance

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

Project Phase: **5 - Development (100%)**

Progress (%)	Change Prev. Qtr.	EAC/Budget
5.6%	0.28%	102%

SCOPE Summary

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

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

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Final Design Award	01/31/20	01/31/20	0	0
DCE application to FTA for NEPA clearance	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Gate 3 - 35% Development Complete	01/07/22	01/07/22	0	0
Finish Value Engineering Work	01/07/22	01/07/22	0	0
Gate 4 - 65% Development Complete	01/26/23	01/26/23	0	0
Authorize to receive funding for CMGC Pre-Construction Phase; Amend FY24 Budget	11/02/23	11/02/23	0	0
Award Contract for CMGC Services	01/04/24	01/04/24	0	0
Environmental Clearance Complete	04/30/24	04/30/24	0	0
ROW Permits Complete	08/31/24	08/31/24	0	0
Gate 5 - 100% Development Complete / IFB	09/30/24	09/30/24	0	0
IFB	11/30/24	11/30/24	0	0
Main Contract Award	01/02/25	01/02/25	0	0
NTP	02/01/25	02/01/25	0	0
Gate 6 - Substantial Completion	04/30/28	04/30/28	0	0
Gate 7 - Start-Up/Turnover Complete	07/31/28	07/31/28	0	0
Gate 8 - Project Closeout Complete	12/31/28	12/31/28	0	0

Broadway Burlingame Grade Separation

Project No. **100244**

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

Type of Work		Budget			Estimate at Completion (D)	Variation	
Title	Code	Original (A)	Changes (B)	Current (C = A+B)		Amount (E = C-D)	Percentage (F = E/C)
Planning & Engineering	1100	15,676	3,027	18,704	18,704	0	0.0%
Environmental	1200	2,156	-651	1,505	1,505	0	0.0%
Real Estate	2100	6,449	4,670	11,119	11,119	0	0.0%
Utilities Relocations	2200	6,243	-240	6,003	6,003	0	0.0%
Const./Impl. Contracts	3100	242,940	-355	242,585	242,585	0	0.0%
Construction Management	4100	5,200	0	5,200	5,200	0	0.0%
Design Support During Const.	4200	1,040	-0	1,040	1,040	0	0.0%
Testing & Commissioning	4300	1,040	0	1,040	1,040	0	0.0%
Agency/ODCs	5000	632	605	1,236	1,236	0	0.0%
Project Management	5100	4,750	-2,612	2,137	2,137	0	0.0%
Project & Document Control	5200	464	355	819	819	0	0.0%
Finance/Accounting	5300	10	2	12	12	0	0.0%
Contracts & Procurement	5400	63	0	63	63	0	0.0%
Legal	5500	54	-0	54	54	0	0.0%
Information Technology	5600	5	20	25	25	0	0.0%
Communications/P. Relations	5700	44	-0	44	44	0	0.0%
Human Resources	5800	4	-4	0	0	0	
Safety/Security & Risk Mgmt.	5900	73	15	88	88	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	142	0	142	142	0	0.0%
Oper. Support	8100	666	-142	524	524	0	0.0%
Undefined and Others		89	671	761	761	0	0.0%
Subtotals	NA	287,740	5,360	293,100	293,100	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	28,663	0	0.0%
Contingency	9900	28,663		28,663	NA		
Grand Totals	NA	316,403	5,360	321,763	321,763	0	0.0%
(*) ICAP already included in totals above		12,169	206	12,375	12,375	0	0.0%

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

Broadway Burlingame Grade Separation

Project No. **100244**

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	Local	4,550	17,338	21,888	21,888	0
City of Burlingame	Local	1,500	500	2,000	2,000	0
Externally Funded	Local	25,635		25,635		25,635
Totals		31,685	17,838	49,523	23,888	25,635

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1. Right of Way Acquisition - SMCTA and City & County of San Francisco	City, SMCTA, JPB	Determine funding source, seek funds for acquisition.	\$11M	
	Pending discussions between Caltrain Design & Construction (D&C), Real Estate (RE) and the City to determine next steps.			
2. Additional funds will be needed to cover CMGC-related costs	City, SMCTA, JPB	Amend MOU and add funds to the budget	\$2.5M	
	Pending allocation by the TA of \$2.5M anticipated in Aug 2023 and acceptance by JPB of said funds in Sep 2023. The \$ impact changed from \$4M to \$2.5M.			

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

Issued the RFP for Construction Manager/General Contractor (CM/GC) pre-construction services on 8/16. Responded to questions from the CMGC RFP. Reviewed ICE for additional services request from Mark Thomas. Continue advancing the design to 95%. Kicked off recurring meeting with Real Estate. Agreed that since project isn't fully funded at this time, Agency will hold off talking to City and County of SF regarding acquiring parcels along California Dr. and to the TA regarding their parcels at Mike Harvey and along Carolan Ave.

NEXT KEY ACTIVITIES

Meet with TA and City to discuss advancing construction funding for CMGC pre-construction services. Schedule a follow up meeting with California Public Utilities Commission (CPUC), Caltrans and UP. Proposals for CMGC due on 10/11. Evaluate proposals and schedule interviews if needed.

PROJECT NOTES

1. Schedule and Budget were re-baselined based on Management Committee approval of updated Work Plan in October.

Broadway Burlingame Grade Separation

Project No. 100244

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

Table 1. Status Summary and Total Project Performance

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

Project Phase: 3 - Development (35%)

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.8%	0.35%	100%

SCOPE Summary

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

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

Project Manager: Alexander Acenas

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 Project Initiation	01/01/18	01/01/18	0	0
Gate 2 - 15% Development Complete	05/31/22	05/31/22	0	0
Award Preliminary Design Contract	05/04/23	05/04/23	0	0
Environmental Clearance Complete	03/31/24	03/31/24	0	0
Gate 3 - 35% Development Complete	05/31/25	05/31/25	0	0
Gate 4 - 65% Development Complete	12/31/25	12/31/25	0	0
Gate 5 - 100% Development Complete/IFB	04/30/27	04/30/27	0	0
IFB	10/01/27	10/01/27	0	0
ROW Permits Complete	03/31/28	03/31/28	0	0
Main Contract Award	04/30/28	04/30/28	0	0
NTP	05/01/28	05/01/28	0	0
Gate - 6 Substantial Completion	06/30/31	06/30/31	0	0
Gate - 7 Start-up/Turnover Complete	10/31/31	10/31/31	0	0
Gate - 8 Project Closeout Complete	01/31/32	01/31/32	0	0

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	15,976	-3,018	12,958	12,958	0	0.0%
Environmental	1200	2,288	-1,298	990	990	0	0.0%
Real Estate	2100	8,216	0	8,216	8,216	0	0.0%
Utilities Relocations	2200	7,904	0	7,904	7,904	0	0.0%
Const./Impl. Contracts	3100	230,880	0	230,880	230,880	0	0.0%
Construction Management	4100	6,240	-0	6,240	6,240	0	0.0%
Design Support During Const.	4200	1,300	0	1,300	1,300	0	0.0%
Testing & Commissioning	4300	1,300	0	1,300	1,300	0	0.0%
Agency/ODCs	5000	78	1,228	1,306	1,306	0	0.0%
Project Management	5100	1,508	-413	1,095	1,095	0	0.0%
Project & Document Control	5200	468	147	615	615	0	0.0%
Finance/Accounting	5300	135	6	142	142	0	0.0%
Contracts & Procurement	5400	187	18	205	205	0	0.0%
Legal	5500	62	89	152	152	0	0.0%
Information Technology	5600	0	40	40	40	0	0.0%
Communications/P. Relations	5700	62	5	67	67	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	104	34	138	138	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	177	0	177	177	0	0.0%
Oper. Support	8100	749	-0	749	749	0	0.0%
Subtotals	NA	277,635	-3,163	274,473	274,473	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	30,887	0	0.0%
Contingency	9900	27,725	3,163	30,887	NA		
Grand Totals	NA	305,360	-0	305,360	305,360	0	0.0%
(*) ICAP already included in totals above		11,745	-0	11,745	11,745	0	0.0%

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

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	Local	650	4,950	5,600	5,600	0
City of San Bruno	Local	60	163	223	189	34
City of South San Francisco	Local	100	387	487	407	80
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local	85		85	85	0
Externally Funded	Local	6,529		6,529	0	6,529
Totals*		7,424	5,500	12,924	6,281	6,643

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

South Linden Avenue and Scott Street Grade Separation

Project No. **002152**

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

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

Issue Title	Responsibility Status	Action	Resolution Date
Coordinate closely with Southline Development (in Construction Phase) to ensure design of the 2 projects align	TBD	TBD	TBD
Coordinate closely with UPRR/Granite Rock Project (in Conceptual Design) to ensure design of the 2 project align	TBD	TBD	TBD

KEY ACTIVITIES - Current Reporting Month

Value engineering (VE), surveying and data collection are underway. Fine tuning Preferred Alternative 1 from Project Study Report (PSR) and developing Alternative 3A, which is similar in concept to PSR Alternative 3 but eliminating the need for temporary shoofly tracks and Overhead Catenary System (OCS) system.

NEXT KEY ACTIVITIES

Finalize Alternative 1 and Alternative 3A. Schedule VE workshop last week of October 2023. Continue interface with Southline Development project and UPRR/Granite Rock. Prepare for Alternate Project Delivery Method Analysis.

PROJECT NOTES

1. Schedule and Budget were re-baselined based on Management Committee approval of updated Work Plan in October.

South San Francisco Station Improvement Project

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

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

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

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

SCOPE Summary

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

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

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

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTP	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Substantial Completion	11/30/21	11/30/21	0	0
Station Opening	01/13/22	01/13/22	0	0
Gate 6 - Substantial Completion	12/22/22	12/22/22	0	0
Gate 7 - Start-Up/Turnover Complete	12/22/22	12/22/22	0	0
Gate 8 - Project Closeout Complete	06/30/23	10/31/23	-123	-31

South San Francisco Station Improvement Project

Project No. 002146

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	3,127	-1,718	1,409	1,409	0	0.0%
Environmental	1200	100	-94	6	6	0	0.0%
Real Estate	2100	0	4,819	4,819	4,819	0	0.0%
Utilities Relocations	2200	200	4,670	4,870	4,870	0	0.0%
Construction ODCs	2300	0	63	63	63	0	0.0%
Const./Impl. Contracts	3100	37,000	10,236	47,236	47,236	0	0.0%
Construction Management	4100	3,323	3,427	6,750	6,750	0	0.0%
Design Support During Const.	4200	1,109	5,764	6,872	6,872	0	0.0%
Testing & Commissioning	4300	0	2,000	2,000	2,000	0	0.0%
Agency/ODCs	5000	0	1,661	1,661	1,661	0	0.0%
Project Management	5100	2,664	2,925	5,589	5,589	0	0.0%
Project & Document Control	5200	126	1,040	1,166	1,166	0	0.0%
Finance/Accounting	5300	63	-37	26	26	0	0.0%
Contracts & Procurement	5400	116	-71	44	44	0	0.0%
Legal	5500	50	322	372	372	0	0.0%
Information Technology	5600	0	11	11	11	0	0.0%
Communications/P. Relations	5700	0	19	19	19	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	547	547	547	0	0.0%
Equip./Material Purchases	6100	0	269	269	269	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,085	3,741	3,741	0	0.0%
Undefined and others			791	791	791		
Subtotals	NA	49,533	38,729	88,262	88,262	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	276	0	0.0%
Contingency	9900	6,767	-6,490	276	NA		
Grand Totals	NA	56,300	32,239	88,539	88,539	0	0.0%

(*) ICAP already included in totals above	2,681	1,535	4,216	4,216	0	0.0%
---	-------	-------	-------	-------	---	------

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

South San Francisco Station Improvement Project

Project No. 002146

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local		1,300	1,300	1,300	-
SMCTA (Project Specific)	Local	49,100	(5,028)	44,072	44,572	(500)
FTA Section 5337 (State of Good Repair)	Federal		38,828	38,828	38,828	-
City of South San Francisco	Local	5,900	6,500	12,400	9,900	2,500
Totals		55,000	41,600	96,600	94,600	2,000

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date
Fire Suppression System (need to install a new fire hydrant to support existing fire suppression system)	Hubert Chan ----- Agreement was made with the City of SSF Fire Department to relocate dry hose connection. A new fire hydrant will not be needed. PMI has declined this extra work. Seeking new contractor to perform the work.	Relocate dry hose connection.	TBD

KEY ACTIVITIES - Current Reporting Quarter

Project close out continued.

NEXT KEY ACTIVITIES

Agency staff to prepare lessons learned session and to revise Americans with Disabilities Act (ADA) compliant slopes at ramps and landing design criteria to require industry recommended construction tolerances.

PROJECT NOTES

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

South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - Ped tunnel looking west



Photo 2 - Ped grade crossing



Photo 3 - Ped Underpass looking east



Photo 4 - Poletti Way looking towards East Plaza

Whipple Avenue Grade Separation Study

Project No. 100410

Table 1. Status Summary and Total Project Performance

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

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

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

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

SCOPE Summary

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

PLANNING SCOPE Summary

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

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

Project Manager: David Pape

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Whipple Avenue Grade Separation Study

Project No. 100410

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	02/28/22	05/31/22	-92	0
Alternative Analysis and Recommendation	03/31/22	06/10/22	-71	0
Draft Report Production	05/31/22	07/05/22	-35	0
Final Report Production	06/30/22	09/30/22	-92	0
Gate 2 - 15% Development Complete	09/30/22	TBD	0	0

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C = A+B)	(D)	(E = C-D)	(F = E/C)
Planning & Engineering	1100	1,151		1,151	1,151	0	0.0%
Environmental	1200	0		0	0	0	
Real Estate	2100	0		0	0	0	
Utilities Relocations	2200	0		0	0	0	
Const./Impl. Contracts	3100	0		0	0	0	
Construction Management	4100	0		0	0	0	
Design Support During Const.	4200	0		0	0	0	
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	0	0	
Project Management	5100	0		0	0	0	
Project & Document Control	5200	0		0	0	0	
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	0		0	0	0	
Legal	5500	0		0	0	0	
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	0		0	0	0	
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	0		0	0	0	
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	0		0	0	0	
Subtotals	NA	1,151	0	1,151	1,151	0	0.0%
Unknown Risks	NA	NA	NA	NA	0	0	
Unallocated Contingency	9900	0		0	NA		
Grand Totals	NA	1,151	0	1,151	1,151	0	0.0%
(*) ICAP already included in totals above		18	0	18	18	0	0.0%

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

Whipple Avenue Grade Separation Study

Project No. **100410**

Table 5. FUNDING (in thousands of \$)

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

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

None.

NEXT KEY ACTIVITIES

None.

PROJECT NOTES

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

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
77.06%	41.48%	100%

SCOPE Summary

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

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

Project Manager: Robert Tam

Principal Designer: HNTB

Const. Contractor: Granite Rock

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	07/01/21	07/01/21	0	0
Preliminary (35%) Design Complete	09/30/21	09/30/21	0	0
65% Design Complete	02/01/22	01/21/22	11	0
100% Design Complete	06/30/22	06/30/22	0	0
Gate 5 - 100% Development/IFB Complete	07/31/22	07/31/22	0	0
IFB	09/30/22	09/30/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	12/01/22	35	0
NTP	02/06/23	02/06/23	0	0
Gate 6 - Substantial Completion	12/01/23	12/01/23	0	0
Gate 7 - Start-Up / Turnover Complete	01/31/24	01/31/24	0	0
Gate 8 - Project Closeout Complete	03/01/24	03/01/24	0	0

Watkins Ave Grade Crossing Safety Improvements

Project No. 100522

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	600	-41	559	559	0	0
Environmental	1200	30	0	30	30	0	0
Real Estate	2100	30	0	30	30	0	0
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300	0	416	416	416	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,251	749	749	0	0
Construction Management	4100	350	0	350	350	0	0
Design Support During Const.	4200	100	0	100	100	0	0
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	80	80	80	0	0
Project Management	5100	250	0	250	250	0	0
Project & Document Control	5200	50	70	120	120	0	0
Finance/Accounting	5300	30	0	30	30	0	0
Contracts & Procurement	5400	25	0	25	25	0	0
Legal	5500	25	0	25	25	0	0
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	10	10	10	0	0
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	25	25	25	0	0
Equip./Material Purchases	6100	25	-25	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	100	400	500	500	0	0
Subtotals	NA	3,615	-316	3,299	3,299	0	0
Risks (known & unknown)	NA	NA	NA	NA	861		
Contingency	9900	560	301	861	NA	0	0
Grand Totals	NA	4,175	-14	4,161	4,161	0	0

(* ICAP already included in totals above 131 0 131 131 0 0.0%

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

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	4,125		4,125	4,125	0
Member Agency Funds--Santra Clara-VTA General Funds	Other	50	-14	36	36	0
Totals		4,175	-14	4,161	4,161	0

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

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

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

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

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

KEY ACTIVITIES - Current Reporting Quarter

Held weekly construction meeting with the Contractor Granite Rock. The contractor completed the trenching and installing the conduits across the road on Watkins for the new light poles. The contractor installed the new fencing and guardrails.

NEXT KEY ACTIVITIES

Finish the electrical work for the new light poles and obtain substantial completion.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.



Pedestrian & Bicycle Program
FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

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	Finalizing contract with WSP and in the process of contracting a PM for the project.	Dec 2022	Sep 2024	Oct 2025	\$450,000	\$0	\$0	\$450,000
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	30% PSE plans have been completed. 65% PSE deliverables are currently in progress with an anticipated completion by November 2023.	Dec 2022	Dec 2024	Agreement in Process	\$300,000	\$0	\$0	\$300,000
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design work is at 65% completion for Tulare/Santa Clara Street walkway. Completion of project has been delayed to 2025.	Dec 2022	Dec 2024	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	Burlingame Station Pedestrian Improvements Project	CON	All major construction milestones have been completed on September 2023. Last remaining item is PG&E Power connection.	Dec 2020	Sep 2023	Nov 2026	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	CON	The project started construction on July 10, 2023 and currently at 80% completion.	Dec 2020	Dec 2023	Sep 2023	\$800,000	\$0	\$0	\$800,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	The project is currently on hold awaiting SFPUC meeting to resolve potential ROW issues. Pre-Project Planning phase to start next quarter.	Dec 2022	Jun 2025	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	The project has completed the concept designs. Community Outreach is scheduled for November 2023.	Dec 2022	Apr 2025	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	Currently developing the concept design.	Dec 2022	Apr 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	Design is projected to begin July 2024 following the completion of the PID (PSR-PDS) and PE&AD phases.	Dec 2022	Dec 2024	Nov 2025	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	The design phase of the project commenced on August 1, 2023, and is currently in the process of preparing a 35% Plans, Specifications, and Estimates (PS&E) submittal.	Dec 2022	Jun 2025	Nov 2028	\$1,831,500	\$0	\$0	\$1,831,500
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	Obtained Caltrans Encroachment Permit for surveying services and began surveying and design of the project.	Dec 2020	Feb 2025	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	Construction work continued including the installation of irrigation lines, completion of pavement repairs, application of slurry seal, and installation of pavement striping and street signs.	Mar 2018	Nov 2023	Jan 2024	\$810,000	\$0	\$769,468	\$40,532
Daly City	Vision Zero Community Outreach Program	Non-Infra	The project has been completed on June 30, 2023 with the distribution of Yard signs to residents. Final invoice was submitted August 16, 2023.	Dec 2020	Jun 2023	Nov 2023	\$0	\$50,000	\$38,275	\$11,725
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	Funding agreement with SMCTA executed.	Dec 2022	Feb 2025	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	Project plan development projected to start January 2024. Preparations for a Request for Proposal (RFP) will begin next quarter.	Dec 2022	Apr 2024	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian and Cyclists Safety Improvements	PAED, PS&E	Surveying work is underway and currently being finalized. PS&E work to begin once survey data is finalized.	Dec 2022	Jun 2024	Agreement in Process - Project has a Letter of No Prejudice	\$0	\$400,000	\$0	\$400,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	The City has filed the Environmental Document with the County with no additional comments received. Continued meetings with Caltrans Bridge staff to resolve all comments, and preparations for a Maintenance Agreement with Caltrans is underway. PEER application for approval in early 2024.	Mar 2018	Apr 2024	Mar 2024	\$315,000	\$0	\$202,774	\$112,226
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	Construction work projected to start August 2024.	Dec 2022	Aug 2025	Feb 2027	\$980,000	\$0	\$0	\$980,000
Hillsborough	Eucalyptus Pedestrian Pathway Project	CON	The project began construction on July 10, 2023 and was completed on September 29, 2023. The project was officially accepted as complete by City Council at the October 9, 2023 Council meeting.	Dec 2022	Nov 2023	Dec 2026	\$389,000	\$0	\$0	\$389,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Have awarded a construction contract and began construction preparation. Due to anticipated upcoming rain season, construction for rest of 2023 will be preparation work and non-heavy civil.	Apr 2014	Oct 2024	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$32,294	\$137,706



Pedestrian & Bicycle Program
FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

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	Menlo Park Bike/Ped Enhancement Project	PS&E, CON	No new updates. The final report will be submitted.	Mar 2018	Mar 2023	Jan 2024	\$805,600	\$0	\$296,453	\$509,147
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	A design consultant has been selected and have completed pilot buffered bike lane design. At 75% completion for pilot buffered bike lane construction.	Dec 2022	Sep 2024	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	Have progressed from 75% to 90% in PS&E and anticipating ready to bid for construction by early 2024 .	Dec 2022	Jul 2024	Jun 2028	\$0	\$568,504	\$0	\$568,504
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	Pre-project planning and preliminary engineering are underway.	Dec 2020	May 2024	Nov 2024	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	Pre-project planning and preliminary engineering are underway.	Dec 2020	May 2024	Sep 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	CON	Striping/Signage and Median island/landscape work are 95% complete. Close out of the project and construction completion projected for October 2023.	Dec 2020	Mar 2023	Jul 2024	\$0	\$360,000	\$360,000	\$0
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	Request for Proposals (RFP) issued in August 2023. Staff will take the consultant contact to the City Council for their approval in November 2023.	Dec 2022	May 2024	Dec 2025	\$0	\$615,000	\$0	\$615,000
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Construction contract for sidewalk, curb and gutter work was awarded at the April 24, 2023 City Council meeting. Notice to Proceed issued with a contract start date of July 10, 2023.	Dec 2022	Jun 2024	Jun 2026	\$0	\$2,000,000	\$0	\$2,000,000
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Vision Zero Yard Signs have been designed, printed, and currently being distributed at City Hall.	Dec 2022	Jun 2025	Dec 2025	\$0	\$100,000	\$0	\$100,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	The ROW certification has been completed with Caltrans. The Request for Authorization has been submitted to Caltrans for federal funding approval.	Dec 2020	Dec 2024	Apr 2027	\$1,401,000	\$0	\$0	\$1,401,000
San Carlos	Holly Street Highway 101 Interchange Project	CON	This project has been officially deprogrammed at the SMCTA September Board meeting.	Dec 2022	Oct 2026	N/A	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	The County is continuing to work on addressing the concerns raised by the community. Have addressed driveway and gutter conforms and continued ongoing cost-sharing and coordination with utilities agencies.	Dec 2020	Jan 2024	Dec 2023	\$0	\$700,000	\$289,053	\$410,947
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	The Request for Proposal (RFP) continues and was issued on October 23, 2023.	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$3,807	\$886,193
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	The City has worked on the development of concept alternatives for the design. Plans for a community meeting to share the conceptual alternatives will occur in Q2. The schedule is expected to extend due to the expansion of geographic scope of the project.	Dec 2020	Jun 2024	Dec 2023	\$153,000	\$0	\$0	\$153,000
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Completed Project Goals and Evaluation Criteria Memorandum on September 19, 2023. Started work on the Existing Conditions and Future No Build Conditions Analysis - built base Synchro model.	Dec 2022	Jun 2024	Dec 2025	\$450,000	\$0	\$0	\$450,000

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



Ferry Program
FY 2024 Q1 - Quarterly Status Report

Sponsor	Project Name	Fund Phase(s)	Project Scope	Project Status	Measure A Funds Allocated	Expended Funds	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA. The PE/ENV phase is scheduled to finish by June 2025.	Detailed hydrographic and topographic were conducted in August 2023. Potential adoption of additional services for programmatic review of the remaining property at the future ferry terminal site is expected in October 2023. The schedule will be impacted due to the additional services and amendment to CDM Smith's professional services.	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2023.	Continued work on Updated 35% Grading Plans and Environmental Clearance documents.	\$350,000	\$117,743	\$232,257



**ACR/TDM Program
FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023**

Sponsor	Project Name	Fund Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	California Drive Congestion Management Video Detection Project	CON	Prepared project scope for advertisement per City of Burlingame Purchasing Policy to follow formal bidding procedure.	Aug 2022	Apr 2023	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	The program launched on May 11, 2023. Outreach and implemented promotions have been conducted to increase ridership with the program. The cities have contracted with Populus, a dashboard service, to track real time data on the bike program.	Aug 2022	Sep 2025	Feb 2025	\$0	\$400,000	\$0	\$400,000
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Design began on June 2023 and ongoing.	Aug 2022	Apr 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Plans have been submitted for a Caltrans encroachment permit and the City continues to respond to comments from Caltrans. Construction schedule has changed from July 2023 to May 2024 due to delay in receiving Caltrans encroachment permit.	Aug 2022	Jan 2024	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Funding agreement with SMCTA is in process.	Aug 2022	Jul 2023	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	PE/Environmental has been completed. PS&E continues to develop at 75% completion. Construction is expected in early 2024.	Aug 2022	Oct 2023	Aug 2025	\$0	\$200,000	\$0	\$200,000
Town of Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	Design is projected to begin July 2024 following the completion of the PID (PSR-PDS) and PE&AD phases for the ECR corridor.	Aug 2022	Sep 2024	Aug 2025	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	On May 10, 2023, the Town entered into an agreement with Serra Yellow Cab for Transportation Services and actively promoted the Rideshare Program through comprehensive marketing materials.	Aug 2022	Jan 2025	Aug 2025	\$0	\$67,500	\$0	\$67,500
Commute.org	Jefferson Union High School District (JUHSD) Workforce Housing TDM	PLAN	One request for the bicycle reimbursement program has been made this quarter, which totals the number of recipients to seven. Actively collaborating to promote bicycle and vanpool programs.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$5,901	\$77,099
Town of Hillsborough	Eucalyptus Pedestrian Pathway Project	CON	The project began construction on July 10, 2023 and was completed on September 29, 2023. The project was officially accepted as complete by City Council at the October 9, 2023 Council meeting.	Aug 2022	Sep 2023	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	Kick off meetings were held August to September. The referral period was opened in August with an outpouring of application submittals. Some recipients have been fitted and received their e-bikes, with 8 e-bikes distributed to date.	Aug 2022	Jun 2024	Aug 2025	\$0	\$200,000	\$0	\$200,000
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Completed existing conditions report and Phase 1 of community engagement. Currently working on alternative concept designs.	Aug 2022	Dec 2024	Jun 2025	\$200,000	\$0	\$76,813	\$123,187



**ACR/TDM Program
FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023**

Sponsor	Project Name	Fund Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	Currently reviewing the draft AV Strategies preparing for a public workshop on November 15.	Aug 2022	Jun 2024	Sep 2025	\$200,000	\$0	\$72,422	\$127,578
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	A request for Proposal (RFP) is underway.	Aug 2022	Dec 2023	Sep 2025	\$0	\$100,000	\$0	\$100,000
City of Redwood City	Redwood City Bicycle Parking Guidelines	PLAN	Development of design guide started in August 2023. Expected completion in December 2023.	Aug 2022	Dec 2023	Dec 2025	\$0	\$72,000	\$0	\$72,000
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	The Request for Proposal (RFP) has been completed and published. The selection of consultant should be completed by November 2023.	Aug 2022	Jun 2023	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	The project has completed planning for stakeholder engagement, begun stakeholder engagement, and is assembling existing conditions analyses.	Aug 2022	Dec 2024	Aug 2025	\$0	\$200,000	\$27,126	\$172,874

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.

SamTrans Board Liaison Report

Meeting of December 6, 2023

Board Received/Actions

- Legal Counsel noted there was a closed session at the November 1 Board meeting on real property negotiations and there were no reportable actions
- Approved Minutes of the Regular Board of Directors Meeting of November 1, 2023 and the Special Meeting of November 9, 2023
- Accepted the Statement of Revenues and Expenses for the Period Ending October 31, 2023
- Accepted the Quarterly Fuel Hedge Update
- Approved a Motion to Make Appointments to the Measure W Citizens Oversight Committee
- Approved the Continuation of the Safe Harbor Transit Program
- Awarded a Contract for Aboveground and Underground Storage Tank Maintenance Services
- Authorized Amendments to the Contracts for On-call Environmental Planning, Permitting, and Support Services
- Held a public hearing on and Adopted Proposed Fare Structure Changes; Approved Associated Title VI Equity Analysis; Findings Under the California Environmental Quality Act and National Environmental Policy Act
- Adopted an Update to the SamTrans Innovative Clean Transit Plan
- Awarded Contracts to New Flyer of America, Inc. for the Purchase and Delivery of Up to 108 Heavy-Duty, Low-Floor Hydrogen Fuel Cell Electric Buses for a Total Not-to-exceed Amount of \$168,252,000, and Authorizing the Disposition of 105 of the District's 2009 Gillig Diesel Buses
- Authorized the District to Sell Two Parcels in the City of San Carlos to the Peninsula Corridor Joint Powers Board for \$422,730
- Approved a motion for a letter to be sent to MTC (Metropolitan Transportation Commission) advising them as to the potential impact to SamTrans of the proposals to merge BART and Caltrain
- Approved a Resolution Declaring the Uncertainty of Compensation for the General Manager/CEO as of November 1, 2023

Board Highlights

April Chan, General Manager/CEO, thanked staff and Board members who had participated in the Hometown Holiday parade in Redwood City on December 2. She thanked the Board members who attended the November 29 CAC (Citizens Advisory Committee) holiday reception and thanked the CAC members for their service. She noted that MTC had reorganized the Operation Committee as the Regional Network Management Committee. She said the State has provided funding of \$5.1 billion for transit properties across the state who are facing fiscal cliffs in the next several years, with more than \$1 billion coming to the Bay Area to fund local transit operators.

Ana Rivas, Director of Bus Transportation, provided a presentation on the rollout of the Same-Day Paratransit Service for increased service and noted that 26 percent of riders surveyed note that without this type of service, they could not otherwise make their trip.

Brian Fitzpatrick, Director, Real Estate and Development, and Josh Mello, Executive Officer, Planning and Development provided a presentation on the Context of and Update on District Headquarters Replacement Project

Finance Committee

Update of Innovative Clean Transit Plan - Liria Larano, Deputy Chief, Bus Fleet and Facilities Infrastructure, provided the presentation on the plan, which included compliance deadlines, training, evaluation of zero-emission technology, cost analyses and estimates, fleet procurement, and a progress report. David Olmeda, Chief Operating Officer, Bus, noted that training of the employees will also be paramount. Director Ray Mueller asked if cost estimates fit the projected budgets for those years. April Chan, General Manager/CEO, said the cost figures were previously assumed in the District financial projections. In response to questions about battery replacement, Mr. Olmeda said the BEBs' (battery-powered electric buses) battery pack would be replaced at least once in the life of the buses.

Award of Contract for the Purchase and Delivery of Up to 108 Heavy-Duty, Low-floor Hydrogen Fuel Cell Electric Buses and Disposition of 105 2009 Gillig Diesel Buses - Kevin Yin, Director, Contracts and Procurement, presented the staff report for awarding the contract for hydrogen fuel cell buses and disposing of the diesel buses. The Board was pleased that the District had received 90 percent of the cost in grants.

Legislative Committee

State and Federal Legislative Update - Jessica Epstein, Manager, Government and Community Affairs, introduced state legislative lobbyists Michael Pimentel and Matt Robinson, Shaw Yoder Antwih Schmelzer & Lange:

- At the state level, Mr. Robinson provided an update on recent legislation and leadership changes. Mr. Pimentel discussed finances and investments. Mr. Robinson said the Governor would release his FY 2024-2025 budget on January 10.
- At the federal level, Ms. Epstein said there would be a two-tiered continuing resolution (CR) and noted leadership updates.

Closed Session - There was a closed session with real property negotiators. Joan Cassman, Legal Counsel, said no reportable action was expected and that a report-out would be provided at the special Board meeting on December 18.

**Peninsula Corridor Joint Powers Board (JPB) Summary
Meeting of December 7, 2023**

Report of the Executive Director - Michelle Bouchard, Executive Director, provided updates which included the following:

- Congratulated team for a successful holiday train event with tremendous crowds over the weekend; collected more than 1,400 toys in collaboration with the Salvation Army
- Another wet winter, which narrowed the window of time available to undertake work while the creek was dry; declared an emergency at the San Francisco Creek Bridge on November 18th and directed staff to undertake temporary repairs to guard against further erosion to protect the integrity of the structure supporting the bridge
- FRA (Federal Railroad Administration) held its second annual Rail Share event last week in Kansas City, Missouri. Mike Meader, Chief Safety Officer, and John Hogan, Chief Operations Officer, provided a well-received presentation on the path to a strong safety culture and enhanced roadway worker protection. The event was opened by Chairwoman Jennifer Homendy, National Transportation Safety Board (NTSB)
- Conducting emergency responder drill this weekend at the Bayshore station as part of our ongoing preparation for electrified operations
- Final electrified service plan presentation later in the meeting; received waiver earlier this month and can move forward with anticipated service
- Acknowledged the first convening of the Regional Network Management Council last week to consider the draft Charter and Workplan; focused highly on outcomes for the customer (fares and payment; customer information (including wayfinding); transit network planning and management; accessibility; and, new funding
- Returning to the Board in February with an update on the strategic financial plan

JPB Board of Directors Received and Approved the Following Items:

- Meeting Minutes of November 2, 2023
- Accept Statement of Revenues and Expenses for the Period Ending October 31, 2023
- Approval of the 2024 JPB Finance Committee Meeting Calendar
- Renew Findings of an Emergency Regarding the North Channel Embankment of the San Francisquito Creek Bridge Due to Erosion Pursuant to Public Contract Code §22050
- Award of Contract for On-Call Alternate Project Delivery Negotiation Support Services
- Increase Contract Capacity for (3) On-Call Environmental Planning, Permitting and Support Services Contracts 19-J-P-072A, B and C
- Approval of the 2024 JPB Technology, Operations, Planning, and Safety (TOPS) Committee Meeting Calendar
- Award of Contract for Final Design Services for the Rengstorff Avenue Grade Separation Project

- Amend Budget for Broadband Wireless Communication System Project
- Authorize Execution of the Amended Memorandum of Understanding to Receive Funding for the Construction Manager General Contractor (CMGC) Pre-Construction Phase for the Broadway Grade Separation
- Award of Contract for San Mateo Replacement Parking Track Project
- Approval of the 2024 JPB Advocacy and Major Projects (AMP) Committee Meeting Calendar
- Authorize the Second Amendment to the Contract with JBR Partners for On-Call Ambassador Services

State and Federal Legislative Update and Approval of the 2024 Legislative Program

Casey Fromson, Chief Communications Officer, introduced Matthew Robinson, Shaw, Yoder, Antwih, Schmelzer, and Lange Partner, and Michael Pimentel, Legislative and Regulatory Advocate.

Mr. Robinson provided the report that included the following:

- Two-year bill deadline - any bill that is still sitting in the first house and has to get over to the second house has to move in the month of January
- Governor releasing his proposed budget for fiscal year (FY) 2023-2024 on January 10th with a \$68 billion problem (deficit)
- Senator Scott Wiener and a couple of his colleagues are going to be running point on an authorization measure for the regional transportation proposal
- Resources and climate bonds remain to be seen at the level of funding permitted by the administration; bonds have been looked at to fund transit electrification and infrastructure for electrified transit

Mr. Pimentel provided the report that included the following:

- The state budget of FY23-24 provided \$5.1 billion in one-time funding spread over four years to Californian transit agencies to preserve operations
- Money allocated to each of the Regional Transportation Planning Agency (RTPA) will receive funds to allocate to services and projects within their region. The MTC (Metropolitan Transportation Commission) will receive about \$1.2 billion over four-year time, and Caltrain will receive about \$25 million
- CalSTA (California State Transportation Agency) charged with convening a Transit Transformation Task Force to evaluate the status of public transit recognizing transit operations and develop recommendations for strengthening public transit

Devon Ryan, Government Affairs Officer, provided the presentation, which included the following:

- Advocate at the state and federal levels for ongoing transit operations funding
- Summarized guiding framework for participation in a regional measure for the legislative program

The Board Members had a robust and lengthy discussion, and staff provided further clarification in response to Board comments and questions, which included the following:

- Concerns that MTC had discussed consolidation of different transit agencies and being a requirement on a regional measure without Caltrain Board at the table
- Most Members supported a recommendation to send a letter to MTC expressing concern about the requirement and having the ability to weigh in, especially given the short timeframe MTC staff has expressed to bring legislation for the regional measure as quickly as January
- Encouraged follow-up discussion with MTC and to have an accompanying letter if staff can meet with MTC staff to understand their position and objectives and to work closely as an opportunity to re-engage and get on the right path together

Authorize Use of the Construction Manager General Contractor (CMGC) Delivery Method Pursuant to Public Utilities Code Section 103395 for the 4th and King Yard Preparation Track and Systems Package (4KY Package B)

Ms. Bouchard introduced Adam Van de Water, TJPA (Transbay Joint Powers Authority) Executive Director and Greg Oslund, Senior Project Manager, Jacobs.

Dahlia Chazan, Deputy Chief, Caltrain Planning, provided the presentation, which included the following:

- Allow trains on existing surface railroad to transition below to access the new underground 4th and Townsend Station
- Project requires site clearing and preparation work at existing 4th and King railyard
- Caltrain and TJPA have agreed in concept that Caltrain should be the delivery agency for work in operating right-of-way (ROW) and best delivered using the CMGC contracting method
- State law requires that the Board make findings before initiating CMGC procurement

Mr. Van de Water introduced Alfonso Rodriguez, TJPA Project Director, who joined remotely.

Mr. Van de Water provided the report that included the following:

- Expect to advance into the engineering phase of the FTA's capital investment grant process, allowing one of eight projects in that pipeline nationally for significant federal investment for the project to access funds needed to advance technical work

- Once the contractor is on board and work is underway, the integrated project delivery team is designed to have collaborative decision-making at every level throughout both agencies
 - Provided two invitations: (1) Kick off Winter Fest in the rooftop park at the Salesforce Transit Center tomorrow evening at 6:00 pm
 - Tour of the Salesforce Transit Center constructed infrastructure

Mr. Oslund provided the presentation that included the following:

- Package A and package B are independent of one another with specific goals and objectives
- Package A to move assets in advance prior to 2026 plan start of DTX (downtown rail extension)
- Package B's objective is all within operating ROW. The objective is to shift all systems to the south to make enough room to connect to the two-track portal that will allow trains to go underground and proceed up to Townsend Station and up to the Salesforce Center

Ms. Chazan provided a report on the procurement process for Package B, process and timeline, and the recommended action pursuant to the Public Utilities code.

The Board Members had a robust discussion, and staff provided further clarification in response to the following Board comments and questions regarding the following:

- Reason for splitting the packages into two
- Clarification for total amounts of both packages – request to add all the contracts together and advance PDB (progressive design-build) contractor to advance design
- Concern with not considering trainsets in the project
- Request for ridership analysis to show any decrease in downtown subway boardings
- Potential service disruptions and costs associated during implementation of Package B

Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report

Pranaya Shrestha, CalMod Chief Officer, provided the presentation that included the following information:

- Challenges in the last few weeks where the overhead contact system path of completion came up short
- Drawn \$22 million from contingency due to a few factors; extended construction date and brought in new crews
- Returning to Board for contract authority, but does not impact budget

Keith McCoy, Senior Vice President, Operations, Balfour Beatty Infrastructure, Inc., provided the presentation that included the following information:

- Completed OCS (overhead catenary system) regulation on the main line and still working on San Francisco station
- Focused on completing regulation to start short-circuit testing, close out execution, and as-built drawings
- Short circuit testing dates are set but still confirming with PG & E (Pacific Gas and Electric)

The Board Members had a robust discussion, and staff provided further clarification in response to the following Board comments and questions regarding the following:

- Timeline for live run and end-to-end testing
- Process in liquidating any encumbrance balance
- Plans for keeping safety issues at a minimum

Final Fall 2024 Electrified Service Plan

Theodore Burgwyn, Director of Rail Network and Operations Planning, provided the presentation that included the following information:

- Started with the long-range business plan and built into the equity connectivity recovery growth policy
- Kept the original peak hour stopping pattern that was presented in October; imperative to run an express service that provides the San Jose to San Francisco trip in under an hour
- Service plan is consistent with the original financial forecast for the FY25 budget
- Offset the added cost of the hourly weekend service with increased weekend ridership and revenue and a reduction in extra special event service

Update on SamTrans' Search for a New Headquarters Building and Caltrain Analysis of its Options – Deferred to January meeting

Monthly Reports were provided on the following items:

- Report of the Citizens Advisory Committee – Brian Shaw, Chair, provided an update on CAC discussions, which included the following:
 - Introduced two new members from San Mateo County
 - Approved bylaws change to allow more latitude on order of agenda
 - Several comments about service in Gilroy and South County regarding communication challenges or lack of signage
 - Received complaints about bike bumps happening at Hillsdale station, update on legislative program, electrified service plan
 - Use a clock face type schedule when the schedule is set to make it easier for people to know when the trains are coming to their station
 - Member of public commented on distanced base fares

- Look into process for lack of service at Gilroy and bringing back coins at vending machines
- For December, will hear about corridor crossing strategy, update on public comment process, and how ridership is being reported and changes to that methodology
- Last meeting of 2023 is December 20th

- Report of the Chair – Deferred to January meeting

- Report of the Local Policy Maker Group (LPMG)
Director Burt reported on a well-attended in-person workshop in Mountain View to review corridor-wide funding approach as well as how to begin the process of developing a methodology to rationalize the prioritization of grade crossings. Received substantive feedback from the group and will provide a written report in the coming weeks.

- Report of the Transbay Joint Powers Authority (TJPA) - Deferred to January meeting



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

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: November 30, 2023
To: TA Board of Directors
From: April Chan, Executive Director

Atherton El Camino Real Complete Streets Corridor Study

In December 2022, the TA Board programmed and allocated \$550,000 of Measure A funds to the Town of Atherton through Cycle 6 of the TA's Pedestrian and Bicycle Program. Purpose of the allocation is to study complete streets design alternatives for El Camino Real within the Town limits north of Selby Lane to Valparaiso Avenue. Up to \$100,000 of the funds are provided for the TA to implement and manage the study in partnership with the project sponsor, Town of Atherton. The study will include data collection, technical analysis, and robust community engagement to help inform subsequent phases of project development including project initiation and environmental review. Since the allocation, SamTrans and the Town of Atherton will provide an additional amount, up to \$120,000, to expand the original scope. The expanded scope includes engagement in the communities surrounding Atherton, surveying, and enhanced corridor conceptual design alternatives. The study was kicked off this summer and the final study is scheduled for completion by Spring 2025.

Hopkins Avenue Traffic Safety Implementation Project Completion

In December 2020, the TA Board programmed and allocated \$1,200,000 of Measure A funds through Cycle 5 of the TA's Pedestrian and Bicycle Program to design and build traffic calming measures, including speed humps, curb bulb-outs, crosswalk beacons, raised medians, etc., on Hopkins Avenue within the City of Redwood City. The total cost of the improvements was \$2,859,216. The City elected to bundle the traffic safety improvements with needed paving repairs on Hopkins Avenue, which increased the total project cost by \$1,433,922 to \$4,290,138. The \$3,090,138 difference between the \$1,200,000 Measure A contribution and the total project cost was funded by the City. The Project is now substantially complete and open to the public.

US 101/Broadway Interchange Landscaping

In October 2017, construction of the US 101/Broadway Interchange was completed, but the landscaping phase of the project was put on hold to allow for the completion of the US 101 Express Lanes project. With the completion of the express lanes, TA is working with Caltrans

and City of Burlingame to finalize the landscape design (PS&E) by the end of 2023. In October 2023, the TA executed a Cooperative Agreement with Caltrans establishing the TA as the implementing agency for construction of the landscaping. A Request for Proposals (RFP) for construction of the landscaping is slated to be released in Winter 2024 with the award of a contract by the TA Board expected by Summer 2024. Construction is anticipated to last approximately 130 working days followed by a 3-year plant establishment period. The project is funded with \$7.5 million in Measure A highway category funds which have been programmed and allocated as part of the larger Broadway interchange project.

**San Mateo County Transportation Authority
Staff Report**

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

Action

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

Significance

The 2023 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specifies those bills on which staff proposes that the TA take a formal position.

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

Kadesh & Associates, LLC

Federal Update
San Mateo County Transportation Authority
November 15, 2023

The House has passed a two-tiered Continuing Resolution (CR) that will keep the government funded into the new year. Under this bill, four FY 2024 appropriations bills will be extended until January 19, 2024; those bills cover spending for agriculture, military construction, transportation/housing, and energy/water. The remaining eight bills will be extended until February 2. Importantly, aside from the bifurcated extension dates, the new CR is pretty straightforward and extends FY 2023 funding levels for the duration.

The CR had to pass under a procedure called “suspension of the rules” in the House, which means it needed a 2/3 vote to pass. Almost all House democrats supported the bill, but the House republican conference was very divided. The suspension process was required because passing the rule to govern debate became untenable. Recall, then-Speaker Kevin McCarthy appointed three members of the House Freedom Caucus (HFC) to the Rules Committee and the HFC has been trying to use rules on appropriations bills to enact their social agenda and deeper spending cuts.

It is unclear if Speaker Johnson will face any blowback from the HFC for his handling of this CR. Recall, McCarthy was unseated for passing - pretty much - the same type of legislation in October.

The Senate is expected to pass the House CR later this week. Current funding expires on November 17.

None of these discussions, however, have brought the House and Senate closer to an agreed-upon topline number to conference FY 2024 appropriations bills. The Senate marked up its bills to the agreed-upon number set forth in the Fiscal Responsibility Act (\$1.59 trillion) passed earlier this year. The House, however, took a different approach and has been using \$1.47 trillion as its topline number. Agreeing to a topline number to cover all FY 2024 discretionary spending will be the next meaningful battle in appropriations. If a shutdown occurs in January or February, it will be over this decision.

Finally, the CR nor the FY 2024 numbers above do not include or address the \$106 billion request for emergency aid for Israel, Ukraine, and a potentially emerging border deal in the Senate.

Through all of the appropriations drama, the House THUD bill still has a \$500,000 earmark sponsored by Rep. Mullin for the Fashion Island Blvd/19th Street bikeway project. We will continue to monitor this funding through the process.



November 8, 2023

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

RE: **STATE LEGISLATIVE UPDATE – NOVEMBER**

General Outlook

The legislature is on recess until January 3, 2024. Both houses will have a full legislative year with new leadership: Assembly Speaker Robert Rivas, sworn in on June 30, and Senate President pro-Tempore Mike McGuire, who will begin his leadership position in January. Over one-third of the legislature will be terming out as the first 12-year class under the new terms limits reaches their tenure. Under current rules, members can serve for 12 years in any house, rather than the prior rules of two four-year terms as Senators and three two-year terms as Assembly members (14 years total).

State Budget Outlook

The state and federal tax collection deadline was extended from October 16 to November 16. The Governor's May Revision anticipated \$42 billion in tax collections from capital gains and corporate and personal income tax filings. According to the State Treasurer's Office, only \$18 billion has been collected thus far, leaving uncertainty about whether the FY 2023-24 State Budget deficit will grow beyond the \$31.5 billion the Legislature addressed this summer. Early indications suggest that the Legislature may need to address a \$14 billion deficit for FY 2024-25. Governor Newsom will release the proposed FY 2024-25 State Budget by January 10.

State Budget Impact on Transportation- Challenges and Opportunities

The State General Fund has not funded transportation since 2009, with few exceptions. State transportation revenue relies upon special funds, such as the imposition of gas and diesel excise taxes (commonly referred to as the gas tax), sales tax on diesel, and vehicle registration fees. The gas tax provides each county with formulaic funding for local streets and roads, flexible funds to address multimodal county and regional infrastructure priorities, and Caltrans with resources to maintain the state highway system. The sales tax on diesel primarily funds public transportation through the State Transit Assistance program. The vehicle registration fee supplements funding for the Senate Bill 1 competitive grant programs. However, reliance on petroleum (gas tax and sales tax on diesel) to address our infrastructure needs is inconsistent with the state's goals of reducing greenhouse gas emissions. Zero-emission vehicle car sales comprise 24 percent of all vehicle sales, resulting in reduced

gas tax revenue that will impact project delivery. Efforts are underway to consider a successor source to the gas tax.

Due to the FY 2022-23 state budget surplus of \$97.5 billion, the Legislature provided unprecedented General Fund proceeds for transit through Senate Bill 125 (\$5.1 billion statewide) and the \$3.6 billion Cycle 6 Transit and Intercity Rail Capital Program (TIRCP). This included a one-time augmentation of \$1.1 billion in Pooled Money Investment Account (PMIA) interest earnings to supplement TIRCP. The PMIA is a high-interest yield account in which all state funds are invested. TIRCP is expected to revert to approximately \$800 million for Cycle 7. Funds in Cycle 7 could potentially assist San Mateo County with expanding its multimodal network. There may also be opportunities to access sustainable funding, particularly for transit capital and operating needs, by recalibrating existing state programs, such as the Low Carbon Transit Operations Program and TIRCP within the Cap and Trade program. The Cap and Trade Program will need to be extended beyond 2030 to continue providing resources for transit capital and operating needs.

Statewide Competitive Grant Programs

Below is a list of major reoccurring competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. Senate Bill 1 Cycle 3 guideline development was discussed during the spring of 2022, with guideline adoption and the calls for projects in the various programs occurring in the summer of 2022, applications due fall of 2022, and awards adopted on June 22, 2023, for multiple programs. We anticipate Cycle 4 to follow a similar timeline in 2024. Caltrans District 4 is evaluating which projects they will recommend to Caltrans Headquarters for consideration of sponsorship for Cycle 4. Intake forms are due by November 21, and decisions on which projects Caltrans will nominate are expected in January. This could represent an opportunity for SMCTA to nominate projects to Caltrans for sponsorship consideration.

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to leverage resources better to provide multimodal options. The Cycle 7 process is underway, with the California Transportation Commission sharing draft guidelines on October 31.

Solutions for Congested Corridors Program (SCCP)

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

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually. The CTC adopted the program on June 22, 2023 for Cycle 3,

which included \$20 million for the SamTrans Emission Zero Project. In 2018, the US Managed lanes project received \$20 million in Cycle 1.

Trade Corridor Enhancement Program (TCEP)

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

State Formulaic Programs

State Transportation Improvement Program

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state and supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years. The 2024 STIP added \$1.64 billion in new funding over five years.

Grade Separation Funding

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

The PUC Section 190 Grade Separation Program is the state program for grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. Assembly Bill 180, Chapter 44, Statutes of 2022, provided a one-time, \$350 million augmentation through CalSTA . In 2023, SMCTA and Caltrain jointly apply for and received \$70 million from CalSTA through the High-Priority and Grade Crossing and Separation Projects Program for the Broadway Grade separation project, which is list as the highest priority project on the PUC Section 190 list.



ROBERT RIVAS
SPEAKER OF THE ASSEMBLY

November 21, 2023

Sue Parker
Chief Clerk of the Assembly
State Capitol, Room 319
Sacramento, California

Dear Ms. Parker,

Please be advised that I have made changes to the Standing Committees for the 2023-24 Regular Session.

The following committee appointment will be effective January 22, 2024:

Appropriations

Assemblymember Buffy Wicks will replace Assemblymember Chris Holden as Chair of the Assembly Appropriations Committee. Assemblymember Holden will be removed from the committee.

The remaining Standing Committee appointments will be effective immediately:

Accountability and Administrative Review

I have removed Assemblymember Cottie Petrie-Norris as Chair of the Assembly Accountability and Administrative Review Committee creating a vacancy.

Arts, Entertainment, Sports, and Tourism

I have appointed Assemblymember Mike Gipson to replace Assemblymember Sharon Quirk-Silva as Chair of the Assembly Arts, Entertainment, Sports, and Tourism Committee. Assemblymember Quirk-Silva has been removed from the committee.

Budget

I have appointed Assemblymember Jesse Gabriel to replace Assemblymember Phil Ting as Chair of the Assembly Budget Committee. I have also appointed Assemblymembers Sharon Quirk-Silva and Avelino Valencia to the committee. Assemblymembers Mia Bonta, Wendy Carrillo, and Kevin McCarty have been removed from the committee, creating a Democratic vacancy.

Environmental Safety and Toxic Materials

I have appointed Assemblymember Eduardo Garcia to replace Assemblymember Alex Lee as Chair of the Assembly Environmental Safety and Toxic Materials Committee. Assemblymember Lee has been removed from the committee.

Governmental Organization

I have appointed Assemblymember Blanca Rubio to replace Assemblymember Miguel Santiago as Chair of the Assembly Governmental Organization Committee. Assemblymember Santiago has been removed from the committee creating a Democratic vacancy.

Health

I have appointed Assemblymember Mia Bonta to replace Assemblymember Jim Wood as Chair of the Assembly Health Committee. Assemblymember Wood has been removed from the committee.

Housing and Community Development

I have appointed Assemblymember Chris Ward to replace Assemblymember Buffy Wicks as Chair of the Assembly Housing and Community Development Committee. Assemblymember Wicks has been removed from the committee creating a Democratic vacancy.

Human Services

I have appointed Assemblymember Alex Lee to replace Assemblymember Corey Jackson as Chair of the Assembly Human Services Committee. Assemblymember Jackson has been removed from the committee.

Judiciary

I have appointed Assemblymember Ash Kalra to replace Assemblymember Brian Maienschein as Chair of the Assembly Judiciary Committee. Assemblymember Maienschein has been removed from the committee creating a Democratic vacancy.

Labor and Employment

I have appointed Assemblymember Liz Ortega to replace Assemblymember Ash Kalra as Chair of the Assembly Labor and Employment Committee. Assemblymember Kalra has been removed from the committee creating a Democratic vacancy.

Natural Resources

I have appointed Assemblymember Isaac Bryan to replace Assemblymember Luz Rivas as Chair of the Assembly Natural Resources Committee. Assemblymember Luz Rivas has been removed from the committee.

Privacy and Consumer Protection

I have appointed Assemblymember Rebecca Bauer-Kahan to replace Assemblymember Jesse Gabriel as Chair of the Assembly Privacy and Consumer Protection Committee. Assemblymember Gabriel has been removed from the committee creating a Democratic vacancy.

Public Safety

I have appointed Assemblymember Kevin McCarty to replace Assemblymember Reginald Jones-Sawyer as Chair of the Assembly Public Safety Committee. Assemblymember Jones-Sawyer has been removed from the committee.

Rules

I have appointed Assemblymember Blanca Pacheco to replace Assemblymember James Ramos as Chair of the Assembly Rules Committee. Assemblymember Ramos has been removed from the committee creating a Democratic vacancy.

Transportation

I have appointed Assemblymember Lori Wilson to replace Assemblymember Laura Friedman as Chair of the Assembly Transportation Committee. Assemblymember Friedman has been removed from the committee.

Utilities and Energy

I have appointed Assemblymember Cottie Petrie-Norris to replace Assemblymember Eduardo Garcia as Chair of the Assembly Utilities and Energy Committee. Assemblymember Garcia has been removed from the committee.

Water, Parks, and Wildlife

I have appointed Assemblymember Diane Papan to replace Assemblymember Rebecca Bauer-Kahan as Chair of the Assembly Water, Parks, and Wildlife Committee. Assemblymember Bauer-Kahan has been removed from the committee.

I have created the following Budget Subcommittees for the remainder of the 2023-24 Regular Session and have appointed the following Chairs:

Budget Subcommittee No. 1 on Health

I have appointed Assemblymember Akilah Weber as Chair of Assembly Budget Subcommittee No. 1 on Health.

Budget Subcommittee No. 2 on Human Services

I have appointed Assemblymember Corey Jackson as Chair of Assembly Budget Subcommittee No. 2 on Human Services.

Budget Subcommittee No. 3 on Education Finance

I have appointed Assemblymember David Alvarez as Chair of Assembly Budget Subcommittee No. 3 on Education Finance.

Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation

I have appointed Assemblymember Steve Bennett as Chair of Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation.

Budget Subcommittee No. 5 on State Administration

I have appointed Assemblymember Sharon Quirk-Silva as Chair of Assembly Budget Subcommittee No. 5 on State Administration.

Budget Subcommittee No. 6 on Public Safety

I have appointed Assemblymember James Ramos as Chair of Assembly Budget Subcommittee No. 6 on Public Safety.

Budget Subcommittee No. 7 on Accountability and Oversight

I have appointed Assemblymember Avelino Valencia as Chair of Assembly Budget Subcommittee No. 7 on Accountability and Oversight.

I have made the following changes to Joint Committees in the 2023-24 Regular Session:

Joint Legislative Audit Committee

I have appointed Assemblymember Gregg Hart to replace Assemblymember David Alvarez as Chair of the Joint Legislative Audit Committee. Assemblymember Alvarez has been removed from the committee creating a vacancy.

Joint Legislative Budget Committee

I have appointed Assemblymembers Jesse Gabriel to replace Assemblymember Phil Ting as Vice Chair of the Joint Legislative Budget Committee. I have also appointed Assemblymembers Corey Jackson, Sharon Quirk-Silva, and Avelino Valencia to replace Assemblymembers Mia Bonta, Wendy Carrillo, and Kevin McCarty on the committee.

I have made the following changes to the Democratic Leadership for the 2023-24 Session:

Speaker pro Tempore

I have appointed Assemblymember Jim Wood to replace Assemblymember Cecilia Aguiar-Curry as Speaker pro Tempore.

Majority Leader

I have appointed Assemblymember Cecilia Aguiar-Curry to replace Assemblymember Isaac Bryan as Majority Leader.

Assistant Majority Leader

I have appointed Assemblymember Miguel Santiago to replace Assemblymember Gregg Hart as Assistant Majority Leader.

Assistant Majority Leader on Policy and Research

I have appointed Assemblymember Dawn Addis to replace Assemblymember Diane Papan as Assistant Majority Leader on Policy and Research.

Majority Whip

I have appointed Assemblymember Matt Haney to replace Assemblymember Lori Wilson as Majority Whip.

Assistant Majority Whip

I have appointed Assemblymember Eloise Gómez Reyes to replace Assemblymember Matt Haney as Assistant Majority Whip.

Sincerely,



ROBERT RIVAS

Speaker of the Assembly

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Casey Fromson, Chief Communications Officer
Subject: **2024 Draft Legislative Program**

Action

Staff proposes the Board receive the attached 2024 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 2024 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2024 calendar year, including the second half of the 2023-24 State legislative session and second session of the 118th 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 2024 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 quality transportation choices, and better incorporate the Transportation Authority programs as well as SamTrans and other transit provider services with other agencies in the Bay Area.

Advocacy Process

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the TA's legislative objectives and to provide support for our advocacy efforts.

Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation. Staff will indicate on each monthly legislative update recommended positions for pending bills.

Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). 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.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2024 Legislative Program, including:

- Direct Engagement
Engage policymakers at the federal, state, regional and local levels directly, support and sponsor 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 2024 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 Manager	650-400-6451
	Amy C. Linehan	Government and Community Affairs Officer	650-418-0095

San Mateo County Transportation Authority 2024 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 2024 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2024 calendar year, including the **second half of the 2023-24** State legislative session and **second** session of the 118th 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 2024 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 quality transportation choices, and better incorporate the 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 recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). 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.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2024 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	
<i>Issue / Background</i>	<i>Strategy</i>
<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 80% pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Caltrain is struggling to recover with ridership in the mid 30% of pre-pandemic. 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. 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>	<ul style="list-style-type: none"> ● 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. ● 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 2024-25 State Budget. ● 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. ● Work with 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. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.
<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</p>	<ul style="list-style-type: none"> ● Monitor efforts to extend the Cap and Trade program beyond 2030 and any impacts 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 the Agency's transportation needs.

<p>(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 percent 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. The programs require a certain percentage of funds be expended in state defined “equity priority communities” 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"> • 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 Threshold In 2024, 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. 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 initiatives related to revenue generation as they head to the November 2024 Ballot. • Support 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.
<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 growth through a variety of methods such as managed lanes and local ballot measures. The Metropolitan Transportation Commission (MTC) is working to coordinate funding advocacy from Bay Area transportation agencies. Significant</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 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.

<p>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 control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<ul style="list-style-type: none"> • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including 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>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 shouldn’t 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, all agencies are working to bring ridership back to transit. We are already seeing highways, local streets and roads becoming heavily congested. Despite the pandemic, 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 the federal funding requests for Agency projects and programs for our partner transit agencies, such as the SamTrans and Caltrain electrification projects, that provide complementary services for the Agency. • Support efforts of 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</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help TA sponsored and/or funded projects move through the different stages of planning, environmental, and construction phases.

<p>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 2024. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023/24. The TA also funds several multimodal projects across the County.</p>	<ul style="list-style-type: none"> • 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 / First and Last Mile First and last mile projects, as well as transit-oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters 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, biking, riding transit and driving when crossing the railroad, and help to relieve congestion on local our streets. With the average grade separation cost over \$200 million, there continue to be limited federal, state and local resources available to help finance these projects.</p>	<ul style="list-style-type: none"> • Advocate for 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.

Legislative, Regulatory and Administrative Issues	
<p>General Every year, lawmakers pursue a variety of legislation or regulatory actions 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. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</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. • 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.
<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 transportation projects under CEQA through 2030. In 2023, the legislature enacted a comprehensive package to shorten the administrative and judicial review process.</p>	<ul style="list-style-type: none"> • Monitor the implementation and opportunities related to CEQA streamlining to expedite project delivery, particularly for climate resilient projects.
<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</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.

<p>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"> • 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.</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 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). • 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 in order 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.</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	
<i>Issue / Background</i>	<i>Strategy</i>
<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 80% pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Caltrain is struggling to recover with ridership in the mid 30% of pre-pandemic. Additional funding is needed to mitigate the pandemic and work from home policies' impact on transit agencies.</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 Community Project Funding for the Agency's project 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. • 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 on the needs or concerns of pending appropriation bills.
<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</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.

Transportation Projects	
<p>General Support Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> • 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, and driving when crossing the railroad, and help to relieve congestion on local our streets. While the IJJA authorized additional funding for Grade Separation projects, the average grade separation cost over \$200 million and there continues to be limited resources available to help advance these projects.</p>	<ul style="list-style-type: none"> • Advocate for additional funding and policies to support grade separation projects and to prioritize and fund San Mateo County projects.
<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 2024. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023/24.</p>	<ul style="list-style-type: none"> • 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.
Legislative, Regulatory and Administrative Issues	

<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"> • 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. • 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. • Support efforts that assists 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>	<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.
<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.</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.
<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.</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. • Support the State of California in its efforts to respond and address FAA’s requests.

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.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Countywide Automated Vehicles Strategic Plan Update**

Action

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

Significance

The goal of the Countywide Automated Vehicles (AV) Strategic Plan is to develop a shared vision for AV deployment in San Mateo County, identify opportunities and challenges for AV deployment (including regulatory, legal, and operational), and to develop an AV action plan. San Mateo County Transportation Authority (TA) staff started working on the strategic plan this past March and since that time, the project team has completed a final draft of the existing conditions report consisting of a review of existing documents as well as interviews with public agencies and private AV companies. The TA, along with the City/County Association of Governments of San Mateo County (C/CAG) also hosted a virtual public workshop on November 15 to raise awareness about the strategic plan and to gather thoughts and ideas from the community on how best to move forward with important aspects of the strategic plan.

Staff will present an update on the project via a PowerPoint presentation including feedback received at the recent public virtual workshop.

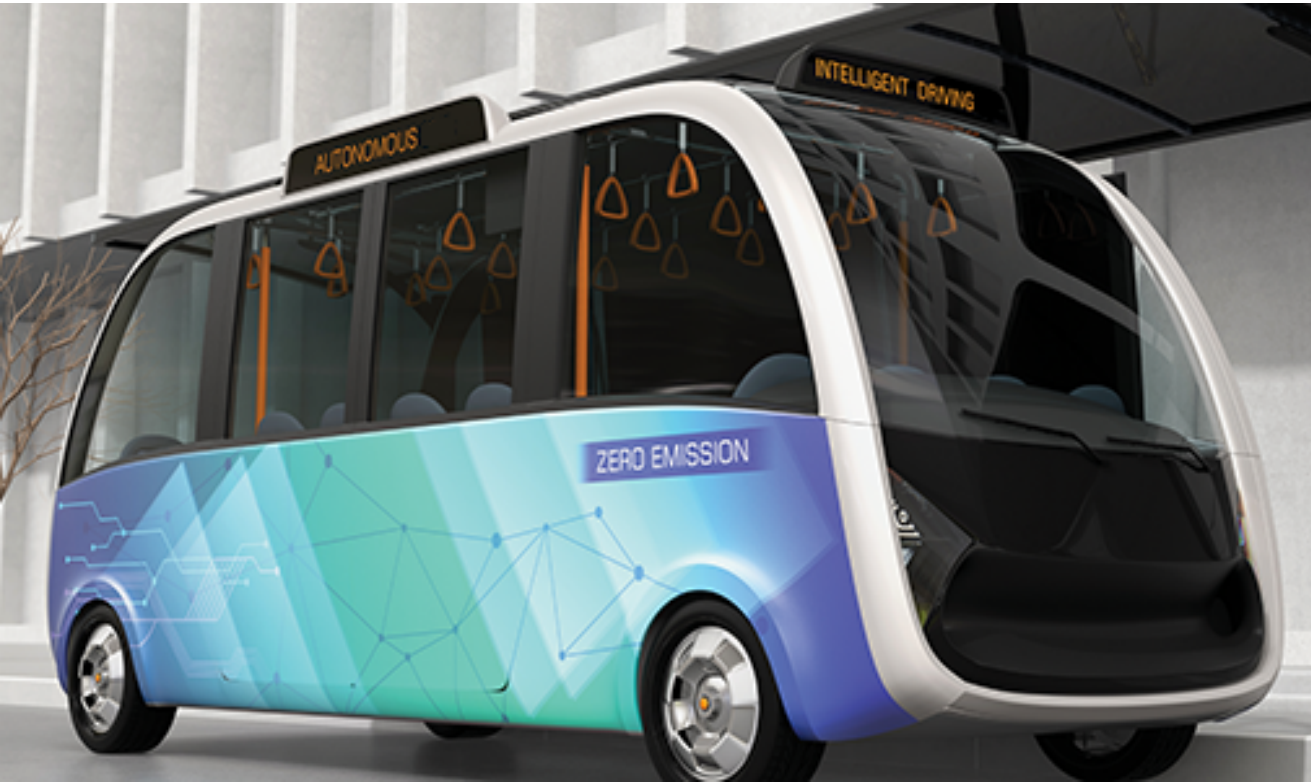
Budget Impact

There is no budget impact associated with this informational update.

Background

The strategic plan is being delivered through a partnership between the TA and the C/CAG with the TA acting as the implementing agency. The project is being funded through a \$220,000 grant from the Cycle 1 Alternative Congestion Relief and Transportation Demand Management Program with matching funds provided by C/CAG as a co-sponsor. More information on the project, including the fact sheet (in various languages), existing conditions report, and workshop information can be found on the TA website here: <https://www.smcta.com/planning-projects/SMCAVPlan>

Prepared By: Vamsi Tabjulu Project Manager, Transportation Authority 650-394-9806



San Mateo County Automated Vehicles (AV) Strategic Plan







TA Board of Directors
December 7, 2023

PROJECT BACKGROUND

- TA and SamTrans hosted a workshop on **Towards an Autonomous Future in San Mateo County** in Nov 2021 and identified these potential next steps:
 - Develop a Countywide AV Strategic Plan
 - Organize an AV Working Group with local stakeholders
 - Plan and fund AV pilots and projects



LEVELS OF VEHICLE AUTOMATION

0	1	2	3	4	5
 <p>No Automation Zero autonomy, the driver performs all driving tasks.</p>	 <p>Driver Assistance Vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design.</p>	 <p>Partial Automation Vehicle has combined automated functions, like acceleration and steering, but the driver must remain engaged with the driving task and monitor the environment at all times.</p>	 <p>Conditional Automation Driver is necessary, but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times with notice.</p>	 <p>High Automation The vehicle is capable of performing all driving functions under certain conditions. The driver may have the option to control the vehicle.</p>	 <p>Full Automation The vehicle is capable of performing all driving functions under all conditions. The driver may have the option to control the vehicle.</p>

Society of Automotive Engineers (SAE) Automation Levels Full Automation

AUTOMATED VEHICLE APPLICATIONS

PERSONAL VEHICLES



Automated cars may improve safety, reduce congestion, and provide new mobility options for individuals who are unable to drive.

RIDE HAILING VEHICLES



AV shuttles and taxis to supplement public transport and provide first and last-mile connections.

TRANSIT



Driver assistance technologies for mass transit

FREIGHT



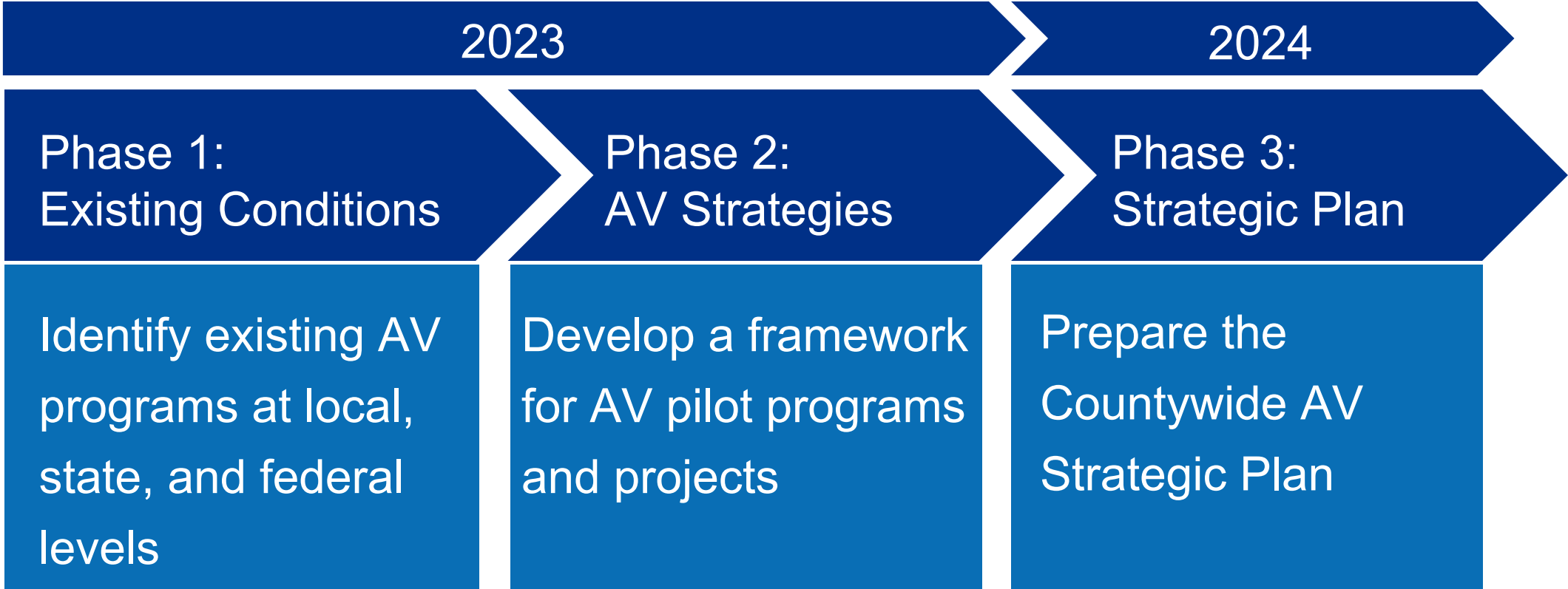
Automated trucking and package delivery aimed at increasing supply chain efficiency, improving safety, and reducing costs.

WHY AN AV STRATEGIC PLAN?

- Identify current policy and regulatory frameworks for AVs
- Develop a cohesive strategy for AV pilots and programs
- Compete for funding and economic opportunities
- Help prepare for future AV deployments in the County



PROJECT TIMELINE




We are here



WHAT HAVE WE DONE SO FAR?

- Reviewed County Transportation Plans & Programs
- Conducted One-on-One Interviews with Cities, State Agencies and Private Sector AV Operators
- Hosted a Public Workshop on November 15, 2023
- Created a Project Website at:
 - <https://www.smcta.com/planning-projects/SMCAVPlan>



EXISTING CONDITIONS FINDINGS

- AV Testing Permits have been issued in the County but no deployments yet.
- This is the First Countywide Program or Plan to Address AVs
- Learn from Existing Local, State, and Federal AV Policies and Programs



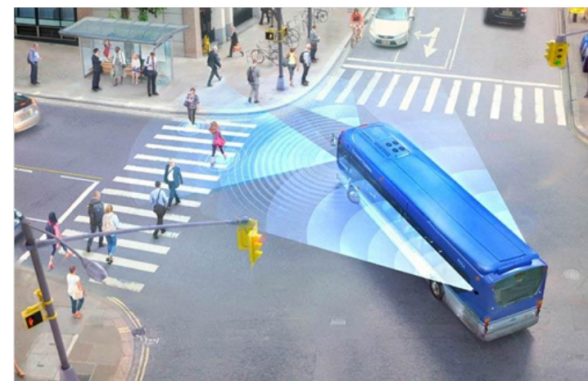
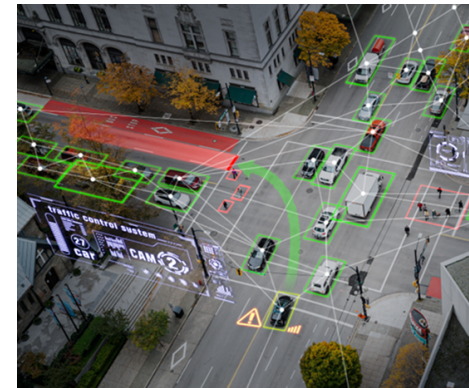
PUBLIC WORKSHOP - EVENT SUMMARY

- Virtual Public Workshop on November 15
- Total Attendance: 22
- Representation From:
 - Belmont, Burlingame, Brisbane, Colma, County of San Mateo, Half Moon Bay, Pacifica, Redwood City, San Bruno, South San Francisco, C\CAG BPAC, Stanford, UC Berkeley



AV STRATEGIES DISCUSSED

1. Shared AV Shuttles
2. Advanced Driver Assistance on Buses
3. Data Sharing with AVs
4. Automated Delivery Robots



WORKSHOP FEEDBACK SUMMARY

- Participants Prioritized:
 - AV Shuttles and Advanced Driver Assistance on Buses
 - Equity and Services for People with Disabilities and Seniors
 - Safety and Compatibility with Various Road Users
 - Significant Testing and/or Deployments in Controlled Environments
 - Geographical Distribution of Potential AV Pilots and Projects



DRAFT - VISION STATEMENT

- Support strategic measures toward implementing automated vehicle technologies that promote equitable levels of access, safety, reliability, and sustainability in San Mateo County.



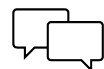
DRAFT – AV STRATEGIC PLAN GOALS



Accessibility & Equity



Safety



Engagement



Support Local Agencies



Connectivity



Sustainability



Workforce Development



NEXT STEPS

- Use Feedback from AV Workshop to Help Prioritize Projects and Programs
- Present to TA CAC/Board, C/CAG TAC/Board for Input
- Develop an AV Strategies Report
- Complete Countywide AV Strategic Plan by Spring 2024



QUESTION FOR THE BOARD

Does the Board agree with the priorities identified in the public workshop and are we missing anything the Board would like to see?

- AV Shuttles/Advanced Driver Assistance on Buses
- Equity/Services for People with Disabilities and Seniors
- Safety and Compatibility
- Testing in Controlled Environments
- Geographical Distribution

Thank you!



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Program and Allocate \$350,000 for the Development of the Strategic Plan 2025-2029**

Action

Staff proposes the Board:

1. Program and allocate \$350,000 from a combination of Measure A and Measure W funds for the development of the San Mateo County Transportation Authority (TA) Strategic Plan 2025-2029 (Strategic Plan), with costs proportionately spread between the Measure A and Measure W investment categories for which the TA will be making programming and allocation decisions; and
2. Authorize the Executive Director or her designee to take any actions necessary to give effect to the resolution.

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 tax measures the TA is tasked with administering, including funding prioritization and 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.

The TA's current Measures A and W Strategic Plan covers the 2020-2024 timeframe. Work should begin in the current fiscal year to prepare an updated Strategic Plan that collectively addresses the administration and implementation of both Measures. The 2020-2024 TA Strategic Plan development process included substantial community and stakeholder engagement to develop consistent programs that address both the Measure A Goals and Measure W Core Principles. Therefore, substantial revisions are not expected and only more focused stakeholder engagement is proposed for the update.

The 2025-2029 TA Strategic Plan development process will refresh the existing Strategic Plan to address the following objectives:

- Review projects funded and completed between 2020 and 2024, along with past progress/accomplishments

- Hear from stakeholders and project sponsors about how the TA may be able to improve processes or provide additional support
- Refresh San Mateo County demographics, travel patterns, funding projections, and grant funding conditions
- Update competitive evaluation criteria to align with state and federal funding programs, including to promote equity
- Update program administration by standardizing guidelines, policies, and monitoring requirements
- Integrate standalone planning/policy efforts into the Strategic Plan framework (Short-Range Highway Plan, Alternative Congestion Relief/Transportation Demand Management Plan, and Regional Transit Connections Plan)

Staff plans to start the strategic planning process in January 2024 and complete the process in December 2024.

Budget Impact

The cost of the 2025-2029 Strategic Plan development is anticipated to be up to \$350,000 in Measure A and Measure W funds. There is sufficient budget authority in the Fiscal Year 2024 budget and prior budgets to fully fund development of the 2025-2029 Strategic Plan. Costs will be shared proportionately between the two Measures, and will come from the revenues assigned to categories for which the TA will be making programming and allocation decisions during the five-year planning horizon.

Background

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 (often referred to as "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, known as the 2018 San Mateo County Transit District Retail Transactions and Use Tax Ordinance. Measure W is a 30-year half-cent sales tax for transportation programs and projects that took effect on July 1, 2019 and will expire on June 30, 2049.

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

Resolution No. 2023-

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

* * *

Programming and Allocating \$350,000 for Development of the Strategic Plan 2025-2029

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

Whereas, the TEP requires the TA to prepare a Strategic Plan and update it at least once every five years; and

Whereas, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as “Measure W,” which increased the sales tax in San Mateo County by ½ percent, and tasked the TA with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

Whereas, the Measure W Congestion Relief Plan approved by the voters requires that a Strategic Plan be prepared with broad-based community engagement and coordination; and

Whereas, the TA's current Strategic Plan 2020-2024 created a singular policy framework for the implementation of Measures A and W Programs, including funding prioritization and evaluation criteria for the selection of projects and procedures for sponsors to follow when initiating projects; and

Whereas, staff recommends that the TA's Board of Directors allocate \$350,000 for the development of the TA's Strategic Plan 2025-2029, using funds from both Measures A and W

with costs spread proportionally by the categories for which the TA will be making funding and allocation decisions during the five-year planning horizon.

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

1. Programs and allocates \$350,000 from a combination of Measure A and Measure W funds for the development of the San Mateo County Transportation Authority Strategic Plan 2025-2029, with costs proportionately spread between the Measure A and Measure W investment categories for which the TA will be making programming and allocation decisions; and
2. Authorizes the Executive Director or her designee to take any actions necessary to give effect to the resolution.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

SMCTA STRATEGIC PLAN 2025-2029



Board of Directors – December 7, 2023

AGENDA

- 1. Background**
- 2. Key Update Objectives**
- 3. Plan Development Schedule**
- 4. Staff Recommendation**
- 5. Questions & Wrap Up**



BACKGROUND: EXPENDITURE PLANS

- **Requirements**

- 2004 Measure A Transportation Expenditure Plan requires the TA to prepare a Strategic Plan every five years to guide allocation decisions
- 2018 Measure W Congestion Relief Plan also tasks the TA with developing a Strategic Plan

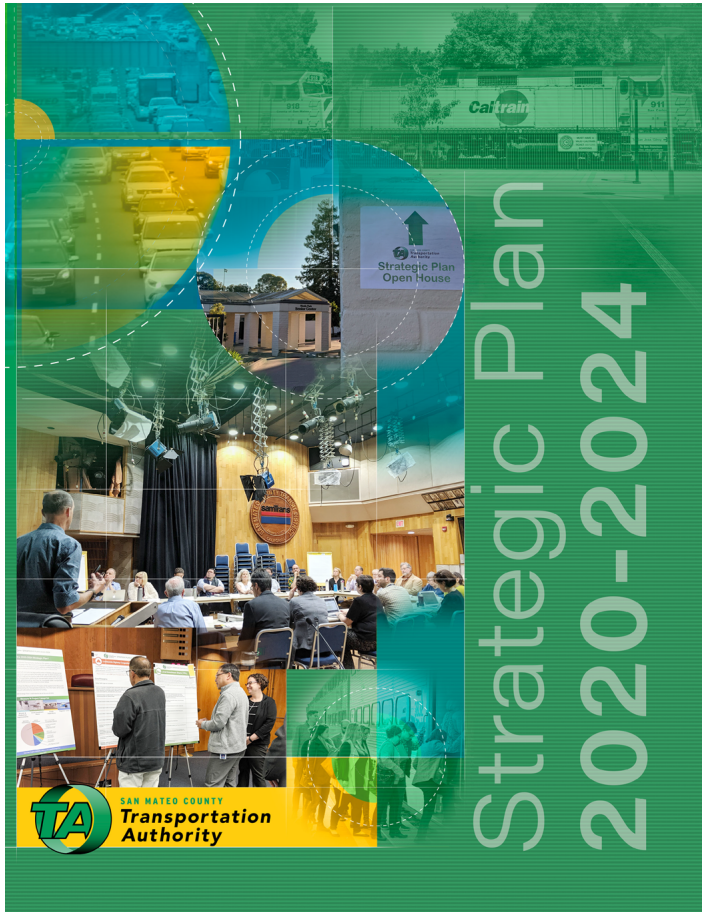
- **Guidance**

- Development of the Strategic Plan will include broad-based community engagement and coordination with cities, the County, relevant public agencies, and key transportation stakeholders
- Identify funding prioritization criteria consistent with Measure A Goals and Measure W Core Principles



Background: Strategic Plan 2020-2024

Item #14.a.
12/7/2023



- Large community and stakeholder engagement process to establish a policy framework and guidance for implementing Measure A and Measure W programs together
- Includes project selection processes and evaluation criteria that support the Measure W Core Principles and Measure A Goals
- Allows the TA and decision makers to administer funds effectively

KEY UPDATE OBJECTIVES

- Light refresh of current Strategic Plan
- Review projects funded & completed in 2020-2024 timeframe
- Hear from stakeholders and sponsors about how the TA can improve processes or provide additional support
- Update demographic, travel patterns, and funding projections
- Update/streamline evaluation criteria to align with state and federal funding while promoting equity
- Integrate standalone planning/policy efforts into Strategic Plan (SRHP, ACR/TDM Plan, and RTC Plan)



PLAN DEVELOPMENT SCHEDULE

- **January to March 2024**
 - Travel Patterns & Needs Assessment
 - Review of Strategic Plan 2020-2024 Progress
 - Stakeholder & Sponsor Interviews
 - TA Board Workshop
 - Presentation to TA Stakeholder Advisor Group & Technical Advisory Group
- **April to June 2024**
 - Financial Projection Updates
 - Policy Update Recommendations
 - TA Board Ad-Hoc



PLAN DEVELOPMENT SCHEDULE

- **July to September 2024**
 - Evaluation Criteria Recommendations
 - Program Administration, Technical Assistance, & Monitoring Recommendations
 - TA Board Ad-Hoc Meeting
 - Presentation to TA Stakeholder Advisor Group & Technical Advisory Group
- **October to December 2024**
 - Create the Admin and Public Review Draft Strategic Plan 2025-2029
 - Present the Final Plan for Adoption to the TA Board



STAFF RECOMMENDATION

1. Program and allocate \$350,000 from a combination of Measure A and Measure W funds for the development of the San Mateo County Transportation Authority (TA) Strategic Plan 2025-2029 (Strategic Plan), with costs proportionately spread between the Measure A and Measure W investment categories for which the TA will be making programming and allocation decisions; and
2. Authorize the Executive Director or her designee to take any actions necessary to give effect to the resolution.



QUESTIONS AND WRAP-UP



Project Contact:

Patrick Gilster
SMCTA

gilsterp@samtrans.com

650-622-7853

**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 Allocation of \$135,916,790 in Measure A and Measure W Highway Program Funds for 11 Highway Projects; Deprogramming of \$32,698,304 in Funds for Four Highway Projects**

Action

Staff proposes the Board of Directors (Board):

- Program and allocate \$135,916,790 in Measure A and Measure W Highway Program funds to projects listed in Exhibit A and described in Exhibit B;
- Deprogram and deallocate \$32,698,304.14 in Measure A, Measure W, and US 101 Express Lane Project Loan funds from projects listed in Exhibit C;
- Reprogram and reallocate \$1,300,000 in US 101 Express Lane Project Loan funds from the US 101/Holly Street Interchange to the US Express Lanes Project to be used as contingency or to pay down the principal loan balance from construction of the Express Lanes south of I-380; and
- Authorize the Executive Director or designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

Significance

On July 5, 2023, the San Mateo County Transportation Authority (TA) formally released the 2023 Highway Program Call for Projects (CFP), announcing the availability of up to \$100 million in Measure A and Measure W funding for projects ready to start work within one year of receiving a funding award. Twelve applications were received from 10 sponsors at the close of the CFP on August 25, requesting a total of \$138.1 million in funding.

The TA formed a Project Selection Committee (Committee) to evaluate and score the applications. The TA Committee was composed entirely of external reviewers including representatives from Caltrans District 4 Project Management, Caltrans District 4 Multimodal Systems Planning, Alameda County Transportation Commission, Santa Clara Valley Transportation Authority, and the San Mateo County Transit District (Planning Division). TA Planning and Fund Management staff facilitated the process, but TA Project Delivery staff and staff from the City/County Association of Governments of San Mateo County (C/CAG) were excluded from serving on the Committee to promote a fair and transparent selection process, as the two agencies jointly submitted multiple proposals for project funding. The Committee

met on October 11, 2023, agreed upon the overall scoring and ranking of the 12 proposed projects, and developed funding recommendation options for the program.

At the November 2, 2023 TA Board meeting, staff presented the draft program of projects for the Board’s consideration. Staff also proposed to deprogramming of cancelled, delayed, and/or dormant projects that would enable the Board to reallocate funding toward new projects.

Deprogramming of Cancelled, Delayed, and/or Dormant Projects

While the CFP advertised \$100 million in available funds, staff and the Committee recommend the Board make additional Measure A and Measure W funds available for this funding cycle by deprogramming \$32.7 million in previously allocated Original Measure A (1988), New Measure A (2004) and Measure W funds for cancelled, delayed, and/or dormant projects. During its discussion at the November 2 meeting, the Board expressed support for this recommendation and for reprogramming and re-allocation of \$31.4 million for new projects as part of the 2023 Highway CFP final program adoption. The remaining deprogrammed \$1.3 million, which was a special allocation from the US 101 Express Lanes Loan for the US 101/Holly Interchange, would be reprogrammed and reallocated to the US 101 Express Lanes Project. The following table summarizes the projects proposed for deprogramming. Details are provided in Exhibit C.

Project Proposed for Deprogramming	Amount	Fund Source
US 101/Holly Interchange (2015 & 2021 Calls for Projects, 2019 Special Allocation – Construction Phase)	\$23,544,213.43	New Measure A; US 101 Express Lanes Project Loan
Dumbarton Access Project (2021 Call for Projects – Project Initiation Document (PID) Phase)	\$3,825,000.00	Measure W
US 101/Peninsula (2021 Call for Projects – Final Design (Plans, Specifications & Estimates (PS&E)) and Right of Way Phases)	\$4,600,000.00	Original Measure A
SR-1 Gray Whale Cove (2012 Call for Projects – All Phases)	\$729,090.42	New Measure A
Total to be De-programmed	\$32,698,304.14	

Recommended Final 2023 Highway Program of Projects

Based on the Board’s support for the draft recommendations at its November 2 meeting, the final program of projects recommended the Board approval includes funding all but one of the projects proposed during the CFP, as detailed in Exhibits A and B. Many projects this cycle are multimodal, Complete Streets projects on arterial highways that include significant bicycle and pedestrian enhancements. These projects are specifically eligible primarily for Measure W Highway Program funding.

The one project not recommended for funding is the City of Pacifica’s Manor Drive Overcrossing Project, which was the lowest-scoring application. The Committee felt the City did not provide sufficient project justification or explanation for how the preferred alternative would be selected. Additionally, the Manor Drive Overcrossing project is currently funded for the Environmental Clearance (“Project Approval/Environmental Document” or “PAED”) phase, which the applicant indicates will be completed in mid-2025. The requested Design phase

(PS&E) would then not commence until mid-2025, which falls outside of the TA guidelines to begin work on all phases of work within one year of an award, and makes the project ineligible for funding this cycle. The project is still eligible for TA Highway Program funding in future calls for projects.

Additionally, the Committee recommended a condition be placed on the TA and C/CAG's co-sponsored US 101 Managed Lanes North of I-380 project. The Committee felt that the funds to complete the environmental phase should be programmed and allocated, but the funds for the design phase should only be programmed. The future allocation of design funds would be conditioned on the project team returning to the TA Board with a presentation on the results of the environmental analysis, project impacts, and preferred alternative to determine if an allocation is warranted.

Following the November TA Boarding, staff met with sponsors to confirm technical assistance and implementation needs, and updating costs where appropriate. For example, the TA and C/CAG, which are co-sponsors of the US 101/SR 92 Area Improvements and US 101 Managed Lanes projects, have refined staff and project management support costs. Additionally, the Town of Colma requested to modify the bounds of the El Camino Real Bicycle and Pedestrian Improvement project to extend into the City of South San Francisco based on a request from Caltrans. This change resulted in the City of South San Francisco becoming a co-sponsor and helping to fund the higher project cost.

In all, the recommended funding action would use the originally advertised \$100 million, the reprogrammed \$31.4 million, and an additional \$4.5 million in TA funds for a total program of \$135.9 million. TA Technical Assistance for implementation support accounts for \$750,000 of this amount. In addition, three projects are proposed to have third-party best practice design reviews, which accounts for an additional \$150,000. All TA Technical Assistance costs will be counted toward the total cost of a project when calculating the maximum TA 50% contributions.

TA staff will provide additional information via a brief PowerPoint that presents the final program for the TA Board's consideration and adoption.

This report also includes the following attachments:

- Exhibit A: 2023 Final Highway Program
- Exhibit B: 2023 Highway Program Project Descriptions
- Exhibit C: Highway Program Deprogramming

Budget Impact

There is sufficient budget authority in Fiscal Year 2024 and prior year budgets to support the staff recommendations.

Background

In 1988, San Mateo County voters passed the original Measure A sales tax, which included funding for specific highway projects listed in the 1988 Transportation Expenditure Plan. In 2004, the voters of San Mateo County reauthorized the Measure A Program and approved an extension of the existing half-cent transportation sales tax for 25 years from 2009 through

2033. The 2004 Transportation Expenditure Plan (TEP) provides that 27.5 percent of the sales tax revenue be dedicated to the highway program, with 17.3 percent committed to projects on state highways known as Key Congested Areas (KCA) and 10.2 percent for Supplemental Roadways (SR) for projects on highways and other roadways.

In 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019, and expires June 30, 2049. The Measure W Congestion Relief Plan (CRP) dedicates twenty-two and one-half percent of Measure W revenues to highway congestion improvements.

In 2021, the TA Board adopted the Short-Range Highway Plan (SRHP) and Capital Improvement Program (CIP) to support future investment decisions for the Measure A Highway & Measure W Countywide Highway Congestion categories. The SRHP incorporates the Measure A goals along with the Measure W core principles, and is the policy foundation for making highway program investment decisions. The SRHP uses the adopted Strategic Plan 2020-2024 evaluation criteria which also were used to score projects during this CFP. To be eligible for the Highway Program Call for Projects, a project must be included in the CIP, listed in the Measure A TEP or Measure W CRP, or receive additional approval by TA staff. The SRHP also allows the TA to sponsor projects of Countywide Significance with approval of the Board.

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

Resolution No. 2023-

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

* * *

Programming and Allocating \$135,916,790 in Measure A and Measure W Highway Program Funds for 11 Highway Projects, and Deprogramming \$32,698,304 for Four Highway Projects

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow for 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 New Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

Whereas, the 2004 Transportation Expenditure Plan designates 17.3 percent of the New Measure A revenue to fund Highway Program projects in Key Congested Areas and 10.2 percent of the New Measure A revenue to fund Supplemental Roadway projects under the Highway Program; and

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

Whereas, the Measure W Congestion Relief Plan designates 22.5 percent of Measure W revenues to fund highway projects throughout the County; and

Whereas, the TA issued a competitive Call for Projects (CFP) with \$100 million in advertised Measure A and Measure W Highway Program funds for projects ready to start work within one year of receiving a funding award, resulting in proposals for funding of 12 projects; and

Whereas, a project selection committee evaluated, scored and ranked the proposals, and developed funding options for staff and Board of Directors (Board) consideration; and

Whereas, staff recommends the Board program and allocate a total of \$135,916,790 in TA Highway Program funds to fund the top 11 projects submitted through the CFP, using \$6,231,000 in Original Measure A, \$112,468,000 in New Measure A, and \$17,217,000 in Measure W Highway Program category funds, as detailed in Exhibit A and described in Exhibit B, attached hereto; and

Whereas, to provide sufficient funds for the recommended 11 projects, staff further recommends the Board deprogram and deallocate \$32,698,304 of cancelled, delayed, and/or dormant projects, as detailed in Exhibit C, including (a) \$31.4 million that can be reallocated through the CFP and (b) \$1.3 million from a US 101 Express Lanes Project Loan from the cancelled US 101/Holly Interchange that can be reprogrammed and reallocated to the US 101 Express Lanes Project as available contingency or used to pay down the principal loan balance.

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

1. Programs and allocates \$135,916,790 in Measure A and Measure W Highway Program funds to projects listed in Exhibit A and described in Exhibit B; and

2. Deprograms and deallocates \$32,698,304.14 in Measure A, Measure W, and US 101 Express Lane Project Loan funds from projects listed in Exhibit C;
3. Reprograms and reallocates \$1,300,000 in US 101 Express Lane Project Loan funds previously dedicated to the US 101/Holly Street Interchange to the US Express Lanes Project for use as contingency or to pay down the principal loan balance; and
4. Authorizes the Executive Director or designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

Exhibit A. 2023 Final Highway Program

Project Rank	Project Name	Sponsor	Sponsor Request	Request	TA Technical Assistance	Total 2023 Award Recommendation	Prior				Recommended Funding Track			
							Total 2023 Match	Prior Measure A/W Awards	Committed Match Funds	Total Cost	Original Measure A	New Measure A	New Measure A Designation	Measure W
1	Willow Road Pedestrian and Bicycle Safety Improvements	City of Menlo Park	PS&E (\$450K), ROW (\$25K), CON (\$3.025M)	\$3,500,000	\$250,000	\$3,750,000	\$3,100,000			\$6,850,000				\$3,750,000
2	US 101/Woodside Road (SR 84) Interchange and Port Access Project ¹	City of Redwood City	ROW (\$5.4M), CON (\$73.461M)	\$78,861,000		\$78,861,000	\$105,475,000	\$71,000,000	\$47,171,000	\$302,507,000			KCA	
3	University Avenue Grand Corridor ³	City of East Palo Alto	PLAN (\$200K), PAED (\$50K), PS&E (\$750K)	\$1,000,000	\$50,000	\$1,050,000	\$1,000,000			\$2,050,000				\$1,050,000
4	US 101/SR 92 Area Improvements	SMCTA and C/CAG	CON ⁴	\$18,338,000		\$18,338,000	\$16,337,000	\$4,125,000	\$1,600,000	\$40,400,000	\$6,231,000	\$12,107,000	KCA	
5	US 101/Produce Ave	City of South San Francisco	PS&E	\$2,700,000		\$2,700,000	\$300,000			\$3,000,000				\$2,700,000
6	US 101 Managed Lanes Project North of I-380 ²	SMCTA and C/CAG	PAED (\$2.15M), PS&E (\$19.35M) ⁵	\$21,500,000		\$21,500,000		\$11,323,000	\$5,477,000	\$38,300,000		\$21,500,000	SR	
7	El Camino Real Bicycle and Pedestrian Improvement Project	Town of Colma & City of South San Francisco	PAED	\$2,295,000		\$2,295,000	\$255,000			\$2,550,000				\$2,295,000
8	J. Serra Blvd and I-280/Westborough Blvd Interchange Project ³	City of South San Francisco	PID (\$459k), PAED (\$978k)	\$1,436,790	\$50,000	\$1,486,790	\$160,000			\$1,646,790				\$1,486,790
9	Moss Beach SR-1 Congestion & Safety Improvements	San Mateo County	PAED	\$3,231,000	\$300,000	\$3,531,000	\$359,000			\$3,890,000				\$3,531,000
10	Half Moon Bay Highway 1 Corridor Study	City of Half Moon Bay	PLAN	\$675,000	\$200,000	\$875,000	\$75,000			\$950,000				\$875,000
11	El Camino Real Corridor Multi-Modal Transportation Plan ³	City of Millbrae	PLAN (\$1,080,000), PID (\$400k)	\$1,480,000.00	\$50,000	\$1,530,000	\$400,000			\$1,930,000				\$1,530,000
12	Manor Drive Overcrossing Project	City of Pacifica	PS&E	\$3,600,000			\$400,000			\$400,000				
Total				\$138,616,790	\$900,000	\$135,916,790	\$127,861,000				\$6,231,000	\$112,468,000		\$17,217,790

Notes

- 1 Redwood City is continuing to apply for all possible grant opportunities including a \$105 million INFRA grant. The awarded funds would represent the TA's maximum 50% contribution to the project and are continued to be used as leveraging for further external funds. The total cost includes all funds for ROW and CON phases.
- 2 Evaluation Committee recommends programming and allocating the PAED funding but only programming the PS&E funds with the condition that the environmental impacts and alternatives are presented back to the Board and CAC to determine if an allocation is warranted for the preferred alternative. Project provided surplus match in 2021 request that was carried over to the 2023 request, no new match required.
- 3 For projects that did not have conceptual designs, a third-party best practice design review will be required for conceptual designs (10-35% design).
- 4 Cost breakdown for the \$18,338,000 request includes \$17,938,000 for consultant/Caltrans costs, \$150,000 for TA staff time for implementation, and \$250,000 for construction project management costs.
- 5 Cost Breakdown for the \$2,150,000 PAED request includes \$2,000,000 for consultant work and \$150,000 for TA staff time for implementation. Cost breakdown for the \$19,350,000 request includes \$18,807,000 for consultant/Caltrans costs and \$543,000 for TA staff time for implementation.

**Exhibit B: 2023 Measure A & Measure W Highway Program Call for Projects Application Submittals
Summary List of Project Descriptions: Ranked List**

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2023 Highway Call for Projects and includes the recommended final program funding awards supported by the Project Selection Committee.

1. Willow Road Pedestrian and Bicycle Safety Improvements

Request: \$3,500,000 - PS&E (\$450K), ROW (\$25K), CON (\$3.025M)

Sponsor: City of Menlo Park

TA Technical Assistance: \$250,000

Recommended Funding Award: \$3,750,000

Scope: Design (PS&E), right-of-way (ROW), and construction (CON) funding for pedestrian and bicycle enhancements along Willow Road between Highway 84 and US 101. The project will install Class IV Separated Bikeways and bicycle detection, upgrade curb ramps, construct median refuge islands, stripe new high-visibility crosswalks, install new countdown pedestrian signals, and modify signals at signalized intersections. The project will also include bus boarding islands and transit amenities.

Benefit: The proposed improvements will provide a low stress, all ages and abilities connection for people biking on Willow Road between Class IV Separated Bikeways on the US 101 Willow Road interchange and the San Francisco Bay Trail at the Bayfront Expressway. The project will increase safety and accessibility for pedestrians. The improvements are intended to increase mobility and access to employment centers, schools, and housing. Improvements to bus stops will allow for in-lane stops that will reduce transit delay and eliminate the need for buses to re-merge into traffic.

2. US 101 / Woodside Rd (SR-84) Interchange and Port Access Project

Request: \$78,861,000 - CON

Sponsor: City of Redwood City

Recommended Funding Award: \$78,861,000

Remaining Funding Gap: \$105,000,000 for Construction phase

Scope: Construction (CON) funding 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, signalizing 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-

Summary List of Projects Descriptions: Ranked List

grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

Benefit: The Project will relieve existing and future traffic congestion, and increase traffic safety and vehicular access to and from US 101 and SR 84 (Woodside Road). The goals include improving highway operations, reducing associated congestion on Woodside Road and other local streets, removing barriers to non-motorized travel and minimizing impacts on nearby businesses. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide new pedestrian and bicycle access across US 101 (which does not presently exist) and provide new and improved sidewalks and bikeways throughout the Project area.

3. University Avenue Grand Corridor

Request: \$1,000,000 – PLAN (\$200K), PAED (\$50K), PS&E (\$700K)

Sponsor: City of East Palo Alto

TA Technical Assistance: \$50,000 (Third-party best practice consultant design review)

Recommended Funding Award: \$1,050,000

Scope: Planning (PLAN), environmental clearance (PAED), and design (PS&E) funding for multimodal and complete streets improvements along University Ave (Highway 109) from Donohue Street to Kavanaugh Drive. The planning phase will include community engagement and visioning efforts to develop the University Avenue Grand Corridor Plan. While the planning phase will explore multiple alternatives, initial potential options include Class II Buffered Bike Lanes or Class IV Separated Bikeways and pedestrian crossing enhancements.

Benefit: The Project is intended to address significant traffic volumes, collisions, and air quality concerns along University Avenue by exploring bicycle, pedestrian, and green infrastructure along the corridor. The project is intended to increase mobility and access for equity priority communities and to major destinations in the City.

4. US 101 / SR 92 Area Improvements

Request: \$18,338,000 - CON

Sponsor: SMCTA and C/CAG

Recommended Funding Award: \$18,338,000

Scope: Construction (CON) funding for multiple improvements surrounding the US 101 / SR 92 interchange, including the: 1) Widening the existing loop connector from westbound SR 92 to southbound 101 to add an HOV lane, 2) Elimination of lane merges between the north and south bound ramps to eastbound SR 92, 3) Modification of the southbound US 101 exit onto Fashion Island Boulevard to deter drivers from illegally crossing onto the

Summary List of Projects Descriptions: Ranked List

eastbound SR 92 exit to bypass queuing, and 4) Widening of the northbound US 101 off-ramp to Hillsdale Boulevard from 2 to 3 lanes.

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

5. US 101 / Produce Ave

Request: \$2,700,000 - PS&E

Sponsor: City of South San Francisco

Recommended Funding Award: \$2,700,000

Scope: Design (PS&E) funding for the US 101 / Produce Avenue Off-ramp Improvements Project which is Phase I of II for the larger City of South San Francisco Utah Avenue Overcrossing Project. The Phase I Project will ultimately include improvements to the US 101 southbound off-ramp, upgrades at two adjacent intersections, new sidewalks, new Class II Bike Lanes, and enhanced crosswalks. Phase II is not eligible for TA Highway Program funding and includes a local overcrossing of US 101. The City will fund Phase II simultaneously, from other sources, to conduct the design work as one project with the goal of constructing separately.

Benefit: The Phase I Project aims to reduce US 101 southbound queuing at the exit ramp. Traffic modeling and analysis indicated the project will not induce significant vehicles miles traveled but will close gaps in bicycle and pedestrian facilities while increasing vehicular safety by reducing mainline queue spillback onto the highway.

6. US 101 Managed Lanes Project North of I-380

Request: \$21,500,000 – PAED (\$2.15M), PS&E (\$19.35M)

Sponsor: SMCTA and C/CAG

Recommended Funding Award: \$21,500,000 – Program and allocate environmental clearance (PAED) funding but only program design (PS&E) funds with the condition that the environmental impacts and alternatives are presented to the TA Board and Citizen’s Advisory Committee to determine if an allocation is warranted.

Scope: Provide additional funding to cover cost increases and additional work required for the environmental clearance phase, which supports the selection of a preferred alternative for the project. If/when the project proceeds into the next phase, designs would be prepared 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 PS&E phase spans from

Summary List of Projects Descriptions: Ranked List

preliminary plans through the submittal of contract documents for advertisement, including the completion of geometric base maps and determining project requirements for roadway, structures, tolling, signing, right-of-way, utilities and permits.

Benefit: 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. 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. The Project will complete the planned managed lanes system within San Mateo County. This Project is part of the larger regional managed lanes system on US 101 that spans from San Mateo County to Santa Clara County with a possible extension in San Francisco County.

7. El Camino Real Bicycle and Pedestrian Improvement Project

Request: \$2,295,000 - PAED

Sponsor: Town of Colma and City of South San Francisco

Recommended Funding Award: \$2,295,000

Scope: Environmental Clearance (PAED) to assess operational and safety improvements along El Camino Real within the Town of Colma. The overall project proposes to install a road diet from Albert M Teglia Boulevard to Mission Road, separated bikeways, continuous sidewalks, crossing treatments, new traffic signals, new bus stops, and to improve intersection designs.

Benefit: The Project aims to increase safety and mobility for people who walk and bike along El Camino Real and to increase access to public transportation. The Project will include multimodal intersection design treatments to address efficient travel for all modes of transportation and minimize delay.

8. Junipero Serra Boulevard and I-280/Westborough Boulevard Interchange

Request: \$1,436,790 – PID (\$459K), PAED (\$978K)

Sponsor: City of South San Francisco

TA Technical Assistance: \$50,000 (Third-party best practice consultant design review)

Recommended Funding Award: \$1,438,670

Scope: Caltrans Project Initiation Document (PID) and Environmental Clearance (PAED) funding to pursue Project with over 6 miles of new or upgraded pedestrian facilities, over 4 miles of new Class IV separated bikeways, and up to 8 protected intersections. The Project will also include safety improvements at the Interstate 280 (I-280) ramps. The Project area includes Junipero Serra Boulevard from Hickey Boulevard to Avalon Drive and Westborough Boulevard from Antoinette Lane to Callan Drive through I-280. Intersection

Summary List of Projects Descriptions: Ranked List

upgrades would include new traffic signals at Junipero Serra Boulevard at Arroyo Drive and Clay Avenue.

Benefit: The Project aims to increase comfort and safety for all roadway users while providing necessary east/west active transportation facilities. Junipero Serra Boulevard and Westborough Boulevard represent two critical arterial corridors in the northern part of South San Francisco that have minimal pedestrian and bicycle accommodations. Additionally, the I-280 on-/off-ramps create multiple barriers for people walking, biking, and accessing transit by hindering access to BART stations, shopping centers, schools, libraries, and more.

9. Moss Beach SR-1 Congestion and Safety Improvements

Request: \$3,231,000 - PAED

Sponsor: San Mateo County

TA Technical Assistance: \$300,000

Recommended Funding Award: \$3,531,000

Scope: Environmental Clearance (PAED) for improvements on State Route (SR)-1 in unincorporated Moss Beach from 16th Street to Cypress Avenue, which may include: new controlled intersections (either single-/multi-lane roundabouts or traffic signals) at 16th Street, California Avenue, and Cypress Avenue; dedicated turn lanes; high-visibility crosswalks; new sidewalk on the west side of SR-1 from California Avenue to Cypress Avenue; bus stop improvements for SamTrans Route 17; Class 2 bike lanes; and Class 1 multi-use path on the east side of SR-1.

Benefit: The Project aims to improve traffic flow, increase intersection safety, and enhance operations for vehicular travel along and across SR-1. Additionally, multimodal improvements will encourage residents and visitors to walk, bike, and use transit. The Project will create multiple new opportunities for pedestrians and cyclists to cross SR-1 where only one marked crossing currently exists in a six-mile stretch of the unincorporated Midcoast area.

10. Highway 1 Corridor Study

Request: \$675,000 – PLAN

Sponsor: City of Half Moon Bay

TA Technical Assistance: \$200,000

Recommended Funding Award: \$875,000

Scope: Planning (PLAN) funding to conduct a multimodal complete streets study that will assess improving operational efficiency while creating safer conditions for people walking and biking along Highway 1 from Miramontes Point Road to Highway 92 within Half Moon Bay. The proposed study would identify bottlenecks and evaluate potential solutions to

Summary List of Projects Descriptions: Ranked List

improve traffic flow, pedestrian and bicycle access, and highway crossings for east/west permeability.

Benefit: The Project aims to provide new transportation options that are crucial for residents and visitors as this segment of Highway 1, which provides access to five schools, a fire station, a sheriff's substation, downtown businesses, residential areas, senior housing, agricultural housing and farmland, services for unhoused individuals, medical services, and more. Due to the region's popularity and associated traffic restrictions, improvements to emergency vehicle and transit access will also be evaluated.

11. El Camino Real Corridor Multi-Modal Transportation Plan

Request: \$1,480,000 – PLAN (\$1.08M), PID (\$400K)

Sponsor: City of Millbrae

TA Technical Assistance: \$50,000 (Third-party best practice consultant design review)

Recommended Funding Award: \$1,530,000

Scope: Planning (PLAN) and Caltrans Project Initiation Document (PID) funding to begin the process of improving connectivity, safety, and operations for all users of El Camino Real (SR 82) including people walking, biking, driving, and taking transit. The Plan will consider amenities and infrastructure improvements such as bikeways, sidewalks, street lighting, crossings, intersections, bus stops, green stormwater infrastructure, and other amenities.

Benefit: The Project strives to revitalize El Camino Real into a vibrant, people-friendly place by making the corridor safer and more comfortable for all road users. The project will forward the vision established in the Millbrae Downtown and El Camino Real Specific Plan by integrating Caltrans, SamTrans, and other regional projects into potential design options for the corridor.

12. Highway 1 / Manor Dr Overcrossing Project

Request: \$3,600,000 – PS&E

Sponsor: City of Pacifica

Recommended Funding Award: \$0 – The requested funding does not meet the TA's 2023 Highway Program guidelines to begin work within one year of an award. The applicant is eligible for funding in future Calls for Projects.

Scope: Design (PS&E) for widening the Manor Drive SR 1 overcrossing between Palmetto Avenue and Oceana Boulevard, flare the Manor Drive overcrossing curb returns and install traffic signals at the Manor Drive intersections with Palmetto Avenue and Oceana Boulevard.

Benefit: The widening of the existing overcrossing and increase in turning radii at the corners will better accommodate all modes of traffic, providing additional space for buses and trucks as well as bicyclists. Replacement of the existing four-way stop signs at the Palmetto and

Summary List of Projects Descriptions: Ranked List

Oceana intersections with traffic signals will improve local traffic flow and enhance pedestrian and bicycle safety through the corridor.

Exhibit C. Proposed Highway Program De-programming

Project & Phases to be De-programmed	Sponsor	Amount	Measure/Fund	Reason for De-programming
101/Holly Interchange (2021 Call for Projects - CON Phase)	City of San Carlos	\$10,250,000.00	New Measure A	City of San Carlos cancelled the project because it was not successful with securing additional funding. The City may request project funding again in a future Call for Projects if the City wishes to restart the project.
101/Holly Interchange (2019 Special Allocation – CON Phase)		\$1,300,000.00	New Measure A	
101/Holly Interchange (2019 Special Allocation – CON Phase)		\$1,300,000.00	US 101 Express Lanes Project	
101/Holly Interchange (2015 Call for Projects – CON Phase)		\$10,694,213.72	New Measure A	
Dumbarton Access Project (2021 Call for Projects – PID Phase)	C/CAG	\$3,825,000.00	Measure W	The Planning phase of work was delayed, resulting in the Project Initiation Document (PID) phase being non-compliant with the TA’s timely-use-of-funds requirements, which provide that projects must begin all phases of work within one year of an award. The project may request PID funding again in a future Call for Projects.
101/Peninsula (2021 Call for Projects - PS&E & ROW Phases)	City of San Mateo	\$4,600,000.00	Original Measure A	The City of San Mateo requested an extension for the Project Approval and Environmental Document (PAED) phase in September 2022 and to allow it to begin the Design (PS&E) and Right of Way (ROW) phases of work by December 2023. Due to delays in the project, right of way costs, and right of way impacts to an affordable housing development and local small businesses, the City is re-evaluating project alternatives to determine if costs and community impacts can be reduced. As a result, the project will not meet the TA’s timely use-of-funds requirements. The project may request PS&E funding in a future Call for Projects when the City identifies a new project alternative and develops an achievable funding plan.
SR-1 Gray Whale Cove (2012 Call for Projects - All Phases)	County of San Mateo	\$729,090.42	New Measure A	The project has been dormant, and the funding agreement has been expired since 2019. The County of San Mateo and Caltrans were not able to come to an agreement on maintenance of any potential improvements, with neither party wanting to take on the long-term maintenance of the improvements. The project may request additional funding in a future Call for Projects if an agreement is reached.
Subtotals to be De-programmed		\$4,600,000.00	Original Measure A	
		\$22,973,304.14	New Measure A	
		\$3,825,000.00	Measure W	
		\$1,300,000.00	101 Express Lane Project	
Total to be De-programmed		\$32,698,304.14		

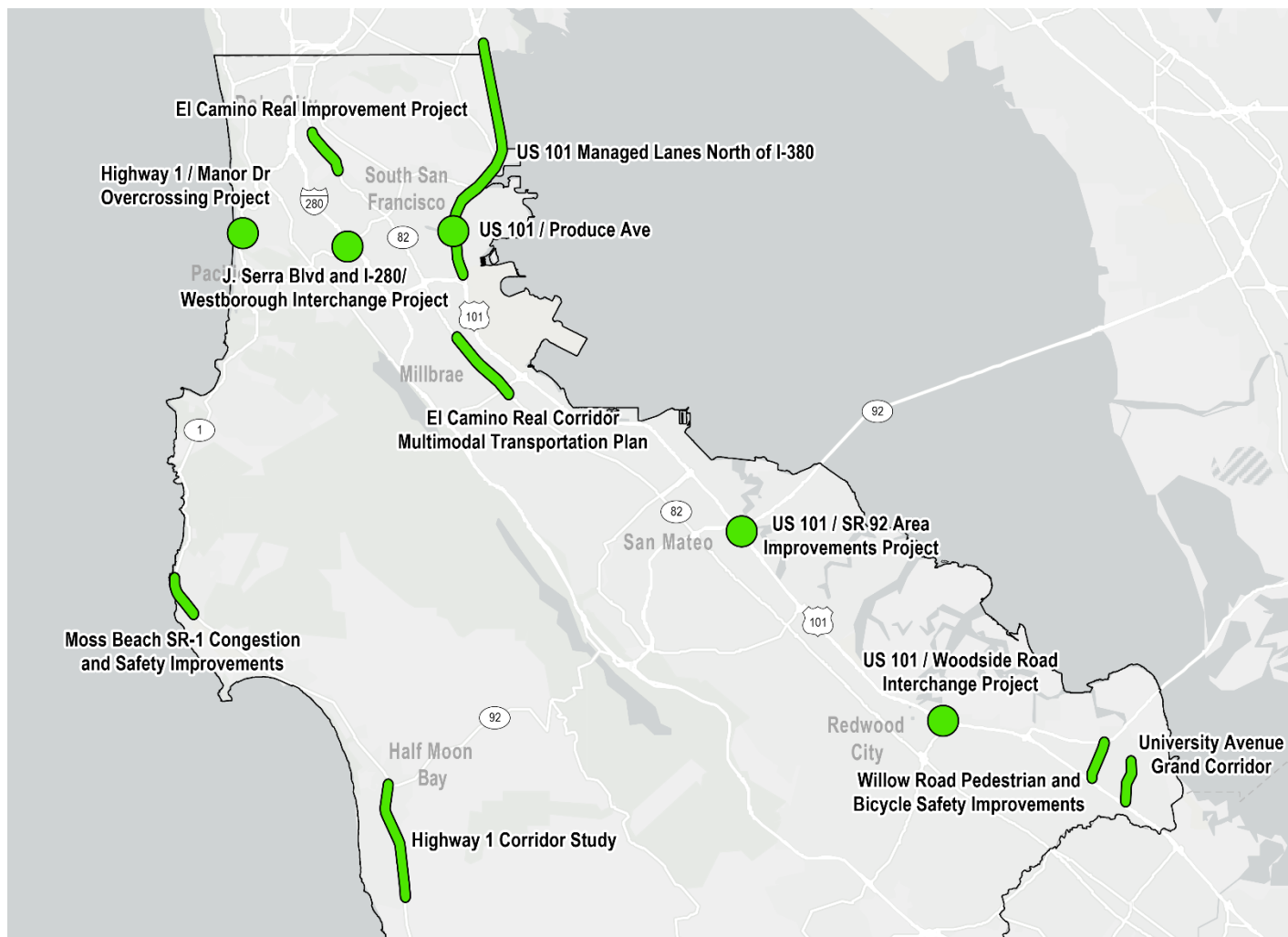
2023 Highway Program Call for Projects

Final Program Recommendations



Board of Directors – December 7, 2023

PROJECT SUBMISSIONS



- Mix of project types
 - Interchange: 5
 - Mainline: 1
 - Arterial: 6
- Work Phases
 - Plan/PID: 4
 - Environmental: 3
 - Design: 3
 - ROW/Construction: 2



FUNDING RECOMMENDATION

Sponsor	Project Name	Recommended Award	Technical Assistance	Total Allocation
City of Menlo Park	Willow Road Pedestrian and Bicycle Safety Improvements	\$3,500,000	\$250,000	\$3,750,000
City of Redwood City	US 101/Woodside Road (SR 84) Interchange	\$78,861,000		\$78,861,000
City of East Palo Alto	University Avenue Grand Corridor	\$1,000,000	\$50,000	\$1,050,000
SMCTA and C/CAG	US 101/SR 92 Area Improvements	\$18,338,000		\$18,338,000
City of South San Francisco	US 101/Produce Ave	\$2,700,000		\$2,700,000
SMCTA and C/CAG	US 101 Managed Lanes Project North of I-380	\$21,500,000		\$21,500,000
Town of Colma/SSF	El Camino Real Bicycle and Pedestrian Improvement Project	\$2,295,000		\$2,295,000
City of South San Francisco	J. Serra Blvd and I-280/Westborough Blvd Interchange	\$1,436,790	\$50,000	\$1,486,790
San Mateo County	Moss Beach SR-1 Congestion & Safety Improvements	\$3,231,000	\$300,000	\$3,531,000
City of Half Moon Bay	Half Moon Bay Highway 1 Corridor Study	\$675,000	\$200,000	\$875,000
City of Millbrae	El Camino Real Corridor Multi-Modal Project	\$1,480,000	\$50,000	\$1,530,000
City of Pacifica	Manor Drive Overcrossing Project	-	-	-
		\$135,016,790	\$900,000	\$135,916,790

FUNDING RECOMMENDATION

Award \$135.9 million for the top 11 out of 12 projects by augmenting the available funding as indicated below:

Funding	Amount
Original Advertised Measure A/W Funding	\$100M
Recommended De-programmed Funding	\$31.4M
Additional Measure A/W Funding	\$4.5M
Total Recommended 2023 Program Funding	\$135.9M*

*Include conditions on four recommended projects and does not provide funding to the lowest scoring project for the City of Pacifica’s Manor Drive project which the request for funding for the next phase of work did not meet the TA’s 2023 Highway Call for Project Guidelines to begin work within one year of an award.



FUNDING RECOMMENDATION

Recommendation Evaluation Committee & Staff Conditions on Select Awards

- **Managed Lanes North of I-380 –**
 - Program and allocate additional \$2.15M to complete environmental analysis.
 - Only program \$19.35M for design with a condition that environmental impacts and alternatives are presented back to the CAC & TA Board to determine if an allocation is warranted for the preferred alternative.



FUNDING RECOMMENDATION

Recommendation Evaluation Committee & Staff Conditions on Select Awards

- **Third-Party Best Practice Design Reviews** – For projects without sufficient conceptual designs or alternatives identified, require a review of design elements (consultants) and grant conformity/CAPTI alignment (TA staff and Caltrans). This would apply to the following projects:
 1. East Palo Alto University Ave Grand Corridor Project
 2. South San Francisco J. Serra and Westborough/I-280 Interchange
 3. Millbrae El Camino Real Corridor Multimodal Project



TA
CORRESPONDENCE
as of 12-07-2023

From: [Giuliano](#)
To: [Board \(@smcta.com\)](#)
Subject: 14.b Programming and allocation of Measure A and W funds for 11 projects
Date: Wednesday, December 6, 2023 10:45:11 PM

You don't often get email from giuliano@carlini.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi all,

Please reject project US 101/SR 92 project.

I met with staff on Monday (Peter, Patrick, and Jessica Manzi). After some discussion we agreed that the engineering consensus and published studies agreed that 1) in general, increasing capacity leads to induced demand leads to the return of congestion and 2) there were no studies suggesting otherwise for on/off ramps and interchanges, or for local streets feeding onto them, and so one must assume they behave the same. The return of congestion means the return of the unsafe conditions this project is meant to fix. We also discussed the states mandate that California State requires that projects do not increase VMT. Increased capacity leads to increased VMT. And increased VMT leads to increased GHG emissions. And CA State has mandated that we substantially reduce GHG emissions by 2030, not embark on projects that will increase GHG emissions.

Therefore, as this project increases capacity and will therefore increase VMT, as increased VMT will increase GHG, as its congestion relief will be temporary, and therefore its safety improvements will be temporary, this project will fail to meet its goals, and is in violation of California States requirement that projects must not increase VMT, you should reject this project. Anything else makes no sense. The project fails to meet its goals, increases GHG, and is contrary to CA State policy.

Please put 101 managed lane project sponsors on notice

101 project has 3 alternatives: add a lane to be used as managed lane, convert a lane to a managed lane, do nothing. Adding a lane adds capacity which means adding VMT and therefore adding GHG emissions. It is therefore contrary to California State policy. Please either as a board or as individuals that if this project returns having selected the lane addition option you will be force to reject the project at that time, and require the sponsors to return selecting one of the other options. They will save time and make progress more quickly by returning to the board choosing one of the other two options from the outset.

Please figure out how to require project sponsors to include bicycle infrastructure into highway and local streets projects

Staff informs me that the highway and local streets buckets can include cycling infrastructure. It just can't be solely or primarily cycling infrastructure.

Two weeks ago I was hit by a car. I am okay. The person who hit me was a doofus. But we all make mistakes, we're human, it's bound to happen. The problem is badly designed roadways and a lack of infrastructure makes it vastly more likely that a dumb boo-boo results in a crash

and great injury or death. I was fantastically lucky to have escaped with a sore elbow. I should not have been hit. No one should be hit like this. I was hit where there was no bike lane, just a picture of a bike on the roadway. Which was not visible at night.

If we are to reduce GHG emissions, if we are to reduce motor vehicle VMT, people simply must make fewer trips by car and make them instead by bike. But they won't do so if they rightly fear being hit by a car as I was. We simply must have a lot more good bike infrastructure, and that means lot more protected bike lanes, Please, I beg you, direct staff to do all they can to ensure all projects include them.

giuliano

--

Drive a bike a bit more often and cars a bit less.
You'll be healthier and happier, and so will our world.

<https://bikesiliconvalley.org>

<https://www.peopleforbikes.org/news/your-bike-advocacy-playbook>

TA
CORRESPONDENCE
as of 11-17-2023

From: [Jean Brook](#)
To: [Board \(@smcta.com\)](#)
Cc: [Mike Swire](#)
Subject: FW: SF Chronicle article to share with the Board and CAC
Date: Wednesday, November 15, 2023 10:15:58 AM
Attachments: [chronicle - I lost my job for speaking out against a California freeway widening.pdf](#)

From: Mike Swire <mswire91@gmail.com>
Sent: Tuesday, November 14, 2023 8:42 PM
To: Jean Brook <BrookJ@samtrans.com>
Subject: SF Chronicle article to share with the Board and CAC

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi Jean,

Can you please share [the attached SF Chronicle article](#) with the Board and CAC? It concerns spending on highway widening projects.

Thank you,

Mike Swire

Most Popular

- 1.** Czech news crew in S.F. covering APEC robbed at gunpoint while filming...
- 2.** Satellite photos show storm far off the California coast take unusual turn
- 3.** APEC in San Francisco: Muni buses blocked during protest over...
- 4.** Tech layoffs: Amazon announces second round of job cuts in a week
- 5.** An elite private school in Silicon Valley charges \$60,000 for tuition....

[Subscribe](#) [Sign In](#)

OPINION // OPEN FORUM

I lost my job at Caltrans for speaking out against a freeway widening. The rot in our transit planning runs deep

My concerns were repeatedly brushed off by my bosses, who seemed more concerned about getting the next widening project underway than following the law

Jeanie Ward-Waller

Oct. 28, 2023



Listen to this Article

Instaread



Former Caltrans official Jenie Ward-Waller believes a 10-mile section of the Yolo causeway between Davis and Sacramento on Interstate 80 is being illegally widened.
Michael Maloney/The Chronicle 2006

Last month, I was removed from my executive role at California’s Department of Transportation, Caltrans, because I spoke out — again — about the agency’s mindless impulse to add more freeway lanes.

My concerns centered on a large freeway project described to the public as “pavement rehabilitation,” which is repaving. But I believe the project is in fact, an illegal widening of a 10-mile freeway section of the Yolo causeway between Davis and

Sacramento on Interstate 80. After scrutinizing project documents, I realized that Caltrans officials were widening highway, using state funds that cannot be used to add lanes. By calling it a “pavement rehab project,” Caltrans avoided public disclosure of the project’s environmental impacts.

My concerns were repeatedly brushed off by my bosses, who seemed more concerned about getting the next widening project underway than they were about ensuring that Caltrans followed the law or considered the future.

NOVEMBER SALE: Get 6 Months of Access for 99¢!

ACT NOW

This is classic legacy-highway-builder thinking, perpetuated by an agency culture that has failed to adapt to tectonic shifts in the transportation industry. Caltrans leaders believe they are widening highways in the public interest despite decades of empirical research proving otherwise. Some Caltrans leaders even believe that they know what the public wants better than the people themselves.

I was the deputy director of planning and modal programs at Caltrans, charged with envisioning California’s future transportation system. In other words, I was responsible for thinking ahead, to consider the state’s projected growth and to plan for disruptions like climate change. I set policy for Caltrans to improve travel options, reduce environmental impact and address harm to those communities negatively impacted by freeways. And let’s be clear: Freeways have negative impacts.

ADVERTISEMENT
Article continues below this ad

Car dependence was once a glittering symbol of freedom and progress in California. Today, congestion causes millions of families to lose significant portions of their day in traffic. The lie that we have been told for too long is that more freeways will help. The truth? Expanding roads only makes things worse.

Most freeway widening projects will not result in sustainable public benefits. Most of the time, adding lanes ends up worsening traffic. Sometimes, the impact is almost immediate, such as the well-publicized new lane on I-405 in Los Angeles.

It is easy to understand why: More people choose to drive routes where additional space is created. This phenomenon, known as induced demand, has been acknowledged by state law since 2013 and is well documented on Caltrans’ website.

If you build it, too many will come.

Highway expansion is also incredibly costly — beyond the hundreds of millions of taxpayer dollars typically spent per project. Expansions ultimately increase emissions that exacerbate climate change and pollute nearby neighborhoods. Freeways also have a long history of displacing and dividing communities. For example, the construction of I-580, I-880 and I-980 destroyed

huge swaths of Oakland’s communities of color and segregated them from downtown and white neighborhoods. Widening any of those freeways today would destroy more homes and businesses in neighborhoods that are still suffering.

ADVERTISEMENT
Article continues below this ad

That’s why there is a [growing movement](#) to tear I-980 down.

In lieu of widening freeways, Caltrans should spend those billions on solutions that will provide long-term improvement to travel. These solutions include expanding rail and bus service, and giving buses priority on roadways so they aren’t stuck in traffic. Making public transit convenient, safe and attractive would provide families with real alternatives to driving. It’s equally important to invest in making streets safer to walk and bike, and to connect people easily to a train or bus so they can opt to drive less or not at all.

No single solution to our transportation challenges is a silver bullet. The system is exceedingly complex, and it will take time and significant investment before alternatives to driving will be as convenient.

Our freeway system is not going away anytime soon. We need Caltrans to maintain it. But we can do so more effectively without expanding freeways while investing significantly more in travel options that don’t involve driving.

About Opinion

Guest opinions in **Open Forum and Insight** are produced by writers with expertise, personal experience or original insights on a subject of interest to our readers. Their **views do not necessarily reflect** the opinion of The Chronicle editorial board, which is committed to providing a diversity of ideas to our readership.

[Read more about our transparency and ethics policies](#) →

To advance these solutions, Caltrans needs a total overhaul. Too many have ascended at Caltrans who have proved that they cannot implement structural change and want to keep California on the same, congested path. I spent six years beating the drum of reform, but I crashed into the so-called “green ceiling” — resistance to thinking greener and to modernizing not just how we build roads, but how we think about road use.

My green ceiling was also a glass ceiling. Though I am a trained engineer, my ideas were routinely dismissed or diminished. Were they unpopular because I was “too emotional” or “got flustered” or advocated “too aggressively”? I faced all these gendered criticisms during my tenure.

Or was it because I had the temerity to ask critical questions about the legitimacy of widening yet another highway project that are related. I embodied an existential threat to the male, highway-builder culture.

I don't plan on being silenced about either.

I know how important it is to hold the government accountable. Taxpayer funds must be used for their intended purpose. Just as important is that we are honest with the public about what we know to be the true benefits and impacts of transportation projects.

Jeanie Ward-Waller is a licensed professional engineer and former deputy director for planning and modal programs at Caltrans.

Sign up for the Morning Fix newsletter

Top headlines from The Chronicle's newsroom

Email

SIGN UP

By signing up, you agree to our Terms of use and acknowledge that your information will be used as described in our Privacy Policy.

Written By

Jeanie Ward-Waller

[VIEW COMMENTS](#)

Top of the News

TA
CORRESPONDENCE
as of 11-03-2023

From: [Giuliano](#)
To: [Board \(@smcta.com\)](mailto:Board (@smcta.com))
Subject: My comments from tonight
Date: Thursday, November 2, 2023 7:47:20 PM

You don't often get email from giuliano@carlini.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

So, it's got to be pretty clear that I don't feel comfy with public speaking. I missed a few of the important points from my written notes. I've appended them in their entirety, but include below the most important bits I sure wish I had said. These are not public comments or anything like that. Just my comments that I hope will mean something to y'all.

My single most important comment on the 101 managed lane project. And I forgot to say it! Argh!!!

I hope that each of you individually, at some point soon, make clear to C/CAG and staff that if this project returns recommending an additional lane that you will oppose the project. And, if it does return with an extra lane that you do reject it. This will not kill the project. You can give guidance at that time for which option(s) you will support, and the project can be brought back.

The *US 101/SR 92 INTERCHANGE BENEFIT-COST ANALYSIS* asserts that these lane additions will add no VMT. Nowhere does the BCA describe why adding these lanes will not add VMT. It simply asserts they will not. But that makes no sense. Like the movie said, "If you build it they will come".

More lanes is more space for cars. More cars means more VMT. We know this with utter certainty, we have 60 years experience doing so. That traffic comes from streets before getting on the interchange is ... the same as every other freeway project before it. Insanity is doing the same thing and expecting different results. Please, when this project comes back, direct staff to rework the project to keep the beneficial elements but remove the lane additions.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7028813/#:~:text=In%20fact%2C%20many%20features%20of,the%20city%20of%20Manchester%2C%20England.>

<https://www.gov.ca.gov/2022/11/16/california-releases-worlds-first-plan-to-achieve-net-zero-carbon-pollution/>

<https://afdc.energy.gov/data/10315>

101 managed lane

While the current tolling model is not perfect, that can be fixed. But an extra lane should be a poison pill. An extra lane would induce up to 25% more VMT. We need to be reducing VMT, not increasing it. Starting now.

giuliano

My written comments in their entirety ...

Unagendized Comments

Hi All,

Firstly, Thank you! I'm very pleased to have heard that you added an additional step for TA Board review of the 101 managed lane project.

On the flip side, I'm disappointed that you accepted the 92/101 widening project as is. It has a lot of safety improvements to recommend. Unfortunately, 3 of this project's 4 elements add lanes.

The *US 101/SR 92 INTERCHANGE BENEFIT-COST ANALYSIS* asserts that these lane additions will add no VMT. Nowhere does the BCA describe why adding these lanes will not add VMT. It simply asserts they will not. But that makes no sense. Like the movie said, "If you build it they will come".

More lanes is more space for cars. More cars means more VMT. We know this with utter certainty, we have 60 years experience doing so. Insanity is doing the same thing and expecting different results. Please, when this project comes back, direct staff to rework the project to keep the beneficial elements but remove the lane additions.

Okay, so why is it necessary to reduce VMT and therefore the lane additions? There are many reasons. Climate change, public health, DEI, and a host of others. But tonight I'll focus on just climate change.

I hope we all agree that climate change is real, that it is caused primarily by GHGs, that traffic is a major source of GHG emissions, and that we must make changes to stop it. And that we must do so now. Not doing so will create a hellscape for our children, grandchildren, and their children and grandchildren. The State of California's Air Resources Board has said that as a start we must reduce VMT by 25% below 1990 levels by 2030. That's below 1990 levels which are 30% below current levels. [2.12T miles in 1990 vs 3.26T miles today]. There's no way we can reach these targets in 2030 unless we start now. Right now. With this project and every one following.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7028813/#:~:text=In%20fact%2C%20many%20features%20of,the%20city%20of%20Manchester%2C%20England.>

<https://www.gov.ca.gov/2022/11/16/california-releases-worlds-first-plan-to-achieve-net-zero-carbon-pollution/>

<https://afdc.energy.gov/data/10315>

101 managed lane

Hi all, again I'm speaking only for myself.

I'm so happy to hear that newer projects are moving to better cycling infrastructure, protected lanes, rather than painted lines or pictures of bikes.

With the additional review step, I now support moving forward on 101 managed lane project now. Putting in place the elements needed to reduce demand through tolls is great. While the current tolling model is not perfect, that can be fixed. But an extra lane should be a poison pill. An extra lane would induce up to 25% more VMT. We need to be reducing VMT, not increasing it. Starting now.

I hope that each of you individually, at some point soon, make clear to C/CAG and staff that if this project returns recommending an additional lane that you will oppose the project. And, if it does return with an extra lane that you do reject it. This will not kill the project. You can give guidance at that time for which option(s) you will support, and the project can be brought back.

We must reduce GHGs. Starting now! And, we can do it. We have reduced the release of harmful chemicals into the environment before. Back in the 1980s and 90s the world suffered other significant threats: acid rain and the destruction of the ozone layer. Acid rain would acidify lakes, oceans and the soil, killing trees that generate oxygen and the micro flora and fauna that are needed to sustain all larger life forms. The ozone layer protects all life on earth from radiation. Vested interests denied this was happening, denied they were caused by people, denied we could do anything about it, or denied that we could fix these economically. They were wrong. We did something about these. We fixed them. These threats have been substantially mitigated.

We can, we must do the same with GHGs. To do that we have to reduce VMT. And we have to start now. With this project and every project that follows.