



#### BOARD OF DIRECTORS 2022

RICO E. MEDINA, CHAIR  
CARLOS ROMERO, VICE CHAIR  
EMILY BEACH  
CAROLE GROOM  
DON HORSLEY  
JULIA MATES  
MARK NAGALES

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

## Agenda

### Board of Directors Meeting

### June 2, 2022, 5:00 pm

### San Mateo County Transportation Authority

Due to COVID-19, this meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 361](#) (Government Code Section 54953). **Members of the public, and staff members whose presence is not specifically requested, are encouraged to participate remotely.**

Directors, staff and the public may participate remotely via Zoom at:

<https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbHFjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** 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.

Directors, staff and the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA

***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. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

The video live stream will be available after the meeting at

<https://www.samtrans.com/about-samtrans/video-board-directors-cac>

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

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

Each public comments 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.

**Thursday, June 2, 2022**

**5:00 pm**

1. Call to Order
2. Roll Call/Pledge of Allegiance
3. Public Comment For Items Not on the Agenda  
*Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.*
4. Report of the Citizens Advisory Committee Informational
5. Consent Calendar  
*Members of the Board may request that an item under the Consent Calendar be considered separately*
  - 5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person Resolution
  - 5.b. Approval of Minutes of the Board of Directors Meeting of May 5, 2022 Motion
  - 5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2022 Motion
  - 5.d. Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2022 Motion
  - 5.e. Establishing the Appropriations Limit for Fiscal Year 2023 Resolution
6. Report of the Chair Informational
7. San Mateo County Transit District Liaison Report Informational

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|--|---------------|
| 8. Joint Powers Board Liaison Report   | Informational |
| 9. Report of the Executive Director  | Informational |
| 10. Finance  |               |
| 10.a. Presentation on Current Market Conditions by Public Trust Advisors   | Informational |
| 10.b. Program and Allocate \$3,499,200 in Measure A Ferry Program Funds to the Port of Redwood City for the Proposed Ferry Terminal in Redwood City  | Resolution    |
| 10.c. Public Hearing: Adoption of Proposed Budget for Fiscal Year 2023   | Resolution    |
| 1. Open Public Hearing   |               |
| 2. Present Staff Report  |               |
| 3. Hear Public Comment   |               |
| 4. Close Public Hearing  |               |
| 5. Board Discussion and Action   |               |
| 11. State and Federal Legislative Update   | Informational |
| 12. Requests from the Authority  |               |
| 13. Written Communications to the Authority  | Informational |
| 14. Date and Time of Next Regular Meeting - Thursday, July 7, at 5:00 pm<br><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 July 7 meeting agenda for more information.</i> |               |
| 15. Report of Legal Counsel  | Informational |
| 16. Adjourn  |               |

## Information for the Public

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

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

**Due to COVID-19, the meeting will be conducted both in person *and* via teleconference 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 are encouraged to participate remotely. Public comments may be submitted to [publiccomment@smcta.com](mailto: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 through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. 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](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

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

**San Mateo County Transportation Authority  
Staff Report**

To: Board Of Directors

Through: Carter Mau  
Acting Executive Director

From: Joan Cassman, Legal Counsel

Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person**

**Action**

Staff recommends the Board adopt its next resolution under Assembly Bill 361 (AB 361) (1) making findings that the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the San Mateo County Transportation Authority (TA) Board of Directors (Board) and its committees to meet safely in person, and (2) allowing for the TA to use the modified teleconferencing requirements under California Government Code Section 54953 for Board and committee meetings for the next 30 days.

**Significance**

On October 6, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until remote meetings are no longer necessary and appropriate. The proposed action would enable the District's Board and committees to continue to meet remotely for the next 30 days.

Given the current and evolving conditions, staff recommends that the Board renew the resolution for Board and committee meetings to be conducted via teleconference for the next 30 days, with some modifications. Specifically, Staff recommends that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board meetings if they adhere to all policies for safe attendance.

Consistent with TA workplace safety policy, Board members, staff and members of the public will be required to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted.

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly vulnerable to COVID-19, have additional health concerns, or who have been recently exposed

to or infected by COVID-19 to participate safely.

Committee and Advisory Committee meetings will continue to be conducted remotely.

If the Board does not adopt the resolution, the Board, Committees, and Advisory Committees must meet in person, and any Board or committee member who participates via teleconference must notice the location from which the member participates, and open such location to the public for purposes of attending the meeting, as required by the Ralph M. Brown Act (pending any amendments to the Act, as described in more detail below).

### **Budget Impact**

There is no impact on the budget.

### **Background**

#### ***Pending Legislation***

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. The bill also would allow local governmental bodies meeting remotely to waive the requirement that agencies identify the address of locations from which members participate via teleconference.

The provisions of AB 1944 are similar to AB 339, which was introduced by Assemblymember Lee in 2021 and which would have applied to jurisdictions with more than 25,000 residents. The Legislature passed AB 339 in 2021, but Governor Newsom vetoed the bill over concerns that the bill would have limited meeting flexibility and increased operating costs for the affected governmental bodies.

AB 1944 was referred to the Committee on Local Government on February 18, 2022. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

#### ***COVID-19 and AB 361***

On March 4, 2020, Governor Gavin Newsom declared a State of Emergency to exist in California as a result of the COVID-19 pandemic. The Governor issued Executive Order N-29-20 on March 17, 2020 to suspend certain provisions of the Brown Act related to teleconferencing to facilitate legislative bodies' use of remote public meetings to help protect against the spread of COVID-19. On June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remained in effect through September 30, 2021, at which point it expired.

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

In February 2022, the Governor issued Executive Orders ending certain emergency measures no longer required to address the pandemic; however, the Governor's declared state of emergency is still in place. While rates of COVID-19 infections and hospitalizations have recently declined, new variants continue to emerge, including at least one recent variant with increased transmissibility. Though some COVID-19 restrictions are being rolled back at the federal, state and local levels, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

To be allowed to meet remotely pursuant to AB 361, the legislative body must hold a meeting during a proclaimed state of emergency and:

- find that state or local officials have imposed or recommended measures to promote social distancing; or
- by majority vote, determine that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 can be relied upon for up to 30 days. After that, a local agency can continue to meet remotely pursuant to AB 361 if it reconsiders the circumstances of the state of emergency and finds, by a majority vote, that:

- the state of emergency continues to directly impact the ability of the members to meet in person, or
- state or local officials continue to impose or recommend measures to promote social distancing.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

**Resolution No. 2022 -**

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

**\*\*\***

**Finding that the Proclaimed State of Emergency for the COVID-19 Pandemic Continues to Impact the Ability for the Board of Directors and its Committees to Meet Safely in Person, and Directing that Virtual Board and Committee Meetings Continue**

**Whereas**, on March 4, 2020, Governor Newsom declared a State of Emergency in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

**Whereas**, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

**Whereas**, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every 30 days during the term of the declared state of emergency; and



**Whereas**, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transportation Authority (TA) Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

**Whereas**, the rates of transmission of COVID-19 and its variants continue to pose risks for the health of attendees at indoor gatherings involving individuals from different households; and

**Whereas**, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health, and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that COVID-19 presents ongoing risks of severe illness, even in vaccinated populations; and

**Whereas**, Staff recommends that the Board renew the resolution for the TA's Board and committee meetings to be conducted via teleconference for the next 30 days, and that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board and committee meetings if they comply with the TA's workplace safety policy requiring all individuals to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days before a meeting; and

**Whereas**, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, committee, and advisory committee meetings remotely via teleconference pursuant to AB 361 with an option for in-

person attendance at Board and committee meetings for members of the Board, staff and the public, subject to the restrictions described above; and

**Whereas**, the Board will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and give members of the public ample opportunity for public comment.

**Now, Therefore, Be It Resolved**, that the Board of Directors has reviewed the findings made in Resolution 2021-42 and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the state of emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

**Be It Further Resolved**, that in light of these findings, the Board directs the Acting Executive Director and Authority Secretary to continue to agendize public meetings of the Board, and all TA committees that are subject to the Brown Act, as remote teleconference meetings, with the understanding that Board meetings will also be open for in-person attendance; and

**Be It Further Resolved**, that the TA will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

**Be It Further Resolved**, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 2nd day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

**San Mateo County Transportation Authority**  
**1250 San Carlos Avenue, San Carlos, California**  
**Minutes of May 5, 2022**

**Members Present:** E. Beach, C. Groom, D. Horsley (joined at 5:03 pm), J. Mates, R. Medina  
**(Via Teleconference)** (Chair), M. Nagales, C. Romero (Vice Chair)

**Members Absent:** None

**Staff Present:** A. Chan, J. Hurley, J. Cassman, S. van Hoften, P. Gilster, P. Skinner,  
J. Brook, D. Seamans

**1. Call to Order**

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

**2. Roll Call/Pledge of Allegiance**

Ms. Seamans confirmed that a quorum was present. Chair Medina requested that Director Carole Groom lead the Pledge of Allegiance.

**3. Public Comment for Items Not on the Agenda**

There were no comments.

**4. Report of the Citizens Advisory Committee**

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

**5. Consent Calendar**

**5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-14**

**5.b. Approval of Minutes of the Board of Directors Meeting of April 7, 2022**

**5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending March 31, 2022**

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

**5.e. Award of Contracts to Provide Real Estate and Other Legal Services – Approved by Resolution No. 2022-15**

*Director Don Horsley joined the meeting at 5:03 pm.*

Regarding Item #5.d, Vice Chair Carlos Romero asked if Public Trust could do a walkthrough on the TA's portfolio at a future meeting. Grace Martinez, Acting Chief Financial Officer, said they would have them provide an update at the June 2 Board meeting.

Motion/Second: Romero/Groom

Ayes: Beach, Groom, Horsley, Mates, Medina, Nagales, Romero

Noes: None

Absent: None

## **6. Report of the Chair**

Chair Medina complimented South San Francisco Mayor Mark Nagales and council and TA staff for a successful ribbon-cutting of the new South San Francisco Caltrain Station on April 8.

## **7. San Mateo County Transit District Liaison Report**

Chair Medina said that the report was posted on the website and provided a brief summary of Board actions.

## **8. Joint Powers Board Liaison Report**

April Chan, Acting Deputy General Manager/CEO, said the report was posted on the website. She noted that Carter Mau, Acting Executive Director, was not able to attend due to a family emergency. She said at the JPB (Caltrain) Board meeting that morning, staff discussed the need for each of the JPB member agencies to provide \$5 million to support the capital program, primarily to fund the State of Good Repair needs of Caltrain. She said that at the May 4 SamTrans meeting, the Board approved their willingness and support to provide their \$5 million share, which will come from TA funds, assuming that the other two partners will do the same.

## **9. Report of the Executive Director**

Ms. Chan said that his report was in the packet. She noted that the first ACR/TDM (Alternative Congestion Relief/Transportation Demand Management) call for projects is now out and applications are due by May 27.

## **10. Finance**

### **10.a. Preliminary Budget for Fiscal Year 2023**

Grace Martinez, Acting Chief Financial Officer, provided the presentation.

## **11. Program**

### **11.a. San Mateo 101 Express Lanes Quarterly Project Update**

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation.

Vice Chair Romero asked when they would have a better level of confidence of whether the project would open by 2022 versus 2023. Mr. Scott said that the project team is exploring bringing in additional crews to connect to the fiber optic cable. He added that this splicing operation is what makes the tolling function operable. He said they hoped to have a better idea of the schedule in a month or month and a half. Vice Chair Romero also asked for a debriefing by financial staff on the revenue impact if the project cannot open in 2022.

Director Don Horsley asked about the cameras used in the corridor and wanted to know how broad is their sweep, and whether they are being used for reasons other than enforcement. Mr. Scott said there is a set of cameras in the median that are high-resolution to capture license plate images. He said there is a second set of cameras on the outside shoulder that have roughly a one-mile range. He explained that the images are not used for any other purpose outside of toll operations.

Director Emily Beach asked about the capital contingency. Mr. Scott said the risk was shrinking and that the forecast for the contingency was favorable, with money left over at the end of the project.

Director Julia Mates requested statistics on actual use after the project has been open for awhile. Joe Hurley, TA Director, said that they were under-running what the original projections were. He said that usage has been increasing since February.

## **12. State and Federal Legislative Update**

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

She said there was a lack of funding for pandemic relief. She said the TA has also made a request for earmarks for the Highway 101/92 Area Project.

She said at the state level, they are looking to the May revision of the Governor's budget. She said both the Governor and the Senate had put out their own budget proposals, both of which have a lot of money for transportation. She provided an overview of bills that they are currently watching.

## **13. Requests from the Authority**

Directors Mates and Nagales commented that the new website is a more user friendly and thanked staff for their efforts in its development.

Director Nagales thanked everyone involved in the South San Francisco Caltrain project and ribbon-cutting event.

## **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 that the next meeting would be on Thursday, June 2, 2022, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

## **16. Report of Legal Counsel**

Joan Cassman, Legal Counsel, said that there was nothing to report.

## **17. Adjourn**

The meeting adjourned at 5:55 pm.

An audio/video recording of this meeting is available online at [www.smcta.com](http://www.smcta.com). Questions may be referred to the Authority Secretary's office by phone at 650.508.6242 or by email to [board@smcta.com](mailto:board@smcta.com).

DRAFT

## **Report of the TA Citizens Advisory Committee**

### **Meeting of May 3, 2022**

#### **Committee Action**

- Approved the Minutes of the CAC Meeting of April 5, 2022

#### **Committee Motions Regarding TA Board Items for May 5, 2022**

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- Accepted the Statement of Revenues and Expenditures for the Period Ending March 31, 2022
- Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook
- Approved Award of Contracts to Provide Real Estate and Other Legal Services

#### **Discussion Highlights**

##### *Award of Contracts to Provide Real Estate and Other Legal Services*

Joe Hurley, TA Director, said that the contract provides for a bench of real estate and legal services to tap into should a conflict of interest arise with the TA's current legal counsel. Sandra Lang asked what the legal services would be and Mr. Hurley provided an example. Kevin Yin, Director, Contracts and Procurement, added that the go-to legal counsel would be Hanson Bridgett and the bench of other counsel would only be called upon if there was a conflict of interest. Vice Chair Fox asked if the TA had to pay a retainer regardless of whether services were used, and Mr. Yin said no.

##### *Preliminary Budget for Fiscal Year 2023*

Grace Martinez, Acting Chief Financial Officer, provided the presentation. Rich Hedges said that the voters had been very generous and applauded the Wayfair decision, which has resulted in an increase of sales tax revenue for San Mateo County. Vice Chair John Fox noted the stability of sales tax revenues in the county.

##### *San Mateo 101 Express Lanes Quarterly Project Update*

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation. He noted that there had been issues with damage to a fiber optic communications cable. Chair Barbara Arietta asked if the TA was the agency that was always responsible for paying for any damages. Mr. Scott said if the damage was done by anyone besides the contractors, then the project would be responsible while it is still under construction. If the damage was a result of contractors' work, then the contractor would be responsible. Vice Chair Fox asked what were the best outreach methods, and Mr. Scott said that the team would consider having such an evaluation. Mr. Hurley said the marketing team is emphasizing to the public that they must have transponders to use the express lanes and that effort has proven effective.



**Public Comment:**

Drew noted that on the south section of the express lanes that several lights are out on the poles supporting the median signs, and Mr. Scott said he would look into that. Vice Chair Fox said he was looking forward to see the public acceptance of the project over time.

**State and Federal Legislative Update**

Jessica Epstein, Manager, Government and Community Affairs, provided a summary of federal and state legislation. She said there was a lack of funding for pandemic relief. She said the TA has made a request for earmarks for the Highway 101/92 Area Project. She said at the state level, they are looking to the May revision of the Governor's budget. She said both the Governor and the Senate had put out their own budgets, both of which have a lot of money for transportation. She provided an overview of bills that they are currently watching. Mr. Hedges asked if the bill that supported reduction of greenhouse gases would be anti-highway. Ms. Epstein said CAPTI (Climate Action Plan for Transportation Infrastructure) projects support highways that included transit and other multimodal components. Ms. Lang asked about the Governor's gas tax proposal. Ms. Epstein said there are a number of proposals, including a flat rebate. There is another proposal for all transit to provide three months of free fares. She said anything related to the gas tax is not fully agreed to in Sacramento.

**Report of the Chair**

Chair Arietta provided an update on the California High Speed Rail Project milestones, which included the completion of several major environmental reports.

**Report from Staff**

Mr. Hurley said applications due on May 27 for the ACR/TDM (Alternative Congestion Relief/Transportation Demand Management) call for projects. He said there had been a successful ribbon-cutting ceremony on April 8 of the new South San Francisco Caltrain Station. He encouraged the members to provide feedback on the new TA website.

**Member Comments/Requests**

Mr. Hedges said that the decision to have a future high-speed rail go to Las Vegas versus Southern California is likely in response to alleviating the traffic between Barstow and Las Vegas. He requested to hear further details about the equity program the next time the TA receives a report on the 101 Express Lanes. Chair Arietta said her husband was very pleased with Caltrain service.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Statement of Revenues and Expenditures for the Period Ending April 30, 2022**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of April 2022 and supplemental information.

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

**Significance**

**Year to Date Revenues:** As of April year-to-date, the Total Revenue (Page 1, line 9) is \$81.7 million less than prior year actuals. This is primarily due to the issuance of the 2020 Series A & B Sales Tax Revenue Bonds included in Other Sources – 101 EL Project (page 1, line 7) in prior year. This is also due to decreases in Interest Income (page 1, line 4). Mark to market value from Investment – Portfolio, and interest income from Investment - LAIF decreased as a result of an average interest rate decrease in current period. The decreases are partially offset by the increases in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3) in current year.

**Year to Date Expenditures:** As of April year-to-date, the Total Expenditures (Page 1, line 29) are \$50.5 million less than prior year actuals. This is primarily due to less expenditures in Other Uses – 101 Express Lanes Project (Page 1, line 15), and a fluctuation in expenditures associated with other various capital projects.

**Budget Impact**

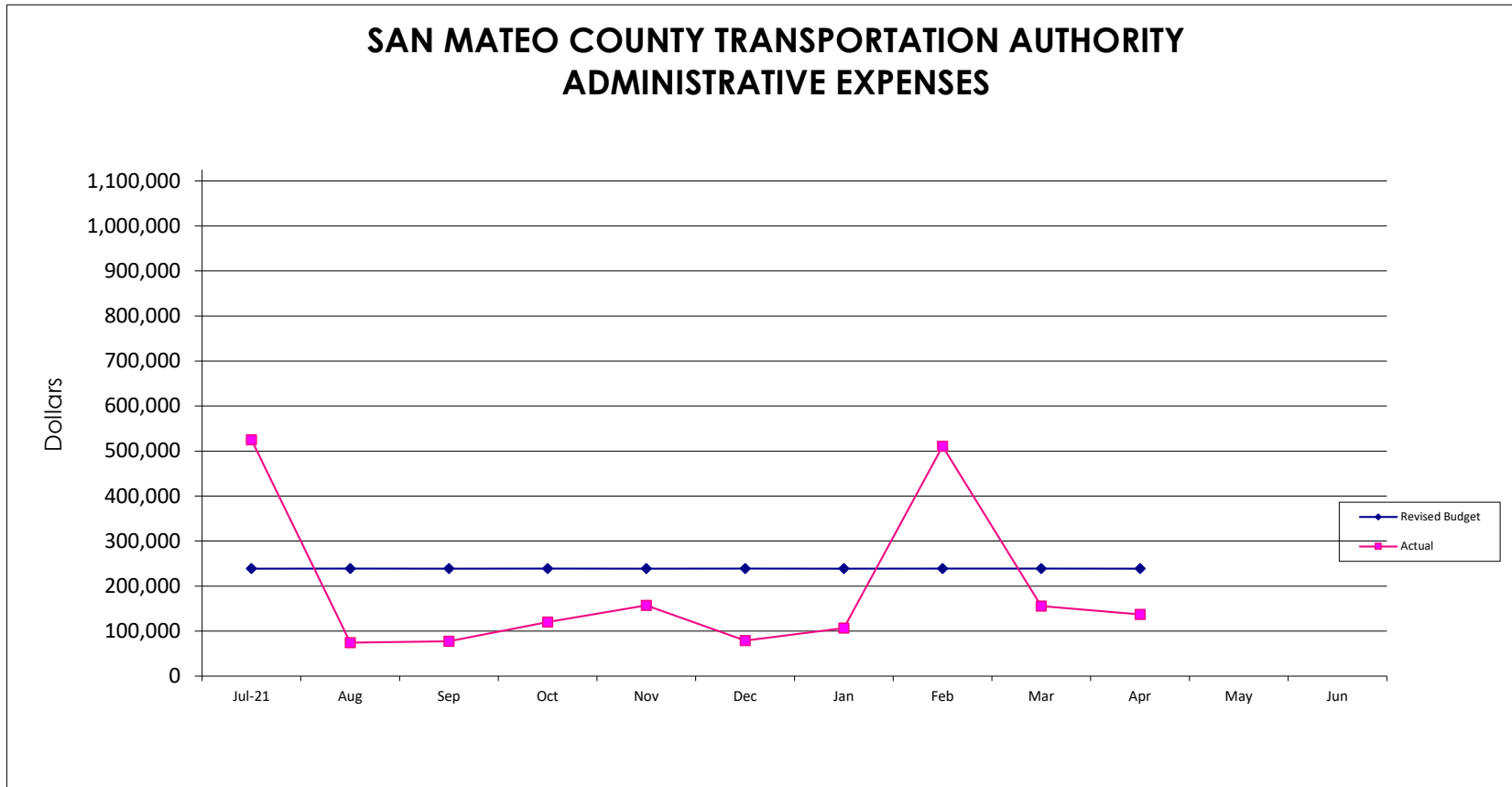
**Budget Amendment:** There are no budget amendments for the month of April 2022.

Prepared By:	Yijia Ma	Senior Accountant – General Ledger	650-508-7947
	Jennifer Ye	Director – Accounting	650-622-7890

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2022**  
**April 2022**

% OF YEAR ELAPSED: **83.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
<b>1 REVENUES:</b>					
2 Measure A Sales Tax	74,773,315	87,453,030	12,679,715	17.0%	96,495,540
3 Measure W Sales Tax	37,230,761	43,645,058	6,414,297	17.2%	48,247,770
4 Interest Income	4,186,615	3,309,619	(876,996)	(20.9%)	4,898,970
5 Miscellaneous Income	-	2,129	2,129	0.0%	-
6 Rental Income	888,530	941,421	52,891	6.0%	1,170,938
7 Other Sources-101 EL Project	100,000,000	-	(100,000,000)	(100.0%)	400,000
8					
9 <b>TOTAL REVENUE</b>	<b>217,079,221</b>	<b>135,351,257</b>	<b>(81,727,964)</b>	<b>(37.6%)</b>	<b>151,213,218</b>
10					
<b>11 EXPENDITURES:</b>					
12					
13 Measure A Annual Allocations	27,292,263	24,924,112	(2,368,151)	(8.7%)	35,220,872
14 Measure A Categories	29,391,154	32,391,450	3,000,296	10.2%	68,954,920
15 Other Uses-101 EL Project	64,354,115	10,607,903	(53,746,212)	(83.5%)	-
16					
17 Measure W Annual Allocations	7,446,150	8,729,032	1,282,882	17.2%	9,649,554
18 Measure W Categories	1,485	1,059,323	1,057,838	71,234.9%	43,894,518
19					
20 Oversight	896,122	1,438,879	542,757	60.6%	2,250,000
21					
22 Administrative					
23 Staff Support	634,712	622,614	(12,098)	(1.9%)	915,921
24 Measure A Info.- Others	-	-	-	0.0%	5,000
25 Other Admin Expenses	1,620,757	1,320,520	(300,237)	(18.5%)	1,944,028
26					
27 Total Administrative	2,255,469	1,943,133	(312,335)	(13.8%)	2,864,949
28					
29 <b>TOTAL EXPENDITURES</b>	<b>131,636,758</b>	<b>81,093,833</b>	<b>(50,542,925)</b>	<b>(38.4%)</b>	<b>162,834,813</b>
30					
31 <b>EXCESS (DEFICIT)</b>	<b>85,442,463</b>	<b>54,257,424</b>	<b>(31,185,039)</b>	<b>(36.5%)</b>	<b>(11,621,595)</b>
32					
33 <b>BEGINNING FUND BALANCE</b>	<b>437,762,317</b>	<b>506,922,667 (1)</b>			<b>472,440,349</b>
34					
35 <b>ENDING FUND BALANCE</b>	<b>523,204,780</b>	<b>561,180,091</b>			<b>460,818,754</b>
36					
37					
38 (1) Unspent bond proceeds of \$34,482,318 was included.					
39					
40					



**Current Year Data**

	Jul '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar '22	Apr '22	May '22	Jun '22
<b>MONTHLY EXPENSES</b>												
<b>Revised Budget</b>	238,746	238,746	238,745	238,746	238,746	238,746	238,746	238,746	238,746	238,745		
<b>Actual</b>	525,159*	74,377	77,471	119,877	157,093	78,975	106,762	510,591 **	155,838	136,991		
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	238,746	477,492	716,237	954,983	1,193,729	1,432,475	1,671,220	1,909,966	2,148,712	2,387,457		
<b>Actual</b>	525,159*	599,536	677,007	796,884	953,977	1,032,952	1,139,714	1,650,305	1,806,143	1,943,133		
<b>Variance-F(U)</b>	(286,413)	(122,044)	39,230	158,099	239,752	399,523	531,506	259,662	342,569	444,324		
<b>Variance %</b>	-119.97%	-25.56%	5.48%	16.56%	20.08%	27.89%	31.80%	13.60%	15.94%	18.61%		

\*San Mateo County Transportation Authority recorded all insurance expenses paid in July for FY22 instead of amortizing on monthly basis.

\*\*San Mateo County Transportation Authority recorded FY22 YTD February labor and nonlabor Inter-Agency Overhead expenses for operating projects \$417k in February 2022.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF APRIL 30, 2022**

4/30/2022

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	3,268,009.24
JP Morgan Bank Checking	53,681,054.62
LAIF	65,839,109.23

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	205,291,534.23
MMF - US Bank Custodian Account	32,518.99
Cash	96,322.12
County Pool	179,805,634.82

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<b>Total</b>	<b>\$ 508,014,183.25</b>
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\* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot  
Account: PTA-San Mateo Co. Trans. Agg (257430)  
As of: 4/30/2022

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
65479CAD0	NAROT 2020-B A3	390,150.09	07/15/2024	390,139.40	95.37	387,683.80	387,779.17
92348TAA2	VZOT 2020-A A1A	558,323.19	07/22/2024	558,257.82	315.61	558,294.11	558,609.71
		<b>948,473.28</b>		<b>948,397.21</b>	<b>410.98</b>	<b>945,977.90</b>	<b>946,388.88</b>

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	21,810.59	3,209,684.15	3,231,494.74
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	377.78	1,493,794.53	1,494,172.31
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	1,489.58	3,159,784.16	3,161,273.74
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	250.00	1,497,786.08	1,498,036.08
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	2,977.78	1,485,547.54	1,488,525.31
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	2,612.50	3,497,325.25	3,499,937.75
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	4,988.96	4,501,346.62	4,506,335.58
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	2,016.67	1,079,979.29	1,081,995.95
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,504.17	3,488,212.17	3,489,716.33
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	203.13	3,773,775.33	3,773,978.46
		<b>28,640,000.00</b>		<b>28,755,955.65</b>	<b>38,231.15</b>	<b>27,187,235.11</b>	<b>27,225,466.25</b>

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	59,408.54	04/30/2022	59,408.54	0.00	59,408.54	59,408.54
CCYUSD	Cash	27,765.48	04/30/2022	27,765.48	0.00	27,765.48	27,765.48
CCYUSD	Receivable	9,148.10	04/30/2022	9,148.10	0.00	9,148.10	9,148.10
		<b>96,322.12</b>		<b>96,322.12</b>	<b>0.00</b>	<b>96,322.12</b>	<b>96,322.12</b>

CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
23341VZT1	DNB Bank ASA - New York Branch	1,600,000.00	12/02/2022	1,600,000.00	13,600.00	1,606,411.20	1,620,011.20
65558TLL7	Nordea ABP - New York Branch	1,600,000.00	08/26/2022	1,600,000.00	5,097.78	1,603,043.20	1,608,140.98
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	5,290.67	1,605,520.00	1,610,810.67
		<b>4,800,000.00</b>		<b>4,800,000.00</b>	<b>23,988.44</b>	<b>4,814,974.40</b>	<b>4,838,962.84</b>

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	2,683.33	498,603.47	501,286.80
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	4,700.31	2,124,845.16	2,129,545.48
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	6,292.50	4,186,786.86	4,193,079.36
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	2,107.50	1,402,249.23	1,404,356.73
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	24,736.98	1,491,935.73	1,516,672.71

037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	4,270.83	740,003.90	744,274.73
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,509,084.50	1,517,584.50
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	9,687.50	1,522,146.11	1,531,833.61
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	265.42	635,535.42	635,800.84
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	644.00	761,067.47	761,711.47
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	9,226.88	3,053,380.55	3,062,607.43
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	1,391.35	460,430.40	461,821.76
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	2,190.38	873,363.69	875,554.07
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	655.88	261,515.68	262,171.56
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	14,768.06	1,560,013.29	1,574,781.35
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	1,967.88	431,885.74	433,853.61
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	5,257.64	502,909.11	508,166.74
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	2,925.00	719,732.49	722,657.49
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	877.50	215,919.75	216,797.25
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	877.50	215,919.75	216,797.25
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	691.67	783,252.60	783,944.27
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	12,876.00	2,821,911.44	2,834,787.44
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	3,403.47	471,337.24	474,740.71
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	1,237.50	1,513,282.56	1,514,520.06
		<b>29,425,000.00</b>		<b>29,809,565.65</b>	<b>122,235.06</b>	<b>28,757,112.14</b>	<b>28,879,347.20</b>
<b>FHLMC</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,055,920.91	1,058,612.92
3137BM6P6	FHMS K-721 A2	371,580.94	08/25/2022	374,745.19	956.82	372,177.44	373,134.26
3137FKK39	FHMS K-P05 A	21,940.28	07/25/2023	21,940.22	58.56	21,587.98	21,646.54
3137FQ3V3	FHMS K-J27 A1	114,972.41	07/25/2024	114,969.65	200.44	114,738.97	114,939.41
		<b>1,563,493.64</b>		<b>1,618,910.53</b>	<b>3,907.83</b>	<b>1,564,425.31</b>	<b>1,568,333.13</b>
<b>MUNI</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	1,969.69	367,653.75	369,623.44
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	837.50	458,160.00	458,997.50
		<b>875,000.00</b>		<b>875,000.00</b>	<b>2,807.19</b>	<b>825,813.75</b>	<b>828,620.94</b>
<b>MMFUND</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
31846V534	FIRST AMER:US TRS MM Y	32,518.99	04/30/2022	32,518.99	0.00	32,518.99	32,518.99
SM - CP N/M A	County Pool New Measure A	155,966,142.91	04/30/2022	155,966,142.91	0.00	155,966,142.91	155,966,142.91
SM - CP O/M A	County Pool Old Measure A	23,839,491.91	04/30/2022	23,839,491.91	0.00	23,839,491.91	23,839,491.91
SM - LAIF	Local Agency Investment Fund	65,839,109.23	04/30/2022	65,839,109.23	0.00	65,839,109.23	65,839,109.23
		<b>245,677,263.04</b>		<b>245,677,263.04</b>		<b>245,677,263.04</b>	<b>245,677,263.04</b>
<b>SUPRANAT'L</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPN	750,000.00	04/22/2025	750,900.00	117.19	701,136.27	701,253.46
		<b>750,000.00</b>		<b>750,900.00</b>	<b>117.19</b>	<b>701,136.27</b>	<b>701,253.46</b>

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828J7	UNITED STATES TREASURY	815,000.00	11/30/2024	872,877.74	7,232.01	800,259.91	807,491.92
912828K2	UNITED STATES TREASURY	1,565,000.00	10/31/2023	1,577,348.84	122.27	1,573,008.11	1,573,130.37
912828W48	UNITED STATES TREASURY	440,000.00	02/29/2024	468,582.81	1,575.27	435,926.48	437,501.75
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	31,085.64	4,577,706.45	4,608,792.09
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	43,453.04	6,398,944.50	6,442,397.54
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	10,027.62	1,476,679.50	1,486,707.12
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	2,674.03	393,781.20	396,455.23
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	17,381.22	2,559,577.80	2,576,959.02
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	1,880.33	1,434,963.60	1,436,843.93
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	91.71	2,177,930.25	2,178,021.96
912828YX2	UNITED STATES TREASURY	3,615,000.00	12/31/2026	3,451,618.95	21,145.75	3,430,154.21	3,451,299.96
912828YX2	UNITED STATES TREASURY	1,290,000.00	12/31/2026	1,231,698.05	7,545.79	1,224,038.43	1,231,584.22
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	18,718.23	3,109,376.00	3,128,094.23
912828YY0	UNITED STATES TREASURY	2,675,000.00	12/31/2024	2,669,879.89	15,647.27	2,599,244.00	2,614,891.27
912828YY0	UNITED STATES TREASURY	430,000.00	12/31/2024	448,375.78	2,515.26	417,822.40	420,337.66
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	952.87	2,101,992.75	2,102,945.62
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	904.17	1,994,557.57	1,995,461.73
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	16.30	1,485,875.20	1,485,891.50
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	1,618.13	1,429,935.45	1,431,553.58
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	1,252.75	1,107,046.80	1,108,299.55
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	1,122.25	991,729.43	992,851.68
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	1,880.18	2,070,967.50	2,072,847.68
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	1,525.90	2,253,422.41	2,254,948.30
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,258.63	1,858,729.28	1,859,987.91
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	532.20	1,996,399.62	1,996,931.82
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	652.85	1,419,521.00	1,420,173.85
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	90.16	1,594,698.60	1,594,788.76
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.55	1,549,856.00	1,549,867.55
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	3.74	501,424.00	501,427.74
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	6,141.40	5,142,991.50	5,149,132.90
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,131.87	1,827,188.00	1,830,319.87
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,644.23	959,273.70	960,917.93
91282CBA8	UNITED STATES TREASURY	1,235,000.00	12/15/2023	1,228,680.27	581.03	1,187,288.25	1,187,869.27
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,669.11	3,396,443.83	3,401,112.94
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,942.85	1,413,285.35	1,415,228.20
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	128.11	335,576.15	335,704.26
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,727.04	2,660,606.33	2,663,333.36
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	349.62	341,103.38	341,453.00
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	542.56	2,003,588.87	2,004,131.42
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,085.60	4,424,111.80	4,428,197.40
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,364.67	1,477,744.56	1,479,109.23
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	1,921.62	2,781,817.23	2,783,738.84
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	317.62	459,804.50	460,122.12
91282CBU4	UNITED STATES TREASURY	1,400,000.00	03/31/2023	1,397,812.50	148.22	1,375,773.00	1,375,921.22
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	282.79	1,649,127.60	1,649,410.39
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	47.89	2,157,502.10	2,157,549.99
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.12	1,491,889.75	1,491,922.87
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	39.74	1,790,267.70	1,790,307.44
91282CBX8	UNITED STATES TREASURY	1,835,000.00	04/30/2023	1,831,559.38	6.23	1,798,657.83	1,798,664.06



91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	957.83	1,794,501.55	1,795,459.38
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	9,943.68	2,908,722.28	2,918,665.96
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,089.29	1,488,716.13	1,493,805.41
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	1,623.11	1,636,526.48	1,638,149.59
91282CCK5	UNITED STATES TREASURY	5,000,000.00	06/30/2023	4,992,187.50	2,089.09	4,876,365.00	4,878,454.09
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	428.26	999,654.83	1,000,083.09
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	905.90	783,105.68	784,011.58
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	1,553.87	4,862,305.00	4,863,858.87
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	3,962.36	2,315,221.50	2,319,183.86
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	3,962.36	2,315,221.50	2,319,183.86
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,748.10	1,021,421.25	1,023,169.35
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,320.79	771,740.50	773,061.29
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	3,939.05	4,863,017.72	4,866,956.77
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,334.02	1,646,929.80	1,648,263.82
91282CDR9	UNITED STATES TREASURY	1,500,000.00	12/31/2023	1,488,750.00	3,760.36	1,454,532.00	1,458,292.36
91282CEA5	UNITED STATES TREASURY	6,000,000.00	02/29/2024	5,979,609.36	15,163.04	5,877,654.00	5,892,817.04
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	13,267.66	4,004,107.80	4,017,375.46
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	4,659.48	1,406,204.53	1,410,864.00
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	3,313.87	1,535,044.34	1,538,358.20
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	635.25	294,257.70	294,892.95
		<b>148,405,000.00</b>		<b>148,222,120.87</b>	<b>302,679.82</b>	<b>140,494,859.37</b>	<b>140,797,539.18</b>

# Base Risk Summary - Fixed Income

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

04/01/2022 - 04/30/2022

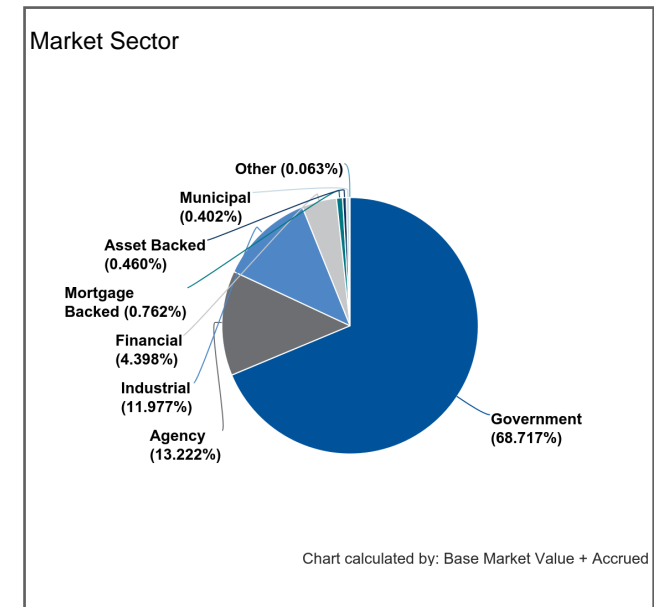
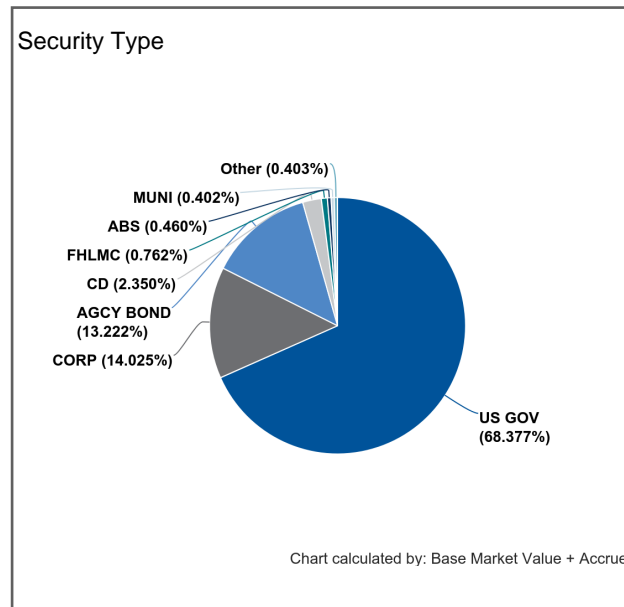
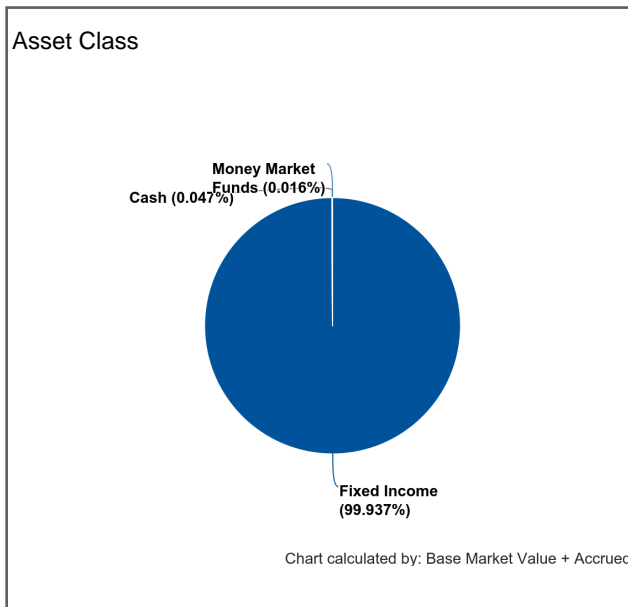
Dated: 05/04/2022

Balance Sheet	
Book Value + Accrued	215,956,642.66
Net Unrealized Gain/Loss	-10,041,889.67
Market Value + Accrued	205,914,752.99

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	96,322.12
MMFund	32,518.99
Fixed Income	205,785,911.88
Duration	2.603
Convexity	0.093
WAL	2.683
Years to Final Maturity	2.692
Years to Effective Maturity	2.680
Yield	2.747
Book Yield	0.971
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	68.377%
Other	10.532%
Federal National Mortgage Association	5.339%
Federal Home Loan Mortgage Corporation	4.815%
Amazon.com, Inc.	3.996%
Toyota Motor Corporation	2.566%
Federal Home Loan Banks	2.295%
Caterpillar Inc.	2.082%
---	100.000%

Footnotes: 1,2

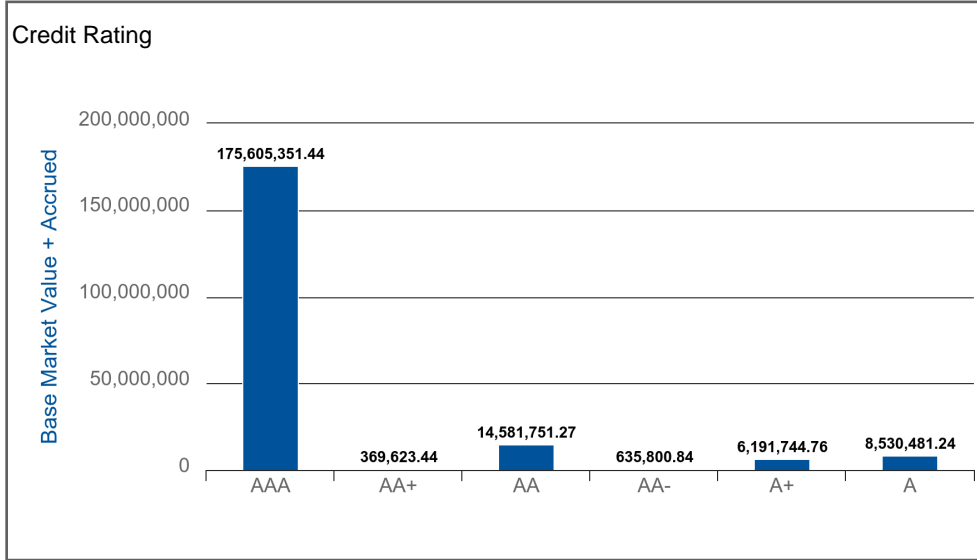


# Base Risk Summary - Fixed Income

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

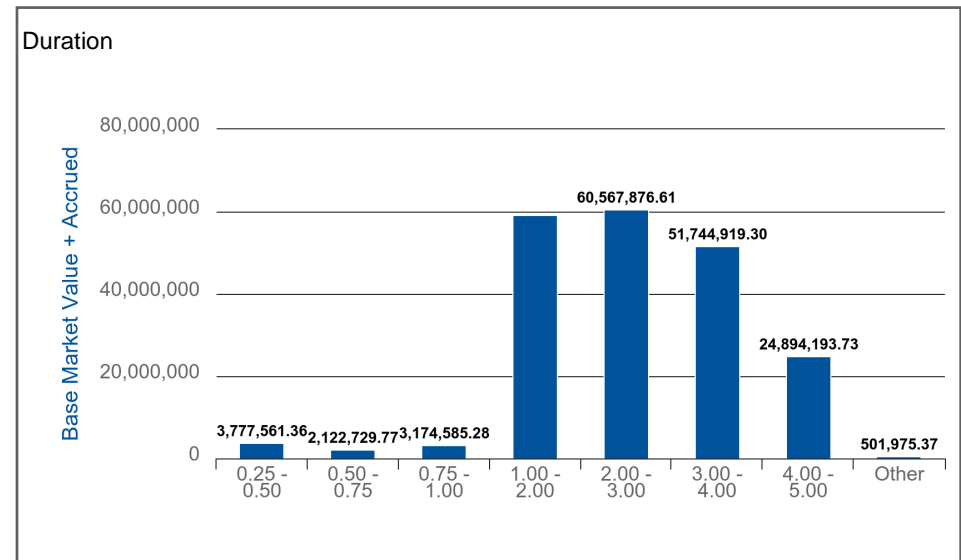
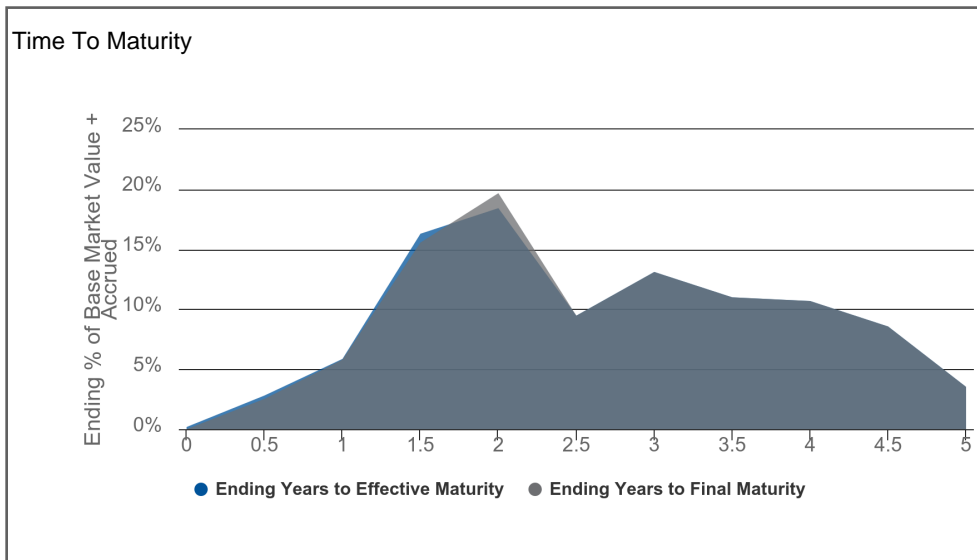
04/01/2022 - 04/30/2022

Dated: 05/04/2022



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	2.301%	24.223%	21.537%	25.129%	12.090%	0.000%	0.000%	0.000%	0.000%
AA	2.350%	1.770%	3.450%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.000%	2.723%	4.427%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

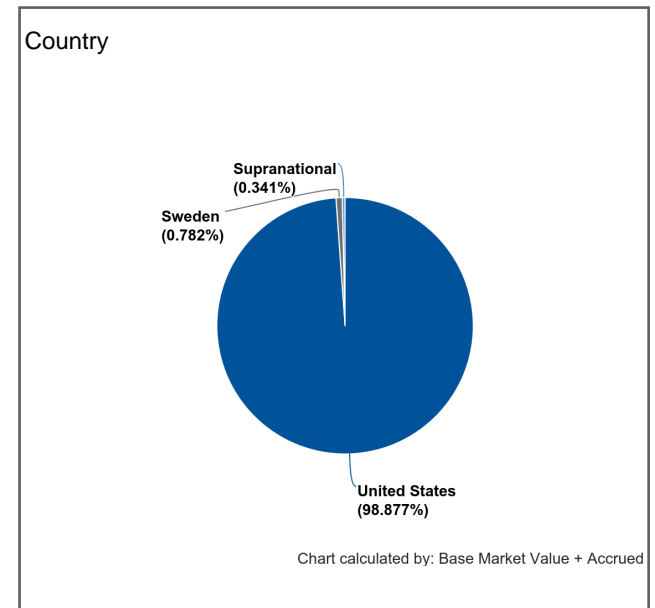
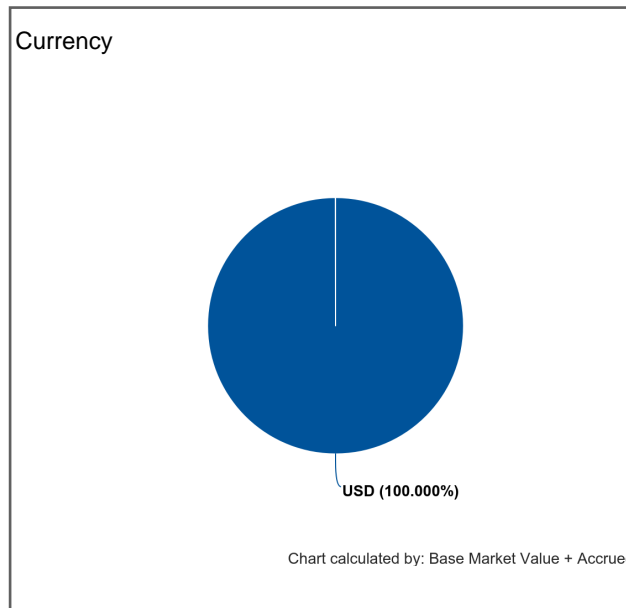
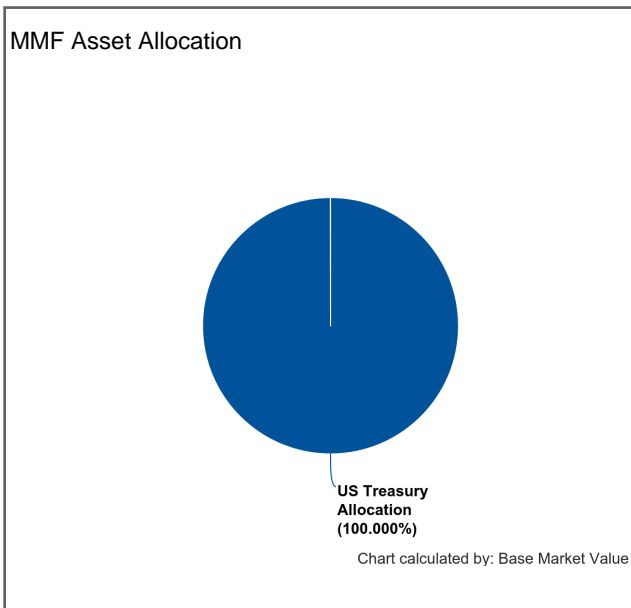
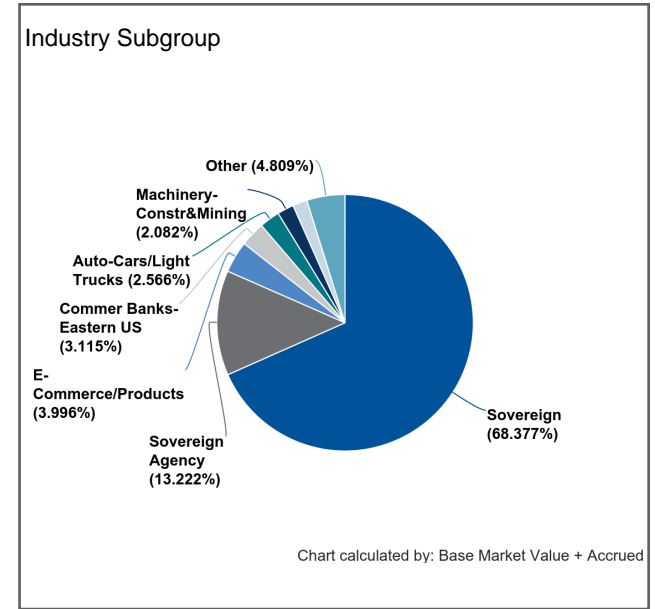
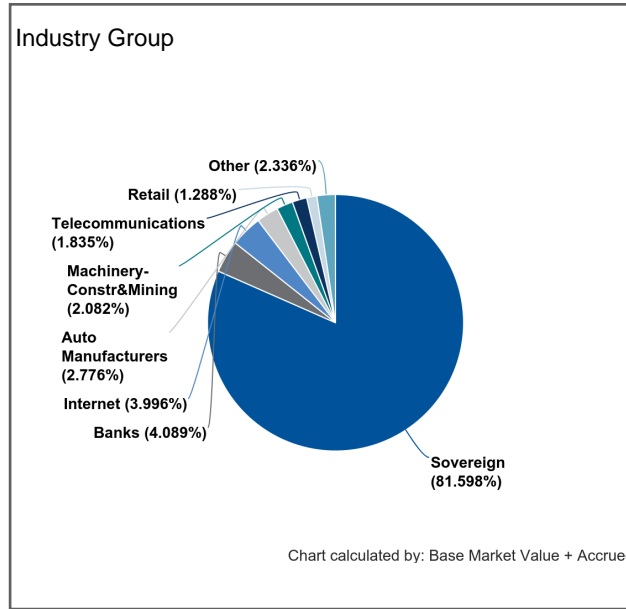
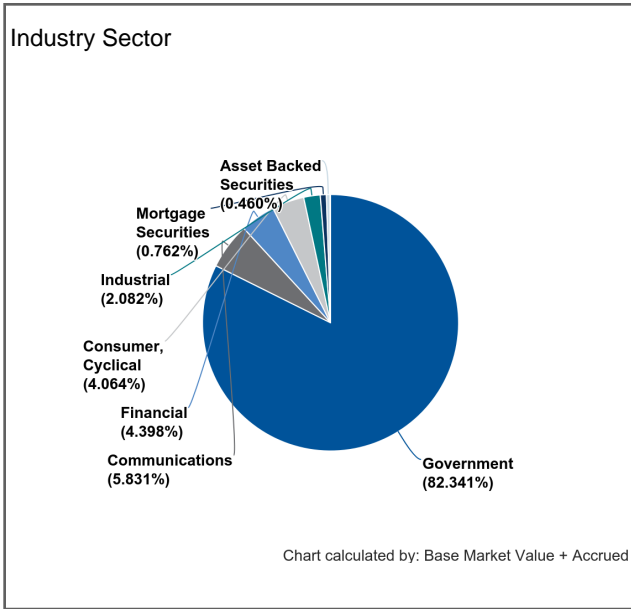


# Base Risk Summary - Fixed Income

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

04/01/2022 - 04/30/2022

Dated: 05/04/2022



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## Base Risk Summary - Fixed Income

04/01/2022 - 04/30/2022

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

Dated: 05/04/2022

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

Additional Disclosure:

Item #5.c.  
6/2/2022

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: 04/01/2022 - 04/30/2022

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
023135CE4	AMAZON.COM INC	4,195,000.00	4,195,000.00	Buy	04/11/2022	04/13/2022	04/13/2025	4,188,329.95	0.00	(4,188,329.95)
023135CE4	AMAZON.COM INC	1,405,000.00	1,405,000.00	Buy	04/11/2022	04/13/2022	04/13/2025	1,402,766.05	0.00	(1,402,766.05)
22535CDV0	redit Agricole Corporate And Investment Bank, Ne	(1,500,000.00)	(1,500,000.00)	Maturity	04/01/2022	04/01/2022	04/01/2022	(1,500,000.00)	0.00	1,500,000.00
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	(1,600,000.00)	(1,600,000.00)	Sell	04/27/2022	04/28/2022	06/26/2023	(1,564,816.00)	(1,355.56)	1,566,171.56
3137BM6P6	FHMS K-721 A2	0.00	(213,178.96)	Principal Paydown	04/01/2022	04/01/2022	08/25/2022	(213,178.96)	0.00	213,178.96
3137FQ3V3	FHMS K-J27 A1	0.00	(453.34)	Principal Paydown	04/01/2022	04/01/2022	07/25/2024	(453.34)	0.00	453.34
3137FKK39	FHMS K-P05 A	0.00	(57.27)	Principal Paydown	04/01/2022	04/01/2022	07/25/2023	(57.27)	0.00	57.27
31846V534	FIRST AMER:US TRS MM Y	3,481,446.27	3,481,446.27	Buy	---	---	04/30/2022	3,481,446.27	0.00	(3,481,446.27)
31846V534	FIRST AMER:US TRS MM Y	(3,557,138.26)	(3,557,138.26)	Sell	---	---	04/30/2022	(3,557,138.26)	0.00	3,557,138.26
46647PBB1	JPMORGAN CHASE & CO	(1,500,000.00)	(1,500,000.00)	Call Redemption	04/01/2022	04/01/2022	04/01/2023	(1,500,000.00)	0.00	1,500,000.00
65479CAD0	NAROT 2020-B A3	0.00	(42,821.79)	Principal Paydown	04/15/2022	04/15/2022	07/15/2024	(42,821.78)	0.00	42,821.78
9128283J7	UNITED STATES TREASURY	(860,000.00)	(860,000.00)	Sell	04/12/2022	04/13/2022	11/30/2024	(846,898.44)	(6,727.61)	853,626.05
9128285K2	UNITED STATES TREASURY	1,565,000.00	1,565,000.00	Buy	04/08/2022	04/11/2022	10/31/2023	1,577,348.84	20,135.32	(1,597,484.16)
912828YX2	UNITED STATES TREASURY	3,615,000.00	3,615,000.00	Buy	04/27/2022	04/28/2022	12/31/2026	3,451,618.95	20,621.48	(3,472,240.43)
912828YX2	UNITED STATES TREASURY	1,290,000.00	1,290,000.00	Buy	04/27/2022	04/28/2022	12/31/2026	1,231,698.05	7,358.70	(1,239,056.75)
912828Y0	UNITED STATES TREASURY	(1,050,000.00)	(1,050,000.00)	Sell	04/12/2022	04/13/2022	12/31/2024	(1,023,380.86)	(5,228.25)	1,028,609.11
912828Z52	UNITED STATES TREASURY	(3,200,000.00)	(3,200,000.00)	Sell	04/12/2022	04/13/2022	01/31/2025	(3,083,624.99)	(8,751.38)	3,092,376.37
912828Z52	UNITED STATES TREASURY	(375,000.00)	(375,000.00)	Sell	04/12/2022	04/13/2022	01/31/2025	(361,362.30)	(1,025.55)	362,387.85
912828ZC7	UNITED STATES TREASURY	(250,000.00)	(250,000.00)	Sell	04/12/2022	04/13/2022	02/28/2025	(238,916.02)	(336.28)	239,252.30
912828ZD5	UNITED STATES TREASURY	(1,105,000.00)	(1,105,000.00)	Sell	04/27/2022	04/28/2022	03/15/2023	(1,091,575.98)	(660.60)	1,092,236.58
91282CBU4	UNITED STATES TREASURY	(1,550,000.00)	(1,550,000.00)	Sell	04/27/2022	04/28/2022	03/31/2023	(1,524,388.67)	(148.23)	1,524,536.90
91282CBU4	UNITED STATES TREASURY	(435,000.00)	(435,000.00)	Sell	04/27/2022	04/28/2022	03/31/2023	(427,812.30)	(41.60)	427,853.90
91282CEF4	UNITED STATES TREASURY	1,565,000.00	1,565,000.00	Buy	04/08/2022	04/11/2022	03/31/2027	1,546,354.50	1,175.89	(1,547,530.39)
91282CEF4	UNITED STATES TREASURY	300,000.00	300,000.00	Buy	04/27/2022	04/28/2022	03/31/2027	296,144.53	573.77	(296,718.30)
92348TAA2	VZOT 2020-A A1A	0.00	(82,915.63)	Principal Paydown	04/20/2022	04/20/2022	07/22/2024	(82,915.64)	0.00	82,915.64
<b>San Mateo County TA</b>		<b>434,308.01</b>	<b>94,881.02</b>					<b>116,366.33</b>	<b>25,590.10</b>	<b>(141,956.43)</b>

\* 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.

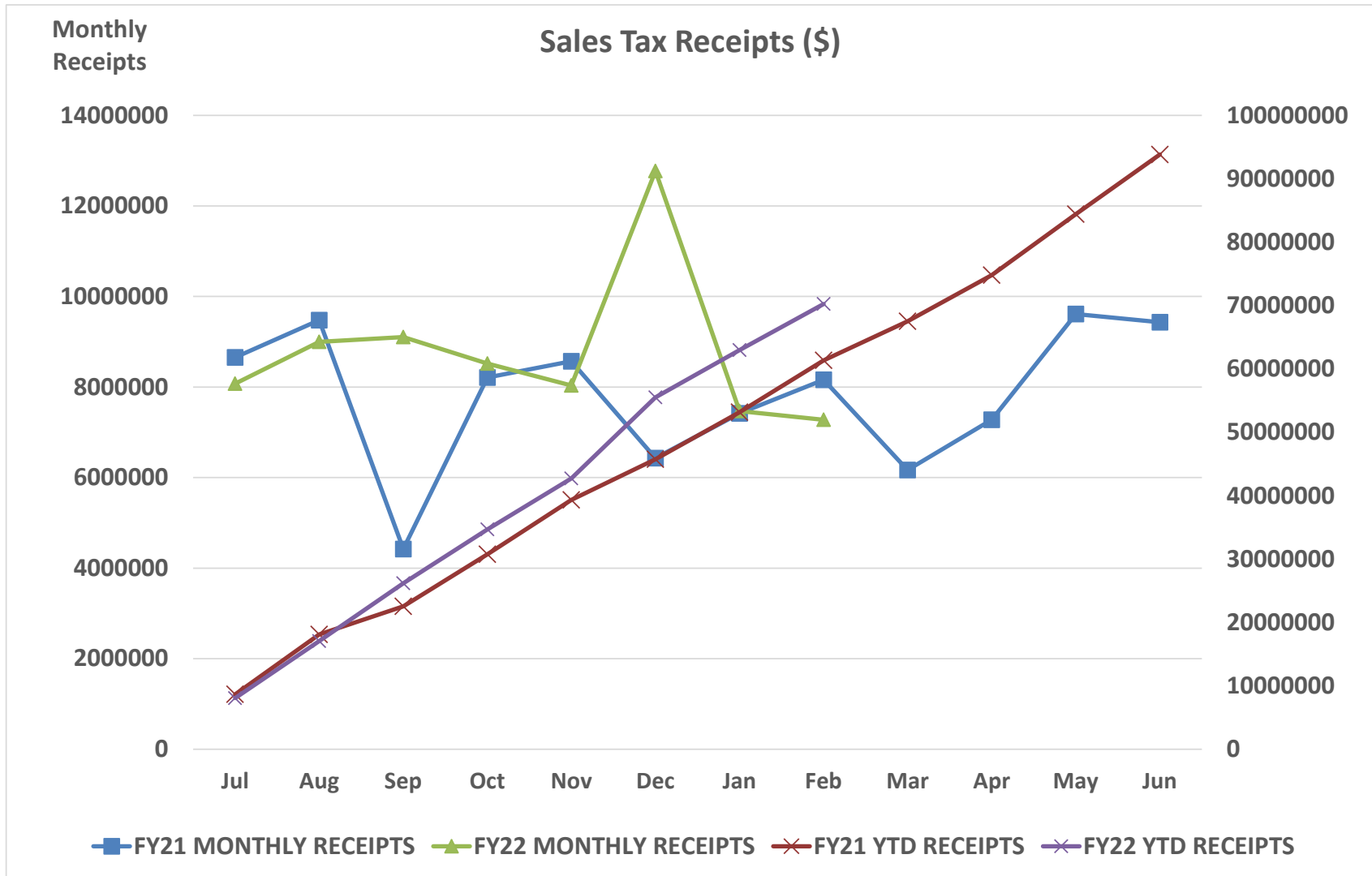
**Yield to Maturity at Market (YTM @ Market)** The internal rate of return of a security given the market price as of the report date and future expected cash flows.

**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**  
**FY2022**  
**Measure A Sales Tax**  
**April 2022**



\* 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  
APRIL 2022**

Unit	Ref	Name	Amount	Method	Description
SMCTA	000119	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000121	KHOURI CONSULTING LLC	5,500.00	ACH	Operating Expense
SMCTA	000138	SAN MATEO COUNTY TRANSIT DISTRICT	3,003,433.81	WIR	Operating Expense
SMCTA	000470	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,328.75	CHK	Operating Expense
SMCTA	000472	BANK OF NEW YORK MELLON, THE	1,770.00	CHK	Operating Expense
SMCTA	000117	ZOON ENGINEERING, INC.	115,842.06	ACH	Capital Programs (1)
SMCTA	000120	ZOON ENGINEERING, INC.	146,025.64	ACH	Capital Programs (1)
SMCTA	000122	AECOM TECHNICAL SERVICES, INC.	330,191.27	ACH	Capital Programs (1)
SMCTA	000136	DEPARTMENT OF TRANSPORTATION	3,805,414.01	WIR	Capital Programs (1)
SMCTA	000473	PACIFIC GAS & ELECTRIC COMPANY	269.42	CHK	Capital Programs (1)
SMCTA	000475	SAN MATEO DAILY JOURNAL	1,842.83	CHK	Capital Programs (1)
SMCTA	000477	BAY AREA NEWS GROUP	2,818.00	CHK	Capital Programs (1)
SMCTA	000479	PACIFIC GAS & ELECTRIC COMPANY	71.89	CHK	Capital Programs (1)
SMCTA	000118	MARK THOMAS & COMPANY AND AECOM JV	43,303.37	ACH	Capital Programs (2)
SMCTA	000123	MARK THOMAS & COMPANY AND AECOM JV	165,143.26	ACH	Capital Programs (3)
SMCTA	000135	HANSON BRIDGETT LLP	37,515.00	WIR	Capital Programs (4)
SMCTA	000471	WSP USA INC.	12,870.02	CHK	Capital Programs (5)
SMCTA	000474	PORT OF REDWOOD CITY	32,969.30	CHK	Capital Programs (6)
SMCTA	000476	WSP USA INC.	2,394.01	CHK	Capital Programs (7)
SMCTA	000478	CITY OF PACIFICA	24,275.20	CHK	Capital Programs (8)
SMCTA	000480	SOUTH SAN FRANCISCO, CITY OF	37,211.42	CHK	Capital Programs (9)
SMCTA	000481	STANTEC CONSULTING SERVICES, INC.	11,666.12	CHK	Capital Programs (10)
			<u>7,787,455.38</u>		

- (1) 101 HOV Ln Whipple - San Bruno
- (2) 101 Interchange to Broadway
- (3)
 

1,222.23	101 Interchange to Broadway
<u>163,921.03</u>	101 Managed Lanes (Nof I-380)
<u>165,143.26</u>	
- (4)
 

20,710.50	Highway Oversight
465.00	Measure W - Staff Support
2,464.50	Pedestrian & Bicycle Oversight
11,503.50	SMCTA Operating Administration
<u>2,371.50</u>	TA-Caltrain Project Oversight
<u>37,515.00</u>	
- (5) ACR/TDM Plan
- (6) RWC Ferry - Business Plan
- (7) Highway Oversight
- (8) San Pedro Creek/Rte 1 Bridge R
- (9) SSF Ferry - 2nd Terminal
- (10)
 

4,520.90	101 Peninsula Ave/Poplar I/C
1,365.35	Highway Oversight
<u>5,779.87</u>	Pedestrian & Bicycle Oversight
<u>11,666.12</u>	

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau  
Acting Executive Director  
From: April Chan  
Acting Deputy General Manager/CEO  
Subject: **Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2022**

**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 as to the scope, budget, and progress of ongoing capital projects funded by Measure A and W funds. Earlier this year, the Board recommended more reporting on Measure A funded Caltrain projects that would provide greater transparency and updated project information.

**Budget Impact**

There is no impact on the budget.

**Background**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is being presented to the Board for informational purposes. To address comments received from the Board, staff has been evaluating opportunities to provide up-to-date information and better inform the Board of the status of capital projects.

Prepared By: Joseph M. Hurley                      Director, TA Program                      650-508-7942

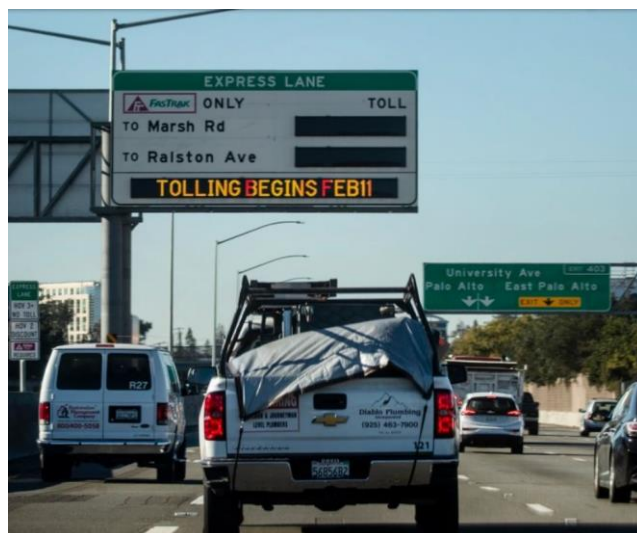


# Capital Projects

## Quarterly Status Report

Third Quarter FY2022: January 01-March 31, 2022

Report prepared for the June 2, 2022 TA Board Meeting



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Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q2 FY22	Q3 FY22	Q2 FY22	Q3 FY22	Q2 FY22	Q3 FY22	Q2 FY22	Q3 FY22	
<b>Highways</b>									
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	R	G	G	9
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report ( PEER)	G	G	G	G	G	G	G	G	13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	G	Y	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	19
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	Y	R	G	G	21
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	Y	G	G	23
00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	25
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	27
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	31
<b>Caltrain - Grade Separation &amp; Station Improvements</b>									
00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	Y	Y	R	R	R	R	G	G	34
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	R	R	R	R	G	G	38
00824- South San Francisco Station Improvement Project (South San Francisco)	G	G	Y	R	R	R	G	G	42
00814 – Grade Separation Study Report – (South Linden Avenue/Scott Street)	G	G	G	G	G	G	G	G	47
100277 – Grade Separation Study Project - Whipple Avenue (Redwood City)	G	G	G	G	R	R	G	G	49
100579 – Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project)	G	G	G	G	G	G	G	G	52

= Project On-Hold      = No Issues      = Notable Issues      = Significant Issues

# **Level 2 Projects** **Highways**

## 000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and Highway Planting Design

Sponsor: City of Burlingame

**Scope:**



The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans was the implementation agency for the construction phase, and was responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way is part of a subsequent contract following completion of the roadway construction contract.

**Project Status Summary:**

Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project submitted 95% highway planting design to Caltrans.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	08/31/22*	05/06/19	11/30/22

**Progress This Quarter:**

- (1) Continued to process the PG&E Joint Use Agreement easement
- (2) Continued coordination with US 101 Express Lanes Project
- (3) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame
- (4) Continued with the preparation of 100% landscape design submittal
- (5) Section 83 Quitclaim deed package have been recorded

**Future Activities:**

- (1) Obtain Caltrans approval on final right-of-way record maps
- (2) City to execute Maintenance Agreement with Caltrans
- (3) Submit 100% landscape design plans
- (4) Resolve landscape design issues related to stock-pile of soil at the interchange
- (5) Record of survey following recordation of Grant Deed

**Issues:** \*The US 101 Express Lanes Project is utilizing the project area for staging until Summer 2022. Based on discussion with Caltrans, the construction of the highway planting will begin after the staging work for the Express Lanes Project is completed in July 2022. There are on-going maintenance responsibilities discussions for highway planting. TA is evaluating schedule impact based on Express Lanes Project schedule and required permit requirements. Schedule will be updated once concurrences from Caltrans and City are received. The design plans will be revised to accommodate the changed conditions due to soil stock-pile left behind by the express lane project.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$59,187,000	63%	\$57,423,752	97%	\$59,187,000	63%
<b>Others</b>						
<b>Federal</b>	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
<b>State</b>	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
<b>City</b>	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
<b>Total</b>	<b>\$93,738,000</b>	<b>100%</b>	<b>\$91,064,468</b>	<b>97%</b>	<b>\$93,738,000</b>	<b>100%</b>

Note: EAC - Estimate at Completion

**Issues:** None

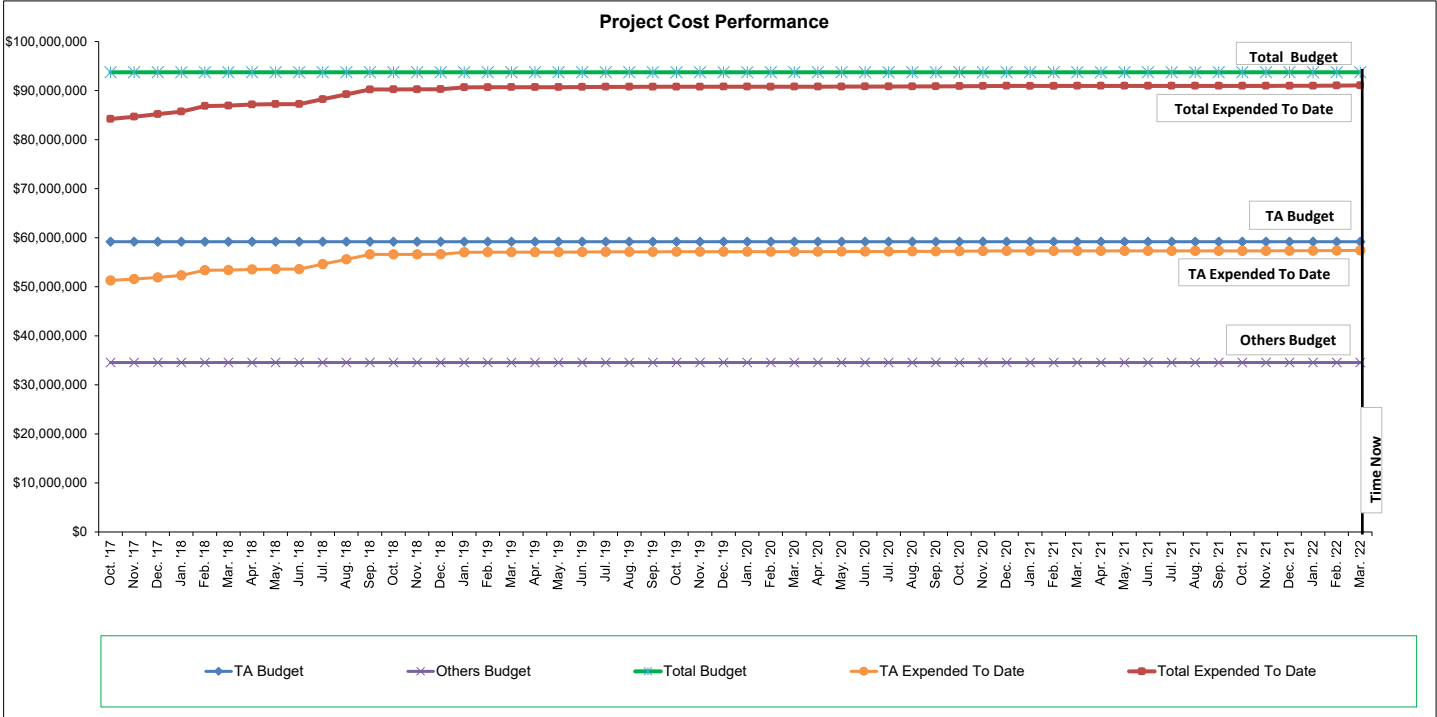


Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,423,752	\$1,763,248	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$91,064,468</b>	<b>\$2,673,532</b>	<b>\$93,738,000</b>	<b>\$0</b>

Note: The current budget includes the cost for subsequent highway planting work.



\* Cost incurred from the beginning of roadway construction and current highway planting phases.

Issues: None

## 000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency  
Sponsor: City of Menlo Park

**Scope:**



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.

**Project Status**

**Summary:**

The TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, The TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park (City) for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The construction is complete. The project is in closeout stage and the City has revised the concept highway planting design to accommodate excess excavated soil from the San Mateo Express Lanes Project. Caltrans completed reviewing claims and discussions with contractors, TA and City. City is proceeding with landscaping design.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19

**Progress**

(1) City continued coordination with the US 101 San Mateo County Express Lanes Project.

**This Quarter:**

(2) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.

**Future**

(1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and the EPA

**Activities:**

(2) City to continue to develop the landscape design

**Issues:**

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

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
<b>Others</b>						
<b>State</b>	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
<b>Total</b>	<b>\$66,800,000</b>	<b>100%</b>	<b>\$63,712,027</b>	<b>95%</b>	<b>\$66,800,000</b>	<b>100%</b>

**Issues/Notes:**

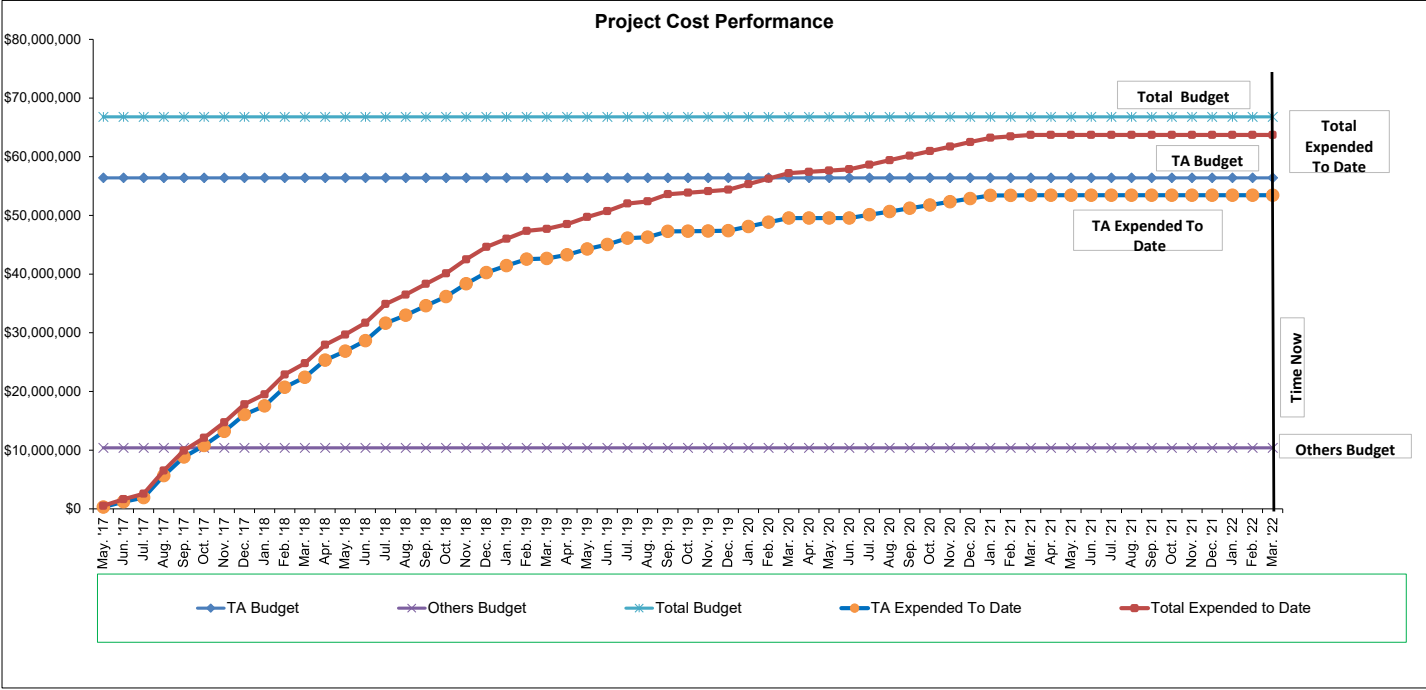
The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$53,443,809	\$2,956,191	\$56,400,000	\$0
State	\$10,400,000	\$10,268,218	\$131,782	\$10,400,000	\$0
<b>Total Project</b>	<b>\$66,800,000</b>	<b>\$63,712,027</b>	<b>\$3,087,973</b>	<b>\$66,800,000</b>	<b>\$0</b>

Note: Budget is for construction phase only. Construction cost saving may be made available to fund standard landscaping construction. The City is funding the highway planting design work and is not included in this table.



\* Cost incurred from the beginning of current construction phase.

**Issues:** None

## 000768 - U.S. 101/ WOODSIDE ROAD INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

**Scope:**

The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realigning the freeway ramps. The project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.



**Project Status**

**Summary:**

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The City completed responding to comments and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The City is working to develop a full funding plan for the right-of-way capital and construction phases. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023. In December 2021, the TA Board approved \$50 million in New Measure A funds

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	TBD
Right-of-way Support	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	TBD

**Progress**

(1) City continued capital funding pursuit planning and activities, including initiating Funding Plan Development

**This Quarter:**

- (2) City continued work on updating Project phasing concept.
- (3) City coordinated development of updated right of way cost estimates and initiated right of way acquisition planning and scheduling

**Future**

**Activities:**

- (1) City to submit plats and legal descriptions to Caltrans
- (2) City to continue capital funding pursuit, continue development of formal Funding Plan, and prepare application inputs for Caltrans/ City Co-application for TCEP and application for INFRA
- (3) City to complete the Project phasing concept
- (4) City to complete the updated right of way costs

**Issues:**

\*In consultation with Caltrans and TA, the City decided to suspend (or pause) design activities at the completion of the 95% design task due to lack of full funding for construction phase. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$8,140,000	79%	\$6,960,252	86%	\$8,140,000	79%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$2,110,000	21%	\$1,595,097	76%	\$2,110,000	21%
<b>Total</b>	<b>\$10,250,000</b>	<b>100%</b>	<b>\$8,555,349</b>	<b>83%</b>	<b>\$10,250,000</b>	<b>100%</b>

**Issues:**

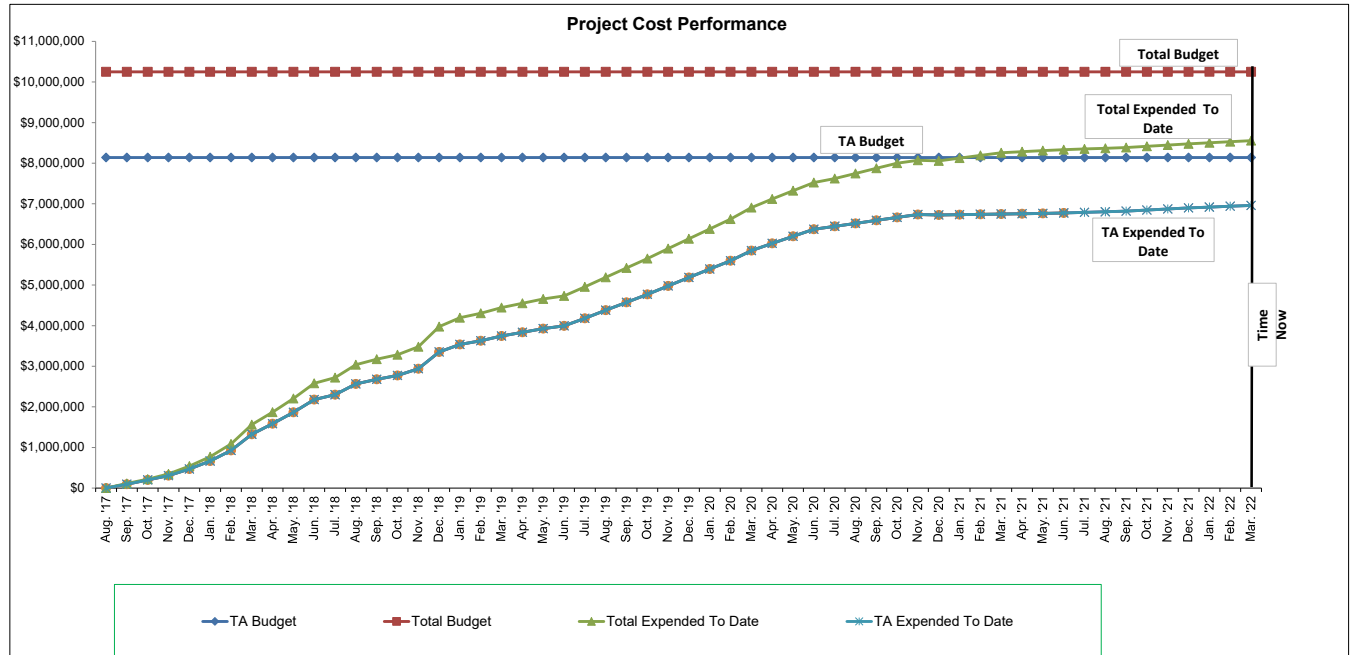
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,960,252	\$1,179,748	\$8,140,000	\$0
City	\$2,110,000	\$1,595,097	\$514,903	\$2,110,000	\$0
<b>Total Project</b>	<b>\$10,250,000</b>	<b>\$8,555,349</b>	<b>\$1,694,651</b>	<b>\$10,250,000</b>	<b>\$0</b>

Note: Budget is for PS&E and right-of-way support phases only.




\* Cost incurred from the beginning of current PS&E and right-of-way phases.

**Issues:** None

## 000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT


**TA Role:** Funding Agency and technical support during construction

**Sponsor:** City of Pacifica

**Scope:**  The project replaced the existing San Pedro Creek Bridge on State Route 1 with a longer and higher structure. The project also widened San Pedro Creek bed in the vicinity of the bridge. The limits of work on State Route 1 are from 0.3 miles south of the Linda Mar Intersection to the Linda Mar Intersection in Pacifica, CA.

**Project Status Summary:** The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans. The 2019 and 2020 Annual Monitoring Reports show that the overall survivorship, vigor, and percent cover of seeded areas exceeded success criteria, and remained stable.

**Issues:** None


**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (12/21)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/21	01/01/18	12/31/22

**Progress This Quarter:** (1) City continue to monitor creek revegetation in coordination with Caltrans.  
(2) City is preparing the creek-bed profile at the request of Regional Water Quality Control Board

**Future Activities:** (1) City to continue creek monitoring work and coordinate with Caltrans till closeout the project.  
(2) Complete the creek-bed profile

**Issues:** None

**Funding :** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$10,054,000	56%	\$7,769,550	94.9%	\$8,185,075	52%
<b>Others</b>						
<b>Federal</b>	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
<b>State</b>	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
<b>City</b>	\$150,000	1%	\$150,000	100%	\$150,000	1%
<b>Total</b>	<b>\$17,844,381</b>	<b>100%</b>	<b>\$15,466,749</b>	<b>97.4%</b>	<b>\$15,882,273</b>	<b>100%</b>

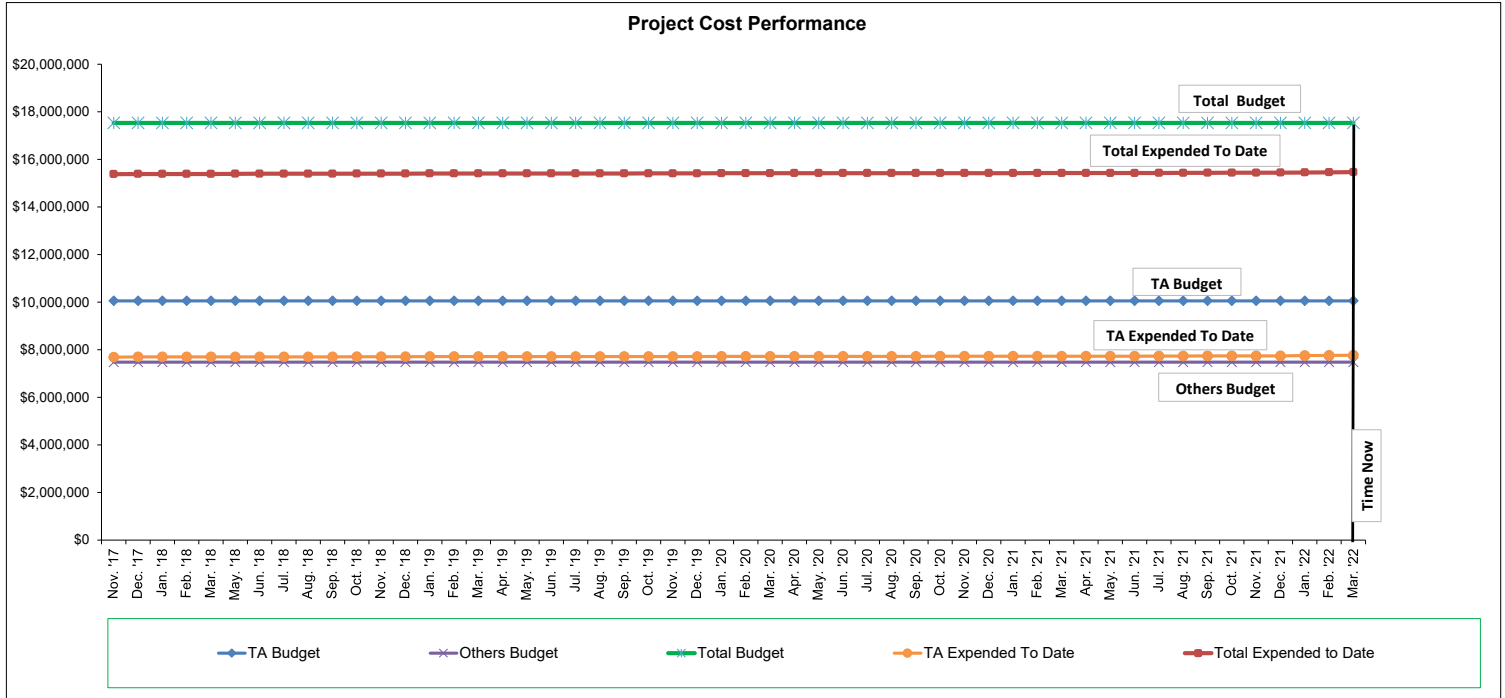
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,769,550	\$415,524	\$8,185,075	\$1,868,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
<b>Total Project</b>	<b>\$17,844,381</b>	<b>\$15,466,749</b>	<b>\$415,524</b>	<b>\$15,882,273</b>	<b>\$1,962,108</b>

Note: Budget for PS&E, construction, plant establishment and a 3-year biological monitoring period.



\* Cost incurred from the beginning of current biological monitoring phase.

**Issues:** None

## 000791 - U.S. 101 EXPRESS LANES PROJECT

TA Role: Funding Agency / Co-Implementer / Co-Sponsor

Sponsors: C/CAG and TA

**Scope:** This project will provide Express Lanes in both northbound and southbound directions of US 101 from the proposed Express Lanes in Santa Clara County to I-380 in San Mateo County.



**Project Status Summary:** The PSR-PDS was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. In February 2017, the project began a series of meetings to inform the City's staff (located in the vicinity of the project limits) about the project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018. In February 2018, TA Board programmed and allocated \$22,000,000 for PS&E, right-of-way and construction. Allocation for construction conditioned on completion of PS&E and right-of-way. Based on comments received on the DED, it was determined that modifications of some sections of the DED is necessary. To provide ample opportunity for public input, a 30-day partial recirculation was established. The partial recirculation of the PA&ED phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019. The construction contract of the northern segment was awarded in November 2019 and construction began in March 2020.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
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	06/30/22

Southern Segment (Santa Clara County Line – Whipple)

1. Southern Segment began tolling operations on Friday, February 11
2. Continue to identify and address punch list items in preparation for southern segment project closeout

**Progress**

**This Quarter:**

Northern Segment (Whipple- I-380)

1. Continue to review and issue change orders
2. 75% of pavement tonnage complete, with 54% of open graded asphalt concrete (final layer) laid down
3. Median barrier architectural treatment nearly complete
4. All drainage work complete
5. All overhead signs installed (except 2 sign bridges)
6. Majority of PG&E work is complete
7. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

**Future Activities:** Southern segment (Santa Clara County Line – Whipple)

1. Continue to identify and address punch list items in preparation for southern segment project closeout
2. Monitor and Report out on the performance of the express lanes operations

Northern Segment (Whipple – I-380)

1. Final layer of open grade to be placed
2. Constructing, texturing, and painting median barrier
3. Installing sign bridges
4. Installing tolling equipment in Block 2,4 and 4 (TransCore)

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA **</b>	\$30,500,000	5%	\$29,009,982	95%	\$30,500,000	5%
<b>Others</b>						
<b>Regional</b>	\$95,000,000	16%	\$68,850,952	72%	\$95,000,000	16%
<b>Loan/Future Toll</b>	\$86,500,000	15%	\$74,611,778	86%	\$86,500,000	15%
<b>Federal</b>	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
<b>State</b>	\$306,670,000	53%	\$272,716,921	89%	\$306,670,000	53%
<b>Private*</b>	\$53,000,000	9%	\$47,384,509	89%	\$53,000,000	9%
<b>Total</b>	<b>\$581,170,000</b>	<b>100%</b>	<b>\$502,074,143</b>	<b>86%</b>	<b>\$581,170,000</b>	<b>100%</b>

\* \$8M from SAMCEDA and \$45M from Facebook Funding Agreements.

\*\* For tracking purposes going forward consistent with the reported project cost of \$581 million, the total does not include the \$2 million earlier allocation from the TA for the PID phase.

**Issues:**

An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

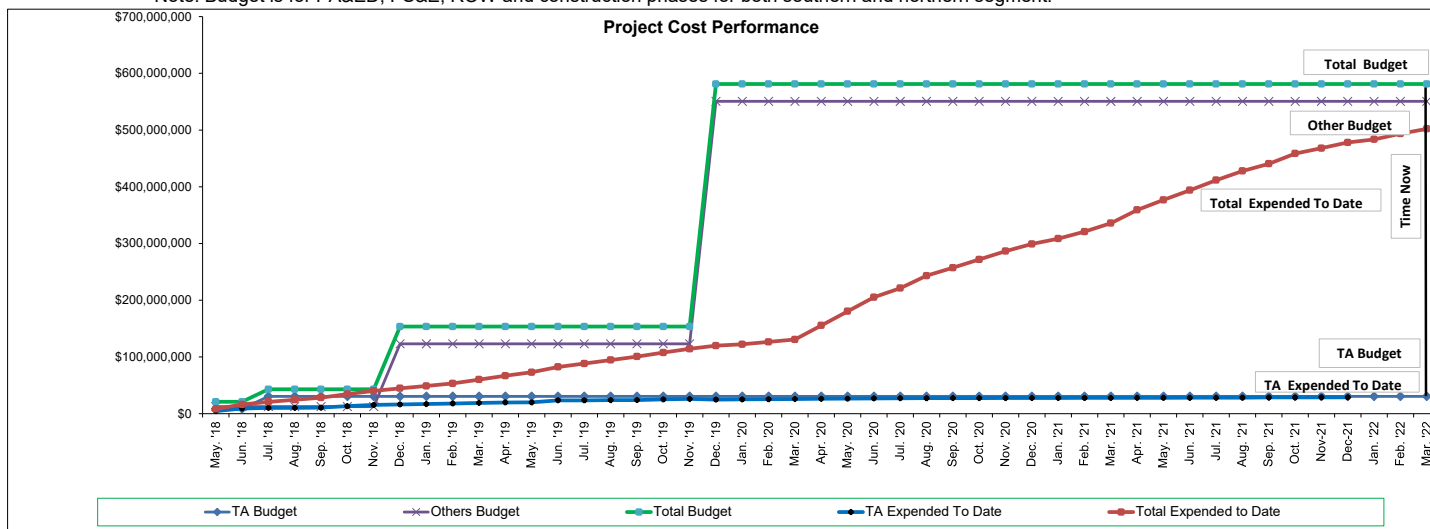


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$29,009,982	\$1,490,018	\$30,500,000	\$0
Others	\$550,670,000	\$473,064,160	\$77,605,840	\$550,670,000	\$0
<b>Total Project</b>	<b>\$581,170,000</b>	<b>\$502,074,143</b>	<b>\$79,095,857</b>	<b>\$581,170,000</b>	<b>\$0</b>

Note: Budget is for PA&ED, PS&E, ROW and construction phases for both southern and northern segment.



\*\* For tracking purposes going forward consistent with the reported project cost of \$581 million the total does not include the \$2 million earlier allocation from the TA for the PID phase.

**Issues:**

An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work. An additional \$22M of Measure A funds were added to the project budget in July 2018. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018. \$36.03M of design funding for Cooperative Agreement was added to the project budget. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

# 000793 - HIGHWAY 1 SAFETY & OPERATIONAL PROJECT (GRAY WHALE COVE)

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

**Scope:**

Safety and mobility improvement to relieve traffic congestion, improve throughput, and enhance safety for motorists, bicyclists and pedestrians along a 7-mile stretch of Highway 1 from Gray Whale Cove to Miramar. Scope of project includes Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.



**Project Status**

**Summary:**

The Final PPS was issued on August 31, 2015. Improvements were grouped into five general locations with two or three alternatives evaluated for each location. Four public outreach meetings were held on the coast. Project delivery recommendations are included in the final PPS report. The project stakeholders are in favor of the Gray Whale Cove improvement location. In November 2016, the Gray Whale Cove improvement alternative was selected to move forward as a standalone project under the Caltrans PEER process. The PEER will serve as the Project Initiation Document (PID) and Project Approval document to enter the Caltrans Encroachment Permit process. In September 2017, TA and the County of San Mateo entered a Memorandum of Understanding to begin work associated with the PEER phase and Notice-to-proceed was issued to design consultant on September 27, 2017. The project is on hold until the County of San Mateo has staff available to prepare and attend the Planning Commission Meeting.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	4/30/2020*	09/27/17	TBD

**Progress**

(1) Continued coordination with County and Caltrans on Maintenance and Environmental Review.

**This Quarter:**

(2) County continued to pursue funding sources for construction phase.

**Future**

**Activities:**

- (1) Complete 100% PS&E and Environmental Review
- (2) Resolve long term maintenance responsibility and negotiate maintenance agreement with Caltrans
- (3) Continue to pursue construction funding

**Issues:**

\*The project is on hold. Schedule will be updated once County of San Mateo has staff available to prepare and attend the Planning Commission Meeting. The Planning Commission Meeting date is to be determined. Hazardous materials field work is postponed and shall begin when the project resume.

**Funding:**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$1,500,000</b>	<b>100%</b>	<b>\$783,078</b>	<b>52%</b>	<b>\$1,500,000</b>	<b>100%</b>

**Issues:**

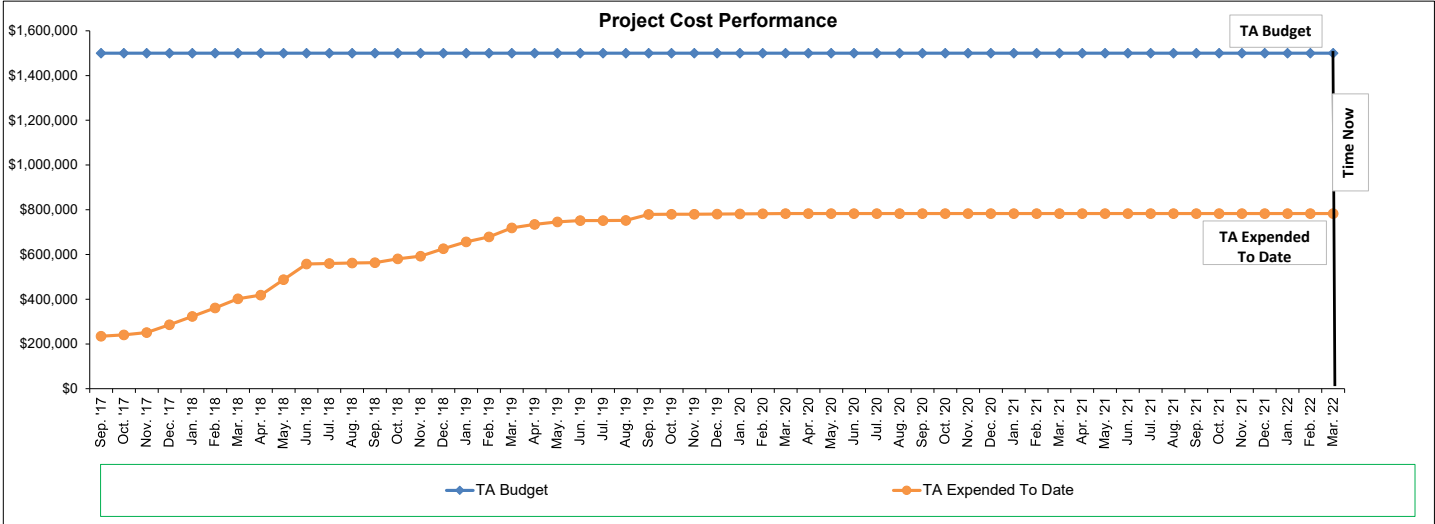
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$1,500,000</b>	<b>\$783,078</b>	<b>\$716,922</b>	<b>\$1,500,000</b>	<b>\$0</b>

Note: Budget is for PPS, PEER and construction phases. Any cost saving from PEER phase will be made available for subsequent construction phase.



\* Cost incurred from the beginning of current PEER phase.

**Issues:** None

## 000795 - U.S. 101/ HOLLY STREET INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

**Scope:** This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks and bike lanes.



**Project Status Summary:** The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. Eight bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the Pedestrian Overcrossing (POC) element of the Project. The City stopped all engineering work in March. In December 2021, the TA Board approved \$10.25 million in Measure A Supplemental Roadway funds for construction with the condition to secure the remaining funding gap by December 2022.

**Issues:** None

**Schedule:**



(3a)

Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	TBD*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	TBD*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	TBD*	TBD*

**Progress This Quarter:** (1) The City is exploring value engineering opportunities.

**Future Activities:** (1) City has opted to suspend work and is pursuing additional funds to fully fund the project  
(2) Coordinate with the US 101 Express Lane project

**Issues:** \*The City stopped all engineering work in March 2021. The project was not recommended for Local Partnership Program (LPP) and ATP grants. The work that was proposed to be shifted to the project will remain and be completed as part of the Express Lanes Project.

**Funding :**



(4b)

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,000,000	76%	\$2,858,776	95%	\$3,000,000	80%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$971,296	24%	\$710,117	93%	\$763,063	20%
<b>Total</b>	<b>\$3,971,296</b>	<b>100%</b>	<b>\$3,568,892</b>	<b>95%</b>	<b>\$3,763,063</b>	<b>100%</b>

**Issues:** The current funding table does not include funding for construction phase.

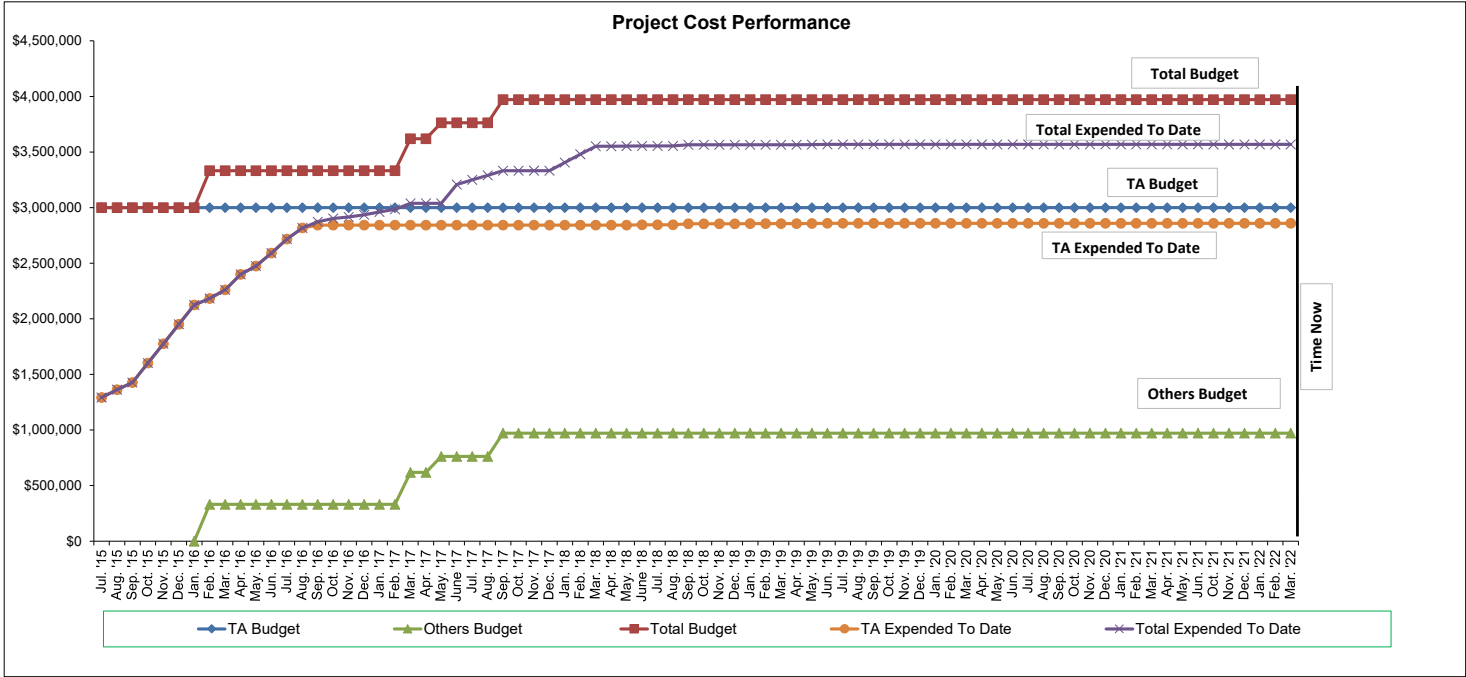
Budget:



(2a)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0
Others	\$971,296	\$710,117	\$52,946	\$763,063	\$208,233
<b>Total Project</b>	<b>\$3,971,296</b>	<b>\$3,568,892</b>	<b>\$194,171</b>	<b>\$3,763,063</b>	<b>\$208,233</b>

Note: Budget is for PA&ED and PS&E phases only. In December 2021, the Board awarded \$10.25 million of Measure A funds for construction.



\* Cost inception from the beginning of current phase.

**Issues:** The TA Board approved \$10.25 million of Measure A funds in December 2021 for construction.

# 000801 - U.S. 101/ PENINSULA AVE INTERCHANGE PROJECT

TA Role: Funding Agency and Technical Support

Sponsor: City of San Mateo

**Scope:** The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.



**Project Status Summary:** The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of the environmental documents. At the requests of the Cities of Burlingame and San Mateo (Cities), additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of the City of San Mateo (City) as the project sponsor to move forward with the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. The City hosted several community meetings to provide updates to the community and City Councils. A Project Scoping Meeting was held on April 28, 2021 to begin formal comment period process. Written public comments have been summarized. No response to comments will be provided at this time. They will be considered during the environmental review process. Required environmental and technical studies have begun. The TA Board approved \$6 million of Measure A funds in December 2021 in response to the Call for Project application from the City.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	12/31/22



**Progress This Quarter:**

- (1) Continued the development of Geometric Engineering Drawings
- (2) Continued to work with Caltrans to finalize the Quality Management Plan and schedule
- (3) Continue with the environmental technical studies (air, noise, etc.)
- (4) Continued to develop draft design exception report
- (5) Prepared Draft Drainage Report
- (6) Held regular PDT meetings with Caltrans

**Future Activities:**

- (1) Submit various environmental technical studies to Caltrans
- (2) Develop draft Project Report
- (3) Coordinate with Caltrans and the City of San Mateo and finalize various draft and final environmental and technical studies to obtain final approval
- (4) Execute revised MOU with the City of San Mateo which adds \$600,000 of City funding to the project

**Issues:** None

**Funding:**

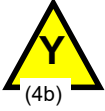
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,900,000	87%	\$2,141,031	55%	\$3,900,000	87%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$600,000	13%	\$174,755	29%	\$600,000	13%
<b>Total</b>	<b>\$4,500,000</b>	<b>100%</b>	<b>\$2,315,786</b>	<b>51%</b>	<b>\$4,500,000</b>	<b>100%</b>



Note: In December 2021, the Board awarded \$6 million Measure A funds for PA&ED (\$1.4 million), PS&E (\$4.2 million) and ROW Support (\$400k)

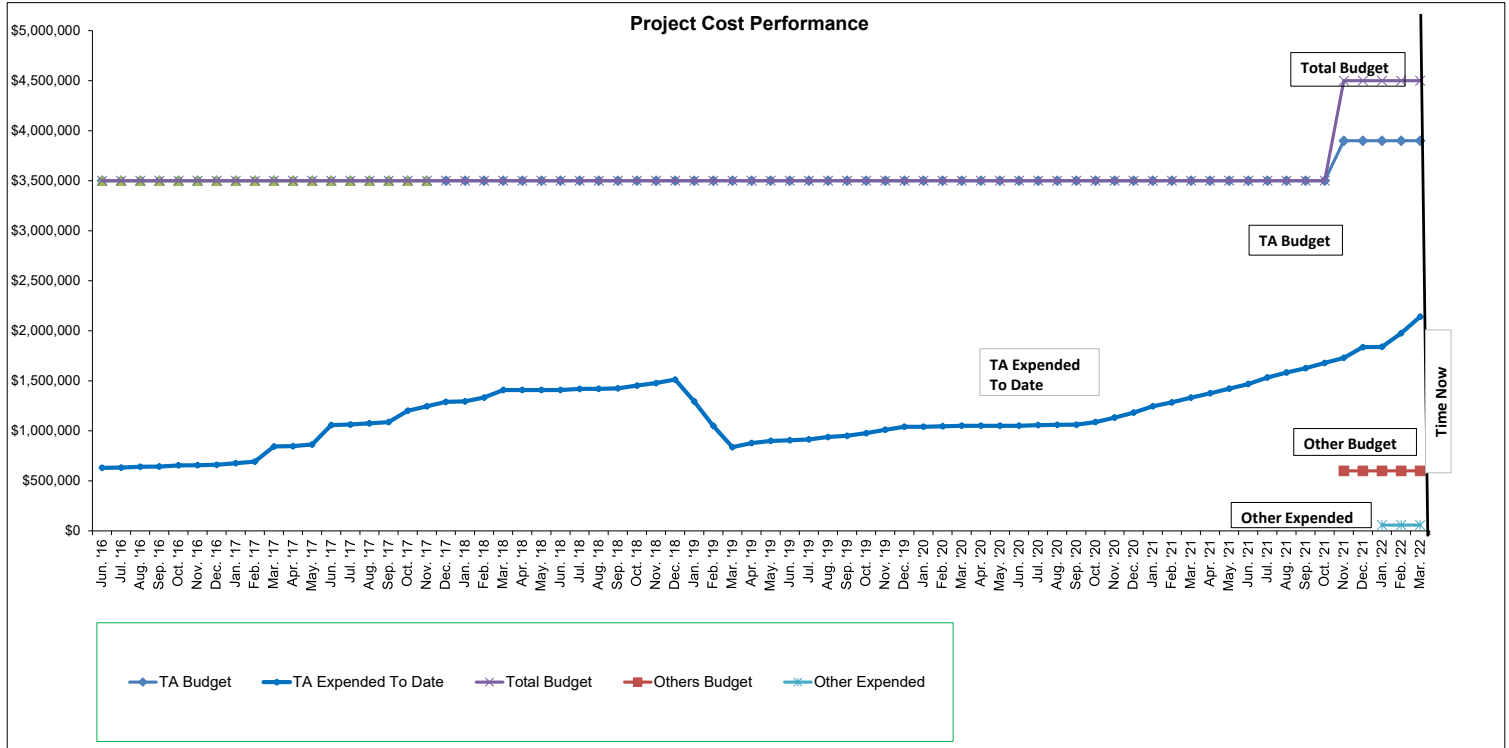
**Issues:** None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,900,000	\$2,141,031	\$1,758,969	\$3,900,000	\$0
Others	\$600,000	\$174,755	\$425,245	\$600,000	\$0
<b>Total Project</b>	<b>\$4,500,000</b>	<b>\$2,315,786</b>	<b>\$2,184,214</b>	<b>\$4,500,000</b>	<b>\$0</b>

Note: Budget is for PA&ED phase. Budget table will be updated in the next status report.



\* Cost inception from the beginning of current PA&ED phase.

**Issues/Notes:** The TA Board allocated \$6 million of Measure A funds in December 2021.

# 000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

**Scope:**



Project scope is to study alternatives for a new interchange and street that connect Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

**Project Status Summary:**

The Project Study Report – Project Development Support (PSR – PDS) was approved on August 31, 2015. During the Project Approval and Environmental Document (PA&ED) phase of the project, in addition to the PSR-PDS design alternatives, two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities began in October 2018; an environmental scoping meeting was conducted in August 2021. The properties impacted by the design alternatives have been identified. The City and Caltrans will soon decide on a preferred alternative(s).

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (06/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
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	10/10/22

**Progress This Quarter:**

- (1) City Completed a Value Analysis study and submitted draft report to Caltrans
- (2) City updated and submitted the traffic model to Caltrans
- (3) City submitted the first draft of the Traffic Operations Analysis Report to Caltrans
- (4) City submitted the Administrative Draft EIR/EA to Caltrans
- (5) City submitted the second administrative draft project report to Caltrans

**Future Activities:**

- (1) City to coordinate with Caltrans on the Design Support Decision Document.
- (2) City to coordinate with Caltrans on environmental studies review
- (3) City to coordinate with Caltrans on the project report review

**Issues:**

PA/ED Completion was delayed due to revisions to the traffic studies

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,550,000	92%	\$2,667,506	75%	\$3,550,000	92%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$300,000	8%	\$135,829	45%	\$300,000	8%
<b>Total</b>	<b>\$3,850,000</b>	<b>100%</b>	<b>\$2,803,335</b>	<b>73%</b>	<b>\$3,850,000</b>	<b>100%</b>

Note: Budget is for PSR-PDS and PA&ED phases.

**Issues:**

None

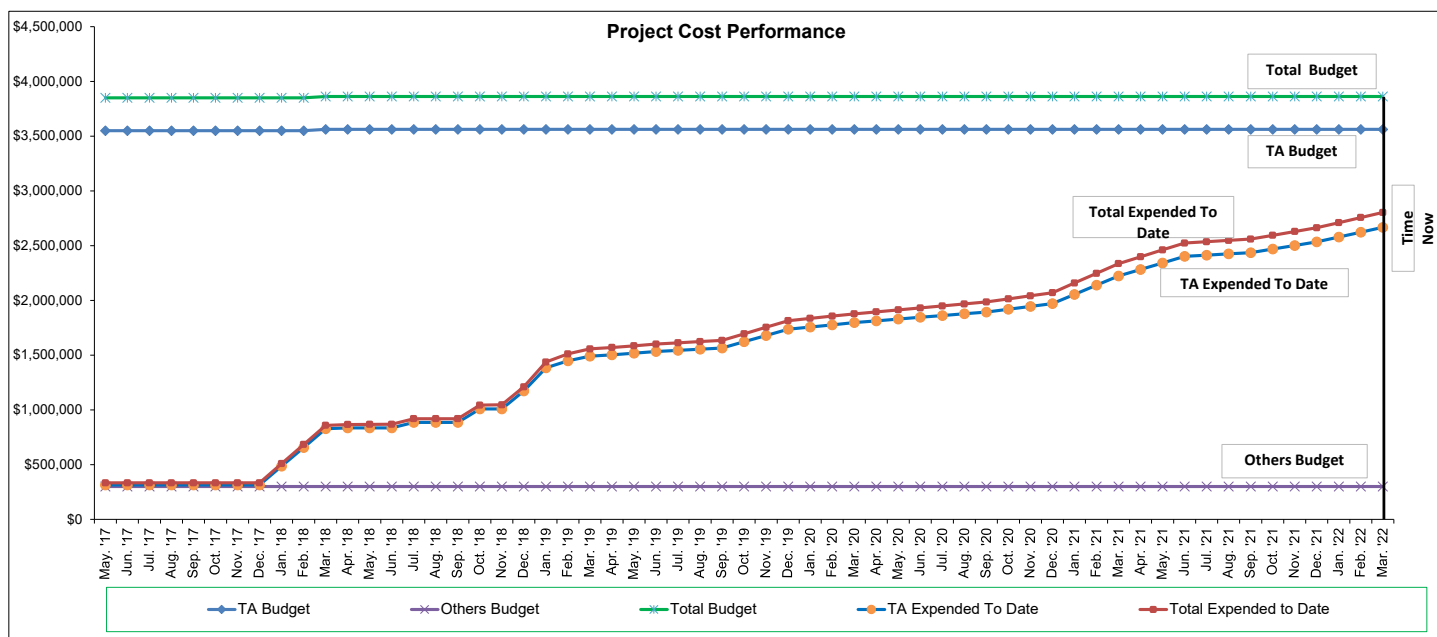


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,667,506	\$882,494	\$3,550,000	\$0
Others	\$300,000	\$135,829	\$164,171	\$300,000	\$0
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$2,803,335</b>	<b>\$1,046,665</b>	<b>\$3,850,000</b>	<b>\$0</b>

Note: Budget is for PSR-PDS and PA&ED phases.



\* Cost inception from the beginning of current PA&ED phase.

**Issues:** None

# 000805 - HIGHWAY 92 / SR 82 (EL CAMINO REAL) INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Mateo

**Scope:** 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.



**Project Status Summary:** Caltrans HQ approved the package for Ready-To-List package. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for Construction phase of the project. Bids were opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway landscaping final design.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (6/30/21)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
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
Highway Planting Design	09/01/19	07/30/20	09/01/19	06/30/21	09/01/19	08/31/23

**Progress This Quarter:**

- (1) City addressed Caltrans' constructability review comments
- (2) City Council approved the project funding agreement
- (3) Reviewed and redlined the Maintenance Agreement language

**Future Activities:**

- (1) City to complete the Final PS&E and obtain Caltrans' encroachment permit
- (2) City to advertise the project
- (3) Caltrans to review and issue encroachment permit
- (4) Review and execute an Amended Project Maintenance Agreement

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$18,400,000	69%	\$17,319,487	94%	\$18,400,000	69%
<b>Others</b>						
<b>Federal</b>	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
<b>State</b>	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
<b>City</b>	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
<b>Total</b>	<b>\$26,611,535</b>	<b>100%</b>	<b>\$25,523,848</b>	<b>96%</b>	<b>\$26,611,535</b>	<b>100%</b>

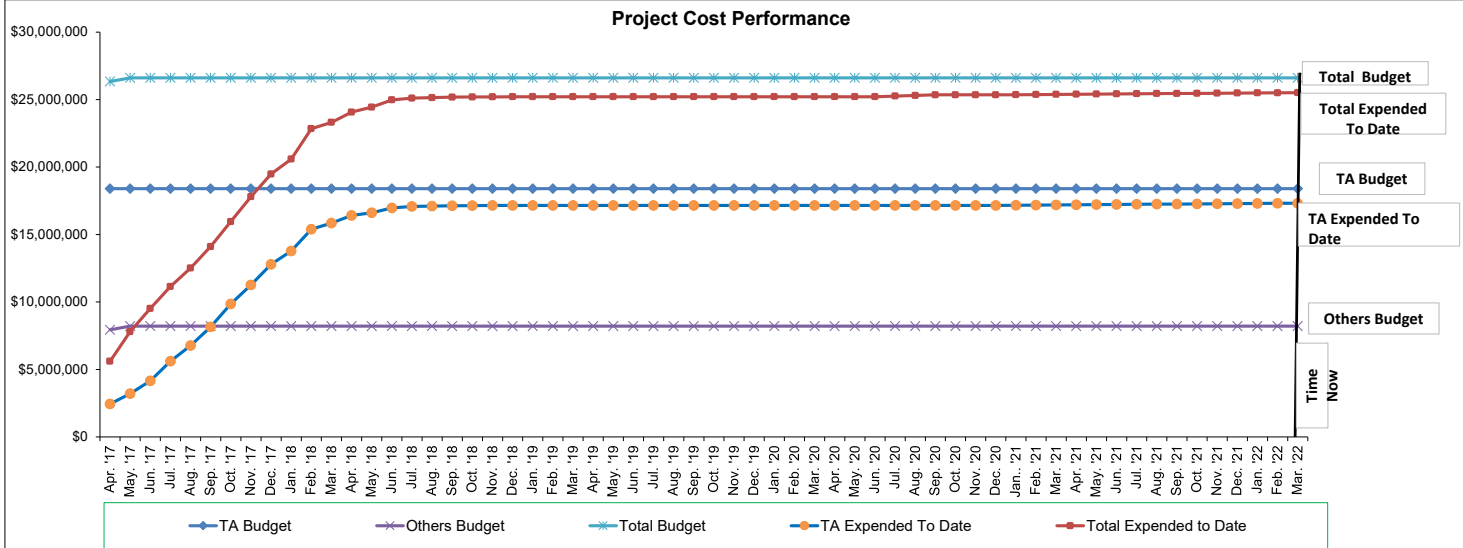
**Issues:** Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,319,487	\$1,080,513	\$18,400,000	\$0
Others	\$8,211,535	\$8,191,695	\$19,840	\$8,211,535	\$0
<b>Total Project</b>	<b>\$26,611,535</b>	<b>\$25,511,182</b>	<b>\$1,100,353</b>	<b>\$26,611,535</b>	<b>\$0</b>

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases. Construction cost saving will be made available to fund standard landscaping construction.




\* Cost inception from the beginning of construction phase.

**Issues:** None

# 000822 - STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

TA Role: Funding Agency

Sponsor: City of Half Moon Bay (Also Implementing Agency)

**Scope:**  This project provides safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project extends the two southbound travel lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection of Main Street and Higgins Canyon Road and modifies the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

**Project Status Summary:** The City completed the design and advertised the project for construction. City awarded the construction contract to Redgwick Construction company. The contractor was given Notice to Proceed on September 23, 2020. The construction was substantially completed in October 2021.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction/Closeout	07/01/20	09/30/21	07/01/20	12/31/21	11/01/21	05/28/22

**Progress This Quarter:** (1) City completed construction (substantial completion) and opened the roadway and the intersection to traffic

**Future Activities:** (1) City to prepare the final invoice, Notice of Completion, maintenance bond, as-builts, release of retention, and Caltrans' close-out

**Issues:** None.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,940,000	78%	\$3,513,790	89%	\$3,940,000	78%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$1,095,000	22%	\$669,536	61%	\$1,095,000	22%
<b>Total</b>	<b>\$5,035,000</b>	<b>100%</b>	<b>\$4,183,326</b>	<b>83%</b>	<b>\$5,035,000</b>	<b>100%</b>

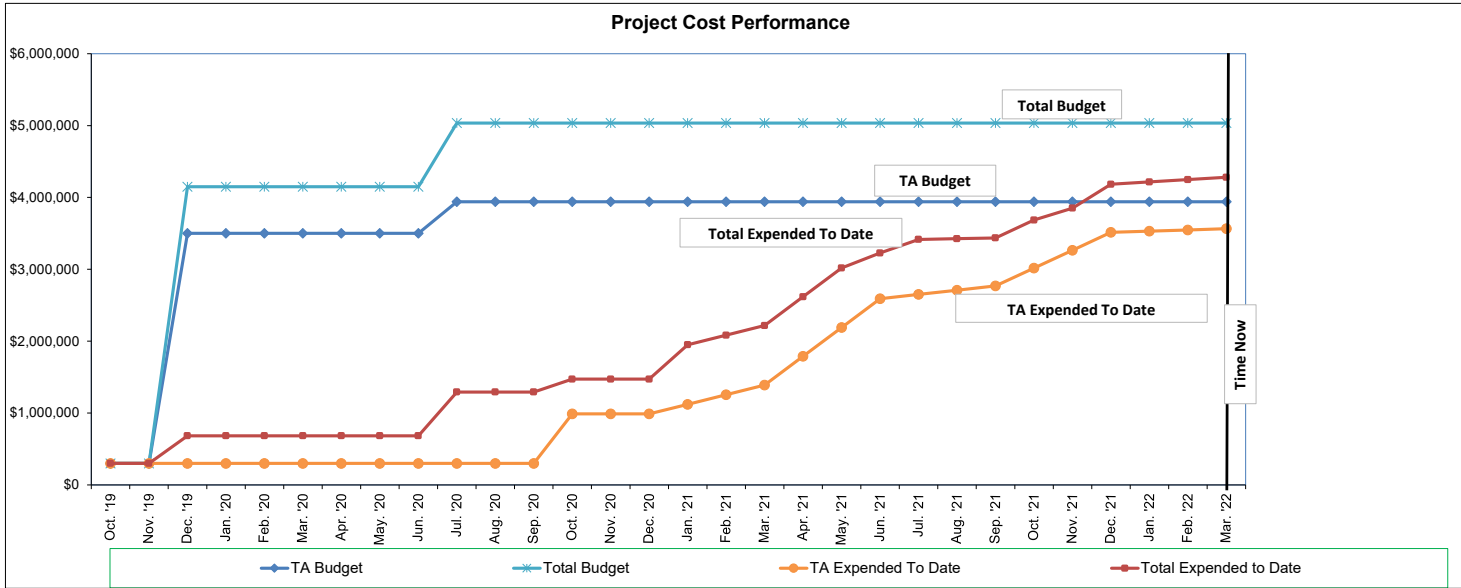
Note: Funding is \$300,000 for design and \$3,640,000 for construction

**Issues:** None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$3,513,790	\$426,210	\$3,940,000	\$0
Others	\$1,095,000	\$669,536	\$425,464	\$1,095,000	\$0
<b>Total Project</b>	<b>\$5,035,000</b>	<b>\$4,183,326</b>	<b>\$851,674</b>	<b>\$5,035,000</b>	<b>\$0</b>



Issues:

# 000823 - STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE

**TA Role:** Funding Agency  
**Sponsor:** City of Half Moon Bay

**Scope:**



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Main Street to Kehoe Avenue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection at Terrace Avenue. The existing Frontage Road will be extended south to connect with Grand Boulevard. SR 1 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

**Project Status Summary:**

Submitted 100% PS&E to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

**Issues:**

Preliminary construction estimate indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications. The TA Board approved \$5.275 million of Measure A funds in December 2021.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/22	06/15/20	12/31/22

**Progress This Quarter:**

- (1) City continued coordination of utility relocation with PG&E
- (2) City continued coordination with Caltrans for Maintenance Agreement

**Future Activities:**

- (1) City to obtain Design Standard Decision Document approval from Caltrans
- (2) City to continue to work with PG&E to relocate gas and electric lines impacted by the project
- (3) Obtain Caltrans DSDD approval for the new pole locations, and approval of the final plans.

**Issues:**

Due to Covid-19 issues, the schedule has been delayed by about three months.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$438,500	41%	\$379,529	87%	\$438,500	41%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$634,500	59%	\$590,679	93%	\$634,500	59%
<b>Total</b>	<b>\$1,073,000</b>	<b>100%</b>	<b>\$970,207</b>	<b>90%</b>	<b>\$1,073,000</b>	<b>100%</b>

Note: In December 2021, the Board awarded \$5.275 million of Measure A funds in addition to a previously allocated \$3.2 million for construction. The City's matching fund for construction is \$2.4 million.

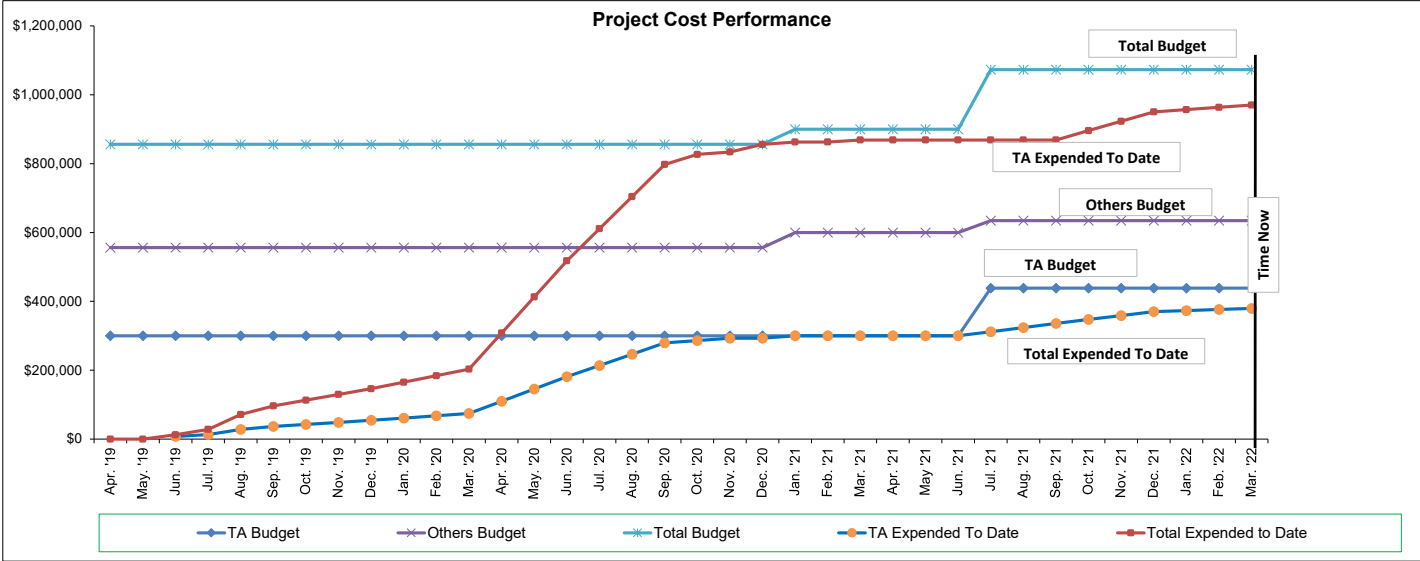
**Issues:**

NONE

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$438,500	\$379,529	\$58,971	\$438,500	\$0
Others	\$634,500	\$590,679	\$43,821	\$634,500	\$0
<b>Total Project</b>	<b>\$1,073,000</b>	<b>\$970,207</b>	<b>\$102,793</b>	<b>\$1,073,000</b>	<b>\$0</b>




Issues: None

# 100302 - U.S. 101 MANAGED LANES NORTH PROJECT


TA Role: Funding Agency / Co-Implementer/ Co-Sponsor

Sponsor: C/CAG and TA (In Coordination With SFCTA)

**Scope:**  This project will provide Managed Lanes on US 101 from the terminus of US 101 Express Lanes project in San Mateo County near the I-380 interchange to the San Mateo/San Francisco County Line. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Approval/Environmental Document phase of the project will study the project alternatives and obtain approval of the environmental document.

**Project Status Summary:** A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the Project Approval & Environmental Document (PA&ED) phase of the corridor within San Mateo County (from I-380 to the San Mateo- San Francisco County line) and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. A Work Directive was issued to the consultants to perform the PA/ED phase. Various tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared.

**Issues:** None

**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	11/02/20	12/31/22	11/02/20	12/31/22


**Progress This Quarter:**

- (1) Presented the project overview to the City of South San Francisco City Council
- (2) Revised Geometrial Approval Drawings in reponse to Caltrans' comments
- (3) Evaluated the railroad interface impacts
- (4) Updated the Advanced Planning Study plans/reports and obtained approval from Caltrans
- (5) Continued to prepare Design Standards Decision Document
- (6) Continued to prepare draft project report and the environmental document

**Future Activities:**

- (1) Submit draft Design Standard Decision Report Design Exception Reports
- (2) Submit traffic forecast report and traffic analysis
- (3) Continue coordination with Caltrain on the potential impact including constructibility to the railroad crossings under bridge widening
- (4) Finalize technical studies

**Issues:** None

**Funding:** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$9,000,000	92%	\$4,871,461	54%	\$9,000,000	94%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>SFCTA &amp; CMA</b>	\$750,000	8%	\$560,705	100%	\$560,705	6%
<b>Total</b>	<b>\$9,750,000</b>	<b>100%</b>	<b>\$5,432,166</b>	<b>57%</b>	<b>\$9,560,705</b>	<b>100%</b>

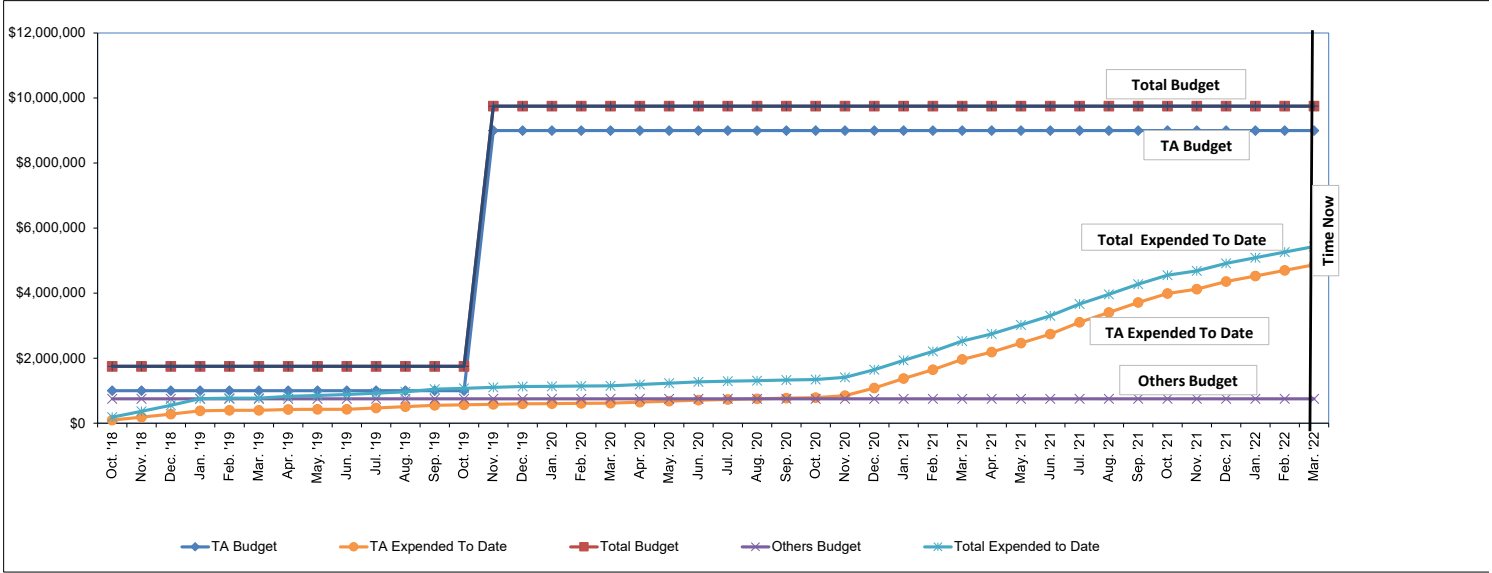
**Issues:** None





Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$4,871,461	\$4,128,539	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
<b>Total Project</b>	<b>\$9,750,000</b>	<b>\$5,432,166</b>	<b>\$4,128,539</b>	<b>\$9,560,705</b>	<b>\$189,295</b>

Note: Budget is for PID and PA/ED phases only. In December 2021, the Board awarded \$11,323,000 of Measure A funds for PS&E in addition to the \$5,477,000 STIP funds.



TA and STP funding for PS&E phase included in FY 2022, Third Quarter

Issues: None

# 100318 - U.S. 101 / SR 92 INTERCHANGE AREA IMPROVEMENTS PROJECT

**TA Role:** Co-Sponsor with C/CAG

**Co-Sponsors:** TA and C/CAG

**Scope:** 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 to 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 widening of US 101 Hillsdale Boulevard exit ramp.

**Project Status Summary:** The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase. The PAED phase was completed in September of 2021. The Design phase is expected to start in March 2022.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	05/01/22	08/01/23

**Progress This Quarter:** (1) Caltrans executed the PS&E cooperative agreement  
(2) Caltrans closed-out the PAED phase

**Future Activities:** (1) Start PS&E phase  
(2) Set-up PS&E kick-off meeting

**Issues:** None

**Funding:**

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$1,380,000	20%	\$417,388	30%	\$1,380,000	20%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$5,611,000	79%	\$2,345,579	42%	\$5,611,000	80%
<b>Cities</b>	\$70,000	1%	\$46,377	100%	\$46,377	1%
<b>Total</b>	<b>\$7,061,000</b>	<b>100%</b>	<b>\$2,809,344</b>	<b>40%</b>	<b>\$7,037,377</b>	<b>100%</b>

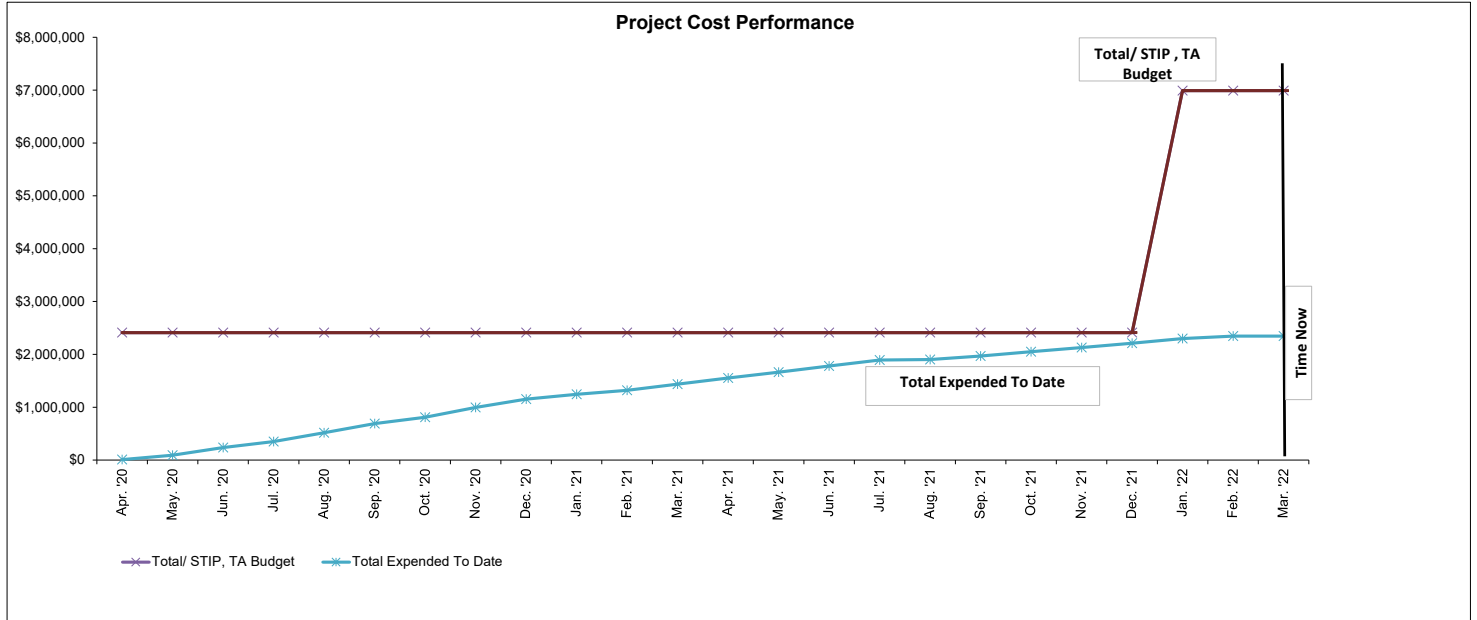
Funding shown is for the PID, PA/ED and PS&E phases. In December 2021, the Board awarded \$5,075,000 of Measure W funds for PS&E, ROW and construction.

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,380,000	\$417,388	\$962,612	\$1,380,000	\$0
STIP	\$5,611,000	\$2,345,579	\$3,265,421	\$5,611,000	\$0
Cities	\$70,000	\$46,377	\$46,377	\$46,377	\$23,623
<b>Total Project</b>	<b>\$7,061,000</b>	<b>\$2,809,344</b>	<b>\$4,274,410</b>	<b>\$7,037,377</b>	<b>\$0</b>



PS&E and Right of Way funds are included. Construction funds will be included at completion of PS&E

**Issues:** None

# 100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

**TA Role:** Implementing and Funding Agency  
**Sponsor:** City of Foster City, City of San Mateo

**Scope:**



The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a 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.

**Project 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 (PID) and enabled the project to be advanced to the Project Approval/Environmental Document (PA/ED) phase. Board approved the transfer of the remaining funds from the PSR-PDS phase to the PA/ED phase for critical path technical studies. Traffic engineering studies and topographic survey work are underway.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (5/24)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies (Topographic and Traffic studies)	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	11/30/21
PA/ED	07/01/22	05/31/24	07/01/22	05/31/24	07/01/22	05/31/24

**Progress This Quarter:**

(1) Project technical studies were completed in November 2021

**Future Activities:**

- (1) PA/ED phase will be initiated by issuing a Work Directive Proposal Request to the General Engineering Consultants (GEC)
- (2) A GEC will be selected to perform the PA/ED tasks and obtain environmental approval

**Issues:**

None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$12,200,000	85.78%	\$1,386,283	11%	\$12,142,530	86%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>Cities</b>	\$23,000	0.16%	\$8,217	36%	\$23,000	0%
<b>Other</b>	\$2,000,000	14.06%	\$0	0%	\$2,000,000	14%
<b>Total</b>	<b>\$14,223,000</b>	<b>100%</b>	<b>\$1,394,500</b>	<b>10%</b>	<b>\$14,165,530</b>	<b>100%</b>

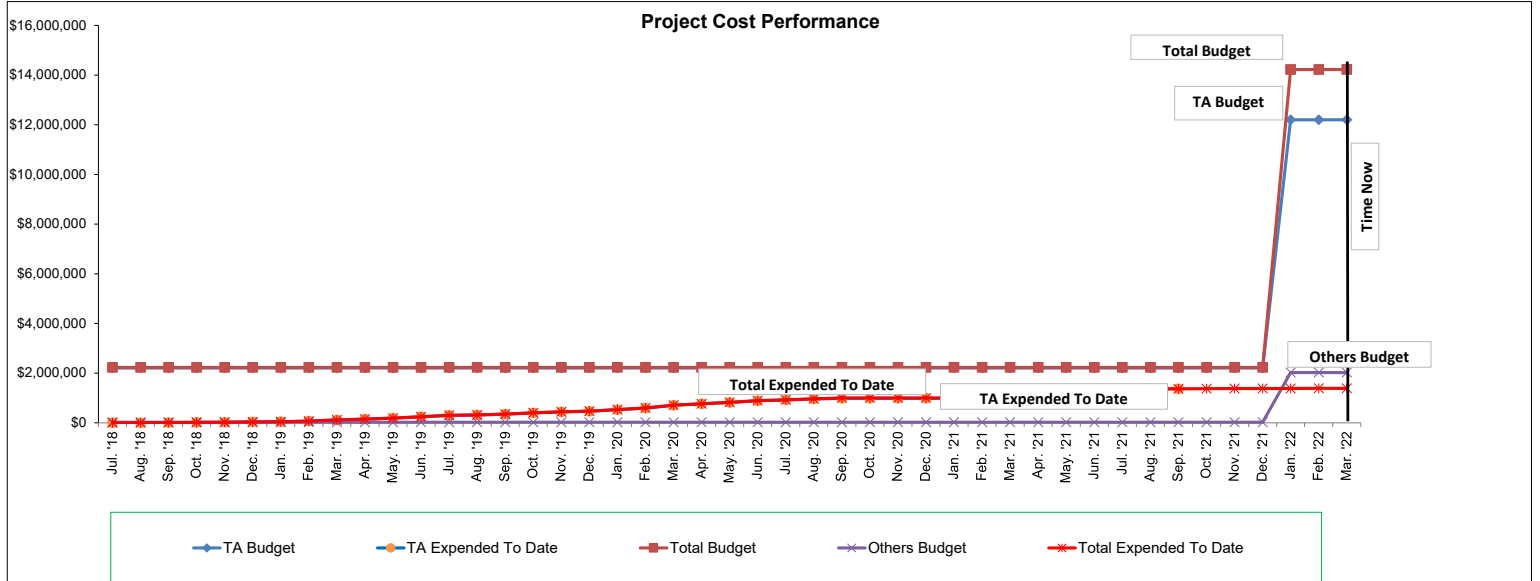
**Issues:**

TA Board allocated \$10.2 million of Measure A funds towards the environmental phase in December 2021. The funding table will be revised in the next status report to show the new funding status.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$12,200,000	\$1,386,283	\$10,756,247	\$12,142,529.71	\$57,470
Others	\$2,023,000	\$8,217	\$2,014,675	\$2,022,892	\$108
<b>Total Project</b>	<b>\$14,223,000</b>	<b>\$1,394,500</b>	<b>\$12,770,921</b>	<b>\$14,165,421</b>	<b>\$57,579</b>



Other's funding include RM 3 funding of \$2,000,000 included in FY 2022 Third Quarter

**Issues:** None









**Level 2 Projects**  
**Caltrain-Grade**  
**Separation**

25th Avenue Grade Separation

JPB Project No. **002088**  
TA Project No. **000812**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>98.25%</b>	0.49%	100.20%

1. Base contract work is essentially complete with some punchwork items remaining. The contractor is also completing extra work issued under Field Instructions. There are open commercial issues and meetings have been occurring between JPB and the Contractor to negotiate an amicable settlement. Project Manager requested a schedule rebaseline at the Management Committee meeting held on April 28th 2022 and got approval. The schedule light will be shown as “Green” in the next quarterly report.
2. Increased cost due to extension of work and added scope. Project team will meet with management to discuss mitigation measures. Additional funding not anticipated.

**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

JPB Project No.  
TA Project No.

002088  
000812

**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
LNTF	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	09/10/21	05/15/22	-247	-104
Project Finish	01/31/22	11/01/22	-274	-185

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,410	5,860	8,270	8,270	0	0%
ROW/Utilities	0	35,296	35,296	35,550	-254	-1%
Construction	0	118,623	118,623	116,500	2,123	2%
CM & DSDC	0	17,885	17,885	19,163	-1,278	-7%
Administration	1,676	11,323	12,999	14,618	-1,619	-12%
Procurement	0	24	24	20	4	16%
Oper. Support	45	8,075	8,120	8,138	-18	-0%
<b>Subtotals</b>	<b>4,131</b>	<b>197,086</b>	<b>201,217</b>	<b>202,259</b>	<b>-1,042</b>	<b>-1%</b>
Unknown Risks	NA	NA	NA			
Unallocated Contingency	372	266	638	NA	638	100%
<b>Grand Totals</b>	<b>4,503</b>	<b>197,352</b>	<b>201,855</b>	<b>202,259</b>	<b>-404</b>	<b>-0%</b>

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original (A)	Changes (B)	Current (C=A+B)		
SMCTA	Local	3,700	92,410	96,110	96,110	0
State (Section 190)	State		10,000	10,000	10,000	0
State (CAHSA)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	10,745	11,745	11,745	0
<b>Totals</b>		<b>4,700</b>	<b>197,155</b>	<b>201,855</b>	<b>201,855</b>	<b>0</b>



25th Avenue Grade Separation

JPB Project No. **002088**  
TA Project No. **000812**

**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
Extend time to complete changes.	SDJV/JPB	JPB is limiting scope where possible.	\$ 100	Med
	Contractor is scheduling work, JPB is limiting scope wherever possible, and JPB is completing design. Now increasing overhead costs.			
Extent of Changes/Covid 19	JPB	Rejected Contractors request, again. Contractor is talking about resubmitting.	\$ 3,700	Med
	Rejected the RFC.			
Excess soil at CP Lick	SDJV/JPB	Implementing a removal plan.	\$ 500	High
	Developing cost proposals.			
No ROW fencing at old Hillsdale Station	JPB/HDR	TASI is on board to install fence (using a subcontractor)	\$ 150	High
	Procurement/Budgeting			

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

Issue Title	Responsibility Status	Action	Resolution Date
Delays due to design issues and labor availability.	HDR & SDJV	Majority of the work is now completed.	4/30/2022
	JPB is tracking issues that are potentially the result of errors/omissions.		
Covid 19/Number of Changes.	SDJV	Contractor needs to provide detailed justification by 4/30/2022.	4/30/2022
	JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim. JPB has proposed a way forward to SDJV.		
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	5/1/2022

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Working on punch list items.
2. Complete corrective actions at 28th Ave UC Awnings.
3. Received approval from the Management Committee for the deletion of the improvements to 2 County owned parcels.
4. Reviewed Request for Global Settlement from the contractor, involved legal and informed SDJV there is no merit.

**NEXT KEY ACTIVITIES (top 5)**

1. Complete punch list items.
2. Close out contract.

**PROJECT NOTES**

1. Budget remains extremely tight. The contractor submitted a change request for \$3.7M for impacts from Covid and excessive change orders. The substantiation is extremely vague and based on theory only.
2. Transferred \$4.045M for the Parking Track project, the scope is removed from this project and delivered under separate project.
3. Construction Management costs are accruing due to the extension of work both from added scope and prolonging of the closeout and punch list completion. This has increased the total project estimate.

25th Avenue Grade Separation

JPB Project No.

002088

TA Project No.

000812

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole



Photo 2 - OCS Grounding Testing.

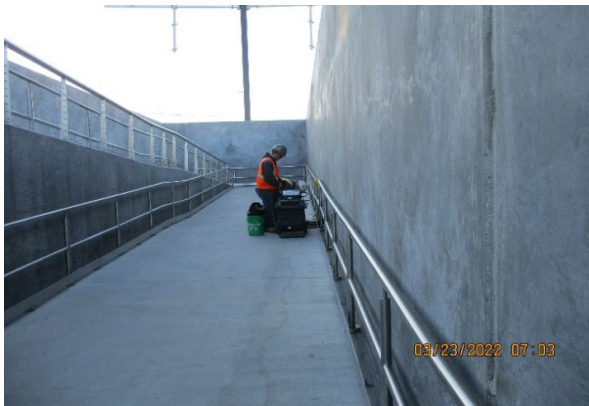


Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station









**Burlingame Broadway Grade Separation**

JPB Proj. No. **100244**

TA Proj. No. **000813**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>3.5%</b>	0.2%	100%

1. Issue regarding VE Option 3 (side boarding vs center boarding platform) was resolved on Jan 7, 2022. VE Option 3 will not be implemented and the station will have a center-boarding platform as designed. Request schedule re-baseline at May Management Committee meeting.

**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. The Estimate at Completion (EAC) is for up to "Final Design" phase only. Project is evaluating Value Engineering Options.

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

**Burlingame Broadway Grade Separation**

JPB Proj. No. **100244**

TA Proj. No. **000813**

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Preliminary Design 35%	06/28/19	06/28/19	0	0
DCE application to FTA for NEPA clearance	01/31/20	01/31/20	0	0
Environmental Clearance	03/31/20	03/31/20	0	0
Final Design Award	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
Finish Value Engineering Work	08/30/21	01/07/22	-130	24
65% Design	01/03/22	11/01/22	-302	-154
95% Design	01/02/23	08/31/23	-241	-92
All Permits Received	07/25/23	12/31/23	-159	-6
Final Design IFB	09/30/23	07/01/24	-275	-152
Utility Relocation Complete	12/31/23	09/01/24	-245	-154
Construction Award	03/31/24	11/01/24	-215	-124
Construction NTP	04/01/24	01/01/25	-275	-184
Construction Complete	07/31/27	05/01/28	-275	-275
Project Closed	10/31/27	08/01/28	-275	-275

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,975	14,300	17,275	17,275	0	0%
ROW/Utilities	80	20	100	100	0	0%
Construction		0	0	0	0	
CM & DSDC		100	100	100	0	0%
Administration	901	2,899	3,800	3,800	0	0%
Procurement		0	0	0	0	
Oper. Support	164	401	565	565	0	0%
<b>Subtotals</b>	<b>4,120</b>	<b>17,720</b>	<b>21,840</b>	<b>21,840</b>	<b>0</b>	<b>0%</b>
Unknown Risks	NA	NA	NA	2,548	0	0%
Unallocated Contingency	230	2,318	2,548	NA		
<b>Grand Totals</b>	<b>4,350</b>	<b>20,038</b>	<b>24,388</b>	<b>24,388</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Burlingame Broadway Grade Separation**

JPB Proj. No. **100244**

TA Proj. No. **000813**

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA Cap Contr	Local	4,550	18,863	23,413	23,413	0
City of Burlingame MOU Grad Sep	Other	1,500	500	2,000	2,000	0
<b>Totals</b>		<b>6,050</b>	<b>19,363</b>	<b>25,413</b>	<b>25,413</b>	<b>0</b>

**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.	-----		\$ -	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
1. VE Option #3: Center vs side boarding platform	Alex A, Caltrain PM ----- Resolved.	JPB to provide project update to Burlingame City Council on Feb 7, 2022.	2/7/2022

**KEY ACTIVITIES - Current Reporting Quarter** (top 5)

1. The monthly TWG meetings resumed. The meeting will be held every 3rd Wednesday of the month.
2. Design contractor preparing revised schedule for re-baselining.
3. Issued WDPR to Jacobs for Project Delivery Method Assessment (D-B-B vs. CMGC).
4. JPB gave a PowerPoint presentation to update the Burlingame City Council regarding project status.

**NEXT KEY ACTIVITIES** (top 5)

1. Begin utility location coordination.
2. Begin coordination with Real Estate regarding surveys, right of way and property acquisitions.
3. Request schedule re-baseline at May Management Committee meeting.

**PROJECT NOTES**

**Burlingame Broadway Grade Separation**

JPB Proj. No. **100244**

TA Proj. No. **000813**

**PROJECT PHOTOS**



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)









South San Francisco Station Improvement Project

JPB Proj. No. 002146

TA Proj. No. 000824

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>98.8%</b>	7.36%	91%

1. Portions of Ramp 1 and Ramp 2 were rebuilt and tested and they meet ADA requirements. Ramps were opened to public on 1/13/2022. Request the Management Committee to rebaseline the schedule. The date to submit the request is still TBD.

**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

South San Francisco Station Improvement Project

JPB Proj. No. 002146

TA Proj. No. 000824

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change 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
Construction Complete	11/30/21	04/29/22	-150	-78
Station Opening	01/10/22	01/13/22	-3	0
Project Closed	03/31/22	07/31/22	-122	-61

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	3,227	-457	2,770	2,770	0	0%
ROW/Utilities	200	6,240	6,440	6,440	0	0%
Construction	37,000	23,210	60,210	51,900	8,310	14%
CM & DSDC	4,432	9,358	13,790	13,790	0	0%
Administration	3,018	5,282	8,300	8,300	0	0%
Procurement	0	155	155	155	0	0%
Oper. Support	1,656	2,454	4,110	4,110	0	0%
<b>Subtotals</b>	<b>49,533</b>	<b>46,242</b>	<b>95,775</b>	<b>87,465</b>	<b>8,310</b>	<b>9%</b>
Unknown Risks	NA	NA	NA			
Unallocated Contingency	6,767	-5,942	825	NA	825	100%
<b>Grand Totals</b>	<b>56,300</b>	<b>40,300</b>	<b>96,600</b>	<b>87,465</b>	<b>9,135</b>	<b>9%</b>



South San Francisco Station Improvement Project

JPB Proj. No. 002146

TA Proj. No. 000824

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Capital fund from operations source	Other		1,300	1,300	1,300	-
SMCTA Cap Contr to JPB/SAMTR	Other	49,100	(5,028)	44,072	44,572	(500)
CA-2017-057-01	Federal		38,828	38,828	38,828	-
CSSF MOU-SSF Caltrain Station	Local	5,900	6,500	12,400	9,900	2,500
<b>Totals</b>		<b>55,000</b>	<b>41,600</b>	<b>96,600</b>	<b>94,600</b>	<b>2,000</b>

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
1. West Plaza flat-work missing expansion joints	Hubert Chan Resolved. Legal has reviewed and approved the extended warranty.	PMI has issued the extended warranty.	3/31/2022
2. Stainless steel paneling for underpass wall	Hubert Chan Under negotiation with PMI on installation and cost allocation of the underpass wall.	Install stainless steel paneling for underpass wall to cover water leak stains.	4/29/2022

**South San Francisco Station Improvement Project**

JPB Proj. No. **002146**

TA Proj. No. **000824**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Ramp 3/West Plaza: Agency and Legal reviewed and approved extended warranty.
2. Ramp 2/Stair 2: Completed guard rails installation.
3. Ramp 1/Stair 1: Completed rebuilding Ramp 1 to meet ADA compliance. Completed guard rails installation.
4. Poletti Way: Continued to work with the City to program the ped traffic light.
5. Contractor continued punch list work.

**NEXT KEY ACTIVITIES (top 5)**

1. Poletti Way: Complete work with the City to program the ped traffic light.
2. Contractor to complete punch list work.
3. Complete lessons learned session and revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.
4. Complete negotiation with PMI on all outstanding change orders including underpass paneling.

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**PROJECT NOTES**

1. Budget and EAC will be revised in the next quarterly report.

South San Francisco Station Improvement Project

JPB Proj. No. 002146

TA Proj. No. 000824

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







**South Linden Avenue and Scott Street Grade Separation**

JPB Proj. No. **002152**

TA Proj. No. **000814**

Project Phase: **Planning**

**Table 1. Status Summary and Total Project Performance**

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

**PROJECT 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.

**PLANNING SCOPE Summary**

Staff of the two cities provided input on alternatives as well as existing data on infrastructure maintained by the cities. City staff also facilitated and participated in public outreach efforts. The JPB is the implementing agency and contracted with a consultant (AECOM) to prepare the planning and Project Study Report with alternatives for the Scott Street and South Linden Avenue. The Project Study Report for the South Linden Avenue grade separation was completed in April, 2021. The PSR evaluated four build alternatives. Multiple City Council meetings and public meetings were held to present the project and receive feedback from elected officials, residents and business owners from both cities. Outreach included three community workshops, three South San Francisco City Council meetings, and five San Bruno City Council meetings.

In November 2019, the City of San Bruno decided that closure of Scott Street to motor vehicles and construction of a pedestrian/bicycle-only grade separated crossing is preferred. In August/September 2020, both Cities selected Alternative 1 (rail elevated approximately 15.5 feet at South Linden Avenue and 2.5 feet at Scott Street) as the preferred alternative. Additionally, in November 2020, the San Bruno City Council provided direction to City staff that a pedestrian/bicycle undercrossing, versus an overcrossing, is the preferred option at Scott Street. The Cities presented to the March 2, 2022 SMCTA Citizens Advisory Committee and to the SMCTA Board on March 3, 2022 to request an allocation of funds for preliminary engineering and environmental. Funding request was approved. Request to accept the SMCTA funds will be presented to the April Board.

Project Manager: Dennis Kearney  
 Study Consultant: AECOM  
 Sponsors: Cities of South San Francisco and San Bruno

South Linden Avenue and Scott Street Grade Separation

JPB Proj. No. **002152**  
TA Proj. No. **000814**

**Table 2. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Project Approval & Environmental Document (PA&ED)	10/31/24	10/31/24	0	0
Plans, Specs & Estimate (PS&E) (Final Design)	04/30/28	04/30/28	0	0
Utility Relocations	10/31/29	10/31/29	0	0
ROW/Easements	04/30/30	04/30/30	0	0
Begin Construction	05/01/30	05/01/30	0	0
Complete Construction	03/31/33	03/31/33	0	0

**Table 3. PROJECT BUDGET, COST, and EAC (thousands of \$)**

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
<b>Totals</b>	<b>750</b>	<b>60</b>	<b>810</b>	<b>810</b>	<b>0</b>	<b>0%</b>

**Table 4. FUNDING (thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	650		650	650	0
City of San Bruno	Local	60		60	60	0
City of South San Francisco	Local	100		100	100	0
<b>Totals</b>		<b>810</b>	<b>0</b>	<b>810</b>	<b>810</b>	<b>0</b>

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

Issue Title	Responsibility Status	Action	Resolution Date
Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue	Melissa Reggiardo/Dennis Kearney  ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph.	The design in the PSR was modified to allow for reduced speeds. Caltrain versus High Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases.	TBD

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**South Linden Avenue and Scott Street Grade Separation**

JPB Proj. No. **002152**

TA Proj. No. **000814**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Coordinated with Engineering to clarify procurement strategy and receive update on MOU Work Plan and RFP timing.
2. Continued to coordinate with cities on future project phases.
3. Continued to coordinate Engineering on development of MOU scope of work.
4. Coordinated with Cities to prepare and present slide presentations for March 3, 2022 TA Board Meeting.

**NEXT KEY ACTIVITIES (top 5)**

1. Coordinate with Engineering on MOU and RFP development and how best to streamline project work.
2. Continue to coordinate with cities on upcoming project phases.
3. Facilitate April coordination meeting with cities and Engineering; draft/distribute meeting notes.

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**PROJECT NOTES**







1. Project milestones and budget will be updated in the next quarterly report.

**Whipple Avenue Grade Separation**

JPB Proj. No. **100410**  
TA Proj. No. **100277**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Planning**

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

The overarching schedule has been extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule was adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in equity priority communities. The JPB approved the additional budget at the October 2021 Board meeting and an amended MOU followed. The consultant's work directive amendment was executed in November 2021 to reflect additional scope and budget.

Work on additional targeted community outreach commenced in December 2021, however, the project schedule was adjusted to due to the complexity of the project, which includes additional internal working meetings and resourcing. Progress on outreach preparation continues with outreach events now anticipated in spring. The project team is discussing whether to request the Management Committee for a scheduled re-baseline.

**PROJECT 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  
Study Consultant: AECOM  
Sponsors: City of Redwood City

Whipple Avenue Grade Separation

JPB Proj. No. 100410

TA Proj. No. 100277

**Table 2. 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	-92
Alternative Analysis and Recommendation	03/31/22	05/31/22	-61	-61
Draft Report Production	05/31/22	06/30/22	-30	-30
Final Report Production	06/30/22	07/31/22	-31	-31

**Table 3. PROJECT BUDGET, COST, and EAC (in thousands of \$)**

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
<b>Totals</b>	<b>850</b>	<b>301</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>	<b>0%</b>

**Table 4. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	750	301	1,051	1,051	0
City of Redwood City	Local	100	50	150	100	50
<b>Totals</b>		<b>850</b>	<b>351</b>	<b>1,201</b>	<b>1,151</b>	<b>50</b>

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

ID – Issue Title	Responsibility Status	Action	Resolution Date
Community Outreach Efforts	David Pape (Caltrain) ----- Outreach events are now anticipated in the spring due to the complexity of the project, which includes additional working meetings and resourcing.	Caltrain, City staff, and the consultant team will address challenges and update the schedule as necessary.	TBD

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Continued outreach preparation work including coordination and development of survey, exhibits and visualizations.
2. Initiated discussions with Community Based Organization (CBO) for outreach support.
3. Coordinated and updated project footprints.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue and conduct additional outreach work with targeted community outreach scheduled for the winter timeframe.



**Watkins Ave Grade Crossing Safety Improvements**

JPB Proj. No. **100522**  
TA Proj. No. **100579**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

Month	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>12.95%</b>	5.99%	100%

**SCOPE Summary**

This project will design and implement safety improvements to the Watkins Ave grade crossing. Safety improvements will include installing quad gates, railings, pavement markings and markers.

Project Manager: Robert Tam  
Principal Designer: HNTB  
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)	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	11
100% Design Complete	06/30/22	06/30/22	0	0
IFB	09/22/22	09/22/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	01/05/23	0	0
NTP	02/06/23	02/06/23	0	0
Substantial Completion	12/31/23	12/31/23	0	0
Construction Complete	02/01/24	02/01/24	0	0
Close Project	05/01/24	05/01/24	0	0

**Watkins Ave Grade Crossing Safety Improvements**

JPB Proj. No. **100522**  
TA Proj. No. **100579**

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

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	630		630	630	0	0%
ROW/Utilities	30		30	30	0	0%
Construction	2,000		2,000	2,000	0	0%
CM & DSDC	450		450	450	0	0%
Administration	380		380	380	0	0%
Procurement	25		25	25	0	0%
Oper. Support	100		100	100	0	0%
<b>Subtotals</b>	<b>3,615</b>	<b>0</b>	<b>3,615</b>	<b>3,615</b>	<b>0</b>	<b>0%</b>
Unknown Risks	NA	NA	NA	560		
Unallocated Contingency	560		560	NA	0	0%
<b>Grand Totals</b>	<b>4,175</b>	<b>0</b>	<b>4,175</b>	<b>4,175</b>	<b>0</b>	<b>0%</b>

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	4,125		4,125	4,125	0
VTA	Other	50		50	50	0
<b>Totals</b>		<b>4,175</b>	<b>0</b>	<b>4,175</b>	<b>4,175</b>	<b>0</b>

**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.	-----		

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**Watkins Ave Grade Crossing Safety Improvements**

JPB Proj. No. **100522**  
TA Proj. No. **100579**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Had a meeting with the design consultant and the Town of Atherton to go over the 65% design comments.
2. The design team potholed the locations for the new gates.
3. The design consultant HNTB is working on the 100% design package.
4. The Town of Atherton submitted a request to PG&E to supply power to the new light poles at the crossing.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue to work on the 100% design package.
2. Complete 100% design.

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**PROJECT NOTES**

None.

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**PROJECT PHOTOS**

To be updated.

# Ferry Program Project

**TA - : San Mateo County Ferry Service**

<b>100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p>Scope: This next phase will prepare a Redwood City Ferry Service Business Plan. The plan will be prepared under the direction of the Port of Redwood City, in coordination with the City of Redwood City, the Water Emergency Transportation Authority (WETA) and SMCTA. Many of the information items and analyses required for the business plan were already prepared as part of the Redwood City Ferry Financial Feasibility Study &amp; Cost-Benefit and Economic Impact Analyses (Feasibility Study) project, which was completed by CDM Smith in January 2021. The plan will provide project development in order to implement a ferry terminal in Redwood City. The business plan is scheduled to finish by January 2022.</p> <p><b>Phase:</b> Business Plan.</p> <p><b>Status:</b> Project team completed the draft Business Plan document and developed a PowerPoint presentation. The Plan was presented and accepted by the Water Emergency Transportation Authority's (WETA) Board of Director's on February 3, 2022, the Port of Redwood City Commission on February 9, 2022 and the Redwood City Council on February 14, 2022. TA staff reviewed the draft Plan and provided additional comments in February for inclusion in the final Business Plan. The Plan is scheduled for presentation to the San Mateo County Transportation Authority Board of Director's in June 2022.</p>	\$160,000	\$154,659	\$5,341

<b>100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p>Scope: 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.</p> <p><b>Phase:</b> Planning.</p> <p><b>Status:</b> Project team began work on 35% grading plans and prepared conceptual plans for landscape/site surface improvements to be included with the interim site grading project. Project team shared conceptual plans for landscape/site surface improvements with various City departments for initial feedback.</p>	\$350,000	\$77,999	\$272,001

# **Pedestrian and Bicycle** **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Construction	Construction work continued.	Dec 2020	May 2022	Jun 2024	\$0	\$1,000,000	\$337,628	\$662,372
Burlingame	Burlingame Station Pedestrian Improvements Project	Construction	Project team obtained community outreach and City Council feed back on preferred design alternative. Design work on the project continued.	Dec 2020	Dec 2022	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Construction	Project team obtained community outreach and City Council feed back on preferred design alternative. Design work on the project continued.	Dec 2020	Dec 2022	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Final design and construction	Due to City staff resource constraints, the design phase has been delayed until FY 22, Q4.	Dec 2020	Dec 2023	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design and construction	Project team executed agreement with consultant to design pedestrian level street lights.	Mar 2018	Jun 2022	Jul 2023	\$810,000	\$0	\$76,158	\$733,842
Daly City	Vision Zero Community Outreach Program	Program (Non-infrastructure)	Project team conducted consultant interviews for three (3) firms and selected one to work on the Outreach Program, which included final scope, cost and schedule.	Dec 2020	Sep 2022	May 2023	\$0	\$50,000	\$0	\$50,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team prepared the Bridge Selection Reports, which was requested by Caltrans. Project team meetings were held with Caltrans staff for guidance.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$114,577	\$200,423
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Heritage tree removal was resolved. Landscape design direction was implemented into final design.	Apr 2014	Sep 2022	Original: 4/2021 Extension: 9/2022	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Bike routes were completed and sidewalk construction was underway. Rectangular Rapid Flashing Beacon (RRFB) construction is expected to begin April 2022.	Mar 2018	Dec 2022	Jul 2023	\$805,600	\$0	\$237,440	\$568,160
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Right of Way and construction	Due to COVID, City resources have been constrained and the project is delayed. Project slated to begin again in approximately Fall 2022.	Dec 2020	Jun 2023	May 2023	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Construction	Due to COVID, City resources have been constrained and the project is delayed. Project slated to begin again in approximately Fall 2022.	Dec 2020	Jun 2023	Mar 2023	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: Contractor continued to complete punch-list items.	Mar 2016	March 2022	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction	Final design was at 100% completion. Project team advertised the project for bidding and received three (3) bids.	Dec 2020	Sep 2022	Jul 2024	\$0	\$360,000	\$0	\$0
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design, right-of-way and construction	Design phase continued.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$62,984	\$1,338,016
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff sent a letter to the TA, February 25 2022, requesting an extension to retain their allocation award through December 31, 2022, which was granted. The proposed time extension will allow staff to continue to seek other external funding opportunities to bridge the funding gap.	Mar 2016	Jun 2024	Dec 2022	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Preliminary design/environmental and final design	Consultant completed 60% of final design.	Dec 2020	Oct 2022	Jun 2023	\$0	\$700,000	\$46,523	\$653,477
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Planning, preliminary design/environmental and final design	Due to staff resource constraints, the Request of Proposals (RFP) release date was delayed.	Dec 2020	Feb 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000

## Notes:

1. City of East Palo Alto completed the "Bike Transportation Plan Implementation - Class II & III Bike Facilities Project", which included final design and construction, funded by Measure A.



**San Mateo County Transportation Authority**  
CAPITAL PROJECTS – Quarterly Progress Report

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## Definition of Terms

**Active Capital Projects** - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

**Current Approved Budget** – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

**Current Contribution** – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

**Estimate at Completion (EAC)** – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

**Expended to Date** – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

**Issues** - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

**On-hold Projects** – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

**Original Contribution** – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

**Variance at Completion** – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.





**San Mateo County Transportation Authority**  
CAPITAL PROJECTS – Quarterly Progress Report

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## **Abbreviations**

**CAP** – Citizen Advisory Panel

**CAC** – Citizen Advisory Committee

**CEQA** – California Environmental Quality Act

**EIR/EIS** – Environmental Impact Report / Environmental Impact Study

**ERM** – Environmental Resource Management

**EMU** – Electric Multiple Unit trainset

**MTC** – Metropolitan Transportation Commission

**NEPA** – National Environmental Policy Act

**PAC** – Policy Advisory Committee

**PA/ED** – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

**PDT** – Policy Development Team / Project Development Team

**PS&E** – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

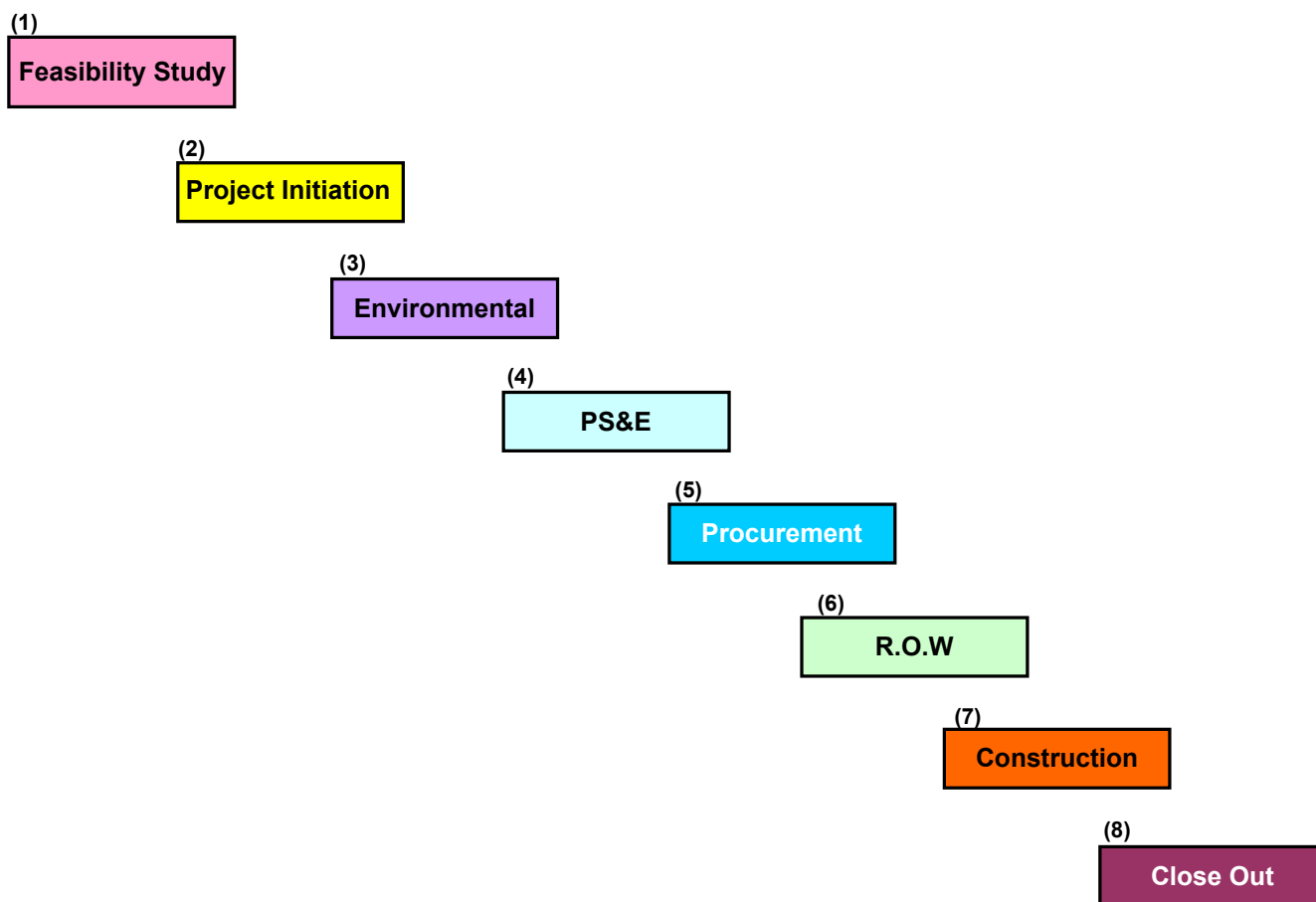
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

**ROW** – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

**RTIP** – Regional Transportation Improvement Program

**UPRR** – Union Pacific Railroad

## Project Phases



**Note:** Phase sequence is as shown; however some phases may overlap.



**San Mateo County Transportation Authority**

CAPITAL PROJECTS – Quarterly Progress Report

**Performance Status (Traffic Light) Criteria  
Highway Program**

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
<b>1. SCOPE</b>	(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.
<b>2. BUDGET</b>	(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%.
<b>3. SCHEDULE</b>	(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.
<b>4. FUNDING</b>	(a) Expenditure is consistent with Available Funding.	(a) Expenditure reaches 90% of <u>Available Funding</u> , where remaining funding is NOT yet available.	(a) Expenditure reaches 100% of <u>Available Funding</u> , where remaining funding is NOT yet available.
	(b) All funding has been secured or available for scheduled work.	(b) NOT all funding is secured or available for scheduled work.	(b) No funding is secured or available for scheduled work.

**Caltrain**  
CAPITAL PROJECTS – Quarterly Progress Report

**Performance Status (Traffic Light) Criteria  
Caltrain Program**

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
<b>1. SCOPE</b>	(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.
<b>2. BUDGET</b>	(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%.
<b>3. SCHEDULE</b>	(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.
<b>4. SAFETY</b>	(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.

**Schedule Legend**

	<b>Completed</b>
	<b>Critical path</b>
	<b>Baseline/target schedule</b>

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez April Chan  
Acting Chief Financial Officer Acting Deputy General Manager/CEO  
Subject: **Establishing the Appropriations Limit for Fiscal Year 2023**

**Action**

Staff proposes the Board approve the appropriations limit applicable to the San Mateo County Transportation Authority (TA) during Fiscal Year (FY) 2022-23 in the amount of \$860,282,048.

**Significance**

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

**Budget Impact**

There is no budget impact.

**Background**

Last year, the TA established its appropriations limit in the amount of \$807,314,166 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2023 to be \$860,282,048, which is an increase of \$52,967,882 or 6.56 percent. The increase is due to a 7.55 percent increase in the California per capita personal income offset by a 0.92 percent decrease in the population of San Mateo County. The TA funds subject to the limit are \$162.4 million (the projected Measure A and Measure W tax receipts for the year) or 20.12 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY2023. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 2, 2022 meeting. This notice was posted on May 18, 2022, at 1250 San Carlos Avenue, San Carlos, CA 94070.

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

**Resolution No. 2022-**

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

\* \* \*

**Establishing the Appropriations Limit Applicable to the San Mateo County  
Transportation Authority During Fiscal Year 2022-23**

**Whereas**, by Resolution No. 2021-12 enacted on June 3, 2021, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2021-22 in the amount of \$807,314,166; and

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

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

**Whereas**, the applicable factors are as follows:

- (1) The California per capita personal income increased by 7.55 percent; and
- (2) The San Mateo County population from January 2021 to January 2022 decreased by 0.92 percent.

**Now, Therefore, Be It Resolved** by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2022-23 is hereby established as \$860,282,048.

Regularly passed and adopted this 2nd day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

**Attachment "A"**

**San Mateo County Transportation Authority**  
**Notice of Determination of Appropriations Limit**  
**for Fiscal Year 2022–23**

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

Set out below is the methodology proposed to calculate the Fiscal Year 2022–23 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 2, 2022:

Appropriations limit for FY 2021–22:	\$807,314,166
Population Change: (January 1, 2021 to January 1, 2022)	-0.92%
Change in California Per Capita Personal Income: (January 1, 2021 to January 1, 2022)	7.55%
FY 2022–23 Adjustment Factor: (0.9908 x 1.0755)	1.06561
FY 2022–23 Appropriations Limit: (\$807,314,166 x 1.06561)	\$860,282,048

Dated: May 18, 2022





**BOARD OF DIRECTORS 2022**

RICO E. MEDINA, CHAIR  
CARLOS ROMERO, VICE CHAIR  
EMILY BEACH  
CAROLE GROOM  
DON HORSLEY  
JULIA MATES  
MARK NAGALES

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

## Memorandum

**Date:** May 26, 2022  
**To:** TA Board of Directors  
**From:** Carter Mau, Acting Executive Director  
**Subject:** Executive Director's Report

### **ACR/TDM Plan Wins Northern California APA Award**

The Alternative Congestion Relief and Transportation Demand Management Plan (ACR/TDM Plan), which the TA Board had adopted at the January 6, 2022 meeting, was recently selected for the *Award of Merit for Transportation Planning* from the American Planning Association's Northern California chapter in May 2022.

The ACR/TDM Plan was selected for its innovative and collaborative approach to help guide the TA in its investment decisions for Measure A and Measure W funds. Unlike other TDM Plans, the ACR/TDM Plan established dedicated funding to support a wide variety of planning activities, projects, and/or programs, including on-going support for countywide initiatives. With dedicated funding to Commute.org to support their ongoing operations and for the development of the first of its kind Countywide TDM Monitoring Program in the Bay Area, the ACR/TDM Plan looks to help support the implementation of streamlined TDM practices that support both developers and public agencies.

The development of the Plan also prioritized input from local jurisdiction staff, the business community, and advocacy groups to establish a well-rounded program that could equitably serve all types of residents and workers including non-traditional shift works and small businesses.

### **ACR/TDM Program Cycle 1 Call for Projects Update**

During May 2022, TA staff hosted pre-submittal meetings with potential project sponsors to discuss their proposed plans, projects, and/or programs that they are considering applying for funding through the Cycle 1 ACR/TDM Program Call for Projects (CFP). TA staff met with 13 eligible sponsors regarding 20 potential submissions including the development of TDM Plans.

TDM plan development is highly prioritized in the ACR/TDM Plan for this first CFP cycle. Attendance at the pre-submittal meetings is required for project sponsors considering a request for Measure A & W funding. Final applications are due May 27<sup>th</sup> and the draft recommendations will be presented at the July 2022 Board of Directors meeting.

### **Mid-coast Multimodal/Parallel Trail Groundbreaking Ceremony**

The groundbreaking ceremony to celebrate the start of construction on the Mid-coast Multimodal Trail in unincorporated San Mateo County was held on June 2, 2022, at 11:00 AM. TA Board Chair Rico Medina spoke about how the TA was proud to support the implementation of expanded opportunities for people to walk and bike along San Mateo County's scenic coastline. The TA provided \$500,000 in the Cycle 2 Pedestrian and Bicycle Program Call for Projects in 2014 for the planning and design phases of the project. The San Mateo County Department of Parks leveraged the early TA investment with additional funding from County's capital improvement budget. Project also received TDA Article 3 funding from C/CAG in order to fully fund the project. The first segment to be constructed along Highway 1 is between Mirada Road in Miramar to Coronado Street in El Granada. Construction is expected to be completed by November 2022.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Presentation on Current Market Conditions by Public Trust Advisors**

**Action**

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

**Significance**

This presentation is being made to The San Mateo County Transportation Authority (TA) Board at the request of the Board Members and will be presented by Public Trust Advisors, portfolio managers for the TA's investments.

**Budget Impact**

There is no budget impact.

**Background**

The TA contracts with Public Trust Advisors to manage a portion of the TA Investment Portfolio and to provide market update to the Board on a quarterly basis. The attached presentation and market update are presented in response to a specific update request made by the Board at the May 2022 Board meeting.

Prepared By:	Ashok Deshmukh	Acting Manager, Treasury	650-508-6405
	Connie Mobley-Ritter	Director, Treasury	650-508-7765



# Economic and Market Update

San Mateo County Transportation Authority



June 2, 2022

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# Macroeconomic Themes



Ukraine Conflict



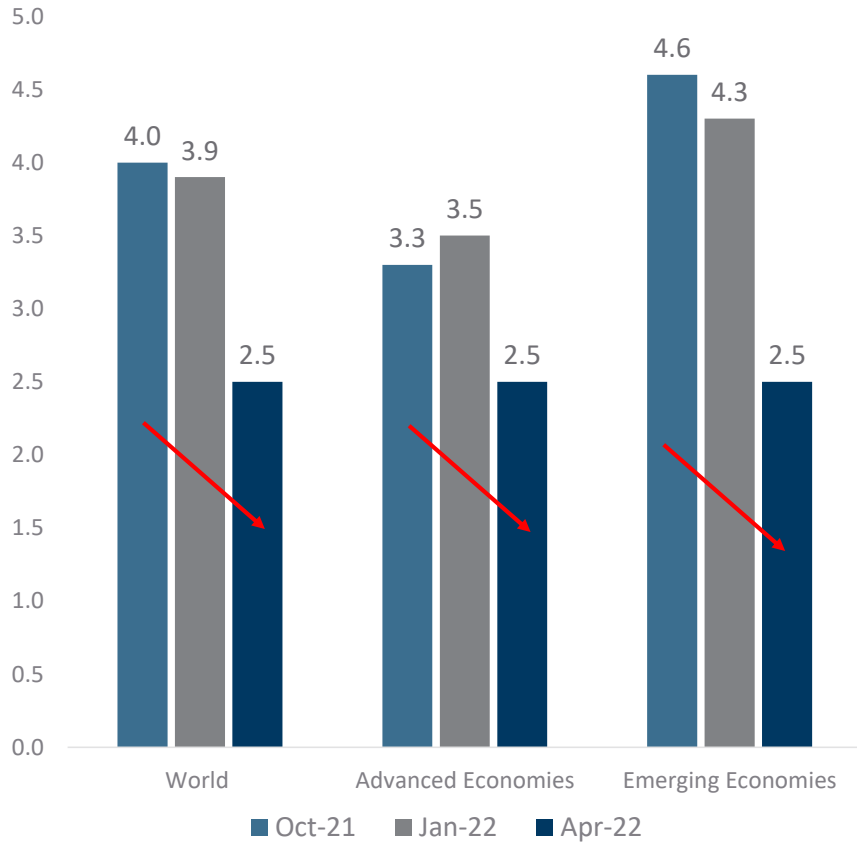
Persistent Inflation



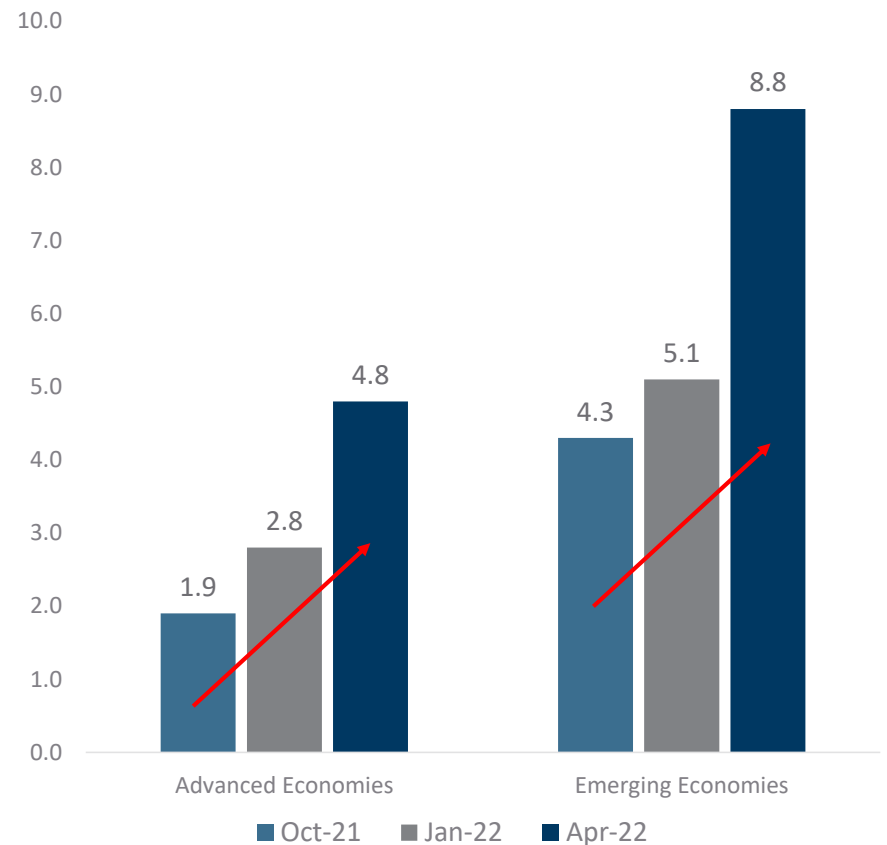
Recession or Soft Landing

# Global Growth: IMF's Updated Forecasts Highlight Stagflationary Impact of Russia-Ukraine Conflict

**IMF Slashes Growth Forecasts for 2022**



**IMF Intensifies Inflation Forecasts for 2022**

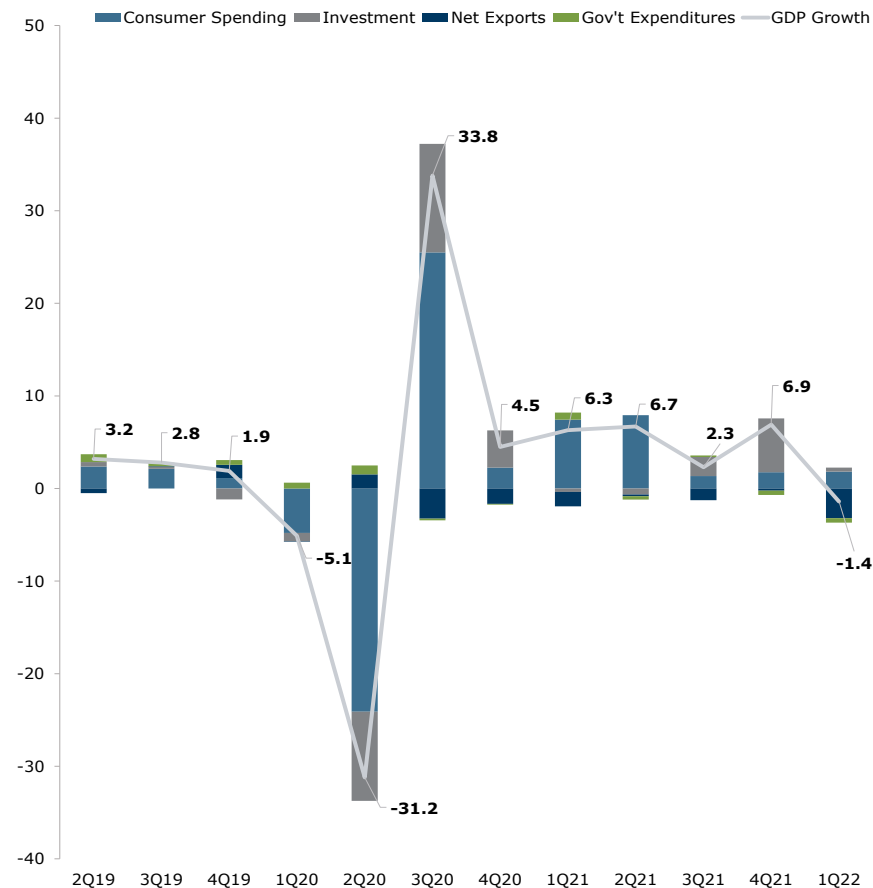


The International Monetary Fund forecasts that the economic damage caused by Russia's invasion of Ukraine will lead to a significant slowdown in global growth in 2022.

Meanwhile, global inflation is expected to accelerate notably as the western nations wean themselves from Russian oil and gas resulting in an energy supply shock on top of still-strained global supply chains.

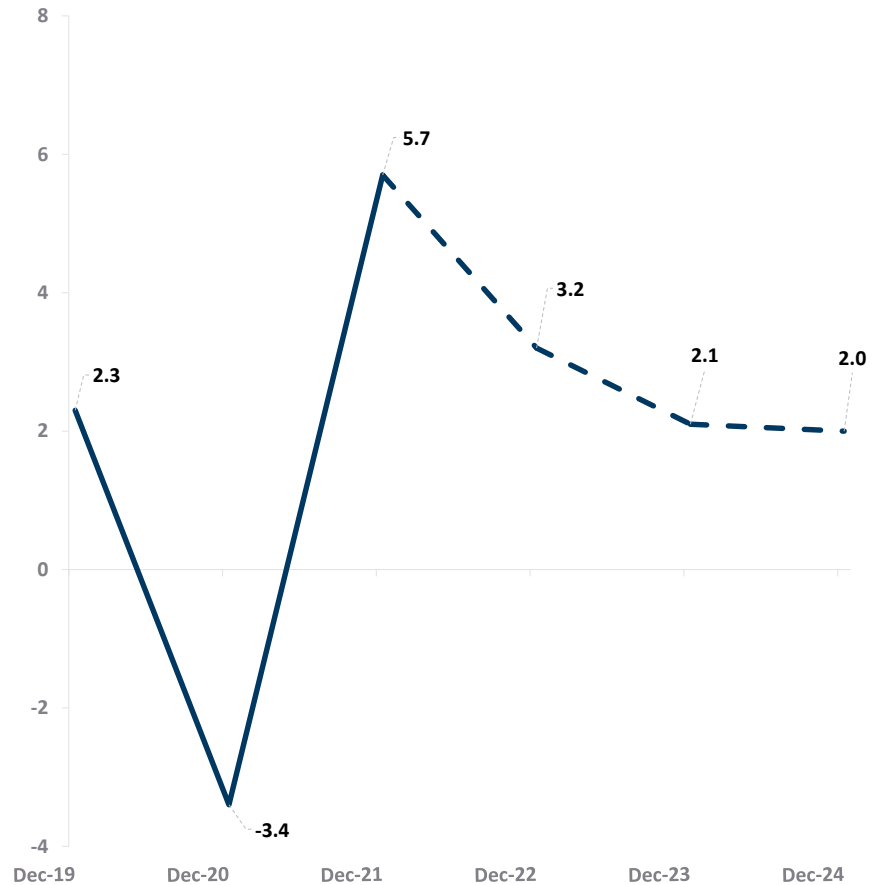
# Domestic Growth: U.S. Economy Posts Surprise Contraction in First Quarter

**U.S. GDP Unexpectedly Fell in Q1 but Underlying Expansion Continues**



The decline in Q1 GDP overstates current economic fragility as a jump in net imports and slower inventory accumulation subtracted nearly 4% from headline growth while measures of domestic consumption remain strong.

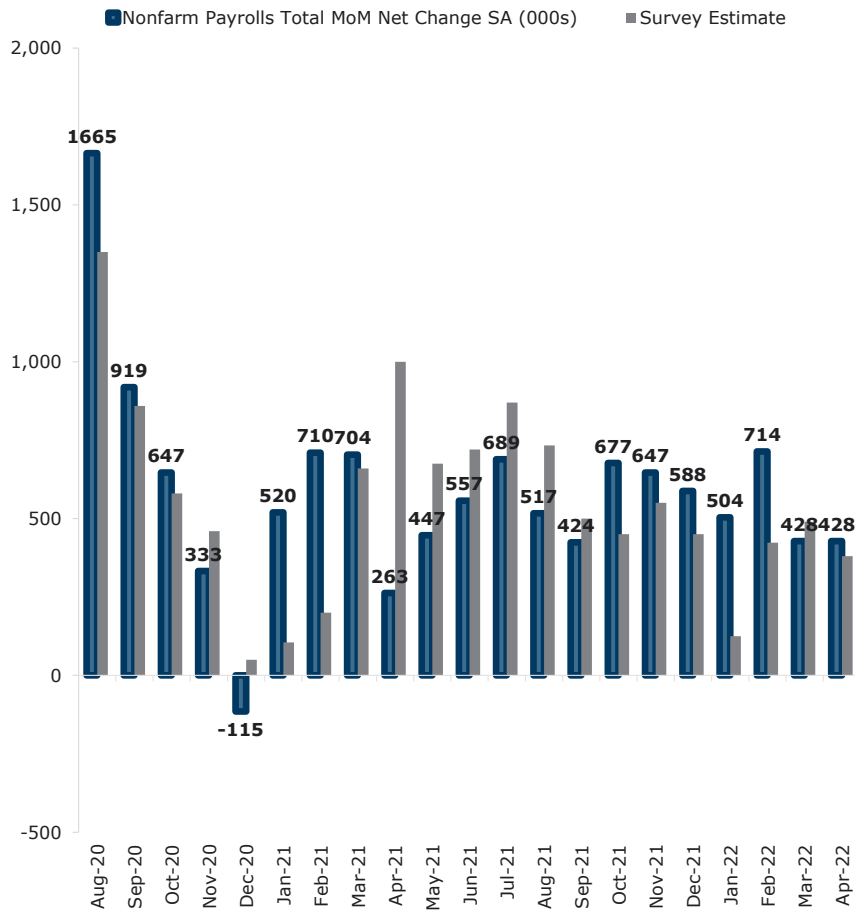
**Bloomberg Real GDP Growth Estimates Moderate in Years Ahead**



Despite the strong showing in 2021, U.S. GDP growth is expected to moderate in the years ahead as monetary and fiscal stimulus fades and elevated inflation weighs on consumer spending.

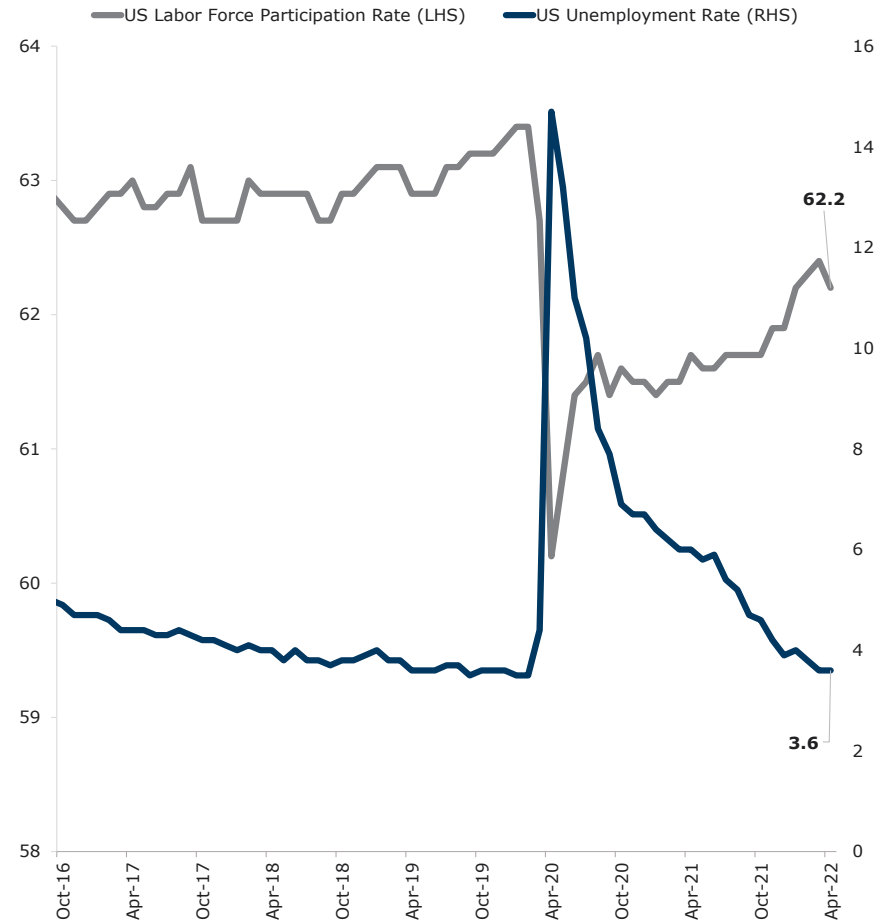
# Labor Markets: Continued Job Gains Pave Way for Further Fed Rate Hikes

**Tight Labor Market Conditions as Inflation Surges Support Rate Hikes**



The pace of recovery in labor markets remains robust as tight labor market conditions, rising wage pressures, and surging inflation support expectations for higher rates in 2022.

**The Unemployment Rate Continues to Decline as Participation Rises**

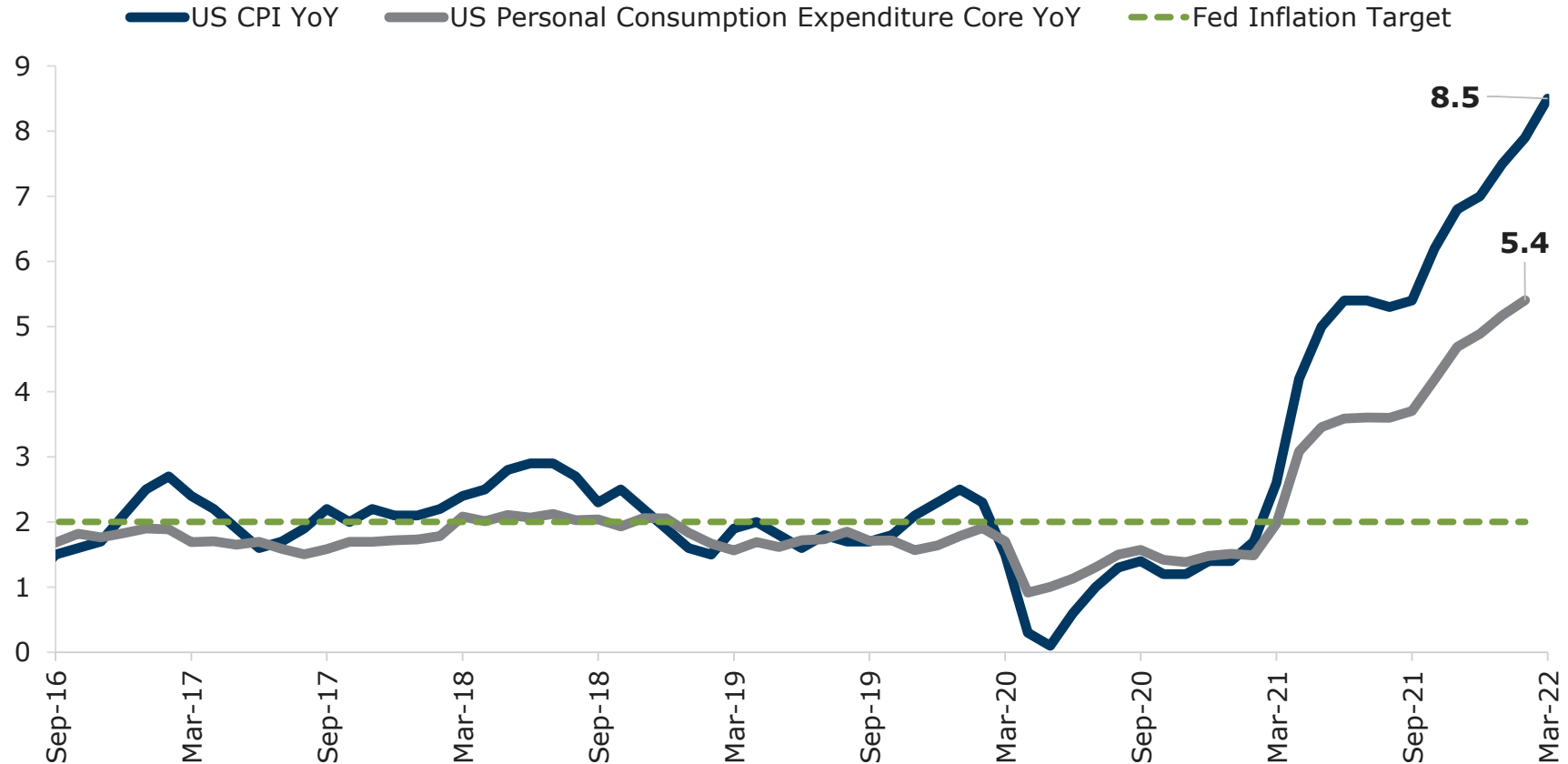


While the economy continues to recover jobs at a robust pace, the labor force participation rate continues to lag representing a headwind to a stronger recovery and underpinning wages and broader inflation pressures.



# Inflation: Consumer Prices Surge at the Fastest Pace in 40 Years

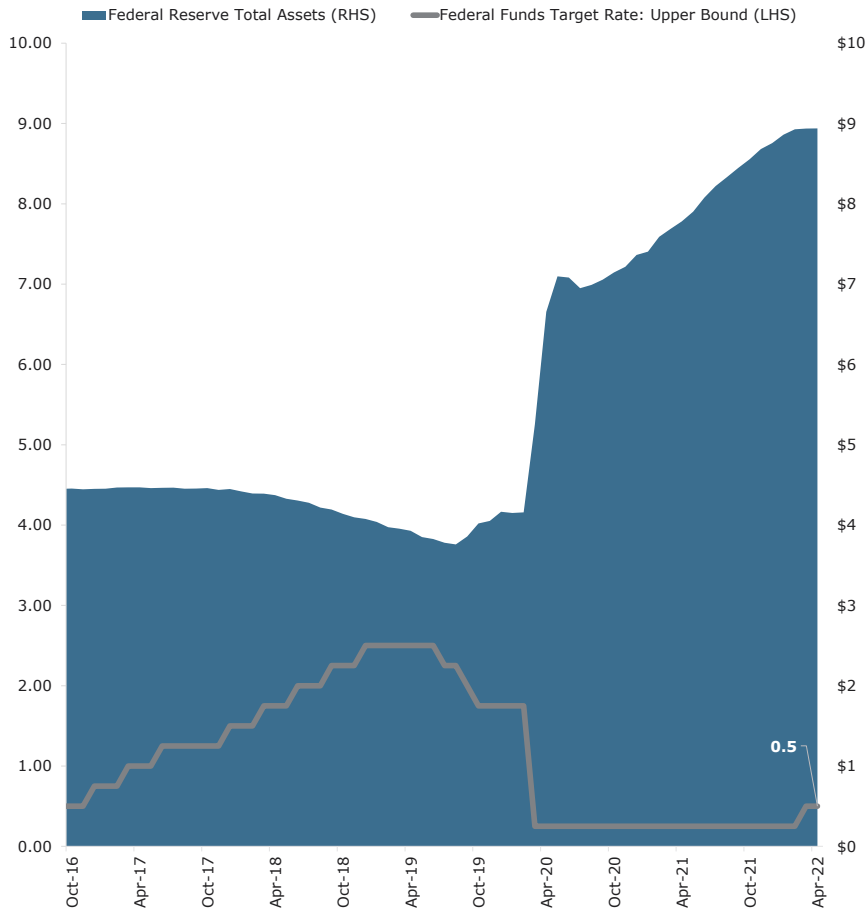
**Inflation Has Proven More Persistent than the Federal Reserve Anticipated as Rents, Food, and Energy Prices Surge**



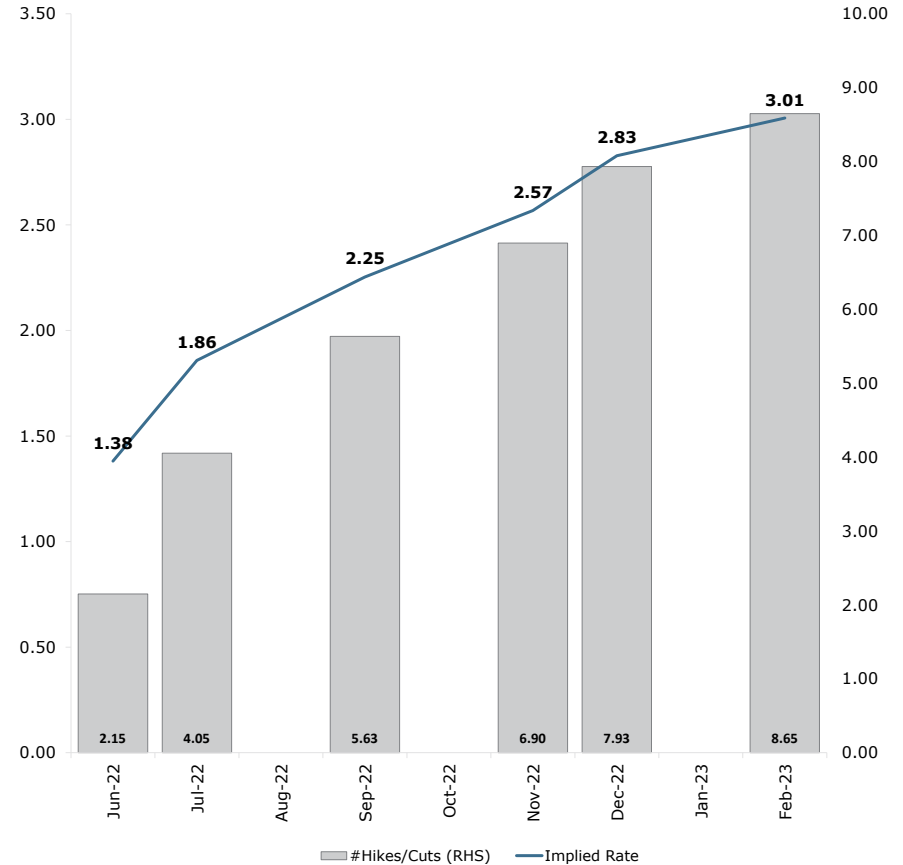
Inflation continues to accelerate at a vigorous pace, threatening to undermine consumer spending and underscoring the growing pressure on the Federal Reserve to raise interest rates. The Consumer Price Index rose 8.5% through March as Russia's invasion of Ukraine in late February led to a surge in many energy and agricultural commodity prices. Excluding food & energy, measures of core inflation remain highly elevated with the Fed's preferred measure, the core Personal Consumption Expenditures Index, rising 5.4% through February.

# Monetary Policy: Fed Begins Raising Interest Rates and Prepares for Balance Sheet Runoff

**Federal Reserve Raised the Federal Funds Rate by 0.25% in March**



**Fed Funds Futures Now Reflect a Much More Aggressive Fed in 2022**

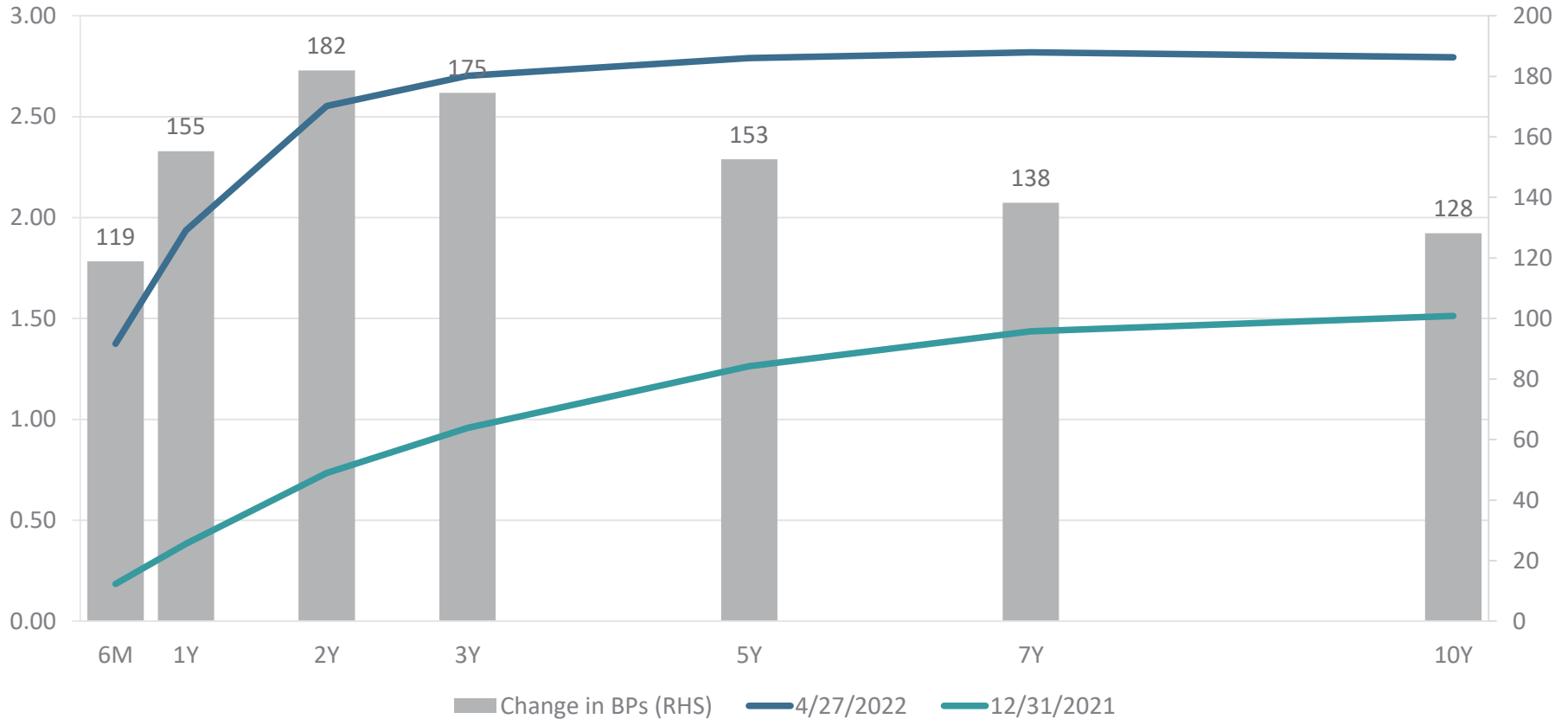


The Russia-Ukraine conflict has complicated the Fed's goal of normalizing policy as efforts to contain inflation will likely be costly to growth and employment and increase the risk of a policy error.

Fed fund futures market now reflect expectations that the Fed will raise the federal funds rate to nearly 3% in 2022 while simultaneously reducing the balance sheet in an effort to rein in inflation.

# Treasury Market: Yields Surged Higher over the Quarter as the Fed Turned Decidedly Hawkish

**Treasury Yields Surged as the Fed Adopted a Notably Hawkish Policy Stance Which Includes Planned Rate Hikes and Balance Sheet Reduction**



The continuing labor market recovery and broadening wage and inflation pressures have compelled the U.S. Federal Reserve (Fed) to pivot monetary policy to a more neutral stance earlier than was previously anticipated. The persistency of inflation coupled with the Fed's more aggressive policy stance helped to push Treasury yields notably higher over the quarter. The rise in yields was led by maturities in the range of between 1-5 years.

# Treasury Markets: Rise in Yields Results in Worst Quarter in 45 Years for I-5 Year Treasury Index

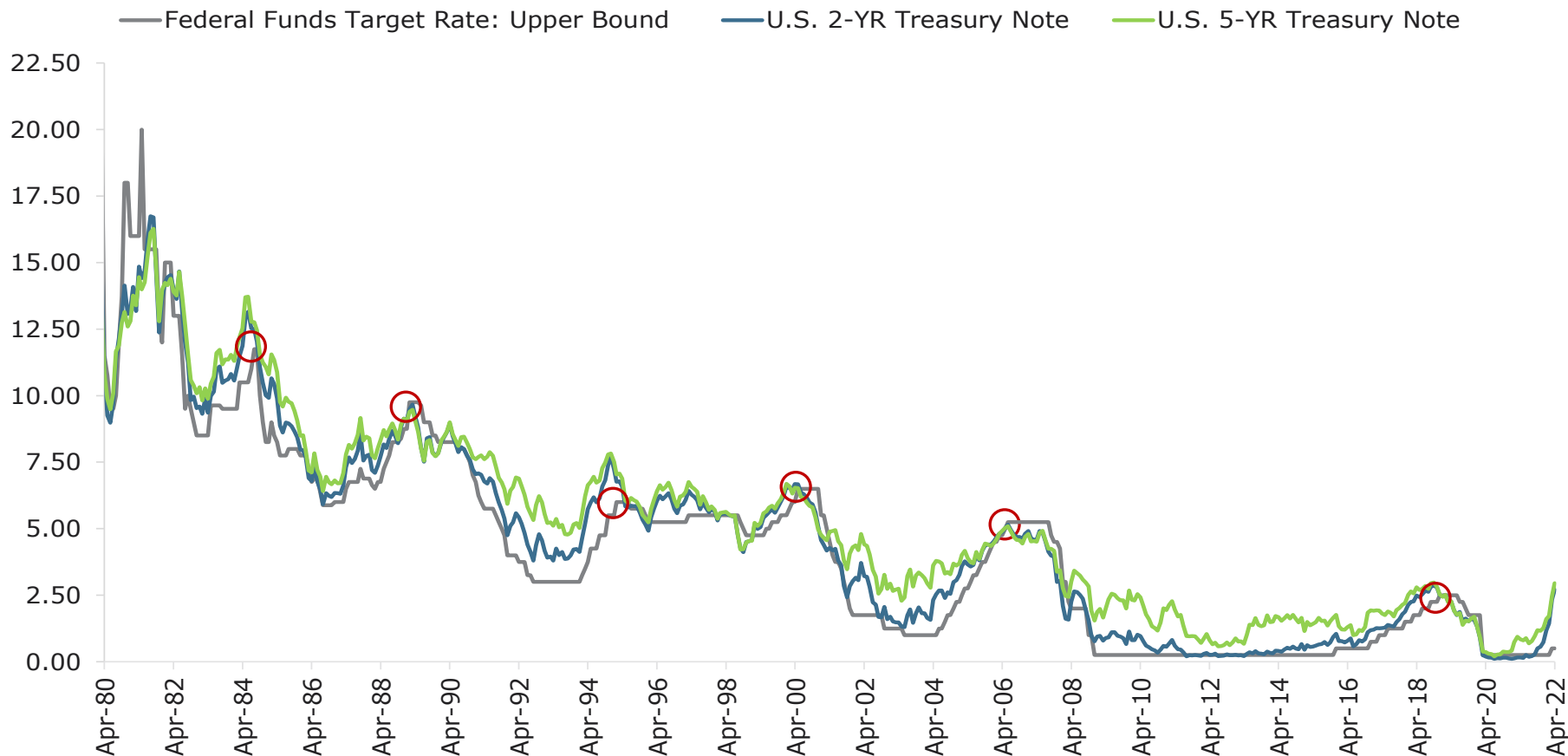
**ICE BofA I-5 Year US Treasury Index**  
Monthly/Quarterly/Annual Returns

Monthly	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978
Jan	-0.90%	-0.05%	0.87%	0.32%	-0.57%	0.17%	1.08%	1.01%	0.43%	-0.13%	0.32%	0.32%	1.06%	-0.67%	2.15%	0.14%	0.08%	-0.05%	0.31%	-0.15%	0.28%	1.25%	-0.20%	0.46%	1.17%	0.44%	0.90%	1.55%	0.83%	1.56%	-0.52%	0.96%	-0.19%	0.83%	1.94%	0.75%	0.71%	1.28%	1.56%	0.59%	0.46%	0.36%	0.01%	1.68%	0.00%
Feb	-0.43%	-0.38%	1.17%	0.04%	-0.13%	0.15%	0.25%	-0.51%	0.14%	0.24%	-0.30%	-0.23%	0.31%	-0.22%	1.22%	1.00%	0.01%	-0.44%	0.70%	0.71%	0.65%	0.77%	0.71%	-0.96%	-0.03%	0.16%	-0.72%	1.69%	-1.03%	1.20%	0.33%	0.55%	0.37%	-0.17%	0.91%	0.53%	1.45%	-0.60%	-0.09%	1.47%	1.39%	-0.23%	-4.36%	0.27%	0.47%
Mar	-1.86%	-0.10%	1.71%	0.85%	0.32%	0.05%	0.23%	0.42%	-0.32%	0.04%	-0.21%	-0.07%	-0.46%	0.89%	0.29%	0.36%	0.00%	-0.11%	0.51%	0.12%	-1.07%	0.85%	0.84%	0.74%	0.37%	-0.25%	-0.31%	0.55%	-0.96%	0.34%	-0.24%	0.61%	0.26%	0.42%	-0.04%	-0.11%	2.16%	1.48%	0.06%	-0.02%	0.60%	2.21%	1.27%	0.94%	0.39%
Apr	0.16%	0.08%	0.16%	-0.35%	0.31%	-0.01%	0.03%	0.25%	0.23%	0.49%	0.73%	0.46%	-0.48%	-1.20%	0.39%	0.25%	0.82%	-1.58%	0.21%	1.40%	0.00%	0.14%	0.30%	0.46%	0.95%	-0.11%	1.03%	-0.58%	0.76%	0.98%	1.02%	0.00%	1.71%	0.04%	-1.05%	0.69%	1.83%	0.40%	1.73%	2.22%	-1.33%	7.85%	0.45%	0.25%	
May	0.17%	0.14%	1.00%	0.48%	0.22%	-0.15%	0.09%	0.40%	-0.52%	0.19%	0.72%	0.76%	-0.07%	-0.65%	-0.31%	0.10%	0.52%	-0.18%	0.86%	0.59%	0.50%	0.41%	-0.35%	0.58%	0.72%	0.06%	2.33%	0.13%	-0.34%	1.18%	0.61%	1.76%	1.72%	-0.31%	0.12%	-0.69%	3.04%	-1.09%	-0.29%	1.78%	2.32%	3.37%	1.47%	0.06%	
Jun	-0.22%	0.07%	0.65%	-0.01%	-0.15%	0.97%	-0.10%	-0.10%	-0.40%	-0.09%	0.04%	0.80%	-0.33%	0.38%	0.34%	0.17%	0.23%	0.08%	0.03%	1.00%	0.33%	1.23%	0.32%	0.58%	0.77%	0.84%	0.59%	0.19%	1.04%	1.29%	0.25%	1.17%	2.17%	1.24%	1.11%	1.84%	1.22%	0.76%	0.34%	-0.79%	0.24%	0.96%	1.62%	-0.19%	
Jul	0.35%	0.16%	-0.18%	-0.09%	0.28%	-0.04%	0.19%	-0.23%	0.23%	0.41%	0.76%	0.58%	0.25%	0.51%	1.14%	0.85%	-0.58%	0.49%	-1.19%	1.62%	1.43%	0.64%	0.21%	0.43%	1.45%	0.35%	0.25%	1.05%	0.19%	1.48%	1.00%	1.38%	1.76%	-0.04%	0.42%	1.25%	0.07%	2.51%	-0.83%	3.86%	-1.01%	-0.56%	0.14%	0.82%	
Aug	-0.06%	-0.06%	1.18%	0.43%	0.34%	-0.31%	-0.02%	0.35%	-0.28%	0.05%	0.77%	0.47%	0.58%	0.69%	1.23%	0.85%	0.87%	1.06%	0.05%	0.65%	0.69%	0.87%	0.27%	1.61%	-0.14%	0.24%	0.69%	0.33%	1.23%	1.10%	1.63%	0.04%	-1.00%	0.11%	-0.03%	1.91%	1.15%	1.14%	0.79%	2.87%	0.07%	-2.33%	-0.30%	0.86%	
Sep	-0.29%	0.02%	-0.24%	-0.28%	-0.34%	0.17%	0.53%	-0.18%	0.51%	0.01%	-0.14%	0.27%	0.37%	0.85%	0.70%	0.59%	-0.50%	-0.05%	1.42%	1.32%	1.93%	0.78%	0.73%	1.84%	0.92%	1.08%	0.56%	-0.53%	0.34%	1.21%	1.37%	0.87%	0.54%	1.37%	-0.76%	-0.46%	0.88%	1.83%	2.21%	2.38%	0.98%	-0.08%	0.15%	0.36%	
Oct	-0.46%	-0.12%	0.32%	0.13%	-0.09%	-0.20%	-0.23%	0.50%	0.25%	-0.13%	0.11%	0.37%	0.24%	1.27%	0.45%	0.40%	-0.19%	0.41%	-0.64%	0.10%	1.16%	0.57%	0.20%	0.41%	0.92%	1.36%	0.98%	0.12%	0.19%	-1.00%	1.16%	1.23%	1.76%	1.15%	2.58%	1.06%	1.32%	2.70%	0.71%	3.26%	4.55%	-0.70%	-2.70%	-0.98%	
Nov	0.06%	0.07%	-0.11%	0.48%	-0.28%	-0.92%	-0.30%	0.32%	0.12%	0.22%	0.14%	-0.39%	0.99%	2.06%	2.19%	0.61%	0.37%	-0.75%	-0.07%	-0.61%	-0.62%	1.13%	0.13%	-0.27%	0.21%	0.96%	1.07%	-0.54%	-0.20%	-0.37%	1.14%	1.16%	0.93%	-0.55%	0.62%	0.78%	1.33%	1.98%	0.90%	1.03%	5.62%	-0.14%	2.88%	0.85%	
Dec	-0.28%	0.07%	0.14%	1.11%	-0.01%	0.02%	-0.15%	-0.33%	-0.48%	-0.05%	0.17%	-0.64%	-1.29%	0.89%	0.28%	-0.15%	0.45%	0.33%	0.70%	1.33%	-0.20%	1.41%	-0.02%	0.33%	0.76%	-0.26%	0.88%	0.28%	0.37%	1.14%	1.90%	1.31%	0.35%	0.15%	0.74%	0.20%	1.72%	1.45%	0.43%	1.63%	-1.36%	2.65%	0.70%	-0.32%	
Quarterly	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978
Q1	-3.16%	-0.52%	3.80%	1.22%	-0.38%	0.37%	1.57%	0.92%	0.26%	0.15%	-0.19%	0.02%	0.90%	-0.01%	3.69%	1.50%	0.09%	-0.60%	1.53%	0.69%	-0.15%	2.89%	1.36%	0.24%	1.52%	0.36%	-0.13%	3.84%	-1.17%	3.13%	-0.44%	2.13%	0.43%	1.07%	2.83%	1.18%	4.38%	2.17%	1.53%	2.05%	2.46%	2.35%	-3.14%	2.91%	0.00%
Q2	0.11%	0.29%	1.83%	0.13%	0.38%	0.81%	0.02%	0.55%	-0.69%	0.59%	1.49%	2.04%	-0.87%	-1.47%	0.42%	0.52%	1.58%	-1.67%	1.10%	3.01%	0.84%	1.79%	0.27%	1.64%	2.45%	0.80%	3.99%	-0.25%	1.47%	3.49%	1.88%	2.96%	5.70%	0.97%	0.18%	1.83%	6.20%	0.07%	1.78%	3.22%	1.20%	12.55%	3.58%	0.13%	
Q3	0.00%	0.13%	0.75%	0.05%	0.29%	-0.19%	0.70%	-0.06%	0.46%	0.47%	1.39%	1.32%	1.20%	2.06%	3.10%	2.31%	-0.22%	1.50%	0.27%	3.64%	4.10%	2.31%	1.21%	3.93%	2.24%	1.68%	1.50%	0.85%	1.77%	3.83%	4.05%	2.31%	1.28%	1.45%	-0.37%	2.71%	2.11%	5.57%	2.17%	9.39%	0.04%	-2.95%	-0.01%	2.05%	
Q4	-0.68%	0.02%	0.35%	1.72%	-0.38%	-1.09%	-0.67%	0.49%	-0.11%	0.04%	0.42%	-0.67%	-0.08%	4.27%	2.93%	0.85%	0.63%	-0.01%	-0.01%	0.82%	0.33%	3.15%	0.31%	0.48%	1.90%	2.07%	2.95%	-0.15%	0.36%	-0.25%	4.25%	3.74%	3.06%	0.74%	3.98%	2.06%	4.43%	6.25%	2.05%	6.02%	8.92%	1.80%	0.81%	-0.46%	
Yearly	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978
Year	-3.16%	-1.10%	4.25%	4.20%	1.52%	0.65%	1.09%	0.98%	1.24%	-0.19%	0.91%	3.36%	3.61%	0.23%	8.73%	8.16%	3.81%	1.39%	1.32%	2.06%	7.47%	8.37%	8.87%	2.04%	7.75%	7.11%	4.47%	12.83%	-0.74%	6.87%	6.72%	12.88%	9.74%	11.52%	6.12%	4.99%	11.43%	15.70%	13.96%	8.29%	22.65%	12.85%	7.70%	7.44%	0.00%

The persistency of inflation coupled with an aggressively hawkish pivot in Fed policy expectations propelled yields notably higher in the first quarter of 2022. The historically low level of starting yields provided little income protection against market value declines as interest rates increased and resulted in the worst quarter in 45 years for the ICE BofA I-5 Year Treasury Index which declined 3.16% on a total return basis. The markedly higher level of current yields will provide a greater cushion against future market value declines should yields rise further.

# Treasury Market: Yield Curve Beginning to Reflect Growing Expectation of Fed Overtightening

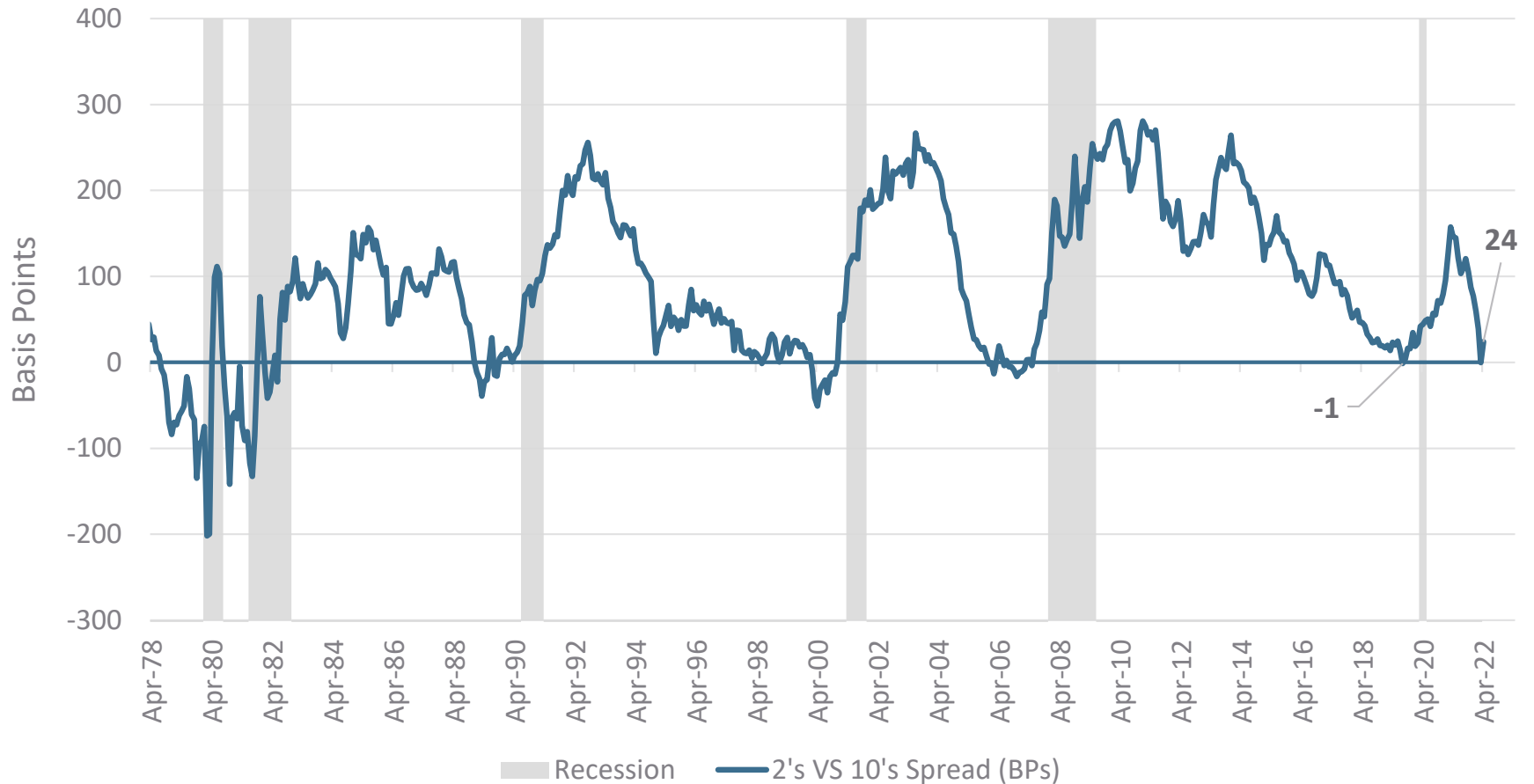
**As the Federal Reserve Moves Aggressively to Catch Policy Up with Surging Inflation, the Yield Curve Prices In Growing Chance of Policy Error**



Historically, the Federal Reserve has overtightened policy after periods of low interest rates often prompting a reversal of monetary policy. The Fed has acknowledged the need to potentially raise rates beyond the so-called “neutral rate” to tame the highest rates of U.S. inflation in over 40 years. Amidst a backdrop of elevated geopolitical risks and uncertainty, the yield curve has begun to reflect expectations of a potential Fed policy error.

# Treasury Market: Yield Curve Flattening Stirs Recession Debate

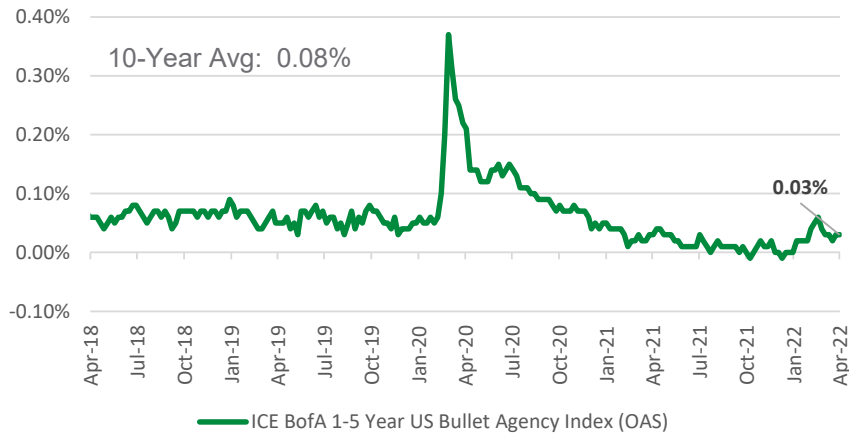
The Spread Between 2 and 10-Year Treasury Yields Approaches Inversion and Sounds Ominous Recession Alarm



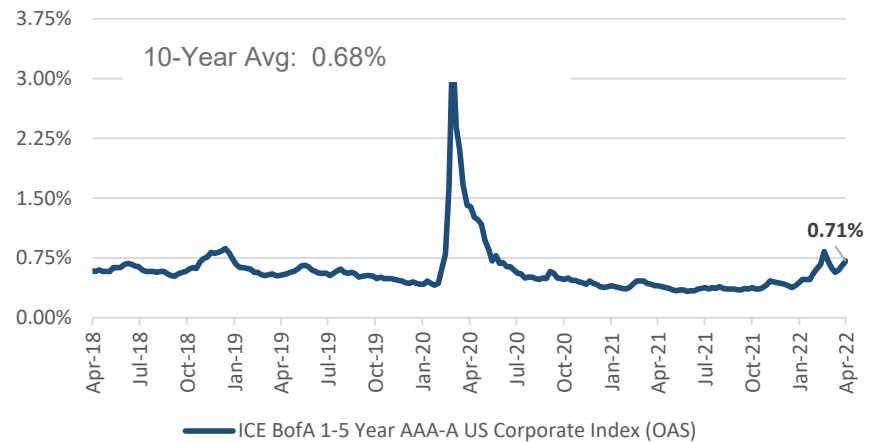
Market perceptions that the Federal Reserve had fallen behind the data in dealing with inflation and a subsequent aggressive hawkish policy pivot propelled shorter-term yields higher over the first quarter. The rise in longer-term yields was comparatively more contained with Russia's invasion of Ukraine adding additional uncertainty to the global growth outlook. The yield curve has flattened notably with the spread between 2- and 10-year Treasury yields modestly re-steepening following a brief inversion at the end of the first quarter.

# Credit Markets: Credit Spreads Perked Up From the Lows of Last Summer

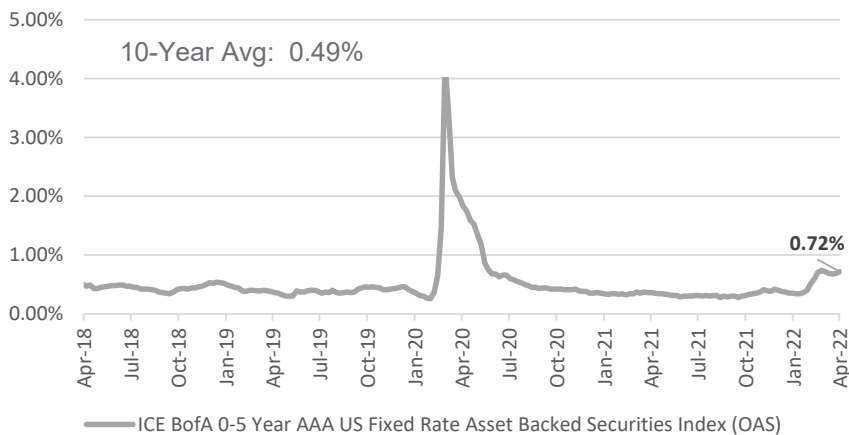
Federal Agency Yield Spread (OAS)



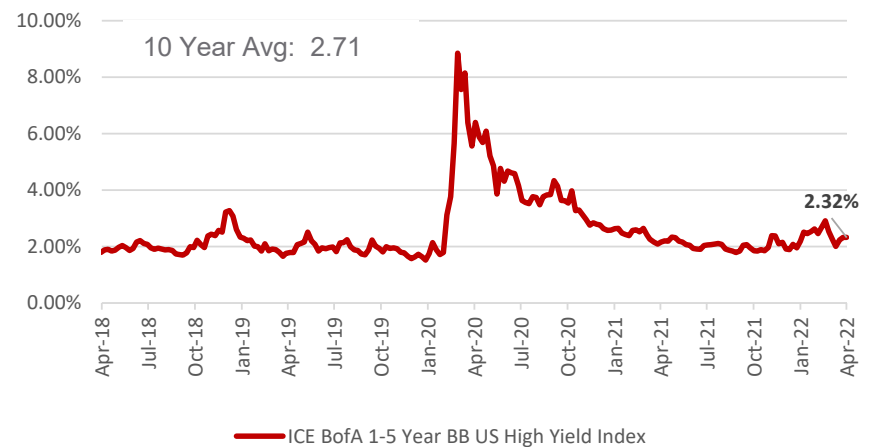
A-AAA Corporate Yield Spread (OAS)



AAA Asset-Backed Yield Spread (OAS)



BB High Yield Corporate Yield Spread (OAS)



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**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: Carter Mau  
Acting Executive Director

From: April Chan  
Acting Deputy General Manager/CEO

Subject: **Program and Allocate \$3,499,200 in Measure A Ferry Program Funds to the Port of Redwood City for the Proposed Ferry Terminal in Redwood City**

**Action**

Staff recommends the Board of Directors (Board):

1. Program and allocate \$3,499,200 of Measure A Ferry Program Category funds to the Port of Redwood City to complete the Preliminary Engineering and Environmental (PE/ENV) Review phase for a new ferry terminal in Redwood City; and
2. Authorize the Acting Executive Director, or designee, to execute any necessary documents, and to take any additional actions necessary, to give effect to this action.

**Significance**

In April 2021, the San Mateo County Transportation Authority (TA) Board programmed and allocated \$160,000 of Measure A Ferry Program Category funds to prepare a Business Plan (Plan) for the development of a new ferry terminal and explore bringing public ferry service to Redwood City (City). The Port of Redwood City (Port) led the preparation of the Plan with input from the City and the Water Emergency Transportation Authority (WETA).

The Plan builds on the Redwood City Ferry Terminal Feasibility study, which was completed in October 2020. The Plan considers the operations, governance, first-last mile connections, and the financial considerations for the construction of the terminal and the operation of ferry service.

The Plan also includes an equity analysis, which was supported by an outreach effort that engaged Equity Priority Communities in the City and Oakland, where the proposed operation will serve. The provision of service between the City and Oakland was viewed as offering Oakland residents from underserved and disadvantaged communities near the ferry terminals access to higher paying jobs on the Peninsula. Also, the service area of the City ferry terminal included census tracts in Equity Priority Communities, potentially offering these communities a new transit mode that provides access to jobs and for other non-commute trip types.

The Plan was presented and accepted by WETA's Board of Directors on February 3, 2022, the Port Commission on February 9, 2022 and the Redwood City Council on February 14, 2022.

The next step in the project development process is to advance the preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and landside components, which is consistent with the project planning required for the South San Francisco Ferry Project, completed in May 2012.

The Port has submitted a letter to the TA requesting \$3,499,200 in Measure A funds for the PE/ENV phase, along with \$388,800 in local match, for a total cost of \$3,888,000. A copy of the request letter is included as Attachment A. The Port will lead the PE/ENV phase, with consultant assistance, in conjunction with the City and WETA. The PE/ENV phase is anticipated to be complete September 2024 and once complete, the Port, City and WETA staff will provide a project update to the TA Board.

Additional information on the Plan and next steps for the project will be provided as part of a PowerPoint Presentation.

**Budget Impact**

There is no impact to the budget. Funding will come from the Fiscal Year 2022 and prior year adopted budgets from the Measure A Transit-Ferry category.

Should the Board approve the request of \$3,499,200, the Board would have approved a total of \$4,109,200 in Measure A funds for the Redwood City Ferry Terminal project. The total local contribution for the project, including the matching funds provided for the PE/ENV phase, will be \$4,558,000. The table below provides a breakdown of the funding.

<b>Phase</b>	<b>Measure A</b>	<b>Local Match</b>	<b>Total</b>
Feasibility Study	\$450,000	\$60,000	\$510,000
Business Plan	\$160,000	\$0	\$160,000
PE/ENV (This Request)	\$3,499,200	\$388,800	\$3,888,000
	<b>\$4,109,200</b>	<b>\$448,800</b>	<b>\$4,558,000</b>

**Background**

A two-percent funding share of Measure A sales tax receipts is made available for financial assistance to provide cost-effective ferry service to South San Francisco and Redwood City. Both cities have approved a 50/50 funding share split of these revenues, which was estimated at \$30 million at the time the Expenditure Plan was approved in 2004, or \$15 million each.

Prepared By: Jennifer Williams

Administrative Analyst II

650-508-6343

**Resolution No. 2022-**

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

\* \* \*

**Programming and Allocating \$3,499,200 in Measure A Ferry Program Funds to  
the Port of Redwood City for the Preliminary Engineering and Environmental  
Review Phase for the Proposed Ferry Terminal in Redwood City**

**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 New Measure A half-cent sales tax transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

**Whereas**, the 2004 Transportation Expenditure Plan includes a two-percent funding share to provide financial assistance as a local match for cost-effective ferry service to South San Francisco and Redwood City; and

**Whereas**, the Cities of South San Francisco and Redwood City have approved a 50/50 funding share split, equivalent to \$15 million (2004 dollars) in Measure A funds to each city over the 25-year life of the Measure A; and

**Whereas**, on May 3, 2018, the TA Board of Directors (Board) programmed and allocated \$450,000 for a ferry service feasibility study and cost-benefit analysis to the Port of Redwood City (Port) through Resolution 2018-11; and

**Whereas**, on April 1, 2021, the TA Board programmed and allocated \$160,000 to complete a business plan, which was recommended by the feasibility study, and cost-benefit analysis as the next step in project development through Resolution 2021-10; and

**Whereas**, the Port has submitted a request for \$3,499,200 in Measure A funds for the preliminary engineering and environmental review phase for a proposed new ferry terminal in Redwood City, with the Port providing matching funds in the amount of \$388,800; and

**Whereas**, the Port will be the lead agency for the proposed work effort in conjunction with the City of Redwood City and the Water Emergency Transportation Authority; and

**Whereas**, the preliminary engineering and environmental review phase will provide project development for both the waterside and landside components of a public ferry service expansion to Redwood City, which is the next milestone in developing a new ferry terminal; and

**Whereas**, staff recommends the Board program and allocate \$3,499,200 in Measure A Ferry Program Funds to the Port for the preliminary engineering and environmental review phase for the proposed ferry terminal in Redwood City.

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

1. Programs and allocates \$3,499,200 in Measure A Ferry Program Category funds to complete the preliminary engineering and environmental review phase for a new ferry terminal in Redwood City for the operation of public transportation service; and
2. Authorizes the Acting Executive Director, or designee, to execute any necessary documents or agreements and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transportation Authority

Attest:

\_\_\_\_\_  
Authority Secretary



# PORT OF REDWOOD CITY

*Serving Silicon Valley*

Attachment A

Item #10.b.

6/2/2022

Port Commissioners

LORIANNA KASTROP

R. SIMMS DUNCAN

RICHARD DODGE

RICHARD S. CLAIRE

RALPH A. GARCIA

May 12, 2022

Ms. April Chan  
Executive Officer, Planning and Development  
San Mateo County Transit District  
1250 San Carlos Avenue  
San Carlos, CA 94070-1306

## **RE: City of Redwood City Ferry Project Environmental Review and Preliminary Design Request**

Dear Ms. Chan:

The Port of Redwood City (Port) requests \$3,499,200 in Measure A funds to conduct environmental reviews and preliminary design engineering for the Redwood City Ferry Terminal. The Port believes this project is critically important and is prepared to commit 10%, or \$388,800, in matching funds for a total cost of \$3,888,000. The Port is the project sponsor and will lead the effort with the City of Redwood City (City) and the Water Emergency Transportation Authority (WETA) to construct a ferry terminal and bring public ferry transit service to Redwood City.

The 2009-2033 Measure A Expenditure Plan identified \$30 million in funds available for cost effective ferry service to South San Francisco and Redwood City. The Port understands the total available funds are divided equally between the two cities. Most recently, the Port, the City, and WETA have accepted the findings in the Ferry Business Plan, as prepared by CDM Smith. The next phases of the Ferry Project are conducting CEQA/NEPA compliant environmental reviews and preparing preliminary design engineering plans and specifications.

The ferry terminal will consist of both waterside and landside components that will be included in the environmental reviews and preliminary design engineering. The ferry terminal needs to be designed as an essential facility, meaning the facility will need to remain operational after a seismic event. The waterside components included in the requested scope of work consist of a 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 and lighting, and utilities for potable water and fire protection. The landside components included in the requested scope of work consist of a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, and electrical, communication and water utilities serving the ferry terminal.


6/2/2022

The Port is seeking \$3,499,200 in Measure A funds administered by the San Mateo County Transportation Authority (SMCTA) to conduct the environmental reviews, estimated at \$800,000, and preliminary design engineering, estimated at \$3,088,000. The Port will contribute the remaining \$388,800, or 10% of the estimated costs, in matching funds. The completed Business Plan and Financial Feasibility Study & Cost Benefit and Economic Impact Analyses will serve as a foundation and supporting documentation for the next phase of the project.

Thank you for your consideration of the Port's request. Your continued funding commitment enables the parties to advance the next phases of the Ferry Project.

We look forward to continuing our efforts with the SMCTA to increase mobility throughout the County. If you have any questions or need additional information, please feel free to contact me at 650.306.4150.

Sincerely,



Kristine A. Zortman  
Executive Director  
Port of Redwood City

Enc.: Scope Outline including estimated costs

Cc: Board of Port Commissioners  
Jessica Manzi, Transportation Manager, City of Redwood City  
Kevin Connolly, Planning & Development Manager, WETA  
Chad Mason, Senior Planner, WETA

# Redwood City Ferry Terminal Project Update and Next Steps

# Agenda

- Purpose of the Business Plan
- Enhanced Service Options
- Additional Ridership
- Outreach/Equity Plan
- First/Last-Mile Plan
- Financials and Project Cost
- Next Steps





# Completed Feasibility Study

---

- Completed by the City of Redwood City in April 2021
- Feasibility Study Components:
  - Operations – Service Plan/Ridership Demand
  - Engineering – Terminal Design Concept
  - Consistency – Adopted Plans and Policies
  - Economics – User Benefits
  - Financial – Capital and Operations Costs
- The San Mateo County Transportation Authority (TA) funded \$450K of the Feasibility Study along with a \$60K match from Redwood City.



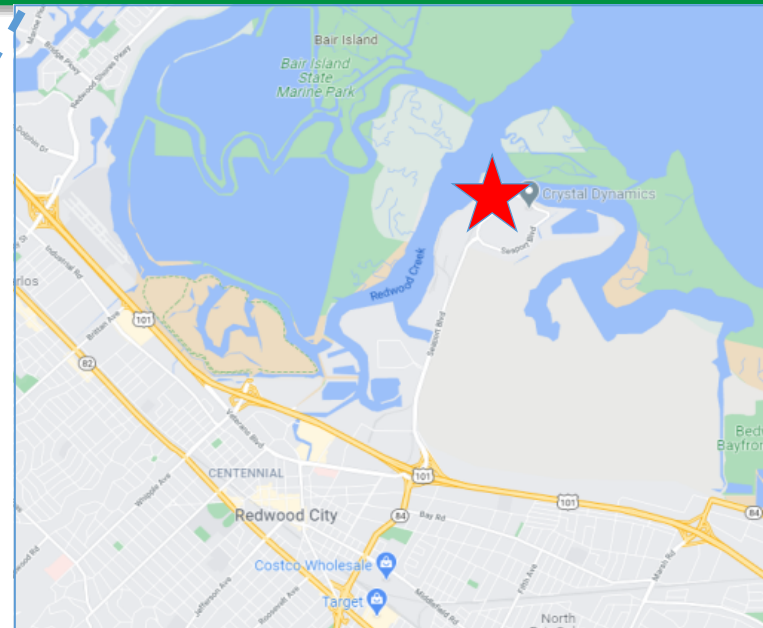
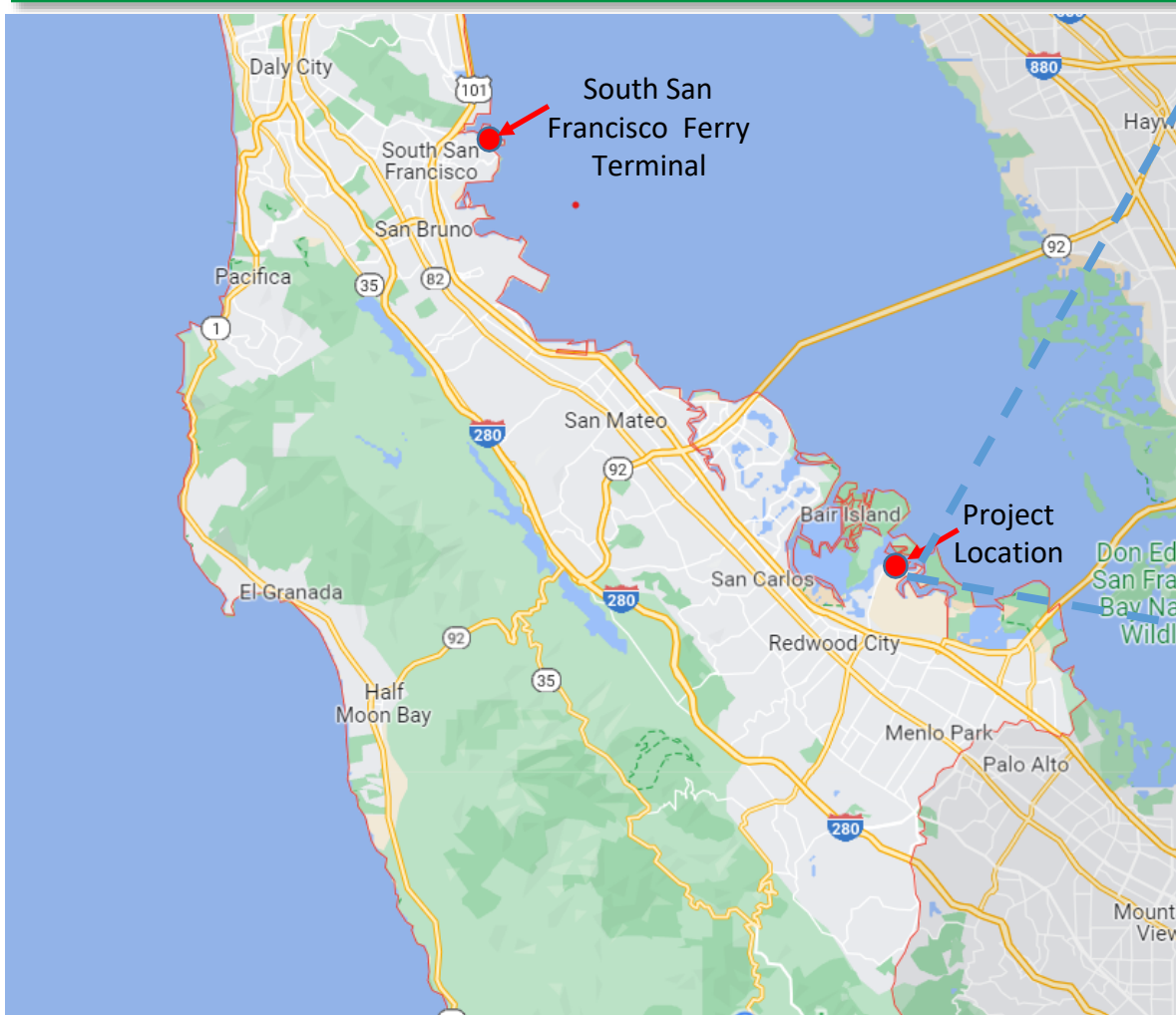
# Ferry Terminal Business Plan

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- Partnership between the Port, the City and WETA
- Builds on the 2021 Feasibility Study
- Added New Elements:
  - Weekend/Weekday Non-commute services
  - Equity focused outreach
  - First Mile/Last Mile Service Plan
- The TA provided \$160K for the development of the Business Plan



# Project Location and Partners



# Outreach/Equity

- Business Plan outreach focused on underserved and disadvantaged communities:
  - On-Site Survey Distribution
  - In-Person Events (Oakland/RWC Farmer's Market)
  - Online Survey
  - Redwood City Together Partnership
  - Materials in Spanish & English
- Additional meetings with water resources users and interests to understand environmental and recreational impacts



**Schedule Options**

- Weekday morning and afternoon commute hours
- Potential weekend and midday service
- Free or low-cost shuttle connections

**Tell us about your service needs!**

- Are you interested in the ferry service?
- Are you interested in the shuttle service?
- Would you ride either service midday, at night, or on the weekends?

Image credit: © Apsara Kaly / Adobe Stock

# Equity Analysis

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- Access to higher paying jobs:
  - Peninsula jobs paid 24% more than East Bay jobs in 2020\*
- Access to lower cost housing
  - Housing costs were 36% lower in Alameda County compared to San Mateo County in 2021\*\*
  - Rental costs were 22% lower Alameda County compared to San Mateo County in 2021\*\*\*

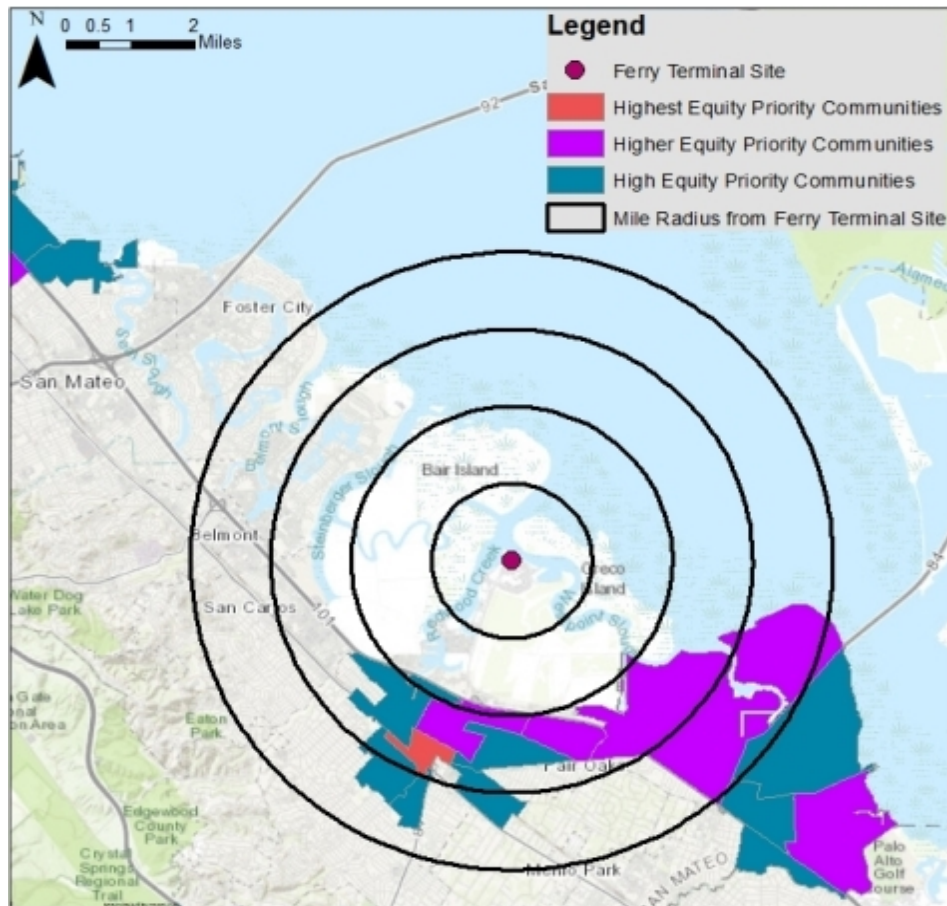
\* Source: California Employment Development Department

\*\* Zillow Home Value Index

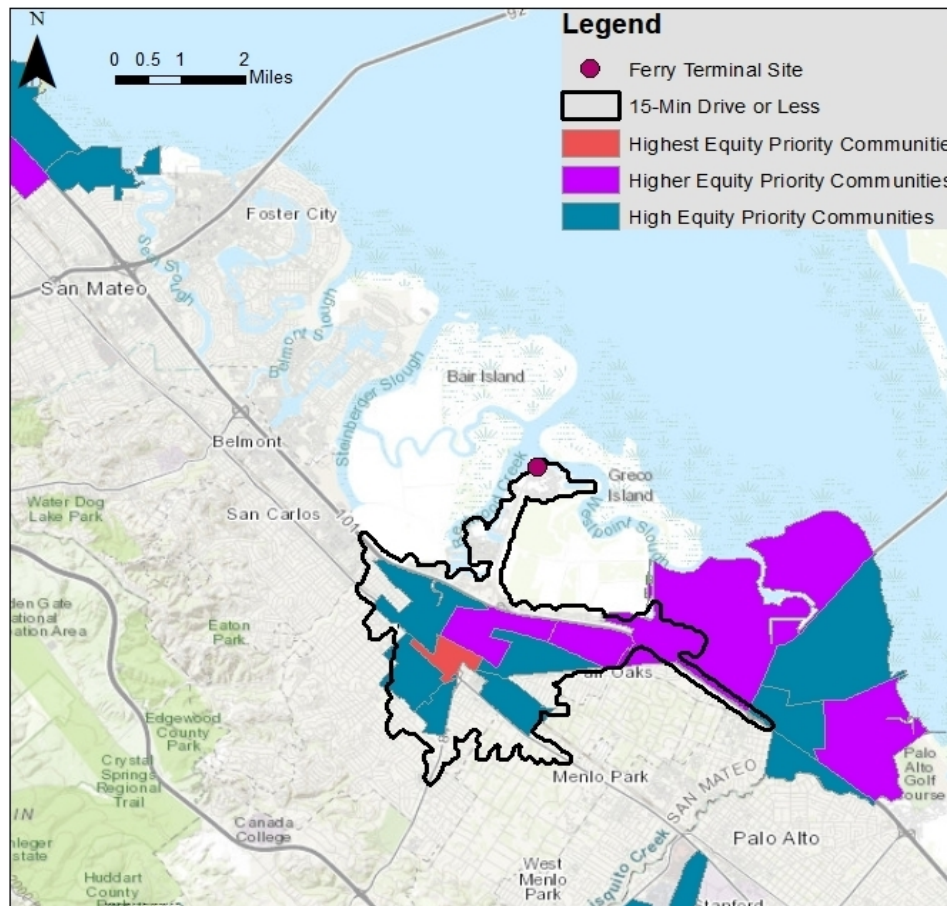
\*\*\* Derived from Costar



# Equity Priority Communities—Redwood City

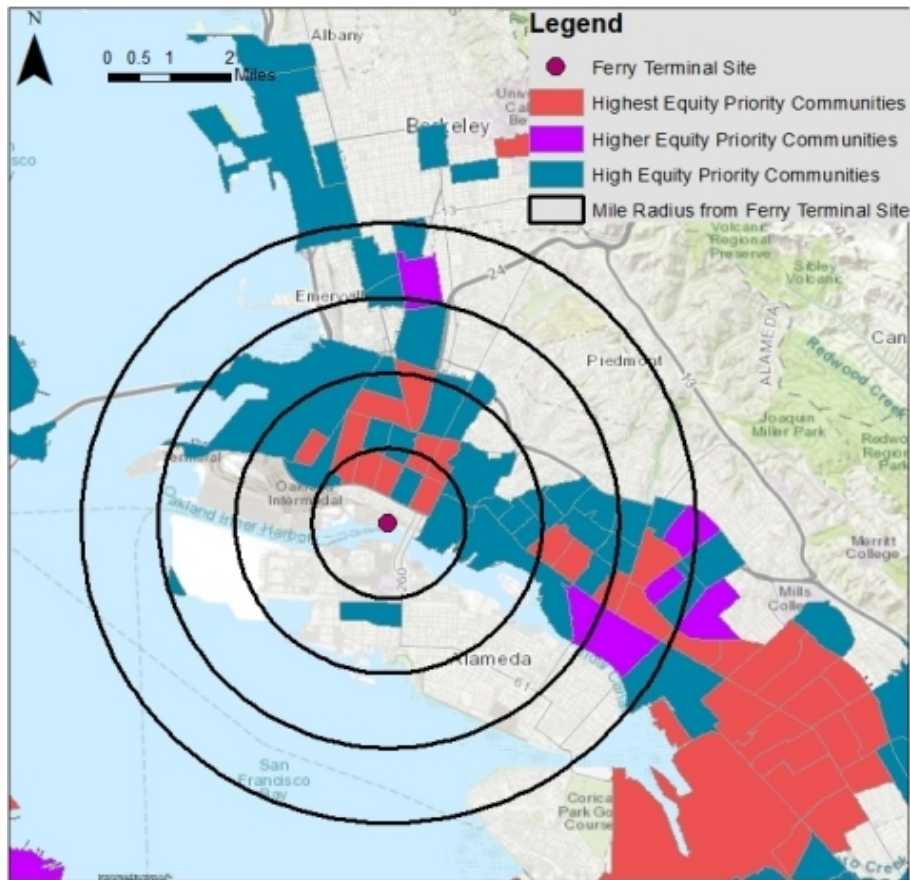


One-mile intervals

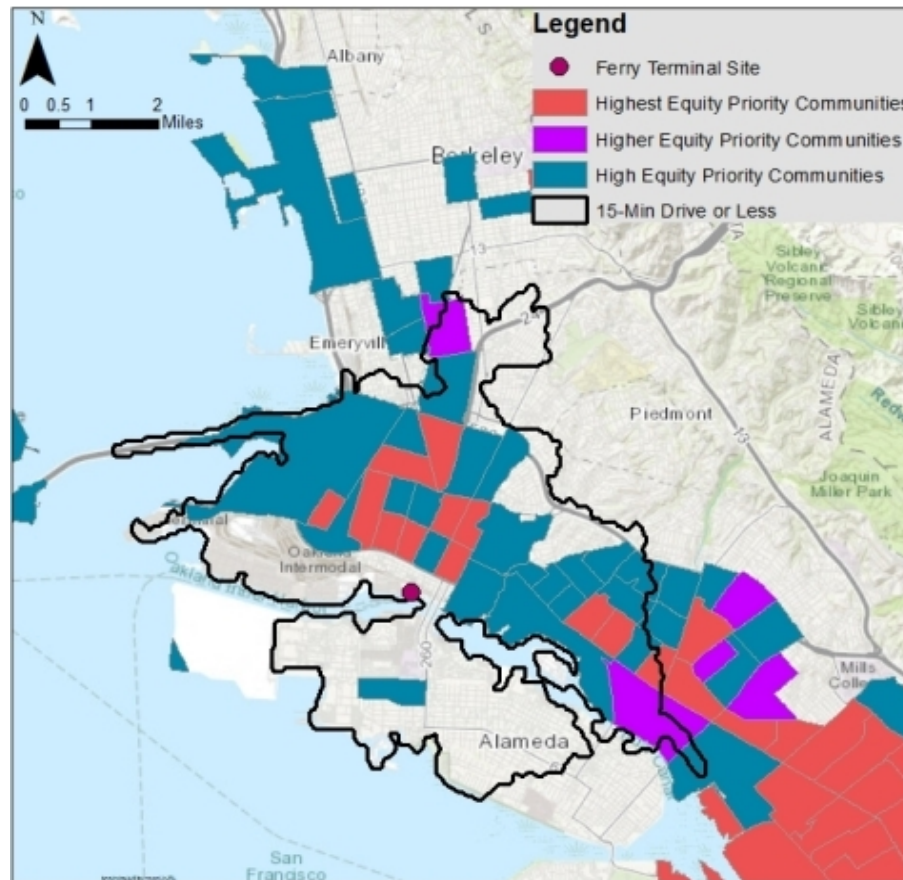


15-minute drive time

# Equity Priority Communities—Oakland



One-mile intervals



15-minute drive time

# Key Themes: Input from Water Resource Interests

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## Purpose:

- Understanding concerns relative to potential impacts on recreational activities and the environment
- Identify potential mitigations

## Commonly Shared Themes:

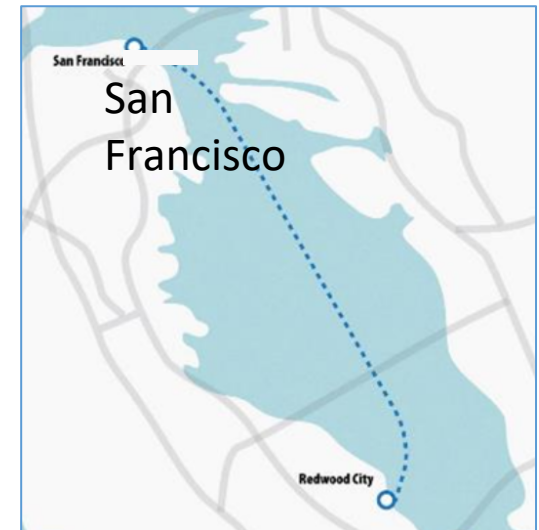
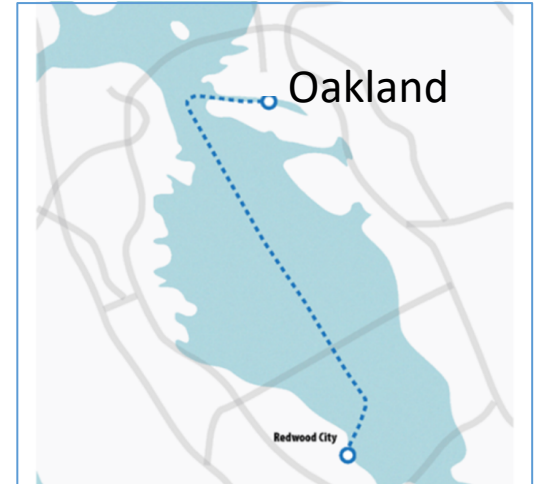
- The waterways which would be used by the ferries are an important recreational resource and wildlife habitat
- Management of vessel wake (waves) and speed is critical to avoid adverse impacts to boaters, recreational users, and wildlife
- Recreational users noted bad experiences with wakes from private ferry vessels
- Better enforcement is needed
- If these issues are addressed, ferry service is a good idea





# Service Planning

- Feasibility study established standard, commute-only service
- Business Plan provided additional details on how to operate the service
  - Explored expanding service into midday, weekend and special events
  - Developed concept service plans, ridership and cost estimates for this “Full Build-out” model
  - Examined costs & benefits of expanded service models
- Actual project can be phased depending on demand, available operating dollars
  - SF or Oak first? Weekday only? Commute only? Special events?
- Technology improvements needed for zero-emission service



# First/Last-Mile Options: Shuttles

- Two existing shuttles that can be easily modified to access the ferry
- It is reasonable to assume private employers will also serve the ferry, as they do in South San Francisco
- Recommend development of a new shuttle to serve other employment areas/communities
- SamTrans Route 270 could be modified to access ferry terminal but is more difficult to align with ferry schedules (1 hour headways)



# Bicycle/Pedestrian Connections



# Bicycle/Pedestrian Connections

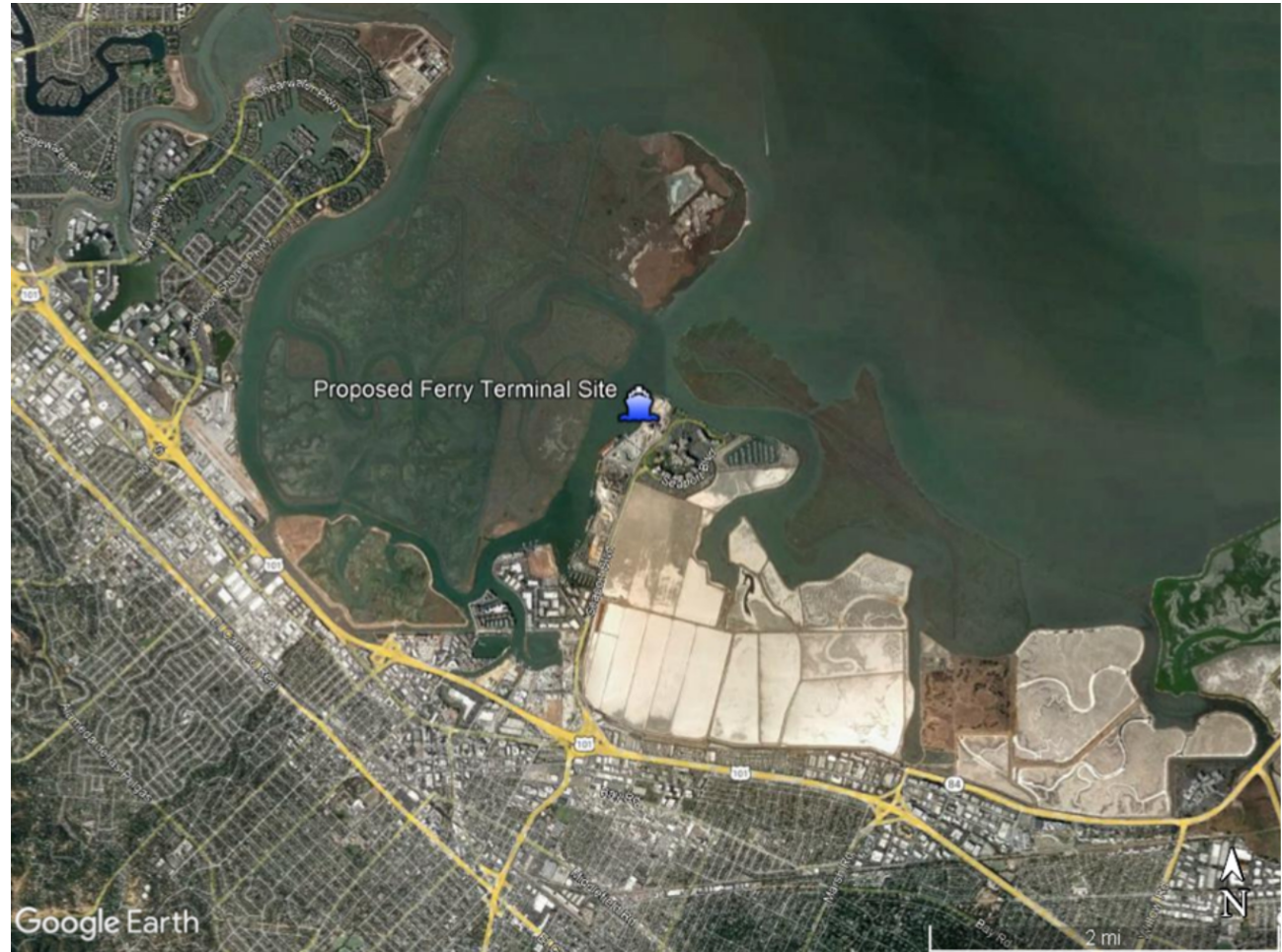
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- Planned/Underdevelopment Connections
  - 101/Woodside Road Interchange Bikeways & Sidewalk Gaps
  - Docktown Marina Development Bike Path
  - Harbor View Development Bike Path
- Priority Connections for Further Study
  - Blomquist Street – Potential upgrades to existing Class II facilities
  - Maple Street – Potential upgrades to Class III Sharrows and traffic calming
  - Charter Street – Potential upgrades to install Class II facilities
  - Ferry Site Pedestrian & Bicycle Path to Seaport Boulevard
  - Wayfinding Strategy



# Preferred Ferry Terminal Site

- Northern Site:
  - Eliminates dredging
  - Removed from most sensitive areas
  - Better ferry maneuverability
  - Lower cost - \$16.3 M
  - Single berth only



# Ridership Estimates

Route	Weekday Boardings	Weekend Day Boardings
<i>(forecast values for new routes shown in bold)</i>		
Oakland/Alameda-San Francisco	5,047	4,120
Vallejo-San Francisco	4,081	1,983
<b>Berkeley-San Francisco-Mission Bay</b>	<b>2,020</b>	<b>1,270</b>
<b>Berkeley-San Francisco</b>	<b>1,830</b>	<b>1,150</b>
Harbor Bay-San Francisco	1417	-
<b>Redwood City-San Francisco</b>	<b>1,290</b>	<b>1,130</b>
<b>Oakland-Redwood City</b>	<b>850</b>	<b>-</b>
Richmond-San Francisco	813	680
Oakland/Alameda-South San Francisco	601	-
<b>Berkeley-Larkspur (Weekend Service)</b>	<b>-</b>	<b>490</b>

Source: Actual data from WETA 2019, Forecasts prepared by CDM Smith 2021

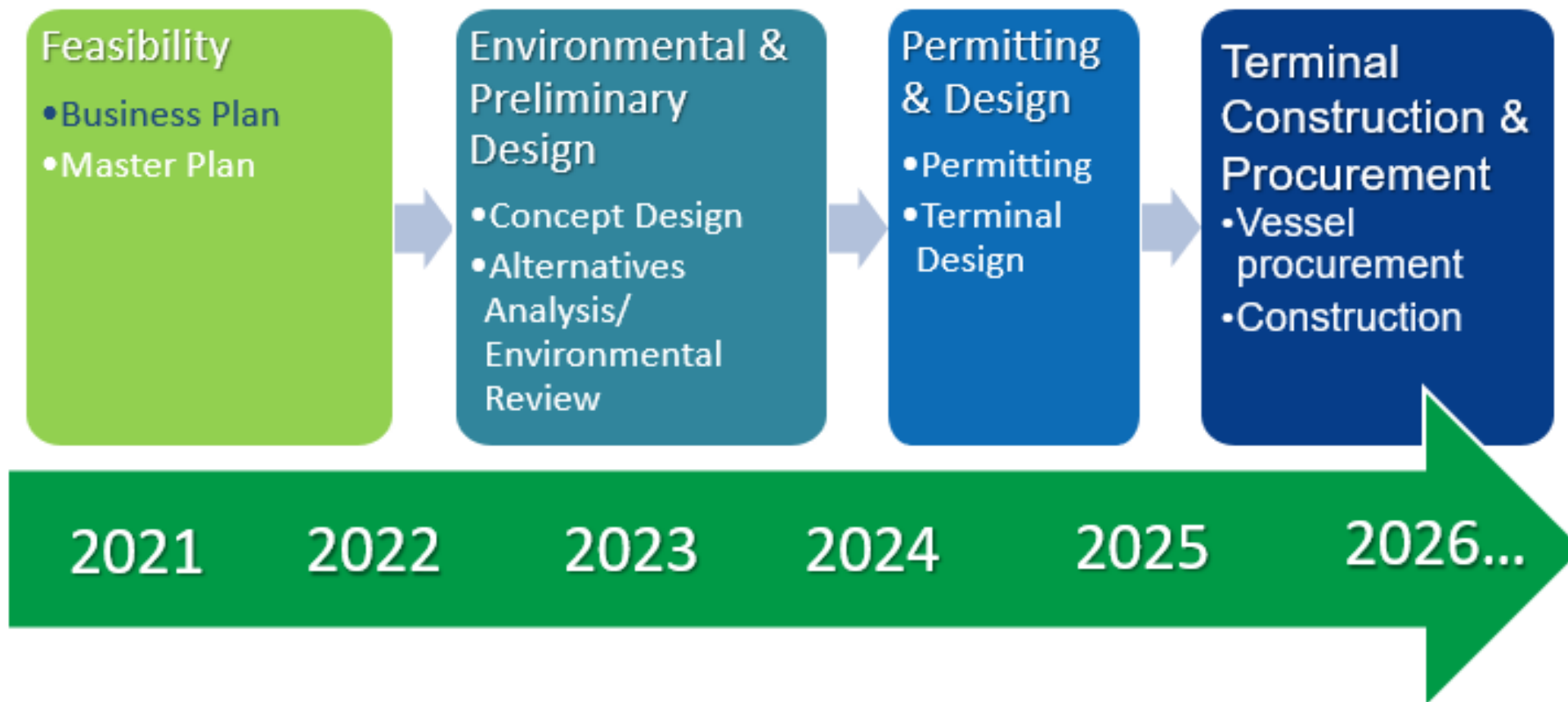


# Financial Summary

Item	Cost (\$Millions 2022)
<b>Capital Costs</b>	
Terminal	\$16.3
Vessels (5)	\$80.0
Environmental/Design Studies	\$3.9
<b>Total</b>	<b>\$100.2</b>
<b>Operating/Maintenance Costs</b>	
First Year of Operation	\$7.6
<b>Farebox Recovery Ratio</b>	
Oakland Route	41%
San Francisco Route	64%



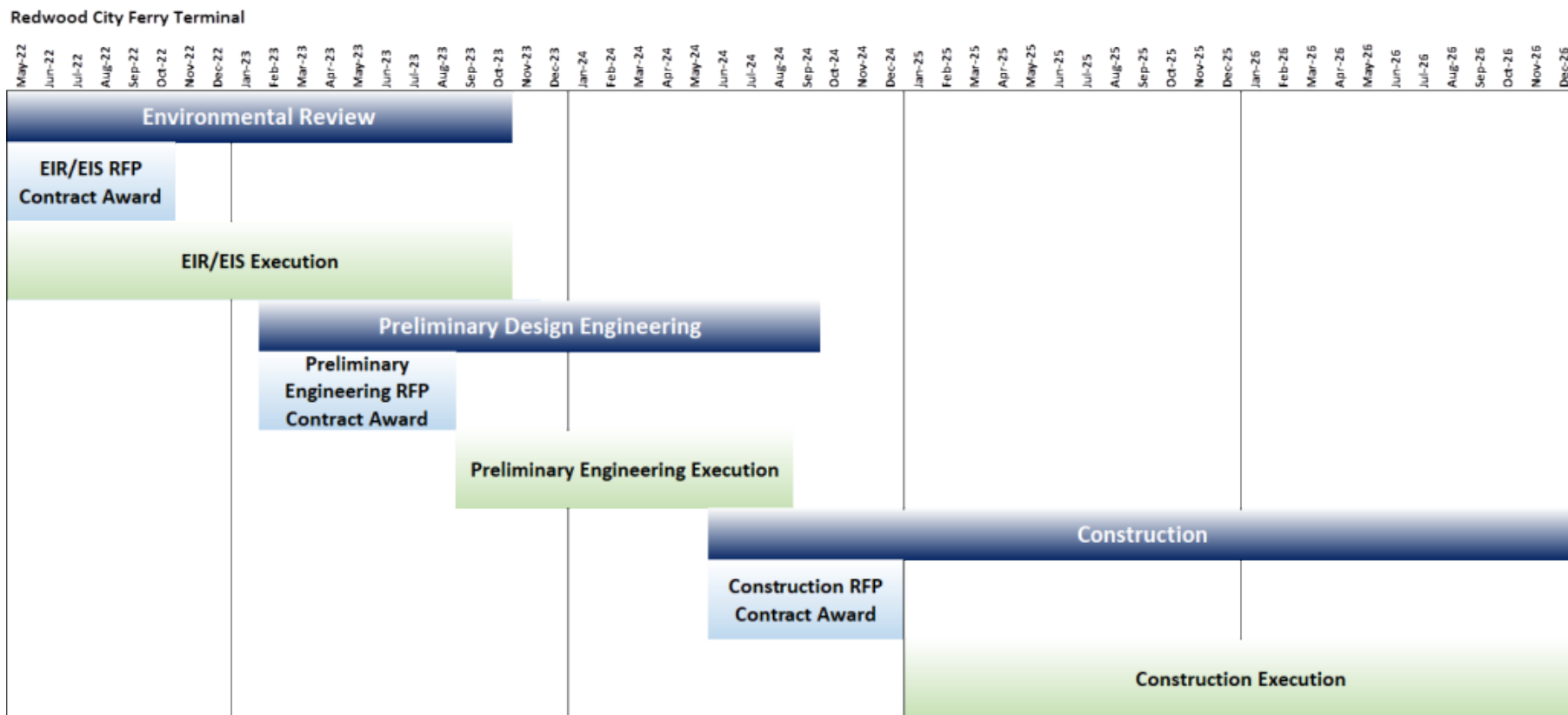
# Project Implementation Timeline





# Next Steps

- Environmental Review  
\$800,000
- Preliminary Design Engineering  
\$3,088,000
- Construction & Vessels  
\$95 - \$105M



# TA Staff Recommendation

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- Program and Allocate \$3,499,200 in Measure A Ferry Program funds toward the preliminary engineering and environmental clearance of the project
- The Port of Redwood City is contributing 10% match (\$388,800) to the current phase
- Current balance of the Measure A Ferry Program is \$11.8 million based on the December 2021 Semi-Annual Report



# Questions



# Service Plan: Oakland

OAK – RWC Weekdays				
Boat	Depart OAK	Arrive RWC	Depart RWC	Arrive OAK
Boat 1	6:15 AM	7:20 AM	7:30 AM	8:35 AM
Boat 2	7:20 AM	8:25 AM	8:35 AM	9:40 AM
Boat 1	9:20 AM	10:25 AM		
Boat 2	10:25 AM	11:30 AM		
Boat 1			2:20 PM	3:25 PM
Boat 2			3:00 PM	4:05 PM
Boat 1	4:10 PM	5:15 PM	5:25 PM	6:30 PM
Boat 2	4:50 PM	5:55 PM	6:05 PM	7:10 PM



# Service Plan: San Francisco



SF – RWC Weekdays				
Boat	Depart SF	Arrive RWC	Depart RWC	Arrive SF
Boat 1	5:50 AM	6:45 AM	6:55 AM	7:50 AM
Boat 2	6:20 AM	7:15 AM	7:25 AM	8:20 AM
Boat 1	8:35 AM	9:30 AM	9:40 AM	10:35 AM
Boat 2	9:05 AM	10:00 AM		
Boat 1			1:55 PM	2:50 PM
Boat 2			2:55 PM	3:50 PM
Boat 1	3:00 PM	3:55 PM	4:40 PM	5:35 PM
Boat 2	4:00 PM	4:55 PM	5:45 PM	6:40 PM
SF-RWC Weekends				
Boat	Depart SF	Arrive RWC	Depart RWC	Arrive SF
Boat 1	9:30 AM	10:25 AM	10:35 AM	11:30 AM
Boat 2	10:15 AM	11:10 AM	11:20 AM	12:15 PM
Boat 1	12:30 PM	1:25 PM	1:35 PM	2:30 PM
Boat 2	1:15 PM	2:10 PM	2:20 PM	3:15 PM
Boat 1	2:40 PM	3:35 PM		
Boat 3			2:00 PM	2:55 PM
Boat 4			3:15 PM	4:10 PM
Boat 3	3:05 PM	4:00 PM	5:00 PM	5:55 PM
Boat 2	3:25 PM	4:20 PM		
Boat 4	4:20 PM	5:15 PM	6:15 PM	7:10 PM
Boat 3	6:05 PM	7:00 PM	7:10 PM	8:05 PM
Boat 4	7:20 PM	8:15 PM	8:25 PM	9:20 PM



# Ten-Year Cost Analysis

## Operations Expense

Item	Oakland	San Francisco
<b>Service Assumptions</b>		
AM Trips (Peak Dir./ Rev.)	2 / 2	2 / 2
PM Trips (Peak Dir./ Rev.)	2 / 2	2 / 2
Trip Time (Minutes)	65	55
Total Daily Crews	4	4
Number of Vessels	2	2
<b>Annual Operations &amp; Maintenance Costs - \$ Year 2022</b>		
Crew Labor	\$2,410,624	\$3,592,302
Vessel Maintenance	\$805,748	\$805,748
Facility Operation & Maintenance	\$654,738	\$840,737
System Expenses	\$1,008,408	\$1,190,568
Fuel	\$2,234,820	\$2,817,500
<b>Total, Operating Expenses</b>	<b>\$7,114,338</b>	<b>\$9,246,855</b>
<b>10-Year Operating Expenses (2025-2034)</b>		
Crew Labor	\$27,635,103	\$41,181,717
Vessel Maintenance	\$9,236,998	\$9,236,998
Facility Operation & Maintenance	\$7,505,837	\$9,638,108
System Expenses	\$11,560,268	\$13,648,528
Fuel	\$25,619,707	\$32,299,480
<b>Total, Operating Expenses</b>	<b>\$81,557,912</b>	<b>\$106,004,830</b>

## Farebox Recovery

Item	Redwood City Routes	
	OAK	SF
<b>10-Year Annual Operating Expenses</b>	\$81,557,912	\$106,004,830
<b>10-Year Ridership</b>	2,484,796	5,196,003
<b>10-Year Annual Fare Revenue</b>	\$33,424,330	\$68,151,708
<b>Farebox Recovery Percentage</b>	41%	64%

## Capital Costs

Item	Cost (\$-Year 2022)
<b>Terminal Construction (Option 2)</b>	\$ 16,300,000
<b>Vessels (5)</b>	\$ 80,000,000
<b>Environmental review and engineering</b>	\$ 3,888,000
<b>Total</b>	<b>\$100,188,000</b>



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez April Chan  
Acting Chief Financial Officer Acting Deputy Executive Director  
Subject: **Adoption of Proposed Budget for Fiscal Year 2023**

**Action**

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board) adopt the Proposed Fiscal Year (FY) 2023 budget in the amount of \$166,776,919 following the public hearing set for this meeting.

**Significance**

At the May 5, 2022 Board meeting, staff presented a Preliminary FY2023 budget. The Proposed Budget is consistent with the Preliminary Budget, and no changes have been made.

The FY2023 Proposed Budget for the TA is presented in Attachment A. Attachment B provides more detail on the annual allocations, which are amounts set aside for Measures A and W categories as specified in the Transportation Expenditure Plan and Congestion Relief Plan, respectively. Following Board adoption of the Budget, staff will propose actions at future Board meetings to program and allocate budgeted funds for specific purposes.

The FY2023 Proposed Budget reflects staff's current forecast of sales tax revenues based on the most up-to-date information for the Bay Area's economic and market trends. The narrative set forth below describes the TA's Proposed Budget for FY2023, by line item. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on Attachments A and B.

**Background**

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

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

The TA's role is to administer the proceeds from the Measure A and Measure W taxes to fund a broad spectrum of transportation-related projects and programs.

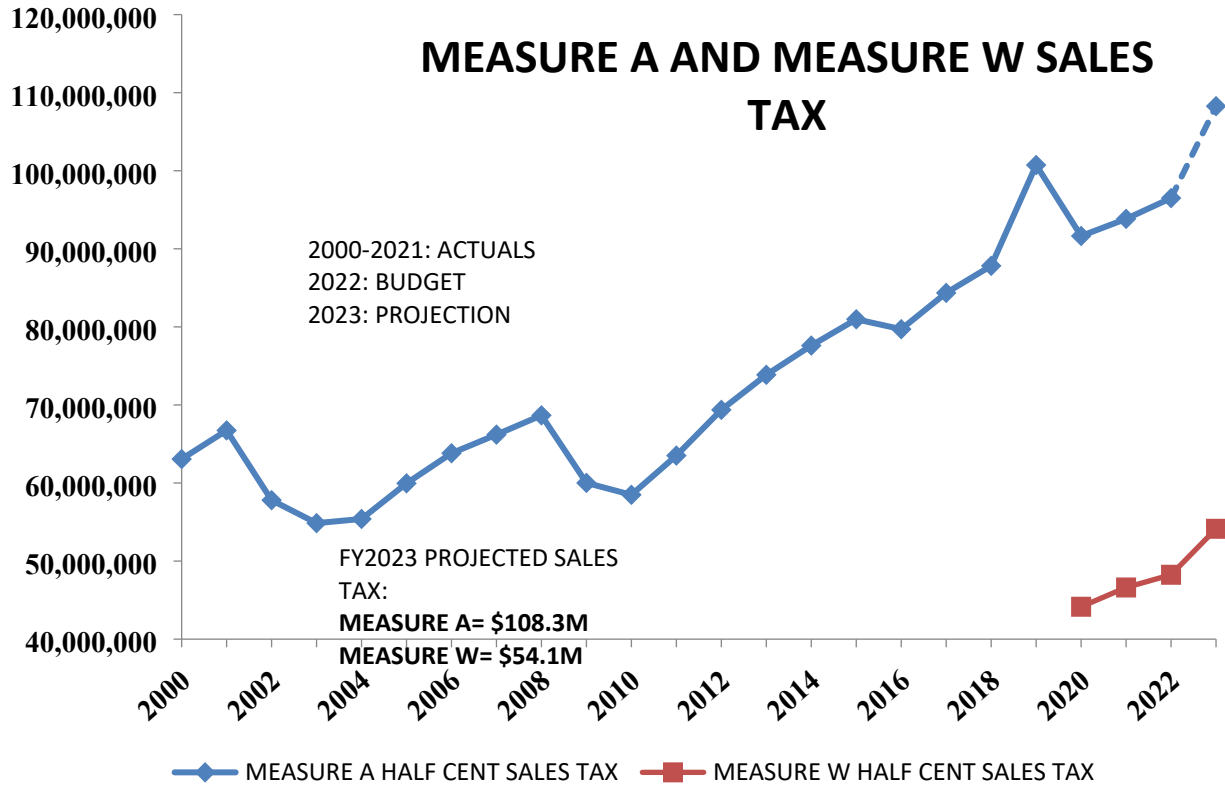
### **Revenues**

Total projected revenue for FY2023 is \$168.9 million, an increase of \$17.7 million, or 11.7%, from the FY2022 revised budget. The revenue is comprised of the components discussed below:

**Sales Tax** (Attachment A, lines 1 and 3) San Mateo County Ordinance No. 04223, which authorized the TA to extend its Measure A half-cent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004 as a new Measure A. San Mateo County Transit District Ordinance No. 105, approved by the voters as Measure W in November 2018, created an additional half-cent Retail Transactions and Use Tax for 30 years beginning July 1, 2019 and ending June 30, 2049, and authorized the TA to administer 50% of the Measure W tax revenues.

Total sales tax receipt revenues for FY2023 are projected at \$162.4 million (\$108.3 million for Measure A; \$54.1 million for Measure W), which is an increase of \$17.7 million (\$11.8 million from Measure A; \$5.9 million from Measure W), or 12.2%, from the FY2022 revised budget. This FY2023 sales tax revenues projection increase is consistent with post-pandemic economic growth that is projected to continue, and the increase also reflects global inflation. The following graph shows historical Sales Tax receipts not adjusted for inflation.





**Interest Income** (Attachment A, line 5) is income revenue generated from fund balances in the Original and New Measure A and Measure W accounts in the County Investment Pool, the TA’s Investment Portfolio, and Local Agency Investment Fund (LAIF). Interest Income for FY2023 is estimated at \$4.9 million, consistent with the FY2022 budget.

**Rental Income** (Attachment A, line 7) is generated from properties the TA owns and leases out to lessees. Rental Income for FY2023 is projected at \$1.2 million, an increase of \$0.03 million, or 2.4%, due primarily to Consumer Price Index (CPI) increases in rents and other rent adjustments.

**Other Sources** (Attachment A, line 9) is budgeted at \$0.4 million, same as the FY2022 revised budget. TA charges this Enhancement Rate (previously described as the “Credit Enhancement Fee”) to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) to compensate the TA for risk and efforts associated with the issuance and maintenance of the FY2020 Bonds previously approved by the board.

**Expenditures**

Expenditures are budgeted primarily based upon the Transportation Expenditure Plan in Measure A (2004 TEP) and the Congestion Relief Plan in Measure W, each of which assigns a percentage share of tax revenues for various categories of programs and projects.

Budget expenditures for the seven primary **Measure A** program categories are as follows:

<u>Category</u>	<u>% of Tax</u>
Transit	30.0%
Highways	27.5%
Local Streets & Transportation	22.5%
Grade Separation	15.0%
Pedestrian & Bicycle	3.0%
Alternative Congestion Relief	1.0%
Administration-Staff Support	1.0%
<b>Total</b>	<b>100.0%</b>

Budget expenditures for the four primary **Measure W** program categories administered by the TA are as follows:

<u>Category</u>	<u>% of Tax</u>
Countywide Highway Congestion Improvement	22.5%
Local Safety, Pothole and Congestion Relief Improvement, Grade Sep	12.5%
Bicycle & Pedestrian Improvements	5.0%
Regional Transit Connections	10.0%
<b>Total <sup>1</sup></b>	<b>50.0%</b>

The total Proposed Budget expenditures for FY2023 (Attachment A, line 34) are projected at \$166.8 million, an increase of \$3.9 million, or 2.4%, compared to the FY2022 revised budget. The FY2023 Proposed Budget expenditures are composed primarily of \$30.9 million in Measure A Annual Allocations (Attachment A, line 16), \$76.3 million in Measure A Categories (Attachment A, line 18), \$10.8 million in Measure W Annual Allocations (Attachment A, Line 22), \$43.3 million in Measure W Categories (Attachment A, line 24), \$2.3 million in Oversight (Attachment A, line 26), and \$3.2 million in Total Administrative Expenses (Attachment A, line 32).

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<sup>1</sup> Pursuant to Measure W, the other 50% of the sales tax revenues are used for transportation systems and administered by the San Mateo County Transit District.

Proposed expenditures for FY2023 fall into the following major categories:

**Measure A Annual Allocations (Attachment A, line 16)**

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2023 are projected at \$30.9 million, a decrease of \$4.4 million, or 12.4%, from the FY2022 revised budget. This decrease reflects a reduction in San Mateo County's funding towards Caltrain operations. Previously 8% of Measure A sales tax receipts was included in this line item for Caltrain operations. Since Caltrain operations are now projected to be supported by Measure RR funds, the full 16% for Caltrain (Attachment A, line 18) is included and designated towards Caltrain capital improvements, and this is available for future programming and allocation.

Annual Allocations include projects with FY2023 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2023 Proposed Budget of \$24.4 million is for the improvement and maintenance of local transportation, including streets and roads for the twenty cities in the County and the unincorporated County.
- **SFO Bart Extension** – The FY2023 Proposed Budget of \$2.2 million is a direct allocation to BART. This represents the San Mateo County Transit District's (District) share of financial assistance associated with the existing San Mateo County / SFO Bart extension.
- **Paratransit** – The FY2023 Proposed Budget of \$4.3 million is to meet the paratransit needs of the County.

**Measure A Categories (Attachment A, line 18)**

Measure A Categories include programs as detailed in Attachment B. These categories include Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service.

- **Alternative Congestion Relief** – The \$1.1 million in the FY2023 Proposed Budget represents the full 1% of projected sales tax outlined in the 2004 TEP. Of the total, \$0.5 million is proposed to be set aside for future alternative congestion relief projects. The remaining \$0.6 million is budgeted for Commute.org's Transportation Demand Management Program for FY2023.
- **Dumbarton** – The FY2023 Proposed Budget of \$2.2 million is for station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City. This amount will be set aside for potential programming to the Dumbarton Rail Project, which is currently in the pre-environmental review phase and is being managed by the District.

- **Caltrain** – FY2023 Measure A revenues expected to be available for expenditure on San Mateo County's share of Caltrain capital improvements. The amount of \$17.3 million represents 16% of Measure A sales tax receipts; this amount will be held in reserves with the TA for future Caltrain allocations.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$3.2 million represents the 3% of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.
- **Local Shuttle** – The \$4.3 million for this line item represents the funds set aside for shuttles expected to receive allocations from the Shuttle Program call for projects expected in FY2023.
- **Streets and Highways** – In accordance with the 2004 TEP, the Streets and Highways Program expenditures include funding for key congested corridors in the amount of \$18.7 million, and for supplemental roadway projects in the amount of \$11.0 million. These funds will be used for projects selected through future calls for projects.
- **Grade Separation** – The \$16.2 million Proposed Budget represented 15% of Measure A sales tax revenues outlined in the 2004 TEP. Funds in the FY2023 budget will be available for future allocation now that all prior commitments made by the TA for Grade Separation projects have been met.
- **San Mateo County Ferry Service** - \$2.2 million for this line item, or 2% of projected FY2023 Measure A sales tax revenues, is available and will be set aside for programming to ferry projects in accordance with the TA Strategic Plan now that all prior commitments have been met.

**Measure W Annual Allocations (Attachment A, line 22)**

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2023 are projected at \$10.8 million. Annual Allocations include projects with FY2023 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2023 Proposed Budget of \$10.8 million is for the major arterial and local roadway improvements in key congested areas throughout the County.

**Measure W Categories (Attachment A, line 24)**

Measure W Categories include programs as detailed in Attachment B. These categories include Countywide Highway Congestion Improvements, Local Safety, Pothole and Congestion Relief Improvements, Bicycle and Pedestrian Improvements, and Regional Transit Connections.

- **Countywide Highway Congestion Improvements** – The \$24.4 million in the FY2023 Proposed Budget is the full 22.5% of projected sales tax outlined in Measure W. Of the \$24.4 million, \$1.0 million, or 4% of the Measure W Countywide Highway category will be allocated to the Transportation Demand Management (TDM) plan.
- **Local Safety, Pothole and Congestion Relief Improvements Grade Separation** – The FY2023 Proposed Budget of \$2.7 million is the full 2.5% identified in the Congestion Relief Plan in Measure W.
- **Bicycle and Pedestrian Improvements** – The Bicycle and Pedestrian line item for \$5.4 million in the FY2023 Proposed Budget represents the full 5% of sales tax revenues designated for this category in Measure W. These funds will be used for projects selected through future calls for projects.
- **Regional Transit Connection** – The FY2023 Proposed Budget of \$10.8 million is the full 10% set aside in the Measure W Congestion Relief Plan in Measure W. These funds will be used for projects that improve transit connectivity between the County and the region.

Total Measure W Categories for FY2023 are projected at \$43.3 million. Of the \$43.3 million, 1% of each of the Measure W Categories will be set aside to fund staff support.

**Oversight (Attachment A, line 26)**

Oversight costs include staff and consultant costs to support programming and monitoring of projects, calls for projects, and administration of the policies and procedures for implementation of the Measure A. These expenditures will be funded from interest earned on the investment of fund balances. The oversight category contains \$2.3 million for TA costs associated with implementing the various TEP categories. There is no change in Oversight when compared to the FY2022 revised budget.

**Staff Support (Attachment A, line 29)**

Staff Support includes wages and benefits to administer the TA. The FY2023 Proposed Budget for this line is \$1.5 million. A majority of the \$1.5 million budget will be funded by the 1.0% of the FY2023 Measure A sales tax category designated for staff support; the remainder will be funded from previous' years surpluses in this category. The increase compared to the FY2022 revised budget is primarily due to new staffing requests and wages and benefits increases (Attachment A, line 31).

**Measure A Info-Others (Attachment A, line 30)**

Measure A Info-Others expenses include printing and information services for the Communications division. Measure A Info-Others is budgeted at \$5,000 for FY2023 and will be funded by interest earned on the investment of fund balances.

**Other Admin Expenses (Attachment A, line 31)**

Other Admin Expenses represent administrative expenses other than Staff Support and Measure A Info-Others. Other Admin Expenses are budgeted at \$1.7 million for FY2023 and will be funded by interest earned on the investment of fund balances. Other Admin Expenses primarily consist of legal expenses, insurance expenses, bank and audit fees, and Agency Indirect Administration (AIA) costs. The decrease between the FY2023 proposed budget and the FY2022 revised budget is primarily due to the decreases in AIA costs \$257,000, bank fees \$51,000, and recruitment costs \$94,000. The decreases mentioned will be offset by increases in insurance premiums of \$44,000, legal services of \$20,000, and new project management software of \$70,000.

**Total Administrative (Attachment A, line 32)**

Total administrative expenditures for FY2023 are projected at \$3.2 million, or 11.8% more than the FY2022 revised budget.

**Public Hearing Requirement**

Section 131265 (a) of the California Public Utilities Code requires county transportation authorities to adopt an annual budget following a public hearing conducted in accordance with Public Utilities Code Section 131266.

On May 5, 2022 staff presented a preliminary budget at a meeting of the TA Board of Directors in anticipation of a June 2 public hearing. Public notice of the public hearing appeared in the *San Mateo Daily Journal* on May 18. The notice was also posted in the lobby of the TA's administrative headquarters in San Carlos. As of publication of this staff report, the TA had received no written comments on the proposed budget.

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

**Resolution No. 2022-**

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

\* \* \*

**Adopting a Budget in the Amount of \$166,776,919 for Fiscal Year 2023**

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

**Whereas**, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 2nd, 2022; and

**Whereas**, the Acting Executive Director has prepared and presented to the Board the proposed budget for Fiscal Year 2023 which includes: Measure A Annual Allocations in the amount of \$30,857,520; Measure A Categories in the amount of \$76,331,760; Measure W Annual Allocations in the amount of \$10,827,200; Measure W Categories in the amount of \$43,308,800; Oversight in the amount of \$2,250,000; and Total Administrative Expenses in the amount of \$3,201,639.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2023 in the amount of \$166,776,919, a copy of which is attached and incorporated herein as Attachments A and B.

Regularly passed and adopted this 2nd day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary



**ATTACHMENT A**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2023 PROPOSED BUDGET**

	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2023 PROPOSED</u>	<u>BUDGET</u>	
	<u>ACTUAL</u>	<u>REVISED</u>	<u>PROPOSED</u>	<u>Increase</u>	<u>PERCENT</u>	
	<u>A</u>	<u>B</u>	<u>C</u>	<u>(Decrease)</u>	<u>CHANGE</u>	
				<u>D= C-B</u>	<u>E = D/B</u>	
<b><u>REVENUE:</u></b>						
1 Sales Tax - Measure A	93,832,331	96,495,540	108,272,000	11,776,460	12.2%	1
2						2
3 Sales Tax - Measure W	46,620,378	48,247,770	54,136,000	5,888,230	12.2%	3
4						4
5 Interest Income	5,478,520	4,898,970	4,898,970	-	0.0%	5
6						6
7 Rental Income	1,111,433	1,170,938	1,199,315	28,377	2.4%	7
8						8
9 Other Sources	100,000,000	400,000	400,000	-	0.0%	9
10						10
11 <b>TOTAL REVENUE</b>	<b>247,042,662</b>	<b>151,213,218</b>	<b>168,906,285</b>	<b>17,693,067</b>	<b>11.7%</b>	11
12						12
13						13
14 <b><u>EXPENDITURES:</u></b>						14
15						15
16 Measure A Annual Allocations	33,664,244	35,220,872	30,857,520 (1)	(4,363,352)	-12.4%	16
17						17
18 Measure A Categories	53,368,590	68,954,920	76,331,760 (1)	7,376,840	10.7%	18
19						19
20 Other Uses	65,517,681	-	-	-	-	20
21						21
22 Measure W Annual Allocations	9,324,053	9,649,554	10,827,200 (1)	1,177,646	12.2%	22
23						23
24 Measure W Categories	193,240	43,894,518	43,308,800 (1)	(585,718)	-1.3%	24
25						25
26 Oversight	871,414	2,250,000	2,250,000	-	0.0%	26
27						27
28 <b>Administrative:</b>						28
29 Staff Support	707,596 (2)	975,921 (2)	1,546,285	570,364	58.4%	29
30 Measure A Info-Others	-	5,000	5,000	-	0.0%	30
31 Other Admin Expenses	1,293,645 (2)	1,884,028 (2)	1,650,354	(233,674)	-12.4%	31
32 Total Administrative	2,001,241	2,864,949	3,201,639	336,690	11.8%	32
33						33
34 <b>TOTAL EXPENDITURES</b>	<b>164,940,463</b>	<b>162,834,813</b>	<b>166,776,919</b>	<b>3,942,106</b>	<b>2.4%</b>	34
35						35
36 <b>EXCESS / (DEFICIT)</b>	<b>82,102,199</b>	<b>(11,621,595)</b>	<b>2,129,366</b>	<b>13,750,961</b>		36
37						37
38 (1) See Attachment B for details						38
39 (2) Agency Indirect Administration Costs reallocate from Staff Support to Other Admin Expenses to align with FY23 Proposed Budget						39

**ATTACHMENT B**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2023 ALLOCATIONS AND EXPENDITURES**

		MEASURES A & W	FY2023 PROPOSED		
		TEP % SHARE	BUDGET		
1	<b>MEASURE A ANNUAL ALLOCATIONS:</b>			1	
2	LOCAL STREETS & TRANSPORTATION			2	
3	ALLOCATION TO LOCAL ENTITIES	22.50%	24,361,200	2	
4	SFO BART EXTENSION	2.00%	2,165,440	3	
5		<b>Total Pass-Thru</b>	<b>26,526,640</b>	4	
6	PARATRANSIT	4.00%	4,330,880	6	
7				7	
8	<b>TOTAL ANNUAL ALLOCATIONS</b>		<b>30,857,520</b>	8	
9				9	
10	<b>MEASURE A CATEGORIES:</b>	<b>PROJECT</b>		10	
11	ALTERNATIVE CONGESTION RELIEF	1.00%		11	
12	Available for future ACR projects	000903	504,320	12	
13	Commuter.org TDM program	000807	578,400	13	
14	DUMBARTON	100263	2,165,440	14	
15	CALTRAIN *	000907	17,323,520	15	
16	PEDESTRIAN AND BICYCLE PROGRAM	000816	3,248,160	16	
17	LOCAL SHUTTLE	000902	4,330,880	17	
18	STREETS AND HIGHWAYS			18	
19	Key congested corridors program	000900	17.30%	18,731,056	19
20	Supplemental roadway projects	000901	10.20%	11,043,744	20
21	GRADE SEPARATION	100258	15.00%	16,240,800	21
22	SAN MATEO COUNTY FERRY SERVICE	000905	2.00%	2,165,440	22
23				23	
24	<b>TOTAL MEASURE A CATEGORIES</b>		<b>76,331,760</b>	24	
25	STAFF SUPPORT	1.00%	1,082,720	25	
26	<b>TOTAL MEASURE A SALES TAX</b>		<b>108,272,000</b>	26	
27				27	
28	<b>MEASURE W ANNUAL ALLOCATIONS:**</b>			(1) 28	
29	LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS			29	
30	ALLOCATION TO LOCAL ENTITIES	10.00%	<b>10,827,200</b>	30	
31				31	
32	<b>MEASURE W CATEGORIES: **</b>			32	
33	COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS	100422	22.50%	23,386,752	33
34	TDM ***	100671		974,448	34
35	LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS				35
36	GRADE SEPARATION	100423	2.50%	2,706,800	36
37	BICYCLE AND PEDESTRIAN IMPROVEMENTS	100424	5.00%	5,413,600	37
38	REGIONAL TRANSIT CONNECTIONS	100425	10.00%	10,827,200	38
39	<b>TOTAL MEASURE W CATEGORIES</b>		<b>43,308,800</b>	39	
40				40	
41	<b>TOTAL MEASURE W SALES TAX</b>		<b>54,136,000</b>	41	

\* Unlike prior years, in which 8% of the Measure A funds are allocated to Caltrain for Operations, TA will retain the 16% allocation for Caltrain in FY23. If funds are needed for Caltrain capital needs in FY23, TA staff will review the request with the TA Board in subsequent meetings.

\*\* Percents reflect 50% of the total Half Cent Sales Tax related to Measure W

\*\*\* 4% of Measure W Countywide Highway allocated to the TDM subcategory

**San Mateo County Transportation Authority  
Staff Report**

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

**Action**

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

**Significance**

The 2022 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  
May 13, 2022

### **Legislative schedule update and overview**

Despite a number of important stories out of Washington – including the news that the Supreme Court may soon overturn *Roe v. Wade* – both the House and Senate were in recess for much of April, so there have been few significant legislative developments. The Senate will be in Session for all of May, with the House in session for two weeks.

During the upcoming work period, Senate leadership hopes to complete work on two emergency funding bills that have been stuck: one with aid for Ukraine, one with additional funding for Covid-19 vaccines and other responsive measures. Senate Majority Leader Schumer called for a vote on a bill to codify abortion protections, but Senate Republicans blocked its consideration.

The House and Senate have begun their conference committee work to resolve differences in their bills to strengthen U.S. competitiveness with China, but it is unlikely that this effort will be completed soon.

### **Appropriations**

The Biden administration requested additional emergency funds to support Ukraine at the end of April, as funding provided in March for that purpose has been nearly exhausted already. The House approved a supplementary appropriations bill for Ukraine quickly, but it stalled this week in the Senate due to the objections of Sen. Rand Paul (R-KY).

Separately, Senate Republicans have insisted on a vote on Title 42, relating to immigration and public health, as a condition for approving the compromise on Covid-19 aid. Initially, leadership in Congress hoped to couple the two emergency funding measures, but President Biden has conceded that due to these objections, the Covid-19 funding he asked for will need to be dealt with separately to get Ukraine funding passed.

In late April, the bipartisan, bicameral leadership of the Appropriations committees had their first meeting to discuss FY23 funding needs. Preparatory hearings are well underway in both the House and Senate committees already, including Transportation Secretary Pete Buttigieg at the Transportation-HUD Subcommittee earlier this month. The House Appropriations Committee has targeted mid-June for markups of the individual spending bills.

### **Other notable legislation**

The House will vote soon on a bill that responds to high fuel prices by giving the Federal Trade Commission the power to issue penalties for price gouging.



May 16, 2022

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

**RE: STATE LEGISLATIVE UPDATE – JUNE**

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**General Update**

On May 13, Governor Newsom released his May Revision to the proposed FY 2022-23 State Budget. Governor Newsom is proposing a \$300.7 billion funding package, which includes a \$97.5 billion surplus of which \$49.2 billion is discretionary surplus.

This package provides:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months, which is expected to help roughly 3 million Californians per day who take the bus, subway, or light rail.
- \$439 million to pause a part of the sales tax rate on diesel for one year. This is the main funding source for the State Transit Assistance Program
- \$11.5 billion intended to provide relief for rising gas tax prices. The Governor's proposal calls for \$9 billion in tax refunds to Californians in the form of two \$400 direct payments per vehicle (exclusion for electric vehicles is not specified meaning they are eligible), capped at two vehicles. Eligibility will be based on vehicle registration, not income or tax records, to include seniors that receive Social Security Disability income and low-income non-tax filers.

This proposal is additional to what the Governor proposed in January, which includes \$4.2 billion in remaining bond funds for high-speed rail, \$2 billion for high-priority transit and rail infrastructure, \$500 million grade separations, and \$400 million for climate adaptation. The Governor is proposing an additional \$500 million augmentation in the May Revision for the Active Transportation Program, up from the \$500 million proposed in January, for a total proposed augmentation of \$1 billion, which would provide Cycle 6 with nearly \$1.5 billion.

Governor Newsom proposes an additional one-time investment of \$6.1 billion over five years (\$3.5 billion General Fund, \$1.5 billion Proposition 98, \$676 million Greenhouse Gas Reduction Fund, and \$383 million Federal Funds) in zero-emission vehicles and infrastructure. This would result in a total of

\$10 billion when factoring in the \$3.9 billion proposed for zero-emission vehicle infrastructure, which includes funding for over 1,700 zero-emission transit buses.

### Additional Proposals

The Senate is proposing a \$20 billion transportation package over the next four years, with \$10 billion upfront, and \$10 billion subject to appropriation for the third and fourth years. This would include a \$13.8 billion investment towards public transportation (\$11 billion for transit infrastructure, \$2.8 billion for grade separations), \$2 billion for active transportation projects, \$790 million for the Trade Corridor Enhancement Program, and \$700 for the Solutions for Congested Corridors Program over the four-year period. The Assembly Budget Committee had proposed a \$10 billion transportation package in December of 2021 prior to the release of the Governor's FY 22-23 State Budget in January, but nothing since.

The Legislature is wrapping up budget hearings on the proposals with the updated numbers from the May Revision. There may be a Conference Committee, but the main negotiations will occur among the Big Three (Governor, Senate pro Tempore Atkins, and Assembly Speaker Rendon). Per the Constitution, the legislature must send a balanced budget to the Governor by June 15. The budget must be signed by the Governor by June 30 and goes into effect on July 1, the start of the 2022-23 fiscal year.

In addition, the Legislature recently concluded policy committee hearings for bills in the house of origin. All house of origin bills must progress by May 27 to the other house to remain live for the year.

Previously, Assembly Speaker Anthony Rendon and Senate President pro Tempore Toni Atkins proposed an \$8 billion tax relief package, as an alternative to the Governor's \$11.5 billion tax relief proposal, that would distribute \$200 per taxpayer, plus \$200 for dependents for those making less than \$125,000/ \$250,000 for single and joint filers, respectively.

### **BILLS OF INTEREST**

#### **AB 1778 (Garcia) State Funding for Highway Projects, Healthy Communities**

This bill would require Caltrans to consult the California Healthy Places Indexes a condition of using state funds or personnel time to fund or permit freeway projects. The bill would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables indexed. This bill is headed for consideration on the Assembly Floor.

#### **AB 2237 (Friedman) Accelerating Climate Goals in Sustainable Communities Strategies**

This bill would require that projects included in each RTIP be consistent with the MPO's current Sustainable Communities Strategy (SCS) and the state's climate goals, as defined in the bill to mean the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure, or ARB's Scoping Plan. The bill would require the regional transportation planning agency to rank all projects based on adherence to the most recently adopted SCS. The list must then be submitted to CARB and the California Transportation Commission to determine whether projects are consistent with the SCS and the state's climate goals. If a project is determined as inconsistent, the bill would prohibit a regional transportation planning agency from funding inconsistent projects or programs, including those in a local sales tax measure expenditure plan, to the extent permissible. This bill is headed for consideration on the Assembly Floor.

**AB 2438 (Friedman) – CAPTI and California Transportation Plan Compliance - State Funding Eligibility**

This bill requires that state funding, including maintenance programs such as Local Streets and Roads and State Highway Operation Protection Program, the SB 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. State agencies that administer these programs would be required to revise the guidelines or plans applicable to ensure projects are in compliance. The California State Transportation Agency, Caltrans, California Transportation Commission, and California Air Resources Board and Strategic Growth are required to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity. This bill is headed for consideration on the Assembly Floor.

**STATEWIDE COMPETITIVE GRANT PROGRAMS**

Below is a list of major reoccurring competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. SB 1 Cycle 3 guideline development will be discussed through spring of 2022, with guideline adoption and the calls for projects in the various programs occurring in summer of 2022, applications being due fall of 2022, and awards adopted in summer of 2023.

*Active Transportation Program (ATP)*

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. On March 16, the CTC adopted guidelines for Cycle 6, which initiated the call for projects. Applications are due by June 15. The CTC will adopt the Statewide and Small Urban and Rural components and Quick-Build Pilot Program on December 7-8, 2022. MPO selected projects are scheduled to be approved June 28-29, 2023.

*Solutions for Congested Corridors Program (SCCP)*

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements. Guideline adoption and call for projects will occur on August 17-18. Project nominations are due December 2. Staff recommendations will be released on June 8, with program adoption occurring on June 28-29.

*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.

### *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 California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program. Guideline adoption and call for projects will occur on August 17-18. Project nominations are due November 18. Staff recommendations will be released on June 8, 2023. Program adoption will occur June 28-29, 2023.

### **State Formulaic Programs**

#### *State Transportation Improvement Program*

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient), as does the State (25%). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years (currently the 2022 STIP added \$2.1 billion in new funding). The 2022 STIP Fund Estimate however indicated a negative program capacity (-\$435 million) for the Public Transportation Account (PTA) over the Fund Estimate period. With limited PTA funding available for the STIP on an ongoing basis, transit projects programmed in the STIP will have to be eligible for other STIP fund types (SHA and Federal funds), to remain in the STIP. In October 2021, the CTC requested a \$2.5 billion augmentation from the General Fund surplus to fund additional transit projects in the STIP; however, the Governor's proposed 2022-23 budget did not fund the Commission's request.

### **Grade Separation Funding**

Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

#### *PUC Section 190 Grade Separation Program*

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. The proposed FY 2021-22 budget contains \$500 million in one-time General Fund money that will be administered through the Transit and Intercity Rail Capital Program. This funding is subject to an agreement on the FY 21-22 transportation budget package.

#### *Proposition 1A*

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. The legislature is currently deliberating on exhausting the remaining \$4.2 billion in appropriation authority.



### SMCTA Bill Matrix – May 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1638</b> <b>Kiley (R)</b></p> <p>Motor Vehicle Fuel Tax Law: suspension of tax</p>	<p>3/28/2022</p> <p>Assembly Transportation</p> <p>Failed Passage</p>	<p>This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>AB 1778</b> <b>Garcia, C (D)</b></p> <p>State transportation funding: freeway widening</p>	<p>5/19/2022</p> <p>Assembly Floor</p>	<p>This bill would require Caltrans to consult with the California Healthy Places Index (CHPI) as a condition of using any state funds or personnel time to fund or permit freeway widening projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the CHPI. <b>Amended on March 24</b></p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>AB 1909</b> <b>Friedman (D)</b></p> <p>Vehicles: bicycle omnibus</p>	<p>5/11/2022</p> <p>Senate Transportation</p>	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of a any electric bicycle.</p> <p>This bill also extends the authorization for an electric bike to cross an intersection to a when a "WALK" sign is displayed, unless a bicycle control signal is displayed.</p> <p>This bill would additionally would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle. <b>Amended on March 21.</b></p>	<p style="text-align: center;"><b>Watch</b></p>

### SMCTA Bill Matrix – May 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1944</b> <b>Lee (D)</b></p> <p>Local government: open and public meetings</p>	<p>5/5/2022</p> <p>Assembly Floor</p>	<p>The Ralph M. Brown Act, allows for meetings to occur via teleconferencing as long as the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency's jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health.</p> <p>This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency, if the place is not public, and requires that virtual participation by each individual member be referenced in the agenda. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. The bill has a sunset date of January 1, 2030. <b>Amended on April 18.</b></p>	<p><b>Supported on</b> <b>4/7/2022</b></p>
<p><b>AB 2197</b> <b>Mullin D</b></p> <p>Caltrain electrification project: funding.</p>	<p>2/24/2022</p> <p>Assembly Transportation</p> <p>Failed Passage</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	<p><b>Supported on</b> <b>3/3/2021</b></p>
<p><b>AB 2237</b> <b>Friedman (D)</b></p> <p>Transportation planning: regional transportation improvement plan: climate goals</p>	<p>5/19/2022</p> <p>Assembly Floor</p>	<p>This bill would require that projects included in each RTIP be consistent with the MPO's current SCS and the state's climate goals, as defined in the bill to mean the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure, or ARB's Scoping Plan. The bill would require the regional transportation planning agency to rank all projects based on adherence to the most recently adopted sustainable communities strategy and are consistent with its SCS and state climate goals. The list must then be submitted to CARB and the California Transportation Commission to determine whether projects are consistent with the SCS and the state's climate goals. If a project is determined as inconsistent, the bill would prohibit a regional transportation planning agency from funding inconsistent projects or programs, including those in a local sales tax measure expenditure plan, to the extent permissible. <b>Amended on May 19.</b></p>	<p><b>Watch</b></p>
<p><b>AB 2438</b> <b>Friedman (D)</b></p> <p>Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards</p>	<p>5/19/2022</p> <p>Assembly Appropriations</p>	<p>This bill requires that state funding, including maintenance programs such as Local Streets and Roads and State Highway Operation Protection Program, the SB 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. State agencies that administer these programs would be required to revise the guidelines or plans applicable to ensure projects are in compliance. The California State Transportation Agency, Caltrans, California Transportation Commission, and California Air Resources Board and Strategic Growth are required to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity.</p>	<p><b>Watch</b></p>

## SMCTA Bill Matrix – May 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2449 Rubio (D)</b>  Open meetings: local agencies: teleconferences	5/5/2022  Assembly Floor	This bill allows a local agency to meet virtually without posting each members location, as required under the Brown Act, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities.	<b>Watch</b>
<b>AB 2594 Ting (D)</b>  Vehicle registration and toll charges	5/19/2022  Assembly Floor	This bill would require that an issuing agency, such as the Bay Area Transportation Authority, that allows pay-by-plate tolling and also offers an alternate method of toll payment utilizing a transponder or other electronic toll payment device, to provide notification of how to enroll using an alternative method payment. It requires the issuing agency to allow sending a notice no later than 21 days after the toll violations, with a process for collections for unpaid invoices. The bill authorizes out-of-state drivers to register their vehicle for up to two weeks at a time with the agency for purposes of paying tolls. Rental car companies would be required to provide information to customers on how to register rental vehicles with the tolling agency. The Department of Motor Vehicles would be required to provide information on how to update an address change when an individual updates an address. Lastly, the bill requires that transponders be made available by the tolling agency for purchase on line or at other locations, at a cost of no more than \$5.	<b>Watch</b>
<b>AB 2647 Levine (D)</b>  Local government: open meetings	5/12/2022  Senate Rules	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including that the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. Amended on April 19.	<b>Watch</b>
<b>ACA 1 Aguiar-Curry (D)</b>  Local government financing: affordable housing and public infrastructure: voter approval.	4/22/2021  Assembly Local Government and Appropriations	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.	<b>Supported on 2/4/2021</b>
<b>SB 873 Newman (D)</b>  California Transportation Commission: state transportation improvement program: capital outlay support	3/9/2022  Senate Transportation  Failed passage	This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	<b>Watch</b>

## SMCTA Bill Matrix – May 2022

Measure	Status	Bill Summary	Recommended Position
<b>SB 917 Becker (D)</b>  Seamless Transit Transformation Act	5/19/2022  Senate Floor	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework. This bill would require MTC to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. MTC would be required to notify agencies for non-compliance and those agencies would be subject to losing funding. This bill is similar to AB 2057 from 2020. Amended on April 18.</p>	<b>Watch</b>
<b>SB 922 Wiener (D)</b>  CEQA exemptions; transportation-related projects	5/16/2022  Assembly Rules	<p>This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are located in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. <b>Last amended on May 11.</b></p>	<b>Supported on 4/7/2022</b>
<b>SB 932 Portantino (D)</b>  General plans: circulation element: bicycle and pedestrian plans and traffic calming plans	5/19/2022  Senate Floor	<p>Commencing January 1, 2024, this bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, to develop or update the plan for a balanced, multimodal transportation network, as specified, and to ensure that the plan additionally includes bicycle and pedestrian plans and traffic calming plans within the scope of the county or city general plan. The bill would make this cause of action inoperative after January 1, 2028. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan. The bill would allow a county or city to have 20 years to implement the plan. Failure to implement the plans creates a cause of action for <i>victims of traffic violence</i>. <b>Last amended on May 4.</b></p>	<b>Watch</b>