



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#).

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. The video live stream will be available during or after the meeting at <http://www.smcta.com/about/boardofdirectors/video.html>.

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@smcta.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>

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. 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 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.

September 2, 2021 – Thursday

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

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

5) Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

- a) Approval of Minutes of the Board of Directors Meeting of August 5, 2021 MOTION
 - b) Program and Allocate \$3,859,822 in Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program RESOLUTION
 - c) Program and Allocate \$301,000 of Measure A Grade Separation Program Funding for Whipple Avenue Grade Separation Project RESOLUTION
 - d) Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2021 MOTION
 - e) Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2021 MOTION
- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) Program
- a) Alternative Congestion Relief and Traffic Demand Management (ACR/TDM) Plan INFORMATIONAL
 - b) Alternative Congestion Relief Program Update INFORMATIONAL
- 11) Finance
- a) Program and Allocate \$572,535 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to Support the Countywide Congestion Relief Program for Fiscal Year 2022 RESOLUTION
- 12) State and Federal Legislative Update INFORMATIONAL
- 13) Requests from the Authority
- 14) Written Communications to the Authority
- 15) Date/Time of Next Regular Meeting: Thursday, October 7, 2021, 5:00 pm, via Zoom teleconference (additional location, if any, to be determined)
- 16) Report of Legal Counsel
- 17) Adjourn

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>. Communications to the Board of Directors can be emailed to board@smcta.com.

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

*Should Zoom not be operational, please check online at <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html> 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 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: <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>. 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; 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
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF AUGUST 5, 2021**

MEMBERS PRESENT: E. Beach (Chair), C. Groom, D. Horsley, J. Mates, R. Medina (Vice Chair), M. Nagales, C. Romero

**Via
Teleconference**

MEMBERS ABSENT: None.

STAFF PRESENT: C. Mau, A. Chan, J. Cassman, S. van Hoften, D. Hansel, P. Gilster, P. Skinner, D. Shockley, A. Edwin, J. Brook, D. Seamans

1. CALL TO ORDER

Chair Emily Beach called the meeting to order at 5:01 pm.

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Ms. Seamans confirmed that a quorum was present.

Chair Beach led 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 Beach noted that the report was in the packet.

5. CONSENT CALENDAR

a) Approval of Minutes of the Board of Directors Meeting of July 1, 2021

b) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending June 30, 2021

c) Reprogramming and Reallocating \$1.35 Million in Measure A Funds from Savings from the Environmental, Design, and Construction Phases to the Landscaping Phase of the State Route 92/El Camino Real Interchange Project Services *–Approved by Resolution No. 2021-20*

d) Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2021

Motion/Second: Medina/Mates

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

Noes: None

Absent: None

6. REPORT OF THE CHAIR

Chair Beach noted that a ribbon cutting for the 25th Avenue grade separation would be scheduled sometime in September.

7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORTS

a) July

b) August

Vice Chair Rico Medina noted the reports were in the packet and he commended SamTrans staff for providing assistance to VTA (Santa Clara Valley Transportation Authority) following the tragic shooting in May.

8. JOINT POWERS BOARD LIAISON REPORT

Carter Mau, Acting Executive Director, said the report was in the packet. He said that there was a discussion on service restoration plans, new COVID variants, and reopening the economy. Chair Beach asked if the new service restoration schedule would be revealed towards the end of August. Casey Fromson, Acting Chief Communications Officer, said they would have the official timetable out to the public starting on August 9.

9. REPORT OF THE EXECUTIVE DIRECTOR

Mr. Mau said that his report was in the packet. He called out the Measures A and W highway program call for projects. He said the TA would be making \$100 million available in the upcoming call for projects. He also reported final acceptance of the 25th Avenue grade separation is slated for early October and noted that the 28th Avenue crossing was opened in July.

Director Carole Groom said she was heartened watching the grade separation construction in her San Mateo neighborhood and anticipated how it would improve people's commutes and mitigate traffic congestion.

10. PROGRAM

a) San Mateo US 101 Express Lanes Quarterly Project Update

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

Director Mark Nagales said he was concerned about the construction contingency. Mr. Scott said the project team as a whole along with the construction team ascertain all identifiable risks in the worst-case scenarios; hence the risk numbers shown represent the worst case, and the team will manage to those risks to minimize cost to protect the contingency.

Director Don Horsley asked how they were informing the public about getting the new transponders. Mr. Scott said he would be covering that topic in his next quarterly update in November, but that TA staff could provide information in advance of the lane opening date.

Director Carlos Romero asked what the top items were that represent the largest percentage within the \$21 million of risk exposure. Mr. Scott acknowledged that at Millbrae, they have to protect the concrete columns of the bridge on the median, which requires additional work that they had not anticipated. He added that they still have to do similar sorts of work under the Highway 92 and Hillsdale Avenue

interchanges. Mr. Scott said that the other large risk is delays associated with potential fires and Public Safety Power Shutoffs.

Chair Beach asked when the section between Broadway and I-380 would be completed. Mr. Scott said it should be done by the end of August. He said the lanes will be striped in their final configuration. Chair Beach asked Mr. Scott to note some of the project's successes. He said LED (light-emitting diode) lighting and reflective signage will cut back on electricity usage.

Director Groom thanked Mr. Scott for the project newsletter.

b) Program Report: Transit – Shuttles

Patrick Gilster, Manager, Programming and Monitoring, provided the presentation.

c) San Mateo County Shuttle Study Update

Daniel Shockley, Senior Planner, provided the presentation.

Chair Beach asked what percentage of the shuttle program is covered by the other funding agencies. Mr. Shockley said it was a very small percentage and that Measure A contributes the majority of funding.

Director Julia Mates asked what the goals of the shuttle program are. Mr. Shockley noted duality in goals for the first and last mile - for getting people to and from the train station to their work - and community goals such as local circulation access and lifeline access.

Vice Chair Rico Medina asked how staff will be scoring certain items in the proposed evaluation that seem more qualitative in nature. Mr. Shockley said they want to give staff the option of doing some level of qualitative assessment. Peter Skinner, Director, Grants and Fund Programming, added that the assessment will also be done by a scoring committee so as not to rely solely on quantitative metrics but provide some room for evaluation of potential shuttle routes using other non-quantitative metrics.

Director Horsley said he supports the shuttle program but raised concerns the scoring criteria may skew funding away from Coastside shuttles. He said that Coastside residents such as farm workers may have no chance of getting the shuttles funded from the program, adding that the County may need to find an alternative solution if that is the case.

Mr. Mau said that shuttles are just a single component of the transit picture in San Mateo County. He noted that moving forward, Reimagine SamTrans is working to ensure a holistic system that includes both income and geographic equity for all communities throughout the County. He said that the shuttle program may not be the ideal solution for certain communities.

Director Romero said it would be helpful to indicate how the scoring system works and wanted to understand the relationship between the shuttle grant sponsors and the shuttle operators. Mr. Shockley said the sponsors do all the legwork to submit the application to secure the funding match and design the route, which ultimately goes to the TA for evaluation.

Director Romero asked if there would be a single contract under SamTrans for all shuttles going forward or would Commute.org continue to negotiate and operate shuttles under a contract that it might hold. April Chan, Chief Officer, Planning,

Grants/Transportation Authority, explained that the current recommendation would be for SamTrans to hold the contract for all shuttles to be operated in the County. She said that the existing contract for the various operators (Commute.org, SamTrans, and Caltrain) was originally put out to bid as a single RFP (Request for Proposal), but that each agency has its own contract so it is the same rate for all three agencies. She said that the proposed future is to simplify that contract. Director Romero asked if that is the case, what would be the feedback loop between the project sponsors, e.g., Commute.org, and the operator SamTrans. Mr. Shockley said that feedback loop currently exists for shuttles operated by SamTrans and will continue.

Chair Beach inquired if there is required marketing in the call for projects to ensure the shuttles' success. Mr. Shockley said marketing is included in the current evaluation criteria and will continue.

Director Groom suggested having a subcommittee to discuss the shuttle evaluation process before the TA makes any decisions. Ms. Chan said the purpose of the current study is to look at the evaluation criteria; however, staff could discuss the criteria with the TA Board members prior to rolling out future calls for projects, noting that the next one is slated for the end of 2022. She also assured the Board members that the purpose of the evening's meeting was to solicit their input on the proposed evaluation and the revised roles and responsibilities. She said that staff would then be soliciting input from the Commute.org and SamTrans Board of Directors at their September meetings, and the Caltrain Board at their October meeting. She added that the SamTrans Board would then adopt the proposed shuttles plan after incorporating any changes resulting from the input received at their November meeting. Director Groom acknowledged that would be a good plan.

11. FINANCE

a) Award of Contracts to Provide On-call General Engineering Consultant Services – *Approved by Resolution No. 2021-21*

Kevin Yin, Director, Contracts and Procurement, summarized the staff report.

Director Nagales asked if they typically provide the scoring sheet to compare how all the applicants scored. Mr. Yin said they typically only provide the list of criteria for scoring but not the scoring sheet.

Director Mates asked for the names of the three bidding firms, which Mr. Yin said were AECOM Technical Services, HDR Engineering, and Kimley-Horn and Associates.

Motion/Second: Mates/Horsley

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

Noes: None

Absent: None

12. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Acting Chief Communications Officer, and Amy Linehan, Public Affairs Specialist, briefly summarized the highlights of recent federal and state legislation. Ms. Fromson said the infrastructure bill was for \$1.2 trillion, including \$150 billion of stimulus funding to be distributed over a number of funding programs. She noted that MTC

(Metropolitan Transportation Commission) said that the Bay Area would receive over \$4.5 billion in transportation funding.

Ms. Fromson said a major part of the state budget is open to negotiation prior to reaching the Governor's desk by October 10.

13. REQUESTS FROM THE AUTHORITY

There were no requests.

14. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

15. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, September 2, 2021 5:00 pm, with teleconference or location details to be provided prior to the meeting.

16. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

17. ADJOURN

The meeting adjourned at 7:11 pm.

An audio/video recording of this meeting is available online at 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.

Report from the TA Citizens Advisory Committee Meeting of August 3, 2021

The TA CAC meeting held on August 3 was chaired by John Fox due to Chair Barbara Arietta's inability to access the Internet. Chair Arietta did participate by calling in from a landline.

The committee met online via a Zoom with TA staff. The CAC heard presentations and reviewed reports, and there were both informational items as well as agenda items requiring a motion with roll call vote.

CAC Item 5a (TA board 10a)- US 101 Express lanes Quarterly Update

Leo Scott, Consultant Project Manager for the TA, presented the recent status and progress on the Express Lanes project. The work is ongoing and there has been coordination with VTA regarding joint opening of the southern portion of these lanes. The southern portion of project is testing the tolling signage, tag reading equipment and overall operation. As of July, the project is 68% complete, it is ahead of the original schedule. The public outreach includes online materials, an email newsletter, and Leo keeps track of what materials are being viewed by the public.

Leo was proud to tell us the project achieved a Silver level award from the Institute of Sustainability. This is a first for a TA construction project. The project has been re-using the old paving materials, grinding them up and using them as part of the new surfaces. It also uses water management methods that reduce water use and manage runoff. There was discussion with the CAC that this kind of Sustainability award could be featured in the project newsletter, even as some sort of banner or visible part of the project web material. The sense was the public should know of this award.

CAC Item 5b (TA Board Item 10b) Program Report - Shuttles

Jennifer Williams, TA Administrative Analyst II, gave a presentation on the current state of the TA shuttle program. The ridership in the last year has been greatly reduced, which is not a surprise as the Caltrain and BART ridership is also down due to the COVID pandemic. This year 7 shuttle routes were suspended due to minimal ridership. It is anticipated the shuttle ridership will increase as the Caltrain and Bart ridership increases.

Because of the pandemic, the current year CFP cycle is being extended into the 21/22 CFP cycle. There was a CAC question on marketing surveys and methods to understand what factors are involved in the choice to use the shuttles.

CAC Item 5c (TA board item 10c) - San Mateo County Shuttle Study Update

Daniel Shockley, SamTrans Senior Planner, presented on a study of the current users, management and operations of shuttles in San Mateo County. The study identified four themes (Performance, Demand, Funding and Organization). One of the takeaways from this study is the existing shuttle system is not well-coordinated, with multiple management functions, multiple operational organizations and funding paths. The study suggests great value in centralizing contracts/management, funding sources, the CFP cycles, etc.

CAC Item 5e (TA board Item 12) - State and Federal Legislative Update

Ryan McCauley, Public Affairs Specialist, briefed the CAC on both Federal and State legislation in process. The big news is the federal infrastructure bill, and the impact it can have on transit needs. There are two bills in progress, one legislation requiring senate/house votes (requires bipartisan support), the other bill structured using the budget reconciliation process. Committee member Peter Ohtaki wondered how the TA might help coordinate funding for Caltrain grade crossings, and Dumbarton rail. Peter Skinner, Director of Grants and Fund Management, reported TA staff assists project sponsors in the review of potential funding plans and that Caltrain will be undertaking a Caltrain Grade Separation study. Committee member Ohtaki is concerned that projects won't be successful with more explicit TA and Board guidance/encouragement for these critical crossing needs.

CAC Item 5d - Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2021

Vice-Chair Fox encouraged the CAC to examine the Statements and pass any questions to staff through Joe Hurley, Director of the TA Program.

TA item 5(a) Approval of Minutes of the Board of directors Meeting of July 1, 2021

There were no comments or suggested edits.

Approval of CAC Minutes from June 29, 2021

Minutes were approved unanimously.

CAC item 5d, TA board item 11(a) - Award of Contracts to provide On-Call General engineering Consultant Services

Kevin Yin, Director of Contracts and Procurement, reported on the results of the Request for Proposals (RFP) on general engineering consulting services, which generated over 100 replies. There were 6 qualified firms, of these, 3 have been selected as the best firms to be the general on-call engineering consultants. Contracts in this system are structured so each firm has their base rates for services. When there is a project need, these three firms bid to the TA as effort and \$ for a particular work package. As such, even being selected as one of the On-call Consultants doesn't guarantee the firm the award of any work package. The motion to award these three contracts passed unanimously.

CAC item 5(c)TA Board Item 11(b) -Reprogramming and Allocating \$1.35 Million in Measure A funds from Savings from the Environmental, Design and Construction Phases to the Landscaping Phase of the State Route 92/El Camino Real Interchange project

Arul Edwin, TA Project Manager, indicated the 92/El Camino Real interchange had unspent funds at the completion of the project and the City of San Mateo requested these unspent funds be allocated for landscaping needs on the 92/El Camino Real. The CAC voted unanimously to re-program the funds.

CAC Item5(e), TA board Item 5(b) - Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending June 30, 2021

Committee member Peter Ohtaki raised questions on the situation with yields on bonds in the TA portfolio, and asked for a yield curve to be included in future reports. The Motion to accept the report passed unanimously. Vice-Chair Fox encouraged the CAC to examine the reports and pass any questions to staff through TA staff.

Report of the Chair

Chair Barbara Arietta provided information on the ongoing Bay Area 2050 re-visioning plan. Public comment on the draft Plan has just closed, and the comments are in review. The public is invited to a Webinar to hear from MTC/ABAG on the Bay Area 2050 Plan and public concerns. Details on the webinar

- Tuesday, August 17, 2021
- 9:30 to 11:00 a.m.

- Click this link to join the webinar: bayareametro.zoom.us/j/81320840694
- Or join by telephone: (408) 638-0968 or (877) 853-5247

Report from Staff

Peter Skinner, Director of Grants and fund Management, reported for the TA, with news on the almost- completion of the 25th Ave grade separation. A ribbon-cutting ceremony will be scheduled, CAC are invited to participate. A CFP as part of the Short-Range Highway Plan will be released soon. The CFP will include \$100M in funding.

Report from Members

Vice-Chair Fox expressed thanks to all the meeting presenters, as well as Jean Brook, assistant District Secretary, for her consistent skill keeping the Zoom meeting running smoothly.

The meeting was adjourned, the next meeting will be August 31.

Submitted August 5, 2021

John D. Fox

TA CAC Vice Chair

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

April Chan
Chief Officer, Planning, Grants/
Transportation Authority

SUBJECT: **PROGRAM AND ALLOCATE \$3,859,822 IN MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR THE SAMTRANS PARATRANSIT PROGRAM**

ACTION

Staff recommends the Board:

1. Program and allocate \$3,859,822 in Measure A funds from the Paratransit Program category to the San Mateo County Transit District (District) for its Paratransit Program in Fiscal Year (FY) 2022; and
2. Authorize the Acting Executive Director or his designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

SIGNIFICANCE

The 2004 Transportation Expenditure Plan (TEP) provides that the San Mateo County Transportation Authority (TA) make 4 percent of Measure A sales tax revenues, or \$3,859,822 in FY2022, available to be programmed and allocated to the District in support of the operating and capital needs associated with Redi-Wheels paratransit and other accessible services to eligible seniors and people with disabilities in San Mateo County.

BUDGET IMPACT

The total amount of \$3,859,822 for the Paratransit Program is included in the TA's FY2022 Adopted Budget under the Expenditures category for Annual Allocations.

BACKGROUND

The 2004 TEP sets the program categories and percentage splits of the sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain,

Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit.

The TA's Strategic Plan, approved by the Board of Directors in December 2019, provides a policy framework to guide the TA's programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocation is consistent with the Strategic Plan.

Prepared By:	Virginia Baum, Manager, Budgets	650-508-7963
	Daniel Srour, Senior Budget Analyst	650-508-6302

RESOLUTION NO. 2021 –

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

*** * ***

PROGRAMMING AND ALLOCATING \$3,859,822 IN MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR THE SAMTRANS PARATRANSIT PROGRAM

WHEREAS, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

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

WHEREAS, the 2004 TEP provides for Measure A funding for various program categories and percentage splits of the sales tax revenue for these program categories; and

WHEREAS, the TA designates 4 percent of Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

WHEREAS, the Executive Director proposes that the TA program and allocate a total of \$3,859,822 in Measure A funds, as follows:

1. \$3,859,822 from the Paratransit Program category to the District for its Paratransit Program in FY 2022.

WHEREAS, the proposed allocations are consistent with amounts approved in current and prior year budgets and meet the intent of the 2004 TEP.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby allocates a total of \$3,859,822 in Measure A funds to the San Mateo County Transit District as detailed above.

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary agreements or other documents, and take any other actions necessary, to encumber the subject funding.

Regularly passed and adopted this 2nd day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants, and the Transportation Authority

SUBJECT: **PROGRAM AND ALLOCATE \$301,000 OF MEASURE A GRADE SEPARATION
PROGRAM FUNDING FOR WHIPPLE AVENUE GRADE SEPARATION PROJECT**

ACTION

Staff recommends the Board:

1. Program and allocate an additional \$301,000 of Measure A Grade Separation Program Category funds for the Redwood City Whipple Avenue Grade Separation Project (Project); and
2. Authorize the Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City of Redwood City (City) and the Peninsula Corridor Joint Powers Board (JPB).

SIGNIFICANCE

In November 2017, the San Mateo County Transportation Authority (TA) programmed and allocated \$750,000 of Measure A Grade Separation Program funds to the City to explore alternatives for a grade separation of Whipple Avenue within the City. The City committed \$100,000 in local match, for a total project cost of \$850,000.

Following the allocation of the funding, the City initiated the Project in partnership with the JPB- as the owner of the Caltrain corridor. While the study work initially prioritized a grade separation at Whipple Avenue, Brewster Avenue and Broadway, the focus was later expanded to include the three additional at-grade crossings in the City (Maple Street, Main Street and Chestnut Street) with the goal of establishing the City's long-term vision for grade separations and to preserve adequate real estate for grade separation projects with upcoming development applications along the railroad.

Due to the expanded focus on all at-grade crossings in the City, complexity of the crossings and alternatives as well as extensive virtual public outreach that was

organized throughout the COVID-19 pandemic have increased the cost of the Project. As a result, the City is requesting an additional \$301,000 in Measure A Grade Separation Program funds. Combined with \$50,000 in additional matching funds from the City, the total new project cost is now \$1,201,000. If approved, the total Measure A investment would be \$1,051,000, including the prior allocation.

The additional funding would allow the City to complete the conceptual planning effort as well as to continue expanded outreach efforts in the equity priority communities (previously known as communities of concern) around the southern at-grade crossings where participation in previous virtual outreach efforts was low.

Once the study work is complete in March 2022, the City will have identified the real-estate needs for future grade separation projects, preferred alternatives for each grade separation as well as planning-level cost estimates. The City will return to the TA board following the completion of the work to present the findings. A copy of the City's letter requesting the funding along with a map identifying the grade separation locations is included as Attachment A.

The TA Board had previously in September 2016 set-aside up to \$5,000,000 in Measure A funds for grade separation planning. Should the Board approve the proposed funding request, up to \$3,949,000 would remain available for planning work related to grade separation projects not included in the TA's grade separation project pipeline.

BUDGET IMPACT

There is no impact to the budget. Funding for this request will come from the Fiscal Year 2022 and prior-year adopted budgets from the Measure A Grade Separation category. Based on sales taxes collected through May of 2021, approximately \$17,500,000 is available to program and allocate to grade separation projects, including \$4,250,000 that is available for grade separation planning projects not included in the Measure A grade separation pipeline.

BACKGROUND

Fifteen percent of Measure A sales tax receipts are apportioned for Grade Separations. The intent of the Measure A Grade Separation program is to reduce the number of rail/roadway at-grade crossings. Grade separations improve safety for drivers, bicyclists and pedestrians, and relieve traffic congestion.

Prepared by: Peter Skinner, Director, Grants and Fund Management

650-622-7818

RESOLUTION NO. 2021 –

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

*** * ***

**PROGRAMMING AND ALLOCATING \$301,000 IN MEASURE A FUNDS FROM THE GRADE
SEPARATION PROGRAM CATEGORY TO THE CITY OF REDWOOD CITY
WHIPPLE AVENUE GRADE SEPARATION PROJECT**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by one half percent with the new tax revenue to be used for highway and transit improvements pursuant to the 1988 Transportation Expenditure Plan presented to the voters; and

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 transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

WHEREAS, grade separation improvements are qualified expenditures under the 1988 Transportation Expenditure Plan, and the 2004 Transportation Expenditure Plan designates 15 percent of the New Measure A revenue to fund grade separation projects; and

WHEREAS, in the updated Guiding Principles for Project Selection approved at its September 1, 2016 meeting, the TA Board of Directors (Board) set aside \$5 million in Measure A Grade Separation Program funds to support grade separation planning

efforts that were included in the 2004 Transportation Expenditure plan but did not receive funding in 2013 or 2014; and

WHEREAS, in November 2017, pursuant to Resolution 2017-21, the TA Board programmed and allocated \$750,000 in Measure A Grade Separation Program category funds, from the planning set-aside, to the City of Redwood City (City) to complete a Project Study Report for the Whipple Avenue Grade Separation Project (Project); and

WHEREAS, the City committed \$100,000 in local funds to the Project for a total cost of \$850,000; and

WHEREAS, to establish the City's long-term vision for grade separations and to preserve adequate real estate for potential future grade separation projects, the focus of the Project was expanded to include all at-grade crossings in the City; and

WHEREAS, as a result of the expanded focus, as well as the complexity of the crossings and an unexpectedly expansive public outreach program, the cost of the planning work has increased to \$1,201,000; and

WHEREAS, the City has requested an additional \$301,000 in Measure A Grade Separation Program funding and will provide an additional \$50,000 in local funds to cover the cost increases; and

WHEREAS, \$4,250,000 in Measure A Grade Separation Program funds set-aside for project planning remain available to support the City's request; and

WHEREAS, staff recommends the Board program and allocate an additional \$301,000 of Measure A Grade Separation Program Category funds to the Project, and authorize the Acting Executive Director, or his designee, to take any actions necessary

to program and allocate the subject funding, including the execution of agreements with the City and the Peninsula Corridor Joint Powers Board.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Programs and allocates \$301,000 in Measure A Grade Separation Program Category funds to the Whipple Avenue Grade Separation Project; and
2. Authorizes the Acting Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City of Redwood City and the Peninsula Corridor Joint Powers Board.

Regularly passed and adopted this 2nd day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

COMMUNITY DEVELOPMENT AND
TRANSPORTATION DEPARTMENT
ENGINEERING & TRANSPORTATION DIVISION



1017 Middlefield Road
Redwood City, CA 94063
(650) 780-7380
Fax (650) 780-0128

August 10, 2021

April Chan
Chief Officer, Planning, Grants and Transportation Authority
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306
(submitted electronically)

Re: Redwood City Grade Separation Project Funding Request

Dear Ms. Chan,

The City of Redwood City (City) is requesting an additional \$301,000 in Measure A Grade Separation Program funding, which will be matched by \$50,000 from the City to complete the Redwood City Grade Separation Feasibility Study.

In November 2017, the San Mateo County Transportation Authority (SMCTA) programmed and allocated \$750,000 of Measure A Grade Separation Program funds to prepare a Project Study Report (PSR) to explore alternatives for a grade separation of Whipple Avenue. In October 2018, the SMCTA, Peninsula Corridor Joint Powers Board (JPB), and the City entered into a memorandum of understanding (MOU) for the Project Study Phase for the Whipple Avenue Grade Separation Project. The City committed to providing a \$100,000 local match, for a total project cost of \$850,000.

As the sponsor, the City initiated the Project in 2019 in partnership with Caltrain as the owner and manager of the consultant contract. Project goals are to establish the City's long-term vision for grade separations, to identify feasible grade separation alternatives, and to select a preferred alternative(s). While the study initially prioritized a grade separation at Whipple Avenue, the project was expanded to include the other five at-grade crossings in the city (Brewster Avenue, Broadway, Maple, Main and Chestnut streets). There is significant development pressure along the rail corridor in Redwood City and it is critical to establish the space needs for grade separations now, to preserve its feasibility in the future. Therefore, the scope has expanded to identify the preferred alternative designs based on community input for all six crossings rather than developing a singular grade separation Project Study Report.

Due to the expanded focus on all at-grade crossings in the City, the complexity of the crossings and alternatives, as well as to account for the extensive virtual public outreach throughout COVID-19, the City is requesting additional Measure A Grade Separation Program funds from the

SMCTA to complete the conceptual planning effort as well as to continue and expand outreach efforts in equity priority communities, previously called communities of concern, around the southern at-grade crossings where participation in previous virtual outreach efforts has been low. See Attachment A for a map of the grade separation locations and the equity priority communities.

The new total project cost would be \$1,201,000, an increase of \$351,000 of which \$301,000 is being requested from the Measure A Grade Separation Program along with an additional \$50,000 in matching funds from the City. At the completion of this phase of work, we will have a long-term vision for grade separations in Redwood City, an updated footprint identifying space needs for a future grade separation project, and preferred alternative(s) with planning-level cost estimates. Documentation of this phase will summarize the public outreach process, the evaluation criteria, and how the number of alternatives was reduced. The original completion date was July 31, 2021; the updated date is March 30, 2022.

Thank you for your consideration of this request and we look forward to our collective effort to advance this project. If you have any questions or need additional information, please feel free to contact me at (650)465-8684 or via email at jmanzi@redwoodcity.org.

Sincerely,

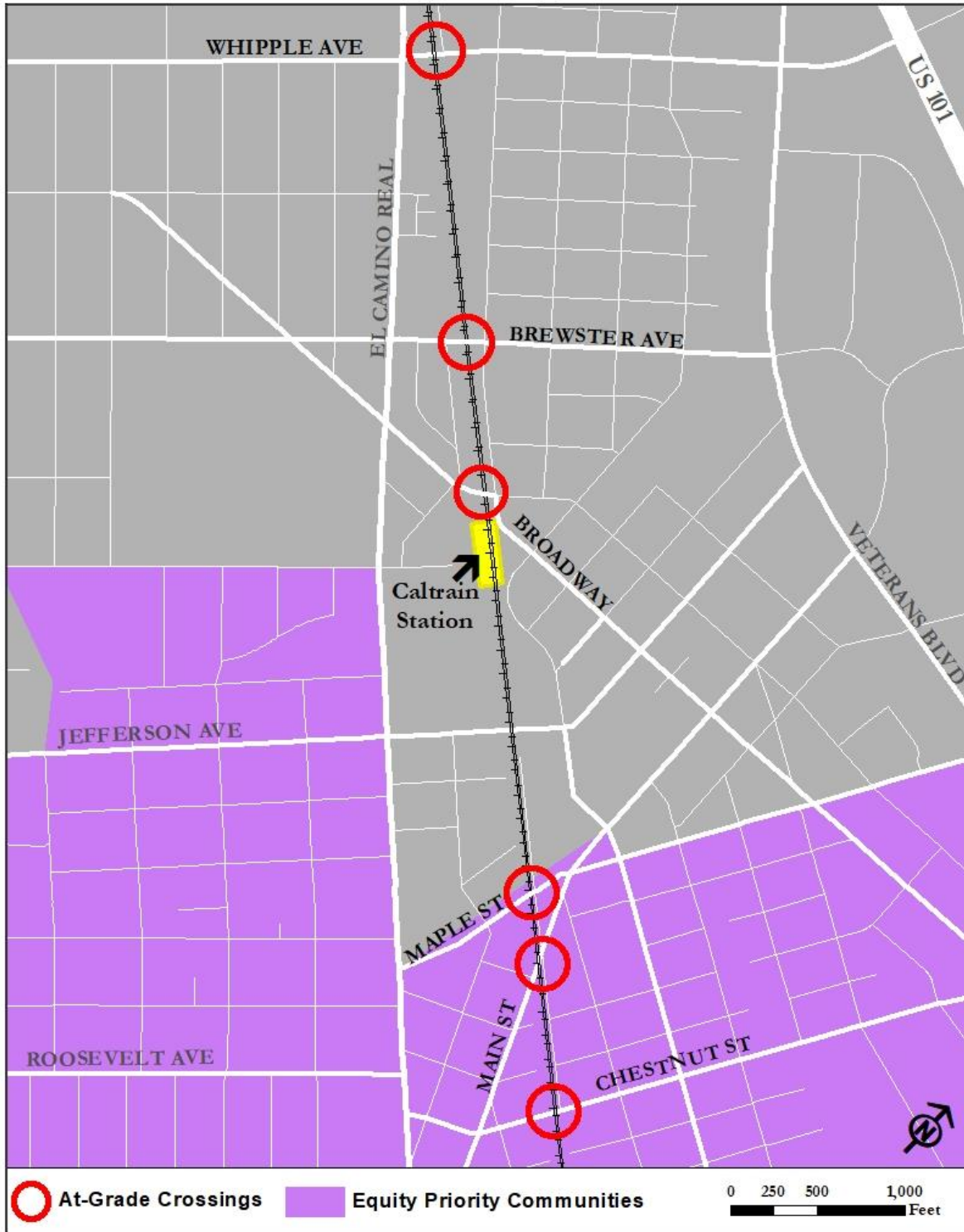


Jessica Manzi
Transportation Manager, City of Redwood City

Enclosure

cc: Melissa Stevenson Diaz, City Manager
Mark Muenzer, Community Development & Transportation Director

Attachment A – Project Area Map with Equity Priority Communities



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
JULY 31, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of July 2021 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 July year-to-date, the Total Revenue (Page 1, line 8) is \$3.8 million higher than prior year actuals. This is primarily due to the increase in Measure A sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3).

Year to Date Expenditures: As of July year-to-date, the Total Expenditures (Page 1, line 30) are \$1.0 million higher than prior year actuals. This is primarily due to increases in Measure A Annual Allocations (Page 1, line 13) and Other Admin Expenses (Page 1, line 26).

Budget Amendment:

There are no budget amendments for the month of July 2021.

Prepared By:

Soe Aung, Senior Accountant- General Ledger
Jennifer Ye, Manager - General Ledger

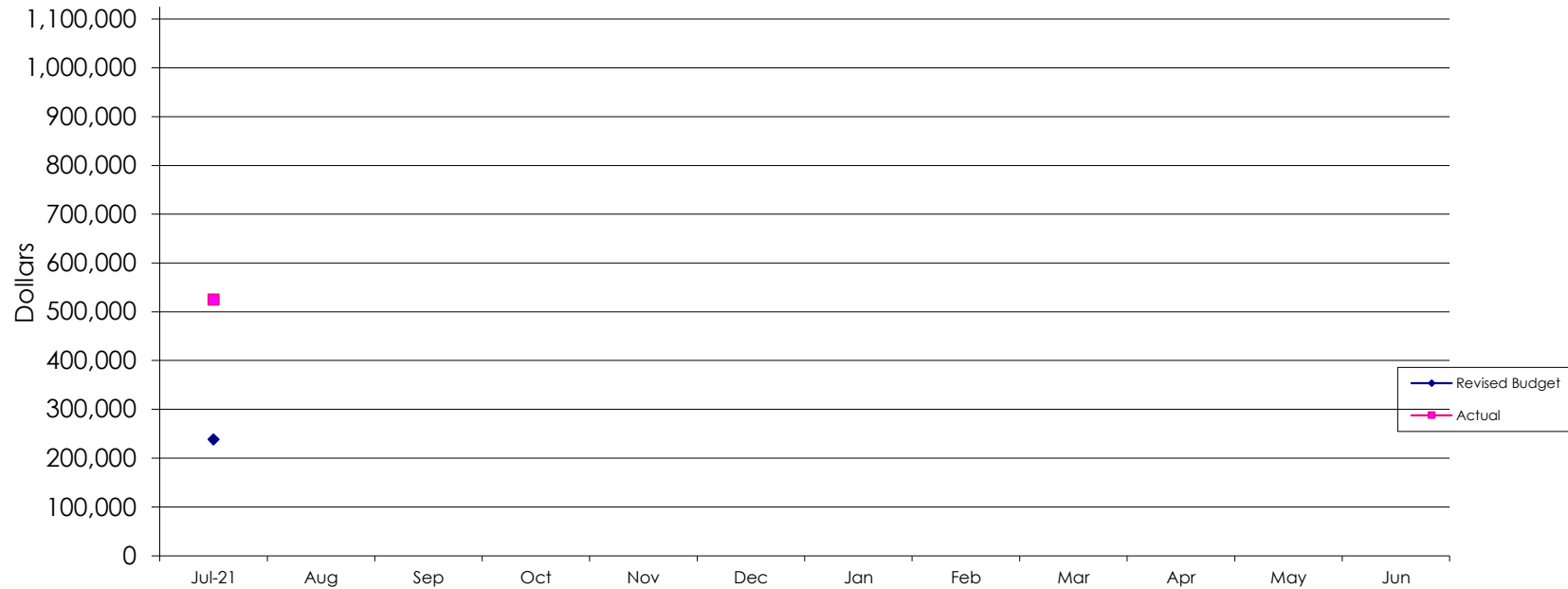
650-622-8020
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2022
July 2021

% OF YEAR ELAPSED: **8.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
1 REVENUES:					
2 Measure A Sales Tax	5,603,322	8,041,295	2,437,973	43.5%	96,495,540
3 Measure W Sales Tax	2,801,661	4,020,648	1,218,987	43.5%	48,247,770
4 Interest Income	281,142	387,912	106,770	38.0%	4,898,970
5 Rental Income	68,436	97,674	29,238	42.7%	1,170,938
6 Other Sources	-	-	-	100.0%	400,000
7					
8 TOTAL REVENUE	8,754,561	12,547,529	3,792,968	43.3%	151,213,218
9					
10 EXPENDITURES:					
11					
13 Measure A Annual Allocations	2,045,213	2,935,073	889,860	43.5%	35,220,872
14 Measure A Categories	229,465	19,157	(210,308)	(91.7%)	60,309,713
15 Other Uses	-	-	-	0.0%	-
16					
17 Measure W Annual Allocations	749,469	804,130	54,661	7.3%	9,649,554
18 Measure W Categories	-	-	-	0.0%	38,598,216
19					
20					
21 Oversight	62,998	51,237	(11,761)	(18.7%)	2,250,000
22					
23 Administrative					
24 Staff Support	162,900	174,780	11,881	7.3%	1,481,054
25 Measure A Info.- Others	-	-	-	0.0%	5,000
26 Other Admin Expenses	33,163	350,379	317,216	956.5%	1,378,895
27					
28 Total Administrative	196,063	525,159	329,096	167.9%	2,864,949
29					
30 TOTAL EXPENDITURES	3,283,207	4,334,755	1,051,548	32.0%	148,893,304
31					
32 EXCESS (DEFICIT)	5,471,354	8,212,774	2,741,420	50.1%	2,319,914
34					
35 BEGINNING FUND BALANCE	396,098,095	519,610,241			409,643,752
36					
37 ENDING FUND BALANCE	401,569,449	527,823,015			411,963,666
38					
39					
40					

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



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
MONTHLY EXPENSES												
Revised Budget	238,746											
Actual	525,159											
CUMULATIVE EXPENSES												
Staff Projections	238,746											
Actual	525,159*											
Variance-F(U)	(286,413)											
Variance %	-119.97%											

*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
CASH AND INVESTMENTS AS OF JULY 31, 2021**

7/31/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	6,064,622.76
JP Morgan Bank Checking	27,777,206.57
LAIF	74,203,327.99

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	165,862,905.56
MMF - US Bank Custodian Account	293,755.94
Cash	27,484.38
County Pool	154,215,571.96

Total

\$ 428,444,875.16

* Fund Managed by Public Trust Advisors



Report: GAAP Base Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 07/31/2021
 Base Currency: USD

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
02004VAC7	ALLYA 2018-2 A3	36,610.22	11/15/2022	36,603.58	47.51	36,641.75	36,689.26
14313FAD1	CARMX 2018-3 A3	225,625.04	06/15/2023	225,594.29	313.87	227,502.51	227,816.38
36255JAD6	GMCAR 2018-3 A3	168,478.13	05/16/2023	168,438.84	212.00	169,658.06	169,870.06
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	155.22	637,030.69	637,185.91
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	812,924.42	813,376.64
		1,865,713.39		1,865,525.62	1,180.83	1,883,757.43	1,884,938.26
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	7,482.47	3,405,816.60	3,413,299.07
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	2,377.78	1,598,923.20	1,601,300.98
3133EMGX4	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,000,000.00	11/23/2022	2,994,270.00	708.33	3,000,675.00	3,001,383.33
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	3,552.08	3,297,607.50	3,301,159.58
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	2,750.00	1,605,099.20	1,607,849.20
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	977.78	1,597,036.80	1,598,014.58
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	6,175.00	3,767,008.40	3,773,183.40
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	2,073.33	4,665,177.27	4,667,250.60
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	985.42	1,103,999.60	1,104,985.02
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	388.89	1,602,188.80	1,602,577.69
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	5,066.67	3,767,928.00	3,772,994.67
3137EA EY1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,421.88	3,891,135.30	3,892,557.18
		33,240,000.00		33,345,553.65	33,959.62	33,302,595.67	33,336,555.29
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	27,484.38	07/31/2021	27,484.38	0.00	27,484.38	27,484.38
		27,484.38	44,408.00	27,484.38	0.00	27,484.38	27,484.38
CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	13,914.17	1,526,583.00	1,540,497.17
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	5,440.00	1,638,003.20	1,643,443.20
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	12,826.67	1,627,382.40	1,640,209.07
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	12,896.00	1,627,553.60	1,640,449.60

		6,300,000.00		6,300,000.00	45,076.83	6,419,522.20	6,464,599.03
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,197.19	2,226,452.93	2,228,650.11
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	12,015.10	1,594,888.00	1,606,903.10
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,620,550.40	1,624,550.40
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,632,728.15	1,652,103.15
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	679,269.50	682,947.42
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	1,260.59	692,168.53	693,429.12
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	653.33	354,539.50	355,192.83
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	16,035.00	1,528,594.50	1,544,629.50
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,205.56	1,660,220.50	1,661,426.06
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	6,768.75	578,618.40	585,387.15
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	777,152.25	783,452.25
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	233,145.68	235,035.68
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	233,145.68	235,035.68
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	13,612.50	1,604,926.50	1,618,539.00
		14,855,000.00	634,321.00	15,128,737.30	90,880.94	15,416,400.50	15,507,281.44
FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,136,456.55	1,139,148.56
3137BM6P6	FHMS K-721 A2	764,404.73	08/25/2022	770,914.11	1,968.34	779,585.81	781,554.15
3137FKK39	FHMS K-P05 A	62,332.01	07/25/2023	62,331.82	166.37	63,771.26	63,937.63
3137FQ3V3	FHMS K-J27 A1	350,368.31	07/25/2024	350,359.90	610.81	359,544.46	360,155.27
		2,232,105.05		2,290,861.31	5,437.53	2,339,358.07	2,344,795.60
FNMA	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136B1XP4	FNA 2018-M5 A2	8,405.13	09/25/2021	8,572.32	24.94	8,423.88	8,448.81
		8,405.13		8,572.32	24.94	8,423.88	8,448.81

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	293,755.94	07/31/2021	293,755.94	0.00	293,755.94	293,755.94
SM - CP N/M A	County Pool New Measure A	127,161,182.43	07/31/2021	127,161,182.43	0.00	127,161,182.43	127,161,182.43
SM - CP O/M A	County Pool Old Measure A	27,054,389.53	07/31/2021	27,054,389.53	0.00	27,054,389.53	27,054,389.53
SM - LAIF	Local Agency Investment Fund	74,203,327.99	07/31/2021	74,203,327.99	0.00	74,203,327.99	74,203,327.99
		228,712,655.89		228,712,655.89	0.00	228,712,655.89	228,712,655.89
MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,939.38	389,996.25	393,935.63
		375,000.00		375,000.00	3,939.38	389,996.25	393,935.63
US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	6,029.54	1,769,480.47	1,775,510.01
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	4,527.17	2,518,906.25	2,523,433.42
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	20,326.09	11,309,375.00	11,329,701.09
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	10,532.61	5,860,312.50	5,870,845.11
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	24,361.68	9,085,078.13	9,109,439.81
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	7,845.29	2,925,703.13	2,933,548.41
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	20,327.96	5,104,687.50	5,125,015.46
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	8,213.32	2,062,500.00	2,070,713.32
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	13,561.31	1,597,437.50	1,610,998.81
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	8,086.96	4,873,781.25	4,881,868.21
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	11,304.35	6,812,812.50	6,824,116.85
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	2,608.70	1,572,187.50	1,574,796.20
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	695.65	419,250.00	419,945.65
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	4,521.74	2,725,125.00	2,729,646.74
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	8,529.21	2,330,156.25	2,338,685.46
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	4,869.57	3,343,000.00	3,347,869.57
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	119.57	3,302,000.00	3,302,119.57
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	15,065.22	3,274,000.00	3,289,065.22
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	3,780.74	2,251,054.69	2,254,835.43
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,516.30	1,592,250.00	1,593,766.30
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	656.42	1,534,015.63	1,534,672.05
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	508.20	1,187,625.00	1,188,133.20
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	489.13	2,225,039.06	2,225,528.19
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,074.05	1,675,562.50	1,676,636.55
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	2,821.67	5,327,496.09	5,330,317.77
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,270.49	1,980,312.50	1,981,582.99
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	1,214.67	3,685,421.88	3,686,636.55
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	29.81	2,891,179.69	2,891,209.49
91282CBU4	UNITED STATES TREASURY	5,325,000.00	03/31/2023	5,316,887.68	2,236.94	5,322,503.91	5,324,740.84
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	4,454.14	2,359,179.69	2,363,633.83
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	4,033.81	3,185,417.97	3,189,451.78
		103,875,000.00		104,137,556.72	195,612.29	106,102,851.56	106,298,463.85

* Weighted by: Base Market Value + Accrued
 * Holdings Displayed by: Lot

Base Risk Summary - Fixed Income

07/01/2021 - 07/31/2021

SMCTA - Agg (165727)

Dated: 08/05/2021

Balance Sheet

Book Value + Accrued	379,161,210.24
Net Unrealized Gain/Loss	2,320,115.62
Market Value + Accrued	381,481,325.85

Cash and Fixed Income Summary

Risk Metric	Value
Cash	27,484.38
MMFund	215,214,823.57
Fixed Income	166,239,017.90
Duration	2.607
Convexity	0.093
WAL	1.157
Years to Final Maturity	1.174
Years to Effective Maturity	1.157
Yield	0.357
Book Yield	0.514
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration

Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	29.829%
United States	27.865%
(SM - LAIF) State of California	19.435%
Other	7.756%
(SM - CP O/M A) County Pool Old Measure A	7.074%
Federal Home Loan Mortgage Corporation	3.334%
Federal National Mortgage Association	3.055%
Farm Credit System	1.652%

--- 100.000%

Footnotes: 1,2

Asset Class

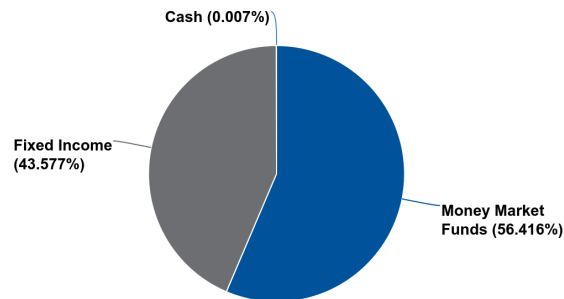


Chart calculated by: Base Market Value + Accrued

Security Type

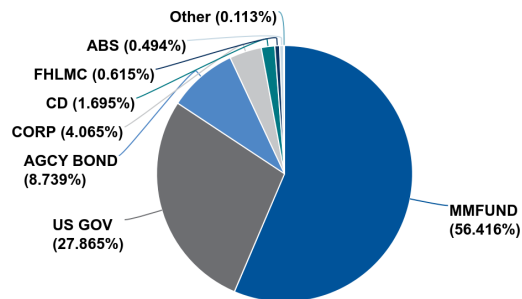


Chart calculated by: Base Market Value + Accrued

Market Sector

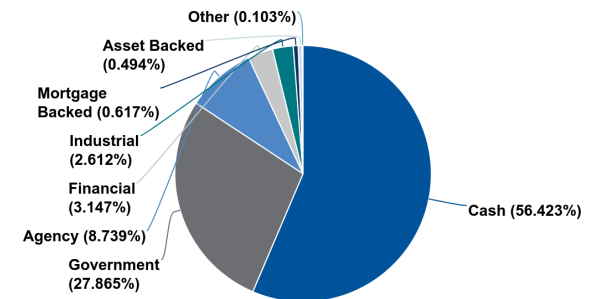


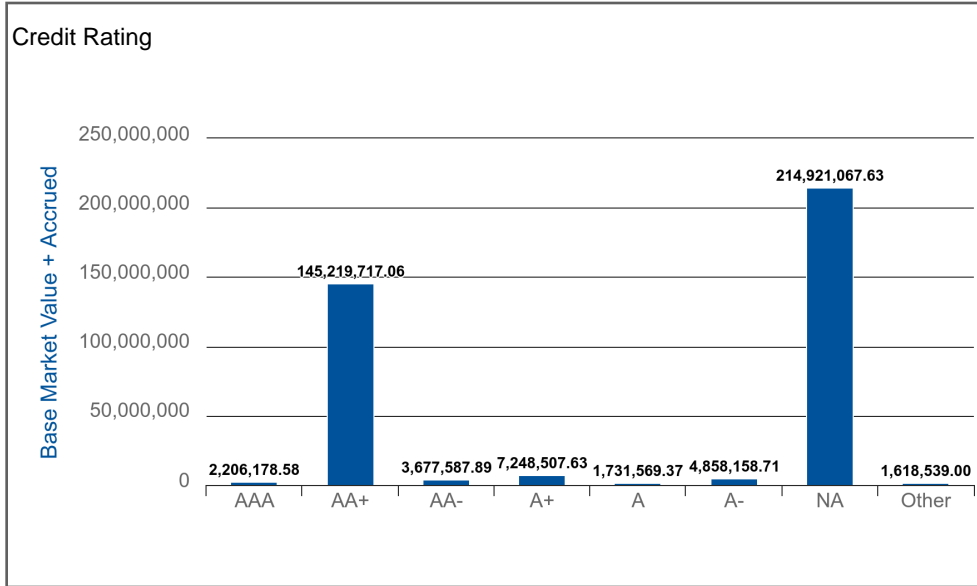
Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

07/01/2021 - 07/31/2021

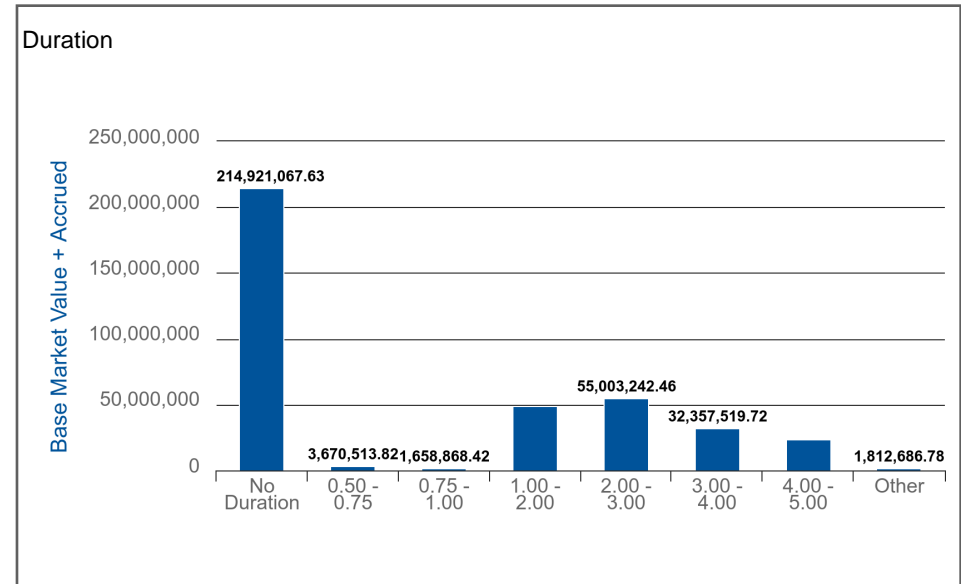
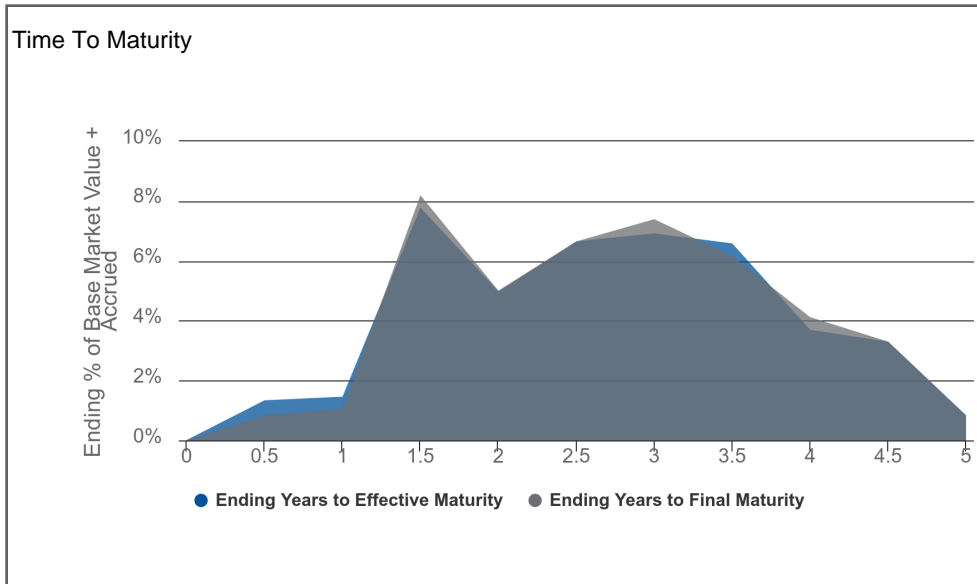
SMCTA - Agg (165727)

Dated: 08/05/2021



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.411%	0.167%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	0.224%	12.175%	12.966%	7.974%	6.117%	0.000%	0.000%	0.000%	0.000%
A	1.237%	0.430%	1.453%	0.508%	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%

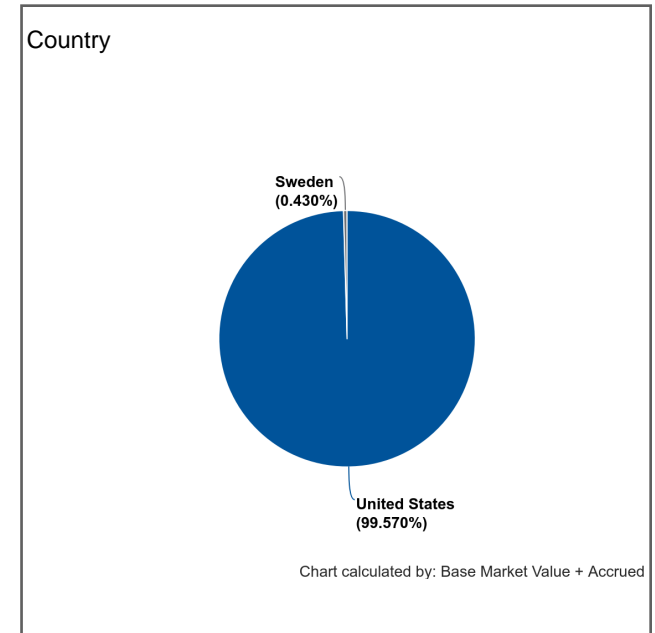
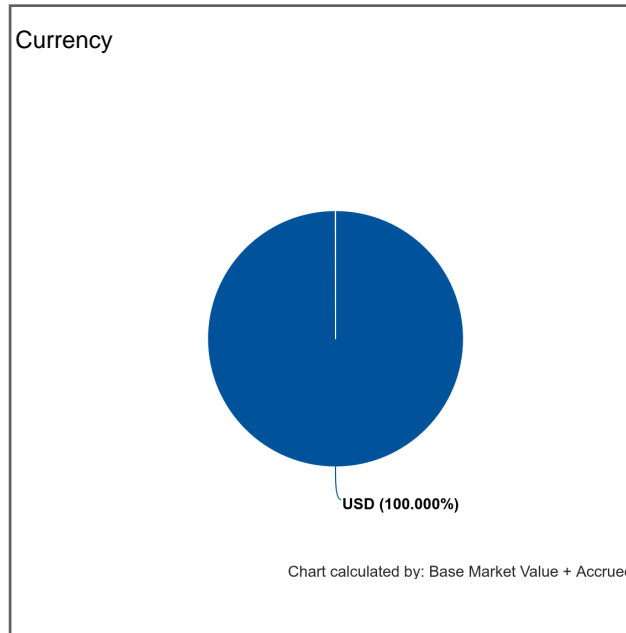
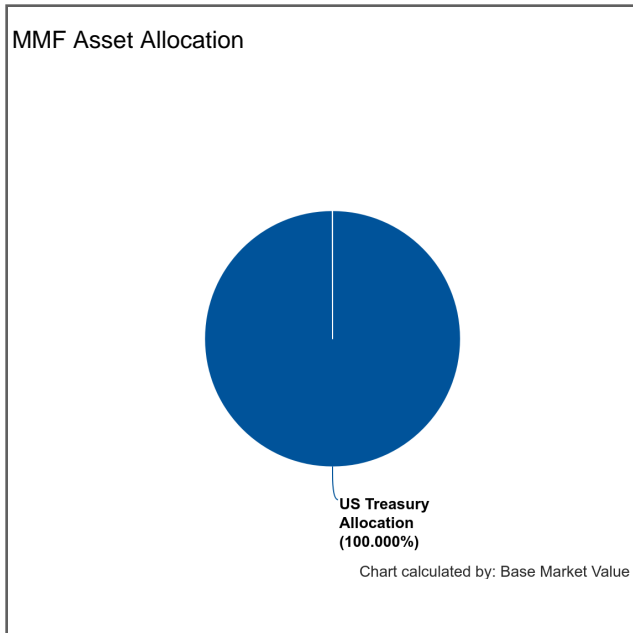
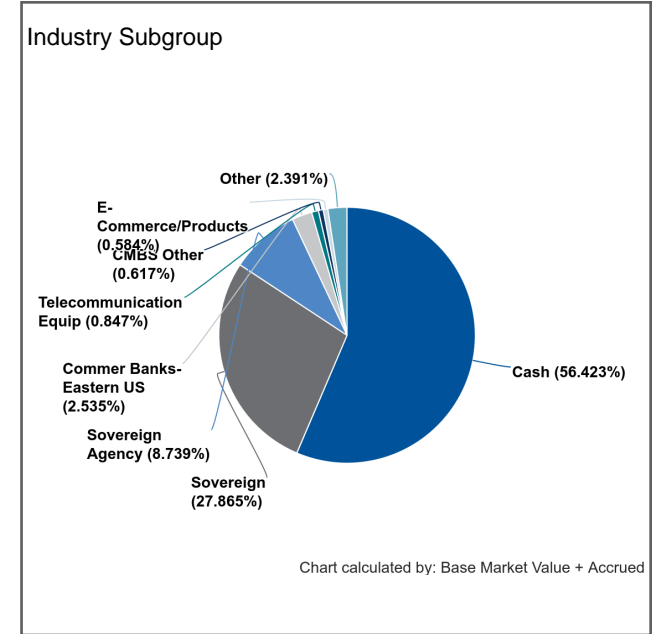
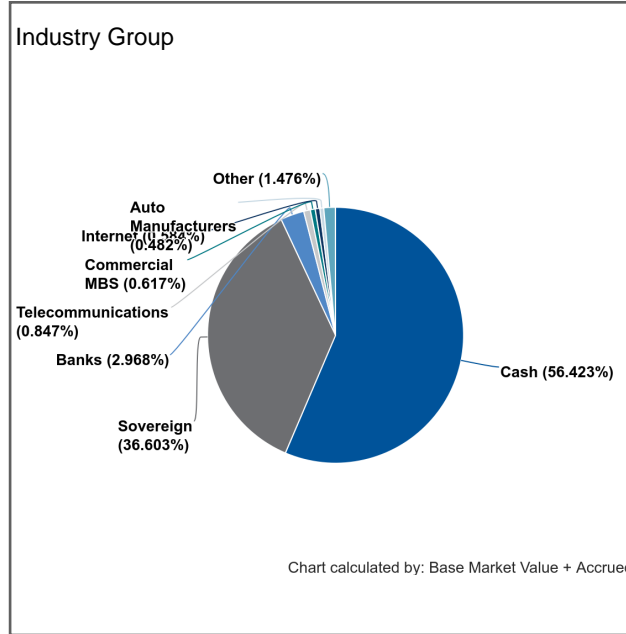
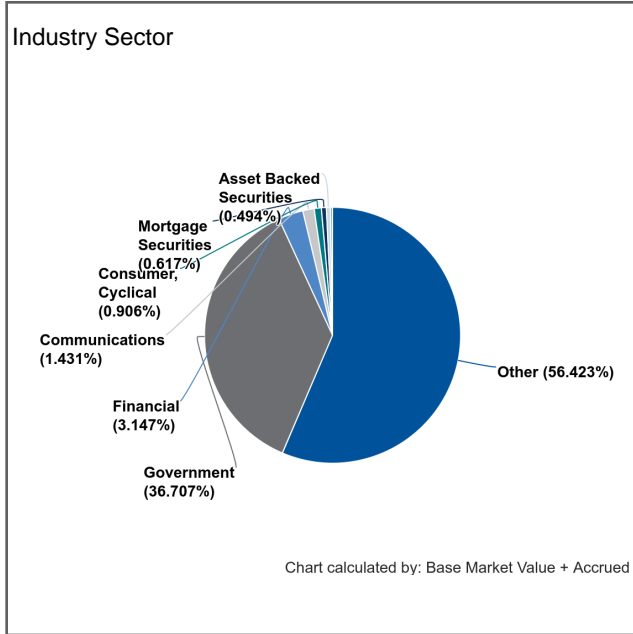


Base Risk Summary - Fixed Income

07/01/2021 - 07/31/2021

SMCTA - Agg (165727)

Dated: 08/05/2021



Base Risk Summary - Fixed Income

07/01/2021 - 07/31/2021

SMCTA - Agg (165727)

Dated: 08/05/2021

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

Report: GAAP Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 07/01/2021 - 07/31/2021

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	0.00	(40,348.53)	Principal Paydown	07/15/2021	07/15/2021	11/15/2022	(40,348.54)	0.00	40,348.54
14313FAD1	CARMX 2018-3 A3	0.00	(35,635.45)	Principal Paydown	07/15/2021	07/15/2021	06/15/2023	(35,635.45)	0.00	35,635.45
3136B1XP4	FNA 2018-M5 A2	0.00	(11,340.61)	Principal Paydown	07/01/2021	07/01/2021	09/25/2021	(11,340.61)	0.00	11,340.61
3137BM6P6	FHMS K-721 A2	0.00	(27,096.55)	Principal Paydown	07/01/2021	07/01/2021	08/25/2022	(27,096.55)	0.00	27,096.55
3137FKK39	FHMS K-P05 A	0.00	(153.71)	Principal Paydown	07/01/2021	07/01/2021	07/25/2023	(153.71)	0.00	153.71
3137FQ3V3	FHMS K-J27 A1	0.00	(35,721.05)	Principal Paydown	07/01/2021	07/01/2021	07/25/2024	(35,721.05)	0.00	35,721.05
31846V534	FIRST AMER:US TRS MM Y	293,755.94	293,755.94	Buy	---	---	07/31/2021	293,755.94	0.00	(293,755.94)
31846V534	FIRST AMER:US TRS MM Y	(687,998.76)	(687,998.76)	Sell	07/06/2021	07/06/2021	07/31/2021	(687,998.76)	0.00	687,998.76
36255JAD6	GMCAR 2018-3 A3	0.00	(28,805.19)	Principal Paydown	07/16/2021	07/16/2021	05/16/2023	(28,805.19)	0.00	28,805.19
912828X47	UNITED STATES TREASURY	(9,835,000.00)	(9,835,000.00)	Sell	07/01/2021	07/06/2021	04/30/2022	(9,978,683.25)	(33,573.96)	10,012,257.21
91282CAW1	UNITED STATES TREASURY	5,325,000.00	5,325,000.00	Buy	07/01/2021	07/06/2021	11/15/2023	5,315,847.66	1,881.11	(5,317,728.77)
91282CBU4	UNITED STATES TREASURY	5,325,000.00	5,325,000.00	Buy	07/01/2021	07/06/2021	03/31/2023	5,316,887.68	1,764.09	(5,318,651.77)
San Mateo County TA		420,757.18	241,656.10					80,708.17	(29,928.76)	(50,779.41)

* 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 changes.

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

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

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

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

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 return.

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.

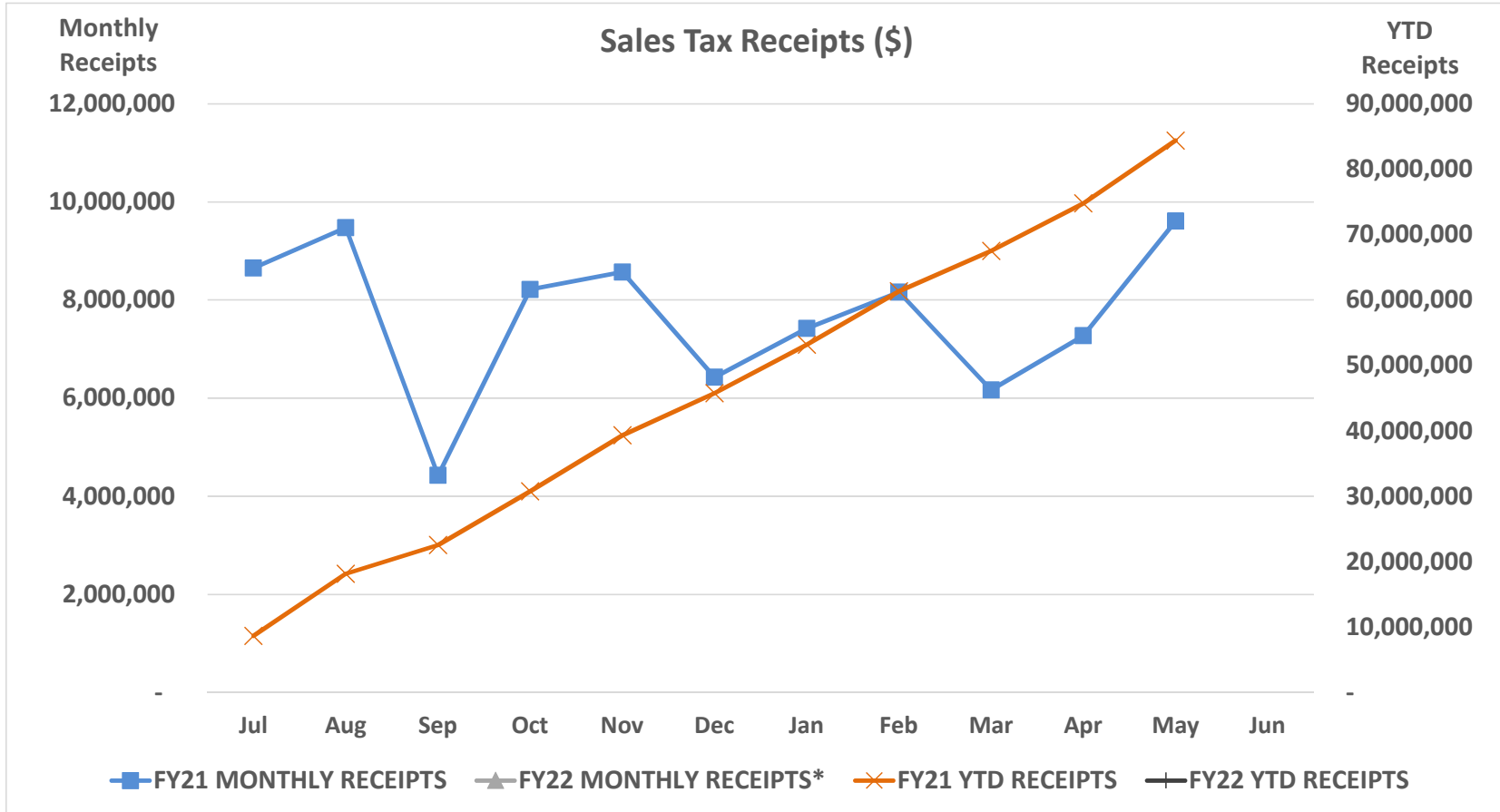
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
July 2021**



* 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
JULY 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000049	KHOURI CONSULTING LLC	5,500.00	ACH	Operating Expense
SMCTA	000254	HINDERLITER, DE LLAMAS AND ASSOCIATES	8,581.53	CHK	Operating Expense
SMCTA	000249	PUBLIC TRUST ADVISORS	7,060.23	CHK	Operating Expense
SMCTA	000263	PUBLIC TRUST ADVISORS	6,829.78	CHK	Operating Expense
SMCTA	000253	SELF-HELP COUNTIES COALITION	4,400.00	CHK	Operating Expense
SMCTA	000250	SPUR	1,666.00	CHK	Operating Expense
SMCTA	000084	SAN MATEO COUNTY TRANSIT DISTRICT	3,805,277.98	WIR	Operating Expense
SMCTA	000083	USI INSURANCE SERVICES LLC	253,321.53	WIR	Operating Expense
SMCTA	000085	USI INSURANCE SERVICES LLC	73,771.09	WIR	Operating Expense
SMCTA	000050	GRAY-BOWEN-SCOTT	65,426.77	ACH	Capital Programs (1)
SMCTA	000051	GRAY-BOWEN-SCOTT	17,189.63	ACH	Capital Programs (2)
SMCTA	000081	HANSON BRIDGETT LLP	19,840.00	WIR	Capital Programs (3)
SMCTA	000052	MARK THOMAS & COMPANY AND AECOM JV	90,034.93	CHK	Capital Programs (4)
SMCTA	000247	PACIFIC GAS & ELECTRIC COMPANY	85.09	CHK	Capital Programs (5)
SMCTA	000248	PACIFIC GAS & ELECTRIC COMPANY	230.04	CHK	Capital Programs (5)
SMCTA	000255	PACIFIC GAS & ELECTRIC COMPANY	166.51	CHK	Capital Programs (5)
SMCTA	000256	PACIFIC GAS & ELECTRIC COMPANY	71.51	CHK	Capital Programs (5)
SMCTA	000257	PACIFIC GAS & ELECTRIC COMPANY	11.26	CHK	Capital Programs (5)
SMCTA	000258	PACIFIC GAS & ELECTRIC COMPANY	120.52	CHK	Capital Programs (5)
SMCTA	000259	PACIFIC GAS & ELECTRIC COMPANY	29.36	CHK	Capital Programs (5)
SMCTA	000260	PACIFIC GAS & ELECTRIC COMPANY	16.49	CHK	Capital Programs (5)
SMCTA	000261	PACIFIC GAS & ELECTRIC COMPANY	9.96	CHK	Capital Programs (5)
SMCTA	000262	PALO ALTO, CITY OF	275.39	ACH	Capital Programs (5)
SMCTA	000082	SAN MATEO COUNTY TRANSIT DISTRICT	6,000,000.00	CHK	Capital Programs (6)
SMCTA	000251	STANTEC CONSULTING SERVICES, INC.	42,747.98	ACH	Capital Programs (7)
SMCTA	000252	WSP USA INC.	29,836.73	WIR	Capital Programs (8)
SMCTA	000264	WSP USA INC.	2,717.06	WIR	Capital Programs (9)
SMCTA	000048	ZOON ENGINEERING, INC.	92,551.22	WIR	Capital Programs (10)

10,527,768.59

- (1) 101 HOV Ln Whipple - San Bruno
- (2) Express Lane Operations
- (3) \$8800.00 Ferry Oversight; \$14,360.00 Operating Expenses; \$1,520.00 Pedestrian and Bicycle Oversight; \$2,360.00 Street and Highways Oversight; \$720.00 TA-Caltrain Project Oversight.
- (4) \$5,277.19 US 101 Interchange - Broadway; \$84,757.74 US 101/SR 92 Direct Connector
- (5) 101 HOV Ln Whipple - San Bruno.
- (6) San Mateo Local Share JPB CIP
- (7) \$7,484.14 101 Peninsula Ave/Poplar Interchange; \$35,263.84 2020 Short Range Highway Plan
- (8) ACR/TDM Plan
- (9) SMCTA Capital Admin
- (10) 101 HOV Ln Whipple - San Bruno

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT FOR 4th QUARTER FISCAL
YEAR 2021**

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.

In response to the Board's recommendation, TA staff is now participating in project level meetings to get a direct firsthand account of the progress and issues that may inhibit progress. While not yet reflected in the attached Quarterly Status Report, TA and JPB staff are developing a revised format that will provide important details, such as issues, changes, or delays, that can be used to help develop future forecasts, budget planning and improve decision-making. Staff is targeting to include this revised format in subsequent reports.

An immediate adjustment, which staff was able to incorporate in this QSR, is to include level 2 reporting on a number of Caltrain projects.

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

Fourth Quarter FY2021: April 01-June 30, 2021

Report prepared for the September 02, 2021 TA Board Meeting





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	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q3 FY21	Q4 FY21	Q3 FY21	Q4 FY21	Q3 FY21	Q4 FY21	Q3 FY21	Q4 FY21	
Highways									2
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	G	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	G	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	G	G	G	G	21
00822 - Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	G	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
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00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	G	G	G	G	Y	Y	G	G	34
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	G	G	G	G	G	G	36
00824 - South San Francisco Station Improvement Project (South San Francisco) Phase - Construction	G	G	R	G	R	G	R	G	38

Level 1 Projects

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00814 - Grade Separation Study Report - (South Linden Avenue/Scott Street) Phase - Planning									42
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= 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 (09/18)		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	06/03/20*	05/06/19	10/03/20*

- Progress This Quarter:**
- (1) Continued addressing Caltrans' comments on right-of-way record maps.
 - (2) Continued coordination with US 101 Express Lanes Project.
 - (3) Incorporated Caltrans' additional comments.
 - (4) Submitted Right of Way transfer documents to Caltrans
 - (5) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.
 - (6) Continued coordination with City on Section 83 Quitclaim deed package for right-of-way transfers.

- Future Activities:**
- (1) Obtain Caltrans approval on final right-of-way record maps.
 - (2) City to obtain approval on Section 83 Quitclaim deed package.
 - (4) City to execute Maintenance Agreement with Caltrans.

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.

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,324,278	97%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,964,994	97%	\$93,738,000	100%

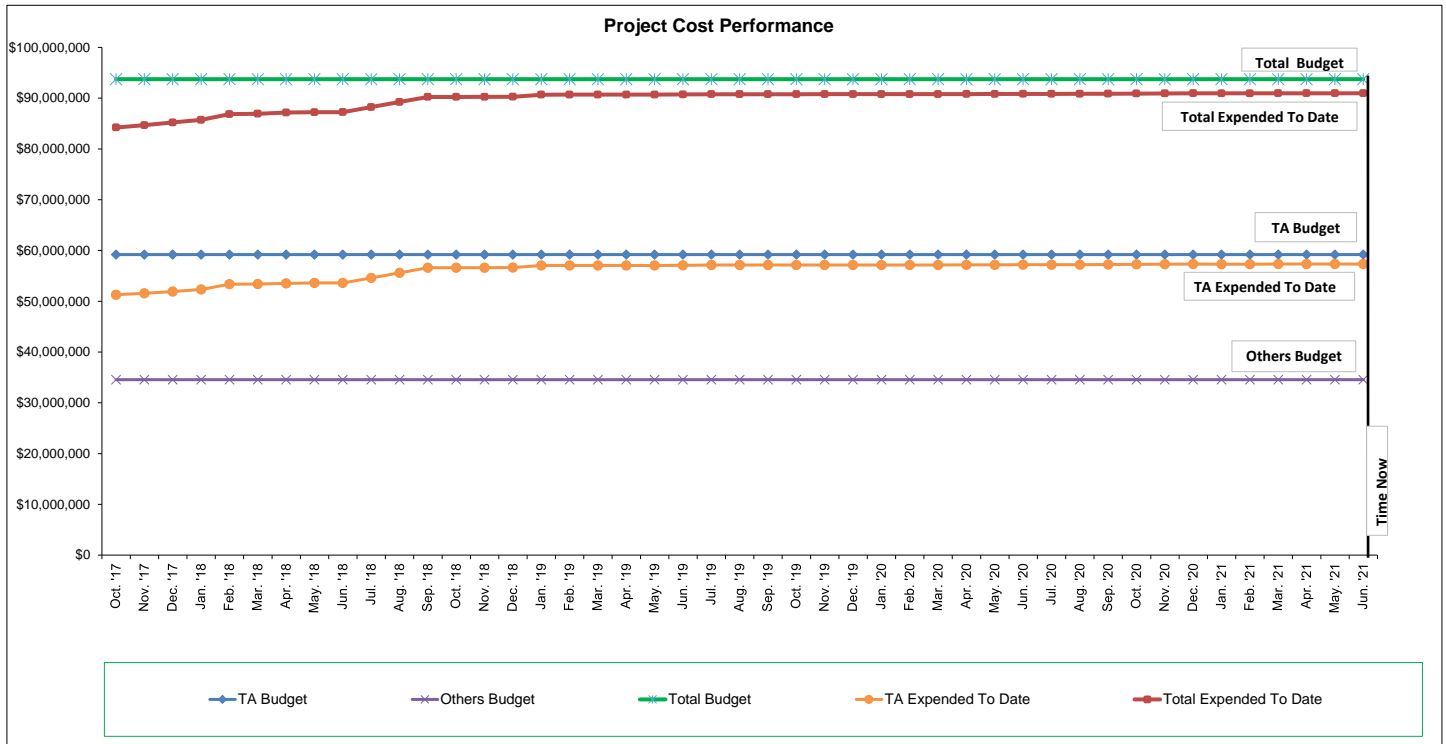
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,324,278	\$1,862,722	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,964,994	\$2,773,006	\$93,738,000	\$0

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 additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also realigned and widened on- and off-ramps, and installed new signals at the ramp intersections.

Project Status Summary:

Project Status Summary:

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, 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	12/31/18	05/08/17	10/31/19

Progress

- (1) City was not awarded Urban Greening Grants.
- (2) City began design development for basic landscape option.
- (3) Caltrans settled claims with contractors.
- (4) Continued to closeout construction phase with Caltrans and City.
- (5) Caltrans, City and TA to finalize the amendment to Coop. Agreement.
- (6) City continued coordination with the US 101 San Mateo County Express Lanes Project.
- (7) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and City of EPA.

This Quarter:

Future

Activities:

- (1) TA to process \$4M STIP funds reimbursement request to CTC.
- (2) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and City of EPA.
- (3) City to update the community and the City Council project status and progress in Quarter 4.

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
SMCTA	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
Total	\$66,800,000	100%	\$63,712,027	95%	\$66,800,000	100%

Issues:

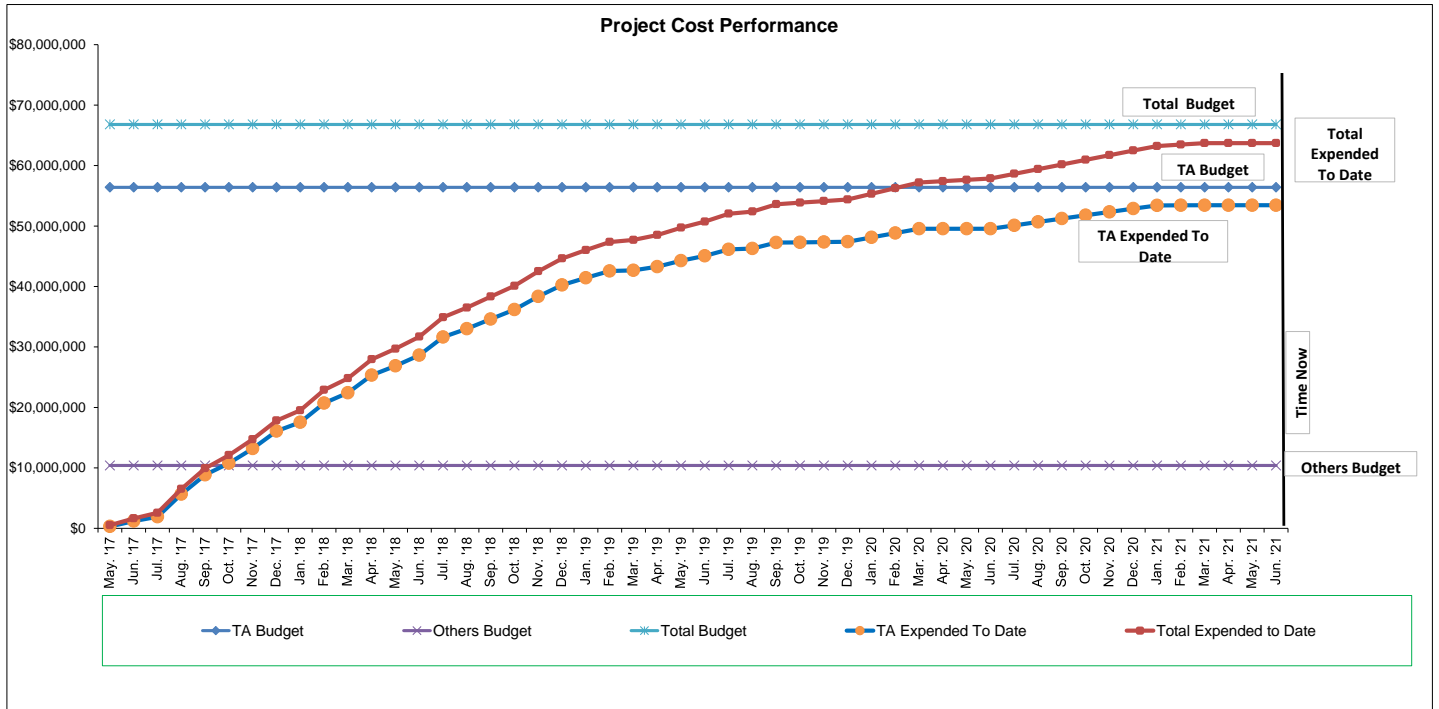
The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

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
Total Project	\$66,800,000	\$63,712,027	\$3,087,973	\$66,800,000	\$0

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 realignment of 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:

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 draft right-of-way appraisal preparation will continue to December 2021. 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.

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	12/31/20*
Right-of-way Support	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20*

Progress This Quarter:

- (1) City coordinated with PG&E on Project design features abutting substation property.
- (2) City continued work on base mapping and appraisal mapping.
- (3) City continued capital funding pursuit planning and activities,
- (4) City solicited proposals for Funding Plan Development.
- (5) City continued work with Caltrans on draft Maintenance Agreement.
- (6) City initiated work on updating Project phasing concept in Approved Project Report.

Future Activities:

- (1) City to obtain approval of base maps and submit draft appraisal maps to Caltrans.
- (2) City to seek approval of appraisal maps by Caltrans.
- (3) City to continue capital funding pursuit and initiate development of formal Funding Plan
- (4) City to continue to explore project phasing concept in an effort to reduce initial construction cost

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 will be paused and draft right-of-way appraisal preparation will continue to December 2021. 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
SMCTA	\$8,140,000	79%	\$6,773,364	83%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,560,126	74%	\$2,110,000	21%
Total	\$10,250,000	100%	\$8,333,490	81%	\$10,250,000	100%

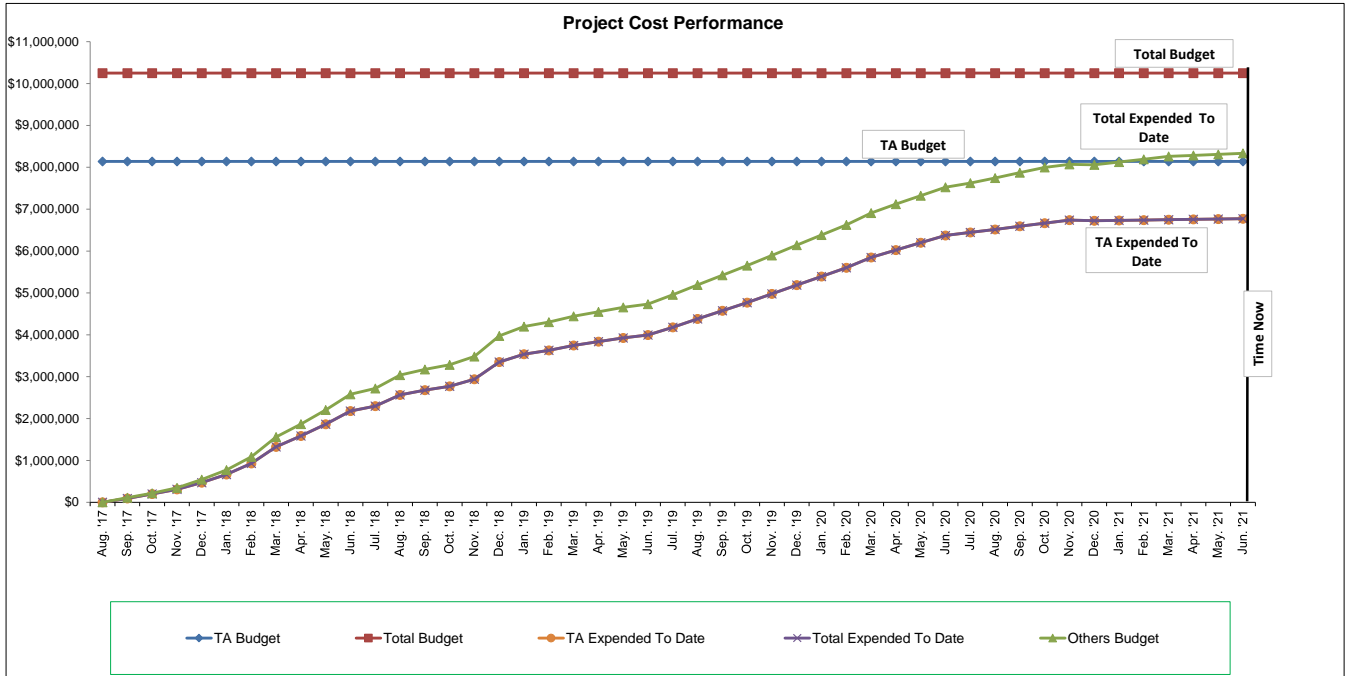
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,773,364	\$1,366,636	\$8,140,000	\$0
City	\$2,110,000	\$1,560,126	\$549,874	\$2,110,000	\$0
Total Project	\$10,250,000	\$8,333,490	\$1,916,510	\$10,250,000	\$0

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 (12/17)		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	12/31/20	01/01/18	12/31/20

Progress This Quarter: (1) City completed Phase II biological monitoring
(2) City Continued to revise Monitoring Report

Future Activities: (1) City to obtain Caltrans' approval on final report
(2) City to continue work with Caltrans to close out the project

Issues: None

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,730,818	99.9%	\$7,735,075	50%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	29%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,428,016	100.0%	\$15,432,273	100%

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	\$7,730,818	\$4,257	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,428,016	\$4,257	\$15,432,273	\$2,412,108

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

Project Cost Performance



* 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

Progress

This Quarter:

1. Continue to review and issue change orders for both south and north contracts
2. Completed demolition of median barrier
3. Completed construction of most of new median barrier in Block 4 (Boraday - I-380)
4. Completed median sign foundation in Block 4
5. Completed median paving
6. Installed new protective plates in underpass foundations at Hillsdale Boulevard and 3rd Avenue
7. Capital Preventive Maintenance (CAPM) roadway rehabilitation paving substantially complete
8. Draft and negotiate Operations and Maintenance Agreements.
9. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Future Activities:

1. Completion of Block 4 paving
2. Completion of sign foundation in Blocks 1,2 and 3 (Whipple - Broadway)
3. Install tolling equipment northern segment
4. Continue Draft and negotiate Operations and Maintenance Agreements.
5. Provided enhanced pavement delineation on the freeway to improve safety
6. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$28,079,966	92%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$43,013,507	45%	\$95,000,000	16%
Loan/Future Toll	\$86,500,000	15%	\$64,430,102	74%	\$86,500,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$219,915,241	72%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$28,417,340	54%	\$53,000,000	9%
Total	\$581,170,000	100%	\$393,356,155	68%	\$581,170,000	100%

* \$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:

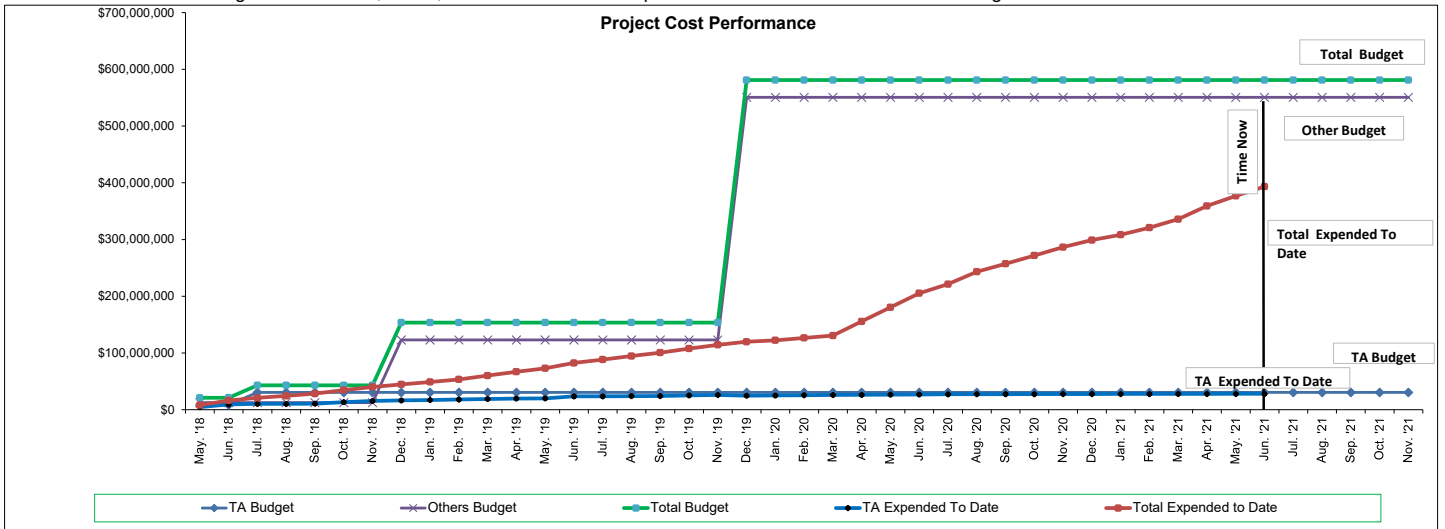
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$28,079,966	\$2,420,034	\$30,500,000	\$0
Others	\$550,670,000	\$365,276,190	\$185,393,810	\$550,670,000	\$0
Total Project	\$581,170,000	\$393,356,155	\$187,813,845	\$581,170,000	\$0

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	11/30/19*

Progress

- (1) Continued coordination with County and Caltrans for the Planning Commission Meeting.
- (2) County continued to pursue funding sources for construction phase.

This Quarter:

Future

Activities:

- (3) Complete 100% PS&E
- (4) Resolve long term maintenance responsibility and negotiate maintenance agreement with Caltrans

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
SMCTA	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%

Issues:

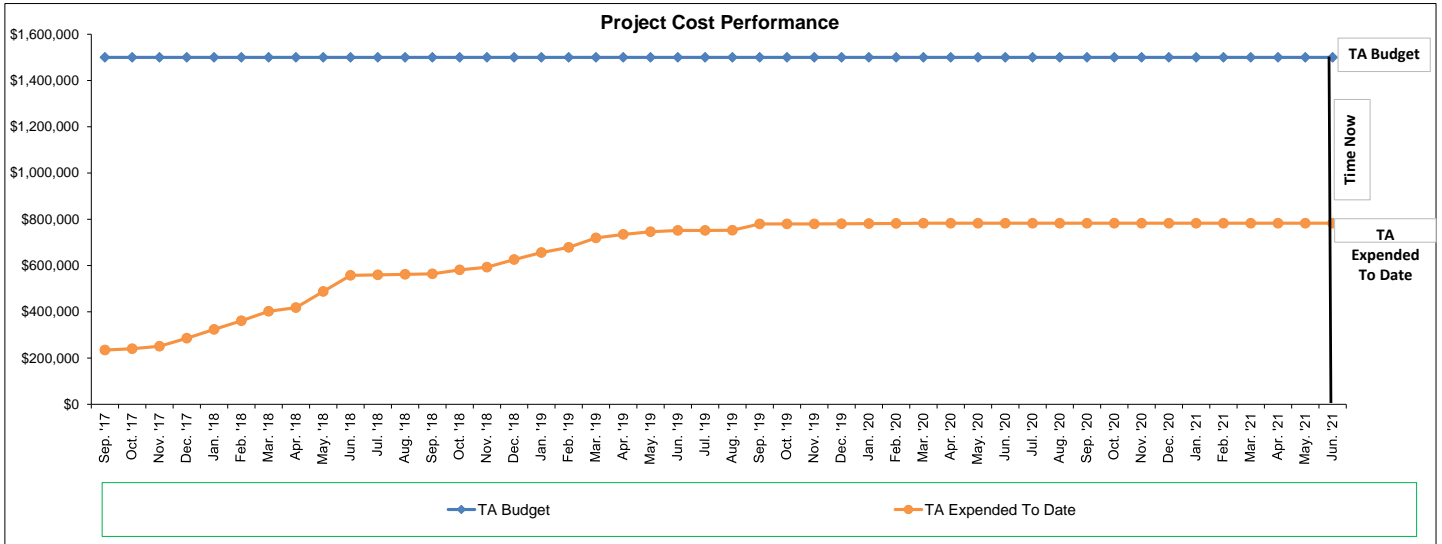
None

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
Total Project	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0

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 with the addition of bike lanes.

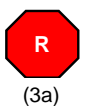
Project Status Summary:

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 with a one-year construction delay clause and which includes some scope of work shifted from the U.S. 101 Express Lanes Project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. 8 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.

Issues:

None

Schedule:



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	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	7/31/22*

Progress This Quarter:

- (1) City was not awarded ATP grants.
- (2) City stopped all engineering work.

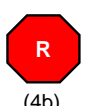
Future Activities:

- (1) City has opted to suspend work until a clear funding plan can be developed
- (2) Coordinate with the US 101 Express Lane project

Issues:

*The City stopped all engineering work in March. 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 :



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

Issues:

The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

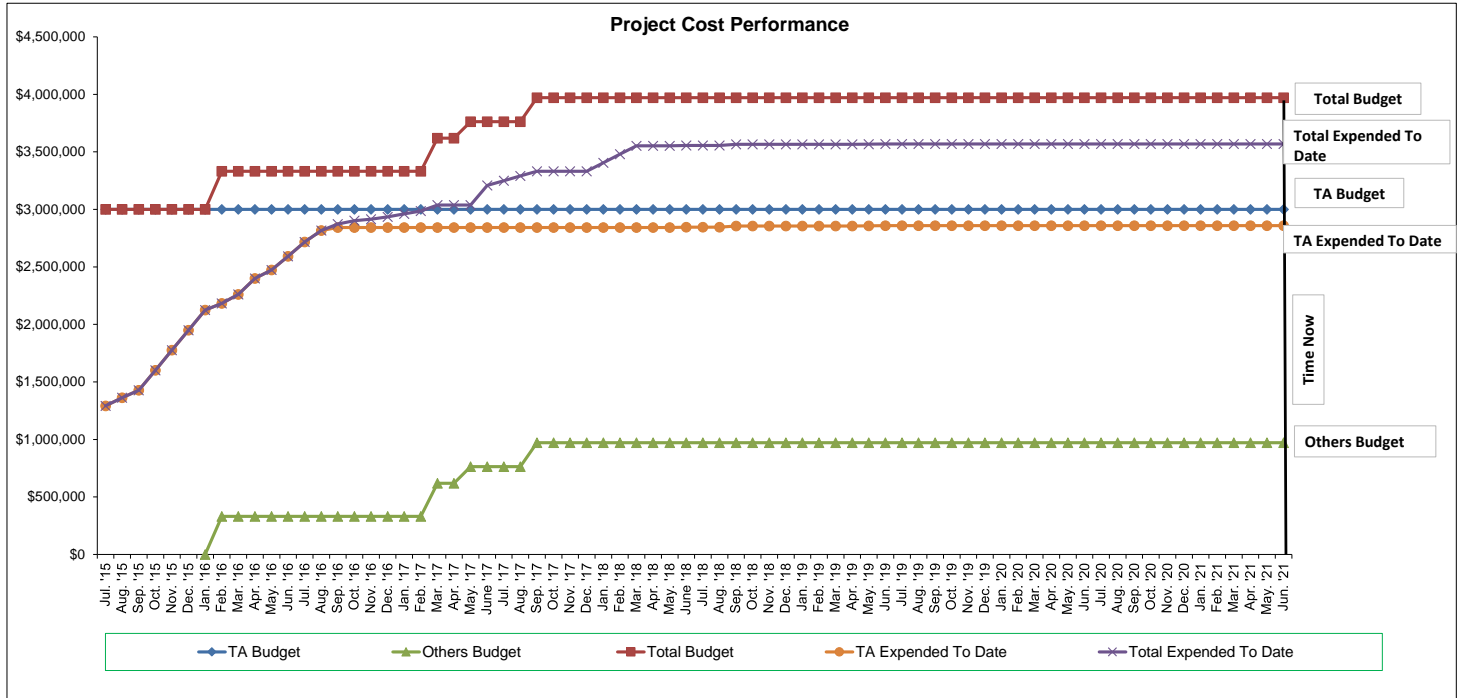
Budget:



(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	\$763,063	\$710,117	\$52,946	\$763,063	\$0
Total Project	\$3,763,063	\$3,568,892	\$194,171	\$3,763,063	\$0

Note: Budget is for PA&ED and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study and the \$1,000,000 fund provided for the construction of the Pedestrian Overcrossing.



* Cost inception from the beginning of current phase.

Issues:

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds. In November 2019, TA Board programmed and allocated an additional \$2.6 M to accommodate one-year construction delay and scope shifting from the Express Lanes Project to the Holly Project. Since work will remain with Express Lanes Project, TA to seek Board authorization to reallocate the associated fund back to Express Lanes Project.

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. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of 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 City of San Mateo (City) as the project sponsor to move forward into the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. 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.

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	07/31/22



- Progress This Quarter:**
- (1) Submitted the project Quality Management Plan to Caltrans
 - (2) City hosted an Environmental Scoping meeting
 - (3) Revised MOU with City of San Mateo was approved by the City
 - (4) The City of San Mateo provided an update to City of Burlingame
 - (5) Continue environmental and technical studies
 - (6) Documented formal scoping comments for consideration during environmental process
 - (7) Finalized traffic studies with Caltrans

- Future Activities:**
- (1) Continue to work on of various environmental and technical studies
 - (2) Execute revised MOU with City of San Mateo
 - (3) Coordinate with Caltrans on various draft and final environmental and technical studies to obtain final approval

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$2,223,396	64%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$2,223,396	64%	\$3,500,000	100%

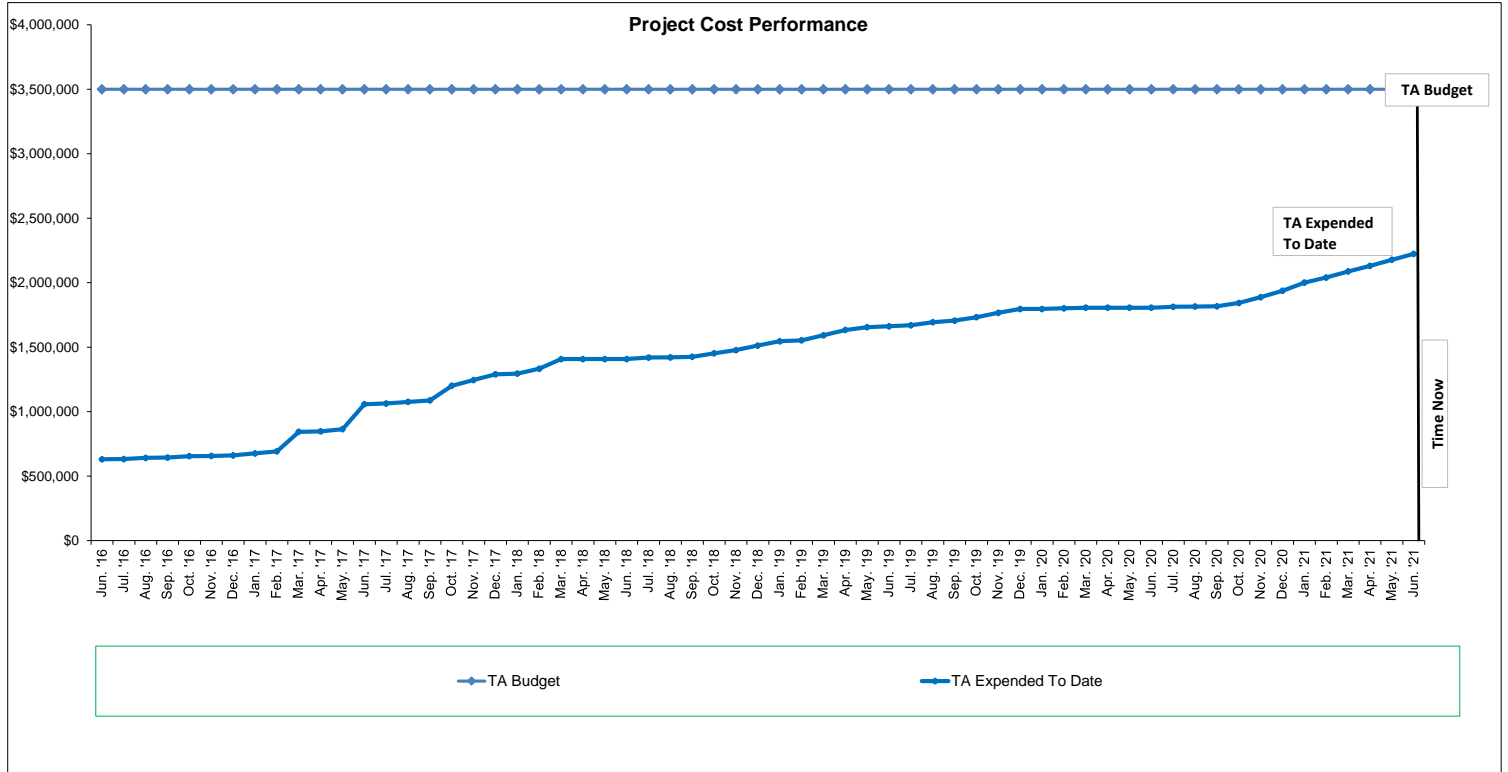


Issues: Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach. Based on initial analysis, there is enough funding for TA staff to issue a Limited Notice to Proceed to consultant to continue work until November 2021. The City agreed to provide \$600,000 to continue consultant work while working to finalize the additional cost and resources needed. Funding will be updated after agreement is executed.



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$2,223,396	\$1,276,604	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$2,223,396	\$1,276,604	\$3,500,000	\$0

Note: Budget is for PID & PA&ED phases. Budget table will be updated after agreement is executed.



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

Issues: Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach.

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 from 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. The properties impacted by the design alternatives have been identified.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/19)		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	12/31/21	07/20/17	12/31/21

Progress This Quarter:

- (1) Updated cost estimates for build alternative
- (2) Submitted draft Traffic Operations Analysis Report to Caltrans
- (3) Submitted draft Air Quality Assessment Report to Caltrans
- (4) Prepare Scoping Meeting materials and provided to Caltrans

Future Activities:

- (1) Update Design Schedule.
- (2) Update and submit project schedule to Caltrans
- (3) Coordinate submittal reviews with Caltrans
- (4) Conduct the Environmental Scoping Meeting for the project

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$2,204,871	62%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$222,707	74%	\$300,000	8%
Total	\$3,850,000	100%	\$2,427,578	63%	\$3,850,000	100%

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

Issues:

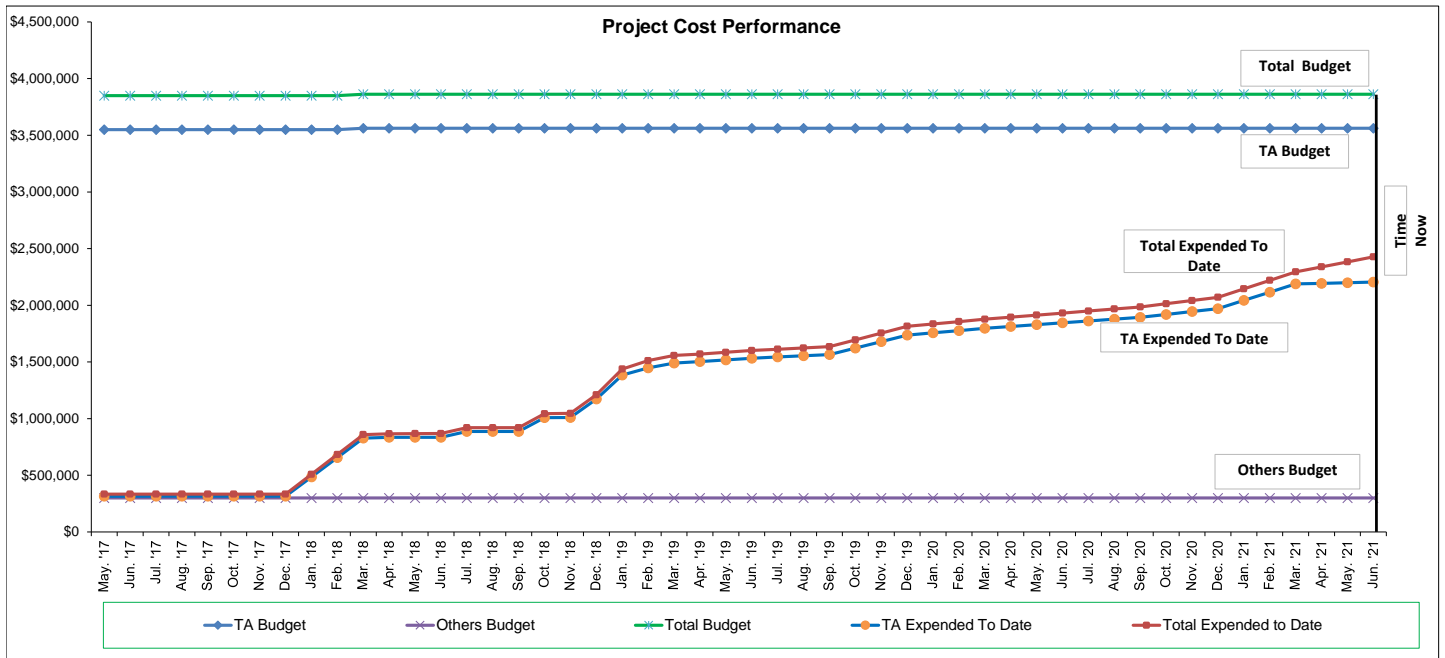
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,204,871	\$1,345,129	\$3,550,000	\$0
Others	\$300,000	\$222,707	\$77,293	\$300,000	\$0
Total Project	\$3,850,000	\$2,427,578	\$1,422,422	\$3,850,000	\$0

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 interchange to a partial cloverleaf interchange, 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 completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids 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 (1/30/21)		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	10/15/21

Progress This Quarter: (1) Completed 95% PS&E and sent to Caltrans for review.
 (2) Coordinated project funding with SMCTA.
 (3) Continued to coordinate with Caltrans for the Project Maintenance Agreement.

Future Activities: (1) Complete 100% PS&E.
 (2) Caltrans to review and issue encroachment permit.
 (3) City to review and execute Project Maintenance Agreement with Caltrans

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,231,887	94%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,436,248	96%	\$26,611,535	100%

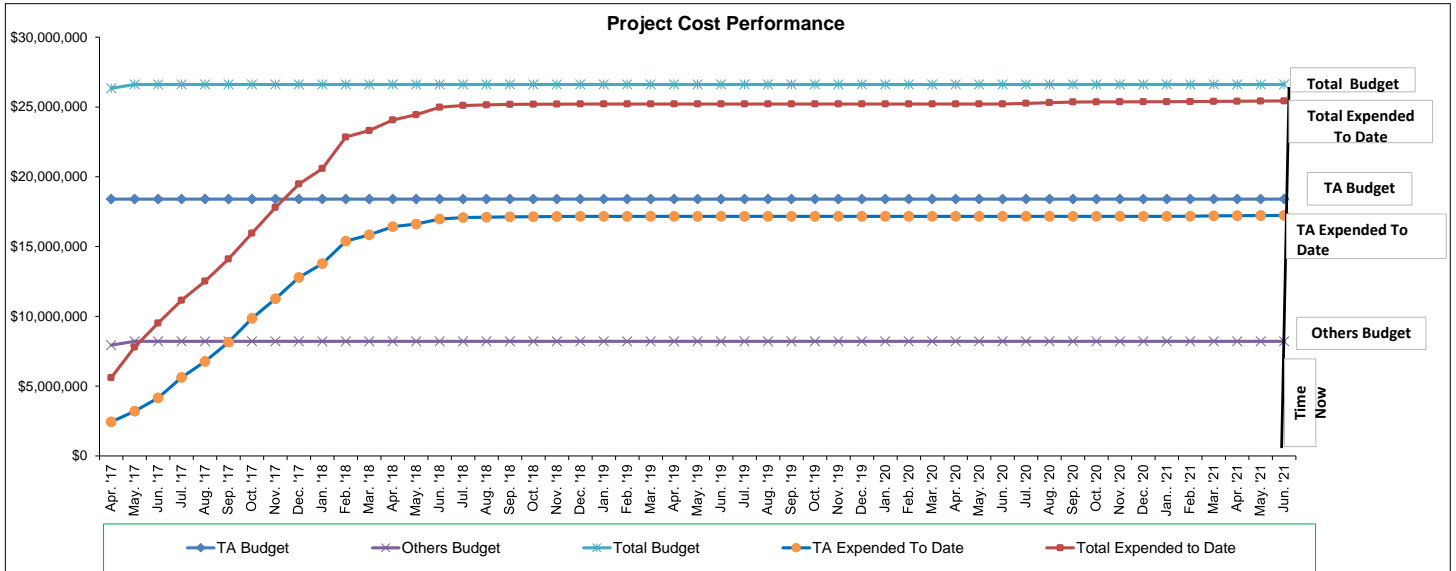
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,231,887	\$1,168,113	\$18,400,000	\$0
Others	\$8,211,535	\$8,204,361	\$7,174	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,436,248	\$1,175,287	\$26,611,535	\$0

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




* Cost inception from the beginning of construction phase.

Issues: None

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


TA Role: Funding Agency

Sponsor: City of Half Moon Bay (Implementing Agency)

Scope:  This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled 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 and Main Street and Higgins Canyon Road and modify 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 completion is expected by the end of 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	07/01/20	09/30/21	07/01/20	09/30/21	09/15/20	12/31/21

Progress This Quarter: (1) Completed Relocation of high voltage vault
(2) Completed all concrete work for the sidewalks, median, curb and gutter
(3) Completed Signal and lighting structures

Future Activities: (1) Complete landscape
(2) Remove K-rails and grid pavement for overlay
(3) Complete paving work

Issues: None.

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$2,590,792	66%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$828,000	76%	\$1,095,000	22%
Total	\$5,035,000	100%	\$3,418,792	68%	\$5,035,000	100%

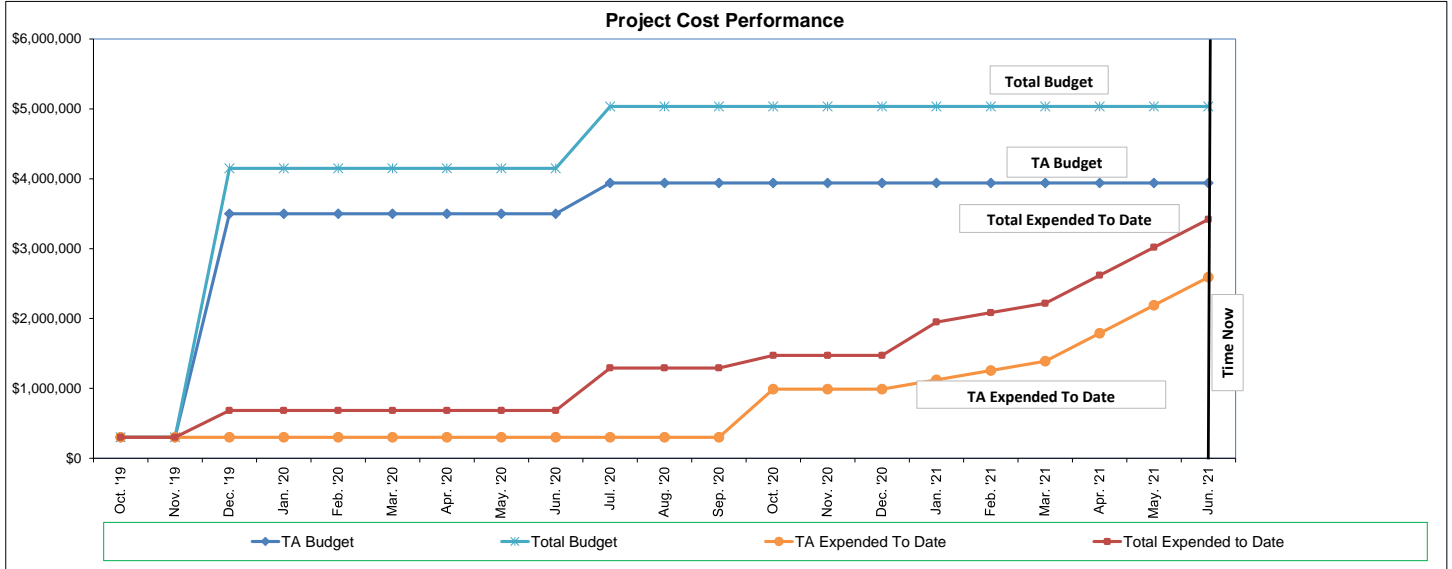
Note: Funding is \$300,000 for design and \$3,640,000 for construction

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	\$2,590,792	\$1,349,208	\$3,940,000	\$0
Others	\$1,095,000	\$828,000	\$267,000	\$1,095,000	\$0
Total Project	\$5,035,000	\$3,418,792	\$1,616,208	\$5,035,000	\$0



Issues:

000823 - 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 accesses 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 one-hundred percent design Plans, Specifications & Estimates 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.

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	12/31/21	06/15/20	12/31/21

Progress This Quarter:

(1) Incorporated comments and submitted revised plans for Frontage Road/Terrace Avenue intersection for Caltrans' review

Future Activities:

- (1) Obtain approval of revised PS&E submittal from Caltrans
- (2) Work with PG&E to relocate gas and electric lines impacted by the project
- (3) Obtain Caltrans' final encroachment permit

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
SMCTA	\$300,000	33%	\$300,000	100%	\$300,000	33%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$600,000	67%	\$568,733	95%	\$600,000	67%
Total	\$900,000	100%	\$868,733	97%	\$900,000	100%

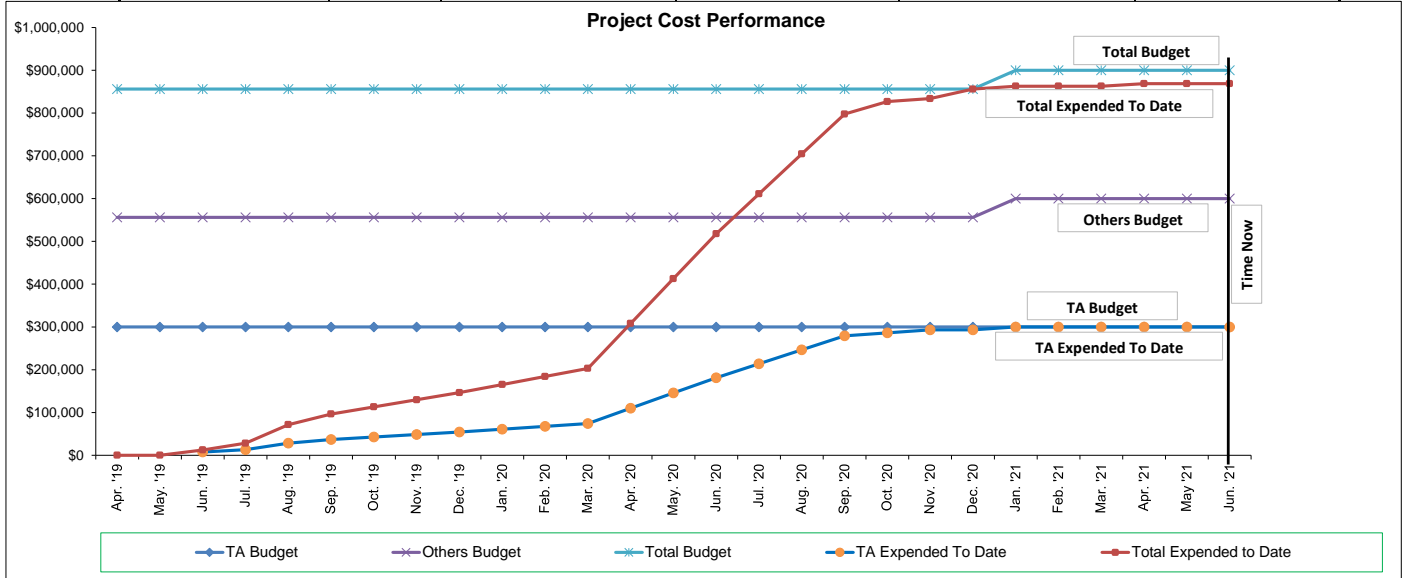
Issues:

Approximately additional \$4.5 Million will be required during construction phase.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$300,000	\$0	\$300,000	\$0
Others	\$600,000	\$568,733	\$31,267	\$600,000	\$0
Total Project	\$900,000	\$868,733	\$31,267	\$900,000	\$0




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 and I 280 from the terminus of US 101 Managed 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 has been provided 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) Obtained approval of topographic survey part B2 from Caltrans
- (2) Submitted revised draft methodology memorandum to Caltrans for review and approval
- (3) Submitted draft Geometric Approval Drawing for Caltrans' review and approval
- (4) Submitted draft outreach material for the Environmental Scoping Meeting to Caltrans and conducted coordination meetings
- (5) Conducted Project Development Team meeting with Caltrans and C/CAG
- (6) Prepared initial drafts of bridge Advanced Planning Study drawings
- (7) Prepared draft critical habitat maps and draft map of Area of Potential Effects

Future Activities:

- (1) Conduct Environmental Scoping Meeting
- (2) Conduct outreach to cities of Brisbane and South San Francisco as well as San Francisco County Transportation Authority
- (3) Prepare initial draft of environmental technical studies
- (4) Complete the initial drafts of bridge Advanced Planning Study drawings
- (5) Prepare draft design exception document

Issues: None

Funding: 

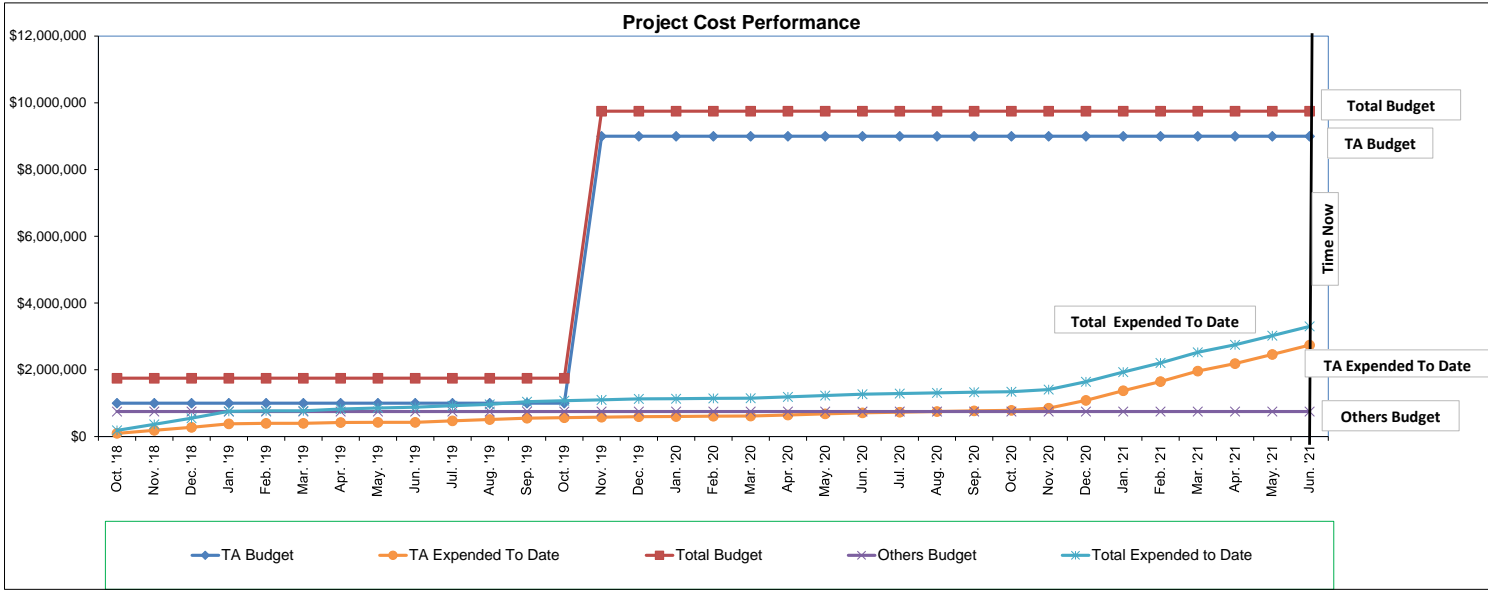
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$2,741,020	30%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$3,301,725	35%	\$9,560,705	100%

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	\$2,741,020	\$6,258,980	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$3,301,725	\$6,258,980	\$9,560,705	\$189,295

Note: Budget is for PID and PA/ED phase only.




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. A Project Information Meeting is scheduled in May to provide an update to the communities.

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


Progress This Quarter:

- (1) CT continued conducting recurring Project Development Team (PDT) meetings.
- (2) CT submitted a revised Right of Way Data Sheet
- (3) CT circulated a Traffic Operations Analysis Report for review.
- (4) CT submitted a slope paving Advanced Planning Study
- (5) CT performed coordination with the Express Lane project on landscape overlap and discussed fund transfer mechanism
- (6) CT began Right of Way Data Sheet, Fact Sheet, and Advance Planning Study.
- (7) CT conducted a public outreach meeting

Future Activities:

- (1) CT to submit Capital and Support Cost for PS&E estimates
- (2) CT to distribute the second draft of the Project Report.
- (3) CT to continue work on the cooperative agreement for the PS&E phase

Issues: None

Funding: 

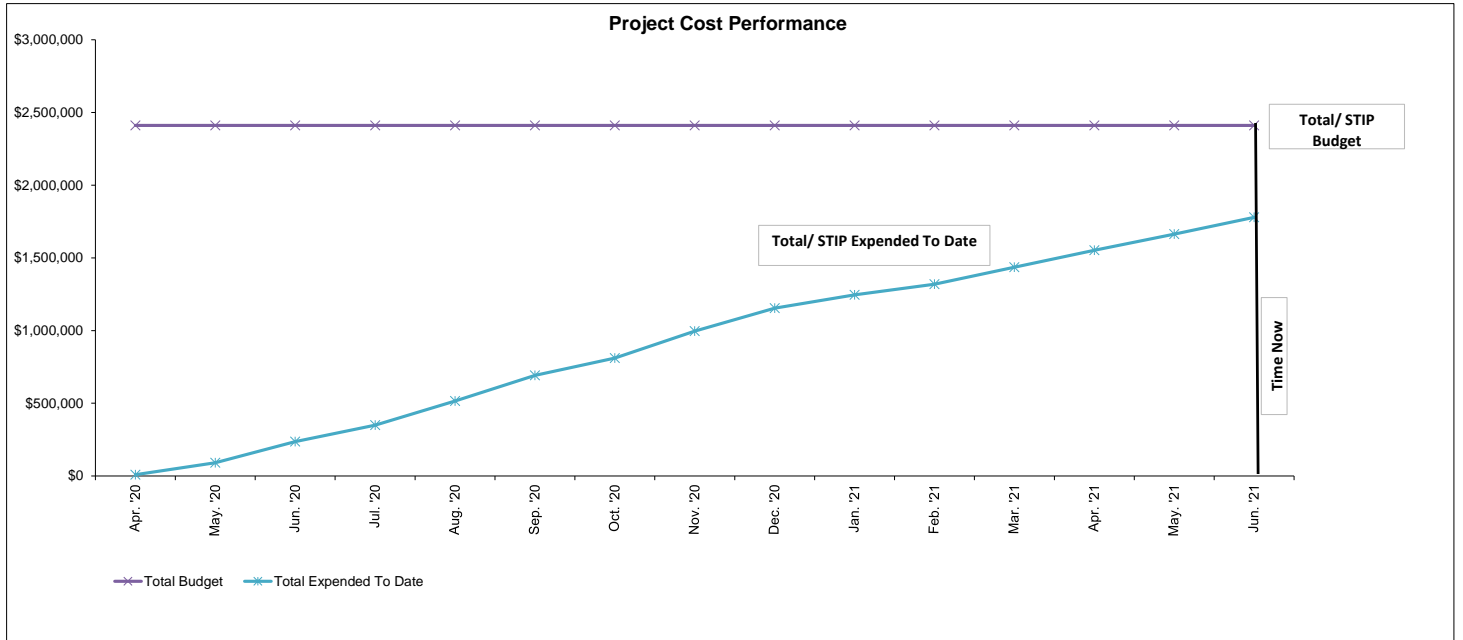
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$2,411,000	100%	\$1,778,857	74%	\$2,411,000	100%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$2,411,000	100%	\$1,778,857	74%	\$2,411,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$1,778,857	\$632,143	\$2,411,000	\$0
Total Project	\$2,411,000	\$1,778,857	\$632,143	\$2,411,000	\$0




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 (9/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	12/31/21


Progress This Quarter:

- (1) Submitted B2 Topographic Survey Report to Caltrans
- (2) Submitted Traffic Operations Analysis Methodology memorandum
- (3) Obtain Topographic Survey Letter A approval
- (4) Submitted Traffic methodology memorandum to Caltrans for review and approval

Future Activities:

- (1) Complete the topographic ABC process
- (2) Complete traffic data validation and obtain approval from Caltrans

Issues: None

Funding: 

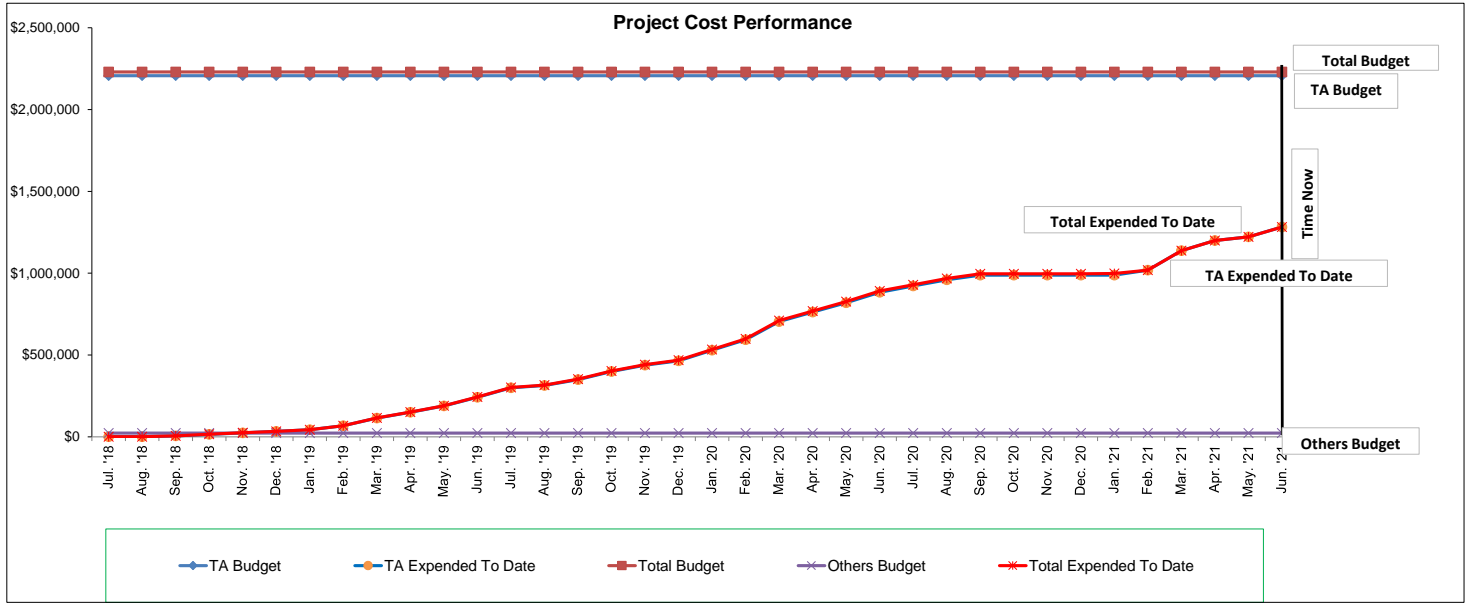
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$1,282,413	60%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$8,202	37%	\$22,309	1%
Total	\$2,230,000	100%	\$1,290,615	60%	\$2,163,000	100%

Issues: Full funding for the Environmental phase will not be available until after the Short Range Highway Plan is finalized and the next Highway Program call for projects.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$1,282,413	\$858,278	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
Total Project	\$2,230,000	\$1,290,615	\$872,385	\$2,163,000	\$67,000



Issues: None

Level 2 Projects
Caltrain-Grade
Separation

25th AVENUE GRADE SEPARATION PROJECT



SCOPE:



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

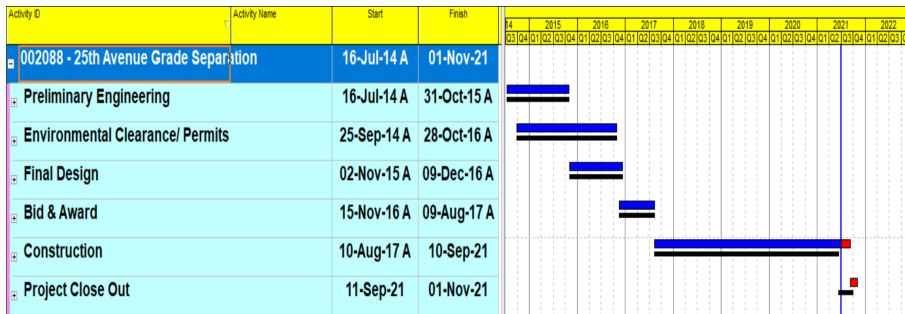
- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform.

Scope includes 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. Construction Contract was awarded in August 2017. Project is currently in construction phase. JPB is the lead implementing agency.

Issues:

No Issues related to Scope of Work.

SCHEDULE:



Progress:

Apr - Jun 2021

- (1) Closed Westbound 25th Ave.
- (2) PG&E provided power to Hillsdale Station. Installed and connected systems at the new station.
- (3) Opened Hillsdale Station.
- (4) Continued demolition, excavation on 25th Ave.
- (5) Continued drainage work at 25th Ave.
- (6) Continued on RW 4 and RW 5 at 25th Ave.
- (7) Continued concrete flatwork 31st Ave.
- (8) Continued Railings on 31st Ave.
- (9) Continued Roadway Grading 31st Ave.
- (10) Continued Installing Drainage at 31st Ave.

Future

Activities:

Jul - Sep 2021

- (1) Pave 25th and 31st Ave.
- (2) Concrete flatwork 25th and 31st Ave.
- (3) Upgrade traffic signals at 31st Ave. intersections.
- (4) Begin Signal work at 25th Ave. and Delaware Intersection.
- (5) Install systems at 31st Ave. Pump Station.
- (6) Complete construction phase.

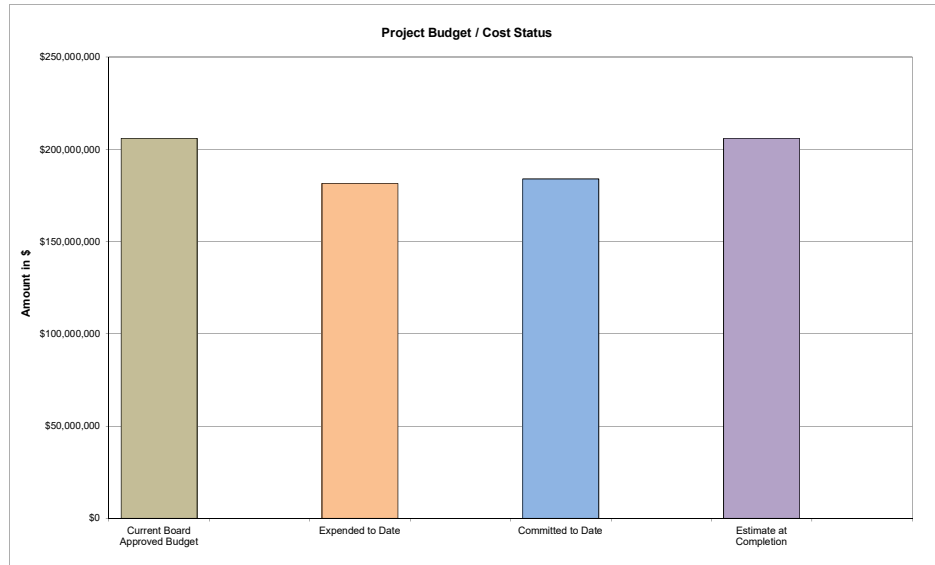
Issues:

- (1) Calwater Agreement for work on 28th and 25th Ave - needs to be executed (can cause potential schedule impacts to project).
- (2) Coordination with City of San Mateo for 25th Ave Stage Construction Work.

25th AVENUE GRADE SEPARATION PROJECT

BUDGET:

	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$205,900,000	\$181,505,515	\$183,963,018	\$205,900,000	\$0

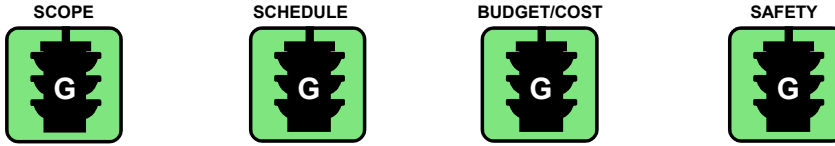


Issues: None.

SAFETY: No incidents reported this quarter.



BURLINGAME BROADWAY GRADE SEPARATION PROJECT



SCOPE:



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

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline														
				7/23	8/31	9/30	10/31	11/30	12/31	1/31	2/28	3/31	4/30	5/31	6/30			
100244 - Burlingame Broadway Grade Sep		18-Dec-17 A	04-Jul-23															
Preliminary Engineering 35%		18-Dec-17 A	30-Oct-19 A															
Environmental Clearance/ Permits		01-Dec-19 A	08-Oct-20 A															
Final Design		04-Jan-21 A	04-Jul-23															

Progress:

Apr - Jun 2021

- (1) Met with the City of Burlingame to discuss Value Engineering (VE) Options. JPB is considering doing a risk analysis to address the City's concerns.
- (2) Started geotechnical investigation.
- (3) Design team continued working on those elements of the project which are not impacted by VE Options.

Future

Activities:

Jul - Sep 2021

- (1) Hold JPB internal workshop/meeting to discuss City of Burlingame's concerns regarding VE Option #3 and draft a response.
- (2) Agree upon VE Options 1, 2 4 & 5 with City of Burlingame and proceed to 65% design
- (3) Finalize bus stop locations at Broadway station.
- (4) Continue geotechnical investigation, analysis of Easton Creek and Sanchez Creek hydraulics and design development on those elements of the project that are not impacted by VE Options.

Issues:

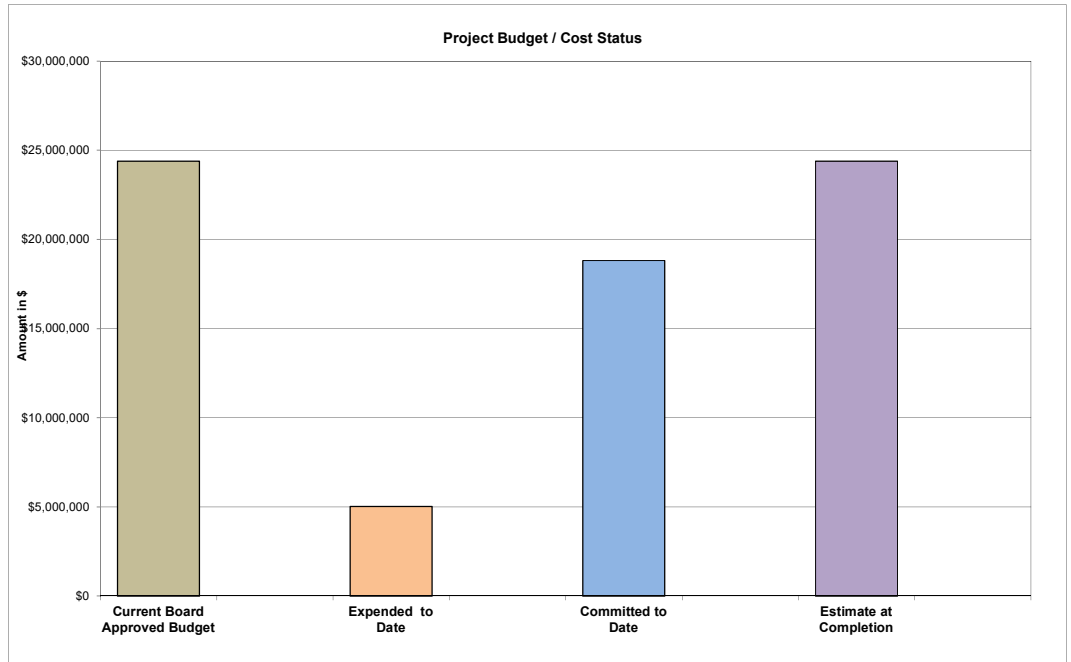
A potential schedule delay of 2-6 month has been discovered due to unresolved issues associated with the VE Study. JPB will undertake efforts to minimize, if not eliminate, schedule delays once the issue has been resolved. The next Quarterly Report will provide an update on the results of this effort.

BURLINGAME BROADWAY GRADE SEPARATION PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$24,388,000	\$5,028,249	\$18,812,319	\$24,388,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT



SCOPE:



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.

Issues:

None.

SCHEDULE:



Activity ID	Start	Finish	2015				2016				2017				2018				2019				2020				2021				2022	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
002146 - South San Francisco Station	01-Apr-15 A	31-Mar-22	[Gantt bar spanning from Q1 2015 to Q4 2021]																													
Engineering Design	01-Apr-15 A	17-Mar-17 A	[Gantt bar spanning from Q1 2015 to Q4 2016]																													
Contracts & Procurement (C&P)	18-Mar-17 A	06-Oct-17 A	[Gantt bar spanning from Q3 2016 to Q4 2017]																													
Construction	09-Oct-17 A	30-Nov-21	[Gantt bar spanning from Q4 2017 to Q4 2021]																													
Project Close Out	01-Dec-21	31-Mar-22	[Gantt bar spanning from Q4 2021 to Q1 2022]																													

Note: Schedule was rebaselined this quarter based on the revised construction completion date of November 30, 2021.

Progress:

Apr - Jun 2021

- (1) Completed installation of pump station wet well.
- (2) Completed removing old signal bridge and installed new signal cantilever.
- (3) Completed constructing tracks MT-1 and T-11.
- (4) **Ramp 1:** Completed installation of slab on grade and wall , stairs 1, pump station discharge pipe, roughing in conduits boxes and ground wires. Began wall form work. Began installing tile and water proofing.
- (5) **Ramp 2:** Completed installation of skylight, hand rails, light foundations and light poles. Began installing tile and water proofing.
- (6) **Ramp 3:** Completed installation of light foundations and light poles, testing of dry fire line. Began installing tile, water proofing, grading and landscaping at West Plaza.
- (7) **Poletti Way:** Completed installation of traffic signal cabinets, potholed, retaining wall and bus pad. Began sidewalk and gutter work.
- (8) **Station Platform:** Completed installation of communication cables, set edge forms, placed concrete and at-grade crossing gate arms
- (9) **Pedestrian Underpass:** Completed installation of precast sections, eastern triangle cast in place concrete, conduits and shotcrete work. Began installing tile and water proofing.

Future

Activities:

Jul - Sep 2021

- (1) **Ramp 1:** Complete tile work, water proofing and lighting.
- (2) **Ramp 2:** Complete slab on grade, tile work and water proofing.
- (3) **Ramp 3:** Complete tile work, water proofing, grading and landscaping at West Plaza.
- (4) **Poletti Way:** Complete sidewalk and gutter work, pedestrian traffic lights.
- (5) **Pedestrian Underpass:** Complete tile work, water proofing and lighting.

Issues:

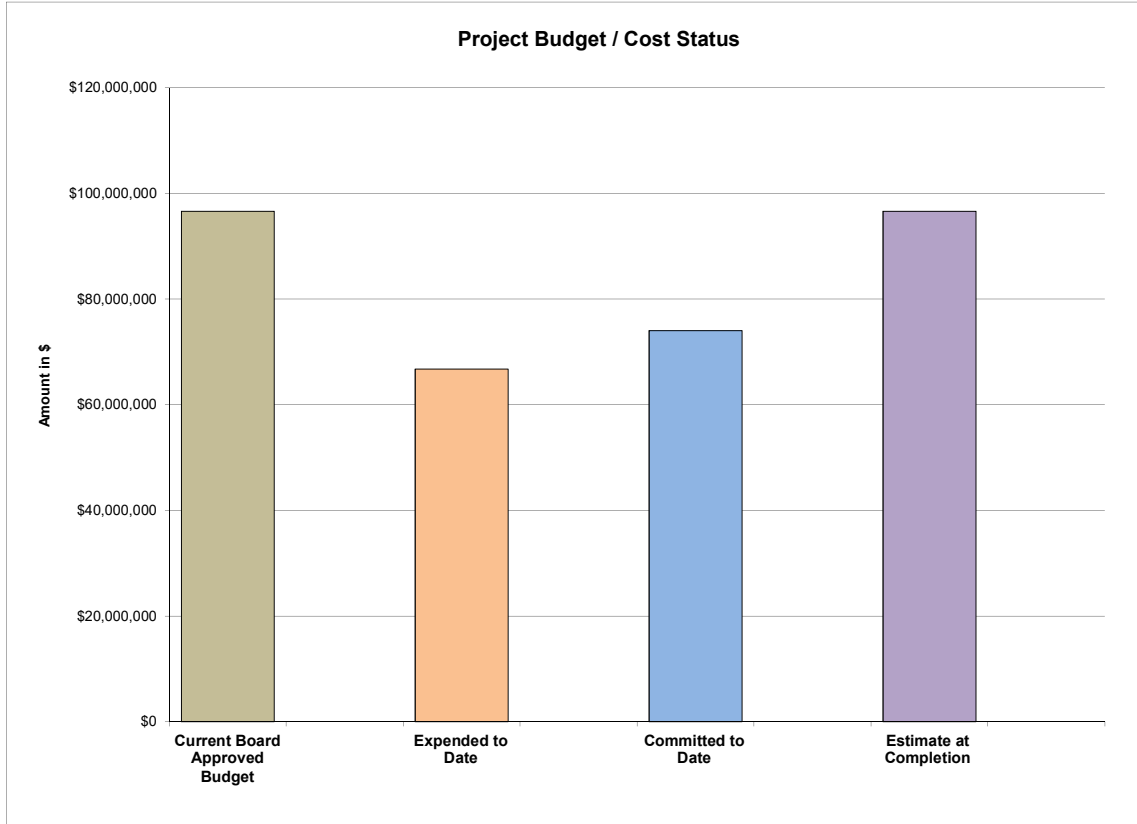
- (1) Getting power to station from PG&E. Issue has been elevated to PG&E management to resolve.
- (2) Getting water service from Cal Water. Working with Cal Water to mitigate.
- (3) Water leaking in the pedestrian underpass. Grouting is currently underway to eliminate leakage.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$96,600,000	\$66,699,976	\$74,005,813	\$96,600,000	\$0



Issues: Estimate at Completion (EAC) and budget were increased this quarter. The Board approved the increase at the July 2021 Board meeting and is being reflected in this report.

SAFETY: No incidents reported this quarter.



TA – Caltrain Project

**TA - Caltrain Projects (Continued):
Railroad Grade Separations**

00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street	SMCTA Budget	Expended	Remaining
<p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco (SSF) and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning. (Scheduled for completion approximately, June 2021)</p> <p>Status: Project team prepared invoices, progress reports, updated project schedule and held monthly PDT meetings. Completed the Final Draft PSR for Cities of South San Francisco and San Bruno and Caltrain for review. Revised PSR to incorporate comments and finalized PSR. Prepared closeout material and conducted monthly Project Development Meetings.</p>	\$650,000	\$649,968	\$32

100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p>Phase: Planning. (Scheduled for completion approximately, July 2021)</p> <p>Status: Project team continued ongoing project coordination, prepared monthly progress reports and invoices, scheduled/held PDT meetings and updated the project schedule. Further developed materials and added to the virtual open house. Closed on-line survey and compiled results. Continued to refine the geometry of alternatives, including coordination with future development sites. Generated a modified draft/final report outline and materials. Continued Project Development Meetings.</p>	\$750,000	\$741,989	\$8,011

**TA - Caltrain Projects (Continued):
Station Closure**

100579 - Atherton Caltrain Station Closure Project (Town of Atherton)	SMCTA Budget	Expended	Remaining
<p>Scope: Caltrain and the Town of Atherton have agreed to close the Atherton Station, which includes station demobilization, removal of center boarding platform, installation of permanent safety fencing along right-of-way (ROW) and implementation of four-quadrant gates at the Watkins Ave. grade crossing. The project budget includes a \$400K pass through to the Town for station property site improvements and/or an access improvement study.</p> <p>Phase: Demobilization and Construction. (Scheduled for completion approximately, December 2023)</p> <p>Status: Filed Environmental notice of exemption with San Mateo County Recorder's Office. Worked with JPB Contracts to start the work directive process with design consultant to conduct final design activities for the Watkins Avenue Crossing Improvements (quad gates) and continued meeting with Stakeholders.</p>	\$4.125M	\$30,904	\$4,094,096

Ferry **Program Project**

TA - : San Mateo County Ferry Service

100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)	SMCTA Budget	Expended	Remaining
<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 the SMCTA. Many of the information items and analyses required for this business plan were already prepared as part of the Redwood City Ferry Financial Feasibility Study & 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>Phase: Business Plan.</p> <p>Status: Funding agreement with the TA was executed July 2021. Port of Redwood City executed the agreement with CDM Smith (consultant) June 2021.</p>	\$160,000	\$0	\$160,000

00743- FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)	SMCTA Budget	Expended	Remaining
<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 March 2022.</p> <p>Phase: Planning.</p> <p>Status: The Project team initiated the Sea Level Rise (SLR) Design Alternatives phase of the project. The Records Search and preliminary geotechnical investigation work was completed. Design Alternatives and initial cost estimates were developed for the project site to address SLR projections for the year 2050 and for the year 2100. The design concepts to address SLR were presented to the US Army Corps of Engineers (USACE), the National Marine Fisheries, and the Regional Water Quality Control Board at a USACE sponsored Inter-agency meeting.</p>	\$350,000	\$40,787	\$309,213

Pedestrian and Bicycle **Program Project**

San Mateo County Transportation Authority

New Measure A Pedestrian and Bicycle Program Project Status Update

Sponsor	Project Name	Funded Phase(s)	Project Status	Award 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	The City and TA executed the funding agreement, 6/2021. Construction contract was awarded and work continued, which included concrete work for sidewalks, ramps, driveways and curb/gutters. *Current expected completion date 11/21.	Dec 2020	Jun 2024	\$0	\$840,000	\$0	\$0
Burlingame	Burlingame Station Pedestrian Improvements Project	Construction	The City and TA executed the funding agreement, 5/2021. Project team obtained community feedback on design concept. *Current expected completion date 9/2022.	Dec 2020	May 2024	\$0	\$600,000	\$0	\$0
Burlingame	California Drive Bicycle Facility	Construction	The City and TA executed the funding agreement, 3/2021. Project team obtained community feedback on preliminary design. *Current expected completion date 7/2022.	Dec 2020	Mar 2024	\$800,000	\$0	\$0	\$0
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Final design and construction	The City and the TA executed the funding agreement, 5/2021. *Current expected completion date 6/2023.	Dec 2020	May 2026	\$0	\$620,800	\$0	\$0
Daly City	Mission Street Streetscape Project	Final design and construction	The City executed the funding agreement for Transportation Development Act, Article 3 (TDA3) funds that are to be used for additional pedestrian safety elements. Project team reviewed potential utility conflicts, investigated concrete under medians and traffic control for concrete work on 95% design plans. *Current expected completion date 6/2022.	Mar 2018	Jul 2023	\$810,000	\$0	\$74,373	\$735,627
Daly City	Vision Zero Community Outreach Program	Program (Non-infrastructure)	The City and TA executed the funding agreement, 5/2021. *Current expected completion date 9/2022.	Dec-20	May-23	\$0	\$50,000	\$0	\$0
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Project team was preparing Notice of Completion and release of retention. *Current expected complete date 06/21.	Mar 2018	Oct 2023	\$300,000	\$0	\$282,094	\$17,906
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	The Environmental Initial Study/Mitigated Negative Declaration (IS/MND) continued to be reviewed. *Current expected completion date 06/2023.	Mar 2018	Sep 2023	\$315,000	\$0	\$114,577	\$200,423
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	The City sent the TA a request letter to extend the schedule to complete the Scope of Work and to amend the original funding agreement, due to additional standard requirements by Caltrans. Project team finalized bid package, coordinated Heritage Tree removal permit and renewed Department of Fish and Wildlife Permit. *Current expected completion date of 9/2022.	Apr 2014	Original: 4/1/2021 Extension: 9/2022	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project team performed a site visit to address ponding issues, updated design to address ponding issues, and finalized design for Rectangular Rapid Flashing Beacon (RRFB). *Current expected completion date of 12/2021.	Mar 2018	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	The City and TA executed the funding agreement, 5/2021. *Current expected completion date 9/2022.	Dec 2020	May 2023	\$0	\$58,226	\$0	\$0
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Construction	The City and TA executed the funding agreement, 3/2021. *Current expected completion date 9/2022.	Dec 2020	Mar 2023	\$0	\$102,703	\$0	\$0
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: Quarterly report for FY 21 Q4 is pending. *Previous expected completion date of 4/2021, revised expected completion date will be provided in the next Quarterly Report.	Mar 2016	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction	The City and TA executed the funding agreement, 7/2021. *Current expected completion date 9/2022.	Dec 2020	Jul 2024	\$0	\$360,000	\$0	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction continued. Signal system and civil work at the intersection completed. *Current expected completion date 8/2021.	Mar 2018	Jul 2023	\$375,000	\$0	\$313,857	\$61,143

San Mateo County Transportation Authority

New Measure A Pedestrian and Bicycle Program Project Status Update

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project is on hold until further funding is identified. Project must secure funding and request an extension by 02/2022 to retain TA funding. *Current expected completion date 6/2024.	Mar 2016	Feb 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	The City and TA executed the funding agreement, 6/2021. Project team commissioned finalizing Scope of Work, which included reviewing and gathering all utility data in the corridor's right-of-way. *Current expected completion date 10/2022.	Dec 2020	Jun 2023	\$0	\$700,000	\$0	\$0
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Construction completed the end of 06/2021. Due to curb extension grade adjustments at 28th Ave/Garfield, the intersection was repaved, which prompted a change order of \$45K, paid by the City.	Mar 2018	Dec 2023	\$380,000	\$0	\$339,500	\$40,500
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Planning, preliminary design/environmental and final design	The City and TA executed the funding agreement, 6/2021. RFP anticipated to begin in 9/2021. *Current expected completion date 11/2021.	Dec 2020	Dec 2023	\$153,000	\$0	\$0	\$0
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction continued, which included installation of Rectangular Rapid Flashing Beacon (RRFB), traffic striping and signal activation. *Current expected complete date 7/2021.	Mar 2016	Jun 2022	\$200,000	\$0	\$83,348	\$116,652
<p>Notes: 1. Projects from the December 2020 Pedestrian and Bicycle Call for Projects with completed funding agreements were added, which include awards from both Measure A and Measure W.</p>									



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.



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.

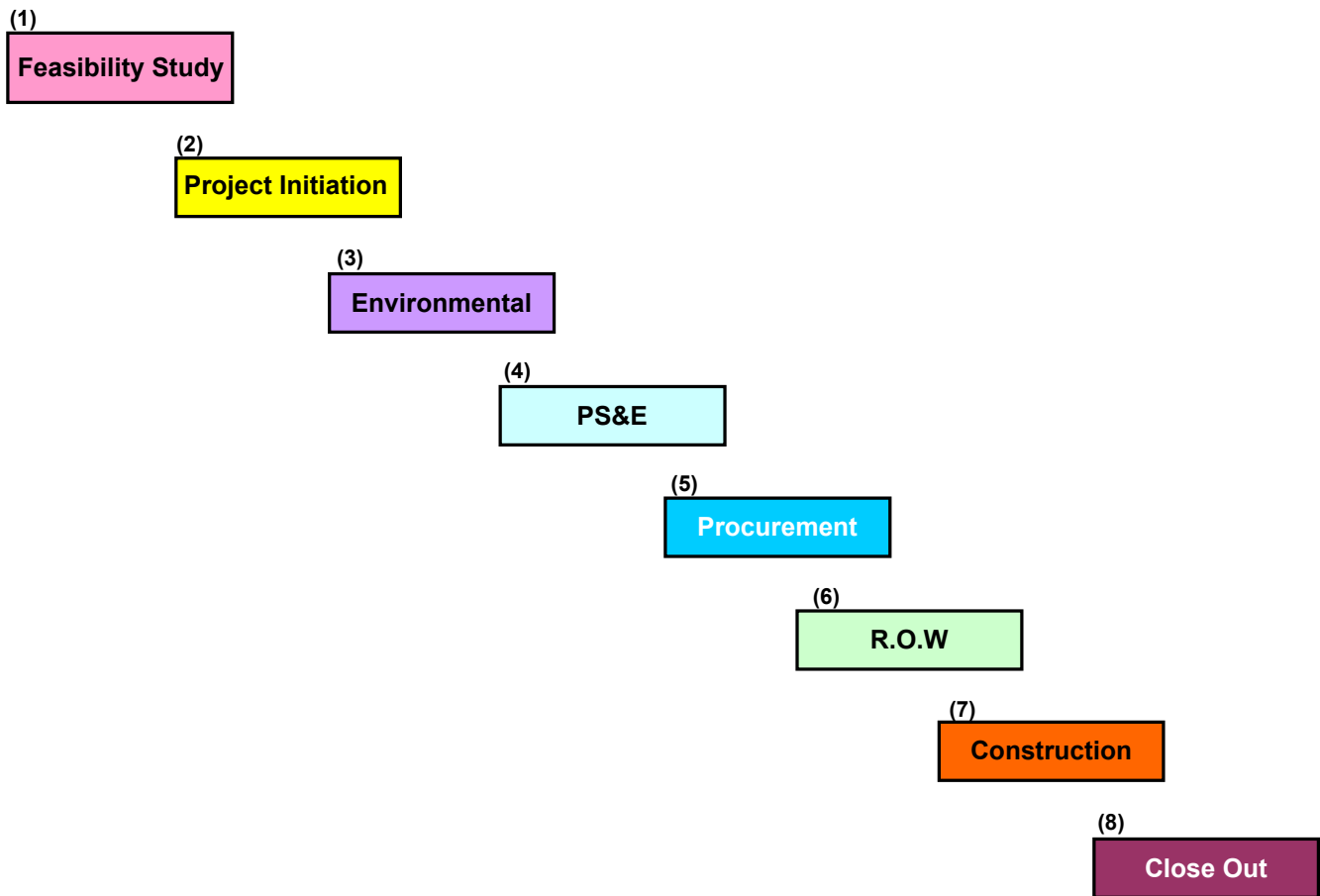
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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.



Performance Status (Traffic Light) Criteria Highway Program

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

Performance Status (Traffic Light) Criteria Caltrain Program

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

Schedule Legend



Completed



Critical path



Baseline/target schedule



BOARD OF DIRECTORS 2021

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CARTER MAU
ACTING EXECUTIVE DIRECTOR

**AGENDA ITEM #9
SEPTEMBER 2, 2021**

MEMORANDUM

To: TA Board of Directors
From: Carter Mau, Acting Executive Director
Subject: Executive Director's Report – August 26, 2021

US 101 Managed Lanes North of I-380 Project

The TA in coordination with the C/CAG, and Caltrans, began the environmental review phase of this project in November of 2020. This project proposes to build managed lanes from just south of I-380 to the San Francisco County line. Caltrans is the owner and operator of the State Highway System and is the lead agency for the preparation of the environmental document. Therefore, Caltrans process must be followed in compliance with the California Environmental Quality Act (CEQA) as well as the National Environmental Policy Act (NEPA). Caltrans is also the agency that will formally approve the project at the end of the environmental review process.

A Notice of Preparation (NOP) for the project was issued on July 20, 2021. The NOP is a brief notice sent by the lead agency to notify the responsible agencies and involved federal agencies that the lead agency plans to prepare an Environmental Impact Review (EIR) for the project. The TA has met with the Cities of Brisbane and South San Francisco as well as the San Francisco County Transportation Authority to give advanced notification about the beginning of the environmental process, given these entities' location to and/or interest in the project.

On August 4, the project team hosted a virtual scoping meeting. Scoping is defined as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed project. The project team provided an overview of the project and solicited questions and comments that would help shape the content of the EIR. Because of the high interest in this project, the public has been afforded an extended period of 45 days to provide comments. **All comments must be submitted in writing by email or postal mail to Caltrans before 5:00 pm on September 3,** to become a part of the public record. Detailed information about the NOP is available at www.101managedlanes.com

US 101/Produce Avenue Interchange Project

City of South San Francisco is the sponsor of this project. The TA has provided \$3.5 million for the Project Initiation Document (PID) and the Project Approval and Environmental Document (PA&ED) phases of this project. The City completed the PID phase and is currently performing the PA&ED phase. An environmental scoping meeting has been scheduled for **Tuesday, August 24, 2021 at 6:00 p.m.** Project scope includes alternatives analysis for a new overcrossing that connects Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. In addition, the project will study alternatives to enhance safety, improve traffic operation and improve bicycle and pedestrian facilities.

Highway Program 2021 Call for Projects Workshop

TA staff hosted the 2021 Highway Program Call for Projects (CFP) workshop on August 11, 2021 following the release of the CFP at the August 2021 TA Board meeting. The workshop covered the updated guidelines, project eligibility, and evaluation criteria based on the newly adopted Short Range Highway Plan and Capital Improvement Program 2021-2030. In total, 22 participants were present from local jurisdictions. Participants were excited to hear about the TA's new early application review opportunity for project sponsors to get feedback on their write-ups prior to submitting their formal applications. Based on sponsors' feedback, 16 projects are likely to be submitted to the CFP and 12 projects would likely try to use the TA's early submission review opportunity.

The workshop presentation and a recording have been posted to the 2021 Highway Program Call for Projects web page accessed from the TA website. **The project applications are due to the Transportation Authority by September 24, 2021.**

TA staff expects to present the draft program of projects and allocation recommendations at the November 2021 TA Board meeting following scoring of the applications by a review panel, with the final program of projects and allocation recommendations expected for adoption at the December 2021 TA Board meeting.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and Transportation Authority

SUBJECT: **ALTERNATIVE CONGESTION RELIEF AND TRANSPORTATION
DEMAND MANAGEMENT (ACR/TDM) PLAN**

ACTION

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

SIGNIFICANCE

At the January 2021 TA Board meeting, the Board programmed and allocated \$350,000 for the development of the ACR/TDM Plan (Plan) to guide the investment decisions and allocation of funds for the Measure A Alternative Congestion Relief (ACR) program and the Measure W Transportation Demand Management (TDM) subcategory of the Countywide Highway Congestion Improvements program.

The Plan is envisioned to provide policy direction for the use of ACR/TDM program funding and to develop a suite of projects and program recommendations based on these projects and programs' ability to reduce reliance on automobiles. Unlike the TA's other program categories, the Strategic Plan 2020-2024 did not establish evaluation metrics for the ACR/TDM category. Rather, it was envisioned the approved Plan would direct staff, through this planning effort, to develop a set of evaluation guidelines that meets both the goals of Measure A and the core principles of Measure W.

The study began in January 2021, and the development of the Plan includes input from an advisory group consisting of advocacy, nonprofit, business, city and agency staff. Regular presentations at key milestones will also be made to the City/County Association of Governments of San Mateo County (C/CAG) and Commute.org. In addition to providing regular TA Board of Directors updates, staff is also seeking input from a TA Board Ad-Hoc Committee on policy direction and project evaluation. The first Ad-Hoc meeting took place in April and two more are scheduled before completion of the Plan.

The Plan is currently scheduled for adoption by the Board in end of 2021 or early 2022. A Call for Projects will be issued after the ACR/TDM Plan is completed, likely in early 2022.

Additional information on the planning process will be provided via PowerPoint.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County. Measure A took effect on January 1, 2009 and expires on December 31, 2033. Contained within the Measure A Transportation Expenditure Plan is a program category that allocates one percent of the generated funds to Alternative Congestion Relief, which is aimed at commute alternatives and planning work to support Intelligent Transportation Systems. Historically, this funding category has been used to primarily support Commute.org's ongoing annual TDM work programs. This historical allocation is expected to continue with the adoption of the Plan.

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires on June 30, 2049. The Measure W Congestion Relief Program includes the Countywide Highway Congestion Improvements program category. Through the 2020-2024 TA Strategic Plan, the TA developed a competitive TDM subcategory to encourage programs and projects that reduce highway congestion including, but not limited to, non-Single Occupant Vehicle trips and off-peak trip demand. Unlike the ACR category in Measure A, projects that qualify for Measure W TDM funds must show a nexus to the highway system. Measure W commits twenty-two and a half percent of the revenue to the Highway program, of which four percent of this category (or one percent of total annual Measure W funds) is available for TDM projects.

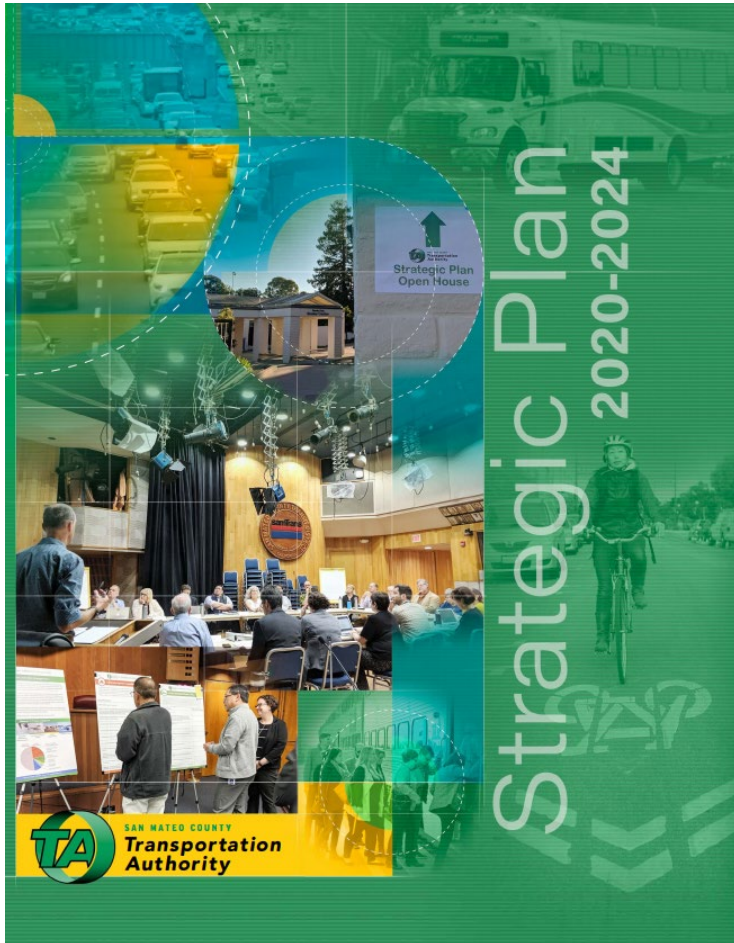
Prepared by: Patrick Gilster, Manager of Programming and Monitoring 650-622-7853

ACR/TDM Plan Update



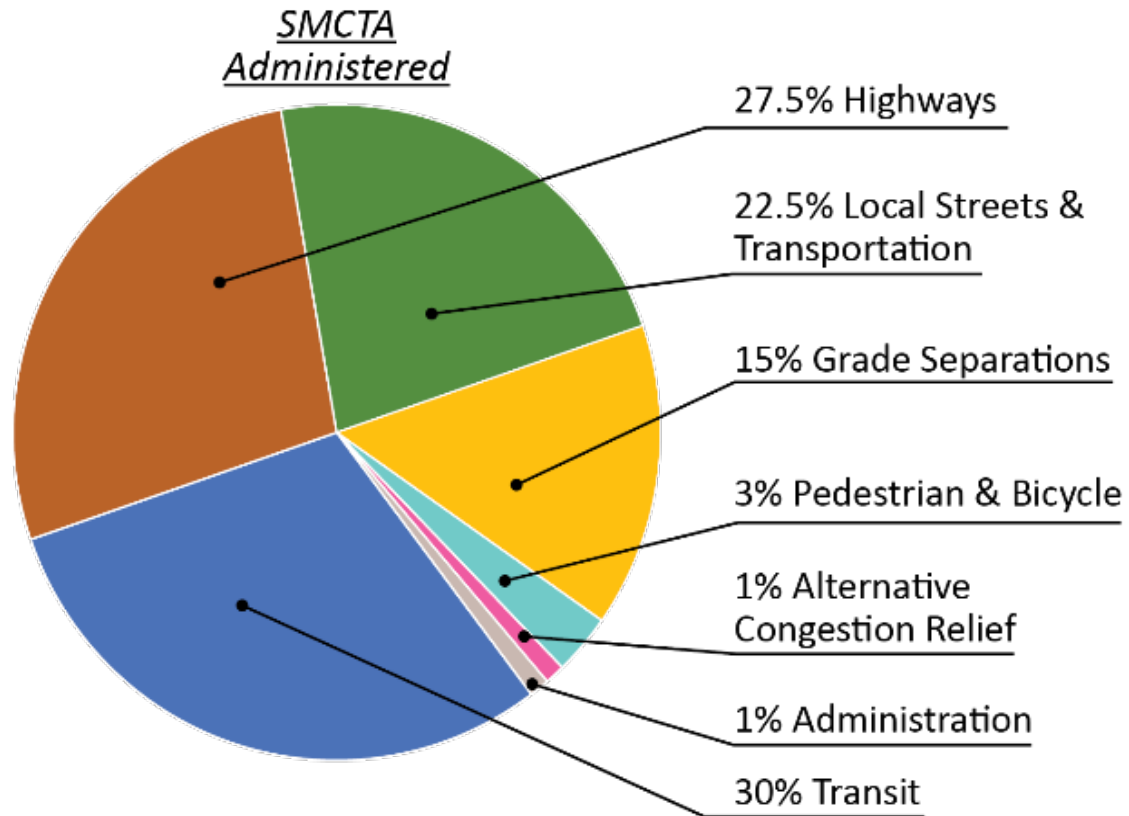
September 2, 2021
Board of Directors

STRATEGIC PLAN 2020-2024



- Provides policy guidance for implementing Measure A & W
- Developed policy framework for program implementation, including:
 - Evaluation criteria/prioritization for project selection
 - Processes to initiate projects
 - Options for how the TA can become more proactive with project development and implementation
 - Initiatives to support additional project and program implementation efforts

MEASURE A

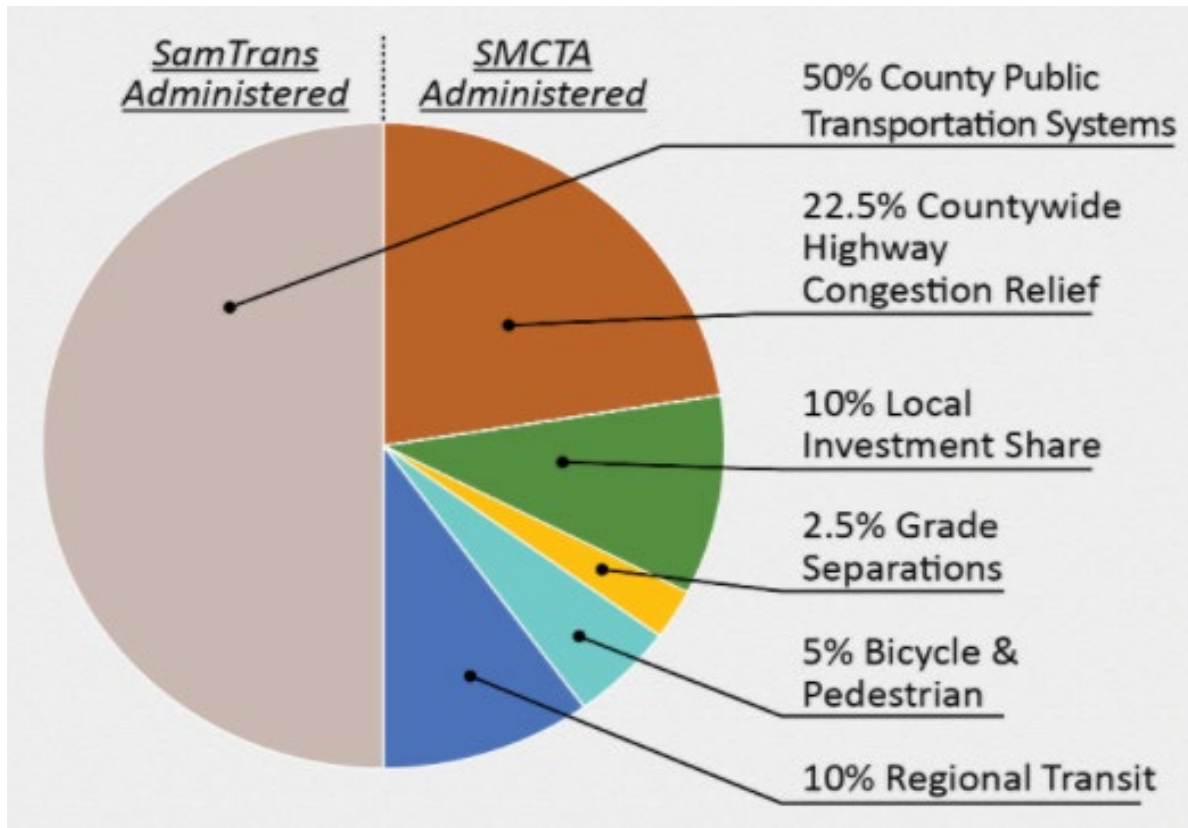


Half-cent sales tax passed in 1988 and reauthorized in 2004 to run from 2009-2033.

ACR Component:

- 1% or ~\$900k annually
- 0.8% for "efficient use of the transportation network through ride sharing, flexible work hours and other commute alternatives"
- 0.2% for planning and design of ITS systems for improved highway/transit capacity

MEASURE W



Half-cent sales tax passed in 2018 to run 2019-2038

ACR Component:

- Sub-component of the Countywide Highway Congestion Relief program
- 1% of total Measure W funds (~\$900k annually)

PROJECT GOALS

Purpose

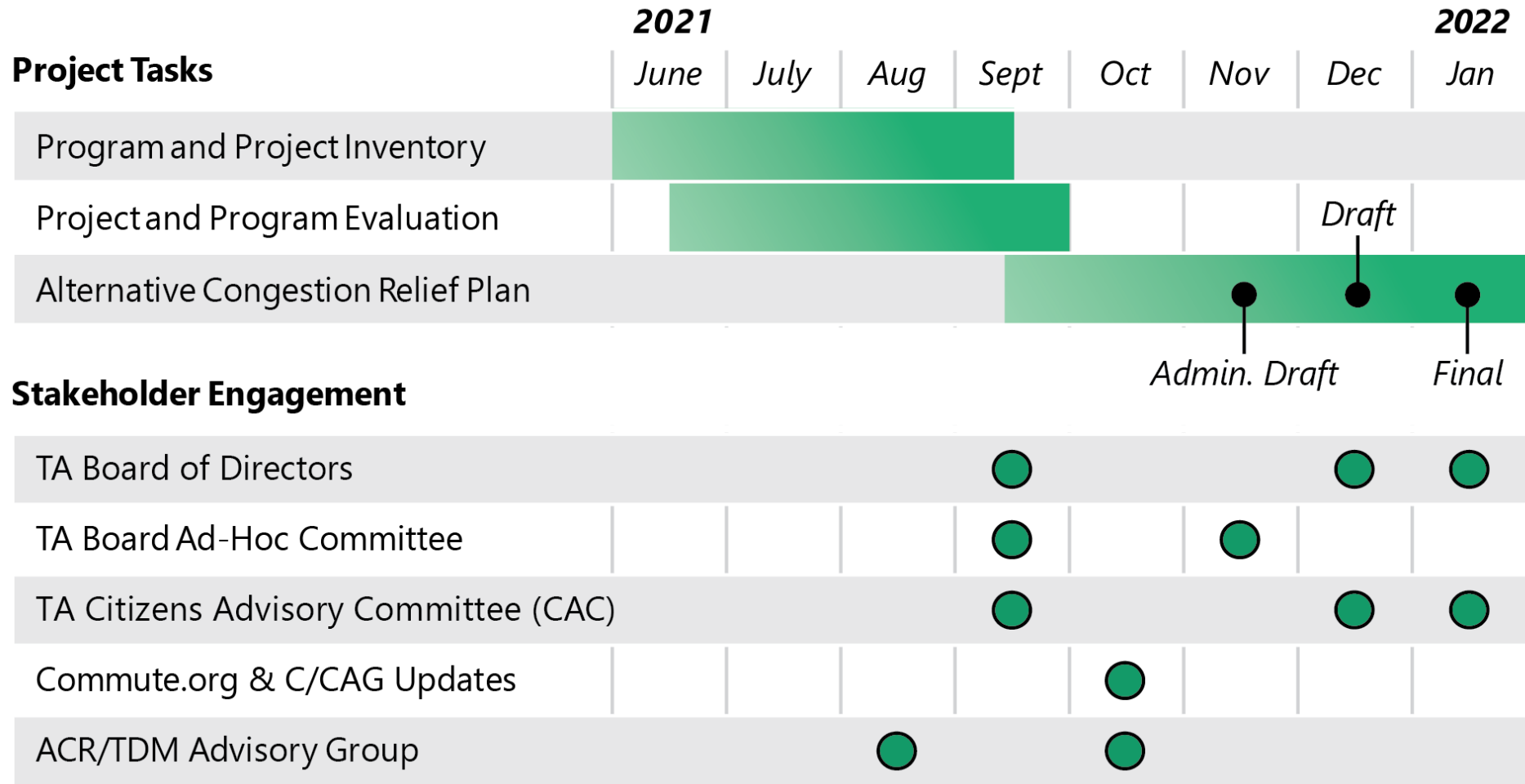
Develop a plan to guide ACR/TDM project selection for Measure A and Measure W funds.

Outcome

- Develop prioritization criteria
- Identify & recommend projects that can be funded
- Guide upcoming Call for Projects grant funding opportunities



ACR/TDM PLAN PROCESS



ACR/TDM PLAN PROCESS

ACR/TDM Advisory Group – 40 active participants

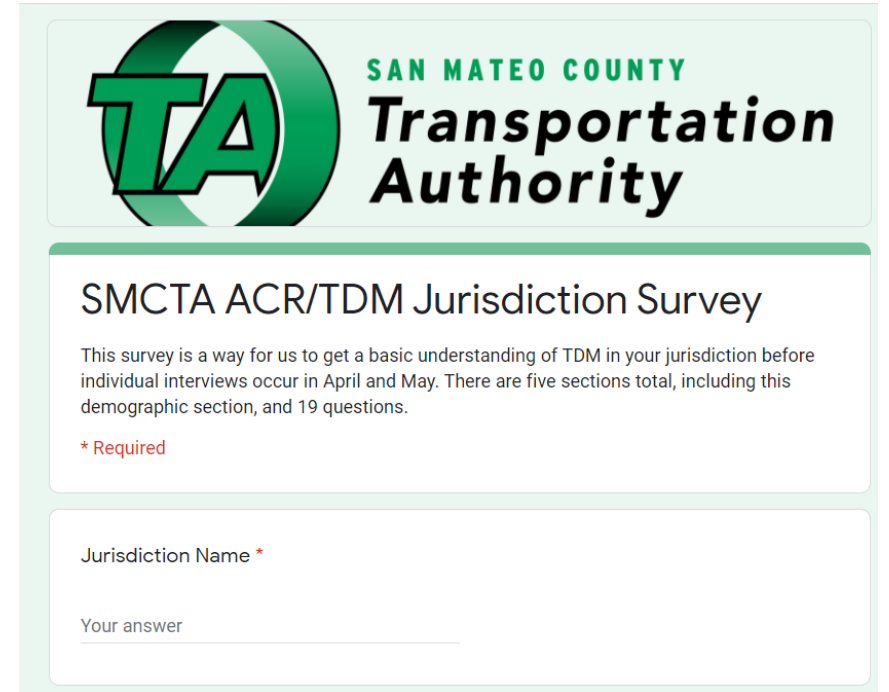
- Local jurisdictions
- C/CAG
- Commute.org
- Caltrain
- Eden Housing
- Friends of Caltrain
- Genentech
- Facebook
- League of Women Voters
- Mid-Pen Housing
- Sierra Club
- SAMCEDA
- San Mateo County Aging and Adult Services
- Silicon Valley Bike Coalition
- And more!



STAKEHOLDER OUTREACH

- Conducted stakeholder outreach to:
 - Understand current conditions, goals and barriers faced by local jurisdictions
 - Ensure jurisdictions are aware of the TA and existing and future funding opportunities
- Interviewed 21 cities and stakeholders between late April and mid June
- Received 16 responses to questionnaire on TDM/ACR presence in local cities

Thank you to all who participated!



The screenshot shows the header of a survey form for the San Mateo County Transportation Authority (TA). The logo features the letters 'TA' in a stylized font inside a green circular arrow. To the right of the logo, the text reads 'SAN MATEO COUNTY Transportation Authority'. Below the header, the survey title is 'SMCTA ACR/TDM Jurisdiction Survey'. A descriptive paragraph follows: 'This survey is a way for us to get a basic understanding of TDM in your jurisdiction before individual interviews occur in April and May. There are five sections total, including this demographic section, and 19 questions.' A red asterisk indicates a required field: '* Required'. The first question is 'Jurisdiction Name *', with a text input field below it containing the placeholder text 'Your answer'.



STAKEHOLDER OUTREACH SUMMARY

Current TDM Trends



Commute.org is the primary destination for TDM programs and support



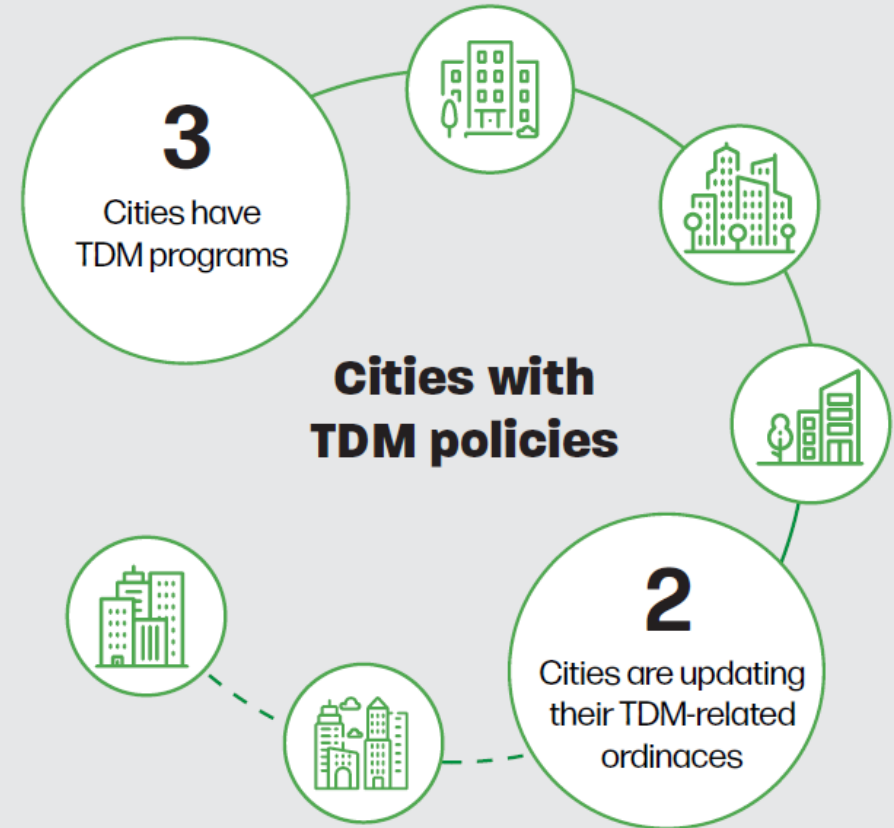
TDM policies are dispersed in other planning documents including municipal codes, Climate Action Plans or Bicycle Master Plans



Current TDM activity countywide is only required for new development projects

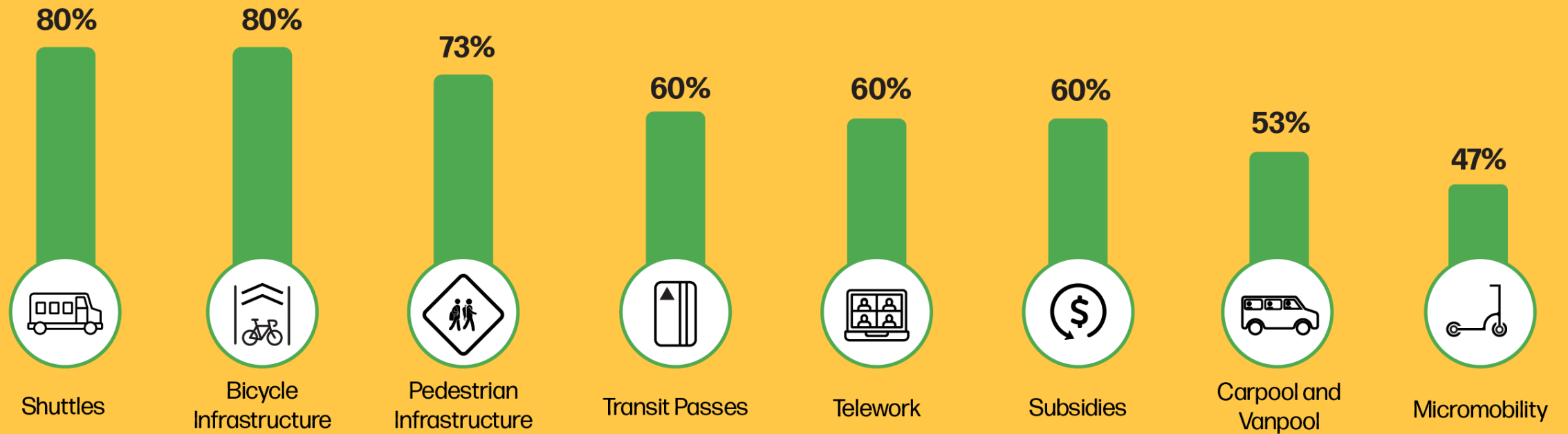


Work based TDM focused around big employers



STAKEHOLDER OUTREACH SUMMARY

City Preferred Projects



STAKEHOLDER OUTREACH SUMMARY

Top 3 barriers to implementing TDM

- 1 Limited staff availability to monitor or enforce trip requirements or caps**
- 2 Minimal funding available to implement TDM projects and programs**
- 3 Without local TDM Plans, jurisdictions do not have guidance on what citywide TDM programs or projects to plan for and implement such as wayfinding, micromobility, bike parking, TMAs, subsidies, etc.**

Top 5 Desired Outcomes

- 1 Countywide monitoring program** with consistent reporting mechanisms for businesses and new developments
- 2 Funding for TDM Plans**, ordinances, and curbside/parking management in local jurisdictions
- 3 Trip reductions** (VMTs and SOVs) through first-/last-mile improvements
- 4 Assistance with starting TMAs** (Transportation Management Associations) and benefit districts
- 5 Equity-based programs** and expanded focus on alternative shift workers and students (non-peak trips)



DEFINING ACR/TDM

Original

*Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) are **traffic management** strategies to reduce single occupancy driving and encourage people to use **alternative means** of transportation.*

Revised

*Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) are strategies that encourage the use of **sustainable transportation options** and **enhance mobility**. ACR/TDM initiatives work toward **ensuring that people's trips are safe, reliable, and convenient while discouraging driving, managing congestion, and reducing Vehicle Miles Traveled (VMT)**.*



REVISED PROGRAM GOALS

- 1. Provide Congestion relief**
- 2. Increase Sustainable Transportation Options**
- 3. Promote Sustainability & Health**
- 4. Encourage Economic Development Opportunities**
- 5. Invest Funding Equitably**



PEER REVIEW

Peer Reviewed Agencies:

- Alameda County Transportation Commission (Alameda CTC)
- San Diego Association of Governments (SANDAG)
- North Carolina Triangle (NCT)
- Capital Area Metropolitan Planning Organization (CAMPO)



**Alameda County
Transportation Commission**



PEER REVIEW KEY TAKEAWAYS

- Key takeaways from peer agencies:
 - Provide technical assistance local jurisdictions (Alameda CTC)
 - Provide planning grants to local jurisdictions, especially for TMAs (Alameda CTC)
 - Create CMP requirements for local jurisdictions (Alameda CTC)
 - Host a technical advisory committee (CAMPO)
 - Provide education and outreach for TDM (CAMPO)
 - Estimate and publish impacts of implementing TDM strategies, including monitoring and quantification of VMTs and GHG emissions (NCT)
 - Create a collaborative, regional plan for TDM (CAMPO, SANDAG)



PEER REVIEW KEY TAKEAWAYS

- Key project opportunities to consider for ACR/TDM Plan:
 - Subsidized or free transit passes (Alameda CTC, NCT, CAMPO)
 - Create Safe Routes to School access projects (Alameda CTC, SANDAG)
 - Carpool and vanpool programs (SANDAG, NCT)
 - Shared mobility projects (CAMPO)
 - A Mobility Management Toolbox (SANDAG)



PROJECT GOALS – NEXT STEPS

- Finalize definition, goals, project lists, and seek input on program guidelines
 - Advisory Group Meeting #2 – August 2021
 - Ad-Hoc Meeting #2 – September 2021
- Develop project evaluation criteria and scoring guide
 - Advisory Group Meeting #3 – November 2021
 - Ad-Hoc Meeting #3 – November 2021
- Release Public Review Draft ACR/TDM Plan
 - December 2021 TA Board Meeting
- Adopt ACR/TDM Plan
 - January 2022 TA Board Meeting



QUESTIONS AND WRAP-UP



Project Contact:

Patrick Gilster
SMCTA

gilsterp@samtrans.com

650-622-7853

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **ALTERNATIVE CONGESTION RELIEF PROGRAM UPDATE**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year.

At the September TA Board meeting, John Ford of Commute.org will be presenting the agency's annual program update via PowerPoint.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA allocates Measure A funding to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to support its operations. With this funding, Commute.org implements a Countywide Transportation Demand Management Plan to reduce traffic congestion in San Mateo County. Commute.org's work plan includes, but is not limited to: employer and community outreach; shuttle marketing and management; and van and carpool incentive programs.

Prepared by: Jennifer Williams, Analyst II, Programming and Monitoring 650-508-6343

FY 2021-2022 Work Plan and Update

The logo for Commute.org, featuring the text "Commute.org" in a blue, sans-serif font. The word "Commute" is in a lighter blue, and ".org" is in a darker blue. The logo is centered within a white rectangular box that has a thin, light blue border.

SMCTA Board of Directors Meeting
September 2, 2021

Presentation Overview

- Agency Overview and Update
- FY 2021-2022 Work Plan
- Challenges and Opportunities
- Discussion

Agency Overview

Structure

- JPA with 18 members (towns, cities & county)
- Board – elected officials (primary and alternate)
- Committees – Supervisory, Finance, Ad Hoc
- Staff – 8* full-time, 1 AmeriCorps Fellow

Funding Partners:

- C/CAG
- San Mateo County Transportation Authority
- Bay Area Air Quality Management District (TFCA via C/CAG)
- Private Sector Employers, Property Managers, Cities

Board of Directors

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Atherton

Emily Beach**
Burlingame

Carlos Romero
East Palo Alto

Christine Krolik
Hillsborough

Michael Smith
Redwood City

Rick Bonilla
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Davina Hurt
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Rae Gonzalez
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Richa Awasthi
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Reuben Holober
Millbrae

Rico Medina
San Bruno

Eddie Flores
South San Francisco

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Pamela DiGiovanni
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Deborah Penrose
Half Moon Bay

Mike O'Neill
Pacifica

Sara McDowell
San Carlos

David Canepa
County of San Mateo

* Chair

** Vice Chair

Roster as of 9/2021

New Mission & Vision

MISSION

- Our mission is to reduce traffic congestion and greenhouse gas emissions while enhancing the quality of life in San Mateo County by promoting the use of sustainable transportation and commute alternatives.

VISION

- We envision a region where all residents and employees have access to equitable, sustainable, affordable, and safe transportation options and use them as their primary modes when commuting.

The logo for Commute.org is displayed within a white circle. The text "Commute.org" is written in a blue, sans-serif font.

Commute.org

Work Plan Highlights

Strategic Plan 2025 Driven Work Plan

- Initiatives from plan woven into the FY 21-22 work plan
- Key initiatives include action items called out in plan
- Establishing baselines and measuring performance included in work plan actions

FY 21-22 Work Plan Aligns with Next Phase in Recovery

- Return to workplace for many commuters/residents
- Transit ridership unknown but likely to grow over the FY
- Hybrid workplaces will result in new patterns and problems
- Measuring and surveying will be challenging but essential

Key Initiatives in FY21-22



Emphasis on Equity



GoPass Distribution Pilot Program



Coastside Commute Alternatives Assessment



STAR Platform Peer Expansion in Partnership with MTC



TDM Policy and Guidelines Project – Compliance and Monitoring

Work Plan Highlights

New and Updated Programs

- Regional rideshare and rewards options through STAR
- Carpool incentive program extension into FY 21-22
- Bicycle commuting incentive – traditional and e-bike
- Vanpool incentive – transitioned to STAR – annual reward
- Guaranteed Ride Home (GRH) program – increased engagement and promotion

Challenges and Special Events

- Return of the Spring Challenge
- Uncertain status for onsite and group events (e.g. Bike to Work Day)

Work Plan Highlights

Employer Program Evolution

- Re-establish relationships with employers
- Develop relationships with more diverse set of employers
- Telework practices are established
- Compliance changes and assistance

TDM Monitoring Program

- Database selection and implementation
- Stakeholder engagement

Shuttle Program

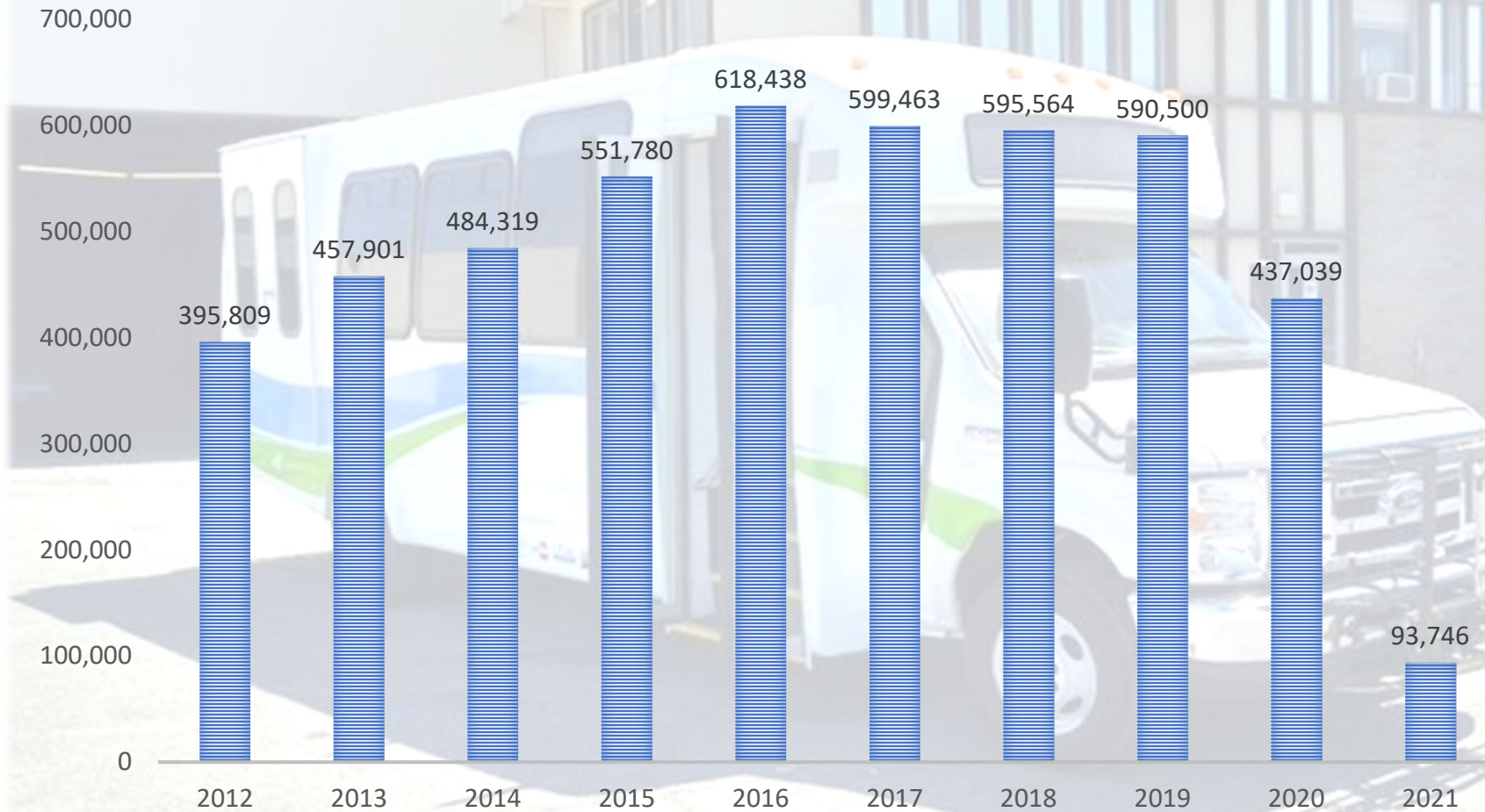


Commute.org

- **Continued operation during COVID**
- **Route reductions, suspensions, consolidations**
- **Ridership in July 2021: up 15% from June, up 66% from prior year**
- **22 routes under Commute.org management (26 contracted routes)**

Shuttle Ridership by Fiscal Year

ANNUAL RIDERSHIP (FISCAL YEAR)



Shuttle Route Status

Brisbane

- Bayshore (Caltrain)
- Crocker Park (BART)
- Sierra Point (Caltrain/BART)

Burlingame

- Bayside
- Burlingame Point
- Millbrae-Broadway
- North Burlingame

Foster City

- Lincoln Centre
- Mariners' Island
- North Foster City

Menlo Park

- Marsh Road
- Willow Road

Millbrae

- Bayside
- Burlingame Point
- Millbrae-Broadway
- North Burlingame
- North Foster City

Redwood City

- Pacific Shores
- Midpoint
- Redwood LIFE
- Seaport Centre

San Bruno

- Bayhill/Walmart.com

San Mateo

- Campus Drive
- Mariners' Island
- Norfolk Area

South San Francisco

- Genesis Towers
- Oyster Point - BART
- Oyster Point - Caltrain
- Oyster Point - Ferry
- Utah-Grand - BART
- Utah-Grand - Caltrain
- Utah-Grand - Ferry

● Suspended

● Reduced Service

● Regular Service

Commuter.org

Challenges and Opportunities

Return to Work Uncertainty

Turnover of Key Personnel at Employers

Transit Hesitancy

Hybrid Model Gaining Acceptance

Rideshare Relationships Unbound

Managed Lanes – Perfect Timing?

Developers More Engaged than Ever

Discussion

John Ford, Executive Director
PH: 650/588-8170 or john@commute.org

Commute.org



YouTube



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **PROGRAM AND ALLOCATE \$572,535 IN MEASURE A ALTERNATIVE
CONGESTION RELIEF FUNDS TO THE PENINSULA TRAFFIC CONGESTION RELIEF
ALLIANCE (COMMUTE.ORG) TO SUPPORT THE COUNTYWIDE CONGESTION
RELIEF PROGRAM FOR FISCAL YEAR 2022**

ACTION

Staff proposes the Board:

1. Program and allocate \$572,535 in Measure A Alternative Congestion Relief (ACR) Program funds to Commute.org for the Countywide Congestion Relief Program for Fiscal Year (FY) 2022; and
2. Authorize the Executive Director or his designee to execute any necessary agreements or other documents and take any other actions necessary to encumber the subject funding.

SIGNIFICANCE

Pursuant to the 2004 Transportation Expenditure Plan, one percent of the Measure A sales tax funds are set aside for the ACR Program. Commute.org has historically received annual allocations of Measure A funding to support their operation and administration of the County's commute alternative programs.

This allocation will help fund the following activities in FY2022: employer outreach and support services; administration of the shuttle program; commuter outreach and incentive programs; and the development of public/private partnerships in support of reducing traffic congestion in San Mateo County. While a portion of the allocation will be used to support shuttle program administration, the ACR category does not fund shuttle operations.

The complete Commute.org FY 2022 Work Plan is included as Attachment A.

BUDGET

Funding for this request will come from the budget included in the ACR Category for FY 2022.

BACKGROUND

Commute.org serves as San Mateo County's Transportation Demand Management Agency. The agency is a joint powers authority with 18 member-agencies, including the County of San Mateo and the 17 cities and towns in the County of San Mateo.

Prepared By: Jennifer Williams, Analyst II, Programming and Monitoring 650-508-6343

RESOLUTION NO. 2021 –

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

* * *

**PROGRAMMING AND ALLOCATING \$572,535 IN MEASURE A ALTERNATIVE CONGESTION
RELIEF FUNDS TO THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE
(COMMUTE.ORG) FOR FISCAL YEAR 2022**

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

WHEREAS, the 2004 TEP designates one percent of the Measure A revenues to fund the Alternative Congestion Relief (ACR) Program; and

WHEREAS, the Peninsula Traffic Congestion Relief Alliance (Commute.org) has requested \$572,535 in Measure A ACR funds to support its Fiscal Year 2021-2022 Work Plan, which consists of, but is not limited to: (1) employer outreach and support services that include a guaranteed emergency ride home program, bicycle parking incentives and bicycle safety workshops; (2) an employer-based shuttle program; (3) commuter outreach and incentive programs that include direct marketing, vanpool/carpool/school pool/transit incentive programs and Bike to Work Day; and (4) the development of public/private partnerships in support of reducing traffic congestion in San Mateo County, including community-based mobility services; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 TEP and TA Strategic Plan 2020-2024.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority programs and allocates Measure A ACR funds in the amount of \$572,535 to Commute.org for the support of its Fiscal Year 2021-2022 programs; and

BE IT FURTHER RESOLVED that the Acting Executive Director, or his designee, is authorized to execute any necessary agreements or other documents, and to take any other actions necessary, to give effect to this resolution.

Regularly passed and adopted this 2nd day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation

Authority

ATTEST:

Authority Secretary



ATTACHMENT A

Commute.org

FY 2021-2022 WORK PLAN

Board of Directors Approved

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Commute.org

FY 2021-2022 Work Plan

Introduction

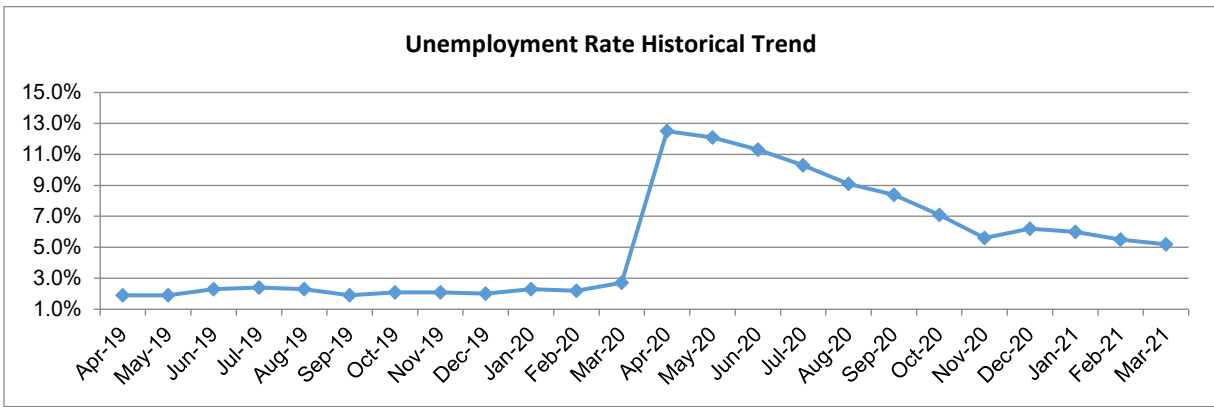
The nation is still dealing with the COVID-19 pandemic. Since March 2020, the Bay Area has been under varying degrees of shelter-in-place and workplace restrictions. As vaccination rates increase and COVID transmissions decrease, the likelihood that San Mateo County will return to move into a fully opened status grows each day. How quickly things “return to normal” remains unknown.

While larger employers, especially those in tech and biotech industries, are announcing plans to return to the office in the July to September timeframe, smaller employers and those in non-tech sectors are more likely to return to in-person status as soon as state and county officials remove the remaining restrictions. Frontline, essential, and food service businesses will continue to have their employees working onsite as they have to a certain degree during the entire pandemic.

The “return to work” phase is likely to create challenges for everyone. Employees with families may not have access to services that allow them to return to the workplace full-time. Commuters who previously used public transit for all or part of their commute may not return to those modes. Carpool and vanpool relationships will need to be reestablished and confidence in their safety will need to be redeveloped. Employers will look to achieve the appropriate balance between in-person and remote work arrangements while still dealing with capacity constraints at the worksites.

On the positive side of the ledger, it seems as if the option for some commuters to continue working remotely will be a lasting result of the pandemic. Research has shown that approximately 50 percent of the Bay Area workforce is employed in jobs that were previously considered “remote work compatible”; however, COVID-19 forced many employers to rethink the way work was done and expand remote work to a larger share of their employees out of necessity. It remains to be seen how employers adapt their policies and worksites to accommodate long-term remote work arrangements, but a hybrid model where office-based staff split time between their remote locations and the worksite is the most likely scenario – at least for the next year or two.

The economy suffered during the pandemic, but the latest data shows strong growth in the US economy fueled, in part, by the federal government’s stimulus and relief payments to employers and residents. Unemployment in the Bay Area peaked in April 2020 at 12.6 percent – over 10 percent above the low that we had in San Mateo County just two months prior. According to the Employment Development Department, the unemployment rate in the San Francisco-Redwood City-South San Francisco area stood at 5.2 percent in March 2021. The unemployment rate in San Mateo County in the same month was estimated to be 5.0 percent.

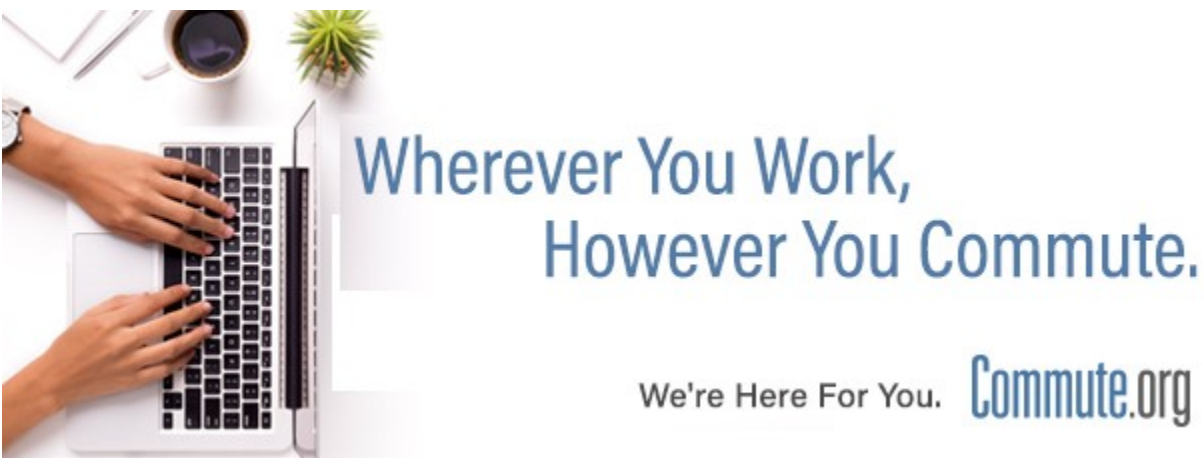


San Francisco-San Mateo County Metro Division (source: EDD)

While many of the jobs were only lost temporarily, there is a strong sense that many thousands of jobs in the Bay Area will be permanently lost. There is also an unknown number of workers who have left the Bay Area during the pandemic and their return is uncertain. Getting back to a pre-pandemic level of economic activity, employment, and workforce population may take many years.

The combination of an experienced staff, a supportive board, committed funders, and willing partners will be more important than ever to allow Commute.org to meet its goals and deliver on its mission as we move into a post-pandemic environment. The work plan that is presented in the following pages has been developed knowing that the path to normal may have twists and turns that are impossible to predict. Commute.org will, as it has during the entire pandemic, adapt to the challenges that are presented and deliver meaningful and cost-effective results.

The graphic below, which we developed to show our commitment to assisting commuters with their onsite or remote commutes, continues to resonate:



About the Agency

Commute.org is San Mateo County's Transportation Demand Management (TDM) Agency. The agency's members include 17 cities and towns as well as the County of San Mateo. Working together, Commute.org and its members seek to promote, encourage, and incentivize people to use transportation options other than driving alone. The goal of TDM programming is to shift demand for transportation across all available modes including walking, biking, transit, telework, and ridesharing.

Formed as a Joint Powers Agency (JPA), Commute.org is managed by a Board of Directors that includes one representative from each of the 18 members (cities, towns, county). The Board of Directors has five regularly scheduled meetings during the fiscal year.

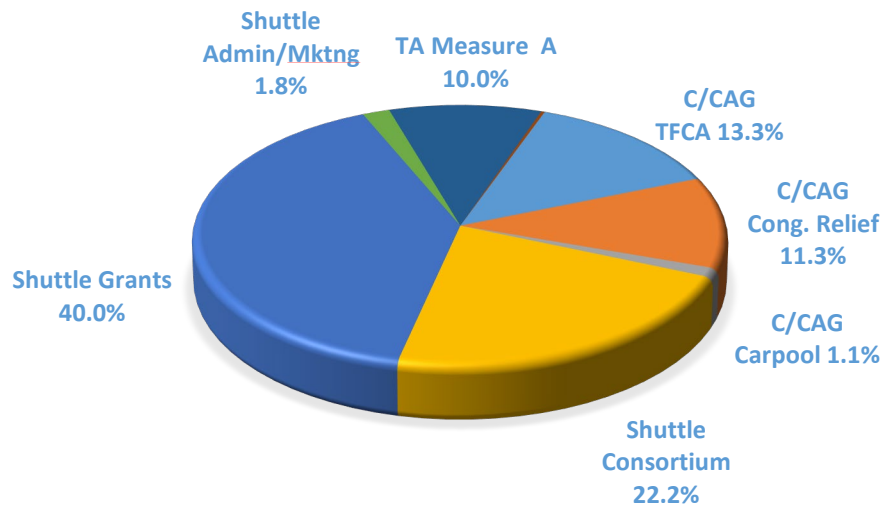
The agency has two standing committees: Supervisory and Finance. The Supervisory Committee is comprised of up to nine appointees from member agencies and partners and meets approximately six times each fiscal year. The Finance Committee is comprised of three board members and two representatives from the Supervisory Committee and meets up to five times during the fiscal year.

Commute.org currently has eight full-time staff members. The agency also hosts an AmeriCorps Climate Corps fellow who works on specific projects related to sustainability initiatives during his/her 10-month assignment. Staff members are assigned to one of four functional areas: Employer Programs, Commuter Programs, Shuttle Program, and Administration; however, the organization operates in a cross-functional style with members of each team collaborating on projects to maximize the effectiveness of the agency.

Commute.org is funded through a variety of local government sources along with contributions from public and private employers supporting the shuttle services program. As shown in the chart below, the San Mateo County Transportation Authority (SMCTA), the City/County Association of Governments (C/CAG) of San Mateo County, and the Bay Area Air Quality Management District (BAAQMD) provide most of the funding for all non-shuttle programs.

Commute.org uses the congestion relief funding it receives from various sources to focus on programming that targets the closely aligned objectives of the funding partners. That approach, combined with Commute.org's size and independence, allows the agency to tackle problems differently and adjust strategies more dynamically.

Projected Revenue Sources for FY 2021-2022



Commute.org’s shuttle program is funded through grants received from the SMCTA and contributions from private and public employers (shuttle consortium members). The revenue received from these sources pass through the Commute.org budget to pay the shuttle service contractor and other shuttle program-specific expenses. Shuttle administration and marketing services provided by Commute.org are paid for from the general funding sources and are supplemented by administrative and marketing services fees paid by consortium members, SamTrans, Caltrain, and SMCTA.

Commute.org adopted its Strategic Plan 2025 in April 2021. The document lays out a bold and aggressive plan for the agency to tackle over the next several years. There are elements of the plan that will impact the long-term structure of the agency; however, those changes are not expected to be part of the FY 2021-2022 Work Plan. It is also important to note that the goals and objectives included in the new strategic plan are not the only activities that the agency will focus on over the next several years. The plan is intentionally fluid so that the agency can adjust to changing circumstances, new opportunities, and evolving priorities.

Key Initiatives: FY 2021-2022

In addition to ongoing programs and services, the agency focuses on several “Key Initiatives” each year. For FY 2021-2022, the Key Initiatives will include a set of short and mid-term goals that support the newly adopted Strategic Plan 2025. While the core objectives in the strategic plan will take several years to achieve, there are some critical activities that will be started in the coming fiscal year that will provide the foundation upon which future initiatives will be built.

Key Initiatives that have been selected for the upcoming year include:

- Equity Study and Priorities
- Transit Pass Pilot Program
- Coastside Commute Alternatives Assessment and Program Development
- STAR Platform Peer Expansion in Partnership with MTC
- TDM Policy and Guidelines Project – Compliance and Monitoring

Short descriptions of the initiatives are included below. Each of the initiatives will be assigned to a program manager for overall project responsibility and will also be tracked using the OnStrategy platform that is described later in this work plan.

Equity Study and Priorities:

- Commute.org’s Strategic Plan 2025 includes an objective that calls on the agency to integrate equity principles across all program areas. The first step in that process, which will begin in July 2021, is defining the equity principles that the agency will adopt.
- Data collection, surveying, and program analysis will be adjusted to collect the information necessary to create baseline data on how Commute.org’s programs and services are being used and whether or not that usage meets the equity principles that are adopted. This is a multi-year effort that will begin in FY22.
- We intend to convene a small task force comprised of board members to propose a target priority demographic(s) of commuters to be the focus and most impactful equity strategy for Commute.org. As modeled by Commute Seattle, after partnering with county agencies and local jurisdictions, they identified a specific income range and profile of employers that were previously underserved by their organization and for whom they felt their expertise would make the most impact as their pilot equity programming for their region.
- Our efforts in FY22 will also include targeting employers in industries and sectors that have non-peak commutes, such as – but not limited to - health care, events, hospitality and service, and manufacturing throughout San Mateo County to collect “journey maps” of these commute patterns and assess which of Commute.org services meet their needs and what new programs are needed. Employers with robust TDM programs are more

likely to be designed around peak hour commutes; and therefore, new study is needed for Commute.org to understand a diversity of commute patterns.

Transit Pass Pilot Program:

- Commute.org, in collaboration with the Palo Alto Transportation Management Association (PATMA), Caltrain, the City of East Palo Alto, and local non-profits, is working to develop a pilot project that would provide transit passes to residents and employees in East Palo Alto who meet income and commute profile criterion. The project will be modeled on a similar program that was successfully deployed in downtown Palo Alto.
- While the funding sources, program scope, and partner responsibilities are still being determined, Commute.org will provide overall project management and will attempt to deploy the program in early FY22.

Coastside Commute Alternatives Assessment and Program Development:

- The coastside cities of Half Moon Bay and Pacifica have unique barriers that impact residents' ability to easily choose an alternative to driving alone to work. Commute.org will work with local stakeholders and transportation-oriented agencies to survey residents, conduct a needs analysis, research existing programs, and identify gaps that may require new programming to address the coastside's unique commute needs.
- Commute.org will work closely with the Coastside Transportation Committee, organized by SamTrans, along with other stakeholders including the County of San Mateo to ensure that the research is thorough and that the solutions fit into the overall framework for improved coastside transportation.

STAR Platform Peer Expansion in Partnership with MTC:

- Commute.org's STAR platform is currently dedicated to commuters that are traveling to, from, or through San Mateo County. Recently, the counties of Solano, Marin, Napa, and the Metropolitan Transportation Commission (MTC) launched their own commuter platforms with RideAmigos, the vendor behind the STAR platform. Commute.org has agreed to partner with MTC and the other Bay Area agencies to connect our individual commuter platforms (e.g., STAR) to establish an integrated ride match system to increase potential matches for commuters seeking to carpool and to grow overall STAR participation with the goal to reduce the number of drive-alone commuters.
- Commute.org's STAR platform is the largest of the regional systems and MTC has the potential to reach the greatest number of commuters in the Bay Area; therefore, our two agencies have taken the lead in making this integrated approach a reality. Work began in FY21; however, the project will extend into FY22 with a target completion by the end of the fiscal year.

TDM Policy and Guidelines Project – Compliance and Monitoring:

- C/CAG is in the process of updating their countywide TDM policy and guidelines. Commute.org has been engaged in the process to provide input and feedback to C/CAG and their consultants.
- During the development of the updated policy and guidelines, it became clear that for the program to be effective an entity would need to be made responsible for managing the monitoring and compliance components of the project.
- Commute.org recognized the opportunity to assist C/CAG and its JPA members by taking on that role. Additionally, Commute.org sees an opportunity to use the role to establish deeper relationships with the property developers and employers who will be subject to the TDM guidelines.
- While C/CAG’s planning efforts are still underway and the project has not been formally adopted, Commute.org has begun preparing to take on the role outlined by the project team and presented to stakeholders over the past several months.
- The first step in the process for Commute.org will be the procurement of a CRM-style database that will become the repository for the data that is necessary to monitor and report on subject projects in the county. The same CRM platform can also be used to support the agency’s existing employer data; therefore, this part of the TDM Policy Project Assistance initiative is also discussed in the Engagement Programs section of the work plan.
- Additional steps including the development of monitoring and reporting tools will follow as the program is formalized. Additional resources will be required to meet the program objectives and Commute.org will work with C/CAG and other funders to determine the funding and reporting requirements.

Program Area 1: Engagement Programs

Commute.org works with entities of all sizes and types, including private companies, non-profits, schools, and government agencies. The Employer Programs team is tasked with identifying employers and other entities who are receptive to TDM programs. Once those organizations are identified, the team becomes a trusted resource providing no-cost consulting and support services for the employers' transportation coordinators, HR departments and facilities managers. The team members are, in effect, the subject matter experts in TDM who provide organizations with the information needed to develop, implement, and sustain employee participation in commute alternative programs.

With approximately 5,500 target entities in San Mateo County, the Employer Programs team leverages an internal CRM database (SAGE), social media, and agency marketing resources to reach as many employers as possible. The Work Plan includes the ongoing development of employer webinars, TDM consulting, and best practices initiatives.

Employer Engagement & Education

- Goal: Increase adoption of commute alternative programs by employers and other entities in San Mateo County by providing TDM tools, resources, programs, and consulting.
- FY 2021-2022 Action Items:
 - 1) Become a trusted TDM resource for employers in San Mateo County by using direct and indirect marketing and outreach techniques to identify organizations that will benefit from our expertise. Not all employers will need the full suite of programs that our Employer Programs team offers but making sure that they know Commute.org is there for them when they do need assistance is critical.
 - 2) Establish strong working relationships with employers and then provide them with access to tools and programs that help them to provide their employees with meaningful commute alternatives.
 - 3) Given the diversity of employers and their different needs, we will look to transition to a new integrated CRM-style database that allows us to seamlessly segment our audience readily with marketing and surveying platforms to send different messages to different sectors and different employer sizes, using public records, website lead collectors, surveys, and direct mail in combination with the Bay Area Commuter Benefits database to verify records. We will continue to migrate our existing contacts into integrated platforms to reduce data entry work when possible, to clean out contacts that no longer engage or have turned over, to ensure the employer engagement metrics reflect actual engagement with us in real time, and to refresh our lists from new sources and new programming.
 - 4) Continue to produce telework and hybrid workplace resources that are available downloadable web content, virtual countywide events, and one-on-one

consultation. Telework and hybrid workplaces is the commute mode that went from being TDM's smallest offering in terms of percentage of participation before the pandemic to a leading player in commute options in 2020. Much of its best practices have yet to be trialed without pandemic restrictions; and therefore, Commute.org will continue to iterate and evolve our offerings in this area in the coming years.



- 5) Continue to promote the Best Workplaces for Commuters (“BWC”) program to employers in San Mateo County. Employers who participate in the program and meet specific TDM guidelines have a lower drive-alone rate for employees. Commute.org has found that it can leverage other organization’s programs (e.g., BWC) to encourage adoption of TDM practices – especially at larger employers.
- 6) Participate in San Mateo County Spare the Air Resource Team campaigns for employers sponsored by BAAQMD to increase awareness of Commute.org and target San Mateo County employers and commuters.
- 7) Continue to produce newsletters for employers called the Employer eNews to share TDM best practices, compliance, and other general topics with our vast array of subscribers. Over 2,400 employer and partner contacts receive the newsletter which is published monthly and when special situations arise.

Employer Support Services

- Goal: Provide employer support services, including the STAR platform, Guaranteed Ride Home, bicycle safety and training workshops, TDM best practices consulting, and Bay Area Commuter Benefits Program support services. These programs are provided to encourage employers to make their employees aware of the vast array of programs that are available to support them in using alternative commutes. Most employers in San Mateo County do not have dedicated resources or expertise in TDM programming; therefore, the employer programs team serves as a valuable, no-cost resource to those employers.
- FY 2021-2022 Action Items:
 - 1) Promote the use of the STAR platform by employers. STAR is Commute.org's online TDM support, tracking and rewards system. The software platform is licensed from RideAmigos and allows individual employers, cities, and organizations to have their own unique "networks" under the Commute.org umbrella. Each network has almost the full set of privileges available to the parent organization, and can control access to their network to their own employees, members, etc. As more employers look to add TDM programs to their suite of employee benefits, STAR provides them with a no-cost option. Employees benefit from this integrated toolkit by being able to take advantage of their employer's programs as well as those offered by Commute.org.
 - 2) Provide ongoing outreach, guidance, and consulting services to those San Mateo County based employers who have not yet complied with the Bay Area Commuter Benefits Program (Regulation 14, Rule 1) or are delinquent in re-registering. The regulation became permanent in 2016, which provides the employer programs team with an added opportunity to engage with employers who have 50 or more employees in the Bay Area. Many employers who may not have been compliant in prior years may now be able to establish compliance by adopting a remote work policy that builds on the experience they gained during the COVID-19 shelter in place period.



- 3) Continue to develop TDM tools including infographics, guides, tip sheets, social media campaigns, webinars, videos, and white papers that are used to introduce small to medium employers without a formal TDM program or coordinator to commute alternatives as well as strengthen employers with devoted transportation

coordinator in San Mateo County. In addition, these materials will also be geared towards providing the latest safety protocols for all modes of commuting as employers will need information on “Getting to Work Safely” as their employees return to the workplace.

- 4) Continue work on the Resource pages on the newly launched website to include TDM self-assessment tools and downloadable resources that simultaneously collect contact information, grows our mailing lists, and ability to follow-up with leads for our services.
- 5) Continue to support shared-ride services including bike share, micromobility, carpooling and vanpooling programs in JPA member cities. As part of this effort, the agency will continue to work with member cities that want to develop city-specific transportation information on their own web sites as well as on the “Connect” branded sites that exist in some jurisdictions.
- 6) Coordinate bicycle safety and training workshops with employers and JPA members either at their worksites or through city or county entities by a certified bicycle safety instructor to provide rules of the road for cyclists, tips on buying a bicycle and bicycle maintenance instruction.

Program Area 2: Shuttle Program

The Commute.org shuttle program operates as a small transit agency that provides first/last mile transportation services during peak commute hours linking commuters and residents to transit stations throughout the county. The Commute.org shuttle program is part of a larger, county-wide shuttle system. The vast majority of Commute.org shuttle passengers are employees who use the service between BART or Caltrain stations and their places of work. Additionally, the shuttles provide “reverse commute” service to residents that live near shuttle routes.



Commute.org has traditionally been the lead agency when public and private resources are combined to fund a shuttle route. Commute.org also manages several routes on behalf of SamTrans and Caltrain where there is no public funding. In recent years, Commute.org has brought commercial property managers into the shuttle program as route sponsors. This model allows commercial properties to attract tenants by sponsoring shuttle service to their buildings. This simplifies the consortium management process for the Commute.org shuttle team and provides first/last mile transit service to a new group of employees.

Shuttle Program Development and Management

- Goals: Provide safe and reliable first/last mile shuttle services between employment and residential sites in San Mateo County and Caltrain, Bay Area Rapid Transit (BART), and San Francisco Bay Ferry stations/terminals so that people can utilize public transit as a primary means of commuting to or from the county. Work with consortiums of employers, property managers, and municipalities to provide matching funds to operate the service and to attract and retain ridership. Improve the overall customer experience by maintaining high standards for on-time performance, accurate schedules, clean

vehicles, and courteous drivers. Provide shuttle services that are equitable, accessible, financially sustainable, and successful as measured by the funders' targets and benchmarks.

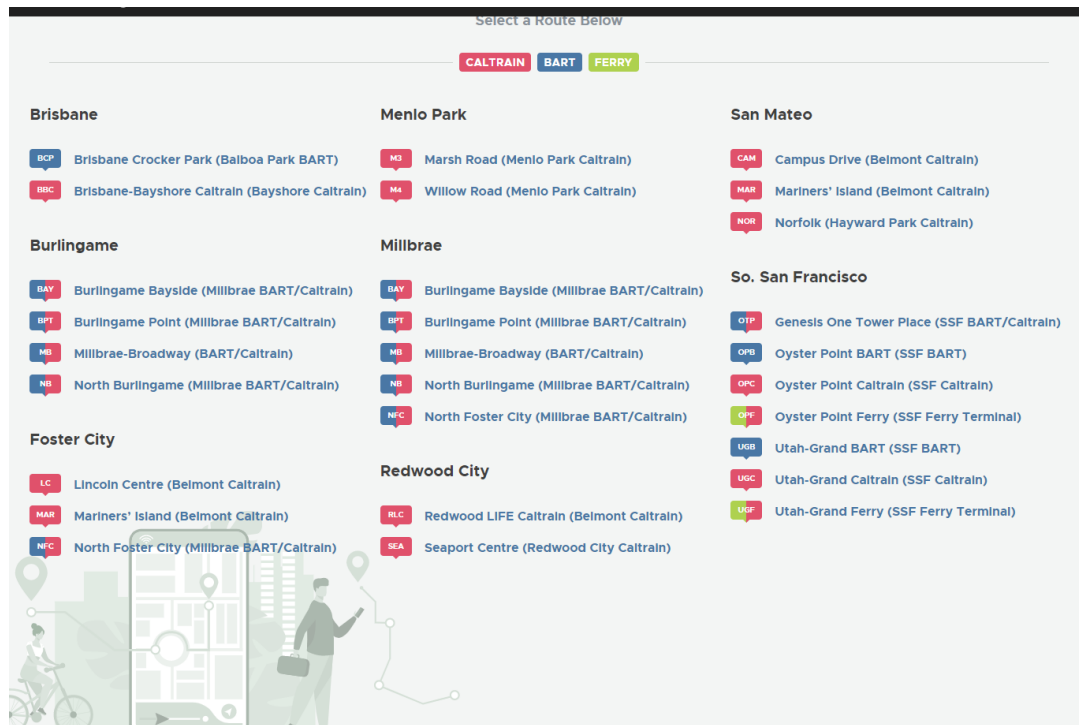
- FY 2021-2022 Action Items:

- 1) COVID-19 continues to have a significant impact on ridership across all routes. Essential workers have continued using the service, but service reductions have been implemented to reduce costs and to match service to the public transit systems that the shuttles serve. Getting passengers back onto public transit is the first and most important task for FY 2021-2022. Until those commuters trust that they will be safe on transit, they will choose alternatives such as driving alone. Significant efforts will be required to gain back that trust and get riders to return.
- 2) Social distance protocols will determine the capacity levels of the shuttles. With 6-foot protocols, vehicles are only able to carry 25 percent of the normal passenger load. When that is changed to 3-feet, we will be able to carry 50-60 percent of a full load. That will be critical since leaving passengers behind due to capacity constraints will be difficult to overcome.
- 3) The shuttle vendor continues to use enhanced cleaning and disinfectant procedures. Additionally, Commute.org has procured hand sanitizer dispensers and anti-microbial hand rail coverings to vehicles in the fleet. The vendor and the team must be ready to continually adjust policies, procedures, and schedules until such time as the COVID-19 pandemic is completely controlled.
- 4) Commute.org took over management of two additional routes in FY2020-2021 and additional route consolidations and management changes are expected in the new fiscal year. Commute.org is an active participant in the ongoing "Shuttle Study" that is being sponsored by the TA and Caltrain. We have pledged to shoulder additional management and customer service responsibility if that is the recommendation from the study (see notes in the Key Initiatives section of this document).



- 5) The marketing funds that are now available to target shuttle passengers will be critically important in this fiscal year. The opportunity to reconnect with passengers who have left public transit as well as connecting with new passengers will be an important part of getting ridership back to pre-COVID levels as soon as possible.

- 6) The “Shuttle Stop” sign replacement project was completed in FY 2020-2021. Additional wayfinding and signage projects are expected with the changes in route management. Having a consistent look for commuters is important to gaining their trust in the service.
- 7) Commute.org’s website was redeveloped in FY 2020-2021. Since most of the shuttle riders, who make up half of the site visitors, have not been using the shuttles since the website was changed, we anticipate having an increased level of customer service to get them acclimated to the new site layout and tools.



- 8) Since all Commute.org shuttle routes have regularly updated GTFS files, the routes are also available to all third-party software developers for inclusion in trip planning, transit screen, and mobility as a service offering. Expanding the inclusion of Commute.org shuttles into more apps and services will continue to be an objective for the Shuttle Program team.
- 9) Commute.org introduced a Text Alerts program in October 2017 and as of April 2021 there are over 3,500 active subscribers. The shuttle teams at Commute.org and SamTrans have used the service to send over 100,000 messages to subscribers since the service was launched. Being able to communicate with passengers whether it is to notify them about a schedule change or alert them to an issue on the route has been invaluable. The teams are always monitoring developments in technology and transit to make sure that the tools we use are the best available.
- 10) Conduct shuttle monitoring checks to ensure vendor compliance with agency policies and procedures. Each route should be monitored at least quarterly. This target may grow as additional routes are added to Commute.org shuttle management program. Much of the route monitoring can be done remotely with the tracking tools; however, in-person checks are still important to conduct.

Program Area 3: Commuter Outreach & Incentive Programs

Educating commuters about alternative transportation options and then inspiring and incentivizing them to change their mode choice is the objective of this program area. The Commute.org and my.Commute.org websites are the primary vehicles used to disseminate the information and to promote/manage the incentives. This program area relies heavily on the use of marketing (online, video, and display), challenges, and prize-based campaigns to attract and retain the target audience.



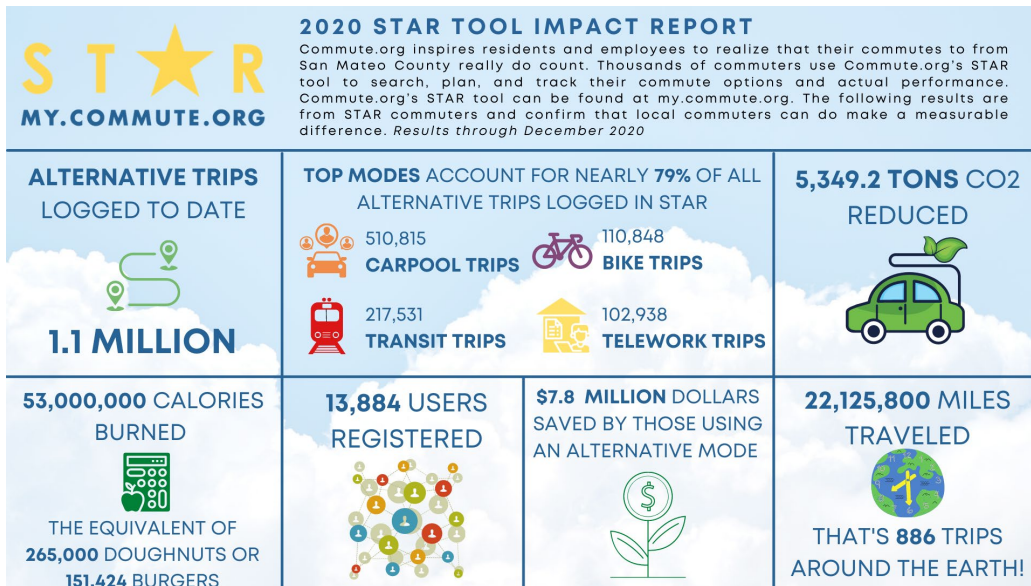
Digital billboard graphic developed for 2020 Challenge – to be rebranded for 2022 Challenge

Many of Commute.org's outreach efforts are focused on encouraging those who commute to, from, through, or within San Mateo County to use Commute.org as a gateway to find commute alternatives. Social media has become an effective way of reaching and communicating with individual commuters. The agency has an active presence on Facebook, Twitter, YouTube, Instagram, and LinkedIn. Performance metrics for the agency's social media and commuter communications efforts are being measured using tools from Google Analytics, Mail Chimp, Survey Monkey, YouTube, and Hootsuite.

Incentives are one of the tools that Commute.org uses to help encourage people to try commute alternatives. With the adoption of the STAR platform, the agency has been able to launch a variety of new incentives and reward programs to stimulate non-drive alone commuting behavior.

STAR Platform

- Goal: Provide commuters with the tools, programs, and incentives that not only encourages their shift to non-drive alone modes, but also provides ongoing support and incentives for them to continue using preferred commute mode(s).

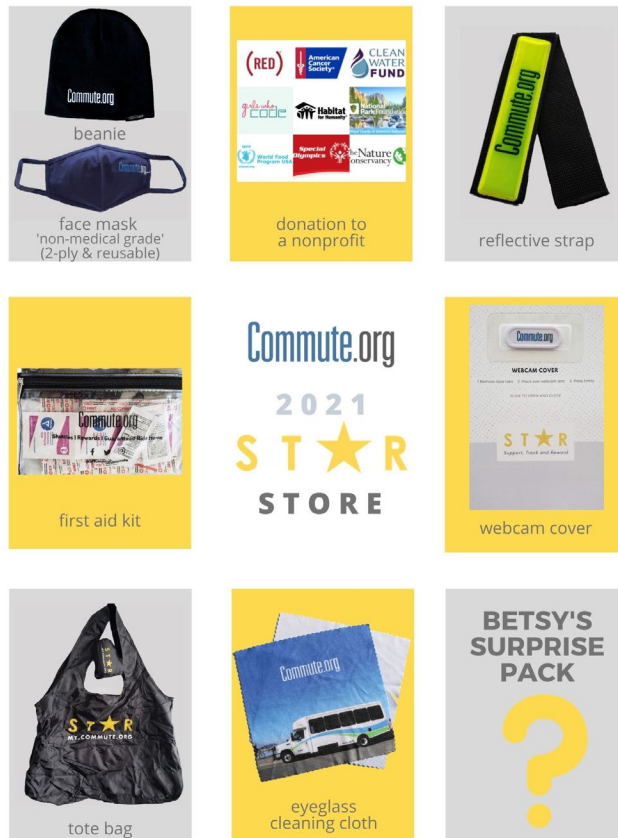


● FY 2021-2022 Action Items:

1) The agency will continue with the deployment and promotion of the STAR Platform as the primary online tool that Commute.org uses to promote, track, and incentivize alternative commuting behavior. The tool, provided by software vendor RideAmigos, was branded as the STAR platform when it was first deployed in 2016. The tool has grown in popularity and scope over the years.

2) The STAR platform has given the agency a tool that generates measurable impacts in real-time. Sharing these impacts with commuters, employers, partners, and funders helps to reinforce the positive behavior that we are seeking from commuters. Data is tracked at the individual level but is presented in anonymized and aggregated ways.

3) The Challenge module of the STAR platform was used in the past four Commuter Challenges. The 2020 and 2021 Commuter Challenges were cancelled due to the COVID-19 crisis; however, the Challenge module was



adapted to encourage both essential workers and non-essential workers who could telework to log their “commutes” to become eligible for prize drawings.

- 4) Quarterly Challenges are now a regular part of the Commuter Programs team’s programming. Each quarter a different mode or collection of modes are selected to be the focus of the challenge. Using the STAR platform for challenges has resulted in more meaningful engagement with the participants than in prior years when commuters participated passively in “pledge” programs.

Guaranteed Ride Home (GRH) Program

- Goal: Provide commuters and college students in San Mateo County with a form of “commute insurance” that supports their use of alternative commute modes by providing a ride home or to a local transit station in the mode of their choice when a qualifying event occurs (e.g., sickness, family emergency, unplanned overtime, bicycle breakdown).
- FY 2021-2022 Action Items:
 - 1) The Guaranteed Ride Home (GRH) program was launched in January 2018. The program is built on the STAR platform and requires participants to create accounts and log their non-drive alone trips to claim reimbursement for qualified GRH rides.



- 2) GRH is consistently ranked as one of the most important programs we offer. It is perhaps the only program we run where success is not necessarily measured by the number of times it is used. Since GRH is insurance, the Commuter Programs team is most interested in getting people to be aware that it exists. It gives commuters peace of mind knowing that if they use an approved alternative mode to commute to work, then they will be able to get home in the event of a qualified emergency, illness, or commute situation.
- 3) The Commuter Programs team will use a combination of new techniques and proven social media to expand interest and participation in the program. They will work with the Employer Programs team to make sure that employers push the program out to their employees. A co-marketing program is being designed whereby marketing collateral is developed by Commute.org and customized for each employer.
- 4) When commuters use a qualifying alternative commute mode and experience an emergency while at work or college, they can use any form of transportation to get

home, such as public transit, ride-hailing app (e.g., Uber or Lyft), car share, or taxi, and be reimbursed up to \$60 per trip up to 4 times a year.

- 5) The GRH program is open to anyone who works or attends college within San Mateo County on days when they do not drive alone to work. Employees who have similar benefits from their employers are not eligible.

Carpool and Vanpool Incentive Programs

- Goal: Provide commuters with direct incentives to encourage them to adopt carpooling or vanpooling as a primary commute option.
- FY 2021-2022 Action Items:
 - 1) Continue promoting and managing the carpool incentive program that was launched in late 2018. Originally the program was called “Carpool 2.0” but transitioned to Carpool 2020 in January 2020 and then to Carpool 2021 in January 2021. Prior to the pandemic, the program was very effective at encouraging people to use carpooling as an alternative commute mode. COVID-19 significantly reduced participation in the program, but we anticipate a gradual increase in program participation as worksites begin welcoming back employees and commuters look to reestablish carpool partnerships. In fact, we think there is going to be a big opportunity to help commuters find new partners so this program combined with the carpool matching tools in STAR will be a great combination in FY 2021-2022.



- 2) The Carpool incentive program allows carpoolers that log trips on Scoop or Waze Carpool to earn rewards for every 10 days of carpooling (maximum reward is reached after 40 days of carpooling). The verified carpool data that is sent to STAR from Scoop and Waze Carpool provides details and insights into commute behaviors that we have not been able to see before. The carpool incentives are funded through a special TFCA grant provided by C/CAG; however, staff costs for the program are primarily supported through the Congestion Relief Program funding agreement with C/CAG.
- 3) To encourage more people to use vanpools as an alternative to driving alone, the commuter programs team developed and launched a new Vanpool incentive program that was modeled after the Carpool incentive program. This new incentive

replaced the existing vanpool incentives; however, due to the pandemic, there was very little new participation in vanpooling. We expect that to change in the coming year for many of the same reasons why we expect carpooling to increase. Many vanpools will be searching for new participants and this incentive program is a great way to encourage new riders to join existing vanpools and for groups to consider forming a new vanpool.

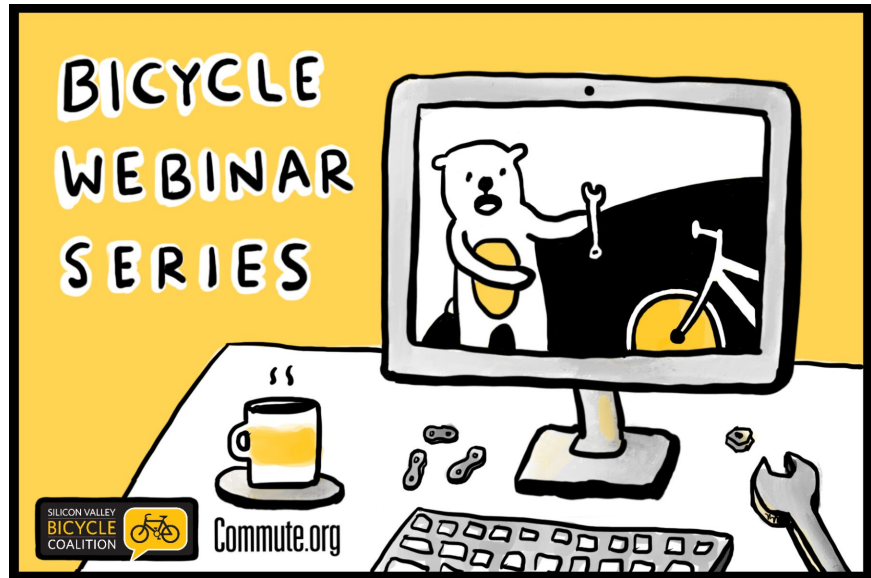
- 4) Collaborate with MTC, Enterprise Rideshare, and private employers to fill vacant seats in existing vanpools by using the STAR platform's vanpool module to inform commuters of available vanpools.
- 5) Support partner programs like 511's "Carpool to BART" preferred parking program, "Five Free Rides" carpool app program, and other regional promotions.
- 6) Conduct post-incentive surveys of the STAR platform incentive participants to determine if they are continuing to utilize the commute alternatives and measure success of the programs.

Bicycle Incentive Program

- Goal: Encourage more San Mateo County commuters to use bicycling as an alternative to driving alone for both first/last mile commutes as well as full-length commutes.
- FY 2021-2022 Action Items:
 - 1) Prior to 2020, Commute.org had never offered an incentive to commuters to encourage them to use a bicycle as a regular mode for their commutes. A new incentive program was developed over the past year that incentivizes bicycle commuting.
 - 2) The incentive was based on the carpool incentive program and shares many of the same program features/requirements: 1) it operates on the STAR platform; 2) commuters need to use a "connected app" to log verified bicycle commutes; 3) up to \$100 in incentives are available for a commuter to earn (40 days of bicycle commuting); 4) surveys and STAR platform data are used to determine program effectiveness.

- 3) Our experience has shown that encouraging and incentivizing commuters is not enough when it comes to bicycle commuting. Educating them about all aspects of bicycling is an added necessity. During the early months of the pandemic, the Commuter Programs team

partnered with Silicon Valley Bike Coalition to produce a 5-part bicycle education webinar series. The webinars covered topics from safe commuting to buying the correct bicycle. All the webinars were recorded and are now available online for commuters to view.



- 4) When social distancing restrictions allow for on-site bicycle education courses, the Commuter Programs team in collaboration with the employer programs team will look for opportunities to bring certified bicycle trainers to locations where commuters can get in-person training to augment the online training. These sessions will also serve as an opportunity to promote the Bicycle incentive program.

Bike to Work Day(s)

- Goal: Participate in Bay Area wide event to promote the use of bicycling as a viable form of commuting.
- FY 2021-2022 Action Items:



- 1) Due to the pandemic, Bike to Work Day 2021 has been recreated as Bike Month 2021. Since so many of the target participants are not working at worksites, the region chose to make the entire month of May a month to encourage recreational

and commute bicycling. Agency staff is working with lots of partners to make the 2021 event a success and looks forward to an even more robust event in 2022.

- 2) Commute.org functions as the county-wide coordinator for the Bay Area Bike Month. Coordination entails: Recruiting and managing volunteers to staff the Energizer Stations; evaluating locations and organizations for new Energizer Stations; promoting, coordinating, and selecting the Bike Commuter of the Year for San Mateo County; organizing and supplying the handouts for participants; promoting the event through employers, cities, organizations, and the media; working with the region-wide event coordinator (Bay Area Bicycle Coalition); and keeping statistics on the event participation.
- 3) Promote Bike Month to residents and employees in San Mateo County with a goal of increasing participation in bicycle commuting.
- 4) Distribute promotional items and educational material in the Bike Month bags that riders receive at Energizer Stations and local libraries. The items are designed to encourage participants to adopt bicycling as a commute alternative on a regular basis.
- 5) Continue to recruit and support the employers, non-profits, cities, and other groups that volunteer to set-up and staff Energizer Stations in San Mateo County. Visit as many Energizer Stations as possible on Bike to Work Day to thank volunteers and ensure compliance with station procedures.

Try Transit Incentive Program

- Goal: Increase ridership on public transit – Caltrain, SamTrans, BART, and SF Bay Ferry.
- FY 2021-2022 Action Items:
 - 1) Collaborate with transit partners (existing and new), on our ongoing Try Transit media campaigns and ticket distribution program.
 - 2) Promote the Try Transit program to potential riders who currently drive alone. Provide program information to employer ETC's and directly to commuters at employer fairs, and via the Commute.org web site. The commuter programs team will continue with the direct mail campaign that targets specific San Mateo County residents (those who live near transit stations) since we have determined that direct mail campaigns result in significant increases in applications for the program.

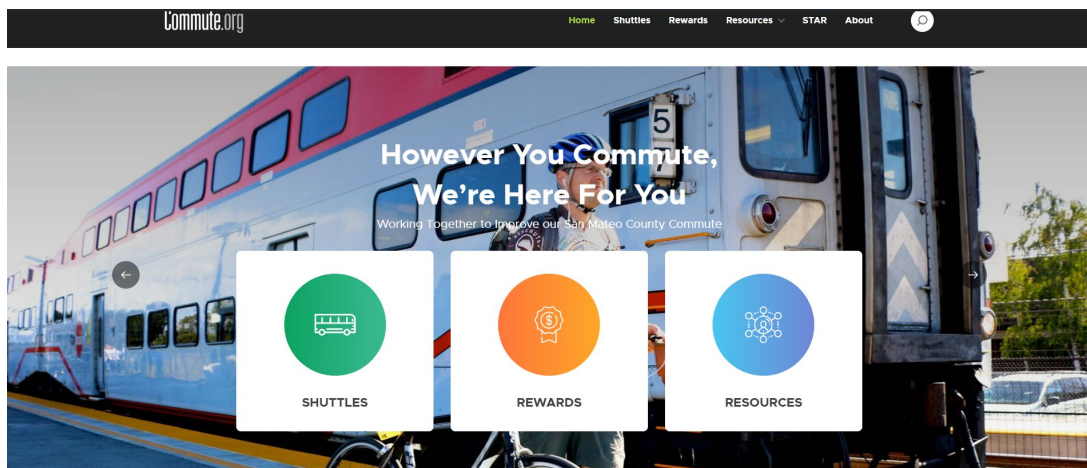
Enjoy a Free Transit Ride On Us



- 3) Conduct surveys of incentive participants to determine if they are continuing to take transit on a regular basis after receiving the tickets.
- 4) Produce annual reports for the transit agencies that provide the tickets and secure new tickets to continue program with partnering agencies.

Direct Marketing and Communication with Commuters

- Goal: Provide commute alternative information directly to commuters that travel to, through, from, or within San Mateo County so that they can make informed choices on commute options.
- FY 2021-2022 Action Items:
 - 1) Plan and implement media campaigns to broaden awareness of Commute.org and its programs including the STAR Platform.
 - 2) Use an assortment of media types to reach commuters in San Mateo County. Commute.org develops an annual media plan that includes advertising and messaging across traditional and social media platforms. The agency has effectively used digital billboards, online radio, online news sites, social media sites, bus-sides, and specialty video locations to promote the full suite of programs. While we have shifted away from printed material, direct mail pieces are still a useful tool when targeting residents.
 - 3) The Commute.org site continues to be a useful tool for commuter communication. The website averaged over 10,000 sessions each month prior to the pandemic. We expect the website activity to grow as commuters either return to their worksites or look for alternatives due to the increased congestion that is expected to materialize later this year. The new website, which was launched in April 2021, improves the user experience, and makes it easier for visitors to get the information they need. Managing the transition to the new site will be an important ongoing task for all the program teams in the new fiscal year.



- 4) Continue to produce and distribute the monthly electronic newsletter for commuters called the Commuter Club. The e-newsletter has proven to be an important tool for the Commuter Programs team. The team studies “open rates” and other metrics to make sure the content is valuable and timely.

Program Area 4: Public/Private Partnerships

This program area focuses on the work that Commute.org does with public and private partners to collaboratively develop new resources and tools to expand transportation alternatives. Efforts in this area include funding and resource development, development of community-based services, and community facilitation of transportation alternatives.

Funding and Resource Development

- Goals: a) Retain existing funding sources through successful project delivery; b) Seek additional funding to address identified needs and plans developed in collaboration with SMCTA and C/CAG; c) Work with partners to ensure 100% sustainability of existing funding; d) Establish relationships with public and private sector partners that further solidify the agency as the region's leading TDM agency.
- FY 2021-2022 Action Items:
 - 1) Ensure that Commute.org is the recognized funding partner to implement transportation demand management (TDM) initiatives on behalf of other transit, transportation, and local government partners in San Mateo County.
 - 2) Measure W funds are being made available for additional alternative congestion relief (ACR) programming. Commute.org is serving on the committee that is providing guidance to the TA on how those funds should be used. While Commute.org does not expect to be the only agency seeking those funds, it does expect to forge partnerships with other agencies and municipalities to leverage those funds into programming that will benefit the residents of San Mateo County.
 - 3) Represent San Mateo County as well as the Bay Area's TDM agencies on the MTC Blue Ribbon Transit Recovery task force. Commute.org was selected to participate on the 30-member task force. The agency's executive director has been representing a broad array of public, private, and non-profit organizations as the task force attempts to guide the future of the Bay Area's public transportation network. The task force will likely conclude its business in early FY22.
 - 4) Expand financial participation by employers, property owners, and residential communities on consortium-funded shuttle routes. Additional participation lowers the cost for all participants and helps to ensure the sustainability of the shuttle program.
 - 5) Provide managerial support to the San Mateo Rail Corridor TMA. Since FY 2010-2011, Commute.org has helped the TMA to get established as a stand-alone non-profit (501(c)(4)) organization that provides services to its members in and around the Bay Meadows development area. Commute.org agreed to continue as the administrator of the TMA during the past fiscal year and expects that relationship to continue into the foreseeable future. The administrative functions (e.g., insurance, taxes, membership management) will eventually be performed by a third-party organization chosen by the TMA members.

- 6) Use the experience with the San Mateo Rail Corridor TMA to assist other cities and business districts on TMA program development.
- 7) Work with partners who are collaborating on measures to expand TDM practices throughout San Mateo County.

Development of Community-Based Mobility Services

- Goal: Assist cities in San Mateo County with the development, implementation, and improvement of community-based mobility programs. While Commute.org's focus remains on peak-hour commute trips and a first/last mile shuttle program that serves commuters and residents, the agency is able to assist members with other mobility programs.
- FY 2021-2022 Action Items:
 - 1) Commute.org has taken the lead in developing a resource guide for micromobility. The original research was conducted by the City of San Mateo and then expanded and updated by our Climate Corps fellow. The research has been published and it will need to be continually updated to provide staff from San Mateo County cities and towns with policy, process, and best practices related to shared-ride services, bikeshare, and other micromobility issues.
 - 2) Work with cities and community organizations that operate community shuttle projects to help them understand the keys to success. Serve as an advisor of best practices when it comes to questions they may have through the application and development process.
 - 3) Continue to participate in the Shuttle Study project sponsored by the San Mateo County Transportation Authority, Caltrain, and SamTrans. When the recommendations are published, the agency will implement the changes that will strengthen the shuttle program.
 - 4) Assist cities and community organizations with the development of routes that are eligible to receive funding from the San Mateo County Shuttle Program Call for Projects. Assistance may include route design, vendor coordination, shuttle monitoring, and general technical assistance.
 - 5) Assist SamTrans with their Reimagine SamTrans efforts in ways that will support the agency's mission. Advocate for additional connections to regional rail stations and expansion of express bus service to key employment locations.

Program Area 5: Agency Development

The final program area relates to strengthening the organizational capacity of Commute.org to achieve its goals and prioritizing its program efforts. This involves review of finance and budget, governance, administration and business practices, and communication to employers, riders, and public and private partners. Many of the items in this program area support the “Ensuring Organizational Sustainability” objective in the new adopted strategic plan. While organizational sustainability has been a critical component of prior work plans, it has taken on additional significance given the challenging goals set for in the strategic plan.

Strategic Plan 2025 Performance Monitoring

- Goal: Ensure that the agency sets priorities, focuses resources, strengthens operations, and ensures that staff and other stakeholders are working toward the goals and objectives set out in Strategic Plan 2025.
- FY 2021-2022 Action Items:
 - 1) The plan was developed over a 15-month period and was formally adopted by the board in April 2021. It is intended to serve as the guiding plan for the agency through FY2025.
 - 2) The plan was developed under the direction of a Strategic Plan Steering Committee. The committee was comprised of board members Lentz, Beach, Hurt, Holober, O'Neill, Romero, and Bonilla.
 - 3) Commute.org will use the OnStrategy software platform to manage the agency's progress on meeting the goals and objectives set forth in the plan. The software will be used to assign and track progress on individual and team level initiatives. It will also be used to provide internal, stakeholder, and board-level performance reporting.
 - 4) As initiatives are defined, they will be added to the platform, assigned to a person or team, and linked to a key performance indicator (KPI). Since each initiative includes a target completion date, the tool will be able to assist the management team in understanding where the agency is in relation to the overall timeline for the plan.
 - 5) It is important to note that only items from the strategic plan will be included in this platform and reporting. The agency has many other programs, services, and activities that are not specifically included in the Strategic Plan. Those items as well as the items included in the plan will be reported on in quarterly and annual reports.

Finance and Budget

- Goal: Ensure the integrity of the financial reporting and budgeting process and increase operational efficiencies.
- FY 2021-2022 Action Items:
 - 1) Continue working with the City of San Carlos, which serves as the agency's fiscal agent, on improvements to the financial and accounting practices of the agency.

- 2) Review all activities and programs to determine those that are most effective and those that are underperforming based on performance measurements adopted.
- 3) Adjust the budget to match Commute.org's role and responsibility of the county-wide shuttle program – as changes necessitate.
- 4) Refine budget process and categories to align with programs more closely. Work with the City of San Carlos to modify the chart of accounts to better understand program costs and effectiveness.
- 5) Continue to move as many bank transactions as possible to ACH processing. Payments and deposits can be shifted to ACH to reduce processing delays and to streamline accounting functions.
- 6) The agency is in year two of a 3-year office lease extension. Changes to the office layout have been made to accommodate social distancing inside the office. The current space is sufficient for the current staff, but additional space may be required if there is an expansion of staff and/or if it is determined that the agency needs to establish a presence in other parts of the county.

Governance

- Goals: a) Ensure meaningful participation by each key constituency of Commute.org including employers, commuters, and public and private partners; b) continue to ensure that all new Board members receive full orientation to Commute.org's mission and goals as soon as they are appointed to the Board; c) ensure that the Strategic Plan is monitored and updated on a regular basis.
- FY 2021-2022 Action Items:
 - 1) Accountability and Transparency Initiatives:
 - a. As part of Commute.org's newly adopted Strategic Plan 2025, the agency will renew efforts to create an "Accountability Toolkit" that contains board approved permanent governance documents.
 - b. Staff, partners, directors, and volunteers will review the accountability documents and acknowledge their acceptance and understanding by executing a Conflict-of-Interest form.
 - c. Annually, the Executive Director conducts an orientation session for all employees on the agency's commitment to and implementation of accountability and transparency.
 - d. New employees, as part of their orientation will be required to review the accountability documents either in printed form or on Commute.org's website and acknowledge their understanding. Further, employees who are in management positions will execute Conflict of Interest forms.
 - 2) Update agency by-laws, as necessary, to align with the agency's structure and mission.
 - 3) Comply with all county and state-mandated reporting and transparency initiatives.

- 4) Conduct orientation for new Board and committee members following the first Board meeting after new Board members have been appointed.

Administration and Business Practices

- Goals: a) Ensure adoption of Commute.org's newly defined mission and assess all innovative programs and activities to maintain adherence to the mission; b) attract and retain quality employees; c) foster a culture of environmental stewardship and sustainability.
- FY 2021-2022 Action Items:
 - 1) Review and update the Emergency/Disaster Planning documents to reflect changes in the agency's location, scope of work, and other factors. Use the experience gained from the COVID-19 crisis to adjust the plan. Commute.org's role as a provider of public transportation necessitates continual review and refinement of emergency plans.
 - 2) All staff members completed the mandatory Sexual Harassment training in 2019. New hires will receive training within six months of their hire date. Existing employees will be required to receive additional training as required.
 - 3) All staff is currently CPR certified. New hires will be encouraged to take the CPR training offered by the Red Cross. Additional training on emergency preparedness and first aid will be provided as part of our ongoing staff training program.
 - 4) Review existing performance measurements, and then utilize a prioritization framework for formal policies and criteria to evaluate new opportunities that emerge to develop or manage programs and initiatives.
 - 5) Work with the agency's board and committees as well as program managers to review/update employee wellness program, leadership development and succession plan and potential opportunities to develop grant applications that have an environmental or energy technology component.
 - 6) All staff participate in an annual Security Training course provided by the IT services and support vendor.
 - 7) Maintain certification in the San Mateo County Green Business Certification program. The agency was first recognized as a certified green business in 2019.

Communication

- Goals: a) heighten awareness of Commute.org and create more powerful, compelling communications; b) increase employer participation in transportation demand management programs through communication efforts directly to San Mateo County employers to reach their employees.

- FY 2021-2022 Action Items:

- 1) Publish an Annual Report that can be used to showcase the efforts of the agency and serve as a “call to action” document for municipalities and employers in San Mateo County.
- 2) Use the agency’s new website to provide information about transportation alternatives in San Mateo County, provide shuttle riders with schedule and route information, provide real-time tracking of shuttles, provide employers with access to the commute alternative planning tools and services provided by the agency and its partners, and provide links to the websites of our partner agencies and other Bay Area transportation providers.
- 3) Use a variety of marketing tools to promote, encourage, and sustain non-drive alone commute alternatives. Marketing includes print and direct mail pieces as well as digital marketing on streaming radio, search engines, web sites, etc. Advertising on highway digital billboards has proven to be effective and will be continued. Other advertising platforms that are being considered include: bus sides, transit interiors, and transit kiosks. Social media continues to be an essential element of the agency’s marketing efforts with campaigns on Facebook, Twitter, Instagram, YouTube, and LinkedIn.
- 4) Commute.org plans to outreach to San Mateo County residents by sending a direct mail piece to residential addresses. The direct mail piece will reach tens of thousands of households. The piece(s) will promote the new Commute.org website, and the many programs and services available to them with the goal of encouraging commuters to use a sustainable mode of travel to work or college.
- 5) Agency staff uses the agency’s vehicle (Prius Hybrid) to travel to all vents in the county. The vehicle was “re-wrapped” in FY2020 to match the branding on the shuttles. This new wrap supports the agency’s marketing efforts by making the company vehicle highly visible to commuters.
- 6) Provide phone support about general information relating to transportation alternatives to driving alone, including HOV, public transit, shuttles, and Park-and-Ride facility information to callers who call (650) 588-8170 or (650) 588-1600. Additionally, the shuttle program also has a toll-free number (833-426-6688) that is used for the Text Alert program but also allows passengers to text comments and questions to the team.
- 7) Use the recently licensed CivicClerk agenda management and meeting platform to share information more effectively with the public. The online tool that is embedded in the new Commute.org website allows for members of the public to register and receive notification when agendas are published, and meeting materials are posted. Board and committee members will also be able to use the new platform to participate in meetings in both an online and in-person format.

Appendix

Board of Directors

Michael Lempres
Town of Atherton

Carlos Romero
City of East Palo Alto

Michael Smith
City of Redwood City

Davina Hurt
City of Belmont

Richa Awasthi
City of Foster City

Rico Medina
City of San Bruno

Clifford Lentz, *Chair*
City of Brisbane

Deborah Penrose
City of Half Moon Bay

Sara McDowell
City of San Carlos

Emily Beach, *Vice Chair*
City of Burlingame

Christine Krolik
Town of Hillsborough

Rick Bonilla
City of San Mateo

Rae Gonzalez
Town of Colma

Reuben Holoher
City of Millbrae

Eddie Flores
City of So. San Francisco

Pamela DiGiovanni
City of Daly City

Mike O'Neill
City of Pacifica

David Canepa
County of San Mateo

Finance Committee

Rick Bonilla, *Chair*
City of San Mateo

Open
Board Member Seat

Shirley Chan
City of Daly City

Open
Board Member Seat

Dante Hall
City of Foster City

Supervisory Committee

Dante Hall, *Chair*
City of Foster City

Christian Hammack
City of Redwood City

Christy Wegener
SM County Transit District

Shirley Chan, *Vice Chair*
City of Daly City

Sue-Ellen Atkinson
City of San Mateo

Jessica Stanfill Mullin
County of San Mateo

Justin Yuen
City of Brisbane

Nicole MacDonald
City of San Carlos

Kaki Cheung
C/CAG

** As of April 30, 2021*

Commute.org Staff

John Ford, Executive Director

Agency Management, strategic planning, financial management, staff development, shuttle program management, board, and funder liaison

Betsy Bautista, Office Administrator

Accounting, insurance, general office management, incentive program processing, GRH program management

Kim Comstock, Commuter Programs Manager

Management of commuter programs and team including the STAR platform

Virada Chatikul, Employer Programs Manager

Management of employer programs and team

Richard Fontela, Senior Shuttle Program Administrator

Operational management of the shuttle program
Customer Service, schedules, route inspections, shuttle vendor management

Rebecca Rudolph, Employer Programs Representative

Marketing and promotion of TDM Programs to employers, residents, cities

Mary Thomasmeyer, Commuter Programs Specialist

Commuter programs support including the STAR platform, customer service, Bike to Work Day coordination and website maintenance

Alton Chen, Shuttle Program Specialist

Assist Executive Director and Sr. Shuttle Program Administrator with administrative and operational support of the shuttle program, shuttle customer service, technology

Nora Hanak, AmeriCorps Climate Corps Fellow

10-month fellowship focused on expansion and support of the STAR Platform, micromobility research, social media

** As of April 30, 2021*

Legal Counsel and Financial Services

Legal Counsel

Hanson Bridgett LLP
Joan L. Cassman, Partner

Fiscal Agent

City of San Carlos
Carrie Tam, Financial Services Manager

Audit Services

Maze & Associates
Grace Zhang, Audit Partner

Actuarial Services

MacLeod Watts, Inc.
Catherine MacLeod, Principal & Consulting Actuary

Office Location

400 Oyster Point Blvd, Suite 409
So. San Francisco, CA 94080
PH: (650) 588-8170

Program funding primarily provided by:



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates.

SIGNIFICANCE

The 2021 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 Authority take a formal position.

Prepared By: Amy Linehan, Public Affairs
Specialist

650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
August 12, 2021

In late July, the House approved the majority of its appropriations bills for fiscal year 2022, including the Transportation-HUD funding bill, in a combined “minibus.” Overall, DOT would receive \$105 billion from the bill (which would be \$19B over fy21, and \$18.7B over the President's budget request). FRA funding in the bill includes \$625 million for a new Passenger Rail Improvement, Modernization, and Expansion (PRIME) grant program, including projects to upgrade intercity and high-speed rail service. The bill also appropriates \$1.2 billion for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary surface transportation grants (\$200M more than requested), a similar program to the previous BUILD and TIGER grants. The Senate appropriations process is moving more slowly, with only a few funding bills expected to be considered in August. The status of Congressionally Directed Spending requests remains unresolved between the two chambers.

The bipartisan infrastructure deal (now titled the Infrastructure Investment and Jobs Act [IIJA]) was approved in the Senate this week by a vote of 69-30, and was quickly followed by party-line Senate approval of a new budget resolution to enable \$3.5T in new spending across many categories through a reconciliation bill. The Senate infrastructure bill now heads to the House, but barring a significant concession by Speaker Pelosi, it is unlikely to proceed to a House vote until the reconciliation bill has been approved by the Senate, which will be no sooner than September. The IIJA does not include any of the surface transportation earmarks that the House INVEST Act would have authorized, which is a concern to many House members. The IIJA does include several provisions to fund work on railway-highway crossings and grade separations, most notably:

Railway-highway grade crossings. §11108

- Continues to set aside \$245M of the funding authorized for the Highway Safety Improvement Program (HSIP) for the Railway-Highway Crossings (Section 130) Program for each of fiscal years 2022 through 2026. This section removes the requirement that at least half of the funds set aside for the Section 130 program must be for the installation of protective devices at railway-highway crossings. This section increases the Federal share for projects funded under the Section 130 program from 90 to 100 percent, as well as clarifies that the replacement of functionally obsolete warning devices is an eligible expense. This section also increases the amount of state incentive payment at-grade crossing closures from \$7,500 to \$100,000, and increases the set-aside for compilation and analysis of data from 2 percent up to 8 percent.

Railroad Crossing Elimination Program. §22104

- This section is based on the standalone bill by Sen. Cantwell that we have previously discussed. It would authorize \$500 million a year for the new Railroad Crossing Elimination grant program. This includes a small set-aside to carry out a highway-rail grade crossing safety information and education program. At least 20 percent of grant funds are reserved for projects located in rural areas or on Tribal lands.

TA Earmarks Submitted for Consideration:

As of August 18, 2021

Please note, negotiations on the inclusion of earmarks in a variety of key federal legislative packages continues to evolve. It was recently announced that earmarks will not be included in the Senate’s version of the surface transportation reauthorization package, which has been folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. If both Legislative Chambers do not pass all Appropriations bills by the September 30th deadline, they will need to pass a continuing resolution (CR) in the interim, which would not include earmarks.

THUD Appropriations

House:

Project	Submitted By	Amount
US/101 SR 92 Area Improvement Project (Speier)	SMCTA	\$1M

Additional Earmarks of Note:

THUD Appropriations

Project	Submitted By	Amount
Additional Mini-highs (Speier)	Caltrain	\$460,000
ZEB charging infrastructure to run an all-electric route service for East Palo Alto (Feinstein)	SamTrans	\$2.5M
Bike/Ped overcrossing (Padilla)	City of East Palo Alto	\$9.3M

Surface Transportation Reauthorization (House T&I):

TA funded projects:

Project	Submitted By	Amount
US 101 North of 380 Managed Lanes (Speier)	C/CAG	\$10M
Half Moon Bay Highway 1 North Bicycle/Pedestrian Improvement (Speier)	City of Half Moon Bay	\$1M
U.S. 101/Woodside Interchange Improvement (Speier)	City of Redwood City	\$2.5M

Other projects:

Project	Submitted By	Amount
Additional Mini-highs (Eshoo)	Caltrain	\$306,000
Additional Mini-highs (Lofgren)	Caltrain	\$550,000
Caltrain Optimization Project (Lofgren)	Caltrain	\$315,000
Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo)	City of Menlo Park	\$6.5M
At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace (Speier)	City of San Mateo	\$3M



August 19, 2021

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

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER

GENERAL UPDATE

The Legislature reconvened from Summer Recess on August 16 and entered the final month of the first year of the 2021-22 Legislative Session. Fiscal committees have until August 27 to report bills to the floor of each house. The Legislature will adjourn on September 10. The Governor has until October 10 to act on bills sent to him in the final weeks of the session.

The date for the election to decide if Governor Newsom should be recalled has been set for September 14. County elections offices will have 30 days to certify the results and the Secretary of State will announce the official result approximately 8 days later. As such, the official outcome of the election won't be determined until late-October.

FY 2021-22 STATE BUDGET UPDTE

On July 12, the Governor signed [SB 129 \(Skinner\)](#), a "Budget Bill Jr." that amends the main budget bill, [AB 128 \(Ting\)](#), signed by Governor Newsom on June 28.

As reported last month, SB 129 includes significant investments in transportation, including \$2.7 billion in funding for zero-emission vehicles and infrastructure and \$2.5 billion for statewide Transit and Intercity Rail Capital Program (TIRCP) funding, funding for the 2028 LA Olympics, and funding for grade separations statewide.

Notably, SB 129 did not include the Governor's proposed \$4.2 billion investment in the California high-speed rail project, which is still the subject of ongoing negotiations between Legislative Leaders and Governor Newsom. Also, SB 129 dictates that a significant portion of the transportation funding (\$2.6 billion) only takes effect if subsequent legislation is approved by October 10. This ensures that if an agreement is not reached on high-speed rail, these funds will revert to the General Fund.

On July 16, the Governor signed [AB 149 \(Committee on Budget\)](#), the transportation trailer bill, which includes additional statutory relief measures for transit pursued this year, and which expand on the relief secured last year in the budget.

POTENTIAL SOLUTIONS FOR ADDITIONAL FUNDING

As enacted, AB 128 contains \$2 billion (\$1.1 billion from interest earned in state transportation funds through 2028, and \$968 million federal funds) for the SHOPP, Interregional Transportation Improvement Program (ITIP), and local road and bridge investments. The portion that is derived from the earned interest (between 2012 and 2028) contributed by the Road Maintenance and Rehabilitation Account and deposited into the Pooled Money Investment Account, does not have any statutory obligation. This represents an opportunity to acquire additional resources to address priorities for local transportation planning agencies and other local jurisdictions.

There is a proposal being considered to take the \$1.1 billion and redirect \$400 million (in addition to \$500 million proposed in the May Revise) to clear the backlog of projects received by the California Transportation Commission for Cycle 5 of the Active Transportation Program (ATP); \$400 million for the Solutions for Congested Corridors Program, and \$300 million for the SHOPP, which is the main account to address maintenance and rehabilitation of the state highway system.

An additional \$400 million, for a total of \$900 million, could result in projects scoring near 79 or 80 being funded. If the additional \$900 million in ATP were to materialize, the county may be able to realize additional funding for the following projects:

- City of Menlo Park – Middle Avenue Pedestrian/Bicycle Rail Crossing Project -\$10M (80)
- City of San Bruno – Huntington Bikeway and Pedestrian safety Project - \$6.75M (79.5)

This proposal could be addressed later this summer.

DRAFT TIRCP GUIDELINES RELEASED

On August 9, the California State Transportation Agency (CalSTA) released the Transit and Intercity Rail Capital Program's (TIRCP) Cycle 5 discussion draft guidelines. CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021. The current focus is on updating the program to reflect the resources currently available through the budget, which includes approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. The initial guidelines do not address the proposed additional \$2.6 billion for the program included in AB 129 (as discussed above). If additional funding is approved, CalSTA will update the guidelines to address the additional funding.

STATEWIDE COMPETITIVE GRANT PROGRAMS

At the request of SMCTA staff, we have included in this report 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 guidelines will be discussed later this Fall with applications being due at various dates to be determined in 2022.

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) in order to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. The proposed FY 2021-22 would provide an additional \$500 million, but an additional \$400 million, for a total of \$900 million could materialize through budget negotiations.

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.

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 \$100 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.

Zero-Emission Bus Funding

At the request of SMCTA Staff, we have included in this report a list of current and future grant programs administered by State and local entities that fund zero-emission buses and charging infrastructure.

Volkswagen Environmental Mitigation Trust (\$65 million in FY 2019-20)

The Volkswagen (VW) Mitigation Trust provides incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW.

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)

Status: [Funding cycle open](#)

Carl Moyer (\$50 million in FY 2019-20)

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)

Status: [Funding cycle open](#)

Future Opportunities

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$142 million in FY 2019-20)

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#); an update to the guidelines for FY 2019-20 is pending
Status: [Funding cycle is currently oversubscribed](#)

Alternative and Renewable Fuel and Vehicle Technology Program – Medium and Heavy-Duty Zero-Emission Vehicle and Infrastructure Concept (Up to \$47.5 million in FY 2019-20)

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In 2019, the California Energy Commission circulated a funding concept, which could provide up to \$47.5 million to public and private transit agencies and truck fleets for new installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as “make-ready” infrastructure).

Current Guidelines: Concept found [here](#)

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.

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. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues. In January, the STIP was estimated to have a shortfall of \$100 million. The May Revise has decreased that deficit to about \$32 million, which should not have an impact on the county's share.

Proposition 1A

This \$9.9 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 million in appropriation authority.

SMCTA Bill Matrix – September 2021

Measure	Status	Bill Summary	Recommended Position
<p>AB 5 Fong (R)</p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p>	<p>3/18/2021</p> <p>Assembly Transportation Committee</p> <p>Two-year bill</p>	<p>This bill would suspend the continuous appropriation made from Cap and Trade auction proceeds to the High-Speed Rail Authority for fiscal years 2022-23 and 2024-25 and would instead require the transfer of those amounts from moneys collected by the California Air Resources Board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education.</p>	<p style="text-align: center;">Watch</p>
<p>AB 43 Friedman (D)</p> <p>Traffic safety.</p>	<p>8/17/2021</p> <p>Senate Floor</p>	<p>The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.</p>	<p style="text-align: center;">Watch</p>
<p>AB 67 Petrie-Norris (D)</p> <p>Sea-level Rise Working Group</p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p>Held in committee</p>	<p>This bill requires a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.</p>	<p style="text-align: center;">Watch</p>
<p>AB 128 (Committee on Budget)</p> <p>Transportation budget bill</p>	<p>7/13/21</p> <p>Signed by the Governor</p> <p>Chapter 21, Statutes of 2021</p>	<p>This bill is the main budget bill, which contains over \$5.4 billion in funding for transportation infrastructure, including \$3.1 billion in funding for rail and transit infrastructure across the state, \$500 million for active transportation projects and projects identified for completion prior to 2028, \$1.1 billion for streets, roads, and highway projects, and \$400 million for a State and Local Transportation Adaptation program.</p>	<p style="text-align: center;">Watch</p>
<p>AB 149 (Committee on Budget)</p> <p>Transportation budget trailer bill</p>	<p>7/16/21</p> <p>Signed by Governor</p>	<p>This bill would extend the relief for farebox recovery requirements for receiving STA, LCTOP and State of Good Repair funds, through FY 22-23. It also suspends TDA and STA penalties for this duration. The bill adds several new exemptions from the FRR calculation including: on-demand service and micro transit service beyond fixed-route service; costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2021

Measure	Status	Bill Summary	Recommended Position
<p>AB 361 Rivas, Robert (D)</p> <p>Open meetings: local agencies: teleconferences</p>	<p>7/15/2021</p> <p>Senate Floor</p>	<p>Executive Order No. N-29-20 suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic provided that notice and accessibility requirements are met, the public members are allowed to observe and address the legislative body at the meeting, and that a legislative body of a local agency has a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities.</p> <p>This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.</p>	<p style="text-align: center;">Watch</p>
<p>AB 703 Rubio, Blanca (D)</p> <p>Open meetings: local agencies: teleconferences</p>	<p>5/3/2021</p> <p>Assembly Local Government</p> <p>Two-year bill</p>	<p>This bill is similar to AB 361 except that it would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.</p>	<p style="text-align: center;">Watch</p>
<p>AB 745 Gipson (D)</p> <p>Air pollution: Clean cars 4 all program</p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p>Two-year bill</p>	<p>This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection.</p>	<p style="text-align: center;">Watch</p>
<p>AB 786 Cervantes (D)</p> <p>California Transportation Commission: Executive Director</p>	<p>2/25/2021</p> <p>Assembly Transportation Committee</p> <p>Two-year bill</p>	<p>This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.</p>	<p style="text-align: center;">Watch</p>
<p>AB 1499 Daly (D)</p> <p>Transportation: design-build: highways</p>	<p>8/16/2021</p> <p>Senate Floor</p>	<p>This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system. This bill is co-sponsored by the Self-Help Counties Coalition and California Professional Engineers in California Government. Amendments made in Assembly Appropriations Committee added a ten-year sunset and additional review.</p>	<p style="text-align: center;">Supported on 5/6/2021</p>

SMCTA Bill Matrix – September 2021

Measure	Status	Bill Summary	Recommended Position
<p><u>ACA 1</u> Aguiar-Curry (D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>4/22/2021</p> <p>Senate Appropriations Committee</p>	<p>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.</p>	<p style="text-align: center;">Supported on 2/4/2021</p>
<p><u>SB 7</u> Atkins (D)</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>5/21/2021</p> <p>Chapter 19, Statutes of 2021</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified.</p> <p>This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 10 Wiener (D)</p> <p>Planning and zoning: housing development: density.</p>	<p>7/6/2021</p> <p>Assembly Floor</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing.</p> <p>This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.</p>	<p style="text-align: center;">Watch</p>
<p>SB 44 Allen (D)</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>7/14/2021</p> <p>Assembly Appropriations Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency.</p> <p>This bill requires the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 66 Allen (D)</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>7/8/2021</p> <p>Assembly Appropriations Committee</p>	<p>This bill requires the California State Transportation Agency Secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.</p>	<p style="text-align: center;">Watch</p>
<p>SB 129 (Skinner)</p> <p>Supplemental Budget Bill of 2021-21</p>	<p>6/28/21</p> <p><u>Signed by the Governor</u></p>	<p>This "budget bill junior" amends the Budget Act of 2021 by adding and repealing items of appropriation and making other changes. It contains many items related to transportation infrastructure including \$2.7 billion in zero-emission vehicle infrastructure. The bill also includes language, specifically pertaining to ATP, TIRCP, and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail.</p>	<p style="text-align: center;">Watch</p>
<p>SB 210 Wiener (D)</p> <p>Automated license plate recognition systems: use of data</p>	<p>5/20/2021</p> <p>Senate Appropriations</p> <p>Held in committee</p>	<p>This bill would require automated license plate recognition system (ALPR) operators and end-users to conduct annual audits to review ALPR searches and require most public ALPR operators and end-users to destroy all ALPR data within 24 hours that does not match information on a "hot list." It also would require the Department of Justice (DOJ) to make available model ALPR policies and issues guidance to local law enforcement agencies</p>	<p style="text-align: center;">Watch</p>
<p>SB 339 Wiener (D)</p> <p>Road User Charge</p>	<p>7/14/2021</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p>	<p>Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. Amendments made in Senate Appropriations Committee extended the deadlines for the mandatory reports to the Legislature by six months.</p>	<p style="text-align: center;">Supported on 4/1/2021</p>
<p>SB 475 Cortese (D)</p> <p>Transportation planning: sustainable communities strategies</p>	<p>4/27/2021</p> <p>Senate Transportation Committee</p> <p>Two-year bill</p>	<p>This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2021

Measure	Status	Bill Summary	Recommended Position
<p><u>SB 623</u> Newman (D)</p> <p>Electronic toll and transit fare collection systems</p>	<p>3/10/2021</p> <p>Senate Judiciary Committee</p> <p>Two-year bill</p>	<p>This bill provides clarification with respect to the collection of data from electronic transmitters for bridge toll facilities. The aim is to protect privacy of subscribers to the system and make the information more readily accessible to the subscriber.</p>	<p style="text-align: center;">Watch</p>
<p><u>SB 635</u> Gonzalez (D)</p> <p>Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments</p>	<p>5/20/2021</p> <p>Senate Appropriations Committee</p> <p>Held in committee</p>	<p>This bill would require Caltrans, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. This bill would also require Caltrans to establish an advisory board in coordination with state and local agencies for the ongoing planning and coordination of cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. The bill would require each Caltrans local district to develop cleanup schedules once every two weeks and post these schedules on their internet website.</p>	<p style="text-align: center;">Watch</p>
<p><u>SB 771</u> Becker (D)</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption</p>	<p>5/26/2021</p> <p>Assembly Desk</p> <p>Two-year bill</p>	<p>This bill provides a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. This bill has been amended to provide an exemption from the state sales tax for zero emission or hybrid vehicles purchased under two programs that seek to assist income-eligible individuals purchase them. The bill could potential imoact the State Transit Assitance program, which funds transit capital and operations, and is funded by the sales tax on diesel and ¼ general sales tax, which makes up the other component of the Transportation Development Act (\$1.7 billion statewide pot).</p>	<p style="text-align: center;">Watch</p>
<p><u>SB 792</u> Glazer (D)</p> <p>Sales and use tax: retailers: reporting</p>	<p>7/14/2021</p> <p>Assembly Appropriations Committee</p>	<p>This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure W revenues. Amendments made in Senate Appropriations Committee clarify (1) what sales are required to be reported to CDTFA, (2) how a retailer would be required to report each sale and (3) the information that must be included in the report. Also, the amendments specify that sales initially transacted online, but ultimately picked up in-store by the purchaser are not subject to the reporting requirement.</p>	<p style="text-align: center;">Watch</p>