



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.

March 4, 2021 – Thursday

5:00 pm

- 1) Call to Order
- 2) Swearing-in:
 - a) San Mateo County Northern Cities Representative
- 3) Roll Call/Pledge of Allegiance
- 4) Public Comment For Items Not on the Agenda

Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
- 5) Report of the Citizens Advisory Committee

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

- 6) 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 February 4, 2021 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for the Period Ending January 31, 2021 MOTION
- 7) Report of the Chair
- 8) San Mateo County Transit District Liaison Report
- 9) Joint Powers Board Liaison Report
- 10) Report of the Executive Director
- 11) Program
 - a) Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2021 MOTION
 - b) Short-Range Highway Plan Update INFORMATIONAL
 - c) Program Report: South San Francisco Caltrain Station Improvement Project Update INFORMATIONAL
 - d) 101 Express Lanes Equity Study Update: Equity Program Alternatives INFORMATIONAL
- 12) Finance
 - a) Program and Allocate Measure A Grade Separation Category Funds for the Broadway Grade Separation Project in the City of Burlingame RESOLUTION
- 13) State and Federal Legislative Update INFORMATIONAL
- 14) Requests from the Authority
- 15) Written Communications to the Authority
- 16) Date/Time of Next Regular Meeting: Thursday, April 1, 2021, 5:00 pm, via Zoom teleconference
- 17) Report of Legal Counsel
- 18) 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

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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 FEBRUARY 4, 2021**

MEMBERS PRESENT: E. Beach (Chair), D. Horsley, J. Mates, R. Medina (Vice Chair), C. Romero
Via
Teleconference

MEMBERS ABSENT: Groom

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, M. Bouchard, J. Hurley, J. Cassman, S. van Hoften, D. Hansel, P. Gilster, P. Skinner, K. Yin, H. Beckford, A. Linehan, J. Brook, D. Seamans

1. CALL TO ORDER

Chair Emily Beach called the meeting to order at 5:00 pm.

2. SWEARING-IN

a) San Mateo County Transit District Representative for a Term Ending 12-21-2022

Chair Beach said the item would be continued to the March 4 meeting.

3. ROLL CALL/PLEDGE OF ALLEGIANCE

Ms. Seamans confirmed that a quorum was present.

Chair Beach led the Pledge of Allegiance.

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

5. REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Beach noted that the report was in the packet.

6. CONSENT CALENDAR

- a) Approval of Minutes of the Board of Directors Meeting of January 7, 2021**
- b) Acceptance of Statement of Revenues and Expenditures for the Period Ending December 31, 2020**
- c) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending December 31, 2020**
- d) Amendment of the Fiscal Year 2021 Budget to Increase Total Expenditures from \$212,055,740 to \$212,239,942**

Chair Beach pulled Items #6a and 6b off the Consent Calendar.

The Board approved Items #6c and 6d:

Motion/Second: Medina/Mates

Ayes: Beach, Horsley, Mates, Medina, Romero

Noes: None

Absent: Groom

Chair Beach requested the following amendment to Page 6 of 7 of the minutes:

- *Getting pipeline projects shovel-ready.* She noted that the Board has a deep commitment to pipeline projects and getting them as close to shovel-ready as possible. She expressed concern about ~~getting~~ [having sufficient funding for projects like South San Francisco, San Bruno, Ravenswood, and Whipple](#) ~~closer to being available for funding~~ [because they are farther behind in the grade separation pipeline.](#)

The Board approved the minutes (Item #6a) as amended:

Motion/Second: Romero/Medina

Ayes: Beach, Horsley, Mates, Medina, Romero

Noes: None

Absent: Groom

Derek Hansel, Chief Financial Officer, noted that sales tax revenue has held up well in San Mateo County based on actual receipts through October 2020.

The Board approved Item #6b:

Motion/Second: Medina/Romero

Ayes: Beach, Horsley, Mates, Medina, Romero

Noes: None

Absent: Groom

7. REPORT OF THE CHAIR

Chair Beach noted that she had followed up with staff regarding items that were raised at the January 7 Board meeting discussion on the 25th Avenue Grade Separation project.

a) Resolution of Appreciation for Karyl Matsumoto

Chair Beach noted that former Director Karyl Matsumoto was a 23-year veteran of the South San Francisco City Council in addition to having served on the TA for 13 years. Director Don Horsley commented on how thorough former Director Matsumoto was and praised her advocacy of the northern part of the County. Director Julia Mates thanked former Director Matsumoto for her mentorship and grasp of the bigger picture. Director Carlos Romero praised her political and policy acumen. Vice Chair Rico Medina noted her wealth of knowledge.

Jim Hartnett, Executive Director, commended her passion for public service.

Public Comment:

Rich Hedges noted former Director Matsumoto's support for working people in South San Francisco and looked forward to her continued involvement in local community affairs.

Chair Beach acknowledged former Director Matsumoto's role as a great historian, trailblazer, and tireless community advocate.

Motion/Second: Horsley/Romero

Ayes: Beach, Horsley, Mates, Medina, Romero

Noes: None

Absent: Groom

b) Report on the Short-Range Highway Plan Ad Hoc Committee Meeting of January 22, 2021

Director Don Horsley provided a report-out of the Short-Range Highway Plan (SRHP) Ad Hoc Committee where they presented findings from multiple milestone deliverables and noted that the plan is approximately halfway completed.

8. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Mr. Hartnett said that the report was posted on the website.

9. JOINT POWERS BOARD LIAISON REPORT

Mr. Hartnett said that the report had been posted to the website. He said that JPB Chair Dev Davis made reference to the Governance Process Ad Hoc Committee and full-board workshops. He said the JPB had retained a consultant to interview stakeholders in the process. He noted that he and Michelle Bouchard, Chief Operating Officer/Rail, and future Acting Executive Director of Caltrain, had met with the JPB Board several times to discuss goals.

Director Horsley expressed his concerns with the governance committee and future communications between SamTrans and the JPB.

10. REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said that his report was in the packet.

11. PROGRAM

a) San Mateo 101 Express Lanes Quarterly Project Update

April Chan, Chief Officer, Planning, Grants/Transportation Authority, introduced Leo Scott, Co-Project Manager, Gray-Bowen-Scott, who provided the presentation. He noted an incidence of COVID-19 within the work crew and a spill incident on the freeway of base material that was due to an equipment malfunction. He noted that videos are available at 101express.com that outline the progress on the project. He announced an upcoming roadshow for business, labor, and advocacy groups.

Director Romero said he wanted to know how the risk analysis numbers are calculated. Ms. Chan said she would contact Mr. Scott to arrange an opportunity to discuss the calculations offline.

b) South San Francisco Caltrain Station Improvement Project Update

Ms. Chan said that TA staff wanted to update the Board on a more regular basis. She said they wanted to outline the risks associated with the project.

Michelle Bouchard, Chief Operating Officer, Rail, provided a background on the project. She said that it replaces the existing station with a new station that can be

accessed in a grade-separated fashion via a tunnel. She noted that this is the last project to go forward without prior relocation of utilities.

Howard Beckford, Senior Project Manager, provided the presentation. He reviewed the current risks, including contractor delays. He said they would update the Board in March. He said a few subcontractor crew members had contracted COVID-19, which impacted productivity.

Director Romero commended the comprehensiveness of the report and said he appreciated hearing about how the risks would be mitigated.

Director Mates asked if any funding would be coming from the Caltrain category, which Ms. Bouchard confirmed. She requested a project update at the March Board meeting.

Vice Chair Medina said he was eager to get another update in March with more detail on the project recovery schedule.

Ms. Chan said that the project had initially received federal funding but due to eligibility requirements, it had to be exchanged with TA funding that had been part of the electrification project.

Director Romero said he praised the project design for its efficiency and wanted the TA to continue to watch the budget.

Chair Beach proposed having a conversation about the Caltrain funding bucket at the next Board meeting.

12. FINANCE

a) Approval of Procurement Policy

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

Director Romero asked about the best value process, noting that it appeared to be subjective. Mr. Yin said they looked at more than just the cost itself. He said that one of the criteria is the qualifications for successfully completing the project.

Mr. Hansel said they establish the criteria before they receive the proposals. He said that the weighted criteria are noted in the RFP (Request for Proposal). Director Romero said he was concerned about a purchase order being created after the contract negotiation. Mr. Hansel said that in this case, the purchase order does not apply because there was not a competitive process.

Motion/Second: Horsley/Mates

Ayes: Beach, Horsley, Mates, Medina, Romero

Noes: None

Absent: Groom

13. STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT ACA 1

Amy Linehan, Public Affairs Specialist, briefly summarized recent federal updates, which included the swearing in of President Joe Biden and Vice President Kamala Harris, federal mask mandate, and mask-wearing on airplanes and public transit. She shared highlights of President Biden's proposed initial COVID relief plan, which includes \$20 billion for transit agencies.

She said on the state level, new bills are being introduced with a deadline of February 19. She said the state budget proposed by the Governor shows increases in key state funding programs.

She said that they were requesting Board support of the Assembly Constitutional Amendment (ACA) 1 regarding local government financing, affordable housing and public infrastructure, and voter approval threshold.

Motion/Second: Romero/Horsley

Ayes: Beach, Horsley, Mates, Medina, Romero

Noes: None

Absent: Groom

14. REQUESTS FROM THE AUTHORITY

Chair Beach asked for a director volunteer to represent the TA on the C/CAG (City/County Association of Governments of San Mateo County) board.

15. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

16. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, March 4, 2021 5:00 pm, via Zoom teleconference.

17. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

18. ADJOURN

The meeting adjourned at 7:05 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 February 2, 2021

The TA CAC meeting held on February 2 was chaired by John Fox due to Chair Barbara Arietta's inability to access internet. Chair Arietta did participate by phone.

The committee met online via a Zoom meeting 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.

The informational items were:

- TA Board Item 11 (a) San Mateo 101 Express Lanes Quarterly Project Update

We heard details on the progress on the 101 Express Lanes Project. The four blocks (longitudinal sections of the 22-mile stretch of 101) are all in various stages of completion, with the most completed sections at the south. Electronic toll system equipment and signage are going in, many sound walls are completed, etc. There was discussion of public concerns after a recent closure of 101 with marked detours - apparently some members of the public managed to drive on the closed on-ramp shoulder. The CAC wants an update of what happened and what better measures can be taken to improve the situation with information to the public. There is an extensive on the project both online and other outreach efforts. One positive aspect of the pandemic is reduced traffic volume, which makes this construction easier with less impact on traffic and delays.

- TA Board Item 11 (b) South San Francisco Caltrain Station Improvement Project Update

We heard from the JPB staff about progress on the relocated station platform, and how this station redevelopment is part of South San Francisco's ambitious plans for housing and retail near the train station. Part of the design includes a tunnel to provide safe passage under the rail line, as well as provide access to the center platform. There was considerable discussion on the public perception of tunnels, and what features the design can incorporate to make an attractive tunnel the public will use and feel safe. Barbara Arietta asked if there was a plan to have a satellite police station as part of the future plans. Renderings were shown of some new mixed-use buildings proposed for the site.

The schedule to complete shows seven months; there was a lot of time lost with issues that included unexpected utility and fiber communication lines requiring relocation and new easements. The project planners emphasize they need to get this completed before electrification of Caltrain would interfere with the work. There are significant cost concerns that the current budget may be insufficient to address. We expect to hear more on this in the near term.

- Approval of Minutes of the Board of Directors Meeting of January 7, 2021

There were no comments or suggested edits.

There were agenda items requiring a motion and vote.

- Approval of CAC Minutes from January 5, 2021

Minutes were approved without edits or additions.

- TA Board Item 12 (a) Approval of Procurement Policy

Joe Hurley and staff explained the need to update the procurement policy. Jeff Londer suggested that as part of this update the TA use “green” and other considerations in making purchasing decisions. The Staff response was that this policy isn't the place to put such goals, this is a high-level framework to govern all purchasing. Many on the CAC agreed including social goals of sustainability and other measures are very appropriate for the TA in making purchasing decisions. The motion passed unanimously.

- TA Board Item 13 State and Federal Legislative Update and Approval of Legislative Proposals: Support ACA 1

Ryan McCauley had comments on possible directions the new administration might take, as well as updates on state legislative actions. The CAC was asked to endorse the ACA 1 bill. This motion passed unanimously.

- TA Board Item 6 (b) Acceptance of Statement of Revenues and Expenditures for the Period Ending December 31, 2020

There was some quick discussion on the relative revenue for 2020-2021 vs historical levels, so far the changes in revenue are not that dramatic. There is a large bump in outflow of funds to the 101 toll project. As explained by Joe Hurley, the funds will be repaid over time from toll revenue. Peter Ohtaki reminded the CAC that the TA gets interest back on this loan as part of the deal. This motion passed unanimously.

- TA Board Item 6 (c) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending December 31, 2020

We heard a brief summary of the report, which is in the board packet. This motion passed unanimously.

- TA Board Item 6 (d) Amendment of the Fiscal Year 2021 Budget to Increase Total Expenditures from \$212,055,740 to \$212,239,942

Joe Hurley explained the origin of this accounting adjustment, which is based on actual revenues and expenditure numbers rather than estimates. This motion passed unanimously.

The meeting concluded with

- Report of the Chair

Barbara Arietta reported on a February 4 Zoom workshop to expand public participation in all modalities of transportation planning with emphasis on imagining carbon-neutral transportation, “Bikes, Trains, and (Electric) Automobiles: Plans for Carbon-Free Transit in SMC”

- Report from Staff

Joe Hurley reported for the TA.

- Member Comments/Requests

Rick Hedges related information on local transit patterns. The committee members had general comments on looking forward to the positive impacts from COVID vaccines, and all encouraged each other to get vaccinated as soon as their tier is scheduled.

Submitted February 4, 2021

John D. Fox

TA CAC Vice Chair

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

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

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 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 January year-to-date, the Total Revenue (page 1, line 8) is \$98.1 million higher than prior year actuals. This is primarily due to the issuance of the 2020 Series A & B Sales Tax Revenue Bonds included in Other Sources – 101 EL Project (page 1, line 6). The increases are partially offset by the decrease in Measure A Sales Tax (Page 1, line 2).

Year to Date Expenditures: As of January year-to-date, the Total Expenditures (Page 1, line 29) are \$44.3 million higher than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment:

On February 4, 2021, the Board approved the FY2021 Revised Budget which will be reflected in the February Financial Statement.

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 2021
January 2021

% OF YEAR ELAPSED: **58.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
REVENUES:					
Measure A Sales Tax	56,517,467	54,568,243	(1,949,225)	(3.4%)	80,000,000
Measure W Sales Tax	26,388,387	27,152,602	764,215	2.9%	40,000,000
Interest Income	3,845,492	2,997,137	(848,354)	(22.1%)	7,571,597
Rental Income	544,134	595,608	51,475	9.5%	1,031,339
Other Sources-101 EL Project	82,388	100,210,842	100,128,454	121,533.4%	100,000,000
TOTAL REVENUE	87,377,867	185,524,432	98,146,564	112.3%	228,602,936
EXPENDITURES:					
Measure A Annual Allocations	20,628,876	19,917,410	(711,465)	(3.4%)	29,200,000
Measure A Categories	13,598,594	14,259,153	660,559	4.9%	38,564,327
Other Uses-101 EL Project	-	43,168,887	43,168,887	100.0%	100,000,000
Measure W Annual Allocations	5,308,333	5,430,518	122,185	2.3%	8,000,000
Measure W Categories	-	1,485	1,485	100.0%	32,000,000
Oversight	535,773	717,016	181,243	33.8%	2,250,000
Administrative					
Staff Support	598,935	486,079	(112,856)	(18.8%)	1,037,829
Measure A Info.- Others	7,473	-	(7,473)	(100.0%)	5,000
Other Admin Expenses	372,346	1,384,660	1,012,314	271.9%	998,584
Total Administrative	978,755	1,870,739	891,984	91.1%	2,041,413
TOTAL EXPENDITURES	41,050,330	85,365,208	44,314,878	108.0%	212,055,740
EXCESS (DEFICIT)	46,327,537	100,159,223	53,831,686	116.2%	16,547,196
					(11,435,673) (1) & (2)
					5,111,523
BEGINNING FUND BALANCE	387,232,043	397,385,766 (3)			391,775,562
ENDING FUND BALANCE	433,559,580	497,544,989 (4)			396,887,085

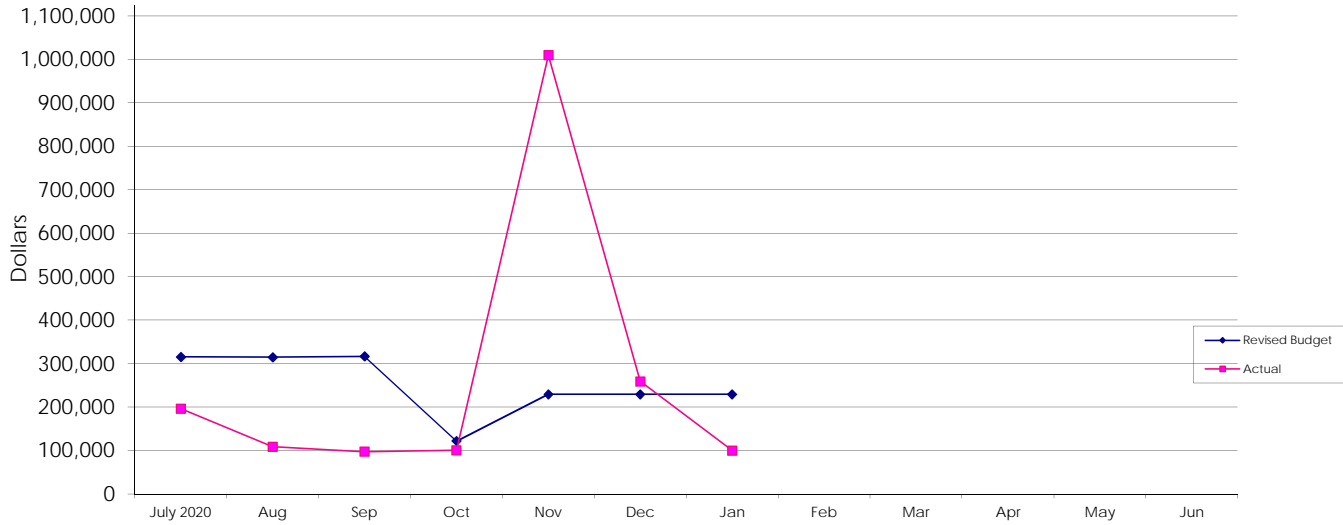
(1) The excess of FY2020 expense over FY2020 Budget for Grade Separation in the amount of \$10,784,417, is funded by balances from previous years' Measure A allocations.

(2) The excess of FY2020 expense over FY2020 Budget for San Mateo County Ferry Service in the amount of \$651,256, is funded by balances from previous years' Measure A allocations.

(3) Restated to reflect audited fund balance.

(4) Unspent bond proceeds in the fund balance are restricted for the 101 EL Project.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '20	Aug '20	Sep '20	Oct '20	Nov '20	Dec '20	Jan '21	Feb '21	Mar 21	Apr 21	May 21	Jun 21
MONTHLY EXPENSES												
Revised Budget	315,656	314,740	316,573	121,605	229,346	229,346	229,346					
Actual	196,314	108,651	97,311	100,561	1,009,447	258,825	99,630					
CUMULATIVE EXPENSES												
Staff Projections	315,656	630,396	946,969	1,068,574	1,297,920	1,527,266	1,756,612					
Actual	196,314	304,966	402,277	502,838	1,512,285*	1,771,110	1,870,739					
Variance-F(U)	119,342	325,430	544,692	565,735	(214,365)	(243,844)	(114,127)					
Variance %	37.81%	51.62%	57.52%	52.94%	-16.52%	-15.97%	-6.50%					

*November actuals include issuance costs of \$861,930 for the 2020 Series A & B Sales Tax Revenue Bonds.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2021**

1/31/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	4,406,947.89
JP Morgan Bank Checking	121,086,904.55
LAIF	55,067,408.57

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	165,685,069.64
MMF - US Bank Custodian Account	368,031.34
Cash	22,000.00
County Pool	119,429,498.33

Total

	\$ 466,065,860.32
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* Fund Managed by Public Trust Advisors



Report: GAAP Base Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 01/31/2021
 Base Currency: USD

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
02004VAC7	ALLYA 2018-2 A3	315,120.13	11/15/2022	315,062.91	408.96	317,249.27	317,658.22
14313FAD1	CARMX 2018-3 A3	454,033.10	06/15/2023	453,971.22	631.61	461,370.13	462,001.74
36255JAD6	GMCAR 2018-3 A3	352,862.70	05/16/2023	352,780.41	444.02	357,424.07	357,868.09
47788CAC6	JDOT 2018 A3	36,584.88	04/18/2022	36,582.25	43.25	36,659.31	36,702.56
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	155.22	637,976.58	638,131.80
89238BAD4	TAOT 2018-A A3	139,347.08	05/16/2022	139,345.47	145.54	139,839.27	139,984.81
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	815,891.67	816,343.89
		2,732,947.89		2,732,631.18	2,280.82	2,766,410.30	2,768,691.12

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	3,438,068.80	3,445,551.27
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	2,377.78	1,607,688.00	1,610,065.78
3133EMGX4	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,000,000.00	11/23/2022	2,994,270.00	708.33	2,999,340.00	3,000,048.33
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	2,750.00	1,616,100.80	1,618,850.80
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	977.78	1,605,918.40	1,606,896.18
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	6,095.83	3,786,339.00	3,792,434.83
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	2,138.13	4,672,431.35	4,674,569.47
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	01/11/2022	1,598,848.00	2,333.33	1,638,264.00	1,640,597.33
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	1,433.33	1,607,864.00	1,609,297.33
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	388.89	1,603,560.00	1,603,948.89
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	4,987.50	3,786,107.20	3,791,094.70
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,421.88	3,893,849.70	3,895,271.58
		32,040,000.00		32,145,379.65	33,095.24	32,255,531.25	32,288,626.49

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	22,000.00	01/31/2021	22,000.00	0.00	22,000.00	22,000.00
		22,000.00		22,000.00	0.00	22,000.00	22,000.00

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	35,492.92	1,543,242.00	1,578,734.92
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	5,530.67	1,654,291.20	1,659,821.87
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	13,073.33	1,641,750.40	1,654,823.73
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	13,365.00	2,781,135.50	2,794,500.50
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	13,144.00	1,642,000.00	1,655,144.00
		9,050,000.00		9,050,000.00	80,605.92	9,262,419.10	9,343,025.02

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,636,004.80	1,640,004.80
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,653,243.95	1,672,618.95
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	1,301.56	175,877.45	177,179.01
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	2,876.96	403,606.00	406,482.96
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	688,065.30	691,743.22
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	1,260.59	700,327.56	701,588.15
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	653.33	359,742.25	360,395.58
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	4,123.00	635,203.17	639,326.17
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	16,035.00	1,548,625.50	1,564,660.50
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	625,000.00	03/15/2021	624,306.25	6,847.22	627,115.00	633,962.22
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	875,000.00	03/15/2021	871,298.75	9,586.11	877,961.00	887,547.11
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,205.56	1,687,342.40	1,688,547.96
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	6,768.75	585,629.40	592,398.15
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	5,977.22	1,017,283.75	1,023,260.97
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	6,098.26	971,526.30	977,624.56
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	781,707.75	788,007.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	234,512.33	236,402.33
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	234,512.33	236,402.33
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	11,825.00	1,204,129.20	1,215,954.20
		15,540,000.00		15,558,648.65	111,691.48	16,022,415.43	16,134,106.91
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	1,153,790.20	1,156,482.21
3137BM6P6	FHMS K-721 A2	800,000.00	08/25/2022	806,812.50	2,060.00	823,344.00	825,404.00
3137FKK39	FHMS K-P05 A	106,025.53	07/25/2023	106,025.21	283.00	108,729.18	109,012.18
3137FQ3V3	FHMS K-J27 A1	439,825.06	07/25/2024	439,814.50	766.76	454,414.06	455,180.82
		2,400,850.59		2,459,907.68	5,801.77	2,540,277.43	2,546,079.20

FNMA	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136AJ7G5	FNA 2014-M6 A2	754,116.35	05/25/2021	769,375.43	1,683.26	756,883.96	758,567.22
3136B1XP4	FNA 2018-M5 A2	146,111.75	09/25/2021	149,018.06	433.46	147,596.25	148,029.71
		900,228.10		918,393.49	2,116.72	904,480.21	906,596.93

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	368,031.34	01/31/2021	368,031.34	0.00	368,031.34	368,031.34
SM - CP N/M A	County Pool New Measure A	92,514,122.55	01/31/2021	92,514,122.55	0.00	92,514,122.55	92,514,122.55
SM - CP O/M A	County Pool Old Measure A	26,915,375.78	01/31/2021	26,915,375.78	0.00	26,915,375.78	26,915,375.78
SM - LAIF	Local Agency Investment Fund	55,067,408.57	01/31/2021	55,067,408.57	0.00	55,067,408.57	55,067,408.57
		174,864,938.24		174,864,938.24	0.00	174,864,938.24	174,864,938.24

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	393,862.50	397,801.88
		375,000.00		375,000.00	3,939.38	393,862.50	397,801.88

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	6,160.46	1,792,250.00	1,798,410.46
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	4,602.21	2,543,406.25	2,548,008.46
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	20,662.98	11,419,375.00	11,440,037.98
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	10,707.18	5,917,312.50	5,928,019.68
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	24,890.63	9,154,218.75	9,179,109.38
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	8,015.63	2,947,968.75	2,955,984.38
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	20,664.88	5,148,773.44	5,169,438.32
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	8,349.45	2,080,312.50	2,088,661.95
912828TJ9	UNITED STATES TREASURY	2,250,000.00	08/15/2022	2,155,605.47	16,890.29	2,302,382.81	2,319,273.10
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	13,786.08	1,615,070.31	1,628,856.40
912828W71	UNITED STATES TREASURY	3,275,000.00	03/31/2024	3,492,352.55	23,707.76	3,473,035.16	3,496,742.92
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	11,247.67	2,386,442.97	2,397,690.64
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	36,127.42	7,665,234.38	7,701,361.79
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	8,220.99	4,929,726.56	4,937,947.56
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	11,491.71	6,891,015.63	6,902,507.34
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	2,651.93	1,590,234.38	1,592,886.31
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	707.18	424,062.50	424,769.68
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	4,596.69	2,756,406.25	2,761,002.94
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	8,670.58	2,352,656.25	2,361,326.83
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	4,950.28	3,381,000.00	3,385,950.28
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	121.55	3,335,500.00	3,335,621.55
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	15,314.92	3,304,000.00	3,319,314.92
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	3,832.42	2,265,468.75	2,269,301.17
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	670.67	1,542,976.56	1,543,647.24
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	519.23	1,194,562.50	1,195,081.73
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	497.24	2,238,750.00	2,239,247.24
91282CAG6	UNITED STATES TREASURY	2,600,000.00	08/31/2022	2,599,390.64	1,382.60	2,600,406.25	2,601,788.85
91282CAN1	UNITED STATES TREASURY	2,600,000.00	09/30/2022	2,599,390.64	1,107.14	2,600,406.25	2,601,513.39
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,091.85	1,686,718.75	1,687,810.60
		98,010,000.00		98,266,524.51	271,639.61	101,539,673.44	101,811,313.05

Base Risk Summary - Fixed Income

01/01/2021 - 01/31/2021

SMCTA - Agg (165727)

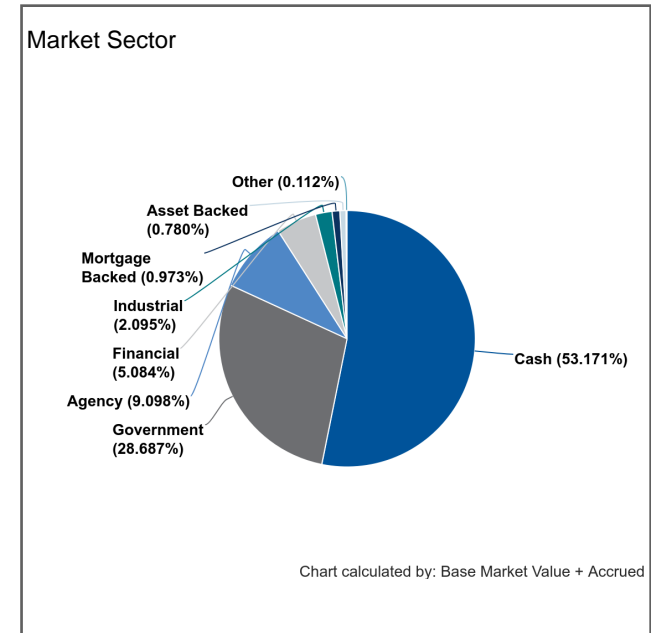
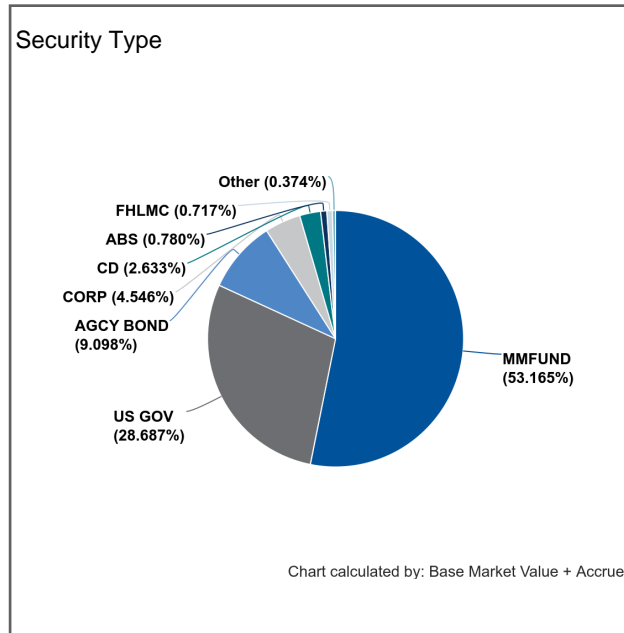
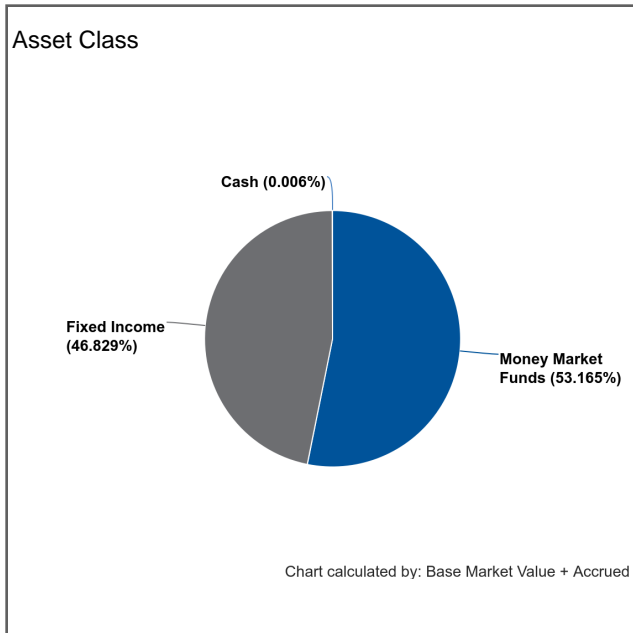
Dated: 02/04/2021

Balance Sheet	
Book Value + Accrued	351,114,288.77
Net Unrealized Gain/Loss	3,784,397.78
Market Value + Accrued	354,898,686.55

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	22,000.00
MMFund	188,680,445.97
Fixed Income	166,196,240.58
Duration	2.570
Convexity	0.094
WAL	1.228
Years to Final Maturity	1.252
Years to Effective Maturity	1.228
Yield	0.248
Book Yield	0.695
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	28.687%
(SM - CP N/M A) County Pool New Measure A	27.195%
(SM - LAIF) State of California	18.304%
Other	9.026%
(SM - CP O/M A) County Pool Old Measure A	7.562%
Federal National Mortgage Association	4.012%
Freddie Mac	3.789%
Federal Home Loan Banks	1.425%
---	100.000%

Footnotes: 1,2

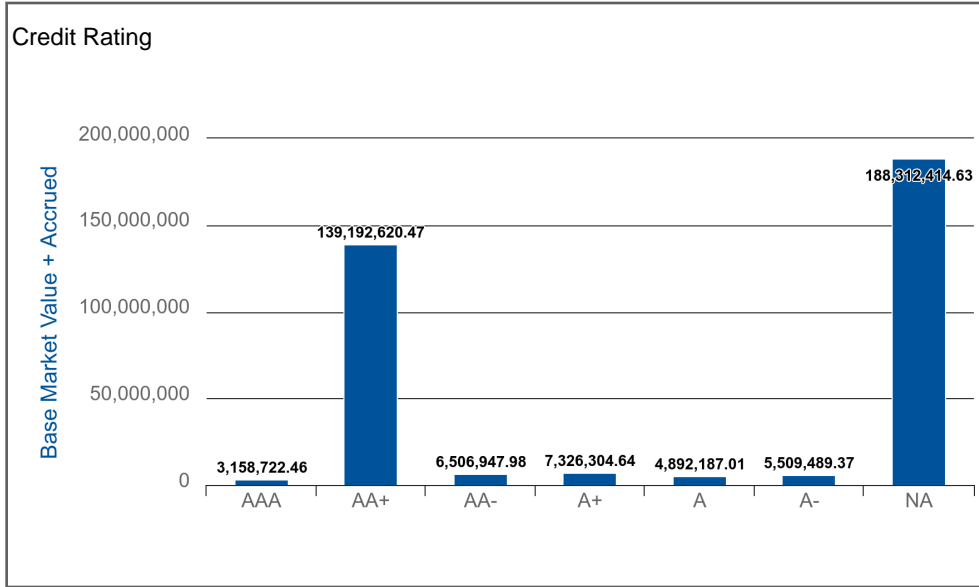


Base Risk Summary - Fixed Income

01/01/2021 - 01/31/2021

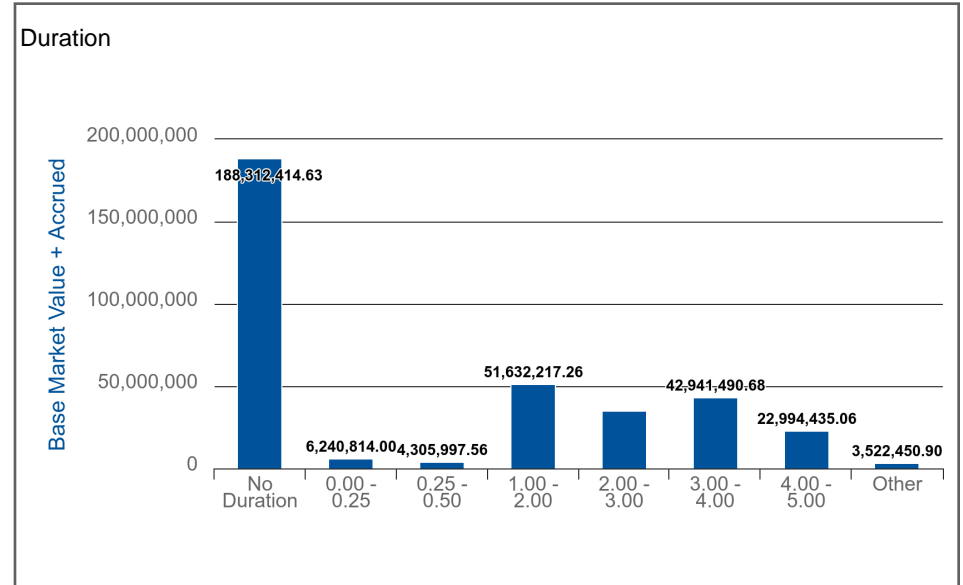
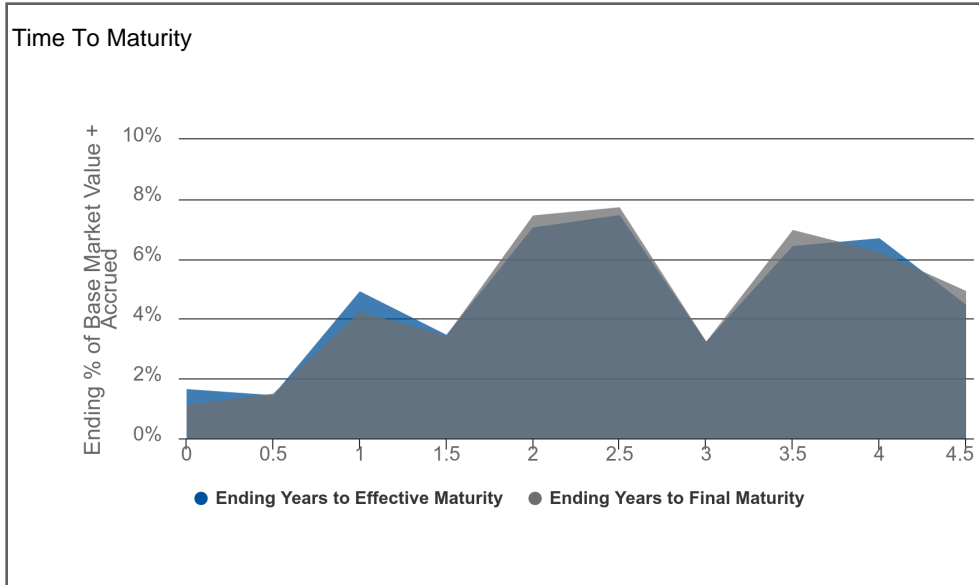
SMCTA - Agg (165727)

Dated: 02/04/2021



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.480%	0.410%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	1.505%	12.620%	9.372%	11.078%	6.479%	0.000%	0.000%	0.000%	0.000%
A	1.979%	1.519%	0.476%	1.021%	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

01/01/2021 - 01/31/2021

SMCTA - Agg (165727)

Dated: 02/04/2021

Industry Sector

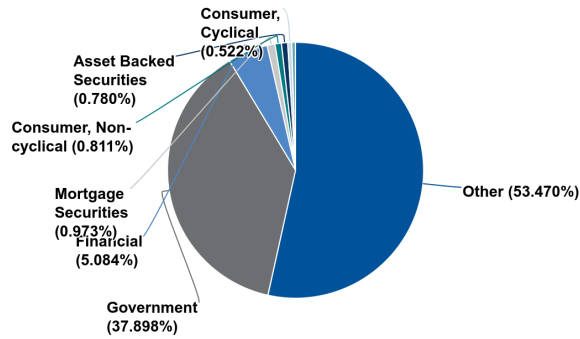


Chart calculated by: Base Market Value + Accrued

Industry Group

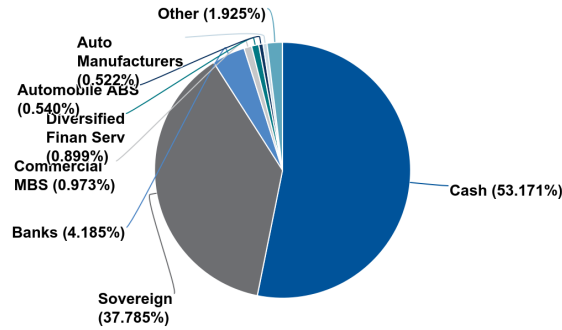


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

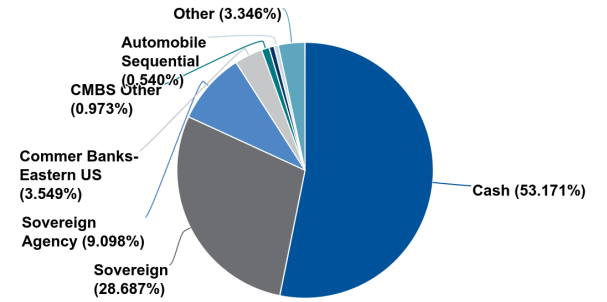


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

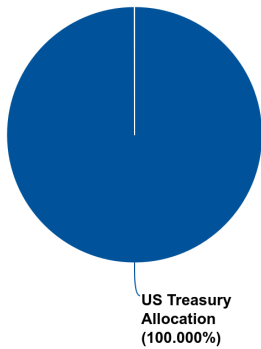


Chart calculated by: Base Market Value

Currency

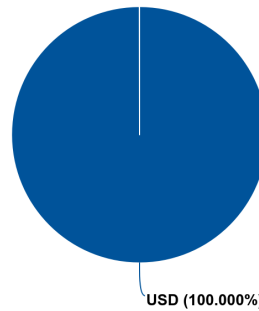


Chart calculated by: Base Market Value + Accrued

Country

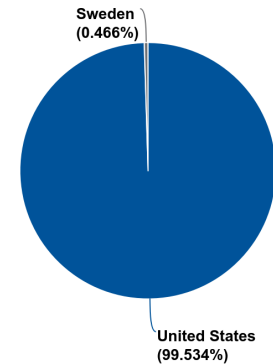


Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

01/01/2021 - 01/31/2021

SMCTA - Agg (165727)

Dated: 02/04/2021

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



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

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	(53,885.33)	Principal Paydown	01/15/2021	01/15/2021	11/15/2022	(53,885.33)	0.00	53,885.33
14313FAD1	CARMX 2018-3 A3	0.00	(38,662.47)	Principal Paydown	01/15/2021	01/15/2021	06/15/2023	(38,662.47)	0.00	38,662.47
17305EGK5	CCCT 2018-A1 A1	(1,500,000.00)	0.00	Maturity	01/20/2021	01/20/2021	01/20/2021	0.00	0.00	0.00
17305EGK5	CCCT 2018-A1 A1	0.00	(1,500,000.00)	Principal Paydown	01/20/2021	01/20/2021	01/20/2021	(1,500,000.00)	0.00	1,500,000.00
3136AJ7G5	FNA 2014-M6 A2	0.00	(50,266.53)	Principal Paydown	01/01/2021	01/01/2021	05/25/2021	(50,266.53)	0.00	50,266.53
3136B1XP4	FNA 2018-M5 A2	0.00	(226,731.09)	Principal Paydown	01/01/2021	01/01/2021	09/25/2021	(226,731.09)	0.00	226,731.09
3137FKK39	FHMS K-P05 A	0.00	(143.15)	Principal Paydown	01/01/2021	01/01/2021	07/25/2023	(143.16)	0.00	143.16
3137FQ3V3	FHMS K-J27 A1	0.00	(794.63)	Principal Paydown	01/01/2021	01/01/2021	07/25/2024	(794.63)	0.00	794.63
31846V534	FIRST AMER:US TRS MM Y	2,058,155.40	2,058,155.40	Buy	---	---	01/31/2021	2,058,155.40	0.00	(2,058,155.40)
31846V534	FIRST AMER:US TRS MM Y	(2,815,405.07)	(2,815,405.07)	Sell	---	---	01/31/2021	(2,815,405.07)	0.00	2,815,405.07
36255JAD6	GMCAR 2018-3 A3	0.00	(35,428.72)	Principal Paydown	01/16/2021	01/16/2021	05/16/2023	(35,428.72)	0.00	35,428.72
47788CAC6	JDOT 2018 A3	0.00	(23,424.67)	Principal Paydown	01/15/2021	01/15/2021	04/18/2022	(23,424.67)	0.00	23,424.67
89238BAD4	TAOT 2018-A A3	0.00	(33,481.38)	Principal Paydown	01/15/2021	01/15/2021	05/16/2022	(33,481.39)	0.00	33,481.39
9128283J7	UNITED STATES TREASURY	1,675,000.00	1,675,000.00	Buy	01/25/2021	01/27/2021	11/30/2024	1,793,951.18	5,671.53	(1,799,622.71)
912828W48	UNITED STATES TREASURY	(1,750,000.00)	(1,750,000.00)	Sell	01/06/2021	01/08/2021	02/29/2024	(1,854,248.04)	(13,354.63)	1,867,602.67
912828ZT0	UNITED STATES TREASURY	1,200,000.00	1,200,000.00	Buy	01/06/2021	01/08/2021	05/31/2025	1,194,281.26	321.43	(1,194,602.69)
91282CAT8	UNITED STATES TREASURY	1,700,000.00	1,700,000.00	Buy	01/06/2021	01/08/2021	10/31/2025	1,687,183.60	810.08	(1,687,993.68)
San Mateo County TA		567,750.33	104,932.35					101,100.34	(6,551.59)	(94,548.75)

* 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.

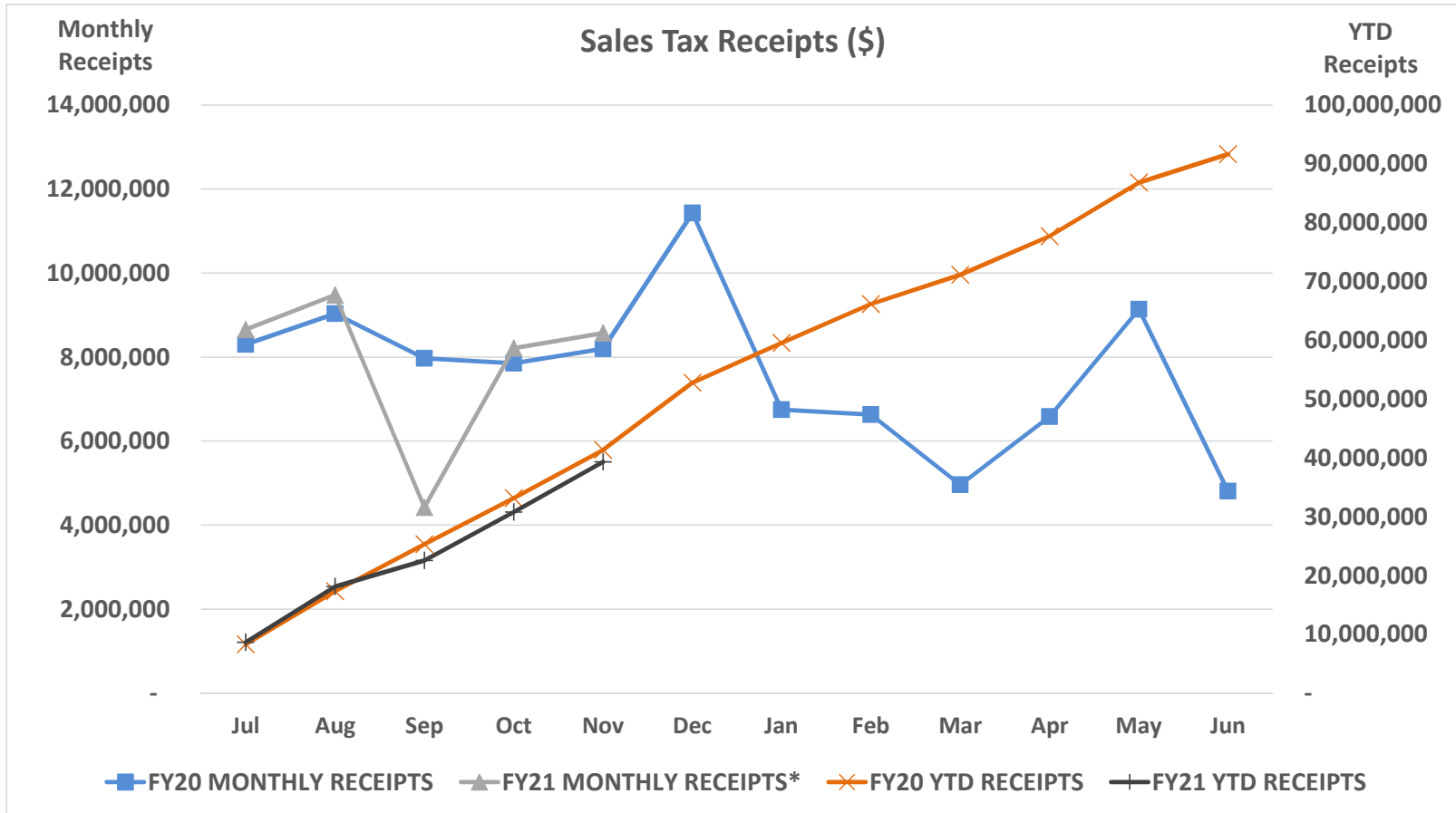
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2021
Measure A Sales Tax
January 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
January 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000138	GOVERNMENT FINANCE OFFICERS ASSN	345.00	CHK	Operating Expense
SMCTA	000005	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	000150	PUBLIC TRUST ADVISORS	7,051.63	CHK	Operating Expense
SMCTA	000137	WENDEL ROSEN LLP	90.00	CHK	Operating Expense
SMCTA	000149	CITY OF PACIFICA	1,310.71	CHK	Capital Programs (1)
SMCTA	000043	DEPARTMENT OF TRANSPORTATION	6,819,455.76	WIR	Capital Programs (2)
SMCTA	000045	DEPARTMENT OF TRANSPORTATION	12,450.54	WIR	Capital Programs (2)
SMCTA	000006	MARK THOMAS & COMPANY AND AECOM JV	20,476.82	ACH	Capital Programs (2)
SMCTA	000139	MARK THOMAS & COMPANY AND AECOM JV	188,684.03	CHK	Capital Programs (2)
SMCTA	000145	PACIFIC GAS & ELECTRIC COMPANY	10.62	CHK	Capital Programs (2)
SMCTA	000140	PACIFIC GAS & ELECTRIC COMPANY	168.68	CHK	Capital Programs (2)
SMCTA	000142	PACIFIC GAS & ELECTRIC COMPANY	11.04	CHK	Capital Programs (2)
SMCTA	000141	PACIFIC GAS & ELECTRIC COMPANY	10.69	CHK	Capital Programs (2)
SMCTA	000144	PACIFIC GAS & ELECTRIC COMPANY	121.19	CHK	Capital Programs (2)
SMCTA	000143	PACIFIC GAS & ELECTRIC COMPANY	11.04	CHK	Capital Programs (2)
SMCTA	000148	PALO ALTO, CITY OF	63.54	CHK	Capital Programs (2)
SMCTA	000152	ZOON ENGINEERING, INC.	108,187.60	CHK	Capital Programs (2)
SMCTA	000047	DEPARTMENT OF TRANSPORTATION	8,314,530.75	WIR	Capital Programs (3)
SMCTA	000147	MARK THOMAS & COMPANY AND AECOM JV	39,482.56	CHK	Capital Programs (4)
SMCTA	000007	MARK THOMAS & COMPANY AND AECOM JV	100,023.60	ACH	Capital Programs (5)
SMCTA	000046	PENINSULA CORRIDOR JOINT POWERS BOARD	114,403.43	WIR	Capital Programs (6)
SMCTA	000044	PENINSULA CORRIDOR JOINT POWERS BOARD	1,213,718.63	WIR	Capital Programs (7)
SMCTA	000146	SAN MATEO, CITY OF	53,210.00	CHK	Capital Programs (8)
SMCTA	000151	SOUTH SAN FRANCISCO, CITY OF	60,427.17	CHK	Capital Programs (9)
			<u>17,059,495.03</u>		

- (1) San Pedro Creek /Route 1 Bdge Replace Project
- (2) 101 HOV Ln Whipple - San Bruno
- (3) \$5,543,688.95 101 HOV Ln Whipple - San Bruno; \$2,770,841.80 US 101 Interchange - Willow
- (4) US 101 INTERCHANGE - BROADWAY
- (5) \$56,903.24 101 Managed Lanes (Nof I-380); \$43,120.24 101 Peninsula Ave / Poplar Interchange
- (6) Whipple Ave Grade Sep 2017-21
- (7) 25th Ave Grade Separation
- (8) SR92 El Camino Real Ramp
- (9) Shuttles FY21-22 Funding



BOARD OF DIRECTORS 2021

EMILY BEACH, CHAIR
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JIM HARTNETT
EXECUTIVE DIRECTOR

**AGENDA ITEM #10
MARCH 4, 2021**

MEMORANDUM

Date: February 25, 2021
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – March 4, 2021

San Mateo 101 Express Lanes

As part of the San Mateo 101 Express Lanes Project, Caltrans will be replacing five overhead sign structures on US 101. The first step of this work is to safely remove the sign structures and install temporary orange roadside signs along the freeway shoulder. Due to the large size of these sign structures, it is necessary to close one direction of the freeway at a time between Millbrae Avenue and South Airport Boulevard for five nights.

Overnight closures on US 101 will occur during the week of February 28 from 11:00 pm to 4:00 am when traffic volumes are usually light. Motorists are advised to be familiar with the proposed detour routes and allow extra travel time.

- Southbound US 101 from South Airport Boulevard to San Bruno Avenue is anticipated to be closed overnight on Sunday, February 28, Monday, March 1, and Tuesday, March 2 to remove three sign structures.
- Northbound US 101 from Millbrae Avenue to San Bruno Avenue is anticipated to be closed overnight on Wednesday, March 3 and Thursday, March 4 to remove two sign structures.

Closure locations and times will be displayed on changeable message signs at least one week in advance. Motorists will be directed to exit the freeway in advance of the closed freeway sections, and detour signs will be in place to clearly guide them through city streets until they re-enter the freeway. Detour routes have been carefully selected with input from local jurisdictions to minimize impacts to nearby residents.

101 Managed Lanes Project (North of I-380)

The Project Approval and Environmental Document (PA&ED) phase of this project started in November 2020. The consultant team JV AECOM/ Mark Thomas Company is leading the effort, and this team also served on the environmental and design team for the express lanes between the Santa Clara

County line and I-380. In addition, a cooperative agreement was executed with co-sponsor City/County Association of Governments of San Mateo County (C/CAG) and oversight agency Caltrans for the PA&ED phase. A project kick-off meeting was held with the TA, C/CAG, Caltrans, and the design consultants in February.

Critical-path tasks such as topographic surveying including aerial photography, traffic engineering, advanced planning studies for structural work, environmental studies, express lane signing, and toll system studies are in progress.

The team is also planning public outreach and environmental scoping meetings for mid-year 2021. As this project interfaces with a similar project being sponsored by the San Francisco County Transportation Authority, the TA has ongoing coordination with their staff.

US 101/ Peninsula Avenue Interchange Project

The City of San Mateo hosted a community meeting on January 27 to provide project update and to answer clarifying questions for its community members.

The meeting had over 100 attendees. The community meeting was noticed within the Cities of San Mateo and Burlingame using social media, previous meeting attendee email lists, posts on both cities' Nextdoor messaging systems, and e-mail blasts. Two weeks prior to the community meeting, the City of San Mateo hosted a separate meeting for homeowners and businesses concerning potential property acquisitions. Comments were accepted and questions were answered during both forums. Video of the meeting is available online at www.cityofsanmateo.org/Peninsula.

The formal scoping for the environmental process of the project is expected to be held in April and will include all partner agencies including Caltrans. This will be the official kick-off meeting of the project and participants will have the opportunity to provide formal comments and "get on the record."

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT 2nd 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. At the January and February Board meetings, the Board recommended more reporting on Measure A projects and programs that would provide transparency and updated project information.

To address the comments received, staff reviewed the QSR and developed measures to enhance the content and completeness of the report. An immediate adjustment, which staff was able to incorporate in this QSR, is to include level 2 reporting on a number of Caltrain projects. Also, staff is reviewing what other Bay Area sales tax agencies, like VTA, are doing with regards to establishing program oversight requirements. The requirements can be based on project type, complexity, or funding amount. At the same time, staff is evaluating ways to increase collaboration and communication with Caltrain project management team and project sponsors on TA-funded capital projects. The QSR 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.

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

Second Quarter FY2021: October 01-December 31, 2021

Report prepared for the March 04, 2021 TA Board Meeting





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	O1 FY21	O2 FY21	O1 FY21	O2 FY21	O1 FY21	O1 FY21	O1 FY21	O2 FY20	
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	R	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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00824 - South San Francisco Station Improvement Project (South San Francisco) Phase - Construction	G		Y		R		Y		36

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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) Began coordination with US 101 Express Lanes Project.
- (3) Submitted 95% landscaping design submittal.
- (4) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.
- (5) 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) Respond to 95% submittal comments.
- (3) 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 tentatively begin after Express Lanes Project is completed. 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%	\$57,318,546	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%	\$90,959,261	97%	\$93,738,000	100%

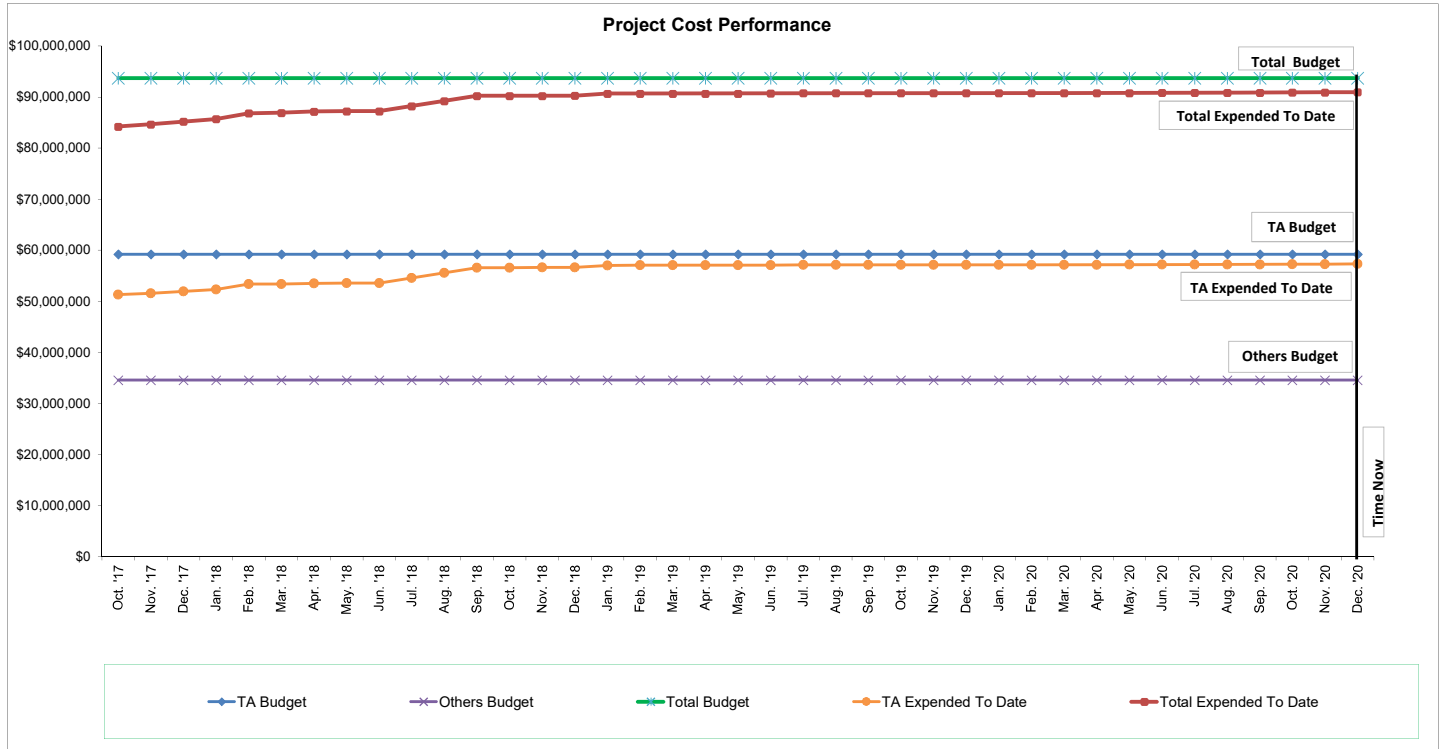
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,318,546	\$1,868,454	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,959,261	\$2,778,739	\$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:

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.

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

This Quarter:

- (1) TA and Caltrans submitted second \$4M STIP funds reimbursement request to CTC.
- (2) Continued to closeout construction phase with Caltrans and City.
- (3) Caltrans initiated the amendment to Coop. Agreement with City and TA to reflect funding situation.
- (4) City continued coordination with the San Mateo Express Lanes Project.
- (5) City continued to discuss design, construction, and maintenance responsibilities/ agreement with City of East Palo Alto (EPA) and Caltrans.
- (6) City received initial response that Urban Greening grant application has made it to the second phase.
- (7) City prepared for and conducted the virtual field meeting for Urban Greening Grant with EPA, TA, and Caltrans.
- (8) City prepared visual simulation for a basic Caltrans landscaping design.

Future

Activities:

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and EPA.
- (2) Caltrans to settle claims with contractors.
- (3) Caltrans, City and TA to execute the amendment to Coop. Agreement.
- (4) City to receive response from Urban Greening Grant application, identify potential alternate funding sources and make necessary design adjustments.
- (5) City to update the community and the City Council project status and progress.

Issues:

Schedule for highway planting final design will be provided once the City obtain the approval to proceed from City Council and Caltrans. Caltrans completed reviewing claims and discussion with contractors. City, Caltrans and TA analyzed the funding situation and agreed to reallocate unused Right-of-way capital budget and a portion of set-aside landscaping funds to cover the additional funds needed for claims.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$56,400,000	84%	\$52,880,444	94%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$9,612,800	92%	\$10,400,000	16%
Total	\$66,800,000	100%	\$62,493,244	94%	\$66,800,000	100%

Issues:

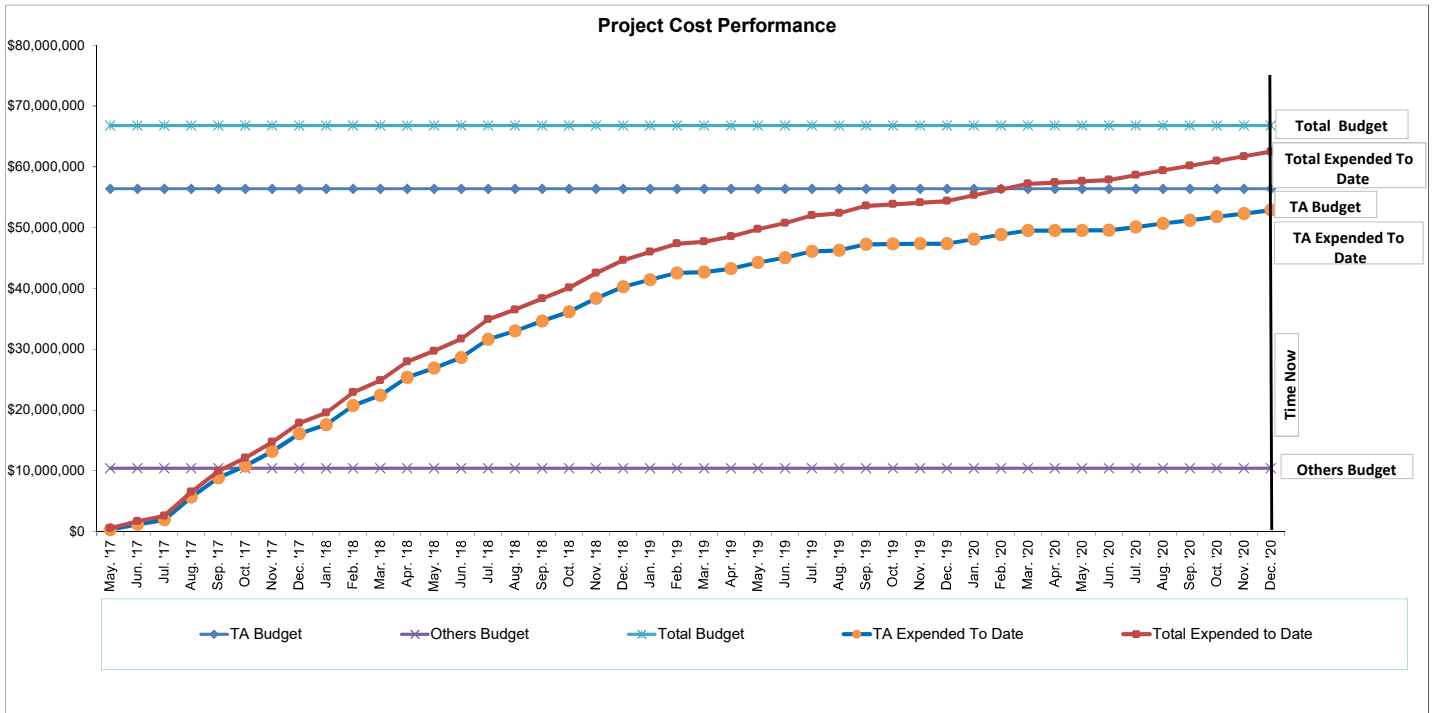
TA advanced \$10.4 M Measure A funds for construction support to be reimbursed by Caltrans. TA has submitted the second STIP funds reimbursement request (\$4M) to CTC. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table. City, Caltrans and TA analyzed the funding situation and agreed to reallocate unused Right-of-way capital budget and a portion of set-aside landscaping funds to cover the additional funds needed for claims. Funding table remain unchanged.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$52,880,444	\$3,519,556	\$56,400,000	\$0
State	\$10,400,000	\$9,612,800	\$787,200	\$10,400,000	\$0
Total Project	\$66,800,000	\$62,493,244	\$4,306,756	\$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:

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.

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 Suppor	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20*

Progress This Quarter:

- (1) City submitted base mapping to Caltrans for review.
- (2) City completed hazardous materials field and lab work.
- (3) City reviewed and coordinated with Silicon Valley Bicycle Coalition on at-grade design comments.
- (4) City continued to coordinate with UPRR.
- (5) City began draft appraisal maps, plats/ descriptions, and appraisals.
- (6) City submitted shelving plan and Funding Agreement extension request to TA.
- (7) City and TA initiated amendment to Funding Agreement.

Future Activities:

- (1) City to obtain approval on base mapping.
- (2) City to continue draft appraisal maps, plats/ descriptions, and appraisals.
- (3) City and TA to execute amendment to Funding Agreement.
- (4) City to look for grants opportunities for construction and right-of-way capital phases.

Issues: *In consultation with Caltrans and TA, 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. Design activities will be paused and draft right-of-way appraisal preparation will continue. The schedule will be updated once the amendment to Funding Agreement is executed.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$6,724,449	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%	\$1,333,879	63%	\$2,110,000	21%
Total	\$10,250,000	100%	\$8,058,328	79%	\$10,250,000	100%

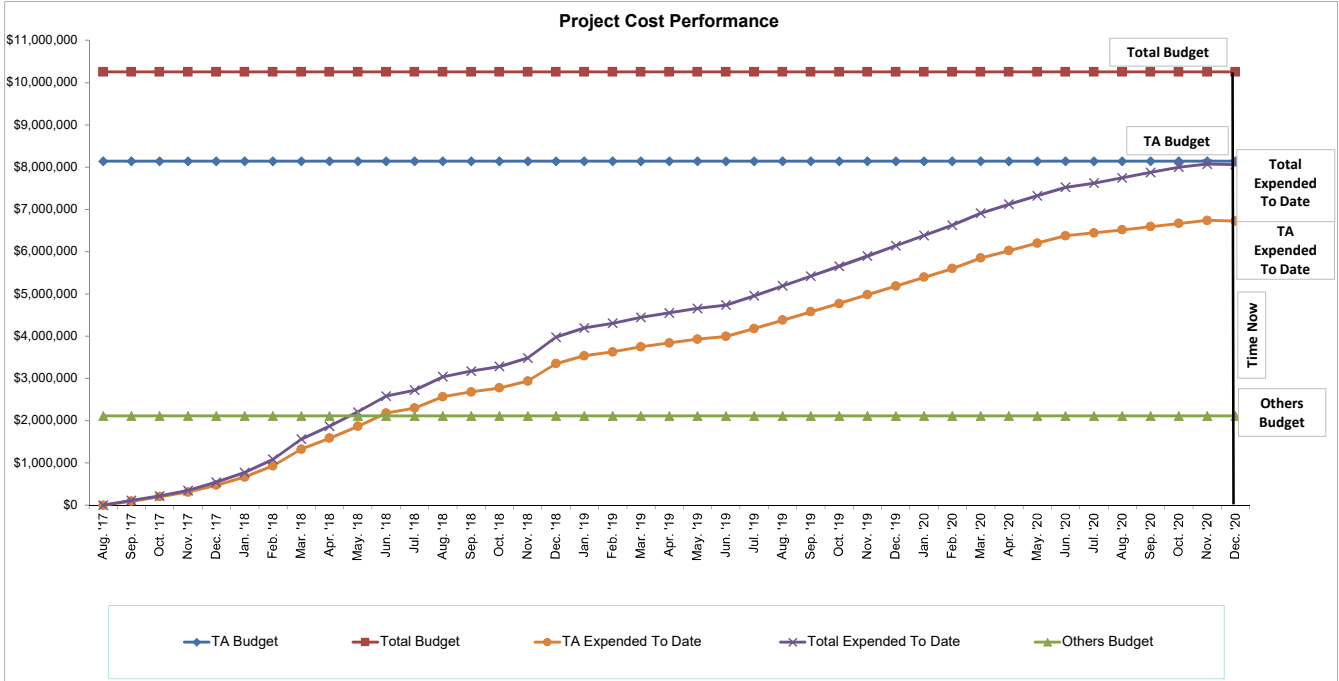
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,724,449	\$1,415,551	\$8,140,000	\$0
City	\$2,110,000	\$1,333,879	\$776,121	\$2,110,000	\$0
Total Project	\$10,250,000	\$8,058,328	\$2,191,672	\$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:

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

(1) Continued Phase II biological monitoring.

This Quarter:

(2) City submitted final report to Caltrans.

Future Activities:

(1) City to address Caltrans comments on final report.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,725,625	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%	\$15,422,823	99.9%	\$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	\$7,725,625	\$9,450	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,422,823	\$9,450	\$15,432,273	\$2,412,108

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



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

Scope:

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



Project Status Summary:

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

- (1) Continue to review and issue change orders for both south and north contracts
- (2) Caltrans formally accepts civil construction contract relieving the contract of maintenance responsibilities
- (3) Draft and negotiate Operations and Maintenance Agreements.
- (4) Continue outside widening between the interchanges to accommodate new lanes
- (5) Staging for Toll System field installation.

This Quarter:

- (6) Installing storm water drainage systems, overhead signs, guardrail, and temporary concrete barriers
- (7) Grading; paving; roadway excavation; erosion control work; storm water drainage system maintenance; restriping; and other related construction activities.

Future

Activities:

- (1) Pile driving on Northbound U.S. 101, adjacent to the on-ramp for the construction of a concrete barrier
- (2) Installation of sign truss for median toll system sign southern segment
- (3) Install of medina light standards southern segment
- (4) Continue Draft and negotiate Operations and Maintenance Agreements.
- (5) Prepare for traffic shift to allow the construction work zone to move from the outside shoulder to the center median
- (6) Mobilize the contract to begin civil work at the northern end of the project (Block 4)
- (7) Provided enhanced pavement delineation on the freeway to improve safety

Issues:

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Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$27,688,050	91%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$12,776,667	13%	\$95,000,000	16%
Loan/Future Toll	\$86,470,000	15%	\$64,311,475	74%	\$86,470,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$172,709,798	56%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$12,073,790	23%	\$53,000,000	9%
Total	\$581,140,000	100%	\$299,059,779	51%	\$581,140,000	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:

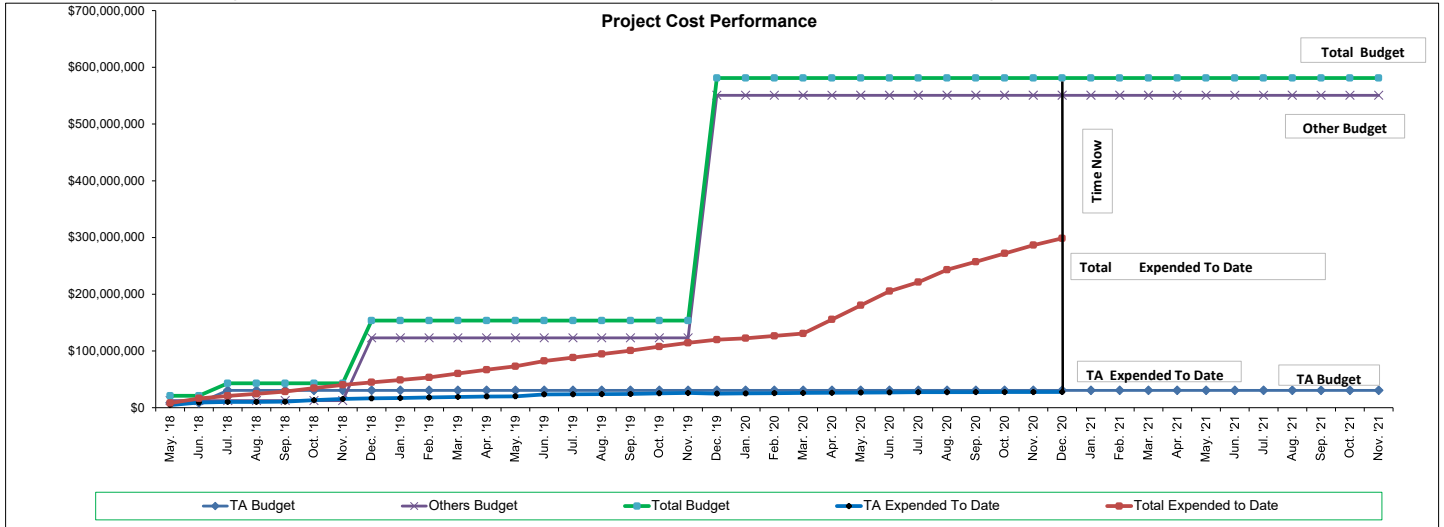
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$27,688,050	\$2,811,950	\$30,500,000	\$0
Others	\$550,640,000	\$271,371,729	\$279,268,271	\$550,640,000	\$0
Total Project	\$581,140,000	\$299,059,779	\$282,080,221	\$581,140,000	\$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:

- (1) Conduct hazardous materials field work.
- (2) Continue coordination with County and Caltrans to schedule and attend the Planning Commission Meeting.
- (3) County to continue pursue funding sources for construction phase.
- (4) Submit required project information to Caltrans to keep the project active.

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:

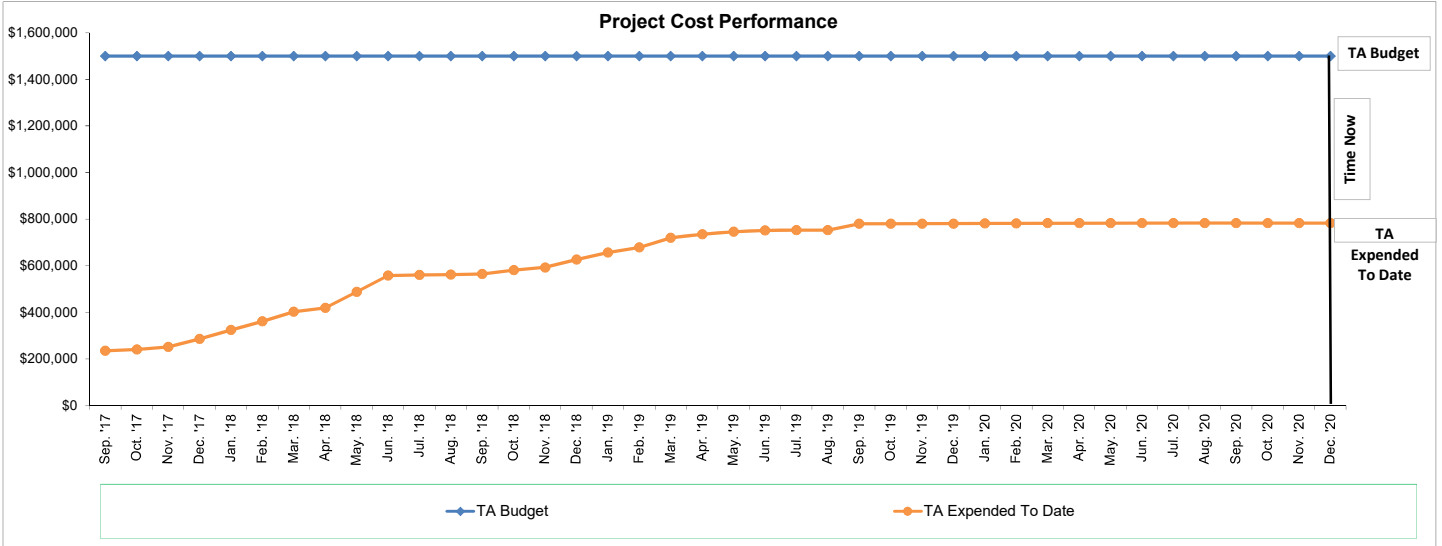
None

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 advertized 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 is updating the design based on value engineering and pursuing additional funding sources.

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*



(3a)

Progress This Quarter: (1) City began to address Caltrans comments on the revised submittal. (2) City began discussion with Caltrans constructability of POC column in the median on US 101.

Future Activities: (1) City to submit 100% submittal. (2) City to obtain results from ATP grants release.

Issues: *The City has been updating the design and addressing Caltrans comments while pursuing additional funding sources. The project was not recommended for Local Partnership Program (LPP) grant. The City is waiting on the release of ATP grants recommendation in March 2021. Previously, the City intended to re-advertise the Project in May 2021. The City now anticipates to advertise and begin construction after the completion of the U.S. 101 Express Lanes Project. 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%



(4b)

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.

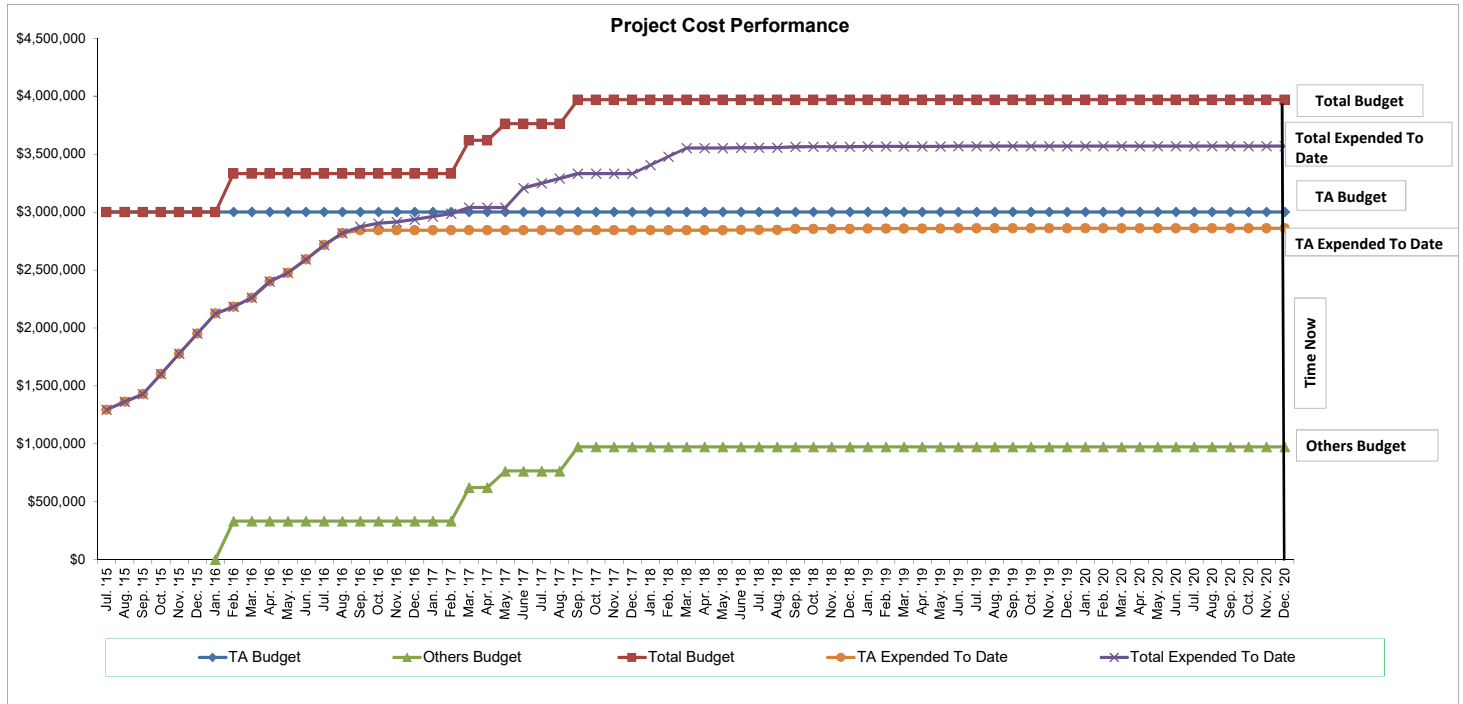
Budget:



(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&E 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, 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. The environmental and technical studies will begin after City host several community meetings to provide updates to the community.

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) City has scheduled a property owners meeting and community meeting for January 2021 to provide update.
- (2) City and TA began to prepare for the meetings.
- (3) City and TA met with Caltrans to provide update.
- (4) City and TA continued to quantify the additional funding needed to complete this phase.
- (5) Developed updated project baseline schedule.

Future Activities:

- (1) Schedule Kick-off and Project Development Team meetings with Caltrans and City.
- (2) Begin coordination for Scoping Meeting.
- (3) Begin environmental and technical studies.

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,934,272	55%	\$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%	\$1,934,272	55%	\$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.

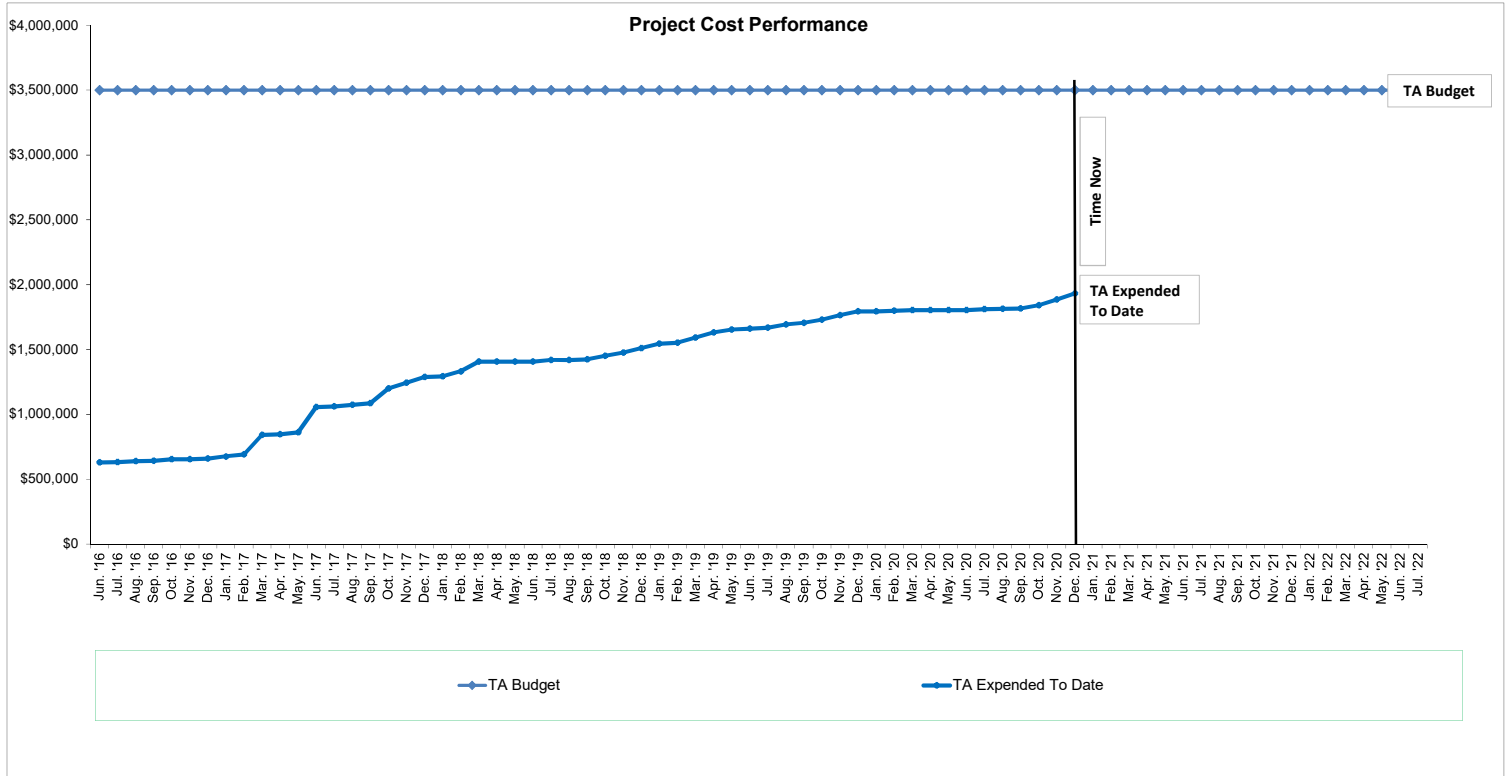
Budget:



(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,934,272	\$1,565,728	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,934,272	\$1,565,728	\$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 begun 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) Submitted traffic forecasting memo to Caltrans
- (2) Submitted Geometrical Approval Drawings to Caltrans
- (3) Updated project cost estimate.
- (4) Prepared the Right of Way maps

Future Activities:

- (1) Update the Critical Path Method Design Schedule.
- (2) Update Project Geometry and nonstandard features
- (3) Update Draft Environmental Study Reports
- (4) Update and submit engineering reports to Caltrans

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,970,838	56%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$99,162	33%	\$300,000	8%
Total	\$3,850,000	100%	\$2,070,000	54%	\$3,850,000	100%

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

Issues:

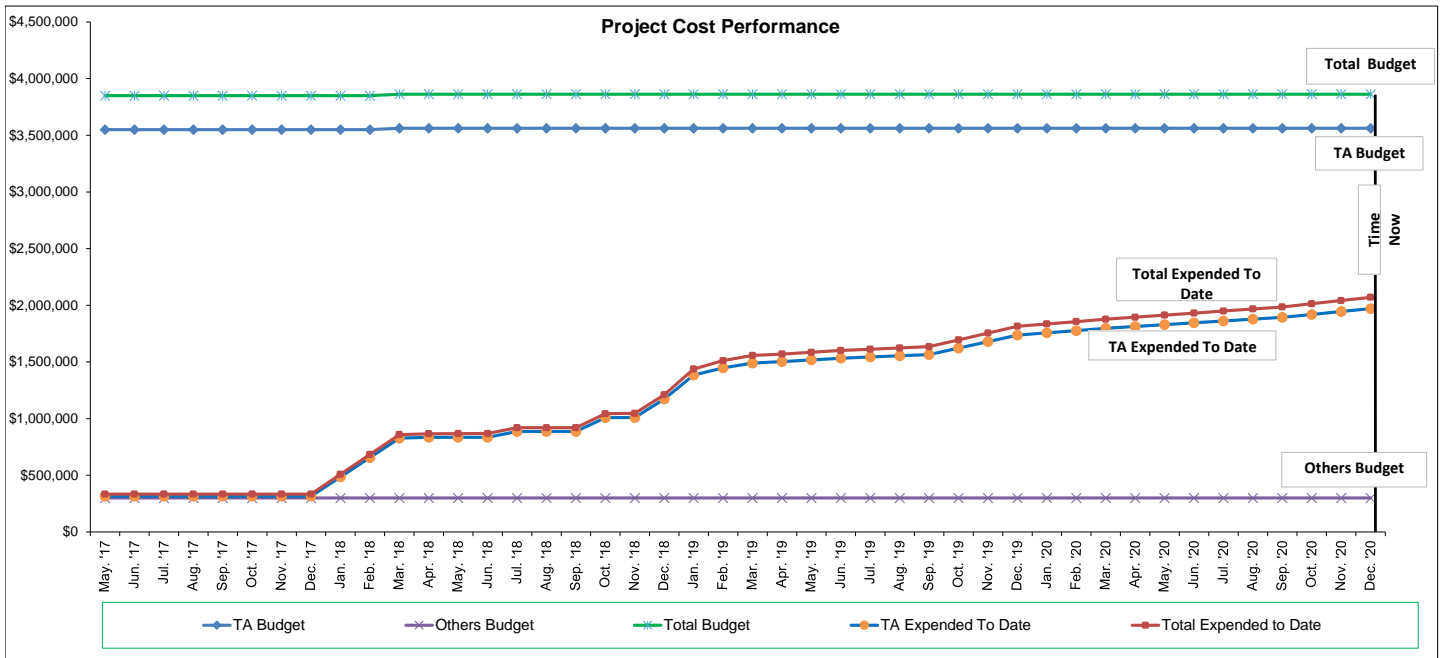
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,970,838	\$1,579,162	\$3,550,000	\$0
Others	\$300,000	\$99,162	\$200,838	\$300,000	\$0
Total Project	\$3,850,000	\$2,070,000	\$1,780,000	\$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 planting final design.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		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	07/30/20	09/01/19	06/30/21

Progress This Quarter: (1) Executed landscaping cooperative agreement with Caltrans.
 (2) Analyzed results from public outreach survey and refined the conceptual design
 (3) Presented conceptual design to Sustainability and Infrastructure Commission and updated the design

Future Activities: (1) Revalidate environmental clearance for landscape work
 (2) Analyze results from public outreach survey and refine conceptual design
 (3) Finalize conceptual design and begin construction drawings
 (4) Request and review Maintenance Agreement
 (5) Coordinate funding with the TA

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,162,220	93%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$4,899,198	97%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,186,901	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,228,319	95%	\$26,611,535	100%

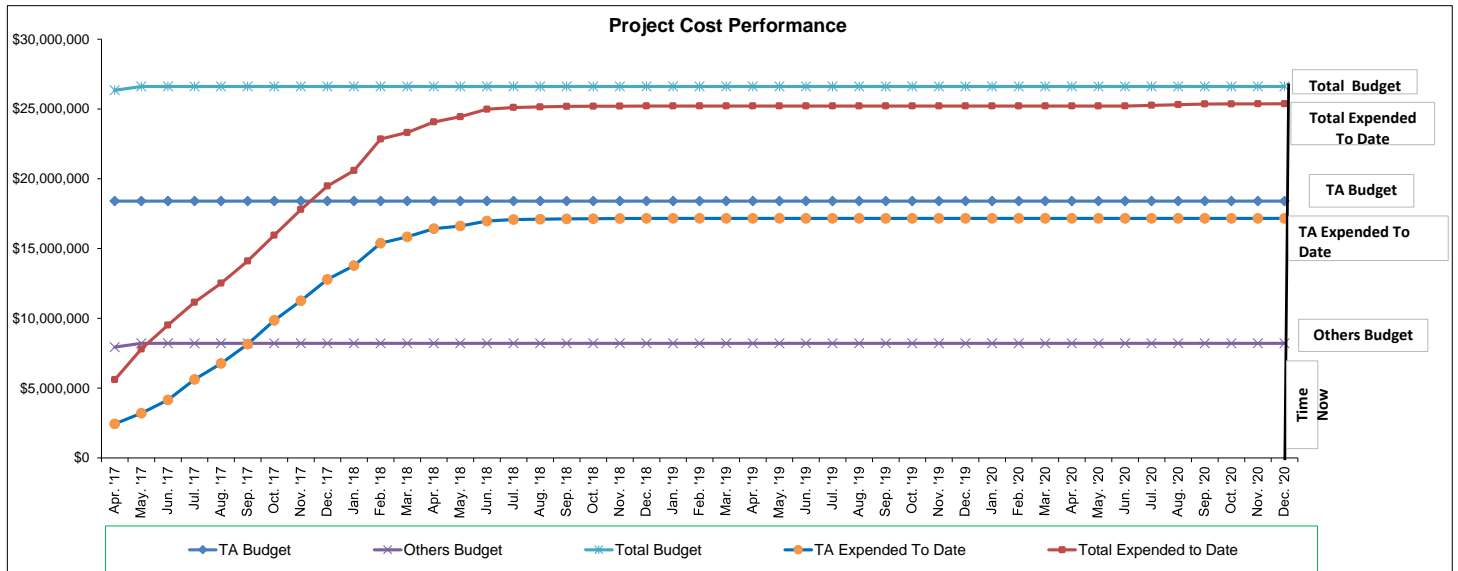
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,162,220	\$1,237,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,066,100	\$145,435	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,228,319	\$1,383,216	\$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:

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 grading work, underground utilities, curb and gutter clearance for the roadway, storm drain inlets and outfalls
- (2) Completed part of the foundation for entry sign structure
- (3) Completed part of the signals and sign structures
- (4) Conducted a groundbreaking ceremony in October

Future Activities:

- (1) Complete the foundation work for various structures
- (2) Pave roadway to provide an exclusive northbound right-turn lane
- (3) Build entry sign structures and traffic signals

Issues: None.

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$987,973	25%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$484,500	44%	\$1,095,000	22%
Total	\$5,035,000	100%	\$1,472,473	29%	\$5,035,000	100%

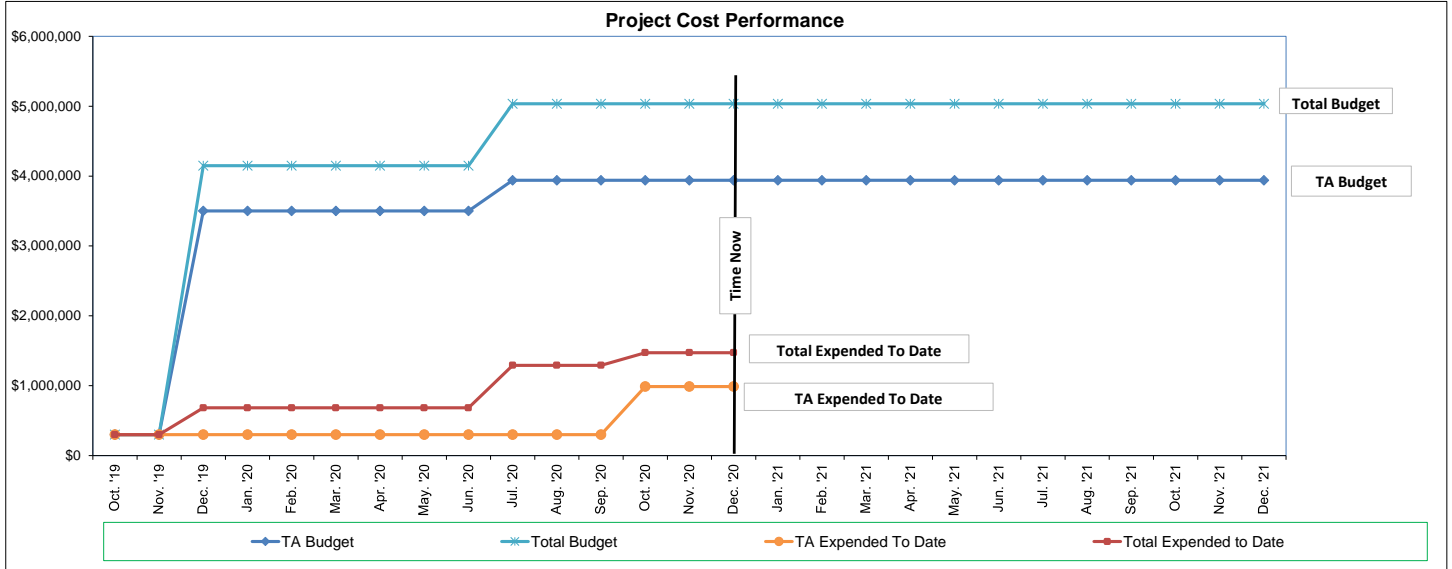
Note: Funding is \$300,000 for design and \$3,640,000 for construction

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	\$987,973	\$2,952,027	\$3,940,000	\$0
Others	\$1,095,000	\$484,500	\$610,500	\$1,095,000	\$0
Total Project	\$5,035,000	\$1,472,473	\$3,562,527	\$5,035,000	\$0



Issues: Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

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:

Project has been delayed due to Covid-19 lock-down. 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) Developed conceptual design for the modification of Frontage Road/Terrece Avenue intersection
- (2) Processed Final encroachment permit application
- (3) Completed potholing for utilities
- (4) Developed plans for electric and gas pipeline relocations
- (5) Met with Andreotti farm owners to obtain temporary construction easements

Future Activities:

- (1) Coordinate with Caltrans and obtain the encroachment permit
- (2) Execute agreement with PG&E for utility relocations
- (3) Complete construction cost estimate

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	35%	\$300,000	100%	\$300,000	31%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$585,055	89%	\$656,185	69%
Total	\$856,185	100%	\$885,055	93%	\$956,185	100%

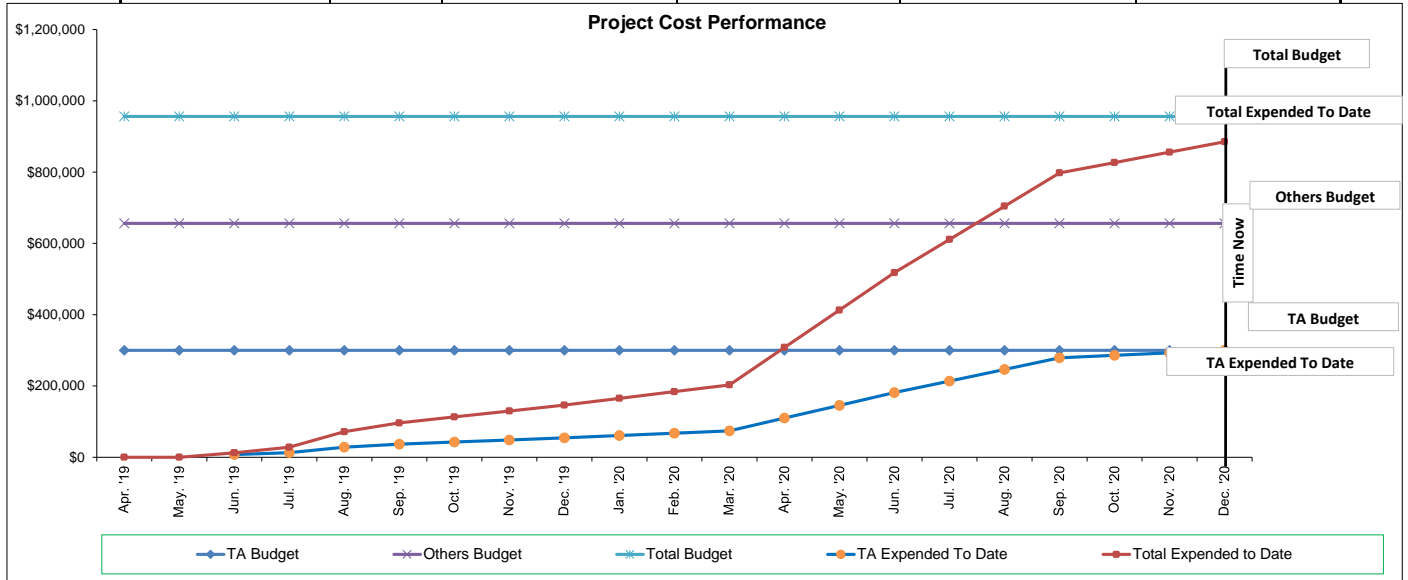
Issues:

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	\$656,185	\$585,055	\$71,130	\$656,185	\$0
Total Project	\$956,185	\$885,055	\$71,130	\$956,185	\$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 into downtown San Francisco at the terminus of I 280 at 5th Street/ King Street. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Initiation Document (PID) will refine the alternatives for managed lanes based on inputs from the San Francisco Freeway Corridor Management Study Phase 2 in San Francisco County.

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

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) Executed the Cooperative Agreement with C/CAG and Caltrans
- (2) Issued a Work Directive to the consultants to perform the PA&ED phase
- (3) Initiated topographic survey work and completed the aerial flights to start Caltrans' topographic survey process
- (4) Submitted traffic forecasting and traffic operations analysis methodology memorandum to Caltrans
- (5) Completed review of as-built plans of bridges and evaluated stage construction options
- (6) Sent letters to utility companies requesting utility information
- (7) Completed preliminary review of potential for sensitive species habitat to occur along the corridor

Future Activities:

- (1) Complete the topographic survey and mapping.
- (2) Develop traffic forecasts
- (3) Complete field work related to environmental studies
- (4) Complete the initial drafts of bridge Advanced Planning Study drawings
- (5) Submit initial deliverables to Caltrans for review and approval
- (6) Prepare for Environmental scoping meeting

Issues: None

Funding : 

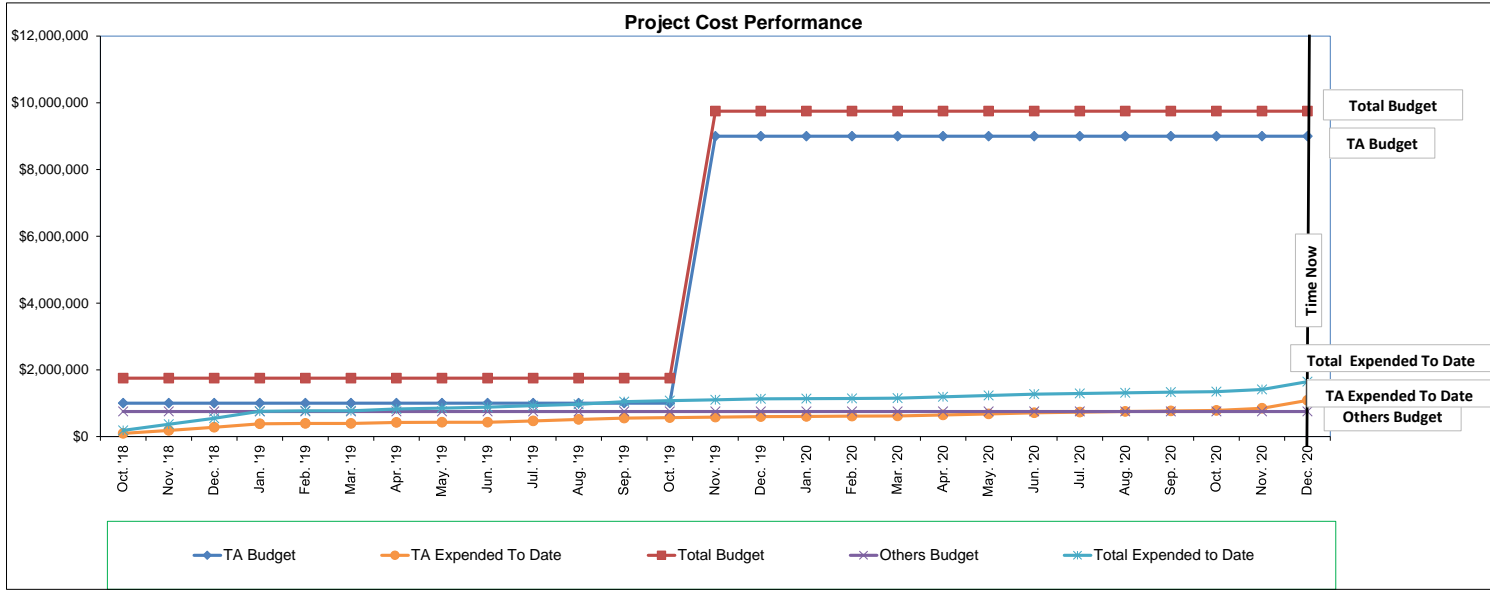
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$1,083,994	12%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$1,644,699	17%	\$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	\$1,083,994	\$7,916,006	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$1,644,699	\$7,916,006	\$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: Cosponsors with C/CAG

Cosponsors: 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.

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 reoccurring Project Development Team (PDT) meetings.
- (2) CT continued to develop technical studies.
- (3) CT Headquarters determined Vehicle Miles Traveled (VMT) analysis is not required.
- (4) CT reviewed ramp meeting needs.
- (5) CT completed survey work.
- (6) CT began to develop geotechnical report.
- (7) CT began preliminary design.

Future Activities:

- (1) CT continue to develop technical studies.
- (2) CT continue to develop geotechnical report.
- (3) CT begin biological assessments and permit requirement needs.

Issues: None

Funding: 

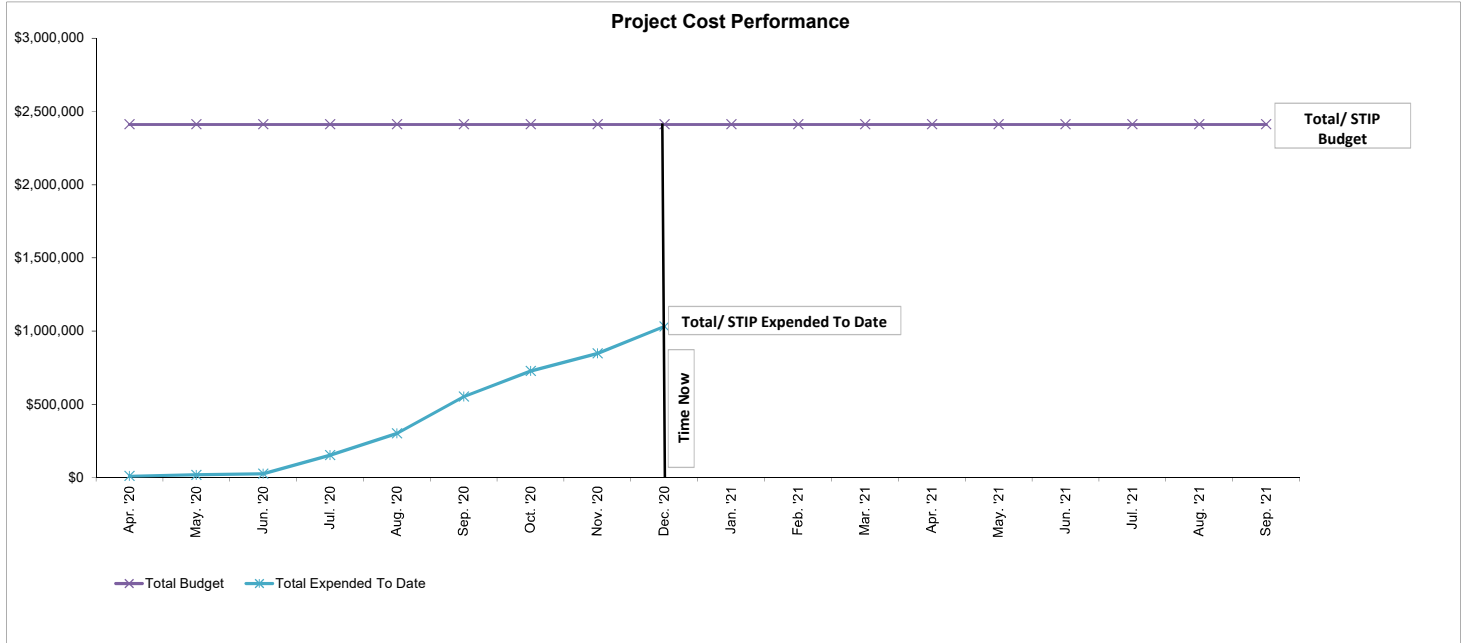
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$2,411,000	100%	\$1,031,067	43%	\$2,411,000	100%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$2,411,000	100%	\$1,031,067	43%	\$2,411,000	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	\$1,031,067	\$1,379,933	\$2,411,000	\$0
Total Project	\$2,411,000	\$1,031,067	\$1,379,933	\$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.

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) Obtained the approval of the PSR-PDS document from Caltrans
 (2) Prepared the scope of work for critical path technical studies to jump-start the PA/ED phase ahead of the full funding of the project.
 (3) Prepared the draft cooperative agreement

Future Activities: (1) Execute the cooperative agreement with Caltrans and C/CAG
 (2) Issue a Work Directive to the Joint Venture consultant to perform critical path technical studies

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.

Funding: 

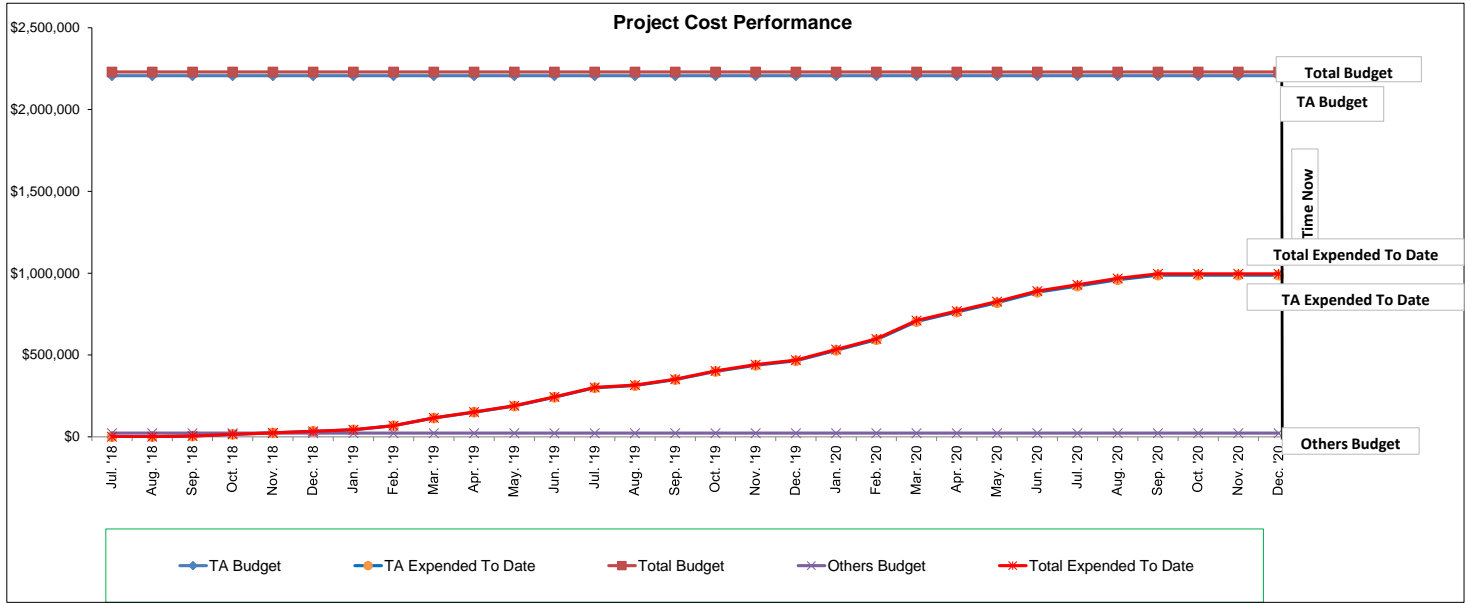
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$988,025	46%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$8,202	37%	\$22,309	1%
Total	\$2,230,000	100%	\$996,227	46%	\$2,163,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$988,025	\$1,152,666	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
Total Project	\$2,230,000	\$996,227	\$1,166,773	\$2,163,000	\$67,000



Issues: None

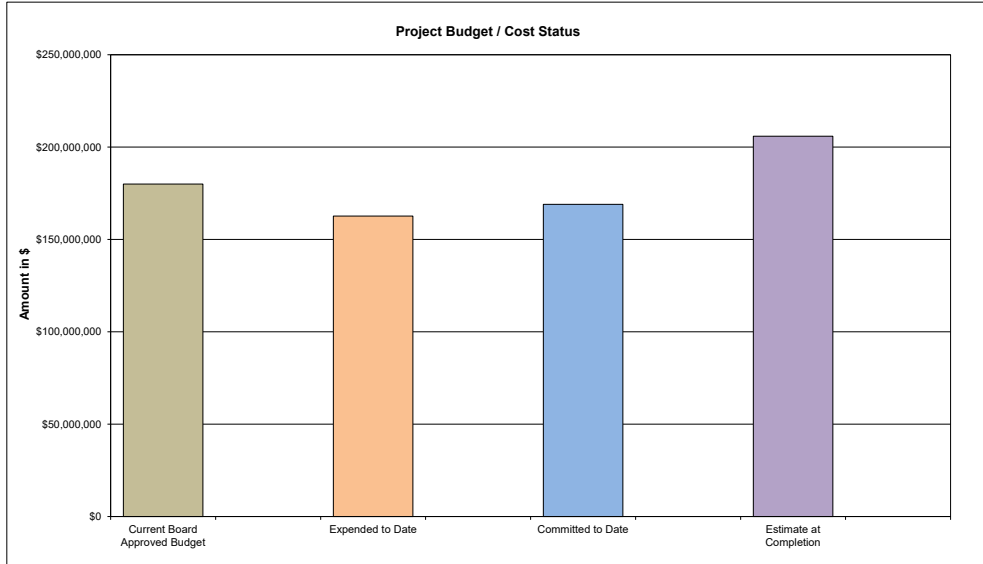
Level 2 Projects
Caltrain-Grade
Separation

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	\$180,000,000	\$162,671,719	\$169,018,887	\$205,900,000	(\$25,900,000)



Note: In January 2021, the City of San Mateo approved \$2.1M and the TA Board approved \$23.8 million of additional funds for the project which will be reflected in the next report.

Issues:

Total Project Estimate at Completion has been increased due to delays in utility relocations, high cost in PG&E high pressure gas (HPG) pipeline, cost of utility connections to new Caltrain facilities, differing site conditions, and changes in the design and construction of a set-out track.

SAFETY:

No incidents reported this quarter.

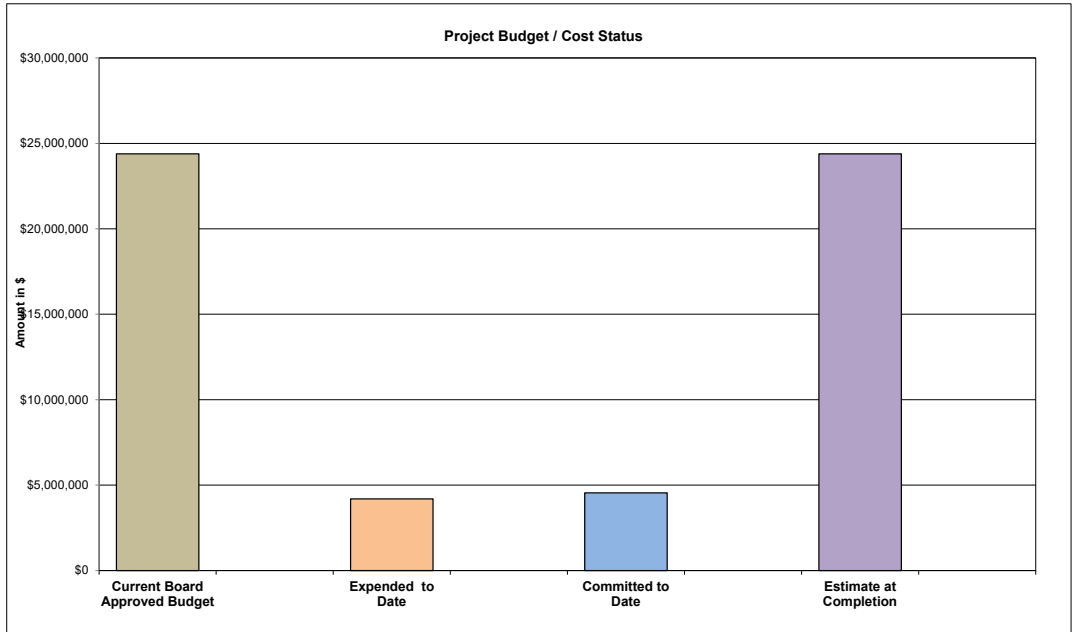


BURLINGAME BROADWAY GRADE SEPARATION PROJECT

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	\$4,195,085	\$4,548,561	\$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	Activity Name	Start	Finish	2015			2016			2017			2018			2019			2020			2021		
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
002146	South San Francisco Station Improvement	01-Apr-15 A	01-Oct-21																					
	Engineering Design	01-Apr-15 A	17-Mar-17 A																					
	Contracts & Procurement (C&P)	18-Mar-17 A	06-Oct-17 A																					
	Construction	09-Oct-17 A	01-Jul-21																					
	Project Close Out	02-Jul-21	01-Oct-21																					

Progress:

- Oct - Dec 2020
- (1) Completed construction of Center platform.
 - (2) Began construction of ramp 3.
 - (3) Completed installation of East Platform underground utilities.
 - (4) Completed drilling and placing station light Pole & VMs foundation.
 - (5) Completed installation of Fire Line and Stub ups.

Future

Activities:

- Jan - Mar 2021
- (1) Continue construction of ramp 3.
 - (2) Begin construction of Ramp 1 / Stair 1 shoring.
 - (3) Install Signal Houses onsite (Automatic Signal and North Pedestrian Crossing).
 - (4) Cutover new MT1 Track.

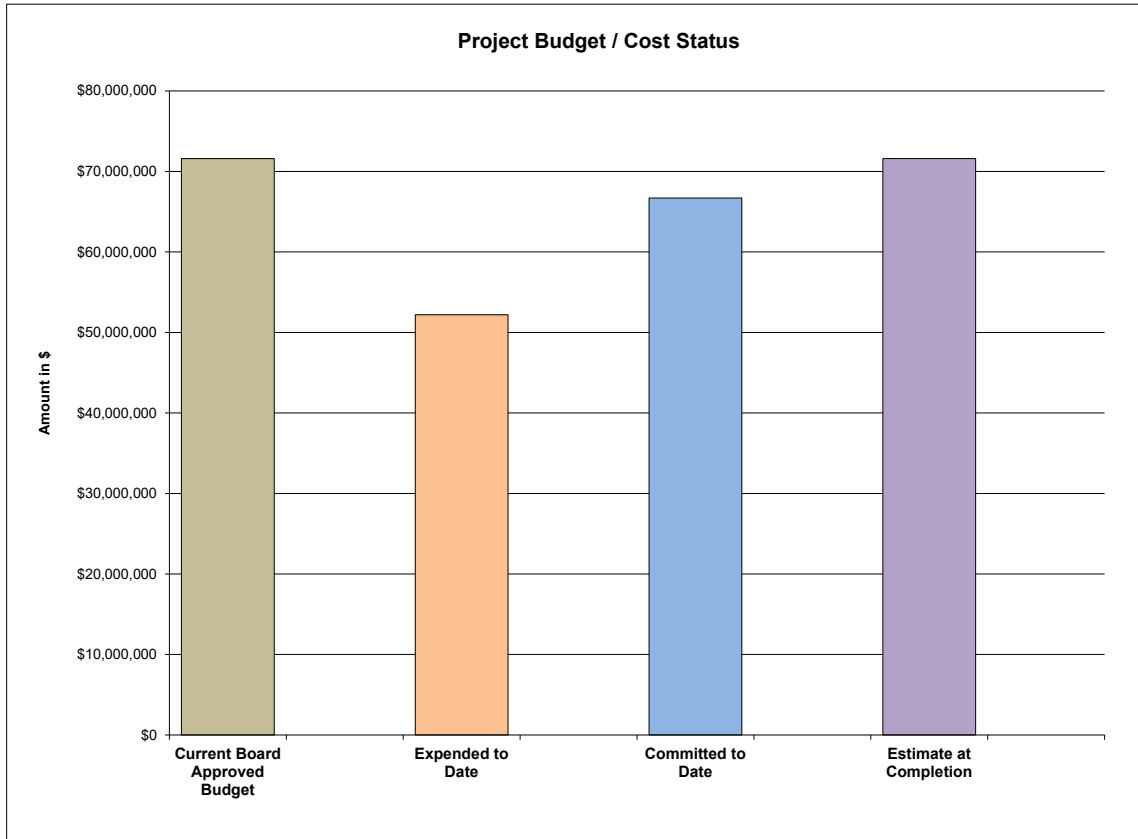
Issues: The contractor has delayed current stage of construction and a recovery schedule has not been provided yet. Schedule is under review.

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	\$71,600,000	\$52,194,707	\$66,698,872	\$71,600,000	\$0



Issues: Estimate at Completion (EAC) will increase. EAC is currently under review.

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, April 2021)</p> <p>Status: Project team prepared invoices, progress reports, updated project schedule, additional San Bruno outreach material and received tabulated community feedback. Project team prepared for San Bruno City Council meeting, including developing renderings and photo-isms for Scott Street and presented to San Bruno City Council study session/meeting and a preferred alternative for a bicycle/pedestrian was made. Project team reviewed and commented on 30 Tanforan site plans and conducted monthly Project Development Meetings.</p>	\$650,000	\$552,448	\$97,551

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 prepared monthly progress reports, invoices, project schedule and for live Q&A sessions. Project team developed material and conducted virtual open house. Project team developed traffic scenarios, methodologies and assumptions memo. Project team conducted technical review of all alternatives at Whipple, Broadway, Brewster, Maple, Main and Chestnut, producing a draft evaluation matrix. A traffic analysis was administered, including developing graphics. Project team held internal alternative review workshop, reviewed development plans provided by the City, compiled results from on-line survey and continued Project Development Meetings.</p>	\$750,000	\$603,607	\$146,393

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: Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by April 2021.</p> <p>Phase: .</p> <p>Status: Project team finalized Executive Summary, Financial Feasibility Study, Cost-Benefit Analysis, and Economic Impact Analysis documents. They were presented to the Water Emergency Transportation Authority (WETA) Board and the Redwood City Port Commission. Both bodies accepted the work and recommend proceeding to complete a business plan. Presentation to the City Council was delayed until January 2021.</p>	450,000	450,000	0

Pedestrian and Bicycle **Program Project**

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Project Status</i>	<i>Award Date</i>	<i>Scope of Work Agreement Expiration Date</i>	<i>Measure A Funds</i>	<i>Measure A Expended</i>	<i>Measure A Remaining</i>
Daly City	Mission Street Streetscape Project	Final design and construction	Due to City staff shortage, completion of final design plans have been delayed; expected to finish in June 2021. *Current expected completion date 3/2022.	Mar 2018	Jul 2023	\$810,000	\$68,473	\$741,527
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Construction continued, which included completion of roadway, pedestrian improvements and stripping. *Current expected complete date 12/21.	Mar 2018	Oct 2023	\$300,000	\$0	\$300,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project plans and construction estimate were completed and submitted to Caltrans. The Environmental Initial Study/Mitigated Negative Declaration (IS/MND) was completed and circulated for review. Caltrans requested Permit Engineering Evaluation Report (PEER) instead of an encroachment permit due to existence of a bridge. *Current expected completion date 12/2022.	Mar 2018	Sep 2023	\$315,000	\$107,137	\$207,863
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project was assigned to City's Senior Project Manager. Project team coordinated the following: 1) bridge structural review with Caltrans 2) Department of Fish & Wildlife for channel work and 3) final design and PG&E. *Current expected completion date of 4/2021.	Apr 2014	Apr 2021	\$170,000	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Construction began on the project. Project team reviewed and approved submittals, coordinated construction activities, reviewed progress payments, responded to requests for information and responded to public inquiry. *Current expected completion date of 7/2021.	Mar 2018	Jul 2023	\$805,600	\$237,440	\$568,160
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: Contractor continued their trial installation of piles, refining the installation method as the process continues. *Current expected completion date of 4/2021.	Mar 2016	Scope of Work Completed	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction began in November 2020, which included completion of sidewalk and bulb out. Signal pole was ordered. *Current expected completion date 5/2021.	Mar 2018	Jul 2023	\$375,000	\$52,850	\$322,150
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Resumption of construction continued, which included completion of all concrete, pavement, traffic striping, utility and landscape improvements along the corridor except at the intersection of San Carlos Ave. and Alameda de las Pulgas. *Current expected completion 3/2021.	Mar 2018	Sep 2021	\$1,000,000	\$650,062	\$349,938
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff continued value engineering and grant application preparation. Due to funding and Express Lane Project conflicts, project construction will be delayed. City applied to ATP program and is waiting for MTC's recommendations to be released. The City also recently applied to the CTC's Local Partnership Program but was unsuccessful in securing funds. *Current expected completion date 6/2024.	Mar 2016	Feb 2022	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Project team held preconstruction meeting in October 2020. Contractor determined lead time for trench gates, required for curb extension construction, was 15 weeks. Thus, Notice to Proceed (NTP) was held off until trench gates are received. Estimation to begin work is March 2021. *Current expected completion date 5/2021.	Mar 2018	Dec 2023	\$380,000	\$50,500	\$329,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction continued, which included completion of bio retentions, storm drain manholes and pipes. Majority of the traffic signal infrastructure, curb ramps and irrigation system was also completed. *Current expected complete date 5/2021.	Mar 2016	Jun 2022	\$200,000	\$61,272	\$138,728

Note: Projects from the December 2020 Pedestrian and Bicycle Call for Projects will be included in this list once agreements are finalized and projects begin in 2021.



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.

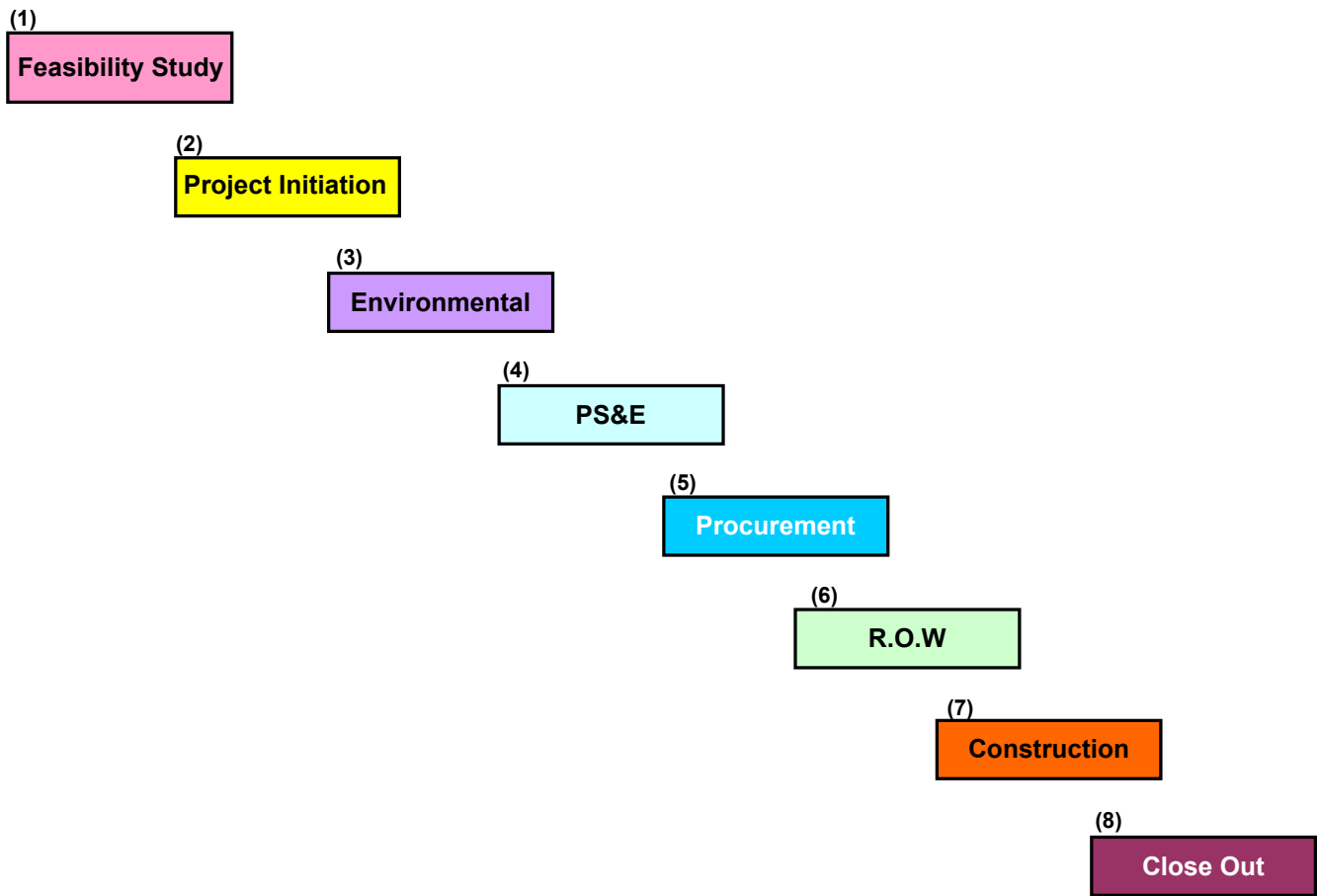
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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:



Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE			
2. BUDGET	10	10 20	20
3. SCHEDULE			
4. FUNDING		90 _____	_____ 100

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **SHORT RANGE HIGHWAY PLAN UPDATE**

ACTION

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

SIGNIFICANCE

In accordance with the recommendations set forth in the TA's Strategic Plan 2020-2024, staff with consultant assistance, is preparing a 10-year Short Range Highway Plan (SRHP) which includes a Capital Improvement Program (CIP) to support future investment decisions for the Measure A Highway & Measure W Countywide Highway Congestion Relief Plan.

The SRHP is assessing highway program needs over the next ten years. This study and the resultant CIP are considering both committed projects as well as potential new projects. New projects are being identified through either the project inventory process with input from local sponsors or through the gap analysis assessment which highlights locations where existing safety or congestion needs are not currently be addressed by inventoried projects.

To aid in the development of the plan, staff is working with the TA Board Ad-Hoc Committee, and is receiving input from the City/County Association of Governments of San Mateo County (C/CAG) Technical Advisory Committee (TAC), as well as from outreach with all potential sponsor agencies.

This study will develop both a policy framework for making investment decisions, and a funding strategy for the highway program. Key policy decisions that are being addressed in the SRHP include: defining projects of countywide significance, determining the role of the TA on local and countywide projects, identifying a potential set aside for projects of countywide significance, and recommending a methodology for including potential projects identified in the gap analysis.

A PowerPoint Presentation will provide additional details on the development of the SHRP.

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 December 31, 2033. Twenty seven and one half percent of Measure A is dedicated to the highway program.

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 June 30, 2049. Twenty two and one half percent of Measure W is dedicated to highway congestion improvements.

At the July 2020 TA Board meeting, the Board allocated \$375,000 for the development of the 2020 – 2030 Short Range Highway Plan. The SRHP is currently planned for adoption by the Board in spring 2021.

Prepared By: Patrick Gilster, AICP, Manager of Programming and
Monitoring

650-622-7853

SHORT RANGE HIGHWAY PLAN UPDATE

March 4, 2021
Board of Directors
Item #11 (b)

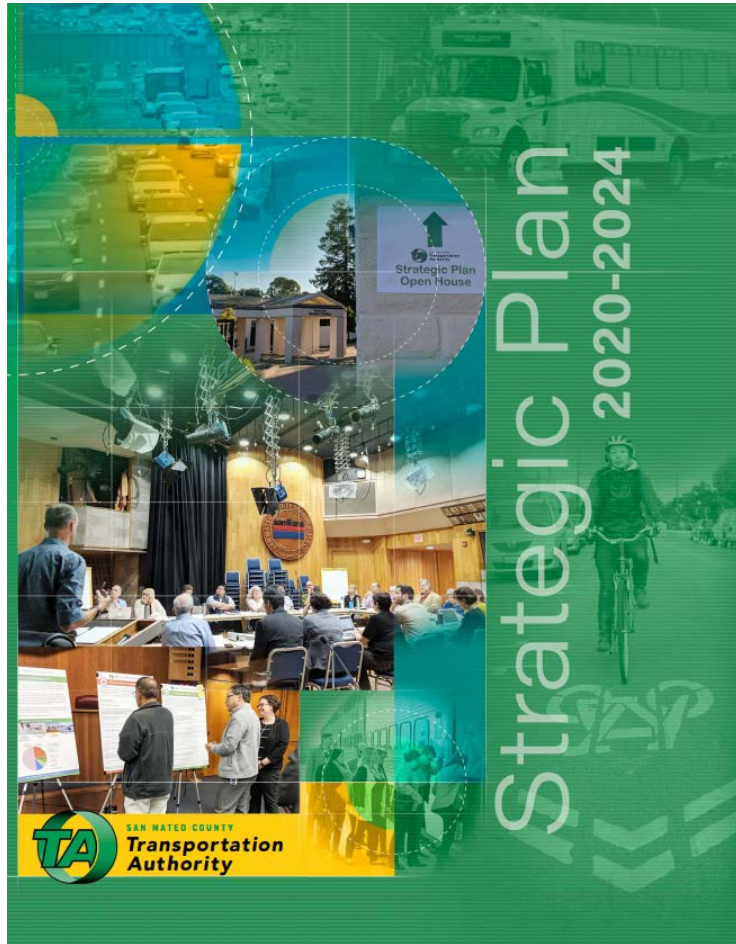


AGENDA

- 1. Overview of the SRHP and Schedule**
- 2. Work Completed To-Date**
 - 1. Existing and Future Conditions**
 - 2. Project Inventory & Gap Analysis**
 - 3. Goals & Evaluation Framework**
- 3. Upcoming Deliverables**
 - 1. Project Evaluation**
 - 2. Capital Improvement Program**
 - 3. Draft and Final SRHP**



OVERVIEW OF THE SRHP



Project Background

The SMCTA Measure A and Measure W Strategic Plan 2020-2024 directs staff to update the 2011-2021 Short Range Highway Plan (SRHP) with accompanying Capital Improvement Program (CIP)

OVERVIEW OF THE SRHP

What is the purpose of Short Range Highway Plan?

- Develop a 10-year policy framework for making investment decisions
- Incorporate Measure W Core Principles and Measure A Goals into a consolidated highway program
- Review potential funding and develop an inventory of projects
- Create a Capital Improvement Program that guides countywide projects of significance and local project funding investments



OVERVIEW OF THE SRHP - SCHEDULE



Schedule

Short-Range Highway Plan & CIP

Plan Vision, Goals, and Metrics

Tech, Memo

Analysis Tool

Existing and Future Conditions

Project Inventory

Submittal Tool

Inventory

CIP

Evaluation

CIP

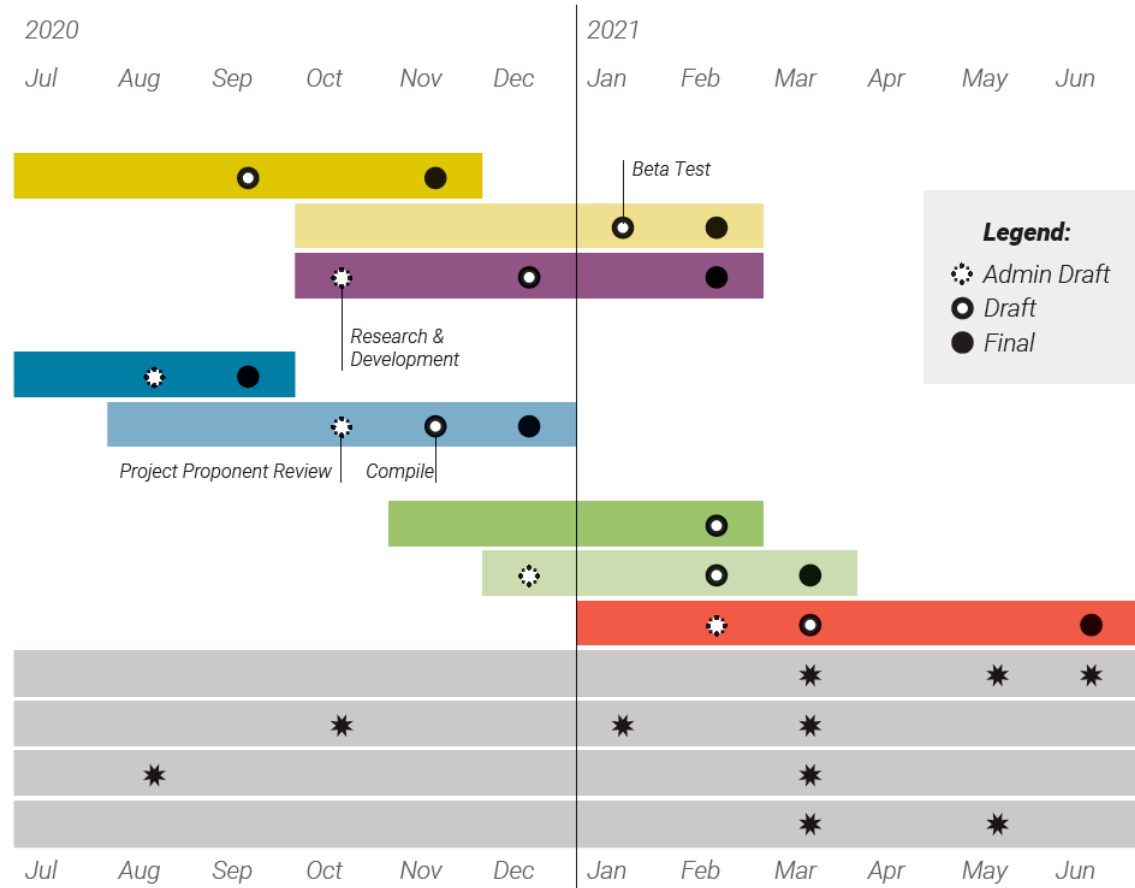
SRHP

TA Board

TA Ad-Hoc

C/CAG TAC

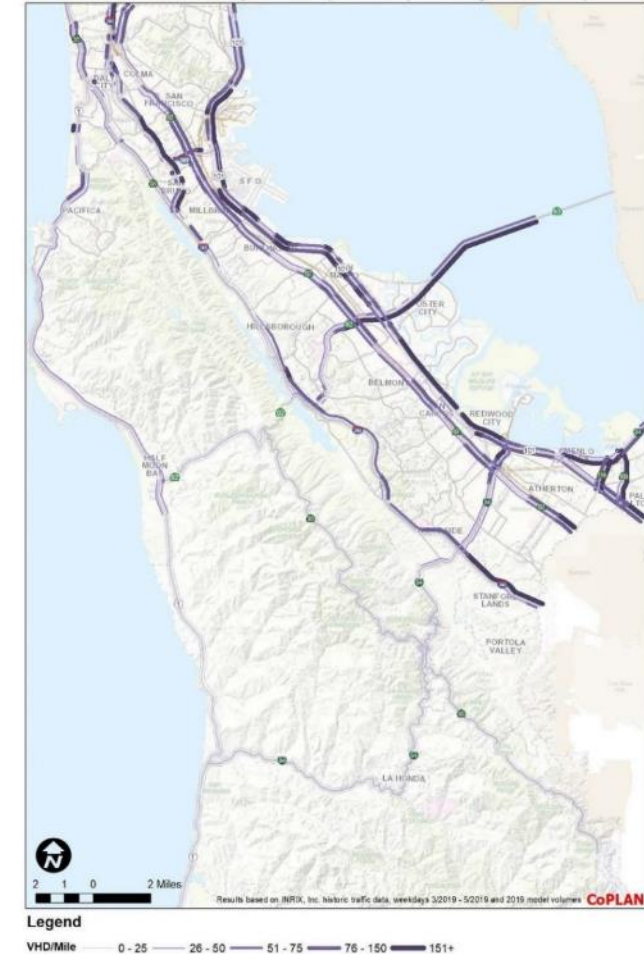
TA CAC



EXISTING AND FUTURE CONDITIONS

- Provides an overview of demographics, commute patterns, and highway performance metrics (Pre-Covid-19 Pandemic Analysis figures used)
- Builds on the State Highway System Congestion and Safety Assessment Report
- Directly feeds gap analysis and project evaluation tasks

Total Vehicle Hours of Delay Per Mile (VHD/Mile): Evening Peak Hour (5-6 PM)



EXISTING AND FUTURE CONDITIONS

Existing Conditions Findings *(2020 before pandemic travel suppression)*

58%

OF SAN MATEO
RESIDENTS WORK IN
SAN MATEO COUNTY

68%

OF SAN MATEO
RESIDENTS ARE DRIVING
ALONE TO WORK

51%

OF SAN MATEO
RESIDENTS LEAVE FOR
WORK BETWEEN 7-9 AM

10%

MORE PEOPLE LIVE IN SAN
MATEO COUNTY THAN IN 2010

18%

MORE PEOPLE WORK IN SAN
MATEO COUNTY THAN IN 2010

Sources: US Census American Community Survey and Association of Bay Area Governments Projections for 2010-2020



EXISTING AND FUTURE CONDITIONS

Future Conditions Findings (by 2040)

13%

MORE PEOPLE ARE
EXPECTED TO LIVE IN
SAN MATEO COUNTY

Source: Association of Bay Area Governments Projections for 2040

18%

MORE PEOPLE ARE
EXPECTED TO WORK IN
SAN MATEO COUNTY

Source: Association of Bay Area Governments Projections for 2040

30%

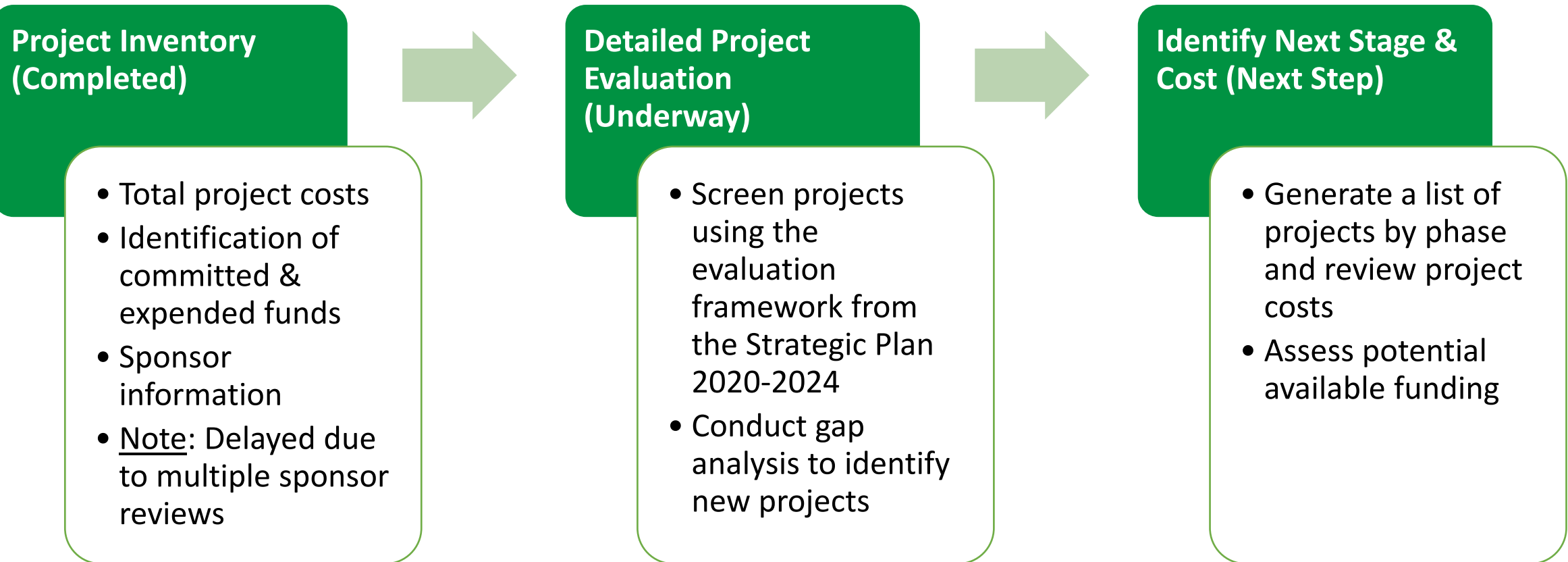
MORE THROUGH TRIPS (NOT
STOPPING IN SAN MATEO
COUNTY) ARE EXPECTED

Source: SMCTA Strategic Plan summary from C/CAG Travel Demand Model (2017)



PROJECT INVENTORY & GAP ANALYSIS

Sponsor Inventory Process and Evaluation



PROJECT INVENTORY & GAP ANALYSIS

Summary by Next Feasible Project Phase

Planning Studies	Environmental Review	Engineering Design	Right-of-Way & Construction
10 projects	6 projects	5 projects	6 projects
\$9.2 million	\$35.8 million	\$23.1 million	\$59.6 million

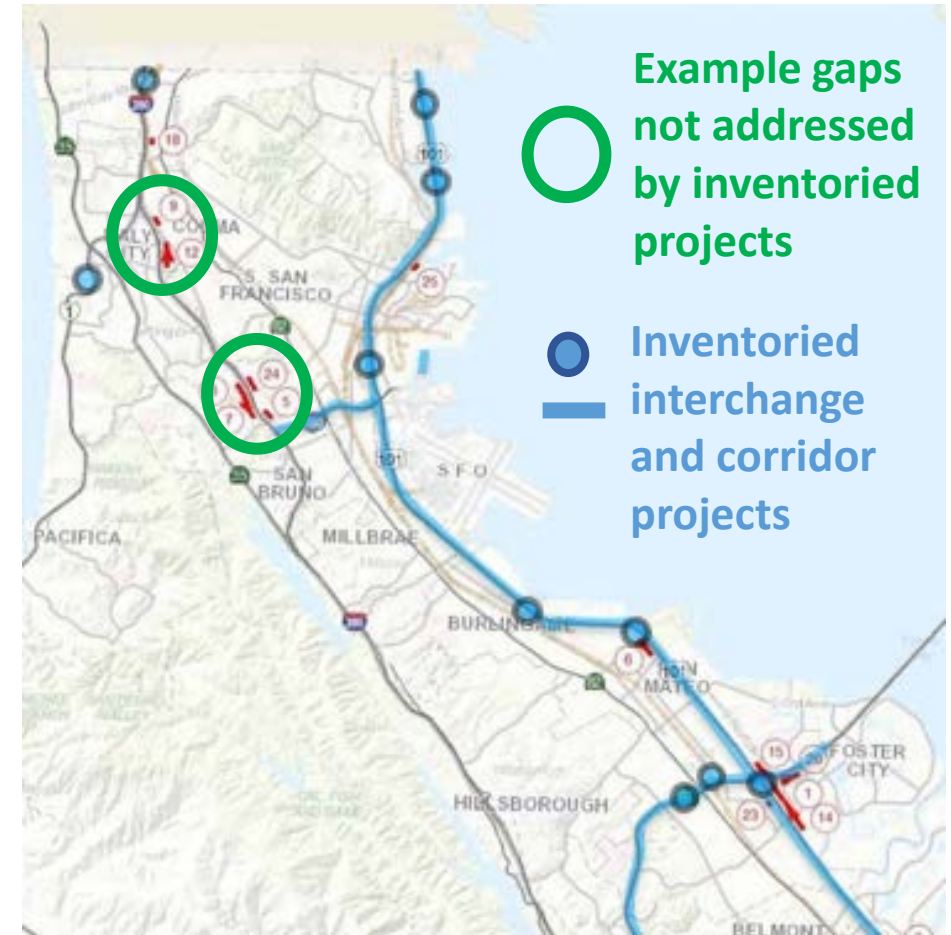
\$127.7 million for the next feasible phase for 27 total projects (+4 that are fully funded)

Total cost for all projects and all project phases: \$2.58 billion (2020 dollars)
Available Measure A & W funding through 2030: \$396-451 million (2020 dollars)



PROJECT INVENTORY & GAP ANALYSIS

- Identify areas with high levels of need as presented in the C/CAG State Highway System (SHS) Congestion and Safety Assessment report's performance metrics analysis:
 - Vehicle Hours of Delay per Mile
 - Travel Free Flow Speed
 - Travel Time Reliability
 - Crashes per mile
- Look for gaps where congestion and safety needs are unaddressed by inventoried projects



PROJECT INVENTORY & GAP ANALYSIS

- Findings
 - 23 locations with at least one unaddressed congestion or safety need
 - Out of the 23 locations, nine roadway segments with three or more unaddressed congestion or safety needs
- Ad-Hoc recommended that projects with three or more unaddressed needs should be eligible for Highway program funds and be included in the Capital Improvement Program

State Highway Facility segments with 3 or more unaddressed needs:

- *I-280 from Washington St to I-380*
- *SR 35 from SR 84 to Santa Clara County line*
- *SR 84 (Woodside Rd) from SR 35 to SR 1*
- *SR 92 from US 101 (San Mateo) to Alameda County line*
- *SR 82 (El Camino Real) – Multiple Segments*
 - *San Francisco County line to San Pedro Rd (Daly City)*
 - *Poplar Ave to SR 92 (San Mateo)*
 - *Hillsdale Ave to San Carlos Ave (San Mateo/San Carlos)*
 - *SR84 to Atherton Ave (Redwood City/Atherton)*
 - *Atherton Ave to Santa Clara County line (Atherton/Menlo Park)*



GOALS AND EVALUATION FRAMEWORK

- Establishes SRHP policy foundation
- Key policy issues not addressed by the 2020-2024 TA Strategic
 - Defining projects of countywide significance
 - Some set aside for projects of countywide significance
 - Define TA role on local congestion needs

Ad-Hoc Supported Role of the TA

- Sponsor and manage projects of countywide significance
- Work to identify local sponsors for areas that have congestion or safety needs without existing projects
- Understand community opposition to local projects and help with local agencies determine if projects should move forward



GOALS AND EVALUATION FRAMEWORK

Countywide Significance Definition & Project Applicability

The TA Ad-Hoc supported a framework to define and identify projects of countywide significance: (1) a project must pass the initial screening criteria (pass/fail); and (2) meet at least two additional significance evaluation criteria.

Countywide Significance Proportional Share Set Aside

The TA Ad-Hoc supported a set aside up to 40% of Highway program funds for projects of countywide significance to balance the needs and importance of significant projects with the need to equitably distribute funds throughout the county.

Metric	Cost for All Project Phases	Cost for Next Phase Only
Projects of County Significance	\$1.66 Billion	\$50.4 million
All Inventoried Projects	\$2.58 Billion	\$127.7 million
Percentage of County Significance	64%	39%



GOALS AND EVALUATION FRAMEWORK

Countywide Significance Initial Screening

- A Project must connect two freeways or serves connections between a freeway and a state highway facility.
- Projects that do not meet this criterion are not eligible for further consideration.

Additional Significance Evaluation Criteria

- Projects that pass the initial screening criteria must meet at least two of the following additional criteria:
 - Serves a significant amount of through traffic
 - Improves access to a major activity center
 - Serves inter-county traffic flow
 - Improves connections between two or more geographic areas of the county

Inventoried Projects of Countywide Significance

- **Applicable Projects**
 - SR 92 from US 101 to I-280
 - US 101/Woodside Road (SR 84) Interchange Project
 - US 101 Express Lanes from the Santa Clara County line to I-380
 - US 101 Managed Lanes North Project from I-380 to the San Francisco County Line
 - US 101 / SR 92 Interchange Area Improvements Project
 - US 101 / SR 92 Direct Connector Project
 - Roadway Facility Improvements between US 101 and the Dumbarton Bridge (SR 84)



UPCOMING DELIVERABLES

- **Project Evaluations**
- **Capital Improvement Program**
- **Draft and Final SRHP**



PROJECT EVALUATIONS

Purpose

- Benchmark sponsored projects into Low, Medium, High categories to show how they relate to the Strategic Plan criteria
- Allow the TA to provide guidance to sponsors on how to improve projects ranked Low or Medium in pre-application meetings during the Call for Projects phase

Evaluation Tool

- Excel-based tool using mapped data and project inventory inputs
- Will be adapted for CFP use to input new information and streamline application evaluations



CAPITAL IMPROVEMENT PROGRAM

Purpose:

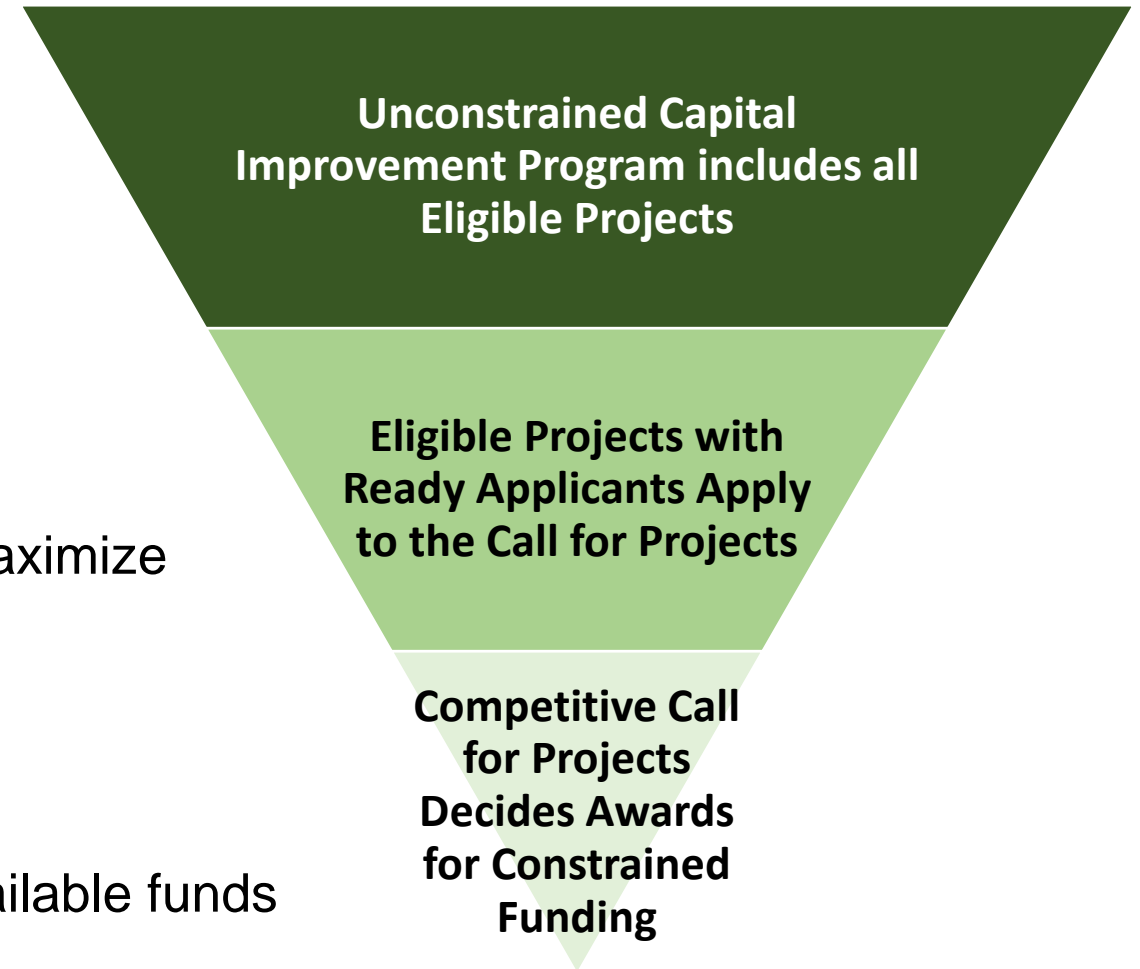
- Unconstrained list of eligible projects
 - Planning studies
 - Locally sponsored projects
 - Projects of countywide significance
 - Fact sheets of each sponsored project

Considerations:

- Cost of CIP exceeds available funding
- Developing an unconstrained CIP would maximize leveraging of outside funding sources

Relation to Call for Projects

- Projects move forward based on readiness
- Projects ranked and awarded based on available funds



NEXT STEPS

SRHP Review & Adoption

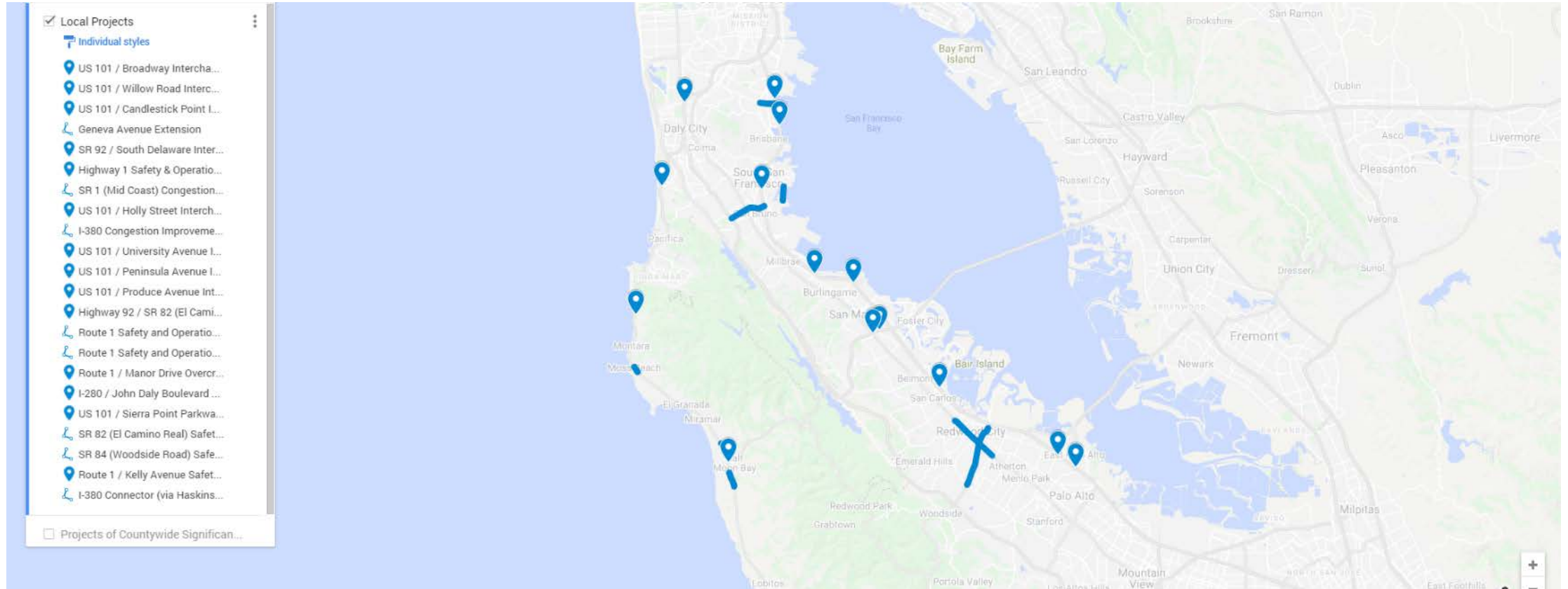
- Present draft to the C/CAG TAC (March 2021)
- Present draft to the TA Ad-Hoc (April 2021)
- Present draft to the TA Board Adoption (May 2021)
- Final SRHP adoption by the TA Board (June 2021)



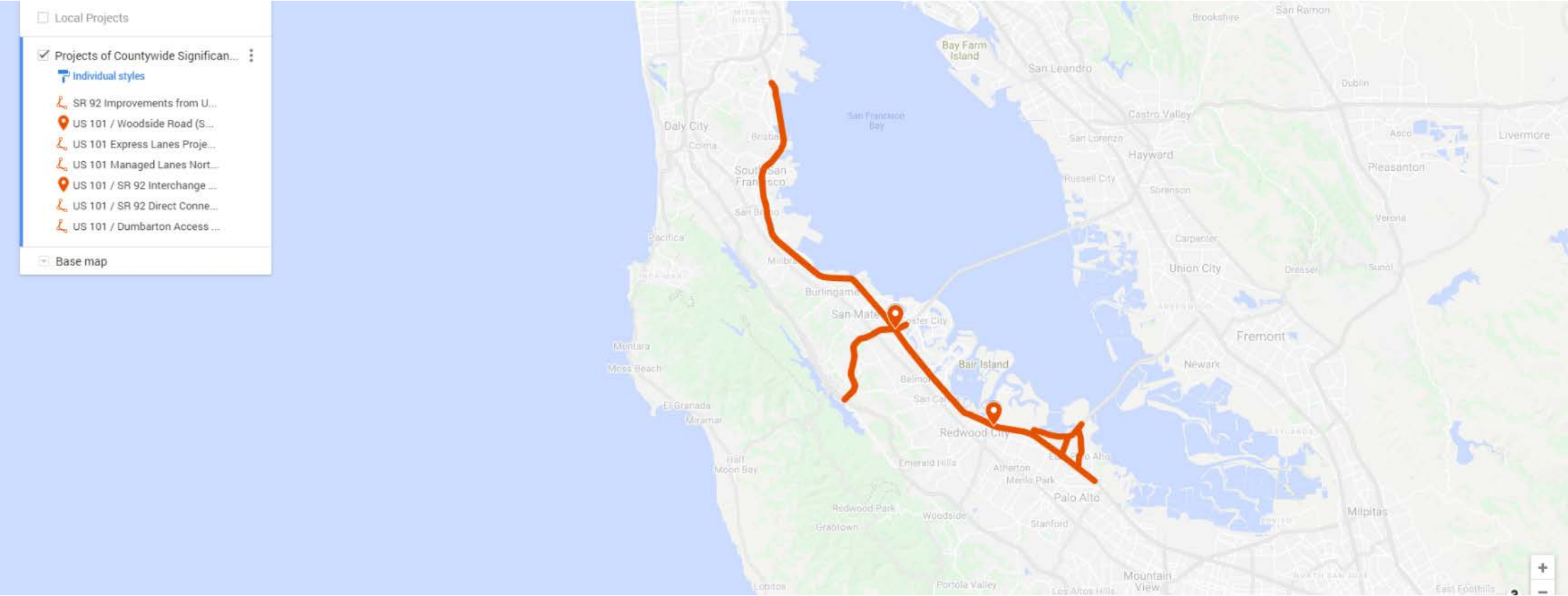
QUESTIONS



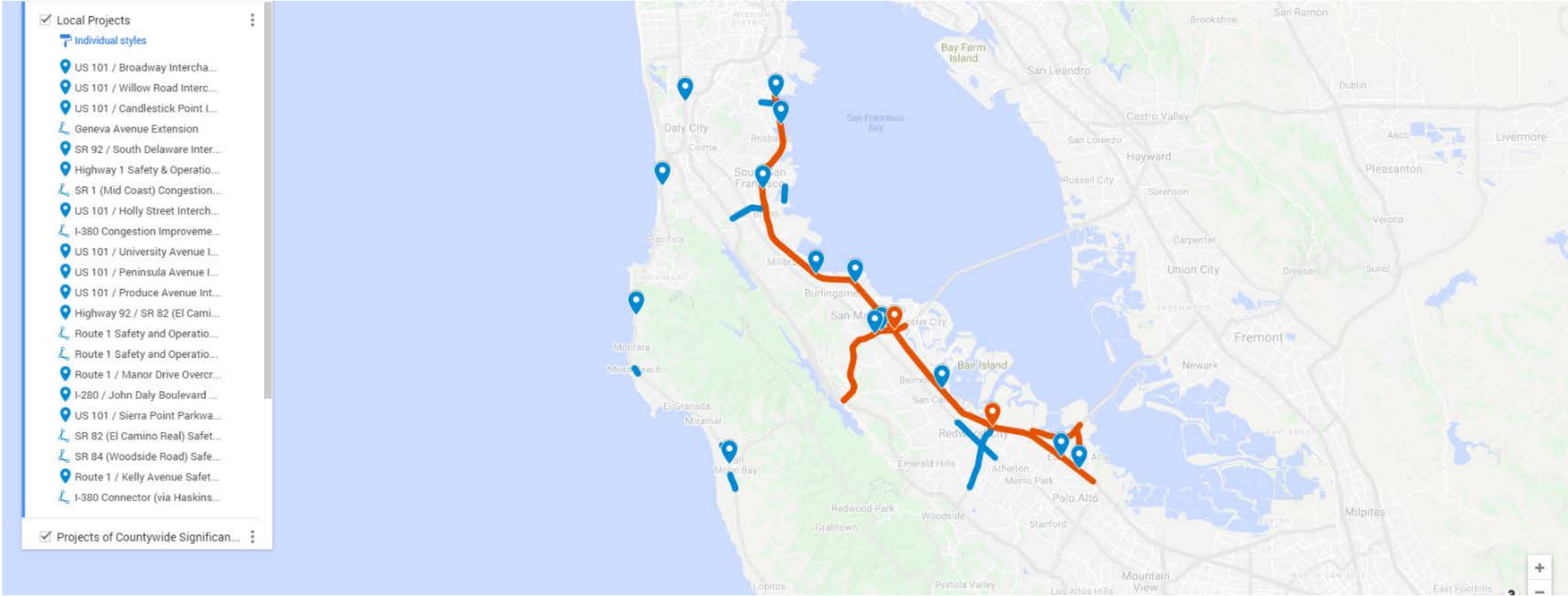
LOCAL PROJECTS



COUNTYWIDE SIGNIFICANT PROJECTS



ALL INVENTORIED PROJECTS



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: SOUTH SAN FRANCISCO CALTRAIN STATION
IMPROVEMENT PROJECT 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 on each of the Transportation Authority's program areas. This item features a presentation on a project from the Caltrain Program, with specific emphasis on the South San Francisco Caltrain Station.

At the February 4, 2021 Board meeting, an informational update was presented on this project. This month's presentation will provide follow-up information related to construction progress as well as an update on the assessment of project costs and schedule to complete.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Caltrain improvements are qualified expenditures and designated the number-one priority under the 1988 Transportation Expenditure, providing 21.6 percent of sales tax revenue. The 2004 Transportation Expenditure Plan designates 16 percent revenue to fund Caltrain projects.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: US 101 Express Lanes Equity Study Update: Equity Program Alternatives

ACTION

No action is required. This item is for information only.

SIGNIFICANCE

The construction of the US 101 Express Lane Project (Project) is being implemented through a collaborative effort between Caltrans, City/County Association of Governments of San Mateo County (C/CAG), and the TA.

In June 2019, the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) was established as the owner of the express lanes once they become operational. SMCELJPA is comprised of members of the C/CAG and TA Boards. In August 2019, the California Transportation Commission (CTC) unanimously approved the application submitted by the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) to develop and operate a high-occupancy toll facility on US 101 in San Mateo County.

Since its establishment, the SMCELJPA had authorized an equity study to be conducted to learn more about potential mobility improvements the San Mateo 101 Express Lane project can help address in the underserved communities of San Mateo County. The study will recommend an equity program designed to help these communities.

The Equity Study was officially kicked-off in May 2020. At the March 2021 TA meeting, staff will provide a presentation via PowerPoint updating the Board on the study progress, as well as draft recommendations on program alternatives that might be implemented.

BUDGET IMPACT

No budget impact is anticipated with this informational item.

BACKGROUND

Purpose of the Project is to reduce congestion and improve mobility on US 101 by creating an express lane in each direction between the Santa Clara County Line and Interstate 380 in San Bruno. The Project will incentivize the use of public transit, carpools, and other shared-ride options, while also creating a new revenue stream from individuals willing to pay a fee to drive in the express lanes. Net revenues generated can be used for additional transportation enhancements and programs in the corridor.

Prepared By: April Chan, Chief Officer, Planning, Grants &
Transportation Authority

650-508-6228

SAN MATEO 101

EXPRESS LANES PROJECT



SMC Express Lanes JPA

San Mateo 101 Express Lanes Equity Study

San Mateo County Transportation Authority

March 4, 2021

Agenda

1. Project Timeline
2. Equity Alternatives Development Process
3. Proposed Equity Alternatives
4. Next Steps

Project Timeline

We are here

Description	Summer 2020	Fall 2020	Winter 2020/2021	Spring 2021	Summer 2021
Baseline Conditions and Needs Assessment					
ESAC facilitation	★	★ ★	★ ★	★	
Literature review					
Define equity metrics					
Demographic and travel analysis					
Public engagement (phase I)					
Publish final needs assessment					
Equity Program Recommendation					
Draft & analyze 3-4 equity program alternatives					
Public engagement (phase II)					
Recommend preferred alternative					
Board review and approval					

Equity Alternatives Development Process

Desired Outcomes



Flexible and adaptive to changing needs and feedback.



Encourage mode shift to high-occupancy modes.



Strategies benefit underserved communities who live near or use the lanes.



Supports the Express Lanes benefits and goals (mobility, travel time, and reliability).



Program reflects input from historically marginalized communities.



Improve active transportation network adjacent to the corridor.



Strategies are replicable and could be expanded regionally.

Equity Program Funding

- The Pilot Equity Program will be funded with revenue from the SM 101 Express Lanes.
- Funding:
 - \$1 Million available in first year
 - \$600,000 annually in subsequent years

Community Feedback

Key takeaways from Phase 1 outreach:

Mobility challenges facing communities:

- Unreliable public transportation
- Cost of transportation
- Too much traffic

Equity program strategies suggested by the Community (partial list):

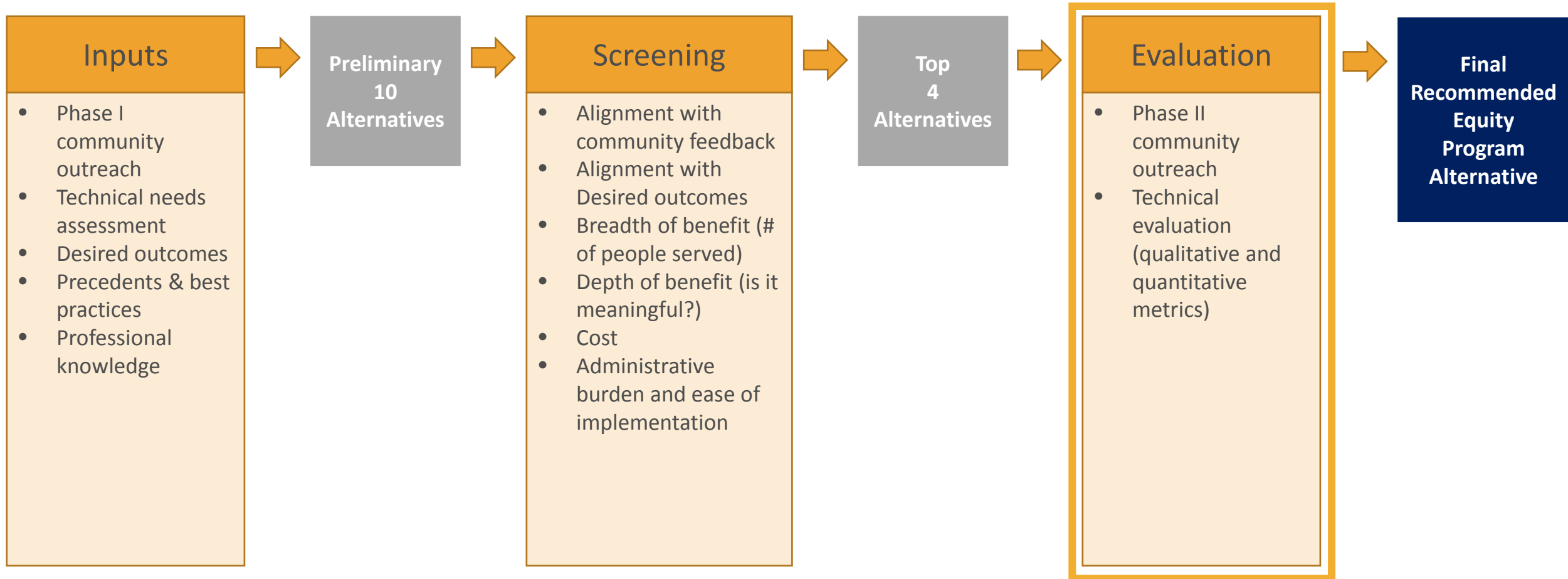
- Toll subsidies or other programs to help low-income drivers use the lanes
- More frequent and reliable public transportation
- Improved sidewalk and bicycle infrastructure
- Discounted or free transit passes
- Any program for individual benefits should be relatively easy to access

Alternatives Development Process

- **Goal:**

- Develop 3-4 Equity Program Alternatives that represent a broad array of feasible solutions.
- Evaluate the 3-4 Equity Program Alternatives.
 - Community engagement
 - Technical evaluation
- Select a final Equity Program Alternative for adoption and implementation.

Alternatives Development Process



We are here

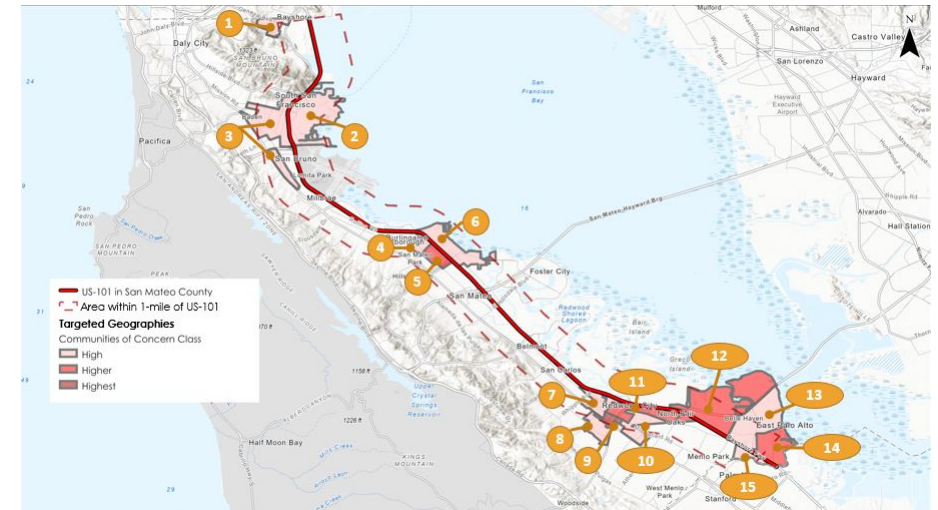
Alternatives Development Process

Ten preliminary alternatives:

1. Express Lane Strategies	2. Transit Strategies	3. Place-Based Investments
<p>Free or Reduced Tolls Monthly \$5 credit for qualifying households. <i>For consideration after MTC Toll Discount Pilot</i></p>	<p>Clipper Cash Benefit Offer a "Cash on clipper" benefit for qualifying households. <i>Advanced as Alternative #2</i></p>	<p>Bicycle / Ped / Transit Safety Improvements Implement bike and pedestrian safety treatments in target geographies. <i>Advanced as Alternative #3</i></p>
<p>Pre-loaded \$70 Toll Tags One-time benefit for qualifying households. <i>Advanced as Alternative #1</i></p>	<p>Subsidized Transit Passes Expand or continue Clipper START fare subsidy program. <i>Potential future implementation</i></p>	<p>Monthly Shared Mobility Credit Provide \$5 credit per month to qualifying households for Lyft/Uber subsidy or similar benefit. <i>Potential future implementation</i></p>
	<p>New Express Bus Service Fund new express bus service that connects target geographies to key destinations. <i>Potential future implementation</i></p>	<p>Carpool Rewards Program Provide carpool cash benefit for qualifying individuals. <i>Advanced as Alternative #4</i></p>
	<p>New Local Bus Expanded local bus service connecting target geographies to key destinations. <i>Potential future implementation</i></p>	<p>Bike Share Subsidy Expand Bay Wheels or similar bike share program into San Mateo County and provide subsidy/membership. <i>Potential future implementation</i></p>

Program Eligibility Assumptions

- Targeted Geographies
 - Place-based investments are focused on the 15 targeted geographies that were identified through the Phase 1 technical analysis.
- Eligible Population
 - For costing purposes, eligibility was based on 200% of the Federal Poverty Level (actual program eligibility requirements TBD).
 - San Mateo County residents earning less than 200% of the Federal Poverty Level:
 - 44,000 qualifying households
 - 127,000 qualifying individuals (all ages)
 - 80,000 qualifying individuals of working age (18-64)
 - ~17% countywide poverty rate



San Mateo Population, 2019

Total Population	761,000
Population Under 200% FPL (#)	127,000
Population Under 200% FPL (%)	17%
Total Households	263,500
Households Under 200% FPL (#)	44,000

Source: American Community Survey, 2019

Proposed Equity Program Alternatives

Alternative #1: Express Lane Subsidy

Pre-loaded \$70 Toll Tags

- Bay Area FasTrak requires a \$50 minimum plus \$20 security deposit for new toll tags that are not linked to a credit card or bank account.
- Provide one-time benefit of a pre-loaded toll tags to qualifying households to cover the \$50 minimum and \$20 deposit. Those transponders could subsequently be reloaded at cash payment locations or households could link them to an online account.
- **Cost and Benefit:**
 - \$70 per user
 - Approximately 7,000 households per year could receive the benefit (20% of likely participants)

Assumptions:

- 38,720 qualifying households countywide*
- 80% participation rate = 30,976 households
- $30,976 \times \$70 = \2.2 Million annual cost

*Excludes households without a vehicle

Alternative #2: Transit Subsidy

Cash-On-Clipper Benefit

- Provide \$50 per year to eligible individuals as cash value on a Clipper Card for use on any regional transit service that accepts payment via Clipper.
- **Cost and Benefit:**
 - \$50 per user per year
 - Approximately 10,000 individuals per year could receive the benefit (20% of likely participants)

Assumptions:

- 127,000 qualifying individuals countywide*
- 40% participation rate = 50,800 individuals
- $101,600 \times \$50 = \2.5 Million annual cost

**Includes youth and seniors*

Alternative #3: Place-Based Improvements

Bicycle, Pedestrian, & Transit Safety Improvements

- Provide bicycle and pedestrian safety improvements within the 15 targeted geographies.
- Example improvements include new bike lanes, ADA ramps, new/modified traffic signals and intersection improvements.
- Implementation:
 - \$500,000 available annually for projects in target geographies
 - Communities could apply via a call-for-projects
- **Cost and Benefit:**
 - Per-unit costs for improvements vary from \$20,000 to \$1.3 Million

Alternative #4: Carpool Rewards Program

Carpool Rewards Program

- Provide carpool cash benefit (up to \$50 per year for qualifying individuals)
 - Example: Commute.org's [Carpool Rewards program](#)
- **Cost and Benefit:**
 - \$50 per year per user
 - Approximately 10,000 individuals per year could receive the benefit (100% of all likely participants)

Assumptions:

- 80,000 qualifying individuals countywide*
- 80% participation rate = 64,000 individuals
- 16% Carpool mode-share for low-income commuters = 10,240 individuals
- $10,240 \times \$50 = \$512,000$ annual cost

**Working population only (18-64)*

Next Steps

Next Steps

Selection of a Preferred Alternative

- Analyze the four alternatives against quantitative and qualitative metrics
- Solicit community and stakeholder input on the four alternatives
- Select a preferred alternative
- Preferred alternative to JPA Board: **April 2021**

Community + Stakeholder Engagement

- Phase II public outreach: **Feb-Mar 2021**
- ESAC meetings: **Feb, March, April**

Next Steps

Equity Program Implementation

- Define eligibility requirements
- Develop administrative costs
- Finalize cross-cutting recommendations
 - E.g., Equity Program Manager, Equity Program Advisory Committee, Strategic Investment Plan
- Equity program adoption: **May 2021**

Questions?

Additional Equity Program Options

(Not Advanced for Further Study)

Please do not share in advance

Equity Program Options

Category 1: Express Lane Strategies

Free or Reduced Tolls

- Provide \$5 credit per month to qualifying households for use with an active FasTrak account.
- **Cost:**
 - \$60 per household per year (\$5 monthly credit)
 - \$2.1 Million total annual cost (based on 80% participation rate)
 - Capped at \$500k per year: 8,333 households per year receive the benefit (24% of likely participants)

Assumptions:

- 44,000 qualifying households countywide
- 80% participation rate = 35,200 households
- 35,200 x \$60 = \$2.1 million annual cost

Equity Program Options

Category 2: Transit Enhancements

Subsidized Transit Passes

- Caltrain and SamTrans have both agreed to participate in 18-month Clipper START pilot
 - 50% fare discount for SamTrans and Caltrain
- Funds could be used to indefinitely continue Caltrain/SamTrans participation in Clipper START program (or equivalent local program, if Clipper START is discontinued).
- Alternatively, funds could be used to provide a deeper discount (e.g., 75-100%), compared to 50% discount currently provided through Clipper START.
- **Cost:**
 - Anticipated cost to SamTrans: \$448,000-\$1.3 million in lost revenue annually
 - Anticipated cost to Caltrain: Up to \$1 million in lost revenue annually
 - Anticipated revenue loss is based on pre-COVID ridership estimates. Actual costs will depend on popularity of the program, changes in ridership, and other factors.

Equity Program Options

Category 2: Transit Enhancements

New Express Bus Service

- Fund a new express bus service that connects target geographies to key destinations and utilizes the express lanes to provide fast, reliable travel times.
- The SamTrans 2018 US-101 Express Bus Study identified a new possible service, Route 2, that would serve multiple target geographies:
 - Connects San Bruno BART to East Palo Alto via Redwood City, Redwood Shores, and SFO.
 - This market is not directly served by Caltrain/BART or existing bus services.
 - Opportunity to use 101 Express Lanes.
- Cost
 - Annual O&M costs for Route 2: \$4.1 Million.
 - A \$600,000 annual contribution would cover 15% of the annual O&M costs for Route 2; the remaining 85% would need to be secured via other sources.

Equity Program Options

Category 2: Transit Enhancements

New Local Bus Service

- Increase frequencies on existing routes that serve target geographies

Equity Program Options

Category 3: Place-Based Investments

Shared Mobility Program Examples

East Oakland Mobility 4 All

- Qualifying residents get 1 free AC Transit day pass or Lyft ride per month, and \$5 annual membership to BayWheels.
- Prepaid cards can be used to establish Lyft account instead of credit card or bank account.
- Lyft donated \$700,000 toward a \$1 million capacity-building grant to TransForm & partner organizations.

Sacramento Region Lime Partnership

- SACOG's Regional Bike Share Policy Steering Committee (PSC) worked with Jump/Lime to bring shared e-bikes to three cities in the Sacramento region: Sacramento, West Sacramento and Davis.
- Low-income program: \$5 a year, free rides of 30 minutes up to five times a day (compared to \$50-\$60 per month for non-subsidized users).

Equity Program Options

Category 3: Place-Based Investments

Monthly Shared Mobility Credit

- Provide \$5 credit per month to qualifying households for Lyft/Uber subsidy or similar benefit (alternatively, provide 1 free ride per month).
- Opportunity to combine with transit subsidies and other benefits (see East Oakland Mobility for All example).
- Potential for financial contribution/partnership with shared mobility companies and/or community organizations.
- **Cost:**
 - \$60 per household per year (\$5 monthly credit)
 - \$2.1 Million total annual cost (based on 80% participation rate). Potentially reduced via partnerships/contributions.
 - Capped at \$500k per year: 8,333 households per year receive the benefit (24% of likely participants)

Assumptions:

- 44,000 qualifying households countywide
- 80% participation rate = 35,200 households
- $35,200 \times \$60 = \2.1 million annual cost

Equity Program Options

Category 3: Place-Based Investments

Bike Share Subsidy

- Work with a regional bike share provider such as Bay Wheels to expand services into San Mateo county with a special focus on the targeted geographies.
- Provide free or reduced bike share membership to eligible participants.
 - Bay Wheels offers \$5 first-year annual membership for low-income users (\$5/month after the first year). Covering the \$5 fee first year membership fee would be \$508,000 for eligible individuals, assuming 80% participation rate.

Assumptions:

- 127,000 qualifying individuals countywide*
- 80% participation rate =101,600 individuals
- 101,600 x \$5 = \$508,000 annual cost

**Includes youth and seniors*

Cross-cutting recommendation: Work with micro-mobility providers (e.g., Lyft/Bay Wheels) to locate services in targeted geographies (part of Strategic Investment Plan).

References/Assumptions

Assumptions

- Participation Rate

- For the purpose of estimating costs, most options assume that 80% of the eligible population will participate in most programs.
- Given the low mode share of transit, we assume 40% of the eligible population will use transit benefits.
- 80% is a generally conservative estimate when benchmarked against other low-income benefits programs:
 - PG&E/So Cal Edison low-income program: 60%-80% participation rate
 - Federal Food Stamp program: 60% participation rate
- Actual participation could be much lower, especially in the early years of program implementation.

Assumptions

Means of Transportation to Work for People in Poverty*, San Mateo County

Mode	Percent
Drive Alone	62%
Carpool	16%
Transit	11%
Walk	2%
Other	3%
Work from home	5%

Source: American Community Survey, 2019

*Note that poverty is based on 150% Federal Poverty Level (mode-share data is not available for commuters below 200% of the Federal Poverty Level)

Alternative #3: Place-Based Improvements

High-Level Cost Estimates

Improvement	Description	Estimated Cost
New bike lane or boulevard	Cost is per mile	\$80,000
ADA Ramps	Cost is for one ramp	\$20,000
New/Modified Traffic Signal	Cost is for one signal	\$90,000-\$150,000
Benches	Cost is for one bench	\$730
Bus shelter	Cost is for one bus shelter	\$50,000
Intersection - Small	No new/modified traffic signals; some demolitions/relocation; restriping; ADA ramps.	\$300,000
Intersection - Medium	New/modified traffic signals (4); demolitions/relocation; restriping; ADA ramps.	\$800,000
Intersection - Large	New/modified traffic signals (6); demolitions/relocation; restriping; ADA ramps.	\$1,300,000

Other low-cost options include "spot treatments" such as corner bulb-outs, pedestrain islands, or temporary safety treatments such as planter-protected bike lanes.

Cross-Cutting Recommendations

- **Equity Program Manager**
 - Hire an Equity Program Manager for ongoing implementation and management of the Equity Program.
 - Cost: \$46,500 annually for .5 FTE (based on Planning Analyst III)
- **Equity Program Advisory Committee (EPAC)**
 - Form an Equity Program Advisory Committee (EPAC) of low-income community members to advise on ongoing implementation of the Equity Program.
 - Cost: \$25,000 annually for participant stipends (assumes 4 meetings per year)
- **Strategic Investment Plan**
 - Develop a Strategic Investment Plan to guide continued investment and identify additional funding sources.
 - Cost: \$150,000 one-time cost

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM AND ALLOCATE MEASURE A GRADE SEPARATION CATEGORY FUNDS FOR THE BROADWAY GRADE SEPARATION PROJECT IN THE CITY OF BURLINGAME**

ACTION

Staff recommends the Board:

1. Program and allocate \$1,025,000 of Measure A Grade Separation Program Category funds for design and construction of modifications to a Peninsula Corridor Electrification Project (PCEP) paralleling station necessitated by the Broadway 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 or amendments with the City of Burlingame (City) and the Peninsula Corridor Joint Powers Board (JPB).

SIGNIFICANCE

In January 2019, the San Mateo County Transportation Authority (TA) Board of Directors was informed by the City the Project would require PCEP to make modifications to a planned traction power paralleling station (PS-3) to avoid reconstruction of the paralleling station and associated support structures (called "gantries") as part of the Project. The TA board programmed and allocated \$200,000 for the design of the modifications to PS-3 at that meeting.

Since January 2019, there have been additional changes to the paralleling station design. The factors associated with the additional design include (a) the relocation of the paralleling station to be partially within the City's corporation yard, and (b) the design of taller gantries, which connect the power feed between the paralleling station and overhead catenary system (OCS), with larger foundations to support the taller gantries. The taller gantries and larger foundations are necessary because the Project will elevate the track and OCS in the vicinity of the paralleling station.

Additional Project funds are also required to provide for the construction variance, which is related to the construction of the larger gantry foundations and taller gantries which are necessary given the Project will elevate the track and OCS in the vicinity of the paralleling station.

To fund the work, the City is requesting the TA program and allocate \$1,025,000 for the relocation design costs and the associated increase in PCEP construction costs for the PS-3 facility changes necessitated by the Project. If the TA board approves the allocation, the work would be performed by PCEP's contractor in the coming months.

BUDGET IMPACT

Funding for this request is available in the Fiscal Year 2021 and prior-year adopted budgets from the Measure A Grade Separation Program. With the additional funding of \$1,025,000, the total Measure A allocation to the Project will be \$26,413,000. To date, the City has provided a \$2,000,000 match for the Project. The table below provides a breakdown of the Project funding.

<u>Funding Source</u>	<u>Amount</u>
Prior Measure A Allocations	\$23,388,000
Proposed Measure A Allocation	\$1,025,000
<u>City of Burlingame local match</u>	<u>\$2,000,000</u>
Total	\$26,413,000

BACKGROUND

Fifteen percent of the Measure A receipts are allocated to the Grade Separation Program Category. The goal of the program is to reduce the number of at-grade crossings on the Caltrain right of way. Grade separations improve safety for drivers and pedestrians, relieve traffic congestion, and enhance operational flexibility of the railroad.

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 ADDITIONAL \$1,025,000 FROM THE MEASURE A
GRADE SEPARATION PROGRAM FOR THE BROADWAY 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 ½ percent with the new tax revenue 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 continued collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, since 2017, the TA has programmed and allocated a total of \$23,388,000 in Measure A Grade Separation Program Category funds to the Broadway Grade Separation Project (Project) for the Project Study Report, preliminary engineering/environmental clearance, and final design of the Project; and

WHEREAS, the Measure A allocations for the Project also include \$200,000 for design work related to the relocation of the planned traction power paralleling station #3 (PS-3) required for the Peninsula Corridor Electrification Project (PCEP); and

WHEREAS, the City of Burlingame's (City) selected grade separation alternative necessitates relocation of the paralleling station to avoid removing and rebuilding it later; and

WHEREAS, at this time, the City is requesting the TA program and allocate an additional \$1,025,000 for the Project to fund the PS-3 relocation design costs and associated construction cost increases for the PS-3 facility that are necessitated by the Project; and

WHEREAS, staff recommends the Board of Directors program and allocate an additional \$1,025,000 as described above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates \$1,025,000 to the Broadway Grade Separation Project to support design and construction work associated with the relocation of a Peninsula Corridor Electrification Project paralleling station necessitated by the Broadway Grade Separation Project in the City of Burlingame; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary agreements or other documents, and to take any additional actions that may be necessary, to give effect to this resolution, including the execution of agreements or amendments with the City and the JPB.

Regularly passed and adopted this 4th day of March, 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: Jim Hartnett
Executive Director

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

This report is for information only. No board action is required..

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 District take a formal position.

Prepared By: Amy Linehan, Public Affairs Specialist

650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
As of February 17, 2021

Following the inauguration of President Biden and Vice President Harris on January 20, the pace of legislative and executive action picked up rapidly. House leadership has already revised its initial vote calendar with the goal of finalizing a COVID response bill by mid-March when December's unemployment policy changes expire. The fast-track "budget reconciliation" approach to this COVID response bill will only require a simple majority in the Senate, not the 60-vote threshold that is required to end a filibuster.

The Transportation & Infrastructure Committee's piece of the COVID legislative proposal was approved last week. It includes \$30 billion to assist transit agencies with operating costs, including payroll and personal protective equipment, and \$1 billion in funding for FFGA projects. The Budget Committee will now take that legislative proposal and join it with those from other committees, with the goal of a vote on the House floor the week of February 22.

The Acting Administrator of the Federal Transit Administration Nuria Fernandez has rescinded guidance the Trump administration put in place in June 2018 regarding Capital Investment Grant (CIG) projects, which had counted Federal loans as part of the entire Federal share of CIG projects, even though local entities repay the loans with interest.

The House Appropriations Committee staff is currently reviewing a proposal to bring back some form of congressionally-directed spending, or earmarks; details and deadlines are still to be determined but we are expecting significant new disclosure requirements, a ban on earmarks to private entities, and the adoption of at least some of the reform recommendations from the House Select Committee on the Modernization of Congress.

In light of the Presidential transition and the unusual nature of the beginning of this year, we expect to see President Biden's budget proposal to be submitted to Congress much later than usual, potentially as late as April.



February 17, 2021

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

RE: STATE LEGISLATIVE UPDATE – MARCH

GENERAL UPDATE

As the February 19 bill introduction deadline nears, the Legislature is busy submitting bills for introduction. Assembly leadership has limited each Assemblymember to introducing 12 bills, while the Senate has not enforced such a cap thus far. This cap is likely in anticipation for another truncated legislative session, where risk of COVID-19 exposures in the workplace will limit the Legislature’s ability to safely conduct business in a normal fashion.

In the meantime, budget hearings are beginning as the Legislature considers the Governor’s 2021-22 proposed State Budget.

As reported last month, Governor Newsom’s proposed budget contains \$164 billion in General Fund spending (\$227 billion with special funds) is projected to have a healthy one-time surplus of \$34 billion. Of this amount, the reserves include: \$15.6 from the Proposition 2 Rainy Day Fund; \$450 million from the Safety Net reserve; \$3 billion from the Public School System Stabilization Account; an \$2.9 billion from the state’s operating reserve, which helps to solve a \$54.3 billion deficit due to the COVID-19 pandemic induced recession. In addition, over \$10 billion in anticipated federal assistance is to close the deficit. While unemployment rates have dropped from 16.4% last May to about 8% this January, the Governor projects a structural deficit of \$7.6 billion for FY 2022-23, and that is expected to grow to \$11 billion by FY 2024-25. Of the \$887 billion available nationally from the Coronavirus Response and Relief Supplemental Appropriations Act, the state is expected to receive \$105.5 billion of that amount, with \$42 billion going to individuals and families.

The Governor also released a \$4.5 billion Equitable Recovery for California’s Businesses and Jobs plan, the business and workforce recovery elements of his 2021-22 State Budget that will help California through the COVID-19 pandemic recovery. In recognition of the devastating impacts of the COVID-19 pandemic, the Governor proposes \$3 billion of relief to low-income workers who eligible to receive the earned income tax credit (\$2.4 billion), small business and non-profit assistance (\$575 million), and waiving fees for restaurants and personal services (\$800 franchise tax). This includes \$300 million in

one-time General Fund revenues for the most critical statewide deferred maintenance, including greening of state infrastructure. This proposal is intended to create jobs in California while achieving the state's climate goals. Projects include the installation of electric vehicle charging stations at state-owned facilities. An additional \$1.5 billion investment is included to accelerate the state's progress toward these goals while creating jobs. The proposal will support jobs and economic growth and provide air quality benefits and support for low-income Californians to purchase cleaner vehicles. Funds will support purchases of clean trucks, buses and off-road freight equipment and Clean Cars 4 All programs. It will also support job-creating construction of electric charging and hydrogen fueling stations necessary to accelerate zero-emission vehicle adoption. The package builds upon Executive Order N-79-20, which mandates no gas-powered passenger vehicle sales by 2035, which will force a conversion to an alternative fuel source.

Impact on Transportation Funding

The lack of fuel consumption due to the Governor's shelter-in-place executive order has resulted in an estimated \$1.5 billion reduction of gas tax receipts through FY 2024-25, which will undoubtedly impact funding for local streets and roads, the State Highway Operations and Protection Program (SHOPP), which focus on maintaining our state highway system, and the State Transportation Improvement Program (STIP), which provides funding for future multi-modal transportation improvements throughout California. For FY 2020-21 through FY 2023-24, \$17.4 billion is programmed for the SHOPP and \$2.4 billion for the STIP.

The federal stimulus package, enacted into law in late-2020, will provide some much-needed relief for public transportation operations (\$2 billion) and highway projects (\$912 million). The state has also received over \$500 million in the redistribution of unused funding from other states. This is in addition to the \$3.7 billion that was received last year through the CARES Act to help transit agencies.

The California Transportation Commission (CTC) is currently in the process of holding workshops to determine the distribution of the \$912 million in federal stimulus funds. The purpose of the money is to backfill shortfalls attributable to the Governor's shelter in place order, which resulted in less gas consumption. Traditionally, these funds have been split 60/40 between the state and local transportation agencies, respectively. If maintained, this would result in roughly \$365 million being transferred to local agencies, and \$547 million going to the state. The state funds will most likely go towards the State Highway Operations and Protection Program (SHOPP) to help maintain the state highway system and provide active transportation linkages. Several regions have expressed a preference that the local share be distributed through the Surface Transportation Block Grant, which provides a direct, flexible allocation to help expedite project delivery. The CTC has suggested that distributions go through the State Transportation Improvement Program (STIP), in order to help with the construction of the 2022 STIP, which is expected to have a shortfall of \$100 million for the cycle. The CTC is expected to address the item at its March 24 meeting.

The State Transit Assistance Program is estimated at \$667 million for FY 21-22, a decrease of \$127 million (\$696 million) from the FY 2020-21 January figure (revised to \$414 million in May), and \$107 million for the Low Carbon Transit Operations Program.

New Bills of Interest

AB 361 (Rivas) Brown Act Exemptions: Teleconferencing in Emergencies -

Executive Order N-29-20 permitted local jurisdictions an exemption to the brown Act by allowing for teleconferencing so long as public access was provided. This bill would codify the ability for local jurisdictions to meet remotely in the event of an emergency where social distancing is promoted.

Recommended Position: Watch

Governor's Transportation Action Plan

The California State Transportation Agency in collaboration with the Governor's Office of Planning and Research (OPR) and California Air Resources Board (CARB) is in the process of adding additional guidance to supplement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

The policy could require SMCTA to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measure A and W since CARB and OPR wants to have the final say on capacity-inducing projects and the availability of state investments made on the state highway system. While the state clearly cannot make adjustments to locally approved sales tax expenditure plans, it is the owner/operator of the state highway system, and it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources, which could call into the question the leveraging power of local sales tax revenues, as well as the ability to deliver certain projects. While tolling/congestion pricing is identified as a continued strategy, this may impact or require innovation for the completion of the 101 HOT lanes to the San Francisco City/County border and efforts to address congestion on Highway 92.

STATEWIDE COMPETITIVE GRANT PROGRAMS

At the request of SMCTA staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

Active Transportation Program (ATP)

Important Dates:

- Quick-build projects application deadline: July, 15, 2020
- All other project applications due: Sept 15, 2020
- Staff recos posted-Quick- build projects: Sept 15, 2020
- Quick-Build Project Adoption: Dec 2-3, 2020
- Statewide, small urban, and rural project adoption: March 2021
- Deadline for draft MPO programming recos to CTC: April 2021
- Final MPO recos to CTC: May 14, 2021
- CTC adopts MPO selected projects: June 2021

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP was created to fund capital improvements to modernize California's intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-

emission buses. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Important Dates:

April 2020 – CalSTA Award Announcement

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.

Important Dates:

December 2-3, 2020 – Program Adoption

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.

Important Dates:

December 2-3, 2020 – Program Adoption

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.

Important Dates:

December 2-3, 2020 – Program Adoption

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](#)
Status: Concept under review, solicitation expected Q1 2020

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.

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.

Transit and Intercity Rail Capital Program

The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

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

SMCTA Bill Matrix – March 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>1/11/2021</p> <p>Assembly Transportation Committee</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 2021–22 and 2022–23 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>1/11/2021</p> <p>Assembly Transportation Committee</p>	<p>This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would also require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes, upon appropriation of state funds for this purpose. Lastly, 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 Workign Group</p>	<p>1/11/2021</p> <p>Assemblt Natural Resources Committee</p>	<p>This bill would require 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>

SMCTA Bill Matrix – March 2021

Measure	Status	Bill Summary	Recommended Position
<p>AB 361 Rivas, Robert (D)</p> <p>Open meetings: local agencies: teleconferences</p>	<p>2/1/2021</p> <p>Introduced</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 would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would also require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, as provided, to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body.</p>	<p>Watch</p>
<p>ACA 1 Aguiar-Curry (D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>12/7/2020</p> <p>Introduced</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>Supported on 2/4/2021</p>

SMCTA Bill Matrix – March 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 7 Atkins (D)</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>1/28/2021</p> <p>Senate Environmental Quality 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 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>
<p>SB 10 Wiener (D)</p> <p>Planning and zoning: housing development: density.</p>	<p>1/28/2021</p> <p>Senate Housing Committee</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>

SMCTA Bill Matrix – March 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 44 Allen (D)</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>1/28/2021</p> <p>Senate Environmental Quality 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 would require 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>
<p>SB 66 Allen (D)</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>12/7/2020</p> <p>Introduced</p>	<p>This bill would require 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>