



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

March 5, 2020 – Thursday

5:00 pm

1) Call to Order/Pledge of Allegiance

2) Roll Call

3) Public Comment For Items Not on the Agenda

Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

4) Report of the Citizens Advisory Committee

5) Consent Calendar

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

a) Approval of Minutes of the Board of Directors Meeting of February 6, 2020

MOTION

b) Acceptance of Statement of Revenues and Expenses for January 2020

MOTION

c) Acceptance of Capital Projects Quarterly Status Report 2nd Quarter FY 2020

MOTION

6) Report of the Chair

a) Resolution of Appreciation for former Chair/Director Don Horsley

RESOLUTION

7) San Mateo County Transit District Liaison Report

8) Joint Powers Board Liaison Report

9) Report of the Executive Director

10) Finance

a) Award of Contracts for On-Call Transportation Planning, Management and Support Services

RESOLUTION

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

San Mateo County Transportation Authority Meeting
March 5, 2020

b) Financial Projections for the San Mateo 101 Express Lanes Project INFORMATIONAL

c) Disclosure Training INFORMATIONAL

11) Program

a) State and Federal Legislative Update and Approval of MOTION
 Legislative Proposals

b) Transit - Peninsula Corridor Electrification Program Update INFORMATIONAL

12) Requests from the Authority

13) Written Communications to the Authority

14) Date/Time of Next Regular Meeting: Thursday, April 2, 2020, 5:00 pm at San Mateo
 County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San
 Carlos, CA 94070

15) Report of Legal Counsel

16) Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus routes ECR, 260, 295 and 398. Additional transit information can be obtained by calling 1-800-660-4287 (TTY 650-508-6448) or 511.

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 first Thursday of the month at 4:30 p.m. at the San Mateo County Transit District Administrative Building.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the Authority Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

Accessible Public Meetings/Translation

Written materials in appropriate alternative formats, disability-related modification/accommodation, as well as sign language and foreign language interpreters are available upon request; all requests must be made 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 6, 2020**

MEMBERS PRESENT: E. Beach (Chair), C. Groom, J. Mates, K. Matsumoto, R. Medina (Vice Chair), C. Romero

MEMBERS ABSENT: D. Horsley

STAFF PRESENT: J. Hartnett, A. Chan, J. Hurley, J. Cassman, J. Epstein, D. Hansel, C. Fromson, S. Wong, D. Seamans

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Emily Beach called the meeting to order at 5:01 pm and led the Pledge of Allegiance.

2. ROLL CALL

Authority Secretary Dora Seamans called the roll. A quorum was confirmed.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

4. REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Beach noted that the report was in the packet.

5. CONSENT CALENDAR

- a) **Approval of Minutes of the Board of Directors Meeting of January 9, 2020**
- b) **Acceptance of Statement of Revenues and Expenses for December 2019**

Director Karyl Matsumoto requested to remove the January minutes from consent and clarified a statement she had made.

Motion/Second: Groom/Medina

Ayes: Beach, Groom, Mates, Matsumoto, Medina, Romero

Absent: Horsley

6. REPORT OF THE CHAIR

Chair Beach noted that the Finance Committee of the San Mateo County Express Lanes Joint Powers Authority had met that day.

7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Chair Beach said that the report was in the packet.

8. JOINT POWERS BOARD LIAISON REPORT

Chair Beach said that the report was in the packet. Jim Hartnett, Executive Director, noted that the JPB Board had adopted the Rail Corridor Use Policy at their meeting that morning.

9. REPORT OF THE EXECUTIVE DIRECTOR

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

10. PROGRAM

a) State and Federal Legislative Update

Casey Fromson, Director, Government and Community Affairs, briefly summarized highlights of recent federal and state legislation.

Mr. Hartnett reported that he and Ms. Fromson would be in Washington the following week to meet with elected officials and the heads of the FTA (Federal Transit Administration) and FRA (Federal Railroad Administration), among others.

Gus Khouri, State Legislative Consultant, gave an update on state legislation.

Director Matsumoto said there was greater demand for ferry service than the supply available. She said that the private sector is currently using private ferries. Mr. Khouri said they looked at resources as a whole for people to get out of their cars and that grant programs are available and could fund enhanced ferry service.

b) San Mateo County US 101 Express Lanes Project Update

April Chan, Chief Officer, Planning, Grants/Transportation Authority, introduced Leo Scott, Co-Project Manager, Gray-Bowen-Scott, who provided a presentation.

Director Julia Mates asked about using GPS apps and asked if neighborhoods adjacent to corridors were aware that traffic will be redirected there.

Director Matsumoto talked about back-ups on Highway 101 impacting South San Francisco workers. She suggested using digital billboards for announcements along the 101 Corridor.

Director Carlos Romero suggested having an RSS feed to connect the express lane website to South County websites. Jessica Epstein, Government and Community Affairs Officer, said they were trying to simplify communications by directing the public to the Caltrain website.

Chair Beach asked about when San Francisco Airport (SFO) will be impacted. Mr. Scott said it would depend on the location and nature of the work. He said that drivers using 101 to access the airport at night during construction when lanes closures are in place are likely to experience some level of delay to and from SFO.

Chair Beach asked for confirmation that the southern segment of the project has come in at under \$3.5 million under budget; Mr. Scott concurred.

Director Romero asked about providing periodic budget updates. Mr. Scott said that they will be part of the quarterly project update.

Joe Hurley, TA Director, left the meeting at 5:54 pm

11. FINANCE

a) **Acceptance of Quarterly Investment Report for the Period Ending December 31, 2019**

Connie Mobley-Ritter, Director of Treasury, presented a staff report.

Director Romero said he was pleased that the financial report spreadsheets were now easier to read.

Derek Hansel, Chief Financial Officer, responded to questions by Director Romero about corporate bonds.

Motion/Second: Medina/Mates

Ayes: Beach, Groom, Mates, Matsumoto, Medina, Romero

Absent: Horsley

b) **Authorize an Amendment to the Contract with Eide Bailly LLP for Financial Audit Services**

Mr. Hansel presented a staff report.

Vice Chair Rico Medina asked about past practice of contract renewals. Mr. Hansel said that changing auditors is not necessarily better.

Director Carole Groom said that the SamTrans Audit Committee agreed that Eide Bailly is a great firm but that change is needed at some point.

Motion/Second: Medina/Romero

Ayes: Beach, Groom, Mates, Matsumoto, Medina, Romero

Absent: Horsley

c) **Adopt a Debt Policy and Declaration of Official Intent to Reimburse Expenditures from Proceeds of Indebtedness**

Mr. Hansel presented a staff report.

Director Medina asked who is making the appointment. Mr. Hansel discussed the process used by the TA to hire the firm they are using.

Director Medina asked about reviews occurring on a periodic basis. Mr. Hansel said that reviews should happen at least once every three years.

Chair Beach asked about the TA's debt policy. Mr. Hartnett said that state law dictates adoption of a debt policy and its content. He said the policy will not change unless the law changes.

Director Matsumoto asked how the money is coming back to the TA. She asked if the money must be paid back in a certain timeframe or with compounding interest. Mr. Hansel said the money is returning to the TA through toll revenue and said they would make a presentation at the next meeting on updated financial projections. He said he was confident that costs will be recovered. He said that Measure A funds would not be affected by the policy.

Director Groom asked if this could be a standing item on the agenda with Mr. Hansel providing periodic bond issue updates.

Director Romero raised questions about the use of derivatives, arbitrage, and rebate providers. Mr. Hansel said the policy addressed these issues.

Motion/Second: Romero/Groom

Ayes: Beach, Groom, Mates, Matsumoto, Medina, Romero

Absent: Horsley

d) Amendment of Fiscal Year 2020 Budget

Mr. Hansel said the report was in the packet.

Motion/Second: Groom/Mates

Ayes: Beach, Groom, Mates, Matsumoto, Medina, Romero

Absent: Horsley

12. REQUESTS FROM THE AUTHORITY

Director Medina asked about the ideal way to communicate to local communities about project updates, construction, etc.

Director Matsumoto said in her experience, making quarterly rather than monthly reports to cities is manageable.

Chair Beach asked staff for their feedback on communications.

Mr. Hartnett reported that the TA did an annual report at the state of County transportation presentation in January. He said they could do a quarterly update with guidance from the Board on how to best distribute it.

Director Mates suggested to staff that the updates should appear useful to city councilmembers as well.

Public Comment:

Drew talked about the benefits of having separate communications. He requested that the website share information with the public regarding what has been done.

13. WRITTEN COMMUNICATIONS TO THE AUTHORITY

The correspondence was included in the reading files.

14. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, March 5, 2020, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

15. REPORT OF LEGAL COUNSEL

Joan Cassman, Legal Counsel, said she had nothing to report.

16. ADJOURN

The meeting adjourned at 6:47 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.

TA CAC Chair's Report

February 6, 2020

Good evening Madame Chair and Members of the Board,

I have the following to report from the February 4, 2020 meeting of the CAC:

TA Items 5 a, b The CAC reviewed the Board's Minutes of January 9, 2020 and acceptance of the Statement of Revenues and Expenditures for December 2019, without questions or comments without questions or comments.

TA Item 10a The CAC received both a State and Federal Legislative Update from Amy Linehan, Public Affair Specialist with only a few questions, which included a question asking if the TA will be keeping an eye on David Chiu's new bill proposal on establishing seamless transit throughout the Bay Area. This new legislation (AB2057) announced by Assemblyman Chiu this week aims to unify the Bay Area's disjointed public transit network by requiring all 27 Bay Area transit agencies to work better together by establishing a universal local bus fare, creating uniform transfer and discount policies, creating a single regional transit map and reporting transit data in real time, among other things. It is expected to be heard in the Assembly Transportation Committee this spring.

A concern was also expressed if Caltrain will undergo a negative impact in reference to the Federal Railroad Administration (FRA) adding a Blocked Crossing Incident Report to its website whereby the public can post information about trains blocking railway crossings for long periods of time. Members of the CAC were pleased to learn that the data collected by the FRA's website can be a positive experience because the data can be used to support problems when municipalities and transportation agencies seek federal funds for grade separations.

TA Item 10b The CAC received an Update on the San Mateo County US 101 Express Lanes Project from Leo Scott, 101 Express Lanes TA Project Manager. Questions were asked about which direction the construction would start with in reference to removal of vegetation and the repainting of the striping on the lanes. Also, interest was expressed as to when the ramps to the airport would be closed. Concern was also expressed about how information would get out to the younger crowd, stating that radio stations like KCBS, KEST and KBRG are not what the younger group listens to, but rather, continued thought should be given to alternate methods of communication, such as utilizing apps like the Tic Tock app and other alternate means of communication that today's youth utilize.

Suggestions were made to contact the County's Public Information Officer to add the info to countywide Nextdoor. Suggestions were also made about expressing this info in the morning drive time slots also and to extend the info to both San Francisco and Santa Clara counties, since a high number of residents from those counties travel through our county daily. Since this is a public service announcement, might it not be communicated free of charge by the various TV and Radio stations we have in the bay area. We could send PSA's to stations like TV station KRON, which specializes in traffic and weather. TV stations have their own websites that could put this info on a continual basis. Questions were also asked about how the highway sign boards are coordinated with lane closures? As far as 511.org goes, this shouldn't be the only source used.

Joe Hurley, TA Program Director, asked the TA to utilize their contacts and think of ways that can be used to get the word out to the various communities.

TA Item 11a After a brief presentation by Connie Mobley-Ritter, Director, Treasury, the CAC supported the Acceptance of the Quarterly Investment Report for the Period Ending December 31, 2019. There was only one question in reference to bonds with BBB+ rating, asking if they could be rolled off as they mature.

TA Item 11b Following an update by Derek Hansel, Chief Financial Officer, the CAC supported the Authorization of an Amendment to the Contract with Eide Bailey LLP for Financial Audit Services.

TA Item 11c Upon being given an update by Connie Mobley-Ritter, the CAC supported the Adoption of a Debt Policy and Declaration of Official Intent to Reimburse Expenditures from Proceeds of Indebtedness.

TA Item 11d After receiving a brief update from Derek Hansel the CAC supported an Amendment to the Fiscal Year 2020 Budget.

Chair's Report:

- *Caltrain Board Meeting Thursday, February 6, 2020*

The Caltrain board will review for approval a transit-oriented development (TOD) policy, including a policy for affordable housing. This is an important policy, and as part of the broader picture of improving equitable access to Caltrain. The proposed policies include a requirement for developers to build 30% affordable homes, a goal to maximize density and height for development and a policy to limit onsite parking for private development near the train.

In addition, the Housing Leadership Council of San Mateo County is encouraging a system-wide policy that applies to all Caltrain sites, a requirement that Caltrain staff negotiate with affordable housing developers first, prior to any other parties and a requirement to prioritize proposals that produce the most affordable units at the deepest levels of affordability and the most homes overall.

STAFF REPORT TO CAC:

Joe Hurley advised the following:

- As a result of six bids for the project coming in over the engineer's original estimate, the Holly Interchange Project will be delayed for at least another year and a half, while awaiting the necessary funding to be become available from the CTC.
- In reference to the 101 Peninsula Ave Project, which relocates the southbound on and off ramps to the Peninsula Ave. over-crossing location. The City of San Mateo is the sponsor of this project. The City of Burlingame is concerned about the traffic increases that this change would generate. The City of San Mateo held a study session on February 3 study to discuss traffic and potential Right of Way impact to associated with the project

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority CAC

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, 2020**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2020 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 9) is \$23.4 million higher than prior year actuals. This is primarily due to the new Measure W Sales Tax (Page 1, line 3).

Year to Date Expenditures: As of January year-to-date, the Total Expenditures (Page 1, line 30) are \$34.4 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Other Information: Starting in January 2019, the Agency modified the basis of reporting from accrual basis to modified cash basis (only material revenues and expenses are accrued) in monthly financial statements. The change in the accounting basis is not retroactively reflected in the prior year actual. As such, the monthly variance between the prior year and the current year actual may show noticeable variances for some line items on the financial statements.

Budget Amendment:

There are no budget amendments for the month of January 2020.

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 2020
January 2020

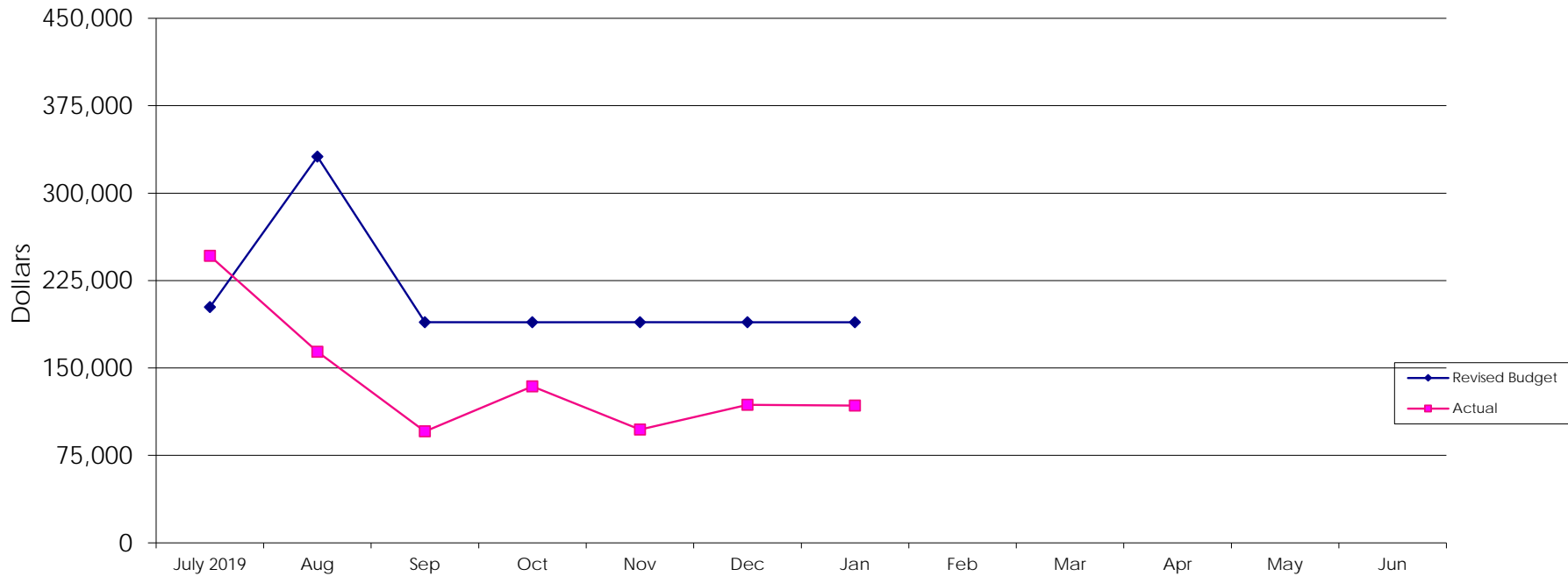
% OF YEAR ELAPSED: 58.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
REVENUES:					
Measure A Sales Tax	59,377,885	56,517,467	(2,860,418)	(4.8%)	91,000,000
Measure W Sales Tax	-	26,388,387	26,388,387	100.0%	45,500,000
Interest Income	4,216,198	3,845,492	(370,706)	(8.8%)	8,673,040
Miscellaneous Income	-	-	-	0.0%	-
Rental Income	384,234	544,134	159,900	41.6%	911,951
Grant Proceeds	-	82,388	82,388	100.0%	-
TOTAL REVENUE	63,978,317	87,377,867	23,399,551	36.6%	146,084,991
EXPENDITURES:					
Measure A Annual Allocations	21,672,928	20,628,876	(1,044,052)	(4.8%)	33,215,000
Measure A Categories	51,527,945	13,598,594	(37,929,351)	(73.6%)	41,405,000
Measure W Annual Allocations	-	5,308,333	5,308,333	100.0%	9,100,000
Measure W Categories	-	-	-	0.0%	36,400,000
Oversight	938,816	535,773	(403,043)	(42.9%)	2,250,000
Administrative					
Staff Support	991,315	598,935	(392,380)	(39.6%)	1,255,946
Measure A Info-Others	-	-	-	0.0%	15,000
Other Admin Expenses	322,593	374,218	51,625	16.0%	1,155,642
Total Administrative	1,313,908	973,153	(340,755)	(25.9%)	2,426,588
TOTAL EXPENDITURES	75,453,598	41,044,729	(34,408,869)	(45.6%)	124,796,588
EXCESS (DEFICIT)	(11,475,281)	46,333,138	57,808,419	(503.8%)	21,288,403
					(15,470,000) ⁽¹⁾
					5,818,403
BEGINNING FUND BALANCE	407,684,194	387,232,043 ⁽²⁾			409,643,752
ENDING FUND BALANCE	396,208,913	433,565,181			415,462,155

(1) Previously allocated \$13,650,000 of future years' budget to the 25th Avenue Grade Separation Project and \$1,820,000 of future years' budget to South San Francisco Ferry Terminal.

(2) Restated to reflect audited fund balance

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '19	Aug '19	Sep '19	Oct '19	Nov '19	Dec '19	Jan '20	Feb '20	Mar 20	Apr 20	May 20	Jun 20
MONTHLY EXPENSES												
Revised Budget	202,216	331,277	189,309	189,310	189,309	189,310	189,309					
Actual	246,168	163,810	95,574	134,229	97,182	118,396	117,794					
CUMULATIVE EXPENSES												
Staff Projections	202,216	533,493	722,802	912,112	1,101,421	1,290,731	1,480,040					
Actual	246,168	409,978	505,552	639,781	736,963	855,359	973,153					
Variance-F(U)	(43,952)	123,515	217,250	272,331	364,458	435,372	506,887					
Variance %	-21.74%	23.15%	30.06%	29.86%	33.09%	33.73%	34.25%					

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2020**

1/31/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	25,370,846.20
JP Morgan Bank Checking		16,546,966.04
LAIF		53,260,354.26

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		160,499,794.83
MMF - US Bank Custodian Account		1,004,969.33
Cash		3,979.20
County Pool		176,095,845.11

Total

	\$	<u>432,782,754.97</u>
--	-----------	------------------------------

* Fund Managed by PFM Investment Advisor



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 01/31/2020
 Base Currency: USD

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
ABS								
36255JAD6	GMCAR 183 A3	700,000.00	ABS	05/16/2023	699,836.76	880.83	709,735.85	710,616.69
14313FAD1	CARMX 183 A3	750,000.00	ABS	06/15/2023	749,897.78	1,043.33	762,294.51	763,337.84
34531EAD8	FORDO 17A A3	382,563.17	ABS	06/15/2021	382,561.75	283.95	382,473.73	382,757.67
89238MAD0	TAOT 17A A3	98,134.65	ABS	02/16/2021	98,123.10	75.45	98,127.74	98,203.19
02004VAC7	ALLYA 182 A3	1,038,971.40	ABS	11/15/2022	1,038,782.72	1,348.35	1,046,396.57	1,047,744.92
89238BAD4	TAOT 18A A3	611,326.69	ABS	05/16/2022	611,319.66	638.50	613,754.14	614,392.64
02582JHQ6	AMXCA 181 A	2,610,000.00	ABS	10/17/2022	2,609,696.98	3,097.20	2,612,786.98	2,615,884.18
02007PAC7	ALLYA 171 A3	88,496.22	ABS	06/15/2021	88,488.49	66.86	88,479.17	88,546.04
89190BAD0	TAOT 17B A3	1,058,104.55	ABS	07/15/2021	1,058,023.39	827.67	1,058,031.87	1,058,859.54
47788CAC6	JDOT 2018 A3	367,764.96	ABS	04/18/2022	367,738.51	434.78	369,293.04	369,727.82
02007HAC5	ALLYA 172 A3	470,294.49	ABS	08/16/2021	470,239.05	372.06	470,358.01	470,730.06
43814PAC4	HAROT 173 A3	270,704.92	ABS	09/18/2021	270,675.60	174.98	270,773.06	270,948.04
47788BAD6	JDOT 17B A3	414,220.47	ABS	10/15/2021	414,190.15	335.06	414,202.53	414,537.59
1730SEGB5	CCCIT 17A3 A3	1,600,000.00	ABS	04/07/2020	1,604,272.00	9,728.00	1,600,752.73	1,610,480.73
1404INFU0	COMET 192 A	2,800,000.00	ABS	09/15/2024	2,799,294.96	2,140.44	2,815,803.31	2,817,943.75
1730SEGG5	CCCIT 18A1 A1	1,500,000.00	ABS	01/20/2021	1,499,792.40	1,141.25	1,513,024.25	1,514,165.50
92348TAA2	VZOT 20A A1A	800,000.00	ABS	07/22/2024	799,906.32	82.22	804,376.00	804,458.22
---	---	15,560,581.52	ABS	08/15/2022	15,562,839.63	22,670.95	15,630,663.49	15,653,334.43

AGCY BOND

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	AGCY BOND	08/17/2021	822,177.68	4,697.92	823,282.35	827,980.27
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	AGCY BOND	08/17/2021	2,664,166.25	15,232.64	2,669,430.65	2,684,663.29
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	AGCY BOND	07/14/2021	3,180,540.80	1,700.00	3,188,016.00	3,189,716.00
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	AGCY BOND	01/11/2022	1,598,848.00	2,333.33	1,638,134.40	1,640,467.73
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	AGCY BOND	07/30/2020	897,273.00	37.50	899,712.90	899,750.40
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	AGCY BOND	09/28/2020	363,828.35	1,714.74	364,548.86	366,263.60
3137EAEJ4	FREDDIE MAC	990,000.00	AGCY BOND	09/29/2020	988,208.10	5,451.88	990,377.19	995,829.07
---	---	10,555,000.00	AGCY BOND	06/17/2021	10,515,042.18	31,168.00	10,573,502.35	10,604,670.35

CASH

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	3,979.20	CASH	01/31/2020	3,979.20	0.00	3,979.20	3,979.20
CCYUSD	Receivable	3,979.20	CASH	01/31/2020	3,979.20	0.00	3,979.20	3,979.20

CD

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	CD	06/07/2021	2,750,000.00	13,365.00	2,758,885.37	2,772,250.37
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	CD	04/01/2022	1,500,000.00	32,191.25	1,500,000.00	1,532,191.25
06417GU22	Bank of Nova Scotia, Houston Branch	1,600,000.00	CD	06/05/2020	1,599,392.00	7,665.78	1,601,574.47	1,609,240.25
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	CD	08/26/2022	1,600,000.00	12,826.67	1,600,000.00	1,612,826.67
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	CD	08/26/2022	1,600,000.00	12,482.67	1,600,000.00	1,612,482.67
86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	1,550,000.00	CD	10/16/2020	1,547,892.00	15,763.50	1,549,253.96	1,565,017.46
87019UD66	Swedbank AB (publ)	3,100,000.00	CD	11/16/2020	3,100,000.00	14,660.42	3,078,473.66	3,093,134.07
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	CD	12/02/2022	1,600,000.00	5,168.00	1,600,000.00	1,605,168.00
---	---	15,300,000.00	CD	08/23/2021	15,297,284.00	114,123.28	15,288,187.46	15,402,310.74



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 01/31/2020
 Base Currency: USD

CORP

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINA	625,000.00	CORP	03/15/2021	624,306.25	6,847.22	633,325.63	640,172.85
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINA	875,000.00	CORP	03/15/2021	871,298.75	9,586.11	886,655.88	896,241.99
06051GGS2	BANK OF AMERICA CORP	965,000.00	CORP	10/01/2021	965,000.00	7,488.40	967,040.98	974,529.38
44932HAG8	IBM CREDIT LLC	1,500,000.00	CORP	02/05/2021	1,499,265.00	19,433.33	1,513,888.50	1,533,321.83
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	CORP	03/22/2021	1,193,868.00	11,825.00	1,215,172.80	1,226,997.80
06051GFW4	BANK OF AMERICA CORP	175,000.00	CORP	04/19/2021	176,358.00	1,301.56	177,287.78	178,589.34
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	CORP	01/06/2022	681,979.15	1,260.59	698,175.29	699,435.88
06051GHH5	BANK OF AMERICA CORP	400,000.00	CORP	05/17/2022	400,000.00	2,876.96	408,176.80	411,053.76
892326TEU5	TOYOTA MOTOR CREDIT CORP	1,200,000.00	CORP	04/13/2021	1,199,520.00	10,620.00	1,219,317.60	1,229,937.60
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	CORP	05/17/2021	1,549,736.50	10,753.13	1,580,812.45	1,591,565.58
808513AW5	CHARLES SCHWAB CORP	965,000.00	CORP	05/21/2021	964,971.05	6,098.26	983,748.99	989,847.25
713448DX3	PEPSICO INC	1,015,000.00	CORP	04/15/2021	1,014,797.00	5,977.22	1,020,036.43	1,026,013.65
427866BA5	HERSHEY CO	630,000.00	CORP	05/15/2021	629,565.30	4,123.00	641,792.97	645,915.97
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	CORP	01/10/2022	349,664.00	653.33	360,475.15	361,128.48
594918BV5	MICROSOFT CORP	1,520,000.00	CORP	02/06/2020	1,518,981.60	13,669.44	1,520,013.68	1,533,683.12
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	CORP	01/23/2024	1,561,036.00	1,205.56	1,648,325.80	1,649,531.36
69371RP75	PACCAR FINANCIAL CORP	570,000.00	CORP	03/01/2022	569,498.40	6,768.75	584,725.38	591,494.13
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	CORP	04/01/2023	1,500,000.00	16,035.00	1,539,600.00	1,555,635.00
037833CS7	APPLE INC	1,325,000.00	CORP	05/11/2020	1,323,648.50	5,300.00	1,325,482.30	1,330,782.30
437076BQ4	HOME DEPOT INC	750,000.00	CORP	06/05/2020	749,565.00	2,100.00	750,096.00	752,196.00
02665WC22	AMERICAN HONDA FINANCE CORP	1,550,000.00	CORP	06/27/2024	1,547,892.00	3,513.33	1,590,456.55	1,593,969.88
38141EC23	GOLDMAN SACHS & CO	1,500,000.00	CORP	07/08/2024	1,569,870.00	3,689.58	1,602,525.00	1,606,214.58
6174467P8	MORGAN STANLEY	3,150,000.00	CORP	07/24/2020	3,516,187.50	3,368.75	3,205,096.65	3,208,465.40
05531FBH5	BB&T CORP	1,550,000.00	CORP	08/01/2024	1,552,573.00	19,590.28	1,589,786.95	1,609,377.23
254687FK7	WALT DISNEY CO	1,550,000.00	CORP	08/30/2024	1,543,676.00	10,925.35	1,555,297.90	1,566,223.25
14913QA26	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	CORP	09/04/2020	1,099,076.00	8,309.58	1,100,739.20	1,109,048.78
931142EA7	WAL-MART STORES INC	1,550,000.00	CORP	12/15/2020	1,547,752.50	3,763.06	1,554,471.75	1,558,234.81
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	CORP	10/24/2024	652,860.00	3,677.92	656,911.45	660,589.37
---	---	31,950,000.00	CORP	01/26/2022	32,372,945.50	200,760.72	32,529,435.84	32,730,196.55

CP

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
62479LJ14	MUFG Bank Ltd. (New York Branch)	1,700,000.00	CP	09/01/2020	1,676,285.00	0.00	1,681,291.50	1,681,291.50
62479LK61	MUFG Bank Ltd. (New York Branch)	3,100,000.00	CP	10/06/2020	3,058,615.00	0.00	3,061,560.00	3,061,560.00
63873JK90	Natixis, New York Branch	4,500,000.00	CP	10/09/2020	4,441,812.50	0.00	4,445,093.75	4,445,093.75
---	---	9,300,000.00	CP	10/01/2020	9,176,712.50	0.00	9,187,945.25	9,187,945.25

FHLMC

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BM6P6	FHMS K721 A2	800,000.00	FHLMC	08/25/2022	806,812.50	2,060.00	822,112.00	824,172.00
3137FKK39	FHMS KP05 A	468,549.11	FHLMC	07/25/2023	468,547.71	1,250.64	480,483.06	481,733.69
3137FQ3V3	FHMS KJ27 A1	604,711.16	FHLMC	07/25/2024	604,696.65	1,054.21	607,837.52	608,891.73
---	---	1,873,260.27	FHLMC	06/28/2023	1,880,056.86	4,364.85	1,910,432.58	1,914,797.42

FNMA

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136AJ7G5	FNA 14M06B A2	1,847,171.57	FNMA	05/25/2021	1,884,547.94	4,123.06	1,864,627.34	1,868,750.40
3136B1XP4	FNA 18M5 A2	650,793.31	FNMA	09/25/2021	663,738.24	1,930.69	658,759.02	660,689.70
---	---	2,497,964.88	FNMA	06/26/2021	2,548,286.18	6,053.74	2,523,386.36	2,529,440.10



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 01/31/2020
 Base Currency: USD

MMFUND

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER-US TRS MM Y	1,004,969.33	MMFUND	01/31/2020	1,004,969.33	0.00	1,004,969.33	1,004,969.33
SM - CP N/M A	County Pool New Measure A	131,086,191.70	MMFUND	01/31/2020	131,086,191.70	0.00	131,086,191.70	131,086,191.70
SM - CP O/M A	County Pool Old Measure A	45,009,653.41	MMFUND	01/31/2020	45,009,653.41	0.00	45,009,653.41	45,009,653.41
SM - LAIF	Local Agency Investment Fund	53,260,354.26	MMFUND	01/31/2020	53,260,354.26	0.00	53,260,354.26	53,260,354.26
---	---	230,361,168.70	MMFUND	01/31/2020	230,361,168.70	0.00	230,361,168.70	230,361,168.70

MUNI

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	MUNI	08/01/2024	375,000.00	1,225.58	382,571.25	383,796.83
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	MUNI	08/01/2024	375,000.00	1,225.58	382,571.25	383,796.83

US GOV

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828TJ9	UNITED STATES TREASURY	4,450,000.00	US GOV	08/15/2022	4,263,308.59	33,405.23	4,485,460.94	4,518,866.17
912828Q78	UNITED STATES TREASURY	970,000.00	US GOV	04/30/2021	950,751.56	3,407.66	968,939.06	972,346.72
912828X47	UNITED STATES TREASURY	2,335,000.00	US GOV	04/30/2022	2,305,356.44	11,185.87	2,363,092.97	2,374,278.84
912828X47	UNITED STATES TREASURY	7,500,000.00	US GOV	04/30/2022	7,260,351.56	35,928.91	7,590,234.38	7,626,163.29
912828R77	UNITED STATES TREASURY	3,500,000.00	US GOV	05/31/2021	3,409,082.04	8,283.81	3,497,265.63	3,505,549.44
912828N30	UNITED STATES TREASURY	2,450,000.00	US GOV	12/31/2022	2,389,324.22	4,576.92	2,506,656.25	2,511,233.17
912828N30	UNITED STATES TREASURY	11,000,000.00	US GOV	12/31/2022	10,841,445.31	20,549.45	11,254,375.00	11,274,924.45
912828N30	UNITED STATES TREASURY	5,700,000.00	US GOV	12/31/2022	5,609,601.56	10,648.35	5,831,812.50	5,842,460.85
912828R69	UNITED STATES TREASURY	8,850,000.00	US GOV	05/31/2023	8,528,841.80	24,754.61	8,941,265.63	8,966,020.24
912828R69	UNITED STATES TREASURY	2,850,000.00	US GOV	05/31/2023	2,781,421.87	7,971.82	2,879,390.63	2,887,362.45
912828VF4	UNITED STATES TREASURY	180,000.00	US GOV	05/31/2020	177,672.66	426.02	179,859.38	180,285.40
912828T91	UNITED STATES TREASURY	4,950,000.00	US GOV	10/31/2023	4,907,074.22	20,551.34	5,007,234.38	5,027,785.71
912828VP2	UNITED STATES TREASURY	1,000,000.00	US GOV	07/31/2020	1,032,642.62	54.95	1,002,031.25	1,002,086.20
912828L32	UNITED STATES TREASURY	335,000.00	US GOV	08/31/2020	341,432.19	1,948.80	334,633.59	336,582.39
912828T91	UNITED STATES TREASURY	2,000,000.00	US GOV	10/31/2023	2,011,484.38	8,303.57	2,023,125.00	2,031,428.57
912828XX3	UNITED STATES TREASURY	4,650,000.00	US GOV	06/30/2024	4,744,089.84	8,175.82	4,783,687.50	4,791,863.32
912828XX3	UNITED STATES TREASURY	6,500,000.00	US GOV	06/30/2024	6,597,500.00	11,428.57	6,686,875.00	6,698,303.57
912828XX3	UNITED STATES TREASURY	1,500,000.00	US GOV	06/30/2024	1,522,089.84	2,637.36	1,543,125.00	1,545,762.36
---	UNITED STATES TREASURY	70,720,000.00	US GOV	02/25/2023	69,673,470.70	214,239.08	71,879,064.06	72,093,303.14

Summary

Identifier	Description	Par	Security Type	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
---	---	388,496,954.57	---	01/23/2021	387,766,785.45	594,606.20	390,270,336.53	390,864,942.73

Base Risk Summary - Fixed Income

01/01/2020 - 01/31/2020

SMCTA - Agg (165727)

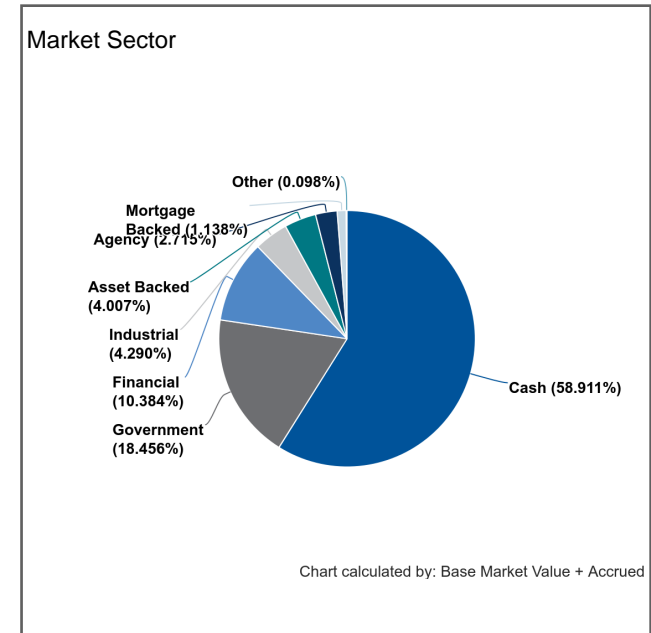
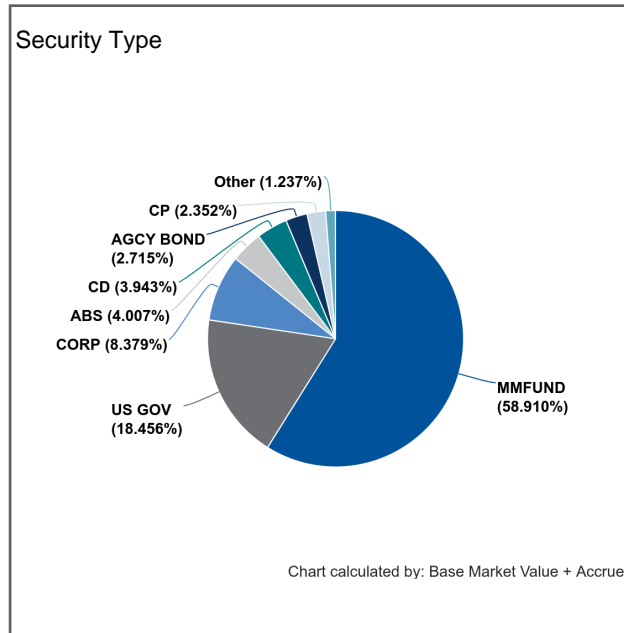
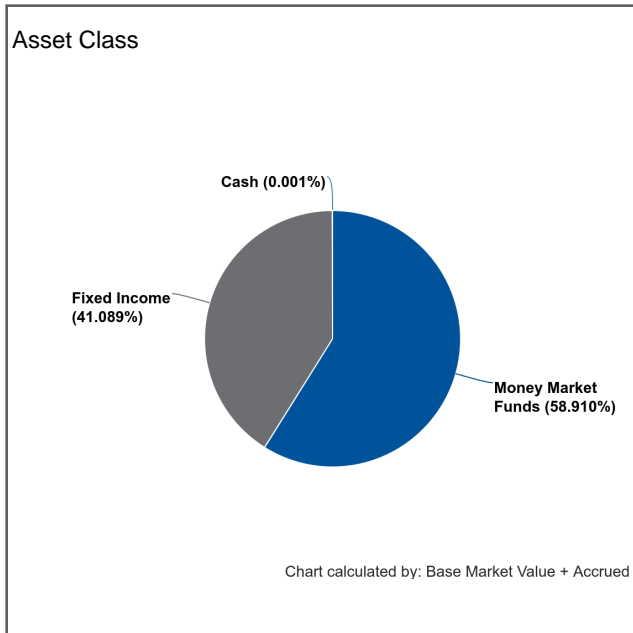
Dated: 02/11/2020

Balance Sheet	
Book Value + Accrued	388,238,347.98
Net Unrealized Gain/Loss	2,376,982.89
Market Value + Accrued	390,615,330.87

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	3,979.20
MMFund	230,111,556.84
Fixed Income	160,499,794.83
Duration	2.098
Convexity	0.071
WAL	0.903
Years to Final Maturity	0.979
Years to Effective Maturity	0.902
Yield	1.625
Book Yield	0.896
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	32.030%
United States	18.456%
Other	18.342%
(SM - LAIF) State of California	13.557%
(SM - CP O/M A) County Pool Old Measure A	13.065%
Federal National Mortgage Association	2.197%
Mitsubishi UFJ Financial Group, Inc.	1.214%
Groupe BPCE	1.138%
---	100.000%

Footnotes: 1,2

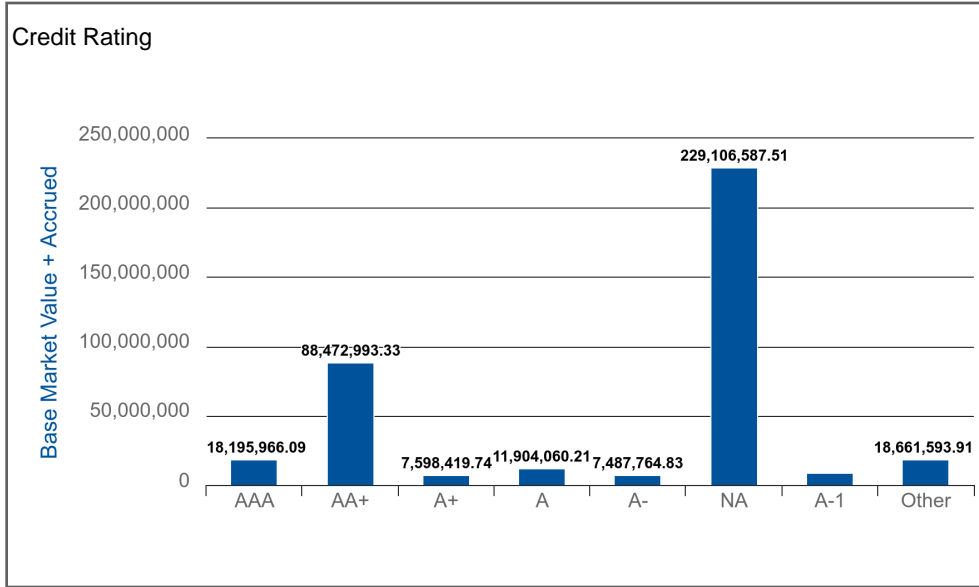


Base Risk Summary - Fixed Income

01/01/2020 - 01/31/2020

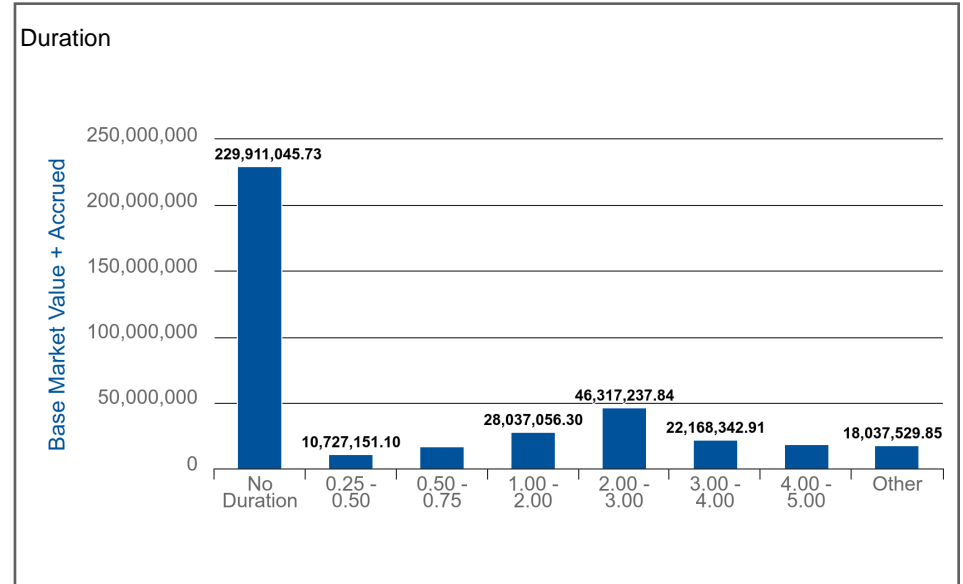
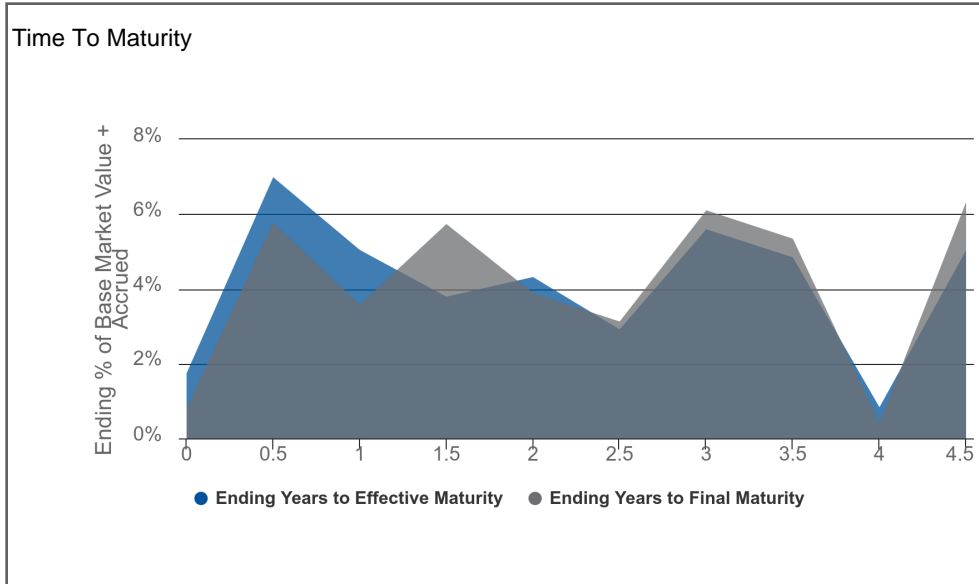
SMCTA - Agg (165727)

Dated: 02/11/2020



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.354%	0.377%	1.545%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	3.147%	4.430%	9.109%	4.842%	3.436%	0.000%	0.000%	0.000%	0.000%
A	4.283%	1.963%	1.203%	0.422%	1.390%	0.000%	0.000%	0.000%	0.000%
BBB	0.821%	0.407%	0.000%	0.411%	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%

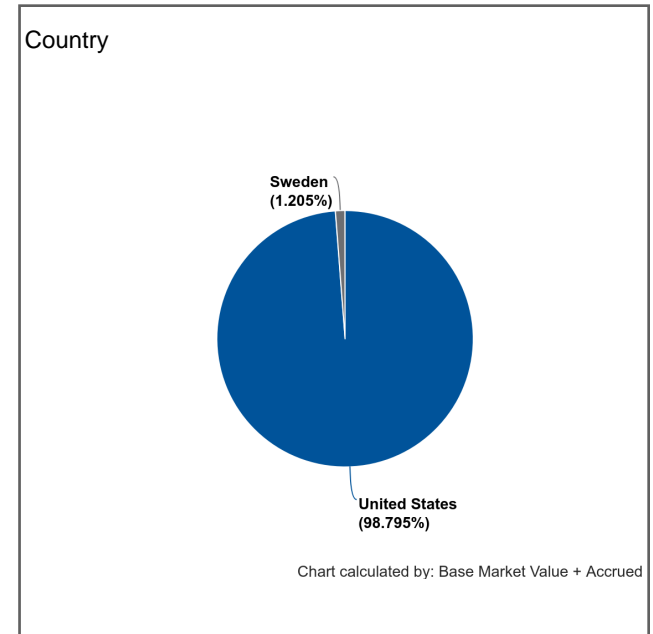
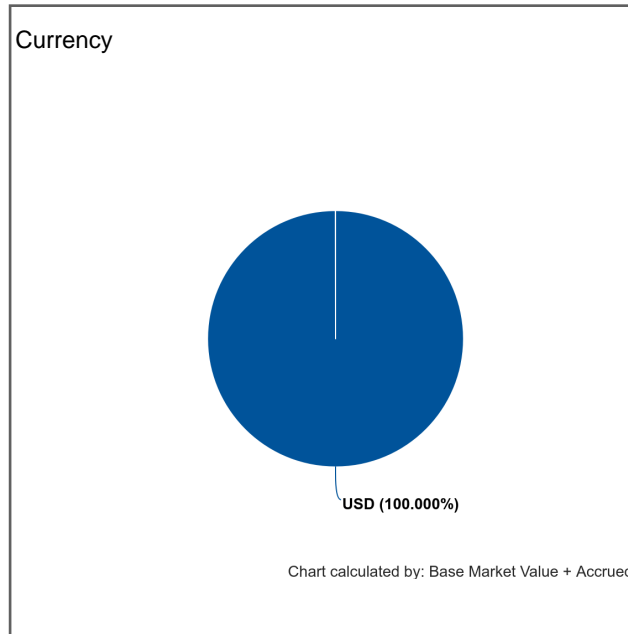
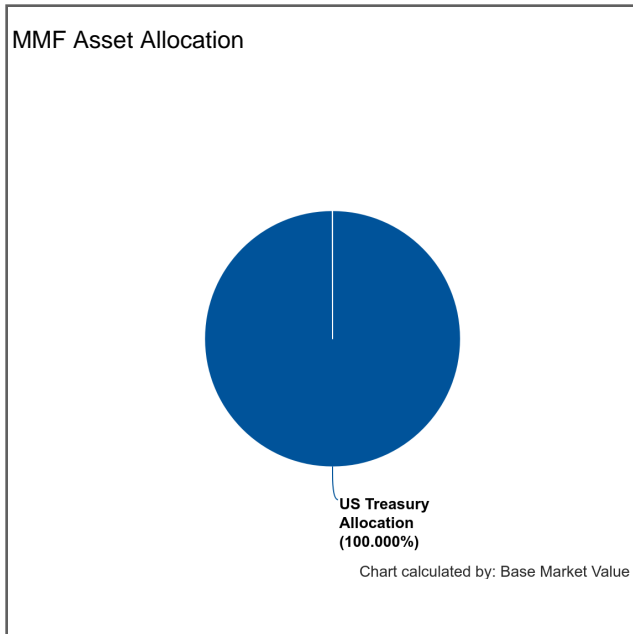
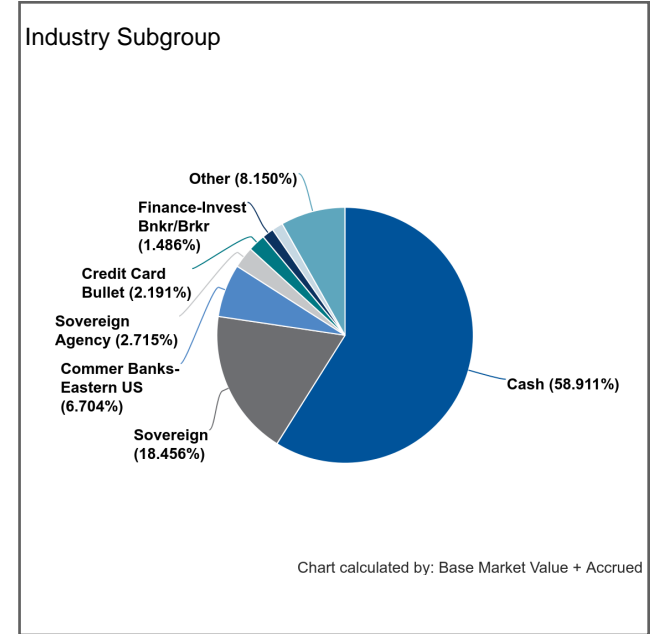
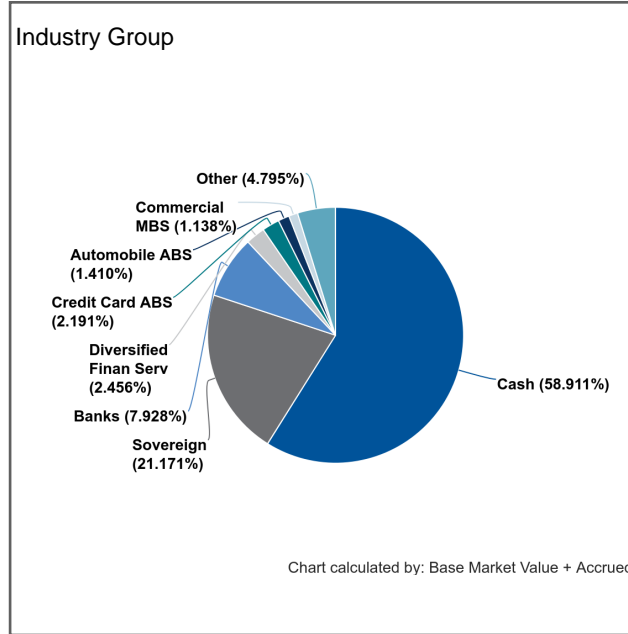
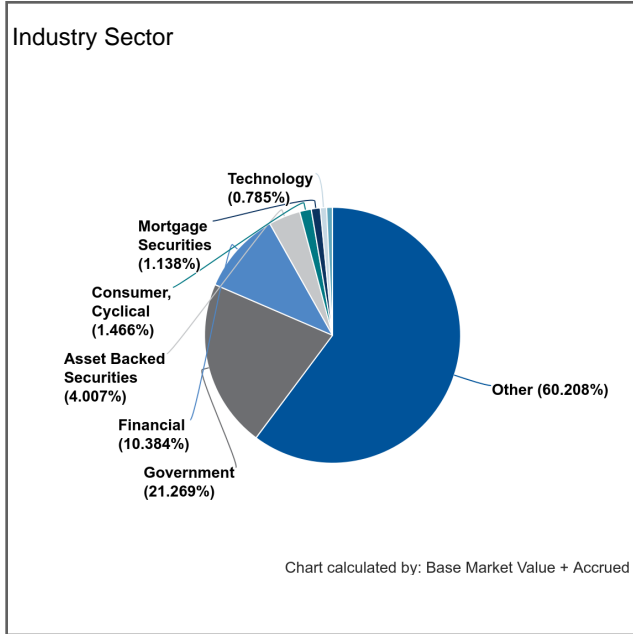


Base Risk Summary - Fixed Income

01/01/2020 - 01/31/2020

SMCTA - Agg (165727)

Dated: 02/11/2020



Base Risk Summary - Fixed Income

01/01/2020 - 01/31/2020

SMCTA - Agg (165727)

Dated: 02/11/2020

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



Report: GAAP Base Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 01/01/2020 - 01/31/2020
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 182 A3	0.00	(61,028.60)	Principal Paydown	01/15/2020	01/15/2020	11/15/2022	(61,028.61)	0.00	61,028.61
02007HAC5	ALLYA 172 A3	0.00	(105,093.72)	Principal Paydown	01/15/2020	01/15/2020	08/16/2021	(105,093.71)	0.00	105,093.71
02007PAC7	ALLYA 171 A3	0.00	(28,468.48)	Principal Paydown	01/15/2020	01/15/2020	06/15/2021	(28,468.48)	0.00	28,468.48
06406RAL1	BANK OF NEW YOR	650,000.00	650,000.00	Buy	01/21/2020	01/28/2020	10/24/2024	652,860.00	3,564.17	(656,424.17)
3136AJ7G5	FNA 14M06B A2	0.00	(66,262.53)	Principal Paydown	01/01/2020	01/01/2020	05/25/2021	(66,262.53)	0.00	66,262.53
3136B1XP4	FNA 18M5 A2	0.00	(10,181.40)	Principal Paydown	01/01/2020	01/01/2020	09/25/2021	(10,181.41)	0.00	10,181.41
3137FKK39	FHMS KP05 A	0.00	(767.85)	Principal Paydown	01/01/2020	01/01/2020	07/25/2023	(767.85)	0.00	767.85
3137FQ3V3	FHMS KJ27 A1	0.00	(9,322.18)	Principal Paydown	01/01/2020	01/01/2020	07/25/2024	(9,322.18)	0.00	9,322.18
31846V534	FIRST AMER:US TR	8,171,672.42	8,171,672.42	Buy	---	---	01/31/2020	8,171,672.42	0.00	(8,171,672.42)
31846V534	FIRST AMER:US TR	(10,480,275.15)	(10,480,275.15)	Sell	---	---	01/31/2020	(10,480,275.15)	0.00	10,480,275.15
34531EAD8	FORDO 17A A3	0.00	(104,357.40)	Principal Paydown	01/15/2020	01/15/2020	06/15/2021	(104,357.40)	0.00	104,357.40
43814PAC4	HAROT 173 A3	0.00	(29,662.16)	Principal Paydown	01/18/2020	01/18/2020	09/18/2021	(29,662.16)	0.00	29,662.16
47788BAD6	JDOT 17B A3	0.00	(65,833.18)	Principal Paydown	01/15/2020	01/15/2020	10/15/2021	(65,833.19)	0.00	65,833.19
47788CAC6	JDOT 2018 A3	0.00	(35,144.40)	Principal Paydown	01/15/2020	01/15/2020	04/18/2022	(35,144.40)	0.00	35,144.40
62479LAD7	MUFG Bank Ltd. (Nev	(3,050,000.00)	(3,050,000.00)	Maturity	01/13/2020	01/13/2020	01/13/2020	(3,050,000.00)	0.00	3,050,000.00
62479LK61	MUFG Bank Ltd. (Nev	3,100,000.00	3,100,000.00	Buy	01/10/2020	01/13/2020	10/06/2020	3,058,615.00	0.00	(3,058,615.00)
63873JA34	Natixis, New York Bra	(4,100,000.00)	(4,100,000.00)	Maturity	01/03/2020	01/03/2020	01/03/2020	(4,100,000.00)	0.00	4,100,000.00
63873JK90	Natixis, New York Bra	4,500,000.00	4,500,000.00	Buy	01/16/2020	01/17/2020	10/09/2020	4,441,812.50	0.00	(4,441,812.50)
89190BAD0	TAOT 17B A3	0.00	(153,358.72)	Principal Paydown	01/15/2020	01/15/2020	07/15/2021	(153,358.71)	0.00	153,358.71
89238BAD4	TAOT 18A A3	0.00	(47,335.95)	Principal Paydown	01/15/2020	01/15/2020	05/16/2022	(47,335.95)	0.00	47,335.95
89238MAD0	TAOT 17A A3	0.00	(37,366.07)	Principal Paydown	01/15/2020	01/15/2020	02/16/2021	(37,366.07)	0.00	37,366.07
912828XX3	UNITED STATES TR	1,500,000.00	1,500,000.00	Buy	01/02/2020	01/07/2020	06/30/2024	1,522,089.84	576.92	(1,522,666.76)
92348TAA2	VZOT 20A A1A	800,000.00	800,000.00	Buy	01/21/2020	01/29/2020	07/22/2024	799,906.32	0.00	(799,906.32)
---	---	1,091,397.27	337,214.62	---	---	---	08/09/2020	262,498.28	4,141.09	(266,639.37)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Base 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.

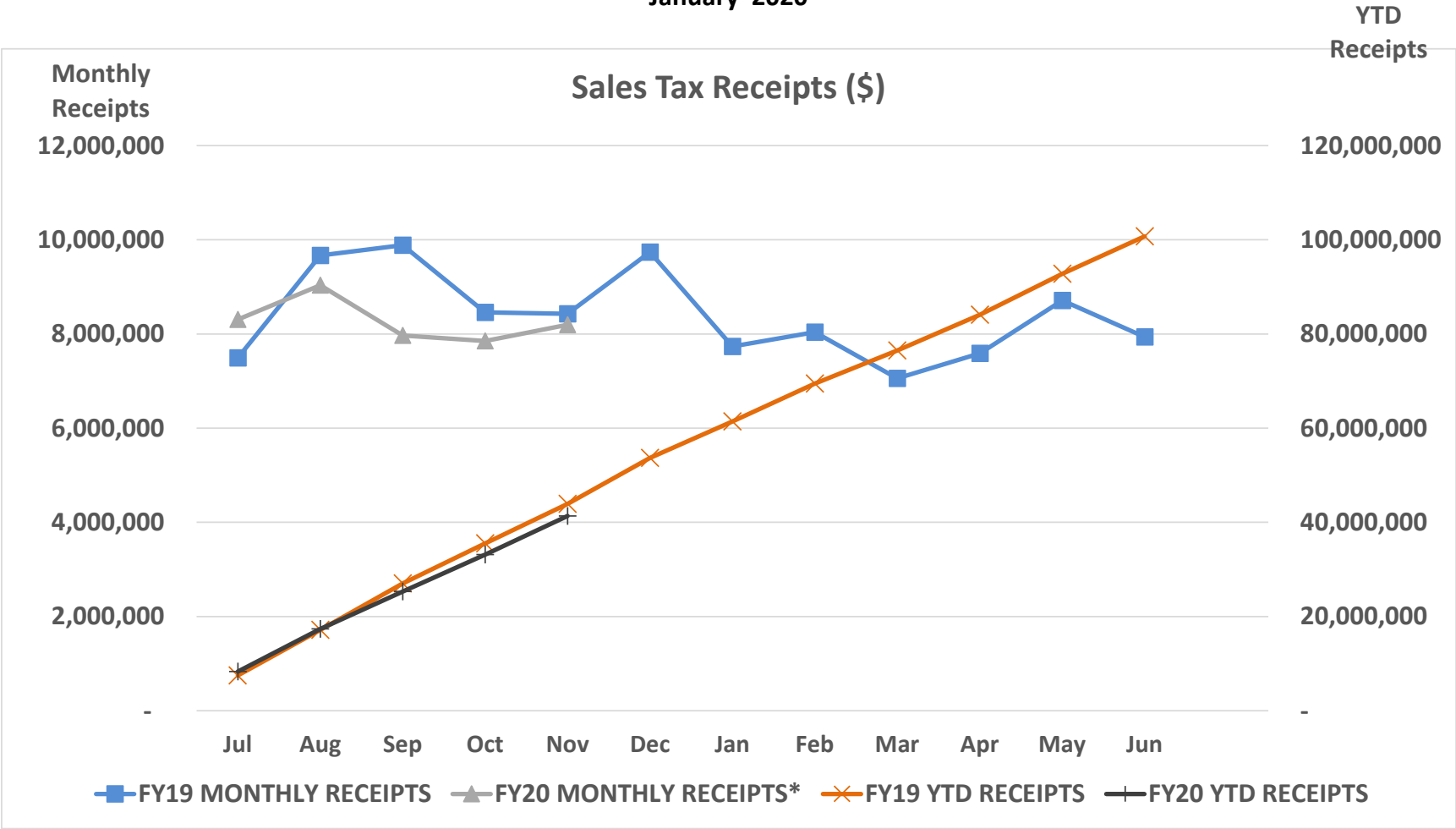
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2020
Measure A Sales Tax
January 2020**



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
Jan-20

Unit	Ref	Name	Amount	Method	Description
SMCTA	000347	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000348	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000349	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	005113	USI INSURANCE SERVICES LLC	624.25	CHK	Insurance (Admin.)
SMCTA	005115	HURLEY, JOSEPH	1,054.63	CHK	Operating Expense
SMCTA	005116	KWAN, PAMELA	87.30	CHK	Operating Expense
SMCTA	005124	GOVERNMENT FINANCE OFFICERS ASSN	160.00	CHK	Operating Expense
SMCTA	005126	EIDE BAILLY, LLP	26,090.00	CHK	Auditing Services (Admin)
SMCTA	000351	KHOURI CONSULTING LLC	5,250.00	ACH	Legislative Advocate (Operating)
SMCTA	005129	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Consultants (Operating)
SMCTA	005133	HOLLAND & KNIGHT LLP	3,500.00	CHK	Federal Advocacy Services (Operating)
SMCTA	005114	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	41,562.77	CHK	ELJPA Operating Expense
SMCTA	005122	AGUIRRE, ALICIA	100.00	CHK	ELJPA Operating Admin Expense
SMCTA	005123	PAPAN, DIANE	100.00	CHK	ELJPA Operating Admin Expense
SMCTA	005131	USI INSURANCE SERVICES LLC	16,151.00	CHK	ELJPA Operating Expense
SMCTA	900188	SAN MATEO COUNTY EXPRESS LANES JOINT PC	125,000.00	WIR	ELJPA Loan
SMCTA	005117	PACIFIC GAS & ELECTRIC COMPANY	8,458.48	CHK	Capital Programs (1)
SMCTA	005118	PACIFIC GAS & ELECTRIC COMPANY	3,863.05	CHK	Capital Programs (1)
SMCTA	005119	PACIFIC GAS & ELECTRIC COMPANY	6,326.89	CHK	Capital Programs (1)
SMCTA	005121	ZOON ENGINEERING, INC.	1,326.86	CHK	Capital Programs (1)
SMCTA	005125	PACIFIC GAS & ELECTRIC COMPANY	7,925.23	CHK	Capital Programs (1)
SMCTA	005128	GRAY-BOWEN-SCOTT	65,397.05	CHK	Capital Programs (1)
SMCTA	000350	URS CORPORATION	31,413.26	ACH	Capital Programs (2)
SMCTA	005120	SOUTH SAN FRANCISCO, CITY OF	118,688.31	CHK	Capital Programs (3)
SMCTA	005132	HALF MOON BAY, CITY OF	29,369.72	CHK	Capital Programs (4)
SMCTA	005134	SOUTH SAN FRANCISCO, CITY OF	10,124.92	CHK	Capital Programs (5)
SMCTA	005127	GRAY-BOWEN-SCOTT	11,273.60	CHK	Capital Programs (6)
SMCTA	005112	GRAY-BOWEN-SCOTT	6,866.39	CHK	Capital Programs (6)
SMCTA	005130	MARK THOMAS & COMPANY AND AECOM JV	324,256.54	CHK	Capital Programs (7)
			<u>849,870.25</u>		

- (1) 101 HOV Ln Whipple - San Bruno
(2) 101 Peninsula Ave/Poplar I/C
(3) 101 Produce Ave Interchange
(4) Hwy 1 Main-Kehoe HMB
(5) Railroad Avenue Extension
(6) Express Lane Operations
(7) 101 HOV Ln Whipple - San Bruno \$308,889.34; US101/SR92 Interchange Area Impr \$15,357.20

**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 2020**

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board informed as to the scope, budget, and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the status of capital projects.

Capital Projects

Quarterly Status Report

2nd Quarter FY2020 : October 01 - December 31, 2019

Report prepared for the March 05, 2020 TA Board Meeting

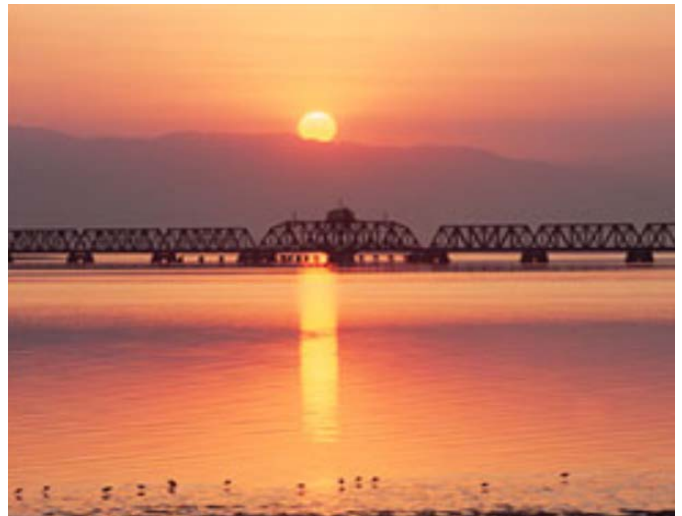




TABLE OF CONTENTS

Traffic Light Report..... 1

Level 2 Projects

Highways2

00621 – U.S. 101 / Broadway Interchange Project..... 3

00622 – U.S. 101 / Willow Interchange Project 5

00768 – U.S. 101 / Woodside Road Interchange Project..... 7

00782 – San Pedro Creek Bridge Replacement Project 9

00791 – U.S. 101 / Express Lanes Project (Previously the U.S. 101/ Managed Lanes Project) . 11

00793 – Route 1 Safety & Operational Improvements Project (Gray Whale Cove) 13

00795 – U.S. 101 / Holly Street Interchange Project 15

00801 – U.S. 101 / Peninsula Ave Interchange Project..... 17

00803 – U.S. 101 / Produce Avenue Project 19

00805 – Highway 92 / El Camino Real Interchange Project..... 21

00822 – Route 1 Safety & Operational Improvements Project (Wavecrest Road - Poplar Street) 23

00823 – Route 1 Safety & Operational Improvements Project (Main Street – Kehoe Avenue) 25

100302 – U.S. 101 Managed Lanes North Project 27

100318 – U.S. 101 / SR 92 Interchange Area Improvements Project 29

100319 – U.S. 101 / SR 92 Direct Connector Project..... 31

100322 – Railroad Avenue Extension Project 33

Level 1 Projects

Caltrain - Grade Separation & Oversight..... 36

00812 – Grade Separation Study - 25th Avenue Project (San Mateo)..... 37

00813 – Grade Separation Study – Broadway Project (Burlingame) 37

00814 – Grade Separation Study Report – (South Linden Avenue/Scott Street)..... 38

100277 - Grade Separation Study Project – Whipple Avenue (Redwood City)..... 38

Ferry Program Project..... 39

100345 - Ferry Study Project – Redwood City Ferry Project (Redwood City)..... 40

Pedestrian and Bicycle Program Project 41

Pedestrian and Bicycle Program Project Status Update 42

Definition of Terms 43

Abbreviations..... 44

Project Phases 45

Performance Status (Traffic Light) Criteria 46

Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	O1	O2	O1	O2	O1	O2	O1	O2	
	FY20	FY20	FY20	FY20	FY20	FY20	FY20	FY20	
Highways									2
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting									3
00622 - U.S. 101 / Willow Interchange Project Phase - Construction									5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW									7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring									9
00791 - U.S. 101 Express Lanes Project (previously the U.S. 101 Managed Lanes Project) Phase - PS&E / Construction									11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report (PEER)									13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E									15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED									17
00803 - U.S. 101 / Produce Avenue Project Phase - PA&ED									19
00805 - Highway 92 / El Camino Real Interchange Project Phase - Construction									21
00822 - Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Final Design									23
00823 - Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design									25
100302 - U.S. 101 Managed Lanes North Project Phase - PID									27
100318 - U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID									29
100319 - U.S. 101 / SR 92 Direct Connector Project Phase - PID									31
100322 - Railroad Avenue Extension Project Phase - Planning									33

Level 1 Projects

Caltrain - Grade Separation & Oversight		36
00812 - Grade Separation Study - 25th Avenue Project (San Mateo) Phase - Construction		37
00813 - Grade Separation Study - Broadway Project (Burlingame) Phase - PE/ENV		37
00814 - Grade Separation Study Report - (South Linden Avenue/Scott Street) Phase - Planning		38
100277 - Grade Separation Study Project - Whipple Avenue (Redwood City) Phase - Planning		38
Ferry Program Project		39
100345 - Ferry Study Project - Redwood City Ferry Project (Redwood City) Phase - Planning		40
Pedestrian and Bicycle Program Project		41
Pedestrian and Bicycle Program Project Status Update		42



= 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 is the implementation agency for the construction phase, and is 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 will be part of a subsequent contract following completion of the current roadway construction contract.

Project

Status

Summary:

PID, PA&ED, and PS&E phases were completed. 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 is in right-of-way closeout stage and highway planting final design.

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	06/03/20

Progress

This Quarter:

- (1) Submitted right-of-way record maps for Caltrans to review.
- (2) Began addressing Caltrans' comments on record maps.
- (3) Finalized highway planting 65% design.
- (4) Began coordination with U.S. 101 Express Lanes Project.
- (5) Finalized highway planting Cooperative Agreement between TA and Caltrans .
- (6) Continue to finalize Memorandum of Understanding (MOU) with City of Burlingame.
- (7) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.

Future

Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps.
- (2) Submit highway planting 65% design for Caltrans to review.
- (3) Execute Cooperative Agreement and MOU with City and Caltrans.

Issues:

Delay in executing agreements will add time to schedule. Schedule will be updated once agreements are executed.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,153,561	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%	\$90,794,277	97%	\$93,738,000	100%

Issues:

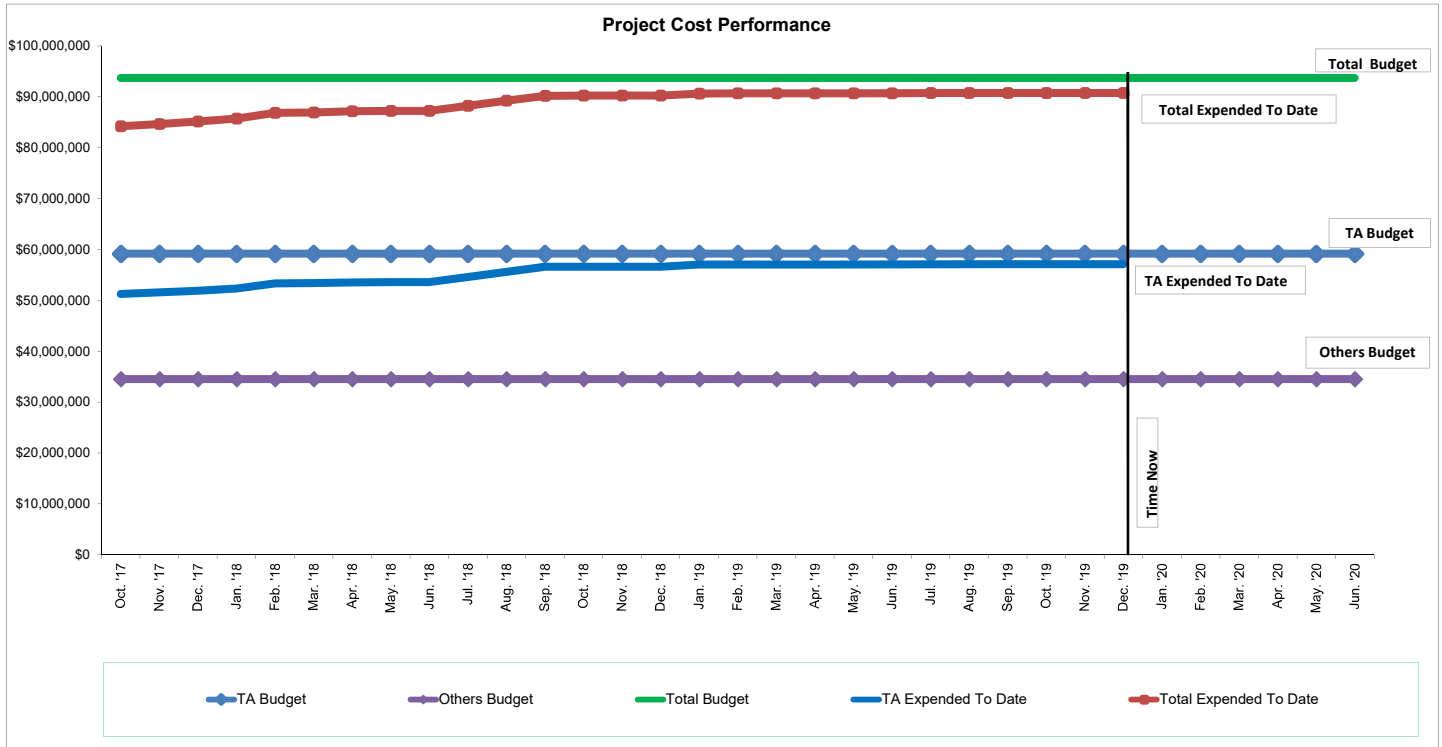
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,153,561	\$2,033,439	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,794,277	\$2,943,723	\$93,738,000	\$0

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



* Cost inception from the beginning of roadway construction phase.

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:

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 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 is scoping for subsequent highway planting work.

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) Obtained final acceptance of the project by Caltrans on October 23, 2019.
- (2) Completed electrical work.
- (3) Completed construction coordination and scope transfer with U.S. 101 Express Lanes Project.
- (4) Completed all punch list items.
- (5) Completed cleaning up the job site.
- (6) Continued to closeout change order work and billings.
- (7) Continued coordination with City of Menlo Park (City) and Caltrans on subsequent highway planting conceptual design.
- (8) City presented highway planting conceptual design to Environmental Quality Commission on December 11, 2019

Future

Activities:

- (1) Complete closing out change order work and billings.
- (2) City of Menlo Park to present conceptual design to City Council.
- (3) City of Menlo Park to discuss maintenance responsibilities/ agreement with City of East Palo Alto and Caltrans.
- (4) Submit \$4M STIP funds reimbursement request to CTC.

Issues:

Construction is complete, therefore performance status (traffic light) is changed to green.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$59,480,095	96%	\$61,800,000	84%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	16%
Total	\$83,352,000	100%	\$71,032,095	97%	\$73,352,000	100%

Issues:

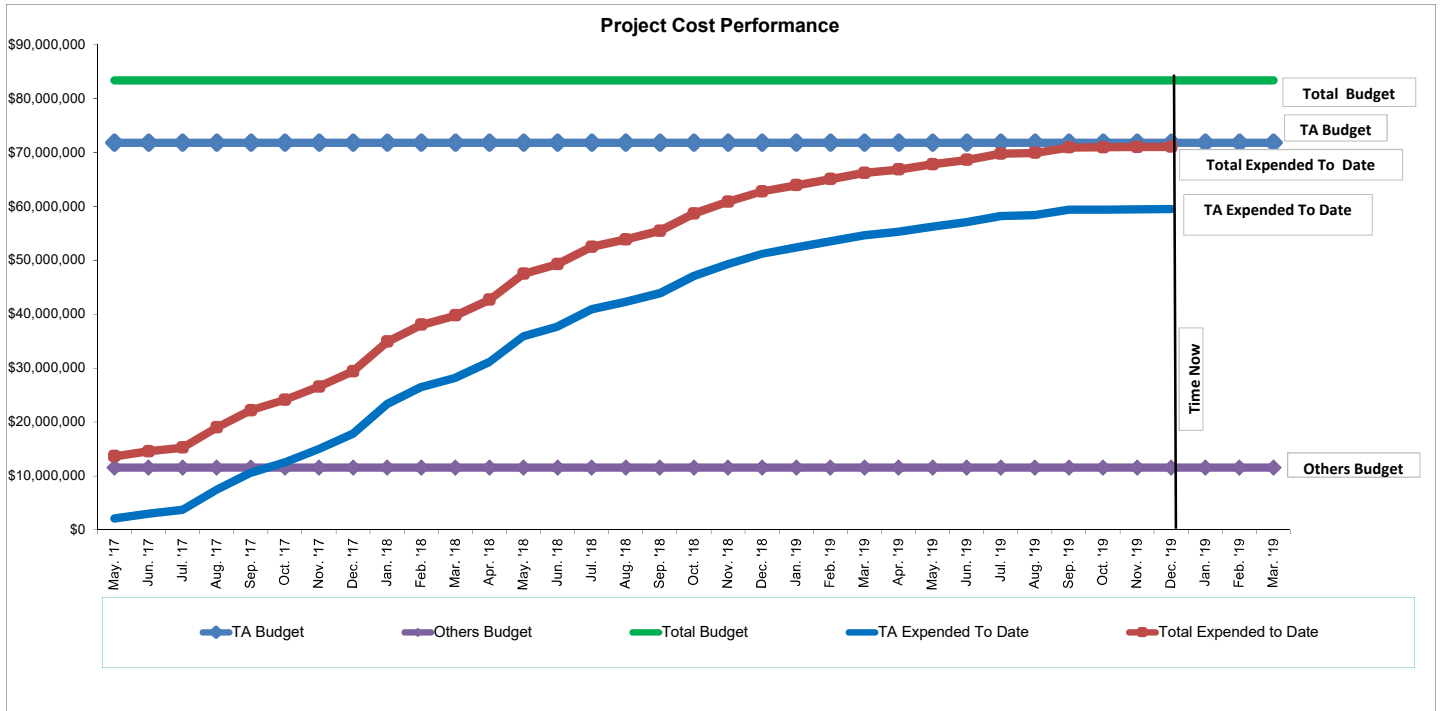
TA funding includes \$10.4 M Measure A advancement funds for construction support to be reimbursed by Caltrans. TA will submit STIP funds reimbursement request to CTC. The construction cost saving are made available to fund standard landscaping construction after the completion of the landscaping design.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$59,480,095	\$2,319,905	\$61,800,000	\$10,000,000
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$71,032,095	\$2,319,905	\$73,352,000	\$10,000,000

Note: Budget is for PID, 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 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 project is advancing PS&E to 95% level and in coordination with property owners regarding permits to enter for site investigations.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&E	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	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20

Progress This Quarter:

- (1) Continued to advance PS&E package to 95% level.
- (2) Began to incorporate Caltrans comments and refine Mandatory Fact Sheets.
- (3) Continued to work on geotechnical design and materials report and HazMat report.
- (4) Continued to work on enhancing storm water treatment areas.
- (5) Continued to work on utility identification, verification and relocation/ occupation plans.
- (6) Conducted coordination meeting with PG&E on gas lines in December.
- (7) Continued coordination with UPRR on structural submittal.
- (8) Began to address comments received from UPRR and California Public Utilities Commission.
- (9) Executed Amendment to Funding Agreement for additional work and time extension.
- (10) Continued analysis of Cement Deep Soil Mix.
- (11) Continued preliminary design of sanitary sewer and water relocations.
- (12) Began coordination with property owners regarding permits to enter for site investigations.

Future Activities:

- (1) Obtain design approval from UPRR.
- (2) Continue to coordinate with property owners regarding access.
- (3) Continue to work on utility identification and verification.
- (4) Continue to work on utility relocation/occupation plans.
- (5) Continue to work on geotechnical and HazMat report.
- (6) Continue to update Critical Path Method (CPM) schedule.
- (7) Continue to advance PS&E package to 95% Level.
- (8) Continue to work on sanitary sewer and water relocations design.
- (9) Submit 65% structure design.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,560,000	80%	\$9,259,919	80%	\$11,560,000	80%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,894,000	20%	\$2,813,724	97%	\$2,894,000	20%
Total	\$14,454,000	100%	\$12,073,643	84%	\$14,454,000	100%

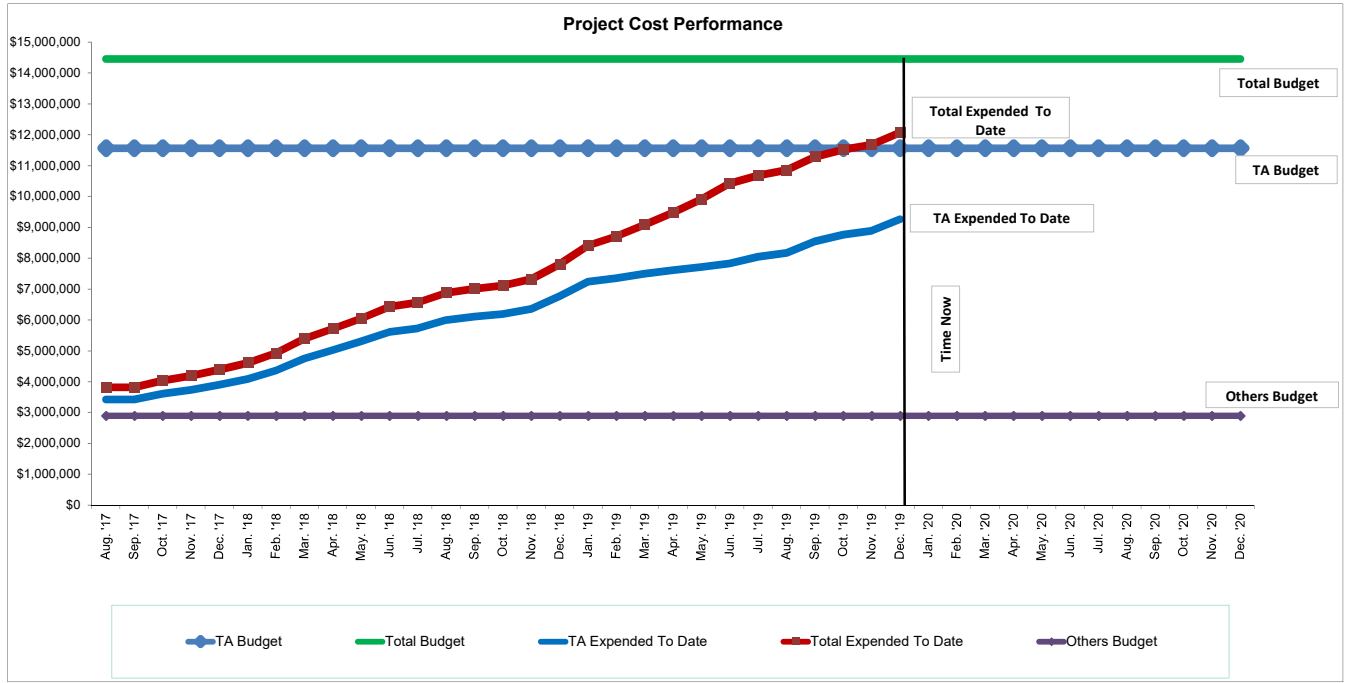
Issues: The City is working to develop a full funding plan for the construction phase of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$11,560,000	\$9,259,919	\$2,300,081	\$11,560,000	\$0
Others	\$2,894,000	\$2,813,724	\$80,276	\$2,894,000	\$0
Total Project	\$14,454,000	\$12,073,643	\$2,380,357	\$14,454,000	\$0

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



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

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



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

Project Status Summary:

The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans.

Issues:

None

Schedule:



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

Progress This Quarter:

(1) Continued Phase II biological monitoring.

Future Activities:

(1) Continue Phase II biological monitoring.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,715,769	95%	\$8,146,866	51%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
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%	\$15,412,968	97%	\$15,844,065	100%

Issues:

None

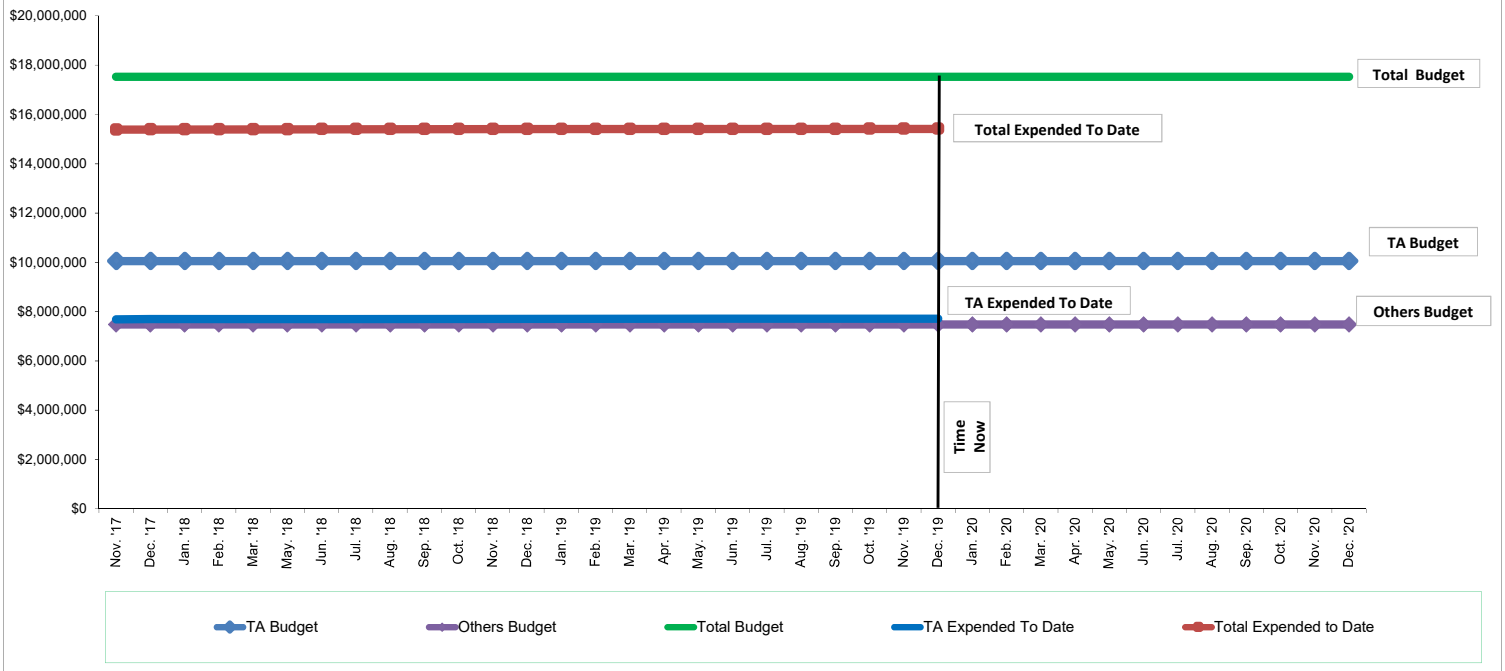
Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,715,769	\$431,097	\$8,146,866	\$1,907,134
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,412,968	\$431,097	\$15,844,065	\$2,000,316

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

Project Cost Performance



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

Scope:



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

Project Status Summary:

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

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) Completed 100% and quantity and estimate reconciliation with Contractor and for the northern segment .
- (2) Continued to review and issue Contract Change Orders.

This Quarter:

- (3) Continued construction of the southern segment.
- (4) Continued Toll Systems design and cost estimates.
- (5) Continued construction coordination with U.S. 101/ Broadway Interchange Project, U.S. 101/ S.R. 92 Area Improvements Project and U.S. 101/ S.R. 92 Direct Connector Project.
- (6) Executed Memorandum of Understanding with the Bay Area Infrastructure Financing Authority (BAIFA) regarding toll system design.
- (7) Awarded CMGC contract for the northern segment.
- (8) Awarded contract for Policy/ Program Manager.

Future

Activities:

- (1) Complete civil construction for the southern segment.
- (2) Begin construction for the northern segment.
- (3) Award consultant contract for equity study.
- (4) Advance Toll Systems design.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$30,500,000	5%	\$26,526,501	87%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$0	0%	\$95,000,000	16%
Loan/Future Toll	\$86,470,000	15%	\$0	0%	\$86,470,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$80,699,662	26%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$3,112,653	6%	\$53,000,000	9%
Total	\$581,140,000	100%	\$119,838,816	21%	\$581,140,000	100%

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

Issues:

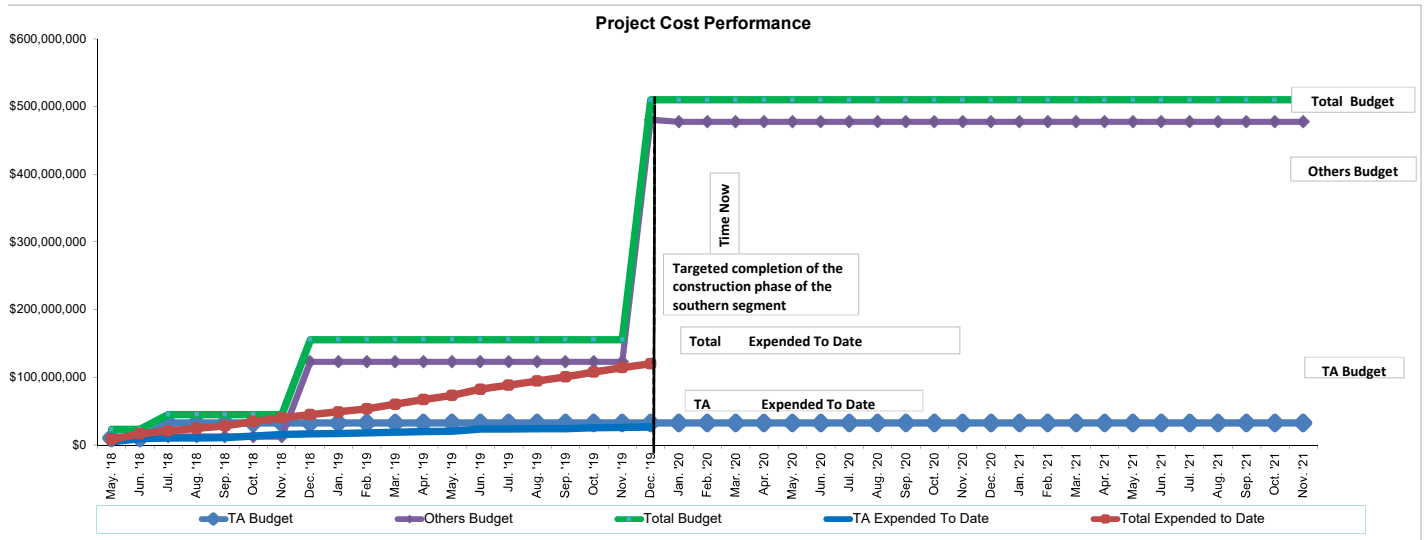
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$26,526,501	\$3,973,499	\$30,500,000	\$0
Others	\$550,640,000	\$93,312,315	\$457,327,685	\$550,640,000	\$0
Total Project	\$581,140,000	\$119,838,816	\$461,301,184	\$581,140,000	\$0

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



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. Project is addressing final comments and preparing final design package.

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	04/30/20	09/27/17	11/30/19*

Progress

This Quarter:

- (1) Continued coordination with Caltrans for Planning Commission Meeting.
- (2) Continued hazardous materials investigations.
- (3) Finalized PEER package.
- (4) Finalized remaining project schedule, Environmental Memos and documents.
- (5) County continued to pursue funding sources for construction phase.

Future

Activities:

- (1) Submit final PEER package to Caltrans.
- (2) Submit schedule, Environmental Memos and documents to Caltrans.
- (3) Complete hazardous materials investigation.
- (4) County to continue pursue funding sources for construction phase.

Issues:

*Schedule will be updated once County of San Mateo has resources to prepare and attend the Planning Commission Meeting with Caltrans. The Planning Commission Meeting date is to be determined.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$780,678	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%	\$780,678	52%	\$1,500,000	100%

Issues:

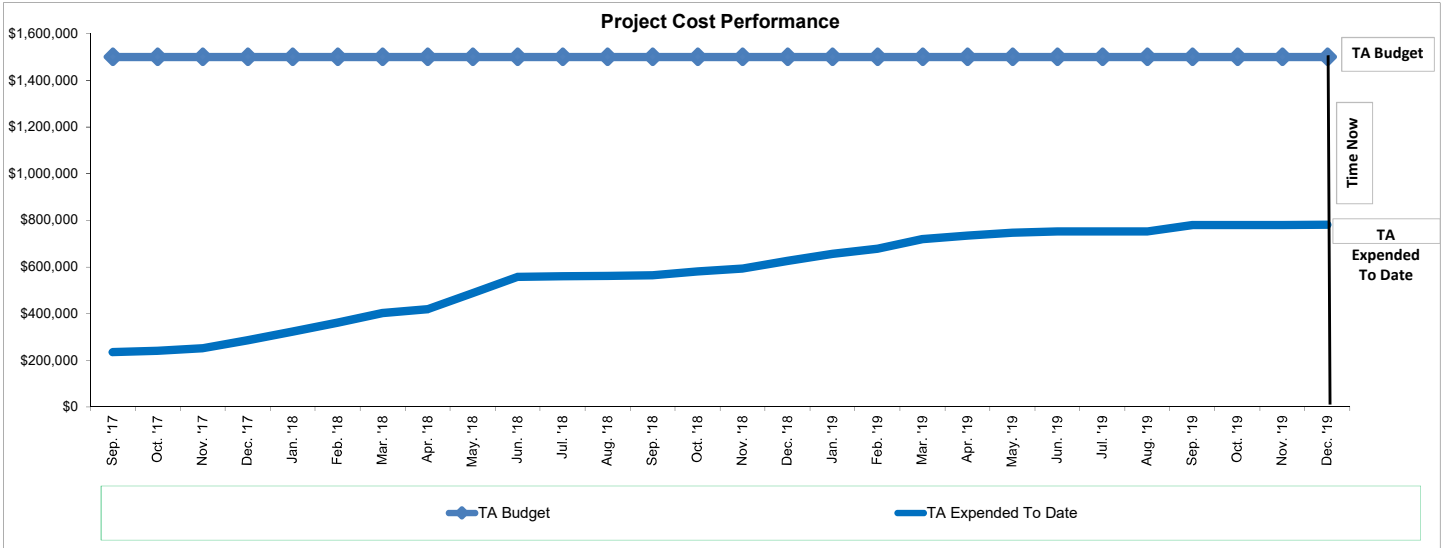
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$780,678	\$719,322	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$780,678	\$719,322	\$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 inception from the beginning of current PEER phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

Scope:



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

Project Status Summary:

The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project with a one-year construction delay clause and which includes some scope of work shifted from the U.S. 101 Express Lanes Project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. 8 bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the POC element of the Project. The City is conducting value engineering to explore cost saving opportunities along with pursuing additional funding sources.

Issues: None

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	7/31/22*

Progress This Quarter: (1) City of San Carlos advertised the project, received bid, decided not to award the construction contract.

Future Activities: (1) City to conduct value engineering.
 (2) City to pursue additional funding sources.
 (3) City to complete address Caltrans' comments and obtain approval on PS&E.

Issues: *City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval on PS&E package. The City is conducting value engineering to explore cost saving opportunities along with pursuing additional funding sources which includes the next cycle of ATP funding schedule to be available March 2021. If successful, the City intends to re advertise the Project in May 2021. The work that was proposed to be shifted to the Project will now remain and be completed as part of the U.S. 101 Express Lanes Project.

Funding :



(4b)

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

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

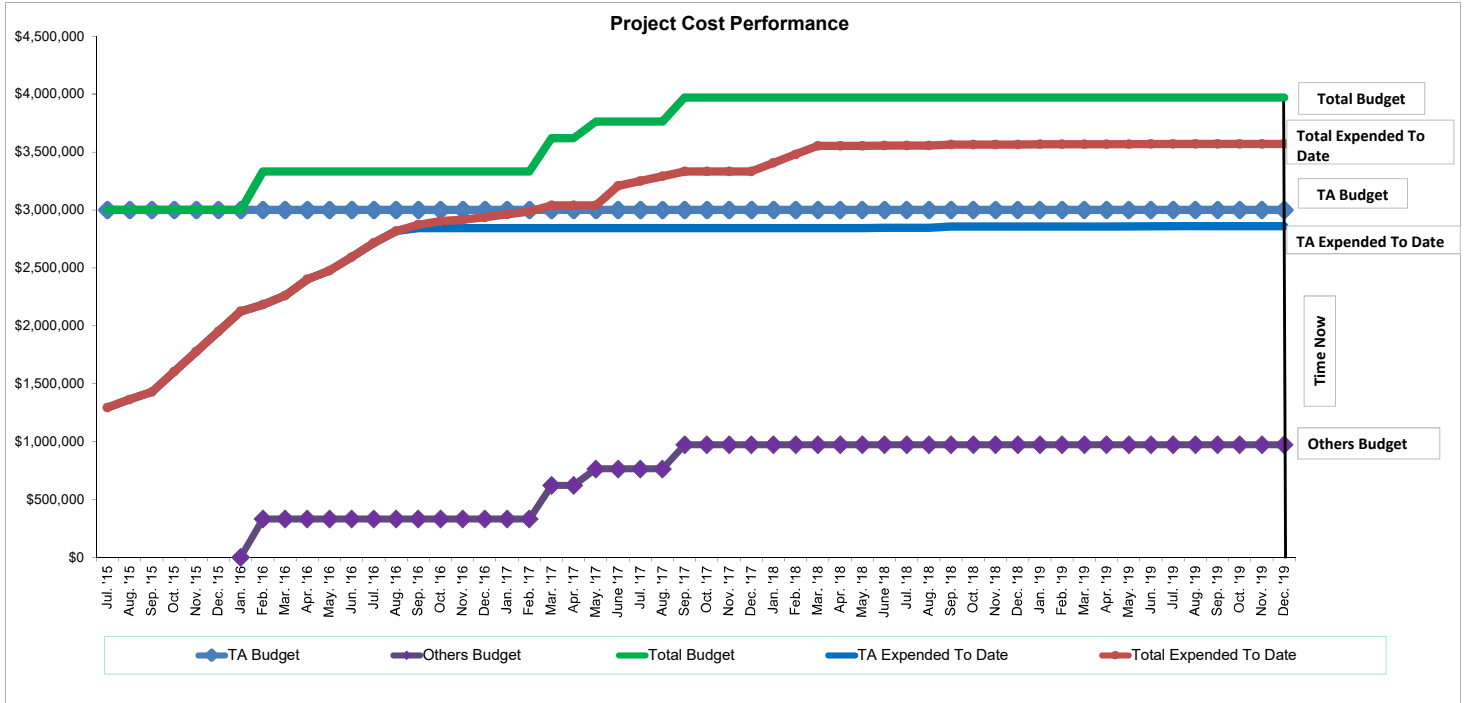
Budget:



(2a)

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

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



* 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: Implementing Agency and Funding Agency

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 Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed in May 2015. 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. The project is currently in traffic operational analysis. Other environmental and technical studies are currently on hold until traffic study is complete.

Issues:

Delay in issuing baseline schedule due to additional public meetings requested by the City of Burlingame to address potential traffic impact on City's streets.

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	02/18/14	06/30/15	02/18/14	06/30/15	02/18/14	05/22/15
PA&ED	06/01/16	TBD*	06/01/16	TBD*	06/01/16	TBD*

*Baseline schedule for PA&ED will be developed after traffic operational analysis is completed.

Progress

This Quarter:

- (1) Updated the traffic operation analysis based on the request from City of San Mateo to include additional traffic analysis.
- (2) Continued Preliminary 2025 and 2045 Build and No Build Traffic Operational Analysis.

Future

Activities:

- (1) Conduct meeting with Cities of Burlingame and San Mateo elected officials to discuss path moving forward.
- (2) City of San Mateo council to conduct workshop.

Issues:

Additional traffic studies and enhanced public outreach could potentially impact the project schedule.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,796,371	51%	\$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%	\$1,796,371	51%	\$3,500,000	100%

Issues:

None

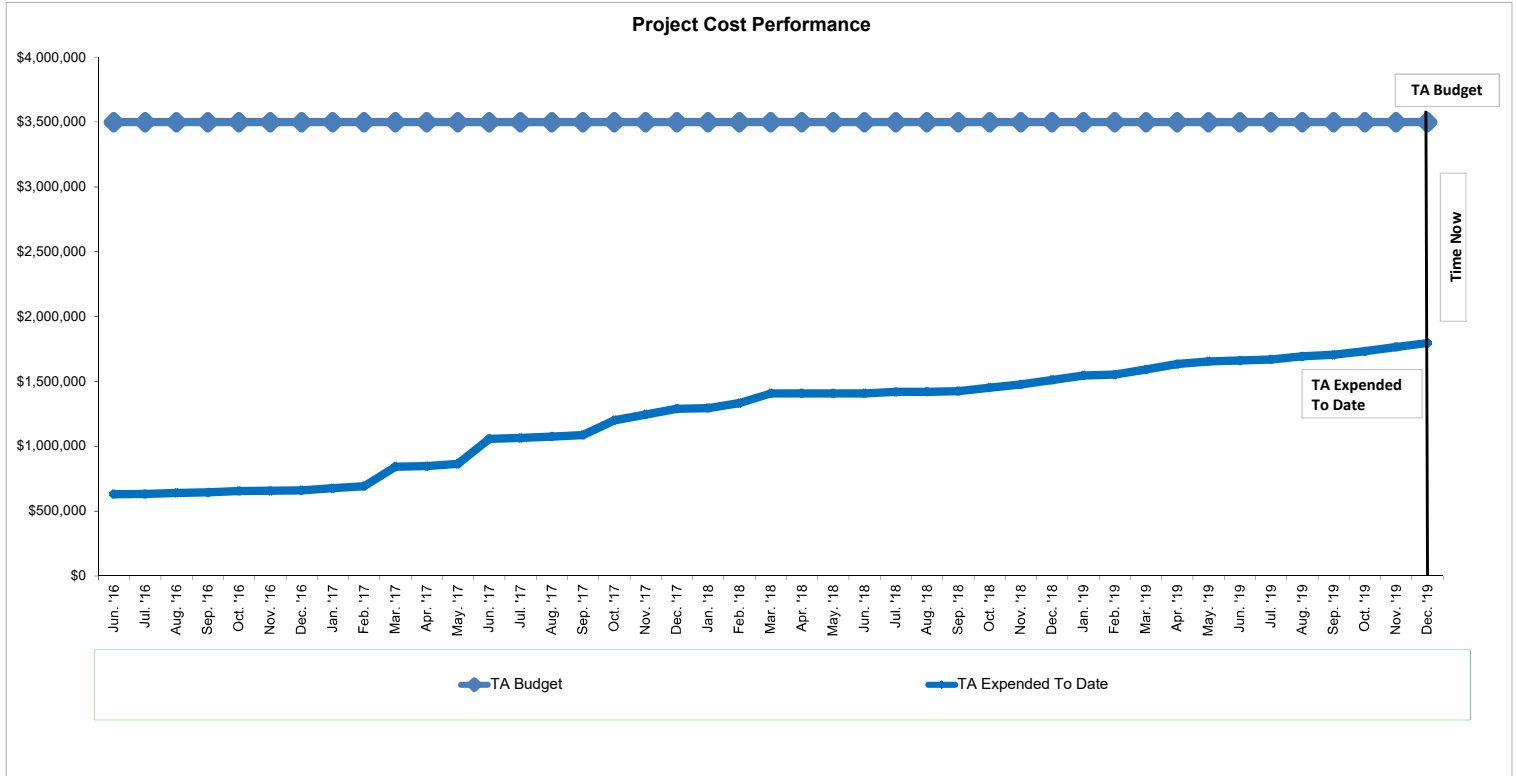
Budget:



(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,796,371	\$1,703,629	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,796,371	\$1,703,629	\$3,500,000	\$0

Note: Budget is for PID and PA&ED phases.



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

Issues: Cost associated with additional traffic studies and enhanced public outreach will require additional funding to complete the environmental phase of the project.

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) document was approved by Caltrans in August 2015 . The City of South San Francisco selected a consultant team to proceed with the environmental studies (PA&ED phase) and issued a Notice-to-proceed in September 2017. Project is currently in preparation of engineering technical studies for PA&ED phase.

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	10/30/15
PA&ED	05/15/17	09/15/19	05/15/17	12/31/20	09/22/17	12/31/20

Progress This Quarter:

- (1) Continued Environmental Studies.
- (2) Continued Traffic Studies.
- (3) Conducted Purpose & Need workshop with Caltrans.
- (4) Revised and resubmitted Purpose & Need.
- (5) Executed Amendment to Funding Agreement for additional time needed to develop and analyze additional alternatives.
- (6) City began coordination with Golden Gate Terminal about access concerns.
- (7) City prepared project update memo to City Council.
- (8) Updated alternative based on comments received from business owners.

Future Activities:

- (1) Continue Environmental Studies.
- (2) Continue Traffic Studies.
- (3) Finalize and obtain approval on Purpose & Need Statement from Caltrans.

Issues:

Obtaining approval from Caltrans on Purpose & Need is taking longer than anticipated. City staff and consultant team have been working to address Caltrans' comments and may request a meeting with Caltrans Deput District Director for Design to discuss the importance of the Project and to develop a strategy to gain consensus.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,679,138	47%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$75,602	25%	\$300,000	8%
Total	\$3,850,000	100%	\$1,754,740	46%	\$3,850,000	100%

Issues:

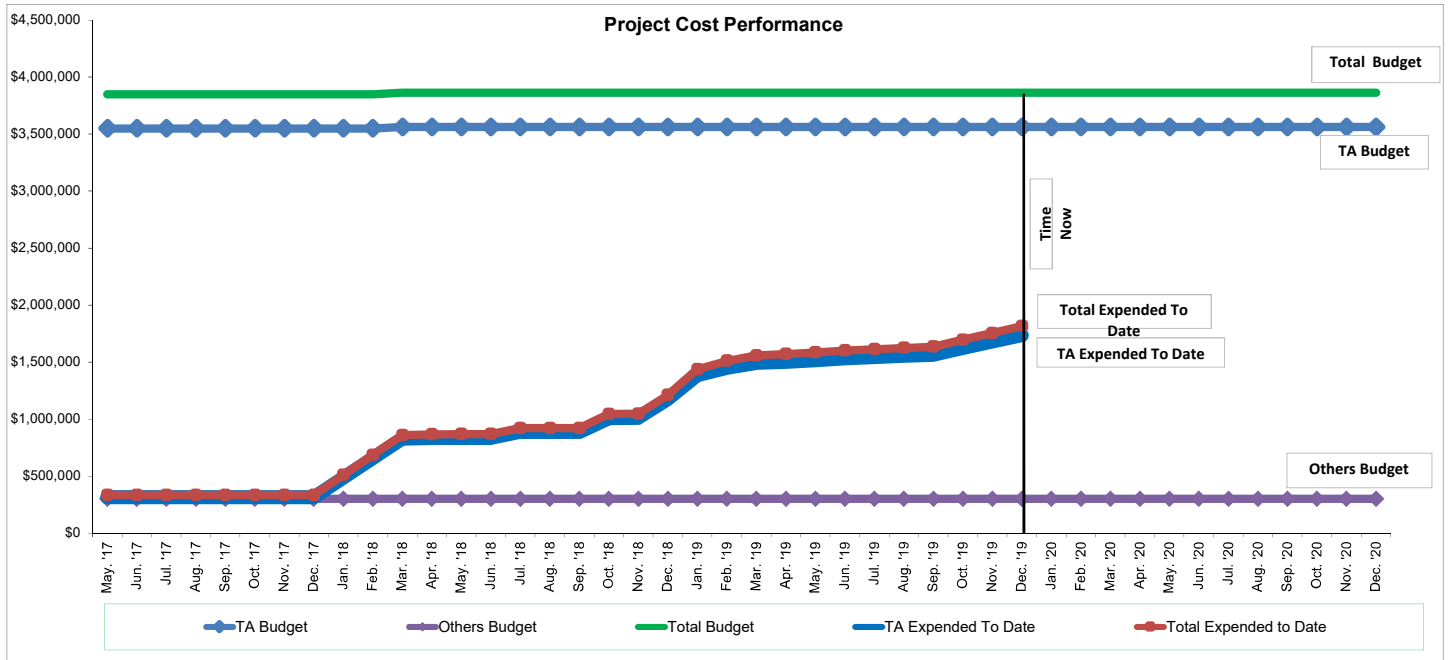
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,679,138	\$1,870,862	\$3,550,000	\$0
Others	\$300,000	\$75,602	\$224,398	\$300,000	\$0
Total Project	\$3,850,000	\$1,754,740	\$2,095,260	\$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	07/30/20

Progress This Quarter:

- (1) City continued to closeout environmental phase with Caltrans.
- (2) City and Caltrans drafted Cooperative Agreement to closeout environmental phase.
- (3) City submitted request for Cooperative Agreement to Caltrans for highway planting design phase.

Future Activities:

- (1) City and Caltrans to execute Cooperative Agreement to closeout environmental phase
- (2) Develop highway planting design concepts.
- (3) Begin highway planting final design.
- (4) City to execute Cooperative Agreement with Caltrans for highway planting design phase.

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%

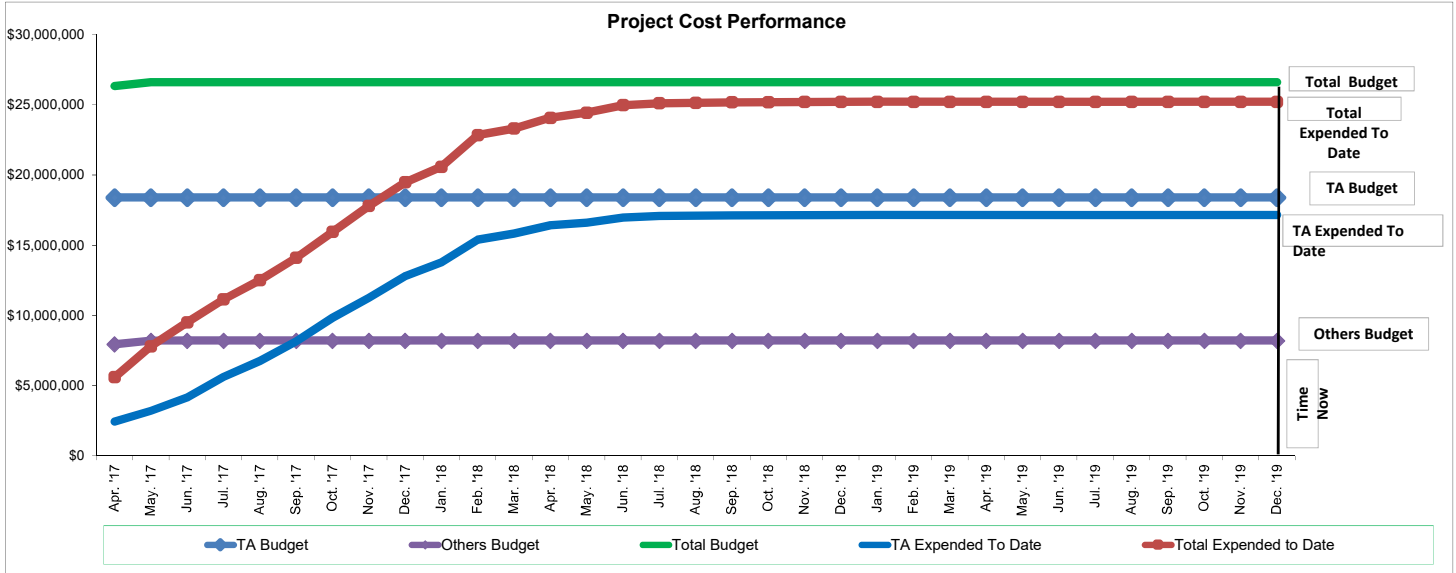
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

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

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:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in December 2017 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is relocating PG&E and Comcast utility lines to underground in preparation of construction.

Issues: None

Schedule:



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

Progress This Quarter:

- (1) TA Board allocated construction fund in December 2019.
- (2) Executed Funding Agreement between the City and TA.
- (3) Began to prepare for contract advertisement.
- (4) City executed agreement with PG&E and Comcast for undergrounding of overhead electric and communication lines.

Future Activities:

- (1) Begin and complete PG&E and Comcast undergrounding of overhead electric and communication lines.
- (2) Obtain Caltrans Right of way Certification and Encroachment Permit.
- (3) Advertise project for construction bids.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,200,000	83%	\$0	0%	\$3,200,000	83%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$650,000	17%	\$383,338	59%	\$650,000	17%
Total	\$3,850,000	100%	\$383,338	10%	\$3,850,000	100%

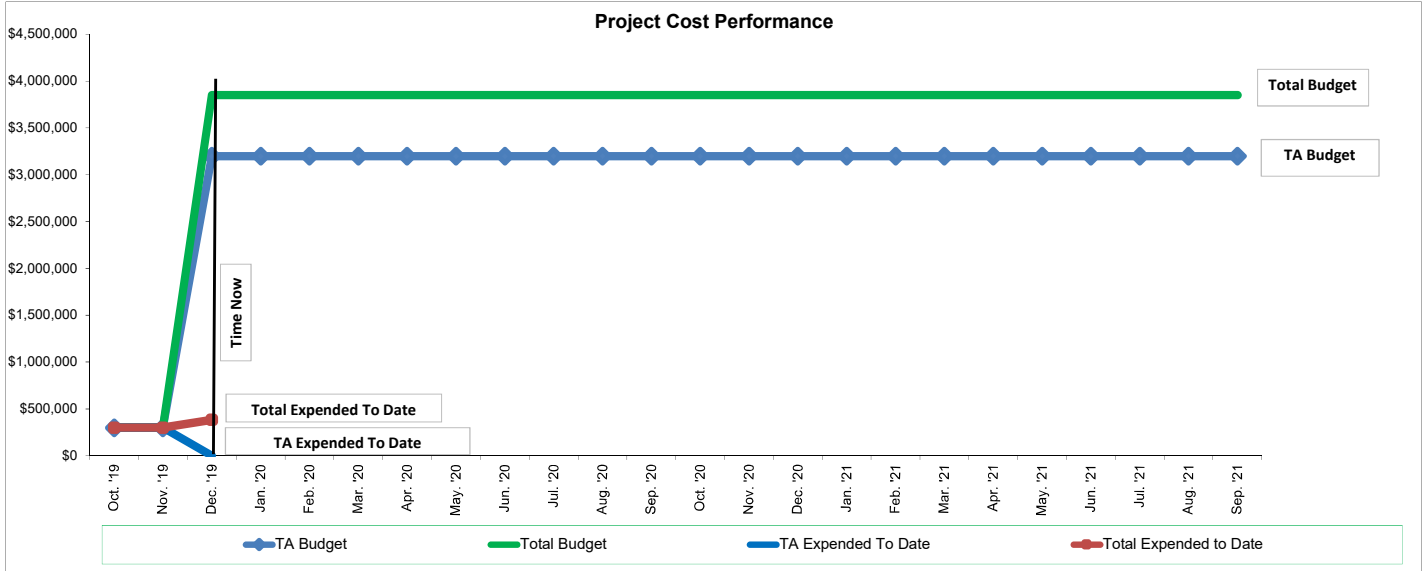
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,200,000	\$0	\$3,200,000	\$3,200,000	\$0
Others	\$650,000	\$383,338	\$266,662	\$650,000	\$0
Total Project	\$3,850,000	\$383,338	\$3,466,662	\$3,850,000	\$0

Note: Budget is for construction phase only.



Issues:

TA executed Funding Agreement for construction phase with City of Half Moon Bay in December 2019. City is paying for the PG&E and Comcast undergrounding work.

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 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

Project Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in February 8, 2019 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is currently in design phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PEER/ Preliminary Design	11/01/17	02/08/19	11/01/17	02/08/19	11/01/17	02/08/19
Final Design	04/19/19	05/31/20	04/19/19	05/31/20	04/19/19	05/31/20

Progress This Quarter:

- (1) Submitted 35% PS&E design to Caltrans.
- (2) Completed geotechnical investigation.
- (3) Began to address comments on 35% design and incorporate Caltrans comments.
- (4) Continued right-of-way and utilities investigations.

Future Activities:

- (1) Begin 65% PS&E design.
- (2) Begin regulatory permit coordination.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$54,474	18%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$91,983	17%	\$556,185	65%
Total	\$856,185	100%	\$146,457	17%	\$856,185	100%

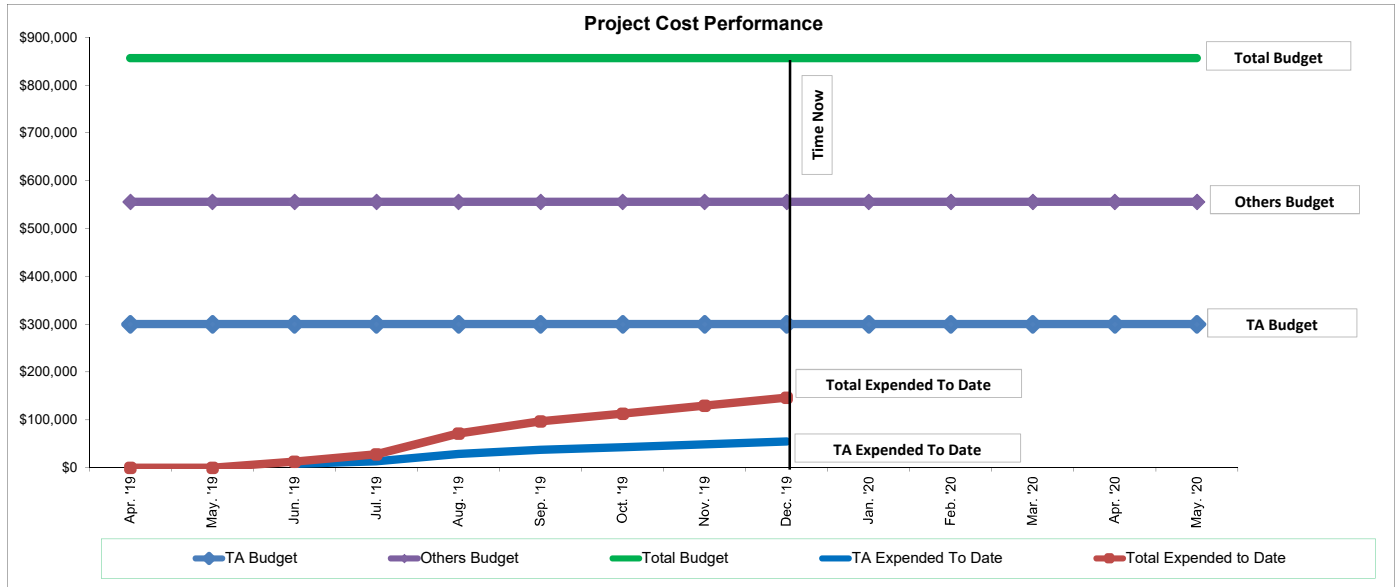
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$54,474	\$245,526	\$300,000	\$0
Others	\$556,185	\$91,983	\$464,202	\$556,185	\$0
Total Project	\$856,185	\$146,457	\$709,728	\$856,185	\$0

Note: Budget is for design phase only.




Issues: None

100302 - U.S. 101 MANAGED LANES NORTH PROJECT


TA Role: Funding Agency/ 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 environmental phase of 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. TA is working with SFCTA to close out the PID phase and working with Caltrans to develop an integrated team for the next phase, Project Approval-Environmental Document (PAED).

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

- Progress This Quarter:**
- (1) Began validation of advanced traffic data.
 - (2) Obtained Caltrans' approval on PSR-PDS.
 - (3) Obtained TA Board authorization for PAED fund.
 - (4) Executed Amendment to the Funding Agreement with SFCTA to include additional time to circulate and obtain approval for PSR-PDS.
 - (5) Began PID phase closeout.
 - (6) Submitted Request for Cooperative Agreement to Caltrans for PAED phase.
 - (7) Began integrated team development coordination with Caltrans for PAED phase.
 - (8) Drafted MOU with C/CAG for PAED phase.

- Future Activities:**
- (1) Complete validation of advanced traffic data.
 - (2) Complete closeout for PID phase.
 - (3) Finalize and execute agreements with Caltrans and C/CAG for PAED phase.

Issues: Schedule will be updated once the scoping and integrated team agreed upon for PAED is completed.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$573,889	75%	\$765,714	57%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$546,339	95%	\$574,286	43%
Total	\$1,750,000	100%	\$1,120,227	84%	\$1,340,000	100%

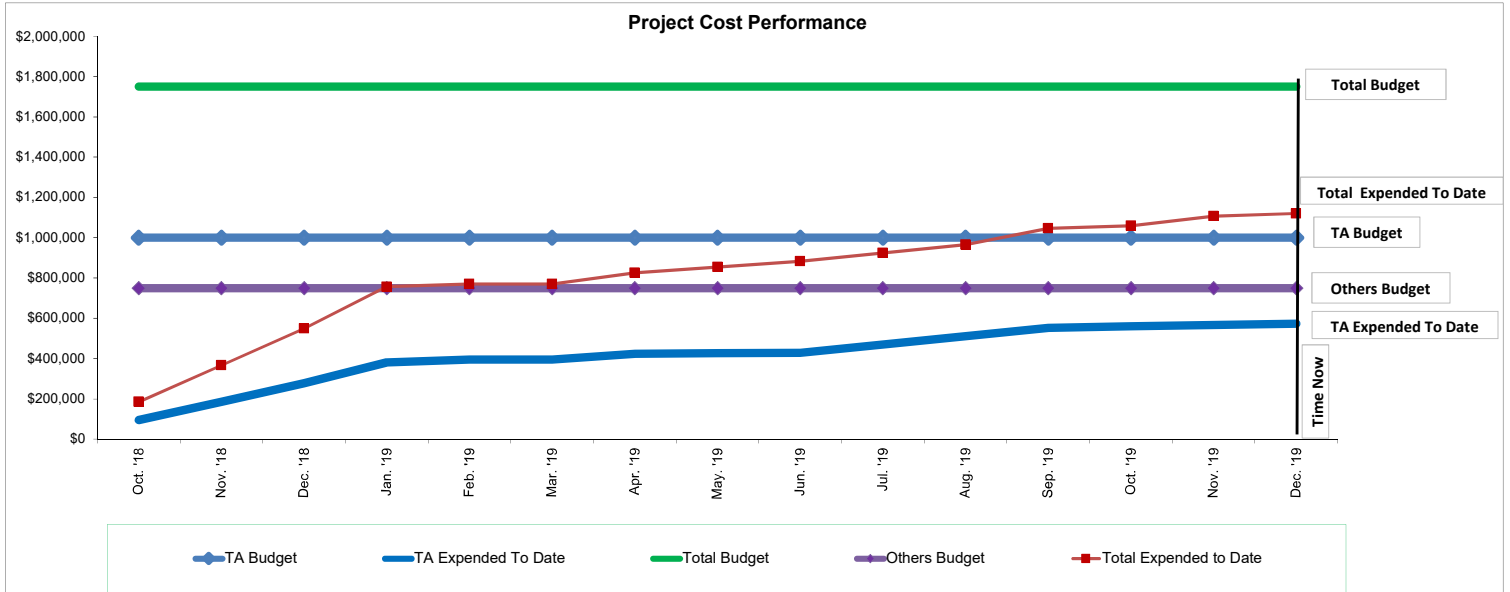
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$573,889	\$191,826	\$765,714.29	\$234,286
Others	\$750,000	\$546,339	\$27,947	\$574,285.71	\$175,714
Total Project	\$1,750,000	\$1,120,227	\$219,773	\$1,340,000	\$410,000

Note: Budget is for PID phase only.



Issues: None

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

TA Role: Implementing and Funding Agency

Sponsor: City of Foster City, City of San Mateo

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. TA is working with Caltrans, C/CAG, and Cities of Foster City and San Mateo to close out the PID phase. Caltrans will be the implementing agency for subsequent phase, Project Approval-Environmental Document (PAED).

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (12/01)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	10/29/19

Progress This Quarter:

- (1) Obtained Caltrans' approval on PSR-PDS.
- (2) Obtained TA Board authorization to become project co-sponsor with C/CAG.
- (3) Drafted Memorandum of Understanding (MOU) and Cooperative Agreement with C/CAG and Caltrans.

Future Activities:

- (1) C/CAG to seek authorization to execute MOU with TA.
- (2) Finalize and execute MOU and Cooperative Agreement with C/CAG and Caltrans.
- (3) Begin PAED phase.

Issues: Schedule will be updated once Caltrans finalize schedule and work plan for PAED phase.

Funding:

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$630,000	90%	\$506,521	100%	\$506,521	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$70,000	10%	\$31,173	100%	\$31,173	6%
Total	\$700,000	100%	\$537,694	100%	\$537,694	100%

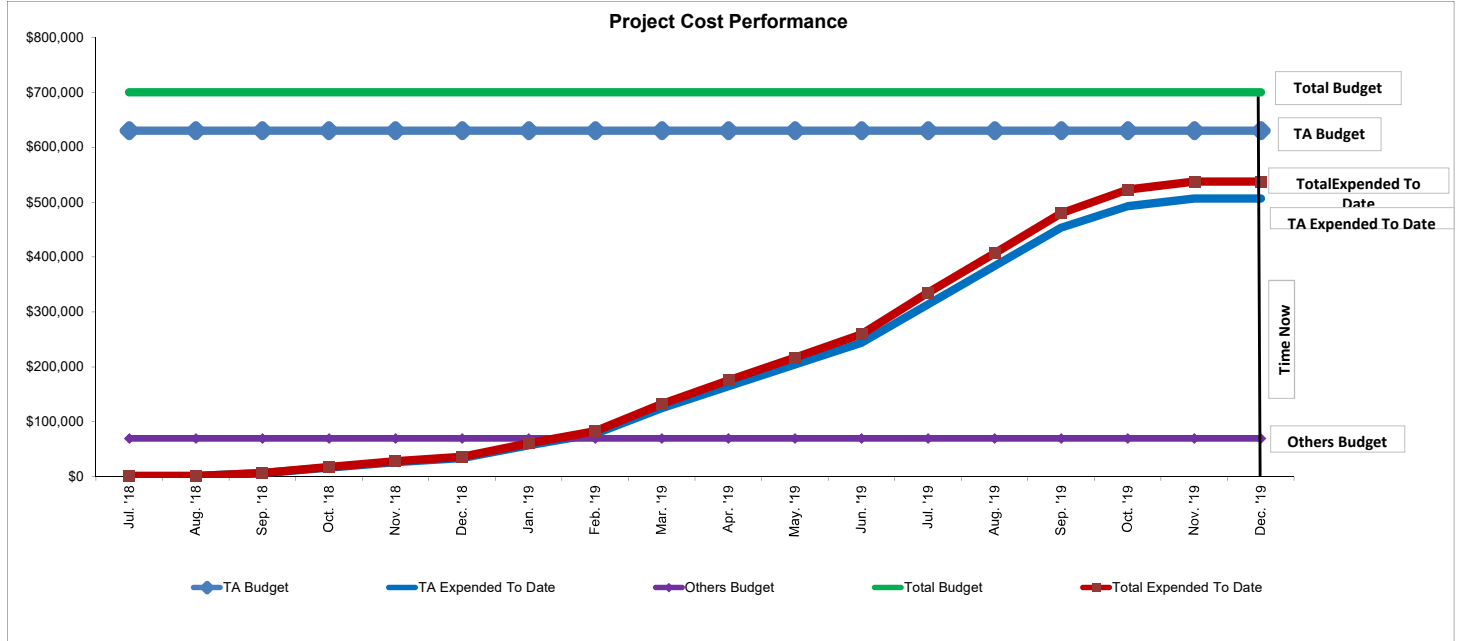
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$630,000	\$506,521	\$0	\$506,521	\$123,479
Others	\$70,000	\$31,173	\$0	\$31,173	\$38,827
Total Project	\$700,000	\$537,694	\$0	\$537,694	\$162,306

Note: Budget is for PID phase only.




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: The project is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	06/30/20	10/01/18	06/30/20


Progress This Quarter:

- (1) Refined geometric layout and alternatives.
- (2) Refined Purpose and Need, Project Description.
- (3) Submitted Draft PSR-PDS to Caltrans and Cities for review.
- (4) Obtained TA Board authorization to become project co-sponsor with C/CAG for the environmental phase.

Future Activities:

- (1) Address and incorporate comments on Draft PSR-PDS.
- (2) Prepare Draft Final PSD-PDS.

Issues: None

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$455,195	21%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$13,341	60%	\$22,309	1%
Total	\$2,230,000	100%	\$468,535	22%	\$2,163,000	100%

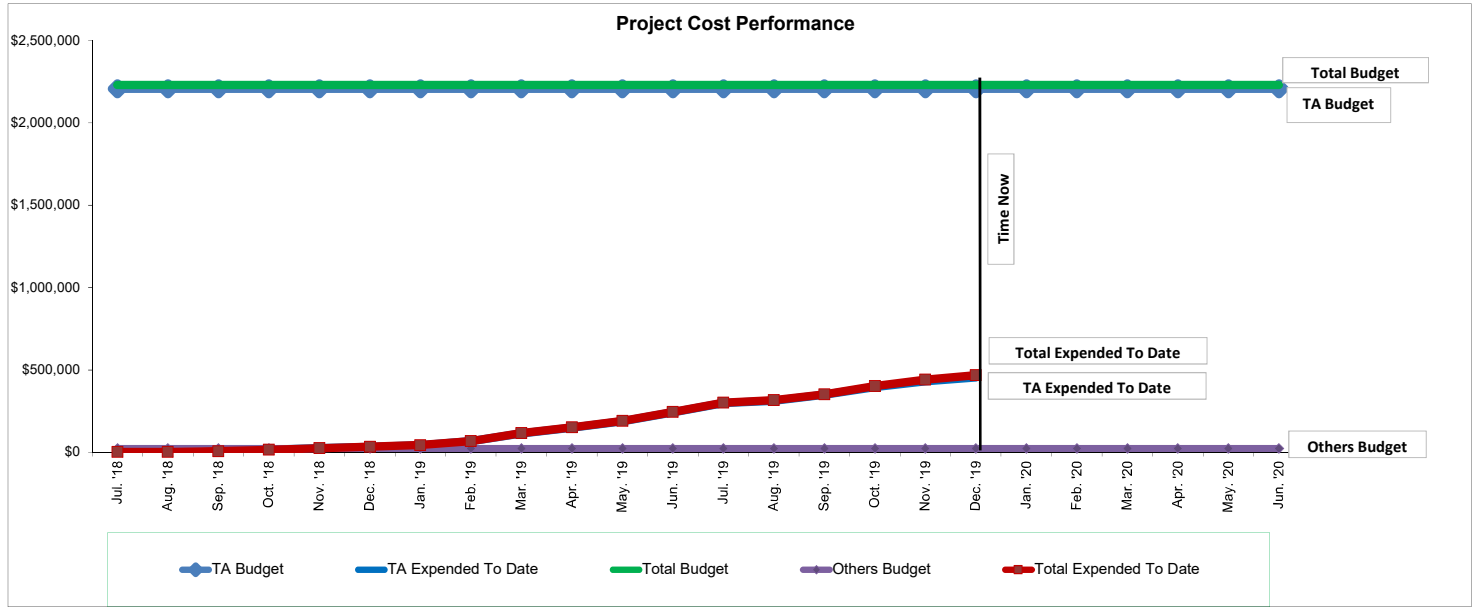
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$455,195	\$1,685,497	\$2,140,691.03	\$66,309
Others	\$23,000	\$13,341	\$8,968	\$22,309	\$691
Total Project	\$2,230,000	\$468,535	\$1,694,465	\$2,163,000	\$67,000

Note: Budget is for PID phase only.



Issues: None

100322 - RAILROAD AVENUE EXTENSION PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco

Scope:



The Project will extend the existing Railroad Avenue from its terminal at South Linden Avenue (West of U.S. 101) eastward to East Grand Avenue/Allerton Avenue (East of U.S. 101). The proposed Railroad Avenue extension will have three lanes in each direction providing connectivity between the east and west areas of the City of South San Francisco. An existing railroad spur owned by Union Pacific Railroad (UPRR) along the eastern neighborhood will need to be removed as a result of the project. The proposed Railroad Avenue extension will go under U.S. 101 and be grade separated from Airport Boulevard. The Project will include the construction of ADA compliant curb ramps, curb and gutter, pavement markings such as crosswalks, traffic mitigation measures, and accommodate facilities for bicyclists and pedestrians. The City is also evaluating the need to widen the existing Railroad Avenue to accommodate additional roadway lanes to install sidewalks and crosswalks for pedestrian access. Right-of-way acquisitions of adjacent lots will be required.

Project Status Summary:

The City of South San Francisco issued Notice-to-proceed to design consultant in March 2019. A project summary update was provided to City Council and TA Board. The project is not feasible at this point because the proposed location of the project is within UPRR's operating right-of-way and UPRR is not open to selling this portion of their right-of-way at this time. This project is complete.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (11/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	11/01/18	10/31/19	11/01/18	10/31/19	11/01/18	10/31/19

Progress This Quarter: (1) Completed project closeout.

Future Activities: The City continues to look for ways to improve traffic circulation which may include finding alternate locations where an East-West connection across U.S. 101 may be feasible. This is the final report.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$180,000	90%	\$73,369	100%	\$73,369	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$20,000	10%	\$8,152	100%	\$8,152	10%
Total	\$200,000	100%	\$81,521	100%	\$81,521	100%

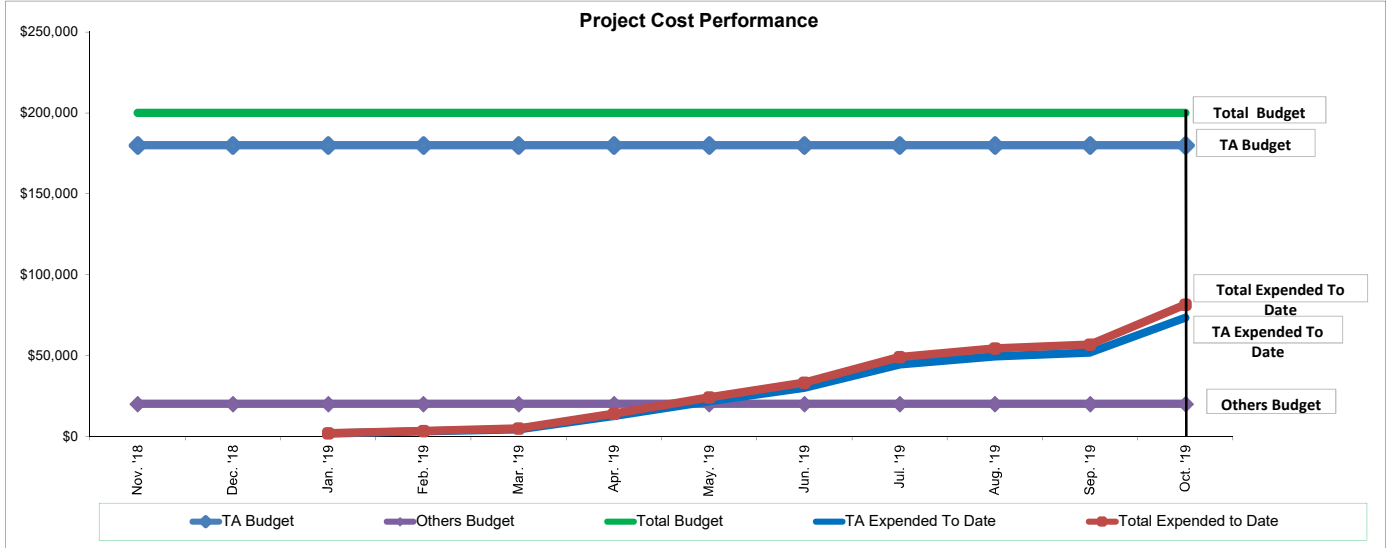
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$180,000	\$73,369	\$0	\$73,369	\$0
Others	\$20,000	\$8,152	\$0	\$8,152	\$0
Total Project	\$200,000	\$81,521	\$0	\$81,521	\$0

Note: Budget is for planning phase only.



Issues: None

TA – Caltrain Project

**TA - Caltrain Projects:
Railroad Grade Separations**

	<p>SMCTA Budget \$74,000,000</p> <p>Expended \$50,235,186</p> <p>Remaining \$23,764,814</p>
<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillside Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction (Scheduled for completion approximately, May 2021)</p> <p>Status: Completed installation of all mechanically stabilized earth (MSE) wall panels. Paved MSE wall north of 28th Avenue. Sprayed concrete ramp and stair walls. Continued work on retaining wall at west side of 28th Avenue. Continued relocation of AT&T duct bank. Installed superstructure (portion of the structure that is the span and directly receives live load) at 31st Avenue. Completed retaining walls at west side of 31st Avenue sidewalk and continued work on retaining walls at street side. Installed ballast, north of 28th Avenue.</p>	
<p>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</p> <p>Scope: The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p>Phase: Preliminary Engineering/Environmental (PE/ENV) (Scheduled for completion approximately, July 2020)</p> <p>Status: The project team reviewed initial 35% design of plans and specifications and incorporated comments from the City and JPB in final 35% design package. Environmental team compiling all documents and exhibits needed for Document Categorical Exclusion (DCE) package for NEPA clearance from FTA. Project team continued coordination with Peninsula Corridor Electrification Project (PCEP) regarding re-design of substation. Project team worked with City and Bicycle Pedestrians Advisory Committee (BPAC), regarding options for bike lanes and other local concerns such as sidewalks, cross-walks etc. Project team held a community outreach meeting on November 19, 2019.</p>	<p>SMCTA Budget \$4,850,000</p> <p>Expended \$2,934,938</p> <p>Remaining \$1,195,062</p>

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

	SMCTA Budget \$650,000	Expended \$317,957	Remaining \$332,043
<p>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</p> <p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco 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, November 2020)</p> <p>Status: Project team presented at the San Bruno City Council Meeting, November 26, 2019. San Bruno City Council directed project team to move forward with alternative, which would close Scott Street and construct Ped/Bike Overcrossing. Conducted Project Development Team (PDT) meetings. Project team prepared for South San Francisco City Council meeting presentation and continued project outreach.</p>			
<p>100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</p> <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: The project team completed a stakeholder review of the alternatives analysis and was preparing for initial public outreach in Spring of 2020.</p>	SMCTA Budget \$750,000	Expended \$71,618	Remaining \$678,382

Ferry **Program Project**

TA - : San Mateo County Ferry Service

<p>100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)</p> <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 October 2020.</p> <p>Phase: Planning.</p> <p>Status: City staff received drafts of the service route prioritization and terminal configuration assessment, which comments were provided. The existing conditions analysis was completed.</p>	<p>SMCTA Budget \$450,000</p> <p>Expended \$166,559</p> <p>Remaining \$283,441</p>
--	---

Pedestrian and Bicycle **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Measure A Funds	Measure A Expended	Measure A Remaining
Atherton	Middlefield Road Class II Bike Lanes Project	Construction	Construction was nearing completion, which included pavement widening, ADA ramps, signing and striping. Bike lanes are open for public use. Project team was working with PG&E, subcontractors and contractor on addressing punch list items.	Mar-18	\$733,000	\$76,667	\$656,333
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Construction was nearing 80% completion. In ground systems were installed for the High-Intensity Activated crosswalk beacon (HAWK) systems. Sidewalks and ramps were installed along El Camino Real between Ralston and Emmett Avenue.	Mar 2016	\$882,036	\$713,008	\$169,028
Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Final design and construction	Project close-out continued and final invoicing was ongoing.	Mar 2016	\$337,500	\$337,500	\$0
Daly City	John Daly Boulevard Streetscape Improvements	Construction	Project close-out continued and final invoicing was ongoing.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Mission Street Streetscape Project	Final design and construction	Final design was nearing completion. TDA Article 3 grant funds were accepted by City Council in November 2019, which was needed for additional pedestrian safety elements that were identified during the design process.	Mar 2018	\$810,000	\$45,876	\$764,124
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Environmental completed and Right of way certification completed. Final design was ongoing.	Mar 2018	\$300,000	\$0	\$300,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	The survey, geotechnical investigations and biological report were completed. Project plans (35%) and construction estimate were prepared and submitted to Caltrans for review. The City applied for additional funding through TDA Article 3 and has obtained tentative approval for \$350,000, due to the increase in construction costs.	Mar 2018	\$315,000	\$50,468	\$264,532
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Final design was nearing 100% completion. City staff continued coordination improvements with developer and prepared staff report for City Council to accept City/County Association of Governments (C/CAG) and Caltrans grants, which were needed due to construction cost escalation shortfall.	Apr 2014	\$170,000	\$36,201	\$133,799
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	Environmental clearance documentation and 30% design plans, including utility research and design were completed. City staff was preparing for presentation to City Council on completed work and approval of the project.	Mar 2016	\$490,000	\$329,438	\$160,562
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 completed installation of all ground anchors to stabilize retaining wall and commenced installation of the 14 inch pile foundations outside the freeway footprint.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Final design was nearing 100% completion. City staff was preparing draft specifications for construction bidding.	Mar 2018	\$375,000	\$35,285	\$339,715
Redwood City	Kennedy Safe Routes to School Project	Construction	City staff continued preparing to accept project, prepared reimbursement request and project close-out.	Mar 2016	\$500,000	\$256,347	\$243,654
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	Construction phase was nearing 85% completion.	Apr 2014	\$300,000	\$209,552	\$90,448
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	Construction was nearing 100% completion. Contractor needed to replace damaged fiber in broken conduit, which was impaired during construction.	Jul 2011	\$350,000	\$350,000	\$0
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Contractor continued utility marking, layout, and preliminary work such as tree removal.	Mar 2018	\$1,000,000	\$45,830	\$954,170
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Construction bids for the project were opened October 31, 2019. All bids were significantly higher than engineer's estimate. Thus, the project was not awarded and did not meet ATP grant funding deadline of December 2019. Due to funding and Express Lane Project conflicts, project construction will be delayed.	Mar 2016	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Online survey was completed, which allowed resident feedback on 30% conceptual plans. Final design continued.	Mar 2018	\$380,000	\$2,500	\$377,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Project construction bid phase continued and closed October 15, 2019. New water services for irrigation systems in progress.	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Survey and construction work began.	Mar 2016	\$504,000	\$314,792	\$189,208



Definition of Terms

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

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

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

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

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

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

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

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

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



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

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

PDT – Policy Development Team / Project Development Team

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

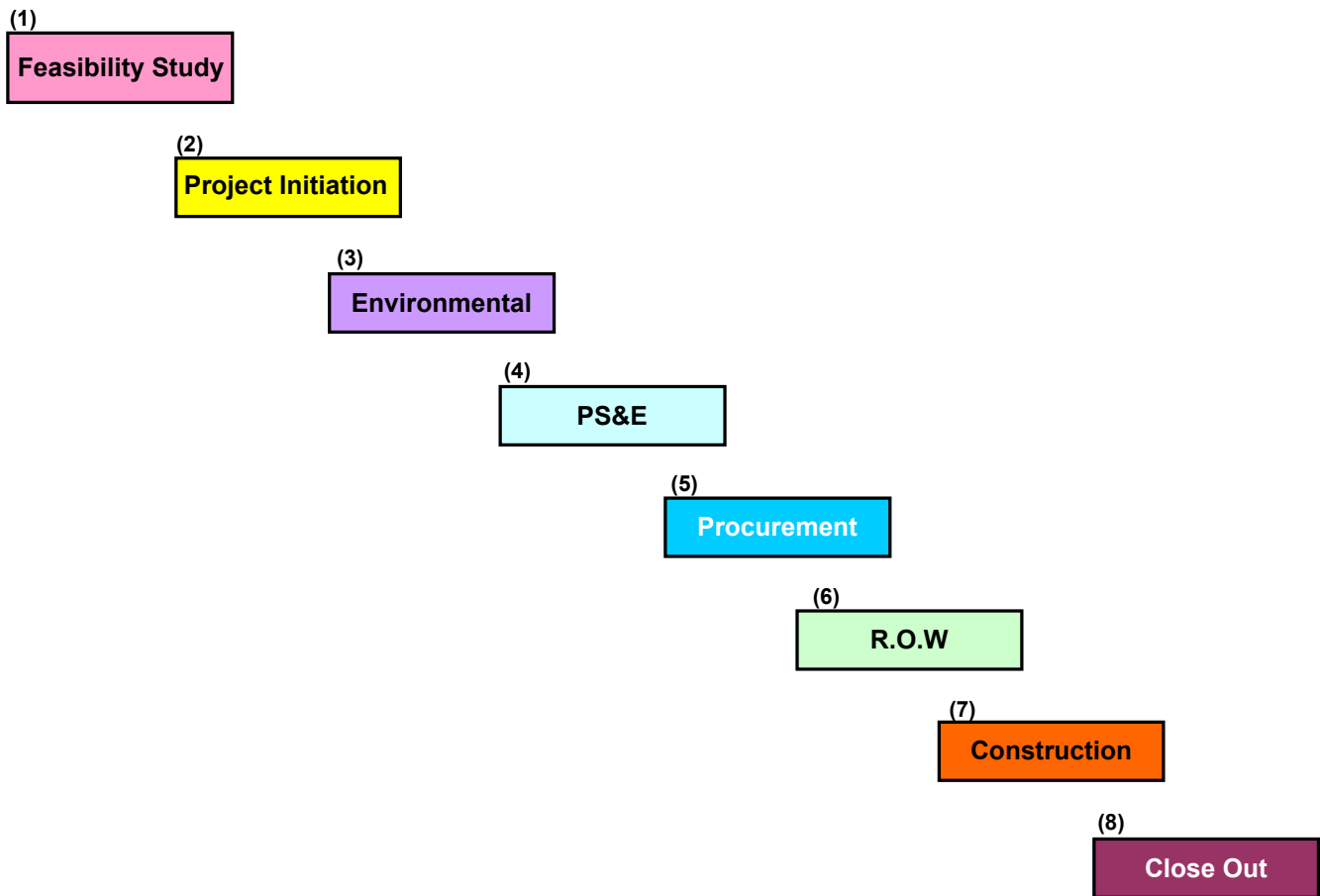
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



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



Performance Status (Traffic Light) Criteria

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2020 –**

EXPRESSING APPRECIATION TO

DON HORSLEY

WHEREAS, throughout 2018 and 2019, **DON HORSLEY** has served as Chair of the San Mateo County Transportation Authority; and

WHEREAS, during **DIRECTOR HORSLEY'S** tenure the Board programed more than \$45 million of Measure A funds toward highway projects in San Mateo County; and

WHEREAS, **DIRECTOR HORSLEY** championed the formation of the San Mateo County Express Lanes Joint Powers Authority, which will own and operate the future San Mateo 101 Express Lanes Project currently under construction along the U.S. 101 corridor in San Mateo County; and

WHEREAS, **DIRECTOR HORSLEY** in 2019 was selected to serve on the TA and City/County Association of Governments (C/CAG) Joint Ad Hoc Committee on Managed Lanes and continues to represent the TA as a member of the San Mateo Express Lanes Joint Powers Authority; and

WHEREAS, **DIRECTOR HORSLEY** has authorized policy granting the Chair of the Board of Directors to execute funding agreements with private employers and businesses along the corridor under which the TA received \$53 million to supplement public funding for the construction of the San Mateo 101 Express Lanes Project; and

WHEREAS, **DIRECTOR HORSLEY** in 2019 supported the approval to allocate \$11.3 million in Measure A funds for the South San Francisco Caltrain Station Improvement Project; and

WHEREAS, **DIRECTOR HORSLEY** supported authorization of a \$92.5 million loan to complete construction of the San Mateo 101 Express Lanes Project; and

WHEREAS, **DIRECTOR HORSLEY**, to ensure that communities who are mobility impaired have equitable access to transportation services, joined his colleagues in authorizing the allocation of \$3.64 million in Measure A funds to SamTrans in support of the Paratransit Program.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority does thank and commend **DON HORSLEY** for his leadership, his thoughtful and considerate collegiality, and his enthusiastic support of current and future transportation projects.

UNANIMOUSLY ADOPTED by the San Mateo County Transportation Authority this 6th day of February 2020.



Chair, San Mateo County Transportation Authority



BOARD OF DIRECTORS 2020

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

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA ITEM #9
MARCH 5, 2020

Memorandum

Date: February 25, 2020
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – March 5, 2020

101 Express Lanes

Work is underway for the north contract of the 101 Express Lanes Project between Whipple Avenue and I-380. The freeway lanes are being restriped to move the traffic toward the median and create a work zone on the outside shoulders. Trees and vegetation are being removed within the Caltrans right of way where necessary to prepare for this work. A biologist has been on site to monitor the removal activity. Nearby residents and motorists can expect to see crews removing vegetation during the day and then off hauling it at night when lane closures are necessary. A map illustrating the location of the trees and vegetation removal can be found on the project website: 101express.com.

Demolition of the first sound walls along North Bayshore Boulevard in San Mateo between Monte Diablo and Dore Avenues will begin the week of March 8. Parking restriction and one-way traffic control on North Bayshore will be necessary to accommodate construction. Staff has been working with the adjacent community to keep them apprised of the construction activities.

Shuttle Program Call for Projects

On January 13, the TA and C/CAG released the joint shuttle program call for projects. This program is intended to provide matching funds for the operation of local shuttle services in the County. The application period closed on February 21 and we received 34 shuttle applications, of which 33 are existing shuttles. The one new shuttle is proposed by Commute.org and would support the new Oculus/Facebook campus in Burlingame.

The total amount of funding requested for this two-year cycle covering Fiscal Years 2021 and 2022 is \$11 million, which exceeds the \$10 million of funds available (\$9 million TA and \$1 million C/CAG). An evaluation panel comprised of internal and external subject matter experts will assess the application based on the adopted program criteria. Staff will present the draft recommendations to the Board in April, with the final recommendations in May.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

April Chan
Chief Officer, Planning, Grants,
Transportation Authority

SUBJECT: **AWARD OF CONTRACTS FOR ON-CALL TRANSPORTATION PLANNING,
MANAGEMENT AND SUPPORT SERVICES**

ACTION

Staff proposes that the Board:

1. Award contracts for the provision of on-call transportation planning, management and support services (Services) for an aggregate, not-to-exceed amount of \$5 million for a five-year term to be shared as a pool for authorized tasks to:
 - Stantec Consulting Services, Inc. (Stantec), Walnut Creek, California
 - WSP USA Inc. (WSP), San Francisco, California
2. Authorize the Executive Director, or his designee, to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the Executive Director, or his designee, to exercise up to two additional one-year option terms with the above firms for up to \$1,250,000 for each option term, to be shared in aggregate between the two firms, if deemed in the best interest of the San Mateo County Transportation Authority (Authority).

SIGNIFICANCE

Award of these contracts will provide the Authority with a pool of qualified firms to support the required and anticipated volume of services for planning and capital projects. The Authority will engage the firms through Work Directives on a project-by-project and as-needed basis. Award of this contract will not obligate the Authority to purchase any specific level of service from any of the firms.

BUDGET IMPACT

Work Directives will be funded with a mix of state, regional, and/or local revenues and grants from current and future approved Authority budgets.

BACKGROUND

The Authority has an on-going business need for qualified consulting firms to provide the Services and issued a Request for Proposals (RFP). The RFP was advertised on the Authority's procurement website. A pre-proposal conference was held and eight firms attended. Four firms submitted proposals, each of which included Small Business Enterprises and/or Disadvantaged Business Enterprises as part of their proposed team.

An Evaluation Committee (Committee) composed of qualified Authority staff representing the Planning and Administration departments reviewed and scored the proposals in accordance with the following weighted criteria:

- Team Organization and Qualifications 0-30 Points
- Contract Management Qualifications and Experience 0-40 Points
- Understanding of Scope of Services and Proposed Project Management Approach 0-20 Points
- Cost Proposal (Labor Rates) 0-10 Points

After initial scoring of proposals, three firms were found to be in the competitive range and were interviewed. After interviews, the Committee reached a consensus ranking based on each firm's proposal, experience and qualifications, and found two of the three firms remained in the competitive range. Staff negotiated favorable fees with these two firms and determined them to be fair and reasonable and in line with prices currently paid by the Authority for similar services. These firms will provide the Authority with a pool of experienced consultants and sub-consultants who possess the necessary qualifications and requisite depth of experience to perform the Services successfully.

Stantec and WSP (as a sub-consultant) currently provide Services to the Authority under contracts awarded in 2013 with an aggregate, not-to-exceed amount of \$3,575,000 that includes exercised option terms, contract term extensions, use of contingency and a Board-authorized increase in contract authority. The firms' performance to-date has been acceptable and in conformance with contractual requirements, terms and conditions. The contracts expire June 30, 2020.

Procurement Administrator II: Deborah Cordova	650-508-7908
Project Manager: Joseph Hurley, Director, Transportation Authority	650-508-7942

RESOLUTION NO. 2020-

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

* * *

AWARDING CONTRACTS TO STANTEC CONSULTING SERVICES, INC. AND WSP USA INC. TO PROVIDE ON-CALL TRANSPORTATION PLANNING, MANAGEMENT AND SUPPORT SERVICES FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$5 MILLION FOR A FIVE-YEAR TERM

WHEREAS, the San Mateo County Transportation Authority (Authority) issued a Request for Proposals (RFP) for on-call transportation planning, management and support services; and

WHEREAS, in response to the RFP, the Authority received four proposals; and

WHEREAS, an Evaluation Committee (Committee) reviewed and scored the proposals according to the criteria set forth in the RFP and, after interviews, determined two of the four firms remained in the competitive range; and

WHEREAS, the Committee completed its evaluation process, including negotiation of costs, and determined that Stantec Consulting Services, Inc. (Stantec) of Walnut Creek, California, and WSP USA Inc. (WSP) of San Francisco, California possess the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents, and have agreed to perform the specified services at fair and reasonable prices; and

WHEREAS, staff and legal counsel reviewed the proposals and determined that the proposals comply with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that the Board of Directors award contracts to Stantec and WSP for on-call transportation planning, management and support services for an aggregate not-to-exceed amount of \$5 million for a five-year term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby awards contracts to Stantec and WSP for on-call transportation planning, management and support services for a five-year term for an aggregate not-to-exceed amount of \$5 million; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute contracts with Stantec and WSP in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to exercise up to two additional, one-year option terms with Stantec and WSP in an aggregate not-to-exceed amount of \$1,250,000 for each option year provided that the exercise of such options is in the best interest of the Authority.

Regularly passed and adopted this 5th day of March, 2020 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: April Chan
Chief Officer, Planning, Grants
and the Transportation Authority

Derek Hansel
Chief Financial Officer,

SUBJECT: **RECEIVE AN INFORMATIONAL ITEM REGARDING FINANCIAL PROJECTIONS
FOR THE SM 101 EXPRESS LANES PROJECT**

ACTION

No action is required. This is being presented for information only.

SIGNIFICANCE

As staff has been reporting on the status of the 101 Express Lanes project's construction progress, the portion of the express lanes south of Whipple Avenue is scheduled for completion and operation as early as late 2021. And the express lanes north of Whipple Avenue is scheduled for operation and completion in late 2022.

At the March 5, 2020 meeting, staff will present via powerpoint updated financial revenue and cost projections for the 101 express lanes once the lanes are ready for operation. This information was presented to the San Mateo County Express Lanes Joint Points Authority (SMCEL JPA) at its February 21, 2020 meeting to help the SMCEL JPA to determine if it is appropriate to have a two-phase express lane opening, one scheduled for late 2021, and for the entire facility to open late 2022.

This information is also relevant to the TA as staff is currently working on an appropriate financing vehicle to provide a \$92.5 million loan for the 101 Express Lanes Project, which includes the \$53 million that was approved by the Board at the September 2019 meeting and another \$39.5 million at the November 2019 meeting. The financing, while it is to be backed by TA sales tax receipts, will be repaid from future express lanes toll revenues.

BUDGET IMPACT

This informational report does not have a fiscal impact on the adopted FY 2020 Budget.

BACKGROUND

The 101 Express Lanes Project is being implemented through a collaborative effort between Caltrans, C/CAG, and the TA. It will 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 101 Express Lanes 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 in the corridor.

In June 2019, SMCEL JPA was established as the owner of the express lanes facility. SMCEL JPA's board is comprised of members of the C/CAG and TA Boards.

In August 2019, the CTC unanimously approved the application submitted by SMCEL JPA to develop and operate a high-occupancy toll facility on US 101 in San Mateo County.

Prepared By: April Chan 650-508-6228
Chief Officer, Planning, Grants, & Transportation Authority



**SM 101
EXPRESS
LANES
PROJECT**

Express Lanes Financial Projections

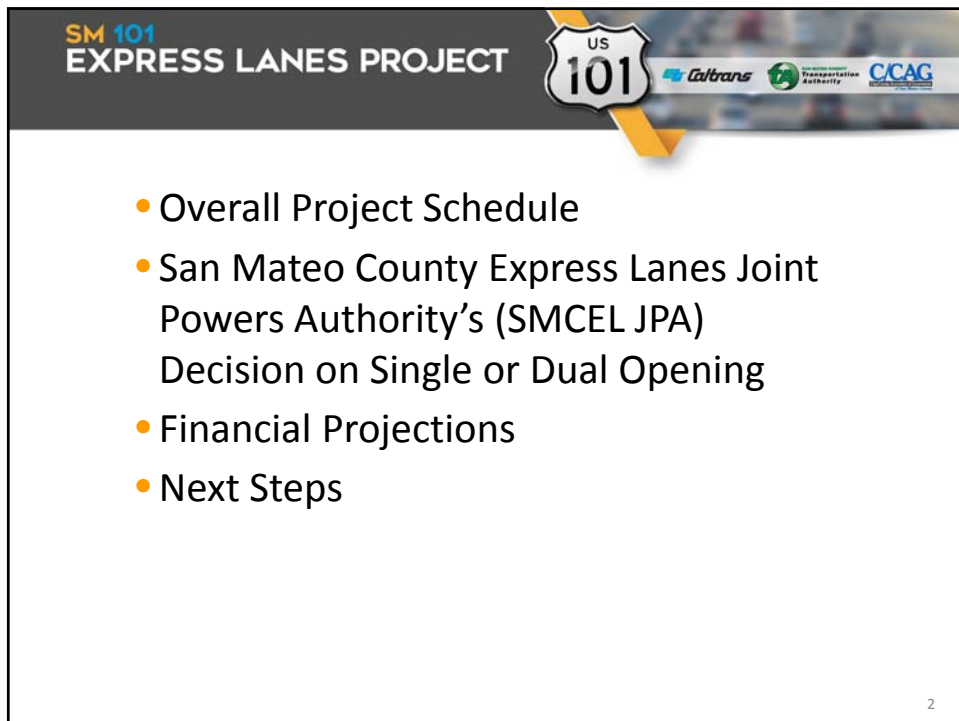
US 101

Caltrans

San Mateo County Transportation Authority

C/CAG

SMCTA Board Meeting, March 05, 2020



**SM 101
EXPRESS LANES PROJECT**

US 101

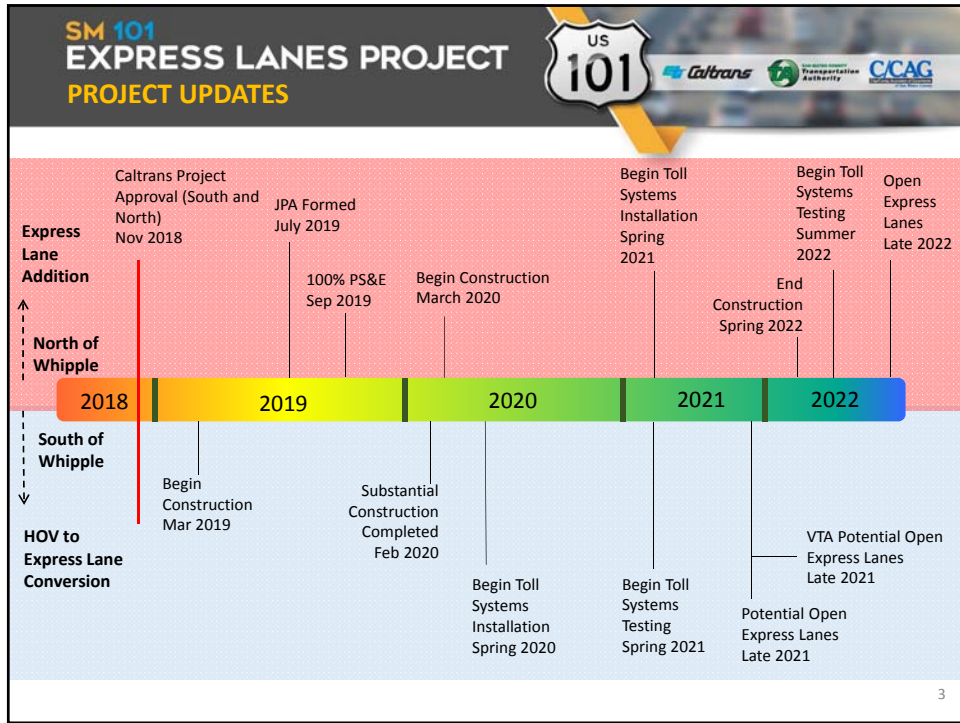
Caltrans

San Mateo County Transportation Authority


C/CAG




- Overall Project Schedule
- San Mateo County Express Lanes Joint Powers Authority's (SMCEL JPA) Decision on Single or Dual Opening
- Financial Projections
- Next Steps

2



SM 101
EXPRESS LANES PROJECT
SINGLE OR DUAL OPENING



WHY CONSIDER AN EARLY OPENING?


- Proof of concept
- Timed with the opening of VTA's 101 Express Lanes Project
- Early identification of issues




WHY DECIDE NOW?

- Initiate and issue the necessary design and construction contract change orders (Civil and Transcore) to keep project on schedule
- Help to determine when the SM 101 EL Equity Study needs to be completed
- Begin timely public outreach

5

SM 101
EXPRESS LANES PROJECT
SINGLE OR DUAL OPENING











Benefits From Early Opening

- Potential for first year excess net revenue
- Ability to manage the lane more efficiently with increased person throughput
- Encourage travel mode shift earlier
- Test revenue projections with actual operation
- Goodwill with private sector partners
- Early market penetration of FasTrak® in the corridor
- Early issue identification for more cost-effective resolution
- Early mitigation of risks
- Early driver adoption
- Timed with opening with VTA's Express Lanes

6

SM 101 EXPRESS LANES PROJECT
SINGLE OR DUAL OPENING



Possible Delays that Prevent Early Opening





- Contingent on VTA being able to open late 2021
- TransCore’s ability to meet the schedule requirement
- MTC’s ability to staff back office operations
- Required O&M agreements with Caltrans & BAIFA/Transcore not executed in time

Risks From Early Opening

- Potential for first year loss
- Congestion reduction in the general purpose lanes may not be obvious
- Adverse early reaction to the conversion from 2+ HOV to 3+ HOV
- Potential for extended warranty cost

7


SM 101 EXPRESS LANES PROJECT



Financial Projections

8

SM 101 EXPRESS LANES PROJECT FINANCIAL INVESTIGATIONS




DEFINITIONS

Gross Revenue	Projected total revenue from the express lanes
Post-Processing Adjustments	Adjustments to the gross revenue projections that reflect violators using the lane, unknown toll policies, and other factors
Operation and Maintenance (O&M) Costs	Estimate of costs to operate and maintain an express lane
Excess Net Revenue	Amount of money remaining after accounting for post-processing adjustments, debt service, O&M costs, and rehabilitation
Shear Speed	The speed differentials that exist between the express lanes and the adjacent general purpose lane

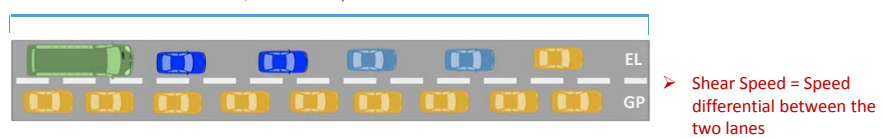
9

SM 101 EXPRESS LANES PROJECT FINANCIAL INVESTIGATIONS



Shear Speed Considerations

1/4 Mile of Express Lane



➤ Shear Speed = Speed differential between the two lanes

Why Shear Speed is a consideration:


- A lower speed differential between the EL and GP lanes may factor into a motorists unwillingness to utilize the express lane which could impact the forecasted annual gross revenue
- The toll algorithm will adjust toll rates to account for volumes, density, and speed in between the EL and GP Lanes, but the motorists behavior is a factor that cannot be explicitly determined
- Revenue for 10, 20, and 30 MPH shear speed constraints were investigated to better understand the range of potential revenue




Notes:

- The shear speeds are applied as a post-processing adjustment to the revenue projections

10

SM 101
EXPRESS LANES PROJECT
FINANCIAL INVESTIGATIONS



ANNUAL GROSS REVENUE ESTIMATE – RECAP
Full Corridor (costs presented at Nov. 2018 Board Meeting)


	Total (Nov. 2018)*	Total (without SCL Segment)*
Estimate of gross revenue with maximum throughput (Makes optimum use of the lane)	\$41.2 M	\$38.1 M
Estimate of gross revenue with revenue maximization (Emphasizes the value of time in the pricing choices)	\$49.2 M	\$45.5 M
Assumed gross revenue = average of high and low values	\$45.2 M	\$41.8 M




Revenue Assumptions

- HOV 3+ vehicles will use the lane for free.
- HOV 2 and Clean Air Vehicles (CAVs) will be half-priced.
- The facility will operate from 5am to 8pm.
- The maximum toll rate will be set at \$3/mile.
- Includes an operating segment located within Santa Clara (SCL) County
- *Assumed 10 mph shear speed differential (post-processed)

11

SM 101
EXPRESS LANES PROJECT
FINANCIAL INVESTIGATIONS



Post-Processing Adjustments


The Toll Optimization Model (TOM) cannot model all driver behavior, so the gross revenue is adjusted to account for the following:




Post-Processing Adjustments	Gross Revenue Adjustments	
	Low end	High end
Anticipated cheaters of the system	-5%	-10%
Revenue loss due to HOV-only mode time periods	-5%	-20%
Toll zone based tolling inefficiencies*	-15%	-20%

* Post-processing adjustments for toll zone based tolling inefficiencies presented at the Nov. 2018 Board meeting varied from -3% to -5%. The increased thresholds account for toll zone modeling inefficiencies and the potential unforeseen economic conditions.

12

SM 101
EXPRESS LANES PROJECT
FINANCIAL INVESTIGATIONS




ANNUAL EXCESS NET REVENUE ESTIMATES RECAP
Full Corridor (costs presented at Nov. 2018 Board Meeting)




	Low Level Loss (In \$M)	High Level Loss (In \$M)
Average Gross Revenue of TOM runs	\$45.2	\$45.2
Post-processing adjustment range		
Anticipated cheaters of the system	(\$2.3)	(\$4.5)
Revenue loss due to HOV-only mode time periods	(\$2.3)	(\$9.0)
Toll zone based tolling inefficiencies	(\$1.2)	(\$2.3)
Subtotal	\$39.4	\$29.4
Operations and Maintenance Costs	(\$18.7)	(\$19.8)
Approximate Annual Excess Net Revenue	\$20.4	\$9.6

Note: The shear speed is treated as a post-processing adjustment to the average gross revenue projections.

13

SM 101
EXPRESS LANES PROJECT
FINANCIAL INVESTIGATIONS




Basis for Early Opening Forecast




What has been done to evaluate the forecasted annual toll revenue for an early opening?

- No new demand estimates and no new run of the model
- TOM results split into respective south and north contract limits
- No explicit treatment of access/egress constraints for start and finish at Whipple
- Updated speed differentials and post processing adjustments
- Refinements to the TOM operating segments

14

SM 101
EXPRESS LANES PROJECT
FINANCIAL INVESTIGATIONS



Shear Speed Influence on Revenue

Further evaluation of the forecasted annual gross revenue considering shear speed constraints


- Post-processing adjustments were applied to the TOM results to further evaluate shear speed impacts.
- Two distinct shear speeds were evaluated: 10 mph and 20 mph




	10 mph Shear Speed Constraint*	20 mph Shear Speed Constraint*
Second Opening (North of Whipple)		
Estimate of gross revenue with maximum throughput	\$38.1 M	\$53.4 M
Estimate of gross revenue with revenue maximization	\$45.5 M	\$71.1 M
Early Opening (South of Whipple)		
Estimate of gross revenue with maximum throughput	\$14.9 M	\$22.1 M
Estimate of gross revenue with revenue maximization	\$18.3 M	\$28.9 M

* No longer includes SCL segment

15

SM 101
EXPRESS LANES PROJECT
FINANCIAL INVESTIGATIONS



Early Opening Gross Revenue Estimate

	10 mph Shear Speed Constraint	20 mph Shear Speed Constraint
Estimate of gross revenue with maximum throughput (Makes optimum use of the lane)	\$14.9 M	\$22.1 M
Estimate of gross revenue with revenue maximization (Emphasizes the value of time in the pricing choices)	\$18.3 M	\$28.9 M
Assumed gross revenue = average of high and low values	\$16.6 M	\$25.5 M

Revenue Assumptions

HOV 3+ vehicles will use the lane for free.






HOV 2 and Clean Air Vehicles (CAVs) will be half-priced.

The facility will operate from 5am to 8pm.






The maximum toll rate will be set at \$3/mile.

Does not include an operating segment located within Santa Clara County





16

    			
Early Opening Annual O&M Cost Estimate			
	10 mph Shear Speed Constraint (In \$M)	20 mph Shear Speed Constraint (In \$M)	
Annual Toll Processing and Violation Review Costs*	\$1.4 - \$2.3	\$1.6 - \$2.6	
Annual Financial Processing Costs	\$0.5 - \$0.6	\$0.5 - \$0.6	
Annual Toll System Contractor O&M Costs	\$2.9 - \$3.0	\$2.9 - \$3.0	
Annual Roadway Maintenance Costs	\$0.9 - \$1.6	\$0.9 - \$1.6	
Annual CHP Enforcement in Field	\$0.5	\$0.5	
Subtotal	\$6.2 - \$7.9	\$6.4 - \$8.2	
10% Contingency	\$0.6 - \$0.8	\$0.6 - \$0.8	
Total Estimated Annual Operating Costs	\$6.8 - \$8.7	\$7.0 - \$9.0	
* Transaction and violation costs are based on an estimated number of vehicles in the express lane.			

17





    			
Early Opening Annual Excess Net Revenue Estimates			
	10 mph Shear Speed Constraint (In \$M)	20 mph Shear Speed Constraint (In \$M)	
Average Gross Revenue of TOM runs	\$16.6	\$25.5	
Post-processing adjustment range			
Anticipated cheaters of the system	\$0.8 - \$1.7	\$1.3 - \$2.6	
Revenue loss due to HOV-only mode time periods	\$0.8 - \$3.3	\$1.3 - \$5.1	
Toll zone based tolling inefficiencies	\$2.5 - \$3.3	\$3.8 - \$5.1	
Subtotal	\$4.1 - \$8.3	\$6.4 - \$12.8	
Operations and Maintenance Costs	\$6.8 - \$8.7	\$7.0 - \$9.0	
Revenue ramp-up loss	\$0.4 - \$0.5	\$0.6 - \$0.7	
Capital Costs For Early Opening Tasks	\$3.9	\$3.9	
Subtotal	\$11.1 - \$13.1	\$11.5 - \$13.6	
Approximate Annual Excess Net Revenue	\$1.4 - (\$4.8)	\$7.6 - (\$0.9)	





SM 101 EXPRESS LANES PROJECT FINANCIAL INVESTIGATIONS

Full Corridor Annual Excess Net Revenue Estimates (in \$M)

	10 mph Shear Speed Constraint (Nov. 2018)	20 mph Shear Speed Constraint (Jan. 2020)
Average Gross Revenue of TOM runs	\$45.2	\$62.3
Post-processing adjustment range		
Anticipated cheaters of the system	\$2.3 - \$4.5	\$3.1 - \$6.2
Revenue loss due to HOV-only mode time periods	\$2.3 - \$9.0	\$3.1 - \$12.5
Toll zone based tolling inefficiencies	\$1.2 - \$2.3	\$9.3 - \$12.5
Subtotal	\$5.8 / \$15.8	\$15.5 / \$31.2
Operations and Maintenance Costs	\$18.7 - \$19.8	\$9.8 - \$13.3
Revenue ramp-up loss	\$9.0	\$1.3 - \$1.8
Capital Costs For Opening Tasks	Wasn't Available	\$1.9
Subtotal	\$27.7 / \$28.8	\$13.0 / \$17.0
Approximate Annual Excess Net Revenue	\$11.7 / \$0.6	\$33.3 / \$14.1





- SM 101 EXPRESS LANES PROJECT**
- 
- 
- 
- 
- SUMMARY**
- Financial investigations for an early opening (south of Whipple in late 2021) indicate the potential for up to \$7.6 M in excess net revenue or an operating loss of up to (\$4.8 M)
 - SMCEL JPA considers whether qualitative benefits support an early opening even though there is a risk of an operating loss. Risk of loss is low compared to the opportunity for excess net revenue.
 - Proof of concept – early adoption of use
 - Early identification of issues
 - Timed with the opening of VTA’s express lanes
- 20

SM 101 EXPRESS LANES PROJECT    

NEXT STEPS

- SMCEL JPA decides whether to proceed with an early opening at its March 2020 meeting to make timely adjustments to the capital project schedule to accommodate the decision
- TA will take action on the capital loan transaction/financing vehicle, likely at the April or May 2020 Board Meeting

21

SM 101 EXPRESS LANES PROJECT    

Questions?

For more information on the project, visit 101express.com

22

SM 101 EXPRESS LANES PROJECT FINANCIAL INVESTIGATIONS

US 101

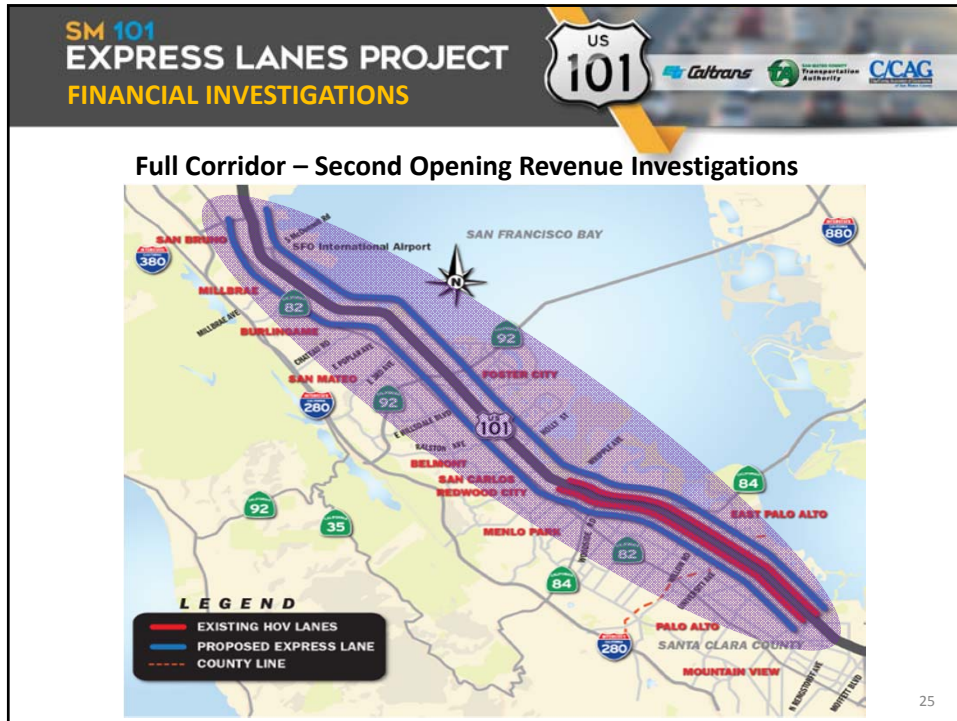
Caltrans | Transportation Authority | CACAG

INITIAL ANNUAL O&M COST ESTIMATE – RECAP
Full Corridor (costs presented at Nov. 2018 Board Meeting)

	BAIFA/MTC Owner/Operator*
Annual Toll Processing and Violation Review Costs	\$8.0
Annual Financial Processing Costs	\$0.7
Annual Toll System Contractor O&M Costs	\$2.9
Annual Roadway Maintenance and Repair Costs	\$2.6
Annual Contribution to Future Rehabilitation and Reserves	\$2.0
Annual CHP Enforcement in Field	\$1.3
Subtotal	\$17.5
10% Contingency	\$1.7
Total Estimated Annual Operating Costs	\$18.7

23





SM 101 EXPRESS LANES PROJECT FINANCIAL INVESTIGATIONS






Full Corridor – Second Opening Gross Revenue Estimate

	10 mph Shear Speed Constraint	20 mph Shear Speed Constraint
Maximum throughput estimate of gross revenue (Makes optimum use of the lane)	\$38.1 M	\$53.4 M
Maximum revenue estimate of gross revenue (Emphasizes the value of time in the pricing choices)	\$45.5 M	\$71.1 M
Assumed revenue = average of high and low values	\$41.8 M	\$62.3 M

Revenue Assumptions






- HOV 3+ vehicles will use the lane for free.
- HOV 2 and Clean Air Vehicles (CAVs) will be half-priced.
- The facility will operate from 5am to 8pm.
- The maximum toll rate will be set at \$3/mile.
- Does not include an operating segment located within Santa Clara County

26

    		
Full Corridor – Second Opening O&M Cost Estimate		
	10 mph Shear Speed Constraint (Cost in \$M)	20 mph Shear Speed Constraint (Cost in \$M)
Annual Customer Service Center* (BAIFA costs for processing transactions and violations)	\$3.3 - \$5.1	\$3.8 - \$5.8
Annual Back Office Operation Costs	\$0.5 - \$0.6	\$0.5 - \$0.6
Annual Toll System O&M Costs	\$2.9 - \$3.0	\$2.9 - \$3.0
Annual Roadway Maintenance Costs	\$1.2 - \$2.1	\$1.2 - \$2.1
Annual CHP Enforcement in Field	\$0.5 - \$0.6	\$0.5 - \$0.6
Subtotal	\$8.4 / \$11.4	\$8.9 / \$12.1
10% Contingency	\$0.8 - \$1.1	\$0.9 - \$1.2
Total Estimated Annual Operating Costs	\$9.2 / \$12.5	\$9.8 / \$13.3

* Transaction and violation costs are based on an estimated number of vehicles in the express lane.

27

    		
Toll Optimization Model (TOM) Evaluation		
<ul style="list-style-type: none"> • TOM estimates revenue opportunity <ul style="list-style-type: none"> • Based upon owner objectives and policies • Toll operators often implement practices that fail to realize full revenue opportunity - Minimum and maximum toll rates; repricing intervals; enforcement; exemptions; toll technology; toll zones; toll rate setting algorithms; etc. • Mimicking Operator Practices <ul style="list-style-type: none"> • Actual operator practices are rarely fully observable • Specific toll rate setting algorithms are proprietary • Actual practices often differ from those that are assumed for forecast purposes 		

28

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS**

ACTION

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended San Mateo County Transit District (District) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

SIGNIFICANCE

The 2020 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.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
As of February 18, 2020

On February 10, 2020 the Trump Administration released its FY21 budget which can be found at: <https://www.govinfo.gov/content/pkg/BUDGET-2021-BUD/pdf/BUDGET-2021-BUD.pdf>

Most agencies would be cut under the FY21 request. Trump's \$4.8 trillion budget request will seek cuts across the federal government, with only NASA and four departments slated for increases. The administration is requesting \$1.26 trillion in base discretionary funding for the fiscal year beginning Oct. 1, a 2.1% cut. The proposal includes \$671.5 billion for programs covered by the defense spending cap, a 0.8% increase in line with last year's budget agreement. It calls for \$590 billion for nondefense programs, a 5.1% cut.

The Department of Transportation's budget request would be trimmed by 13 percent, roughly \$3.2 billion. The request for the CIG account is \$1.8 billion and includes \$100 million continue the federal investment in the PCEP. Member deadlines for FY21 appropriation requests are underway and we will work with TA staff to make sure these are covered.

Lastly, the NOFO for the latest round of INFRA awards closes on February 25.

DOT Announces Safety Enhancements for Highway-Rail Grade Crossings

On December 2, 2019, DOT Secretary Elaine Chao announced publication of a proposed rule to improve safety at public highway-rail grade crossings nationwide. The proposed rule would require all states to develop and implement a new or updated highway-rail grade crossing action plan no later than one year after the effective date of the final rule. These action plans will enable states to prioritize infrastructure and equipment investments at railway crossings using a variety of resources, including federal formula funds and grants. In a press release, Secretary Chao said "The Department is committed to supporting infrastructure improvements, new communications tools, and working to change driver behavior so that highway-rail grade crossings are safe environments for all transportation users." Since 2017, the Federal Highway Administration (FHWA) has distributed more than \$900 million in formula funds to States for grade crossing improvements through the Section 130 program. Additionally, the Administration has awarded \$324 million in discretionary grant funds to 43 projects that include grade crossing improvements and trespass prevention elements, with more than 500 grade crossings in 26 states to be improved as a result of these investments.

Lastly, on January 13, DOT released the NOFO for the FY20 round of INFRA grants. Applications are due on February 25. Information was provided to TA staff.



February 17, 2020

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

RE: STATE LEGISLATIVE UPDATE – MARCH

Last month's report included a summary of the Governor's introduced FY 2020-21 State Budget. Governor Newsom is scheduled to present his State of the State address on February 19 to provide additional context on his proposals and remarks on the near-term health of the state. Concurrently, we will be monitoring thousands of bills that are expected to be introduced cumulatively by each house. The bill introduction deadline is February 21. This report provides a brief summary on items of interest to date.

SMCTA-Sponsored Legislation

SMCTA is sponsoring legislation, AB 2237 (Berman), to increase procurement thresholds from \$75,000 to \$150,000 for the purchase of supplies, equipment and materials. The threshold has not been adjusted in at least 15 years and does not allow for best value. The code section that we are seeking to amend, PUC Section 131285, has provisions relating to the Bay Area County Traffic and Transportation Funding Act, and pertains to all Bay Area Transportation Authorities. This section of law is what provided SMCTA and others with the ability to come into existence. In 2016, Assembly Member Kevin Mullin authored AB 2030, Chapter 143, Statutes of 2016, which allowed SamTrans to increase its threshold to \$150,000 and utilize best value. AB 2237 is modeled after that bill. Attached is a table of sister agencies that are comparable to SamTrans' existing limits for the solicitation process.

FASTER Bay Area / Seamless Bay Area

We have reported in the past that efforts are underway in the Bay Area to implement a new funding source for transportation by way of a nine-county sales tax measure that would generate an estimated \$100 billion over 40 years. The FASTER measure is proposed to fund primarily large-scale, mass transportation infrastructure projects throughout the Bay Area (e.g. second transbay crossing for at least BART, additional Caltrain improvements, regional express bus/managed lanes, subway improvements, etc.). Lately, the measure's proponents have been exploring a dual-purpose measure – one that would fund both transportation and housing.

Regardless of what is decided locally, the revenue-raising authority and other policy elements of the proposal (for at least the transportation piece) must first be approved by the California Legislature and governor; Senator Jim Beall (D-San Jose) and his staff have been spearheading the FASTER legislative effort and a bill exists that could contain the FASTER elements, SB 278 (Beall). He is likely considering such elements as: funding authorization;

voter-approval requirements; local process for ballot placement; specification of the revenue collection, disbursement and oversight agency; connection to housing; and, the specific programs & projects that will receive funding.

In addition to the expenditure plan element of the FASTER Bay Area discussions, proponents have also been pushing for several policy changes meant to improve the operation and effectiveness of the region's transit agencies. Known as Seamless Bay Area, which would, through legislation, require transit agencies to establish set region-wide fares and coordinate scheduling, system mapping, and data collection and sharing. The legislation would also create a regional transit task force to further study and make recommendations on the items above. AB 2057 (Chiu), currently a "spot bill," will likely be amended in the coming weeks to contain many of these items.

California Transportation Commission Update

There have been many changes at the California Transportation Commission. Paul Van Konynenburg has been named Chair, while Hilary Norton has been selected as Vice-Chair. Mitchell Weiss was also named Executive Director, succeeding Susan Bransen who retired. Speaker Rendon selected Joseph Lyou, President and CEO of the Coalition for Clean Air, as his appointee to the Commission, while Senate President pro Tempore Toni Atkins has reselected Christine Kehoe to serve. Governor Newsom has up to three nominations that he has to make: one is to fill a vacancy left by the resignation of Tamika Butler, while the other two he could either reappoint or find successors for Van Konynenburg and Lucy Dunn. The terms for Van Konynenburg and Dunn expired on February 1.

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.

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:

January 2020 – Applications Due

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:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 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:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 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:

January 2020 – Guidelines Adopted

March 2020 – Applications Due

June 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.

Statewide Procurement Thresholds for Transportation Agencies

BAY AREA AGENCIES			
Agency	Code Section	Threshold	Procurement Method
Alameda County Transportation Commission Contra Costa Transportation Authority Napa Valley Transportation Authority San Francisco County Transportation Authority San Mateo County Transportation Authority Solano Transportation Authority Sonoma County Transportation Authority Transportation Authority of Marin	Public Utilities Code 131285	\$75,000	Lowest responsible bidder
AC Transit	Public Contract Code 20211	\$100,000	Best value, lowest responsible bidder
BART	PCC 20221	\$150,000	Best value, lowest responsible bidder
SamTrans	Public Utilities Code 103222	\$150,000	Best value, lowest responsible bidder
Santa Clara Valley Transportation Authority	Public Contract Code 20301	\$150,000	Best Value, lowest responsible bidder
OTHER STATE AGENCIES			
Fresno County Transportation Authority	Public Utilities Code 142155	\$10,000	Lowest responsible bidder
Fresno MTD	Public Contract Code 20371	\$3,000	Lowest responsible bidder
Golden Gate Bridge, Highway and Transportation District	Public Contract Code 20916.1	\$100,000	Best value, lowest responsible bidder
Golden Empire Transit District	Public Contract Code 20311	\$100,000	Best value, lowest responsible bidder
LA Metro	Public Utilities Code 130232	\$150,000	Best value, lowest responsible bidder
Monterey-Salinas Transit District	Public Utilities Code 106057	\$100,000	Best value, lowest responsible bidder
North County Transit District	Public Utilities Code 125222	\$100,000	Lowest responsible bidder
SANDAG	Public Utilities Code 120222	\$100,000	Lowest responsible bidder
San Diego RTD	Public Utilities Code 120222	\$100,000	Lowest responsible bidder
San Joaquin RTD	Public Contract Code 20251	\$50,000	Lowest responsible bidder
Santa Barbara MTD	Public Contract Code 20281	\$25,000	Lowest responsible bidder
Santa Cruz MTD	Public Contract Code 20291	\$50,000	Lowest responsible bidder
Sonoma-Marín Area Rail Transit District	Public Contract Code 20355.1	\$40,000	Lowest responsible bidder

- Many transportation planning agencies that are not referenced above reference PUC section 180000 for their procurement authority (El Dorado, North Lake Tahoe, Placer), which has a threshold of \$10,000 and allows for only lowest responsible bidder.
- Many other MPOs/RTPAs, such as the council of governments for Fresno, Kern, Kings, Merced, Sacramento, San Benito, San Joaquin, San Luis Obispo, San Mateo, Santa Barbara, Stanislaus, Tulare are formed as joint powers authorities Government Code Section 6500.

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 148 Quirk-Silva (D)</p> <p>Regional Transportation Plans: Sustainable Communities Strategy</p>	<p>1/31/19</p> <p>Assembly Transportation Committee</p> <p>Failed Passage</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires:</p> <ul style="list-style-type: none"> • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	<p style="text-align: center;">Watch</p>
<p>AB 352 Garcia (D)</p>		<p>Bill was amended for purposes of addressing water issues and is no longer relevant.</p>	<p style="text-align: center;">Watch</p>
<p>AB 2012 Chu (D)</p> <p>Free Senior Transit Passes: Eligibility for Transit Funding</p>	<p>2/14/20</p> <p>Assembly Transportation Committee</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p>	<p style="text-align: center;">Watch</p>
<p>AB 2057 Chiu (D)</p> <p>Seamless Bay Area</p>	<p>2/4/20</p> <p>Assembly Transportation Committee</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 2237 Berman (D)</p> <p>Bay Area County Transportation Authorities: Contracting</p>	<p>2/13/2020</p> <p>Introduced.</p>	<p>Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority.</p> <p>This bill would require each Bay Area county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.</p>	<p style="text-align: center;">Sponsor</p>
<p>SB 25 Caballero (D)</p> <p>CEQA: Qualified Opportunity Zones</p>	<p>7/8/19</p> <p>Assembly Natural Resources Committee</p> <p>Two-Year Bill</p>	<p>This bill would, until January 1, 2025, establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by specified funds. The bill would require the Judicial council by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals 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 those projects located in a qualified opportunity zone.</p> <p>The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. Last Amended on 4/30/19.</p>	<p style="text-align: center;">Watch</p>
<p>SB 43 Allen (D)</p> <p>Carbon Taxes</p>	<p>7/8/19</p> <p>Assembly Revenue & Taxation Committee</p> <p>Failed Passage</p>	<p>This bill would require the California Air resources Board (CARB), by no later than January 1, 2022, to submit a report to the Legislature on the findings of a study to propose, and to determine the feasibility and practicality of, assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law. Last amended on 7/1/19.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 50 Wiener (D)</p> <p>Planning and Zoning: Housing Development & Equitable Communities Incentive</p>	<p>1/30/2020</p> <p>Senate Floor</p> <p>Failed Passage</p>	<p>This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would provide counties with a populations greater than 600,000 that are eligible for an equitable communities incentive receive to receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also delay implementation of this bill in sensitive communities, as defined, until July 1, 2026, as provided. Last Amended on 1/6/20.</p>	<p style="text-align: center;">Watch</p>
<p>SB 278 Beall (D)</p> <p>Metropolitan Transportation Commission</p>	<p>1/27/2020</p> <p>Assembly Rules Committee</p> <p>Two-Year Bill</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential.</p> <p>This bill would also require the commission to determine that those transportation projects are a priority for the region.</p> <p>The act authorizes each county in the region, together with cities and transit operators within the county, to develop or update a transportation plan for the county and the cities within the county every 2 years. The act requires the commission to develop guidelines to be used in the preparation of county transportation plans and to adopt revised guidelines by January 1, 1995. This bill would require the commission to adopt revised guidelines by January 1, 2021, and every 4 years thereafter.</p> <p>By requiring the commission to perform additional duties, the bill would impose a state-mandated local program. This bill is spot bill for FASTER. Last amended on 3/28/19.</p>	<p style="text-align: center;">Watch</p>
<p>SB 664 Allen (D)</p> <p>Electronic toll and transit fare collection systems</p>	<p>9/10/19</p> <p>Assembly Floor</p> <p>Two-Year Bill</p>	<p>This bill would clarify that existing law permits toll operators statewide to enforce toll policies and issue toll violations in accord with existing privacy protections. Last amended on 8/13/19.</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">9/5/19</p>


SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 795 Beall (D)</p> <p>Affordable Housing and Community Development Investment Program</p>	<p>1/15/2020</p> <p>Referred to the Senate Governance & Finance, Housing & Education Committees</p>	<p>This bill would establish the Local-State Sustainable Investment Incentive Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply for funding for eligible projects include, among other things, construction, predevelopment, development, acquisition, rehabilitation, and preservation of workforce and affordable housing, certain transit-oriented development, and " projects promoting strong neighborhoods." Funding would be available in the amounts of \$200,000,000 per year from July 1, 2020, to June 30, 2025, and \$250,000,000 per year from July 1, 2025, to June 30, 2029. The source of money would come from reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. Reintroduction of SB 5, which was supported by SMCTA but vetoed by the Governor. The introduced bill language is identical to the most current version of SB 5 sent to the Governor.</p>	<p style="text-align: center;">Watch</p>
<p>SB 988 McGuire (D)</p> <p>Aviation Fuel</p>	<p>2/12/2020</p> <p>Introduced</p>	<p>This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to the California Department of Tax and Fee Administration to a penalty of \$5,000. SMCTA is monitoring the impacts of this bill due to pending federal action on diverting local sales tax revenue generated from the consumption of aviation fuel.</p>	<p style="text-align: center;">Watch</p>



PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP)

TA Board Meeting
March 5, 2020
Agenda Item #11(b)


CalMod

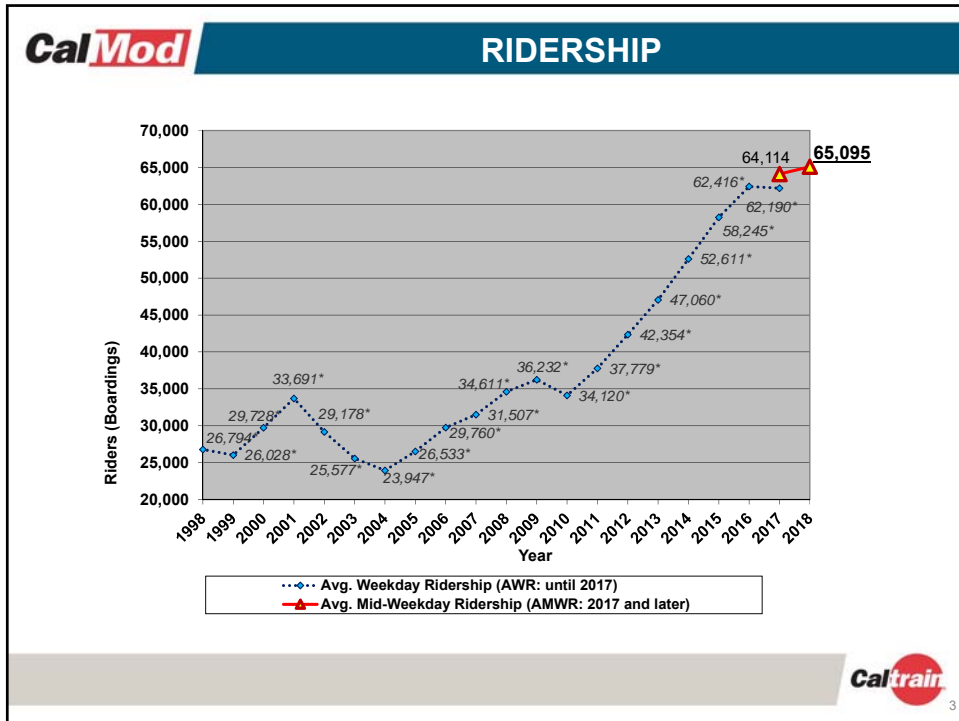
CALTRAIN SYSTEM


Caltrain owns
(SF to SJ)

- 77 Miles,
32 Stations
- 92 Weekday
Trains
- Tenants
(Altamont
Corridor
Express, Capitol
Corridor,
Amtrak, Freight)

Union Pacific owns
(SJ to Gilroy)








AGING FLEET

Table 1.2: Caltrain Fleet Inventory

SERIES	QUANTITY	NUMBER OF SEATS	YEAR OF MANUFACTURE	MAKE	RETIRE DATE
Locomotives					
F40 PH-2	5	na	1985	GM - EMD	2015
F40PH-2-CAT	15	na	1985-1987	GM - EMD	2015-2017
F40 PH-2C	3	na	1998	Boise Locomotive	2026
MP36PH-3C	6	na	2003	Motive Power	2033
Passenger Cars					
Gallery Trailer	26	142	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	16	148	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	14	120	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	10	108	1985-1987	Nippon Sharyo	2015-2017
Gallery Cab (Bike)	6	78	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	21	97	1985	Nippon Sharyo	2015
Bi-Level Trailer*	16	149	1997	Bombardier	2027
Bi-Level Trailer	9	144	2002	Bombardier	2032
Bi-level Trailer (Bike)	2	114	2002	Bombardier	2032
Bi-level Trailer (Bike)	5	114	2001-2002	Bombardier	2031-2032
Bi-level Trailer (Bike)	2	114	2008	Bombardier	2038
Bi-level Trailer (Bike)	1	127	2002	Bombardier	2032
Bi-Level Trailer	6	140	2008	Bombardier	2038

*Trailers recently acquired from Metrolink with refurbishment ongoing.

At Retirement Age: 20/29 loco; 73/134 cars


5



REGIONAL TRANSPORTATION NEEDS

- US 101 and Interstate 280 Congested
- Corridor supports growing economy
- 75% Caltrain riders commute to work
- 60% are choice riders



California Life Sciences Association







San Mateo County Economic Development Association











CalMod
ELECTRIFICATION PROJECT

Area	Project	Service
51 miles San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none"> • Overhead Wiring • Traction Power Facilities Electric Trains (EMUs) <ul style="list-style-type: none"> • 19 seven-car trainsets (133 cars) 	Up to 79 mph Service Increase <ul style="list-style-type: none"> • 6 trains / hour / direction • More station stops / reduced travel time • Restore weekday Atherton & Broadway service Mixed-fleet service (interim period) Continue tenant service <ul style="list-style-type: none"> • Altamont Corridor Express, Capitol Corridor, Amtrak, Freight

CalMod
KEY REGIONAL BENEFITS (2040)

GREENHOUSE GASES ANNUAL

176,000
METRIC TONS OF CO₂

DAILY TRAFFIC CONGESTION

619,000
VEHICLE MILES

ENGINE NOISE

REDUCED

UP TO 97%

CLEAN AIR DAILY

111,000

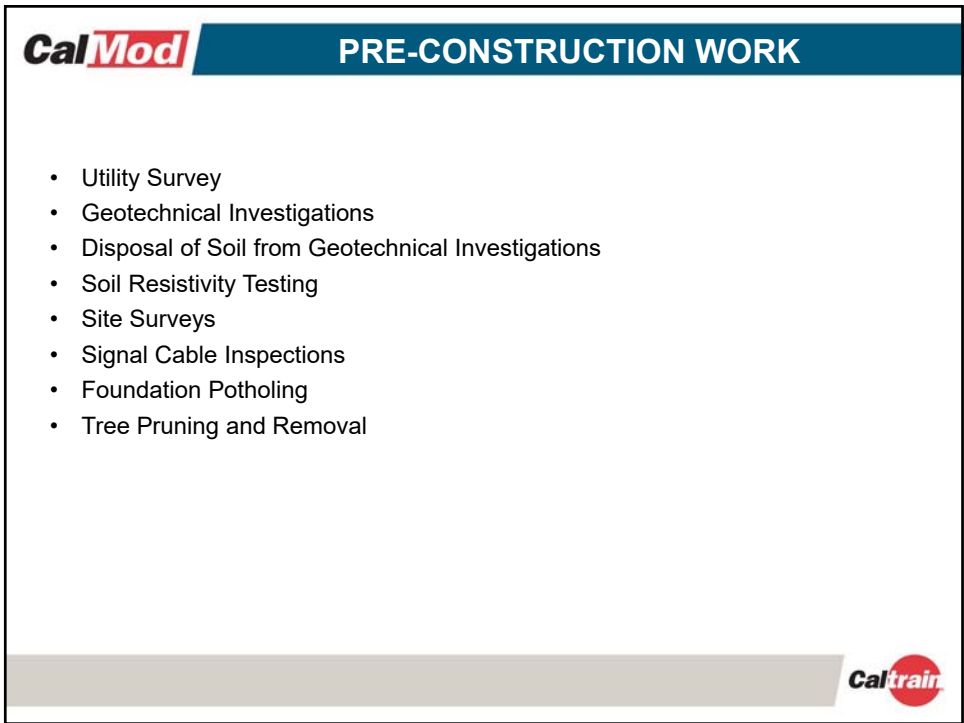
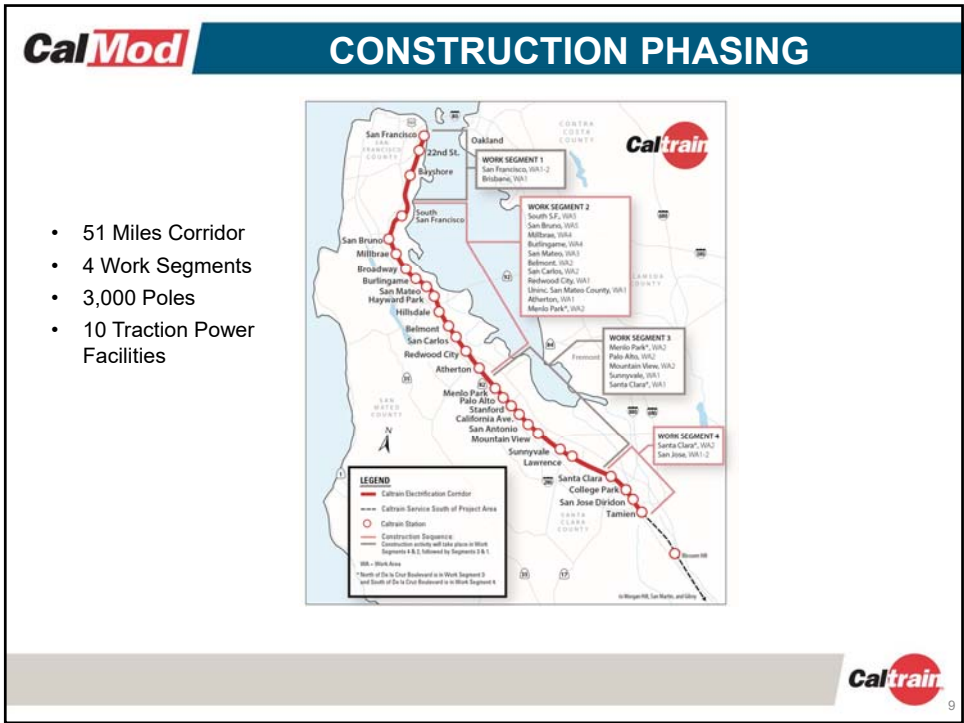
RIDERSHIP DAILY


MORE SERVICE

IMPROVED FREQUENCY / QUICKER TRIPS

Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs

4







CONSTRUCTION ACTIVITIES

PCEP Progress

- Ongoing activities include potholing, foundation and pole installation, installation of cable, pipe, wire, ductbank, and conduit
- Signal design and installation underway for the 221 signal locations; first signal cutover planned for April 2020
- Traction Power Facilities work includes sitework, substation building, installation of low/high voltage equipment, transformer, and gantry
 - 6 transformers have been installed at Traction Power Substation (TPS) TPS-1, TPS-2, Switching Station, Paralleling Station (PS) PS-4, PS-6, and PS-7, and other construction activities progressing at these facilities
 - Design is progressing for PS-1, PS-2, PS-3, and PS-5
- Centralized Equipment Maintenance and Operations Facility (CEMOF)
 - Modifications will provide work areas to perform maintenance on new electric trains
 - Notice to Proceed issued September 2019
 - Work to-date includes potholing, identifying underground utilities, building track concrete formwork, removing rails and ties
 - Work scheduled to be complete by June 2020






CONSTRUCTION ACTIVITIES

OCS Progress

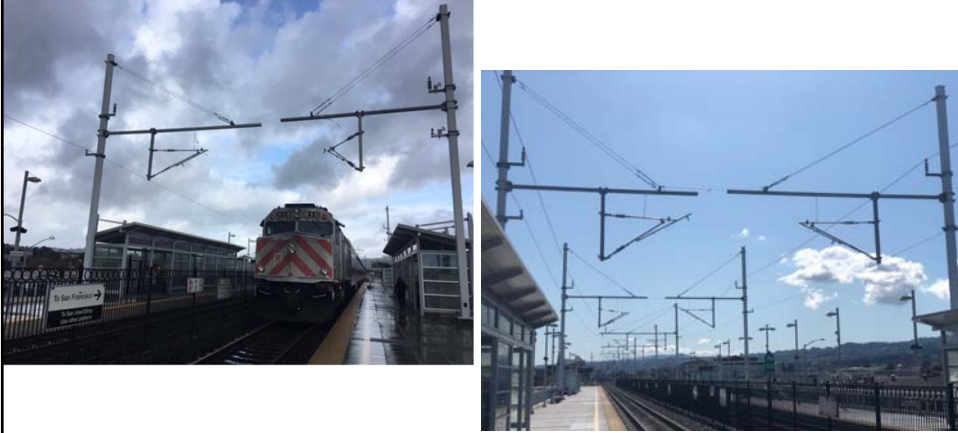
Segment	Work Area	Foundations		Poles	
		Required ^{a,b}	Total Completed	Required ^a	Total Completed
1	Tunnels	32	32	32	0
	A	309	0	259	0
	B	237	0	177	0
2	5	243	184	208	160
	4	314	240	253	186
	3	174	63	140	36
	2	248	78	205	60
	1	206	79	154	33
3	2	512	192	442	0
	1	390	353	311	132
4	A	244	156	180	107
	B	131	87	124	70
	CEMOF	112	0	102	0
Total:		3,152	1,464	2,587	784

Note: ^a Foundations Required do not match Poles Required as guy foundations are needed in some locations for extra support.
^b 55 foundations in S2WA5 will be installed by SSF and 64 foundations in S2WA3 will be installed by 25th Avenue.



Note: Data as of December 31, 2019


CalMod CONSTRUCTION ACTIVITIES



San Bruno Station OCS

Caltrain 13

CalMod CONSTRUCTION ACTIVITIES




Assembly of Gantry at TPS-1


Erected Gantry at TPS-1

Caltrain 14


CalMod
CONSTRUCTION ACTIVITIES



Paralleling Station 4
Hillsdale Station




Setting a Wayside Power Cubicle



CalMod
TUNNEL WORK UPDATE

ProVen Management, Inc.

- Contract Scope:
 - Increase tunnel clearances in four 100+ year old tunnels (complete)
 - Install OCS (ongoing)
 - Drainage improvements and track rehabilitation (complete)
- Tunnel 1: 124 out of 130 Total Drop Tubes installed
- Tunnel 2: 76 out of 80 Total Drop Tubes installed
- Tunnel 3: 162 out of 170 Total Drop Tubes installed
- Tunnel 4: 240 out of 248 Total Drop Tubes installed
- Weekend closures (6) are confirmed from February 22 until March 29 for installation of the conductor rail and contact wire
- Fabrication of the conductor rail and contact wire is in progress
- OCS termination structure fabrication for all portals is in progress and should be delivered onsite by end of January, and installation will start at the first weekend closure on 2/22/20
- Installation of the historic blocks for Tunnel 4 south will be scheduled on a weekend shutdown
- Overall substation completion by 6/4/20
- Contractor required to perform a detailed pre-check inspection prior to OCS energization by BBII and provide onsite support during OCS energization



Update through December 31, 2019

CalMod **TUNNEL WORK UPDATE**



Drop Tube Installation





Tunnel 4 South
OCS Termination
Structure

Caltrain 17

CalMod **EMU VEHICLES**

EMUs – Design & Manufacturing




- **Procurement**
 - Stadler is providing 133 rail cars configured in 19 seven-car trainsets
 - Each trainset includes: operating cab car at each end, 2 bike cars, 1 accessible toilet car, 2 passenger coaches
 - Trainsets will be electrically powered by the overhead electrical system
- **Design**
 - Final Design Reviews (FDRs) are complete on 14 of 17 major subsystems (e.g. propulsion, brake equipment, HVAC)
 - Remaining 3 are software based scheduled for completion in early 2020
 - First Article Inspections (FAIs) ongoing of components designed specifically for Caltrain; 54 of 64 FAIs completed




Caltrain 18

CalMod

EMU VEHICLES




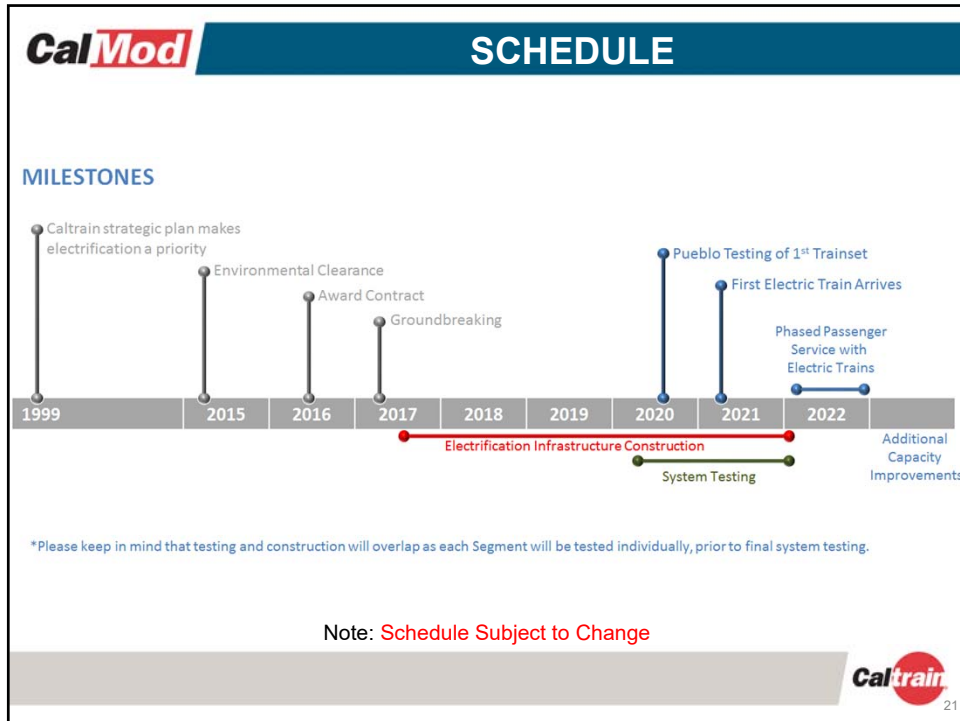
CalMod

BUDGET & EXPENDITURES (in millions)

	Budget	Current Budget	FY20 Q2 Costs	Costs to Date	Estimate at Completion
Electrification	\$696.61	\$723.80	\$20.00	\$363.67	\$723.80
SCADA	\$0.00	\$3.45	\$0.00	\$1.93	\$3.45
EMU	\$550.90	\$555.03	\$15.34	\$152.22	\$555.03
PG&E	\$57.22	\$88.49	\$9.71	\$73.83	\$88.49
Tunnel Modifications	\$11.03	\$42.62	\$4.74	\$29.07	\$42.62
CEMOF Modifications	\$1.34	\$6.55	\$0.59	\$1.73	\$6.55
Separate Contract & Support Costs	\$347.62	\$347.75	\$12.55	\$237.36	\$347.75
Contingency ¹	\$315.53	\$212.55	\$0.00	\$0.00	\$208.49
Anticipated Changes	\$0.00	\$0.00	\$0.00	\$0.00	\$4.06
PCEP Total	\$1,980.25	\$1,980.25	\$62.91	\$859.82	\$1,980.25

Note 1: Contingency is not for out of scope changes.





CalMod OUTREACH SUMMARY

- **48 Community meetings**
- **54,000 direct mailers / door hangers**
- **3,476 Subscribers to the Monthly eNewsletter**
 - 1,400 New Sign-ups
- **2,198 Subscribers to the weekly Construction Updates**

2019 Outreach Campaigns

Job Creation
CalMod.org/jobs

New Electric Overhead Lines:
**Stay Aware,
Stay Safe.**

Model Train Roadshow
CalMod.org/roadshow

January 1 – December 31, 2019

Caltrain 22



QUESTIONS