



BOARD OF DIRECTORS 2022

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

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting

December 1, 2022, 5:00 pm

San Mateo County Transportation Authority

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

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

<https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbHFjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of Breath
 - Fever
 - Chills
 - Muscle Pain
 - Sore Throat
 - Loss of Taste or Smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

The video live stream will be available after the meeting at

<https://www.smcta.com/about-us/board-directors/video-board-directors>

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

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

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Thursday, December 1, 2022

5:00 pm

1. Call to Order
2. Roll Call/Pledge of Allegiance
3. Public Comment For Items Not on the Agenda
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
4. Report of Legal Counsel Informational
 - 4.a. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8
Properties:
 - 50-foot-wide Property Located Directly West of the Caltrain Corridor from 20th Avenue to Approximately 1,000 feet Past 25th Avenue, City of San Mateo (Portion of APN 035-320-999); and
 - San Bruno Caltrain Station Property (APNs 014-293-030, -040, -050, -110 and -120)Negotiators: April Chan and Joan Cassman
Negotiating Party: Peninsula Corridor Joint Powers Board
Under Negotiation: Price and Terms of Transfer
5. Report of the Citizens Advisory Committee Informational
6. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 6.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue Resolution

San Mateo County TA Board of Directors Meeting
December 1, 2022

- | | |
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| 6.b. Approval of Minutes of the Board of Directors Meeting of November 3, 2022 | Motion |
| 6.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2022 | Motion |
| 6.d. Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2023 | Motion |
| 7. Joint Powers Board Liaison Report | Informational |
| 8. Report of the Executive Director | Informational |
| 9. Finance | |
| 9.a. Reallocation of Funds from Construction to Landscaping Phase of US 101 Express Lanes Project | Resolution |
| 9.b. Adoption of Pedestrian and Bicycle Program 2022 Cycle 6 Call for Projects Program | Resolution |
| 10. 2023 Draft Legislative Program | Informational |
| 11. State and Federal Legislative Update | Informational |
| 12. Report of the Chair | |
| 12.a. Expressing Appreciation to Carole Groom | Resolution |
| 12.b. Expressing Appreciation to Don Horsley | Resolution |
| 12.c. Expressing Appreciation to Carter Mau | Resolution |
| 13. Requests from the Authority | |
| 14. Written Communications to the Authority | Informational |
| 15. Date/Time of Next Regular Meeting - Thursday, January 5, 2023, at 5:00 pm
<i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> | |
| 16. Adjourn | |

Information for the Public

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

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

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

Due to COVID-19, the meeting will be conducted both in person *and* via teleconference as per the information provided at the top of the agenda. The public may attend this meeting in person.

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

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted to publiccomment@smcta.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at:

<https://www.smcta.com/whats-happening/board-directors-calendar>

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transportation Authority
Staff Report**

To: Board Of Directors

Through: April Chan, Executive Director

From: Joan Cassman, Legal Counsel

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

Action

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

Significance

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

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

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

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

With passage of the proposed resolution, certain committee meetings and all advisory committee meetings will continue to be conducted remotely with no in-person option.

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

Budget Impact

There is no impact on the budget.

Background

Pending Legislation

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. Under certain circumstances, the bill also would allow, upon a determination by a majority vote of the legislative body, a member of the legislative body to be exempt from identifying the address of the member's teleconference location in the notice or agenda or having the location be accessible to the public.

AB 1944, as amended, passed the Assembly on May 26, 2022 and is pending in the Senate. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

COVID-19 and AB 361

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

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

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

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

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

Resolution No. 2022 -

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

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

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

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

Whereas, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transportation Authority (TA) Board of Directors (Board) adopted its first monthly resolution making the requisite findings to allow teleconferencing for 30 days; and

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

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

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

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

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

Now, Therefore, Be It Resolved, that the Board of Directors has reviewed the findings made in prior AB 361-compliant resolutions and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the State of Emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

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

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

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

Regularly passed and adopted this 1st day of December, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

San Mateo County Transportation Authority
1250 San Carlos Avenue, San Carlos, California
Minutes of November 3, 2022

Members Present: D. Horsley
(In Person)
Members Present: E. Beach, J. Mates, R. Medina (Chair), M. Nagales, C. Romero (Vice Chair)
(Via Teleconference)
Members Absent: C. Groom
Staff Present: C. Mau, A. Chan, J. Cassman, S. van Hoften, P. Gilster, P. Skinner,
C. Fromson, H. El-Guindy, G. Martinez, J. Epstein, J. Brook, D. Seamans

1. Call to Order

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

2. Roll Call/Pledge of Allegiance

Dora Seamans, Authority Secretary, confirmed that a quorum was present. Chair Medina led the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda

There were no comments.

4. Report of the Citizens Advisory Committee

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

5. Consent Calendar

5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue – *Approved by Resolution No. 2022-36*

5.b. Approval of Minutes of the Board of Directors Meeting of October 6, 2022

5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending September 30, 2022

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

Regarding Item #5d, Director Emily Beach asked if the investment advisors had been asked about environmental, social, and governance (ESG) investing. Grace Martinez, Acting Chief

Financial Officer, said that the TA's primary goal is preservation of capital but that it is possible to pursue ESG investment strategies as long as they do not conflict with California regulations.

Motion/Second: Beach/Romero

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

Noes: None

Absent: Groom

6. Report of the Chair

Chair Medina said that he had no report.

7. San Mateo County Transit District Liaison Reports

7.a. Meeting of October 12, 2022

7.b. Meeting of November 2, 2022

Chair Medina said the report for the October 12 SamTrans Board meeting was in the packet and the report for the November 2 SamTrans Board meeting was posted on the website.

He said that ridership was up 32 percent for September 2022 versus September 2021. He noted that the Board authorized SamTrans to receive \$4.6 million in State Low Carbon Transit Program funds from MTC (Metropolitan Transportation Commission). He also said staff worked diligently with all the schools to coordinate student transportation. He noted that SamTrans had launched a new newsletter and extended his congratulations to newly appointed SamTrans General Manager/CEO and TA Executive Director April Chan.

8. Joint Powers Board Liaison Report

April Chan, Executive Director, said that the report was posted on the website. She announced that Michelle Bouchard had been appointed Executive Director of the JPB and that they would be working together closely on Caltrain governance.

9. Report of the Executive Director

Ms. Chan said the report was in the packet. She noted that Peter Skinner had been promoted from Director of Grants and Fund Management to Executive Officer of the TA.

Directors Mark Nagales and Don Horsley, and Chair Medina congratulated Ms. Chan, Ms. Bouchard, and Mr. Skinner.

10. Finance

10.a. Acceptance of the Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2022

Grace Martinez, Acting Chief Financial Officer, introduced Jennifer Ye, Director, Accounting, who summarized the staff report. She introduced Ahmad Gharaibeh, Partner, Eide Bailly, LLC, who provided the presentation.

Director Emily Beach and Vice Chair Carlos Romero asked how long the TA had had a contract with Eide Bailly; Mr. Gharaibeh said six years. Vice Chair Romero said he thought it was good practice to periodically switch audit partners or accounting firms to have a new set of eyes on

the TA's finances. Ms. Martinez said they had looked at other firms at the time Eide Bailly's contract was awarded.

Vice Chair Romero asked about the Eide Bailly control letter dated October 13, asking how risks are mitigated. Mr. Gharaibeh said they follow standard audit practices. He also responded to Director Beach regarding the history of Eide Bailly's acquisition of the TA's prior accounting firm.

Ms. Ye shared the final slide of the presentation with Fiscal Year 2021-2022 highlights.

Motion/Second: Horsley/Mates

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

Noes: None

Absent: Groom

11. Program

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

Ms. Chan introduced Leo Scott, Co-Project Manager, Gray-Bowen-Scott, who provided the presentation.

Director Beach asked about the cost increase on the landscaping phase and if the SB (Senate Bill) 1 and STIP (Statewide Transportation Improvement Program) funds were fully allocated to the construction of the project, which would free up TA and BAIFA (Bay Area Infrastructure Financing Authority) funds. Mr. Scott confirmed the funds were fully allocated and also indicated Caltrans previously was spending down all sources of funds proportionately. He said that Caltrans has since changed its methodology and is now spending down state grant funds at a higher rate to free up additional local and BAIFA funds to cover the cost increase on the landscaping phase. Director Beach asked if any kind of media blitz was being done, and Mr. Scott said that the initial outreach was done through standard media channels.

Vice Chair Romero asked for confirmation that mostly TA and BAIFA funds were being used to cover the cost increase on the landscaping phase. Mr. Scott explained that there are STIP-RIP (Regional Improvement Program) monies programmed specifically for the landscaping and that savings from the construction phase of the project would be used to fully fund the landscaping work. Mr. Scott also said that state funds on the Kiewit contract cannot be moved to another contract, which is why Caltrans accelerated the spend-down of those dollars.

11.b. Pedestrian and Bicycle Program Report

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

Vice Chair Romero said he appreciated the projects' progress.

11.c. Pedestrian and Bicycle Program 2022 Cycle 6 Call for Projects Draft Recommendations

Mr. Gilster provided the presentation. He noted that they had incorporated the Federal Highway Administration (FHWA) Bikeway Selection Guide and the Safe Transportation for Everyone Guide.

Public Comment:

Maziar Bozorginia, City of Half Moon Bay, said that he was in support of Option 2 of the draft recommendations.

Ann Stillman, County of San Mateo, said the County supports Option 2.

Drew noted that in regard to small capital projects, the Cities of Redwood City and San Mateo are unfunded but score higher than projects that are funded. Chair Medina asked if staff could respond to Drew and Mr. Gilster said that Redwood City is receiving three awards for TA funding but will be working with them on alternatives to fund the fourth project. He also noted the City of San Mateo project was focused on a parking garage and does not directly address roadway safety issues.

Director Julia Mates asked if there is a formal request or appeals process to get explanations on why a project was rejected. Mr. Gilster said applicants all received explanations about why their projects were not selected. Director Mates asked why he thought the TA had received more project applications this year. Mr. Gilster said the TA had increased its communications efforts, including sending out a newsletter in January listing all the available funding.

Director Mark Nagales said he had not seen any multi-city projects in the current cycle. Mr. Gilster said there had been more partnerships in prior years.

Director Beach asked about the planning category goal. Mr. Gilster said that this year, they were planning on reallocating money for smaller projects to the large project category. Director Beach said she was pleased that there was more funding in the active transit category available to fund bike/pedestrian projects.

Director Horsley said he felt that there were more projects this year due to more money being available. Vice Chair Romero said that he supported Option 2.

12. State and Federal Legislative Update

Casey Fromson, Chief Communications Officer, provided a summary of federal and state legislation. She said Congress was in recess until November 14 and the California legislature was also in recess. She noted that Draft Legislative Program for 2023 would be presented to the Board at the December 1 meeting.

13. Requests from the Authority

There were no requests.

14. Written Communications to the Authority

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

15. Date/Time of Next Regular Meeting

Chair Medina announced that the next meeting would be on Thursday, December 1, 2022, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

16. Report of Legal Counsel

Joan Cassman, Legal Counsel, said that there was nothing to report but would have a report at the December 1 Board meeting.

17. Adjourn

The meeting adjourned at 6:51 pm.

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

DRAFT

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2022**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the period ending October 2022 and supplemental information.

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

Significance

Year to Date Revenues: As of October year-to-date, the Total Revenues (page 1, line 8) are \$6.1 million more than prior year actuals. This is primarily due to increases in Measure A Sales Tax (page 1, line 2), Measure W Sales Tax (page 1, line 3) and Interest Income (page 1, line 4). Interest Income increased as a result of rising interest rates.

Year to Date Expenditures: As of October year-to-date, the Total Expenditures (page 1, line 28) are \$17.1 million less than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Impact

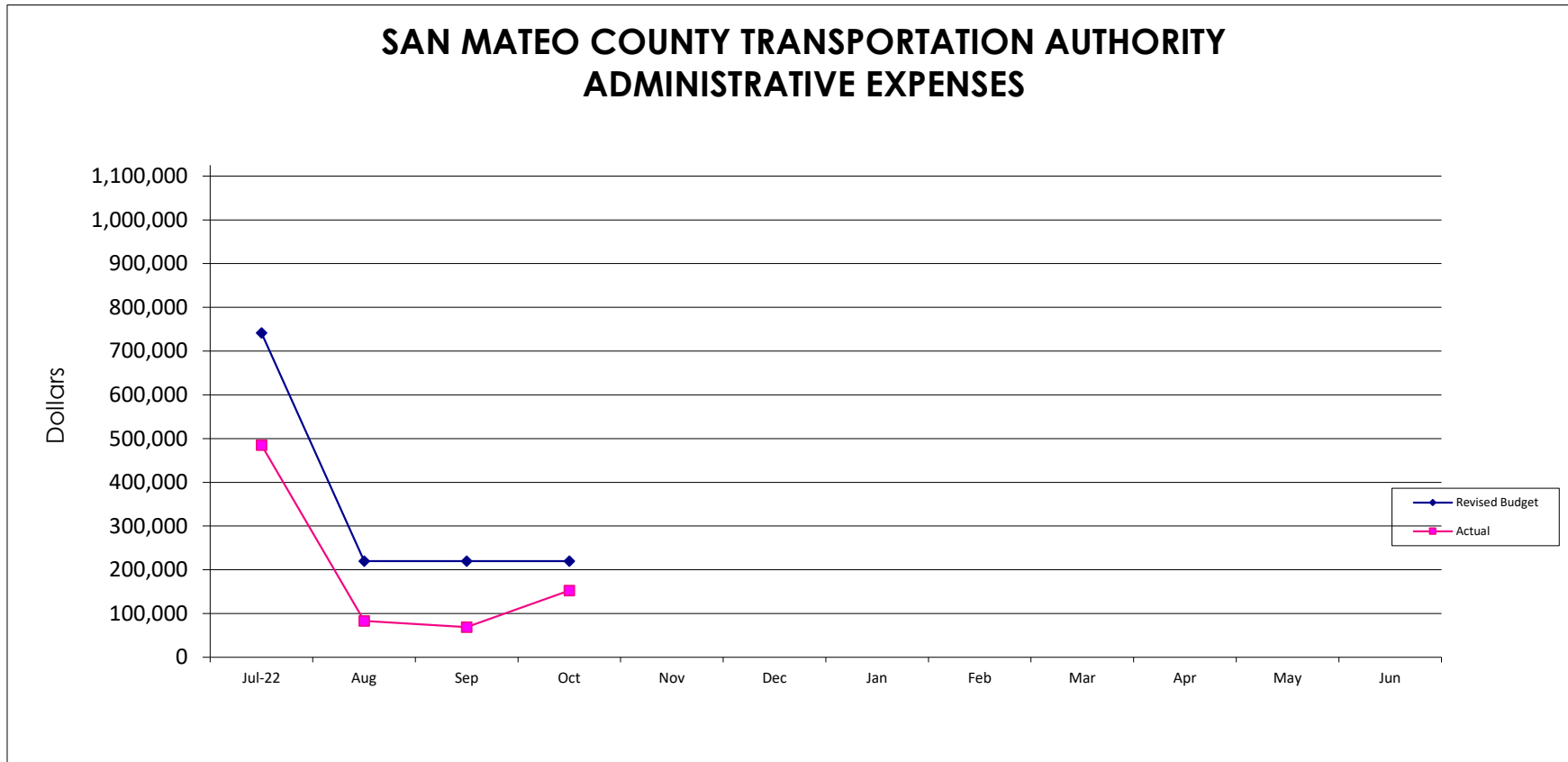
Budget Amendment: There are no budget amendments for the month of October 2022.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2023
October 2022

% OF YEAR ELAPSED: 33.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
1 REVENUES:					
2 Measure A Sales Tax	33,154,411	36,341,701	3,187,290	9.6%	108,272,000
3 Measure W Sales Tax	16,518,383	18,175,817	1,657,434	10.0%	54,136,000
4 Interest Income	1,123,643	2,306,409	1,182,766	105.3%	4,898,970
5 Rental Income	391,234	384,324	(6,910)	(1.8%)	1,199,315
6 Other Sources	-	67,945	67,945	-	400,000
7					
8 TOTAL REVENUES	51,187,671	57,276,196	6,088,525	11.9%	168,906,285
9					
10 EXPENDITURES:					
11					
12 Measure A Annual Allocations	9,449,007	10,357,384	908,377	9.6%	30,857,520
13 Measure A Categories	14,504,674	1,362,725	(13,141,949)	(90.6%)	76,331,760
14 Other Uses	6,070,122	576,345	(5,493,777)	(90.5%)	-
15					
16 Measure W Annual Allocations	3,303,697	3,635,163	331,466	10.0%	10,827,200
17 Measure W Categories	45,455	256,956	211,501	465.3%	43,308,800
18					
19 Oversight	302,511	367,070	64,559	21.3%	2,250,000
20					
21 Administrative					
22 Staff Support	322,094	352,414	30,320	9.4%	1,546,285
23 Measure A Info.- Others	-	-	-	-	5,000
24 Other Admin Expenses	474,790	437,366	(37,424)	(7.9%)	1,650,354
25					
26 Total Administrative	796,884	789,780	(7,104)	(0.9%)	3,201,639
27					
28 TOTAL EXPENDITURES	34,472,350	17,345,423	(17,126,927)	(49.7%)	166,776,919
29					
30 EXCESS (DEFICIT)	16,715,321	39,930,773	23,215,452	138.9%	2,129,366
31					
32					



Current Year Data

	Jul '22	Aug '22	Sep '22	Oct '22	Nov '22	Dec '22	Jan '23	Feb '23	Mar '23	Apr '23	May '23	Jun '23
MONTHLY EXPENSES												
Revised Budget	741,707	219,870	219,930	219,930								
Actual	485,330	82,908	68,963	152,579								
CUMULATIVE EXPENSES												
Staff Projections	741,707	961,576	1,181,506	1,401,436								
Actual	485,330	568,238	637,201	789,780								
Variance-F(U)	256,377	393,338	544,305	611,656 *								
Variance %	34.57%	40.91%	46.07%	43.64%								

Note:

*The favorable variance is primarily due to less actual administrative expenses incurred than budgeted in YTD October 2022, including staff support \$276k, Premium-Other Insurance \$107k, bank fees \$91k, legal fees \$54k, consulting charges \$45k, and other various expenses \$33k.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF OCTOBER 31, 2022**

10/31/2022

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	3,627,612.79
JP Morgan Bank Checking	67,489,784.65
LAI	66,186,819.54

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	214,707,543.48
MMF - US Bank Custodian Account	614,166.17
Cash	118,106.36
County Pool	218,714,988.46

Total	\$ 571,459,021.45
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* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 10/31/2022

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
65479CAD0	NAROT 2020-B A3	192,151.98	07/15/2024	192,146.72	46.97	190,030.62	190,077.59
92348TAA2	VZOT 2020-A A1A	218,387.10	07/22/2024	218,361.53	123.45	217,253.67	217,377.12
		410,539.09		410,508.25	170.42	407,284.30	407,454.72

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	21,810.59	3,125,103.25	3,146,913.84
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	377.78	1,450,384.00	1,450,761.78
3133EMRZ7	FED FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	1,489.58	3,118,434.00	3,119,923.58
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	250.00	1,452,576.00	1,452,826.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	2,977.78	1,442,864.00	1,445,841.78
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	2,612.50	3,387,814.00	3,390,426.50
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	4,665,000.00	11/27/2023	4,659,681.90	4,988.96	4,449,943.50	4,454,932.46
3137EAXE3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,504.17	3,380,670.00	3,382,174.17
3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	203.13	3,731,013.00	3,731,216.13
		27,540,000.00		27,656,417.65	36,214.48	25,538,801.75	25,575,016.23

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	988.87	10/31/2022	988.87	0.00	988.87	988.87
CCYUSD	Cash	116,934.75	10/31/2022	116,934.75	0.00	116,934.75	116,934.75
CCYUSD	Receivable	182.74	10/31/2022	182.74	0.00	182.74	182.74
		118,106.36		118,106.36	0.00	118,106.36	118,106.36

CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
23341VZT1	DNB Bank ASA - New York Branch	1,600,000.00	12/02/2022	1,600,000.00	13,781.33	1,597,920.00	1,611,701.33
		1,600,000.00		1,600,000.00	13,781.33	1,597,920.00	1,611,701.33

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	2,683.33	483,225.00	485,908.33
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	4,700.31	2,086,538.25	2,091,238.56
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	6,292.50	4,036,848.50	4,043,141.00
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	2,107.50	1,352,031.50	1,354,139.00
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	24,736.98	1,447,992.75	1,472,729.73

SM - LAIF	Local Agency Investment Fund	66,186,819.54	10/31/2022	66,186,819.54	0.00	66,186,819.54	66,186,819.54
902656404	UBS SL ESG PRIME INS	5,026,060.04	10/31/2022	5,026,565.72	0.00	5,027,065.25	5,027,065.25
902656602	UBS SL ESG PRIME PFD	5,026,536.53	10/31/2022	5,027,042.30	0.00	5,027,541.84	5,027,541.84
		300,598,685.20		300,595,676.56		300,595,665.61	300,595,665.61

SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JBO	INT'L BANK FOR RECON & DEVELPMNT	750,000.00	04/22/2025	750,900.00	117.38	681,435.00	681,552.38
		750,000.00		750,900.00	117.38	681,435.00	681,552.38

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	28,971.81	5,544,409.50	5,573,381.31
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	8,107.34	1,551,522.00	1,559,629.34
9128283J7	UNITED STATES TREASURY	815,000.00	11/30/2024	872,877.74	7,287.12	776,157.10	783,444.22
9128283V0	UNITED STATES TREASURY	790,000.00	01/31/2025	772,903.91	4,991.17	756,393.40	761,384.57
9128283Z1	UNITED STATES TREASURY	4,400,000.00	02/28/2025	4,364,421.88	20,723.76	4,233,460.00	4,254,183.76
9128285K2	UNITED STATES TREASURY	1,565,000.00	10/31/2023	1,577,348.84	124.29	1,539,568.75	1,539,693.04
912828W48	UNITED STATES TREASURY	440,000.00	02/29/2024	468,582.81	1,601.38	425,770.40	427,371.78
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	31,336.96	4,455,816.00	4,487,152.96
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	43,804.35	6,228,560.00	6,272,364.35
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	10,108.70	1,437,360.00	1,447,468.70
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	2,695.65	383,296.00	385,991.65
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	17,521.74	2,491,424.00	2,508,945.74
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	2,132.30	411,399.00	413,531.30
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	1,951.65	1,398,540.80	1,400,492.45
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	93.23	2,121,502.50	2,121,595.73
912828YX2	UNITED STATES TREASURY	3,615,000.00	12/31/2026	3,451,618.95	21,316.71	3,264,381.15	3,285,697.86
912828YX2	UNITED STATES TREASURY	1,290,000.00	12/31/2026	1,231,698.05	7,606.79	1,164,882.90	1,172,489.69
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	18,869.57	3,023,616.00	3,042,485.57
912828YY0	UNITED STATES TREASURY	2,675,000.00	12/31/2024	2,669,879.89	15,773.78	2,527,554.00	2,543,327.78
912828YY0	UNITED STATES TREASURY	430,000.00	12/31/2024	448,375.78	2,535.60	406,298.40	408,834.00
912828ZF0	UNITED STATES TREASURY	540,000.00	03/31/2025	544,260.94	237.36	492,242.40	492,479.76
912828ZF0	UNITED STATES TREASURY	1,590,000.00	03/31/2025	1,586,521.88	698.90	1,449,380.40	1,450,079.30
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	16.57	1,448,752.00	1,448,768.57
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	1,895.38	2,018,317.50	2,020,212.88
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	1,551.05	2,192,241.35	2,193,792.40
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,279.38	1,808,264.25	1,809,543.63
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	544.46	1,983,486.00	1,984,030.46
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	663.67	1,378,709.50	1,379,373.17
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	96.33	1,580,254.50	1,580,350.83
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.74	1,502,307.00	1,502,318.74
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	3.80	486,040.50	486,044.30
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	6,149.80	5,088,889.50	5,095,039.30
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,155.74	1,768,360.00	1,771,515.74
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,656.76	928,389.00	930,045.76
91282CBA8	UNITED STATES TREASURY	1,235,000.00	12/15/2023	1,228,680.27	586.29	1,174,744.35	1,175,330.64

Item #6.c.
12/1/2022

91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,706.86	3,285,859.75	3,290,566.61
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,958.56	1,367,270.50	1,369,229.06
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	129.59	331,474.50	331,604.09
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,771.99	2,569,437.00	2,572,208.99
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	355.38	329,415.00	329,770.38
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	555.06	1,977,407.65	1,977,962.71
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,153.31	4,265,526.50	4,269,679.81
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,387.29	1,424,773.80	1,426,161.09
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	1,994.51	2,676,641.00	2,678,635.51
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	329.67	442,420.00	442,749.67
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	302.11	1,621,707.00	1,622,009.11
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	48.69	2,073,428.50	2,073,477.19
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.67	1,433,753.75	1,433,787.42
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	40.40	1,720,504.50	1,720,544.90
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	10,019.47	2,794,127.00	2,804,146.47
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,128.07	1,430,065.00	1,435,193.07
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	1,637.81	1,607,958.75	1,609,596.56
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	916.36	768,347.25	769,263.61
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	4,027.68	2,221,585.50	2,225,613.18
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	4,027.68	2,221,585.50	2,225,613.18
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,776.92	980,111.25	981,888.17
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,342.56	740,528.50	741,871.06
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	4,088.46	4,653,548.25	4,657,636.71
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,384.62	1,575,990.00	1,577,374.62
91282CDR9	UNITED STATES TREASURY	1,500,000.00	12/31/2023	1,488,750.00	3,790.76	1,433,850.00	1,437,640.76
91282CEA5	UNITED STATES TREASURY	3,390,000.00	02/29/2024	3,378,479.29	8,709.12	3,254,264.40	3,262,973.52
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	13,487.57	3,799,698.00	3,813,185.57
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	4,736.71	1,334,417.75	1,339,154.46
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	3,439.56	1,452,022.65	1,455,462.21
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	659.34	278,343.00	279,002.34
91282CEK3	UNITED STATES TREASURY	1,035,000.00	04/30/2024	1,024,569.14	71.48	1,003,059.90	1,003,131.38
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	43,628.07	3,681,676.50	3,725,304.57
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	13,254.10	1,118,484.00	1,131,738.10
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	11,772.42	1,028,560.00	1,040,332.42
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	4,380.43	382,720.00	387,100.43
		144,695,000.00		144,020,007.37	427,147.41	132,722,852.80	133,150,000.21

Base Risk Summary - Fixed Income

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

10/01/2022 - 10/31/2022

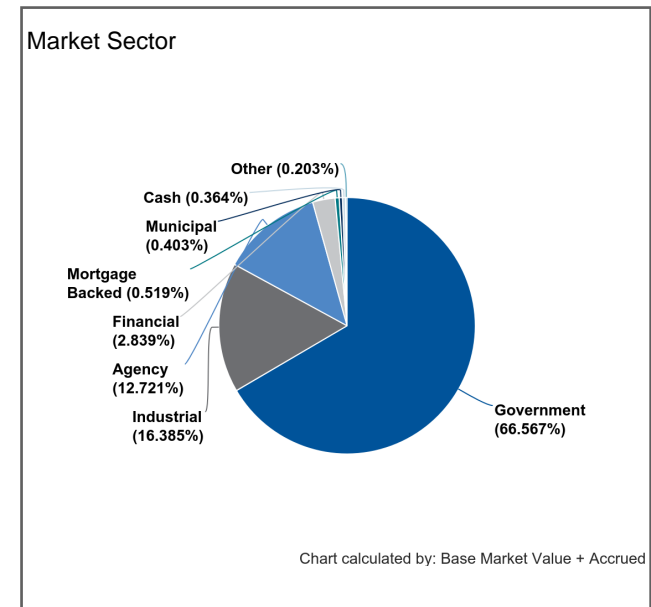
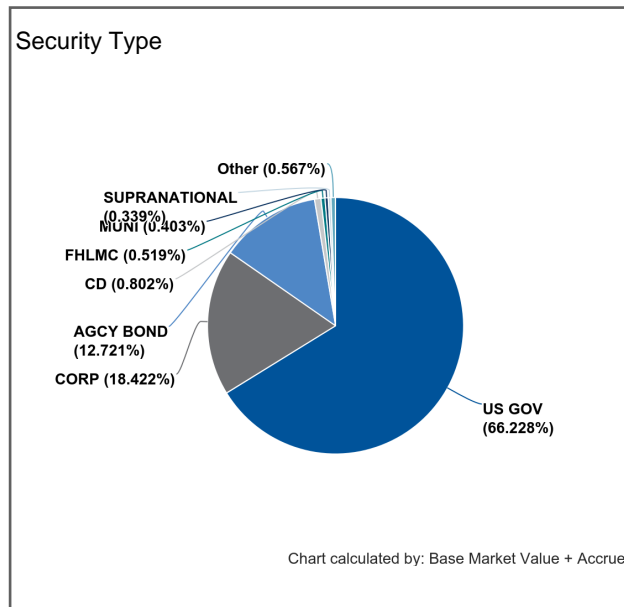
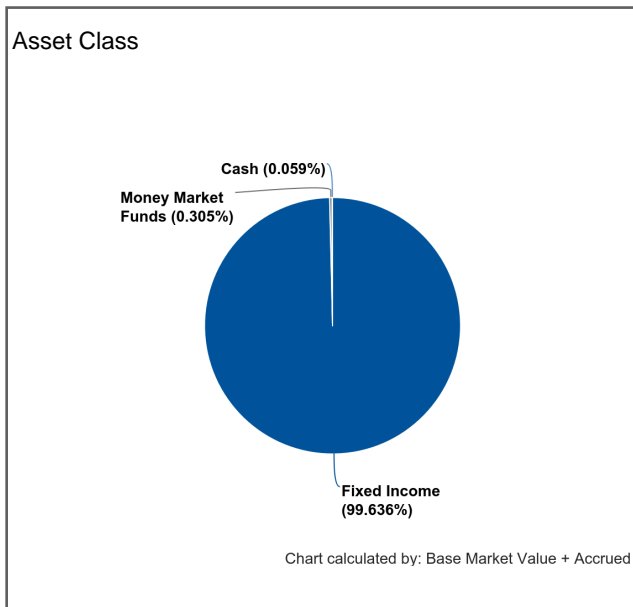
Dated: 11/06/2022

Balance Sheet	
Book Value + Accrued	216,337,201.22
Net Unrealized Gain/Loss	-15,289,481.41
Market Value + Accrued	201,047,719.82

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	118,106.36
MMFund	614,166.17
Fixed Income	200,315,447.29
Duration	2.409
Convexity	0.082
WAL	2.521
Years to Final Maturity	2.523
Years to Effective Maturity	2.519
Yield	4.549
Book Yield	1.340
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	66.228%
Other	11.528%
Federal National Mortgage Association	5.344%
Federal Home Loan Mortgage Corporation	4.057%
PACCAR Inc	4.031%
Amazon.com, Inc.	3.966%
Toyota Motor Corporation	2.558%
Federal Home Loan Banks	2.287%
---	100.000%

Footnotes: 1,2

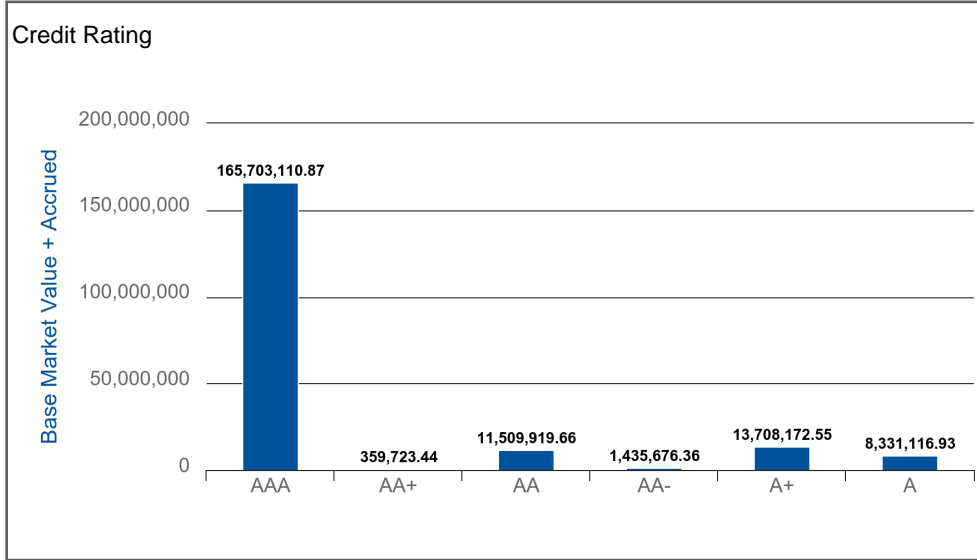


Base Risk Summary - Fixed Income

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

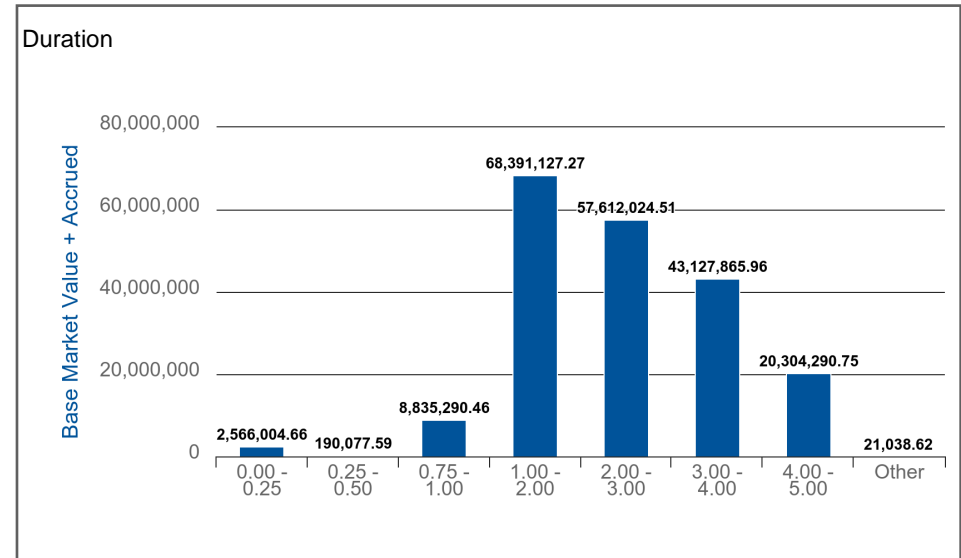
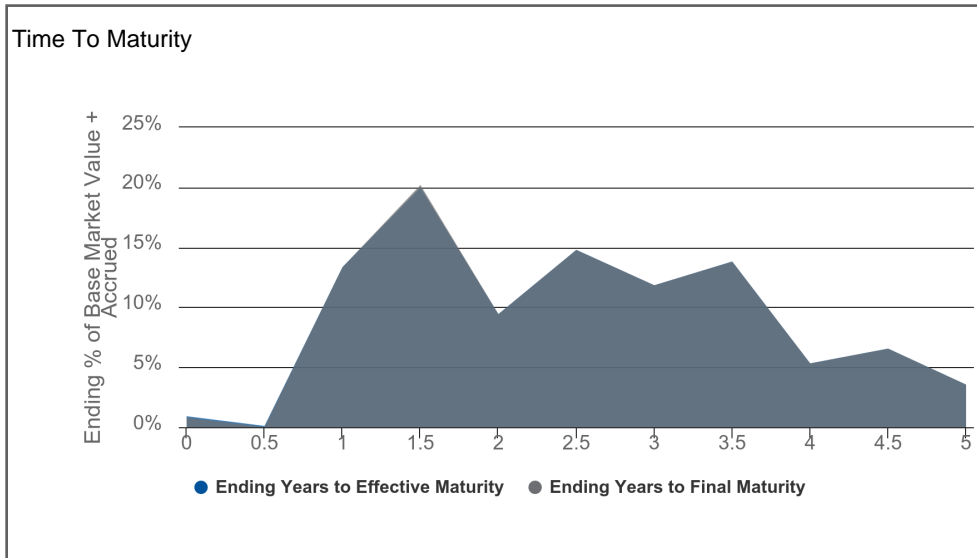
10/01/2022 - 10/31/2022

Dated: 11/06/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.974%	25.532%	20.363%	21.452%	10.099%	0.000%	0.000%	0.000%	0.000%
AA	0.802%	2.498%	3.318%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.000%	5.988%	4.975%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

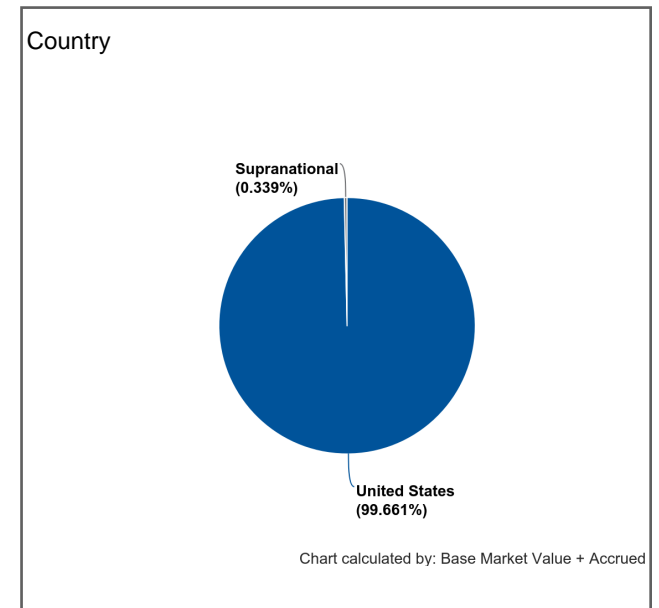
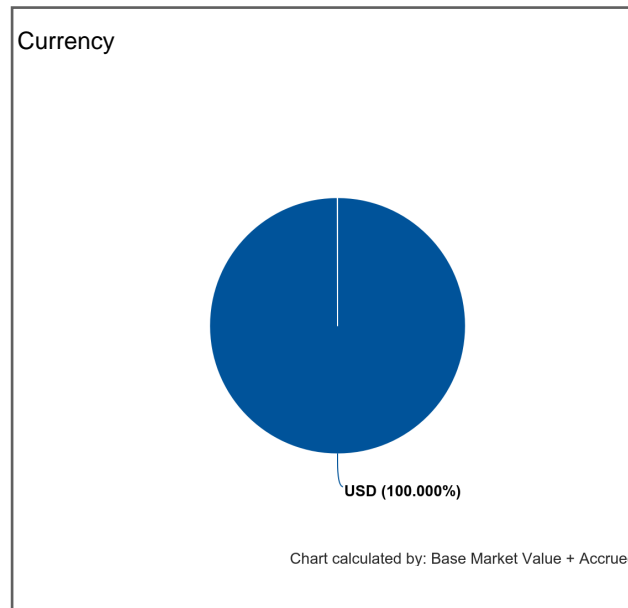
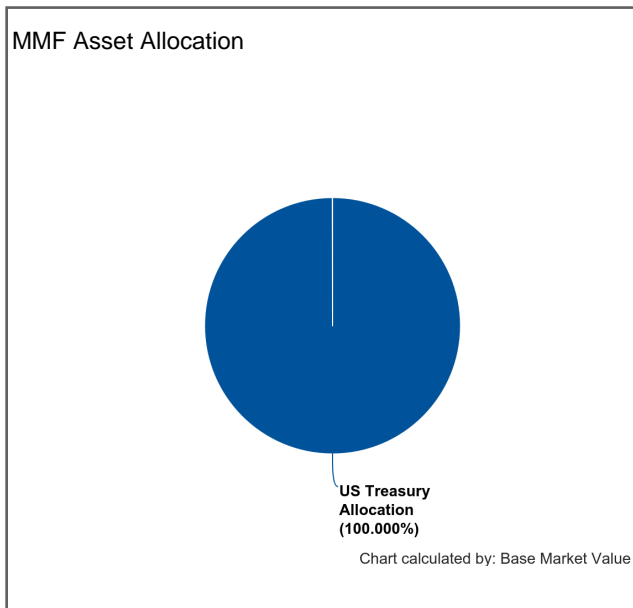
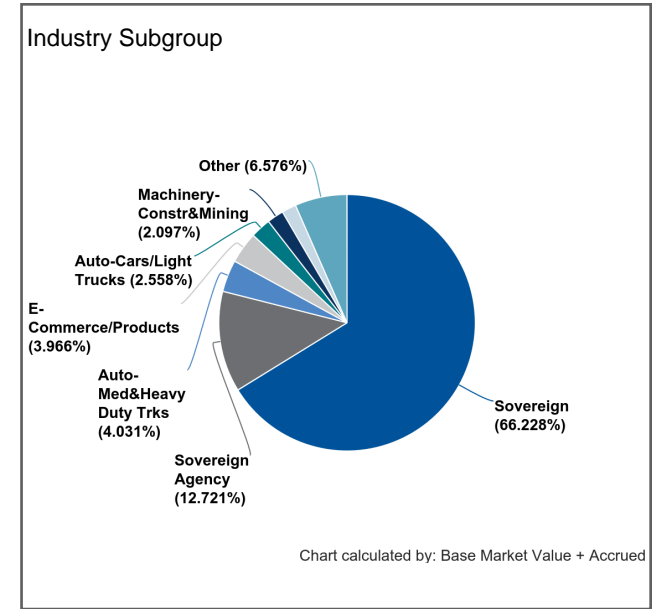
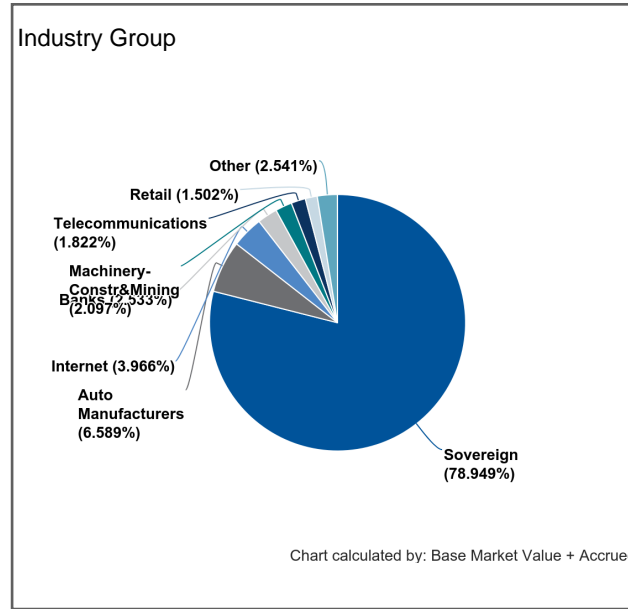
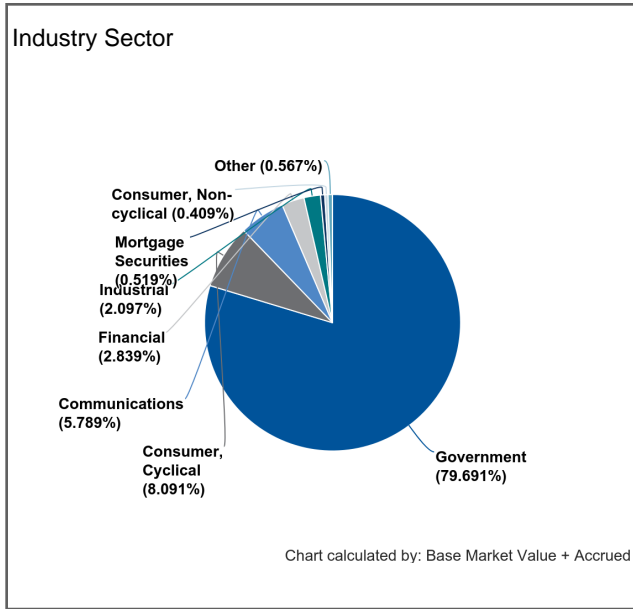


Base Risk Summary - Fixed Income

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

10/01/2022 - 10/31/2022

Dated: 11/06/2022



Base Risk Summary - Fixed Income

10/01/2022 - 10/31/2022

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

Dated: 11/06/2022

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

Additional Disclosure:

Item #6.c.
12/1/2022

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

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



Report: GAAP Trading Activity

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

Date: 10/01/2022 - 10/31/2022

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
3137FKK39	FHMS K-P05 A	-	(62.90)	Principal Paydown	10/01/2022	10/01/2022	07/25/2023	(62.90)	-	62.90
3137FQ3V3	FHMS K-J27 A1	-	(394.13)	Principal Paydown	10/01/2022	10/01/2022	07/25/2024	(394.13)	-	394.13
31846V534	FIRST AMER:US TRS MM Y	262,486.06	262,486.06	Buy	---	---	10/31/2022	262,486.06	-	(262,486.06)
31846V534	FIRST AMER:US TRS MM Y	(674.88)	(674.88)	Sell	10/26/2022	10/26/2022	10/31/2022	(674.88)	-	674.88
65479CAD0	NAROT 2020-B A3	-	(28,665.35)	Principal Paydown	10/15/2022	10/15/2022	07/15/2024	(28,665.34)	-	28,665.34
92348TAA2	VZOT 2020-A A1A	-	(51,267.83)	Principal Paydown	10/20/2022	10/20/2022	07/22/2024	(51,267.83)	-	51,267.83
San Mateo County TA		261,811.18	181,420.97					181,420.98	-	(181,420.98)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

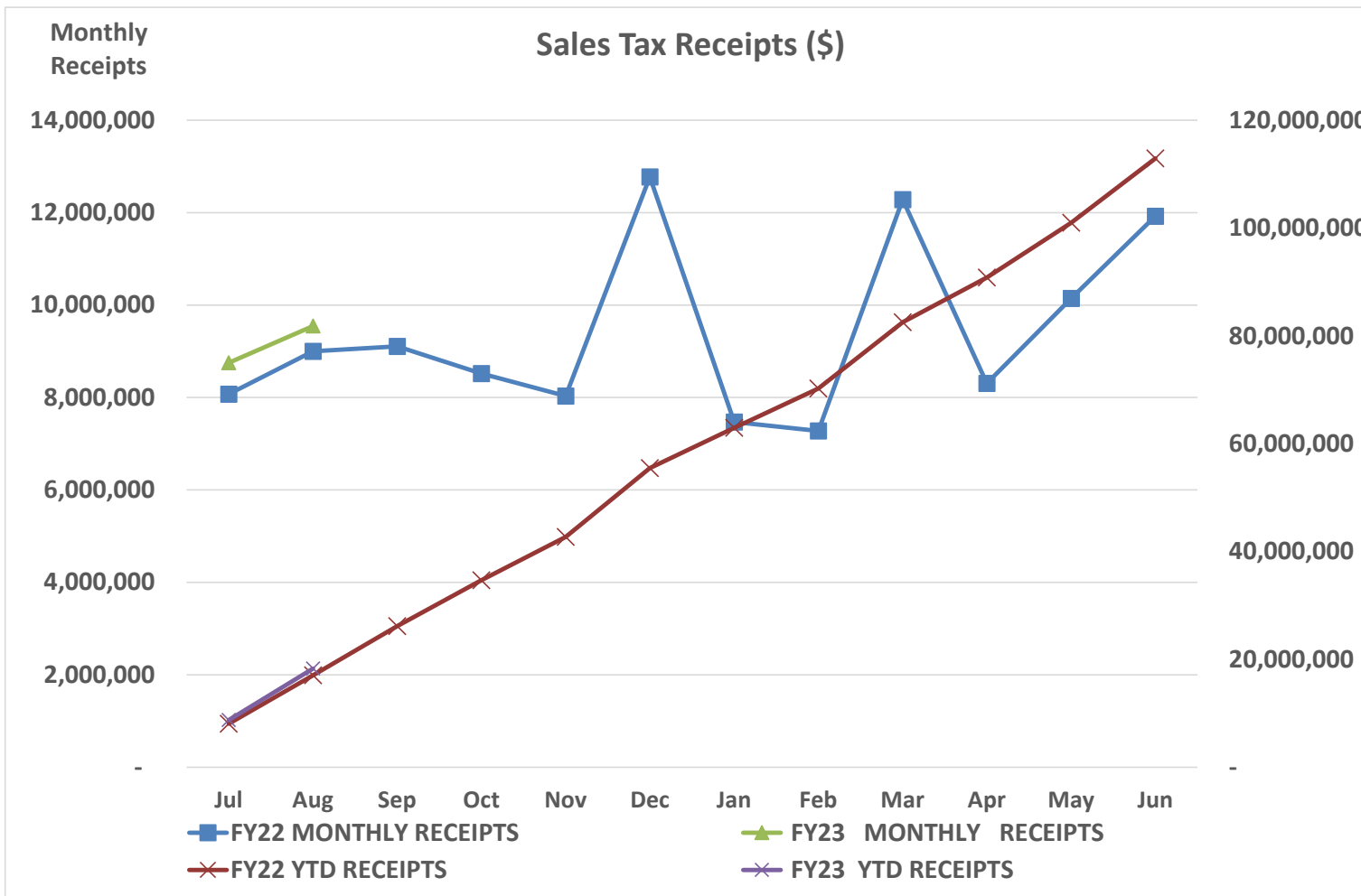
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2023
Measure A Sales Tax
October 2022**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
OCTOBER 2022

Unit	Ref	Name	Amount	Method	Description
SMCTA	000166	USI INSURANCE SERVICES LLC	624.25	WIR	Operating Expenses
SMCTA	000169	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expenses
SMCTA	000170	KHOURI CONSULTING LLC	5,750.00	ACH	Operating Expenses
SMCTA	000572	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,938.68	CHK	Operating Expenses
SMCTA	000575	BANK OF NEW YORK MELLON, THE	4,850.00	CHK	Operating Expenses
SMCTA	000162	DEPARTMENT OF TRANSPORTATION	24,005.79	WIR	Capital Programs (1)
SMCTA	000567	PACIFIC GAS & ELECTRIC COMPANY	268.80	CHK	Capital Programs (1)
SMCTA	000568	PACIFIC GAS & ELECTRIC COMPANY	452.74	CHK	Capital Programs (1)
SMCTA	000569	PACIFIC GAS & ELECTRIC COMPANY	145.40	CHK	Capital Programs (1)
SMCTA	000573	PACIFIC GAS & ELECTRIC COMPANY	1,443.69	CHK	Capital Programs (1)
SMCTA	000574	PALO ALTO, CITY OF	492.60	CHK	Capital Programs (1)
SMCTA	000163	HANSON BRIDGETT LLP	139.50	WIR	Capital Programs (2)
SMCTA	000164	PENINSULA CORRIDOR JOINT POWERS BOARD	163,074.81	WIR	Capital Programs (3)
SMCTA	000165	SAN MATEO COUNTY TRANSIT DISTRICT	205,590.19	WIR	Capital Programs (3)
SMCTA	000570	DALY CITY, CITY OF	38,800.77	CHK	Capital Programs (3)
SMCTA	000571	MENLO PARK, CITY OF	54,101.74	CHK	Capital Programs (3)
SMCTA	000167	HANSON BRIDGETT LLP	8,695.50	WIR	Capital Programs (4)
SMCTA	000167	WSP USA INC.	1,291.35	ACH	Capital Programs (4)
SMCTA	000168	WSP USA INC.	7,213.79	ACH	Capital Programs (5)
SMCTA	000168	SAN MATEO COUNTY TRANSIT DISTRICT	1,852,517.66	WIR	Capital Programs (5)
SMCTA	000171	ALLIANCE RESOURCE CONSULTING, LLC	10,000.00	ACH	Capital Programs (6)
SMCTA	000172	MARK THOMAS & COMPANY AND AECOM JV	110,548.98	ACH	Capital Programs (7)
			<u>2,497,546.24</u>		

- (1) 101 HOV Ln Whipple - San Bruno
- (2) 101 Managed Lanes (Nof I-380)
- (3) Shuttles FY21-22 Funding
- (4)

883.50	Highway Oversight
4,696.50	Local Shuttle Oversight
2,046.00	Pedestrian & Bicycle Oversight
744.00	TA-Caltrain Project Oversight
325.50	Railroad Grade Sep Oversight
<u>1,291.35</u>	101 Managed Lanes (Nof I-380)
<u>9,986.85</u>	
- (5)

7,213.79	Highway Oversight
<u>1,852,517.66</u>	Operating Expenses
<u>1,859,731.45</u>	
- (6) Highway Oversight
- (7)

1,704.15	101 Interchange to Broadway
<u>108,844.83</u>	101 Peninsula Ave/Poplar I/C
<u>110,548.98</u>	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of October 31, 2022

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$8,176,882
San Mateo County/SFO BART Extension	\$726,834
Accessible Services	\$1,453,668
Total	\$10,357,384

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$93,506
<i>Local Shuttle</i>	\$484,944
<i>Ferry Service</i>	\$11,688
<i>Dumbarton</i>	\$11,688
Highways	\$513,961
Grade Separations	\$223,561
Pedestrian and Bicycle	\$17,532
Alternative Congestion Relief	\$5,845
Total	\$1,362,725

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$3,635,163
Total	\$3,635,163

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$131,308
Transportation Demand Management	\$23,377
Grade Separation	\$14,610
Pedestrian and Bicycle	\$29,221
Regional Transit Connections	\$58,440
Total	\$256,956

Other Uses	Expenses
US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds	\$576,345
Total	\$576,345

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Acceptance of Capital Projects Quarterly Status Report for 1st Quarter of Fiscal Year 2023**

Action

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

Significance

The Capital Projects Quarterly Status Report (QSR) is submitted to keep the Board informed of ongoing capital projects funded by Measure A and W funds.

Budget Impact

There is no impact on the budget.

Background

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

Since the publication of the last report, an additional project has commenced and was added to the quarterly report: the State Route 1 Congestion and Safety Improvements Project in the unincorporated area of San Mateo near Moss Beach.

Prepared By: Heba El-Guindy Acting Director, Program and Project Delivery 650-508-6476



Capital Projects

Quarterly Status Report

First Quarter FY2023: July 1-September 30, 2022

Report prepared for the December 1, 2022 TA Board Meeting

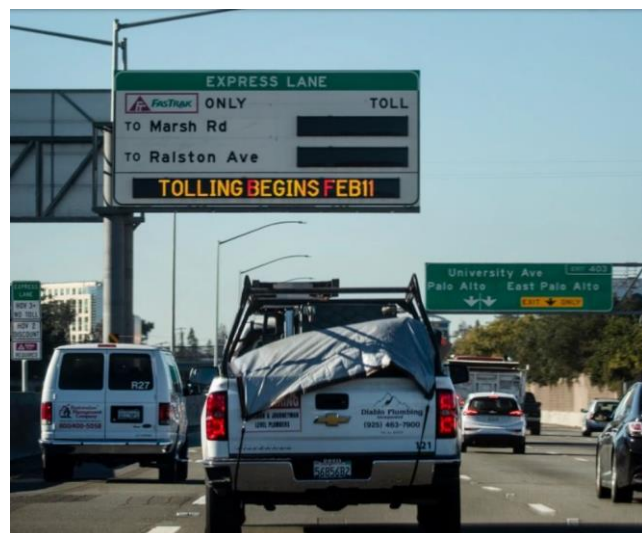


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00622	U.S. 101 / Willow Interchange Project	7
00768	U.S. 101 / Woodside Road Interchange Project	9
00782	San Pedro Creek Bridge Replacement Project	11
00791	U.S. 101 / Express Lanes Project	13
00793	Route 1 Safety & Operational Improvements Project (Gray Whale Cove)	15
00795	U.S. 101 / Holly Street Interchange Project	17
00801	U.S. 101 / Peninsula Ave Interchange Project	19
00803	U.S. 101 / Produce Avenue Project	21
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00822	Route 1 Safety & Operational Improvements Project (Wavecrest Road - Poplar St)	25
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Caltrain - Grade Separation & Station Improvements

Project #	Project Name	Page #
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Project #	Project Name	Page #
100653	Ferry Terminal Project – South San Francisco	64
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Pedestrian and Bicycle Program Project

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Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q4 FY22	Q1 FY23	Q4 FY22	Q1 FY23	Q4 FY22	Q1 FY23	Q4 FY22	Q1 FY23	
Highways									
000108 - Dumbarton Roadway Improvements Project Phase - Pre-PID									3
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting									5
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting									7
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW									9
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring									11
00791 - U.S. 101 Express Lanes Project Phase - Construction									13
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report (PEER)									15
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E									17
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED									19
00803 - U.S. 101 / Produce Avenue Project Phase - PA&ED									21
00805 - Highway 92 / El Camino Real Interchange Project Phase - Highway Planting									23
00822 - Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction									25
00823 - Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design									27
100302 - U.S. 101 Managed Lanes North Project Phase - PID									29
100318 - U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID									31
100319 - U.S. 101 / SR 92 Direct Connector Project Phase - PID									33
100321 - Highway 1/Manor Avenue Overcrossing Project Phase - PID									35
100663 - Moss Beach - SR1 Congestion & Safety Improvements Project Phase - PID									37
Caltrain - Grade Separations & Station Improvements									
00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction									40
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV									45
00824 - South San Francisco Station Improvement Project (South San Francisco)									49
00814 - Grade Separation Study Report - (South Linden Avenue/Scott Street)									54
100277 - Grade Separation Study Project - Whipple Avenue (Redwood City)									57
100579 - Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project)									60


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

Level 2 Projects **Highways**

000108 - DUMBARTON ROADWAY IMPROVEMENTS PROJECT


TA Role: Funding Agency

Co-Sponsors: C/CAG & San Mateo County

Scope:  The project will connect the existing US 101 Express Lanes to the Dumbarton Bridge. Key project goals include relieving congestion and reducing delays, increasing person throughput, giving priority to high-occupancy vehicles and transit, encouraging Clean Air Vehicles, and reducing per capita Vehicle Miles Traveled and associated Greenhouse Gas (GHG) emissions. Other key goals include improving pedestrian and bicycle safety and connections to and along the Bayfront for commuting and recreational trips. This in turn would further reduce GHG emissions. Strategies to reduce transportation impacts on the local community will be an integral part of the project, with planned inclusion of Green Infrastructure and Complete Streets designs for both improving water quality and community enhancement. There is potential for improvement to transit amenities, especially given the proximity to large employers.

Project Status Summary: Measure W funding was programmed and allocated for this project in December 2021. The project sponsor, C/CAG is proceeding with work towards the pre-Project Initiation Document (PID) phase. This phase will involve convening a Project Stakeholders group and using existing studies and focused data to identify potential alternatives and challenges to be analyzed in the PID phase. The project will also conduct public outreach as needed/appropriate.

Issues: In order to proceed with the PID phase, significant stakeholder engagement efforts are needed to coordinate with the four counties being served by this project with representatives from multiple transit agencies, affected cities/communities, utility providers, business groups, and other.


Schedule: 

Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Pre-PID	09/01/22	02/01/24	09/01/22	02/01/24	01/01/23	05/01/24

Progress This Quarter: 1) Coordination with project stakeholders on finalization of the scope of work

Future Activities: 1) Release of a federalized Request for Proposals (RFP).
2) Final selection of a contractor and award in early 2023.

Issues: The project has been delayed due to ongoing coordination efforts needed to finalize the scope of work. TA staff is working with the project sponsors to update the project schedule.

Funding: 

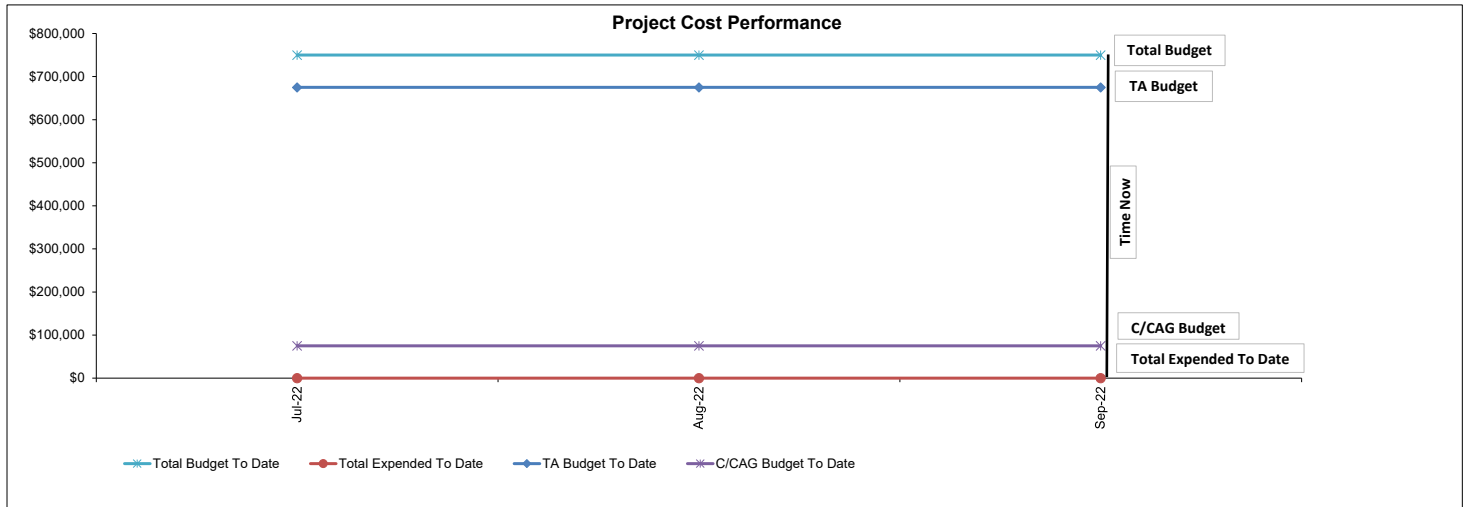
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$675,000	90%	\$0	0%	\$675,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
C/CAG	\$75,000	10%	\$0	0%	\$75,000	10%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$750,000	100%	\$0	0%	\$750,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$675,000	\$0	\$675,000	\$675,000	\$0
Others	\$75,000	\$0	\$75,000	\$75,000	\$0
Total Project	\$750,000	\$0	\$750,000	\$750,000	\$0



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

Issues: None

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and Highway Planting Design

Sponsor: City of Burlingame

Scope: Finalize the Right of Way close-out activities including right of way record maps and Record of Survey. Develop Plans, Specifications and Estimates (PS&E) for the Highway Planting phase within Caltrans boundaries. Replanting will take place outside environmentally sensitive/jurisdictional areas.



Project Status Summary: Working on 100% PS&E Landscaping submittal.
Right of Way record maps

Issues: None

Schedule:

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

Progress This Quarter: Continue working on Right of close-out and Landscape PS&E

Future Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps
- (2) Provide 100% landscape design plans including changes associated with the stockpile to remain at the interchange
- (3) Record of survey

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,463,272	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%	\$91,103,988	97%	\$93,738,000	100%

Note: EAC - Estimate at Completion

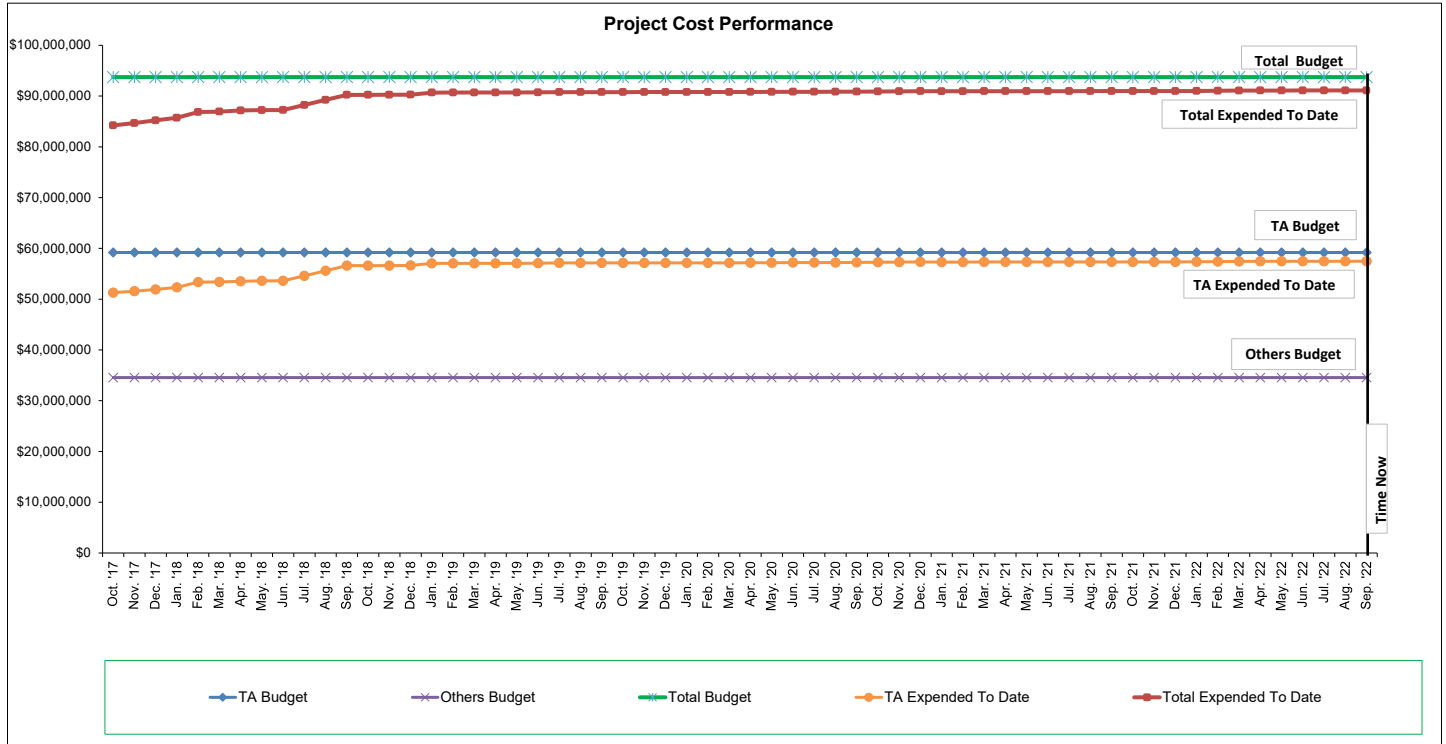
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,463,272	\$1,723,728	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$91,103,988	\$2,634,012	\$93,738,000	\$0

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



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

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and installed new signals at the ramp intersections.

Project Status Summary:

The TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, the TA entered into a Cooperative Agreement with Caltrans and the 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 has revised the concept highway planting design to accommodate excess excavated soil from the San Mateo Express Lanes Project. Caltrans completed reviewing claims and discussions with contractors, TA and City. City is proceeding with landscaping design.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Construction	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19

Progress This Quarter:

- (1) City continued coordination with the US 101 San Mateo County Express Lanes Project.
- (2) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.

Future Activities:

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

Issues:

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

Funding :



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

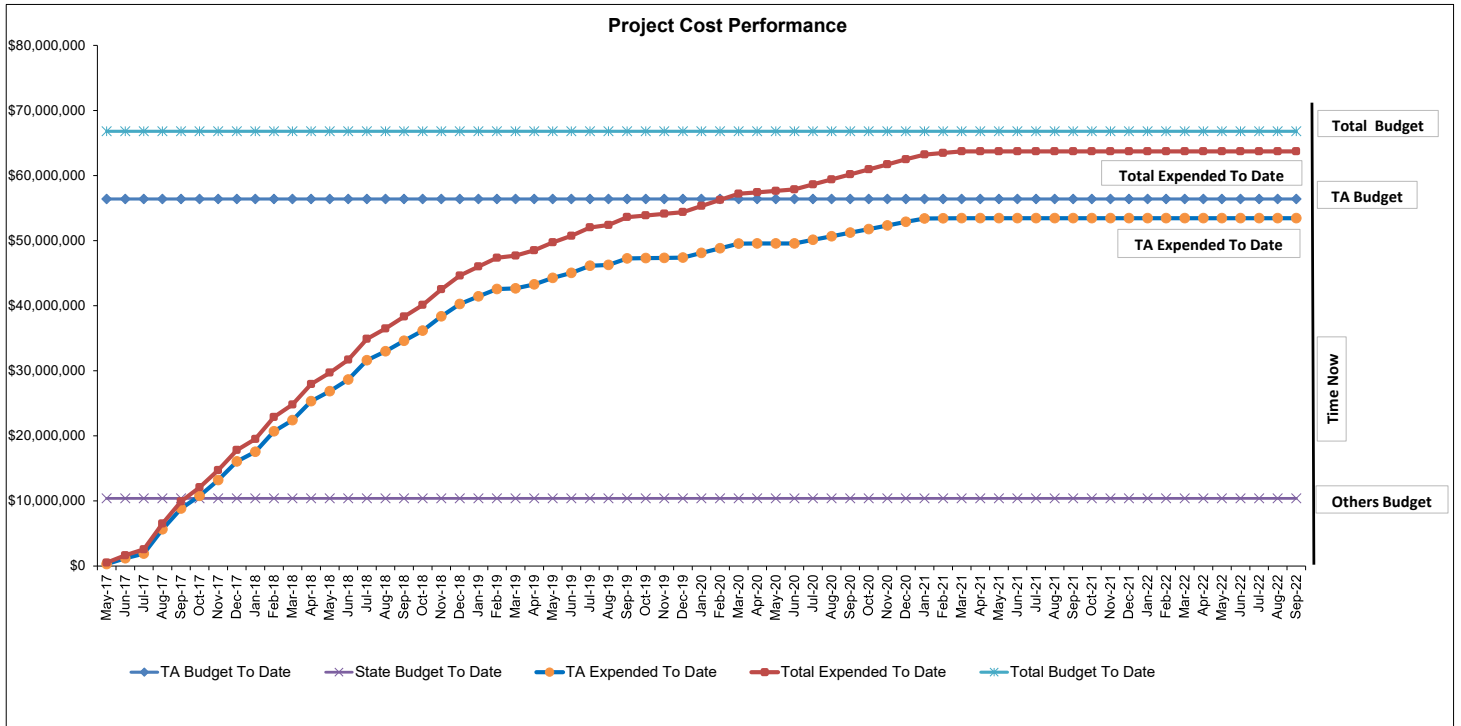
Issues/Notes: The construction cost savings may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

Budget:



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

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



* Cost incurred from the beginning of current construction phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



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

Project

Status

Summary:

Caltrans approved the Environmental Document and Final Project Report (PA&ED) in December 2016. 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 committed additional matching funds. The project is currently in the PS&E and right-of-way support phase. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-Proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The City completed responding to comments and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. In December 2021, the TA Board approved \$50 million in Measure A funds for future phase in response to the Call for Projects application from the City. This additional funding is conditional on the City seeking and securing additional funding to meet the funding shortfall. The City completed the Project Funding Plan in June 2022, which details funding targets and timelines to fully fund right-of-way capital and construction and is being monitored collaboratively by TA and City staff. Design activities focused on remaining right-of-way support work (legal descriptions) will resume this quarter in support of right of way acquisition, which is scheduled to start in early 2023.

Issues:

Completion of right of way acquisition and securing full funding.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (06/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E (95%)	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20
PS&E (Final)					04/01/23	12/31/25
ROW Support (Appraisals -Draft)	08/01/17	05/01/20	08/01/17	12/31/23	08/01/17	09/30/23

Progress

(1) City continued planning and scoping for legal descriptions.

This Quarter:

(2) City continued right of way acquisition planning and scheduling.

(3) City continued capital funding pursuit planning and activities, including development of draft materials for the SB 1 TCEP Cycle 3 Application (co-application with Caltrans).

Future

Activities:

(1) City to initiate work on development of plats and legal descriptions.

(2) City to coordinate right of way acquisition planning and schedule.

(3) City to complete the updated project phasing report.

(4) City to coordinate with TA team regarding scope and budget to complete the commitments in the Funding Agreement.

(5) City to coordinate with the TA team on the Funding Plan.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	75%	\$7,026,975	86%	\$8,140,000	75%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,760,000	25%	\$1,812,171	66%	\$2,760,000	25%
Total	\$10,900,000	100%	\$8,839,146	81%	\$10,900,000	100%

Issues:

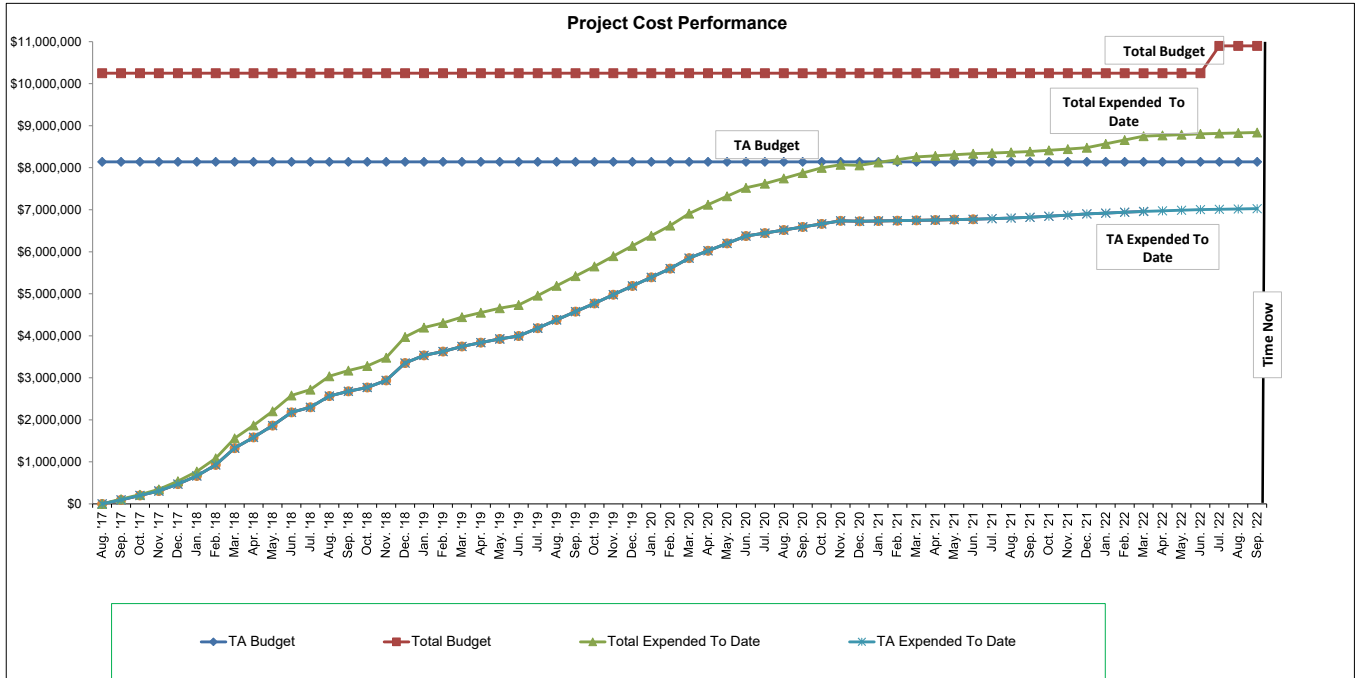
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$7,026,975	\$1,113,025	\$8,140,000	\$0
City	\$2,760,000	\$1,812,171	\$947,829	\$2,760,000	\$0
Total Project	\$10,900,000	\$8,839,146	\$2,060,854	\$10,900,000	\$0

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



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

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



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

Project Status Summary:

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

Issues: None

Schedule:



(3a)

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

Progress This Quarter:

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

Future Activities:

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

Issues: The biological Monitoring is complete but the phase cannot be closed out until final report is published.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,773,372	95.0%	\$8,185,075	52%
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%	\$15,470,571	97.4%	\$15,882,273	100%

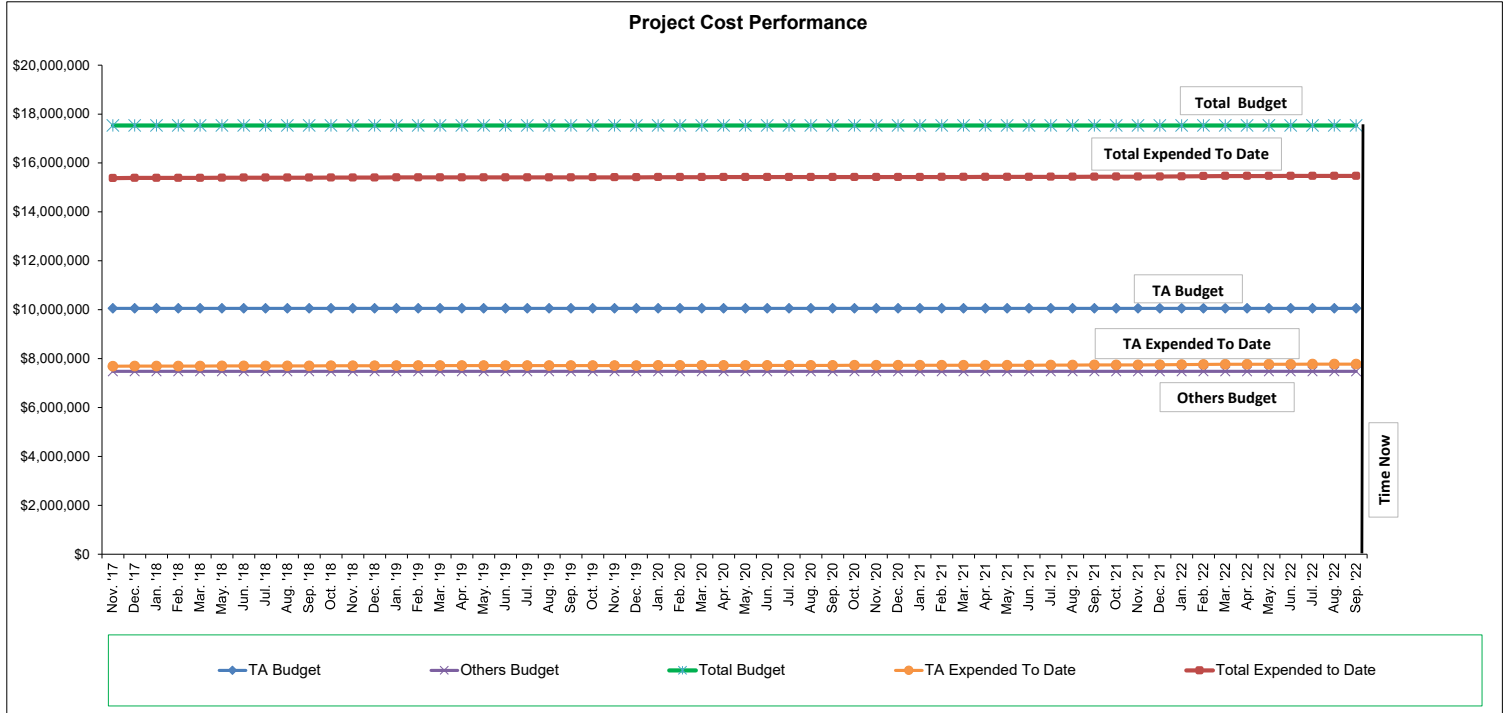
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,773,372	\$411,702	\$8,185,075	\$1,868,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,470,571	\$411,702	\$15,882,273	\$1,962,108

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



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

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



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

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)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	9/15/2022*

Southern Segment (Santa Clara County Line – Whipple)

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

Progress

This Quarter:

Northern Segment (Whipple- I-380)

1. Continue to review and issue change orders
2. \$317M of \$330M completed (96%) with 89% time elapsed.
3. 150 lane-miles of SM-101 resurfaced (paving 100% complete).
4. All overhead sign bridges installed.
5. All striping complete.
6. Final restriping completed on Bayshore Boulevard.
7. Tolling equipment installed in Blocks 1 and 4.
8. Fiber optic cable turned over for splicing in Blocks 1 – 4.
9. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Future

Activities:

Southern segment (Santa Clara County Line – Whipple)

1. Project closeout
2. Monitor and Report out on the performance of the express lanes operations

Northern Segment (Whipple – I-380)

1. Complete civil contract punch list
2. Complete last PG&E service point energization
3. Complete toll system equipment installation
4. Connect all toll system equipment to fiber optic cable
5. Test north segment express lanes

Issues: *The project is being delivered under two coordinated but separate contracts. The civil or roadway infrastructure is being performed by Kiewit. The toll facility installation and testing are being performed by Transcore. Some of Transcore's work was impacted due to delayed access to the work zones. The team is looking to mitigate schedule impacts by bringing on additional resources. At the time of this report, updated schedules were not yet available so for reporting purposes the schedule reflects the civil contract. The next CPQSR will provide a schedule update for the full project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$29,436,162	97%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$78,936,047	83%	\$95,000,000	16%
Loan/Future Toll	\$86,500,000	15%	\$83,854,247	97%	\$86,500,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State ***	\$306,670,000	53%	\$281,827,774	92%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$53,000,000	100%	\$53,000,000	9%
Total	\$581,170,000	100%	\$536,554,231	92%	\$581,170,000	100%

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

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

*** The distribution of actual expenditures among the different funding sources was adjusted in Q4FY22 reporting that resulted in a lower State share compared to prior quarter.

Issues:

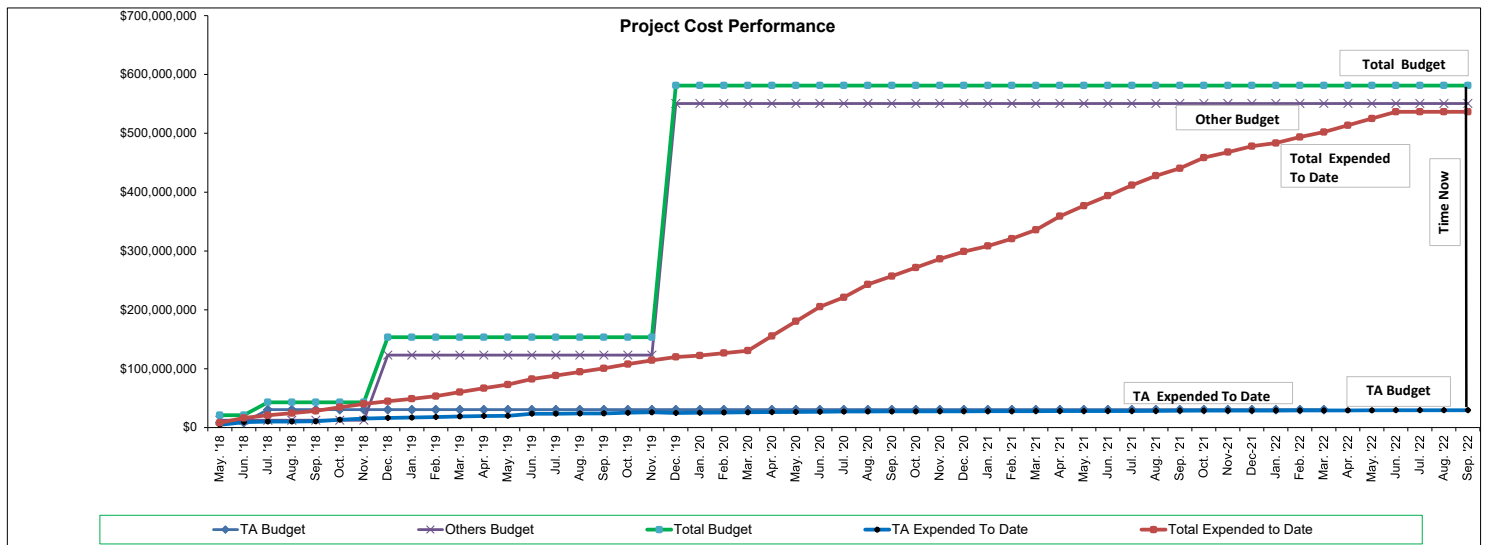
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated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

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$29,436,162	\$1,063,838	\$30,500,000	\$0
Others	\$550,670,000	\$507,118,069	\$43,551,932	\$550,670,000	\$0
Total Project	\$581,170,000	\$536,554,231	\$44,615,769	\$581,170,000	\$0

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



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

Issues:

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

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

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

Scope:



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

Project Status Summary:

Project Status Summary:

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

Issues:

None

Schedule:



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

Progress

- (1) Continued coordination with County and Caltrans on Maintenance and Environmental Review.
- (2) County continued to pursue funding sources for construction phase.

This Quarter:

Future

Activities:

- (1) Recirculate the Environmental Review Document based on Caltrans request and holding an additional community meeting
- (2) Complete 100% PS&E
- (3) Resolve long term maintenance responsibility and negotiate maintenance agreement between the County and Caltrans
- (4) Continue to pursue construction funding

Issues:

*The project is on hold. The schedule will be updated upon reaching an agreement between the County and Caltrans regarding construction and maintenance of improvements, as well as reaching community consensus. Hazardous materials field work is postponed and will begin when the project resumes.

Funding:



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

Issues:

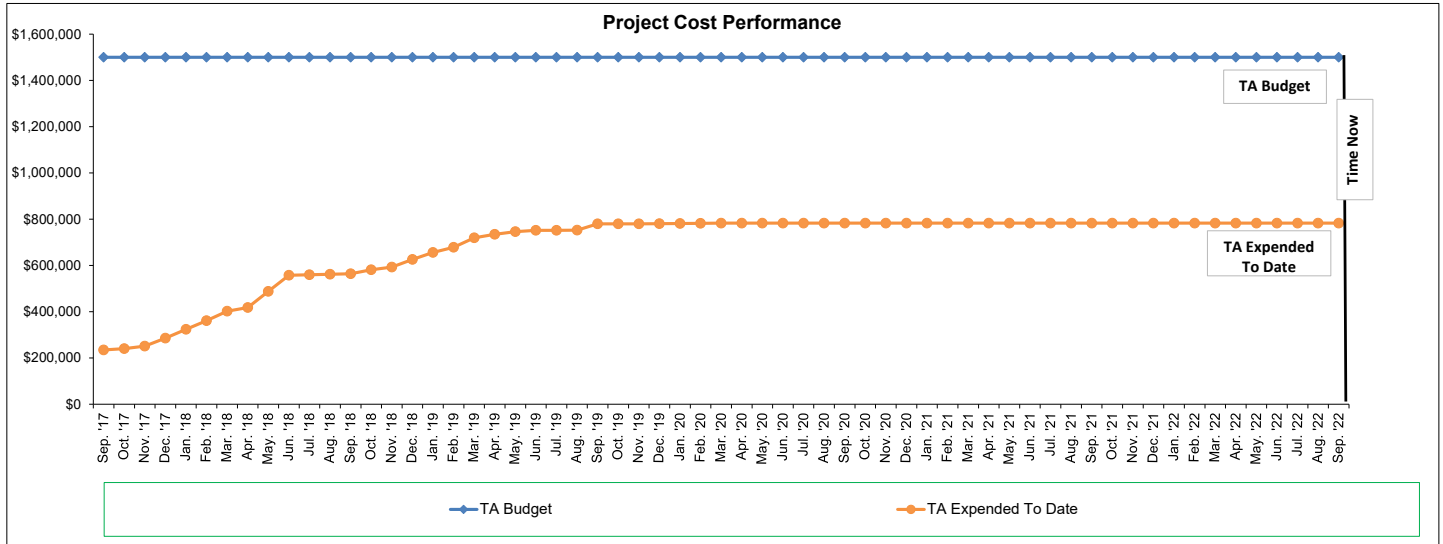
None

Budget:



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

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



* Cost incurred from the beginning of current PEER phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

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



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

Issues: None

Schedule:

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



(3a)

Progress This Quarter: (1) The City is exploring value engineering opportunities
(2) Seek grant funding opportunities

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

Issues: *As noted in prior reports, the City stopped engineering work in March 2021. The City continues to seek grant opportunities to close the funding gap.

Funding :

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



(4b)

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

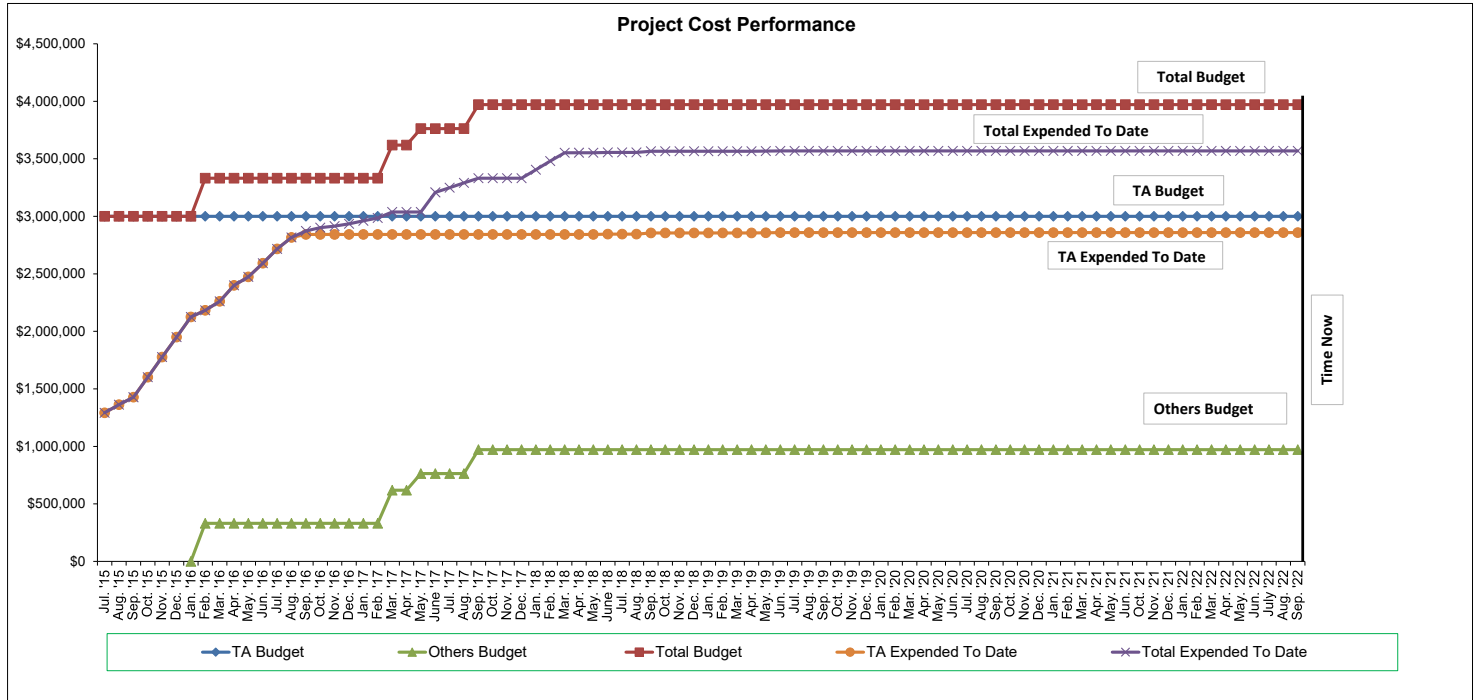
Budget:



(2a)

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

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



* Cost inception from the beginning of current phase.

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

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

TA Role: Funding Agency and Technical Support

Sponsor: City of San Mateo

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



Project Status Summary: The PA&ED phase commenced with a kick-off meeting in June 2016. The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of the environmental documents and project report. At the requests of the City of Burlingame and City of San Mateo, additional study intersections were added and traffic operational analysis work is in progress to address community concerns. After coordination among the Cities, the City of San Mateo (City) as the project sponsor decided to move forward with the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. The City hosted several community meetings to provide project updates to the community in addition to presentations to Councils of the City of San Mateo and the City of Burlingame. A Project Scoping Meeting was held on April 28, 2021 to begin formal environmental studies and receive public comments. Written public comments have been summarized, and work on the PA&ED phase has been actively progressing since. Required environmental and engineering technical studies are ongoing and coordinated with Caltrans. The TA Board approved \$6 million of Measure A funds in December 2021 (additional \$1.4 million for PA&ED phase, and \$4.6 million for PS&E and Right of Way Services) in response to the Call for Projects application from the City of San Mateo.

Issues: None

Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	09/30/23



(4a)


Progress This Quarter:

- (1) Completed the development of Geometric Engineering Drawings.
- (2) Finalized and obtained Caltrans approval on the Quality Management Plan (QMP) and schedule.
- (3) Continue to work with Caltrans and submit various environmental technical studies (noise, traffic, etc.)
- (4) Several technical studies were approved, including Air Quality, SWDR, APS and SPGR.
- (5) Held regular monthly PDT meetings with Caltrans.
- (6) Presented the Project to the MTC Air Quality Conformity Task Force.

Future Activities:

- (1) Continue to prepare and submit the various environmental technical studies (NADR & Chapters of EIR) to Caltrans.
- (2) Develop and submit the Draft Traffic Operational Analysis Report.
- (3) Develop and submit Draft Project Report and related attachments to TA and City.
- (4) The City to request an extension re. the PS&E and R-O-W services phase funding to better accommodate the ongoing PA&ED phase.
- (5) Conduct an enhanced community engagement effort.

Issues: Planned enhanced public outreach and additional traffic analysis have extended the forecasted finish date.

Funding :	Current Contribution		Current % Contribution		Expended		% Expended of EAC		EAC		Estimated % Contribution	
	SMCTA	\$3,900,000	87%	\$3,051,431	78%	\$3,900,000	87%					
	Others											
	Federal	\$0	0%	\$0	0%	\$0	0%					
	State	\$0	0%	\$0	0%	\$0	0%					
	City	\$600,000	13%	\$549,670	92%	\$600,000	13%					
	Total	\$4,500,000	100%	\$3,601,102	80%	\$4,500,000	100%					

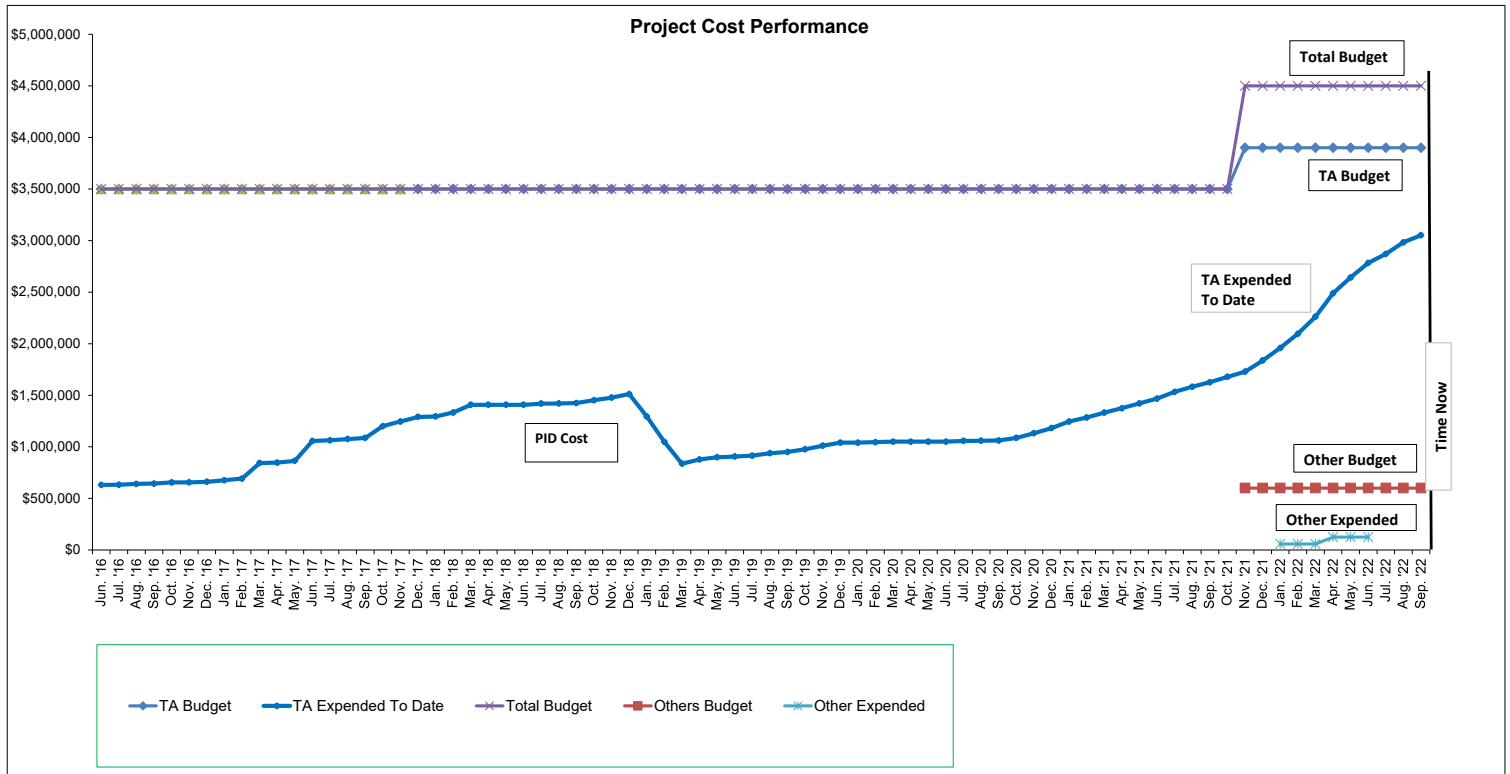
Note: In December 2021, the Board awarded \$6 million Measure A funds for PA/ED (\$1.4 million), PS&E (\$4.2 million) and ROW Support (\$400k)

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,900,000	\$3,051,431	\$848,569	\$3,900,000	\$0
Others	\$600,000	\$549,670	\$50,330	\$600,000	\$0
Total Project	\$4,500,000	\$3,601,102	\$898,898	\$4,500,000	\$0



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

Issues/Notes: None

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 provide the Project Approval, and Environmental Clearance Services (PA&ED) for the construction of the US 101/Produce Avenue Interchange in the City of San Francisco.

The purpose of the project is to:

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

Project Status Summary:

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

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (06/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	08/31/15
PA&ED	05/15/17	09/15/19	07/20/17	06/30/22	07/20/17	11/15/22

Progress This Quarter:

- (1) Maintained PM Coordination with the City, Affected Agencies and Subconsultant Staff.
- (2) Conducted Weekly Project Meetings to Discuss Key Project Issues and Progress.
- (3) Prepared the PS&E support cost per City's request.
- (4) Conduct PDT meetings.
- (5) Updated the estimate for Build Alternative.
- (6) Prepared the comments on the DPR and DEIR with Caltrans Traffic Ops.
- (7) Environmental Technical Studies were prepared and discussed in the Environmental focus meetings with Caltrans.
- (8) Environmental Document submitted the 3rd and later 4th Admin DEIR and addressed Caltrans comments.
- (9) Addressed the comments and updated the 4th Admin DPR.
- (10) Project Report Submitted to Caltrans on 6/21/22.
- (11) Held the public meeting on August 11.

Future Activities:

- (1) Continue to Update the CPM Design Schedule
- (2) Follow up on the draft DSDD with Caltrans
- (3) Follow up on the Environmental Technical reports with Caltrans
- (4) Compile public meeting comments
- (5) Continue working on the FPR and FEIR

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$2,991,376	84%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$149,122	50%	\$300,000	8%
Total	\$3,850,000	100%	\$3,140,498	82%	\$3,850,000	100%

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

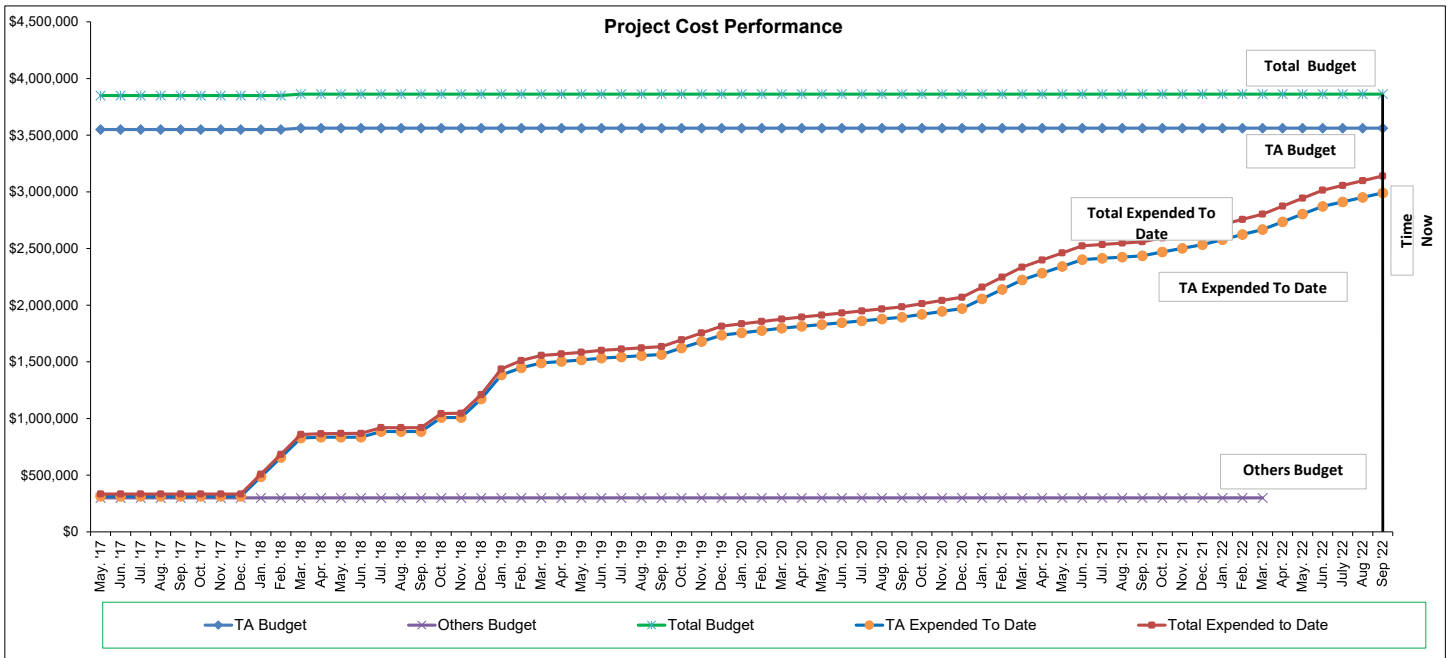
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,991,376	\$558,624	\$3,550,000	\$0
Others	\$300,000	\$149,122	\$150,878	\$300,000	\$0
Total Project	\$3,850,000	\$3,140,498	\$709,502	\$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 cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.



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

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (6/30/21)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Highway Planting Design	09/01/19	07/30/20	09/01/19	06/30/21	09/01/19	08/31/23

Progress This Quarter:

- (1) Executed the Funding Agreement
- (2) Submitted revised 100% PS&E for Caltrans review
- (3) Drafted Project Specific Maintenance Agreement and continued coordination with Caltrans

Future Activities:

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

While the 100% Highway Planting Design is under Caltrans final review and approval, negotiations between the City of San Mateo and Caltrans regarding short and long term maintenance responsibilities has been the primary contributing factor to the delay with finishing the Highway Planting Design. TA staff has offer to facilitate discussions between the two parties to bring closure to this phase.

Issues:

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,357,954	94%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,562,315	96%	\$26,611,535	100%

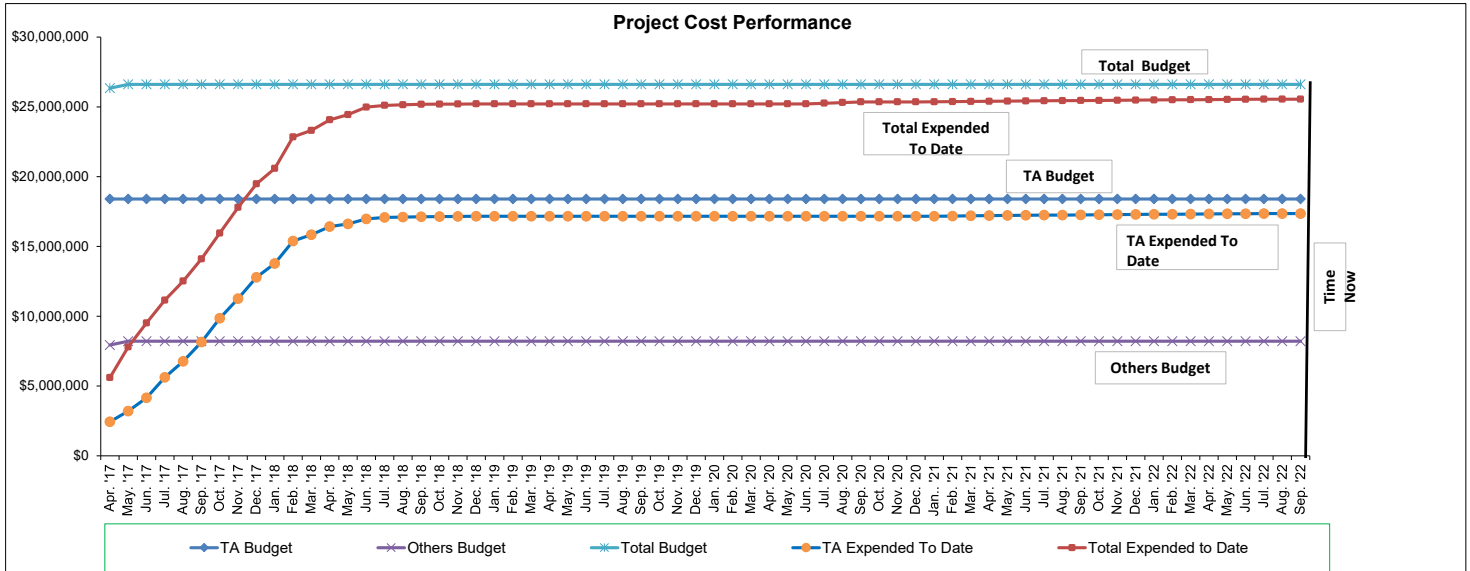
Issues: Project construction cost saving may be made available to fund standard landscaping after the completion of the landscaping design.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,357,954	\$1,042,046	\$18,400,000	\$0
Others	\$8,211,535	\$8,191,695	\$19,840	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,549,649	\$1,061,886	\$26,611,535	\$0

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



* Cost inception from the beginning of construction phase.

Issues: None

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

TA Role: Funding Agency

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

Scope:



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

Project Status Summary:

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

Issues: None

Schedule:



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

Progress This Quarter: (1) Construction Notice of Completion was completed and roadway and intersections opened to the public
(2) Caltrans accepted the Project

Future Activities: (1) Coordinate with the City and close the project.

Issues: None.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$3,640,001	92%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$723,774	66%	\$1,095,000	22%
Total	\$5,035,000	100%	\$4,363,775	87%	\$5,035,000	100%

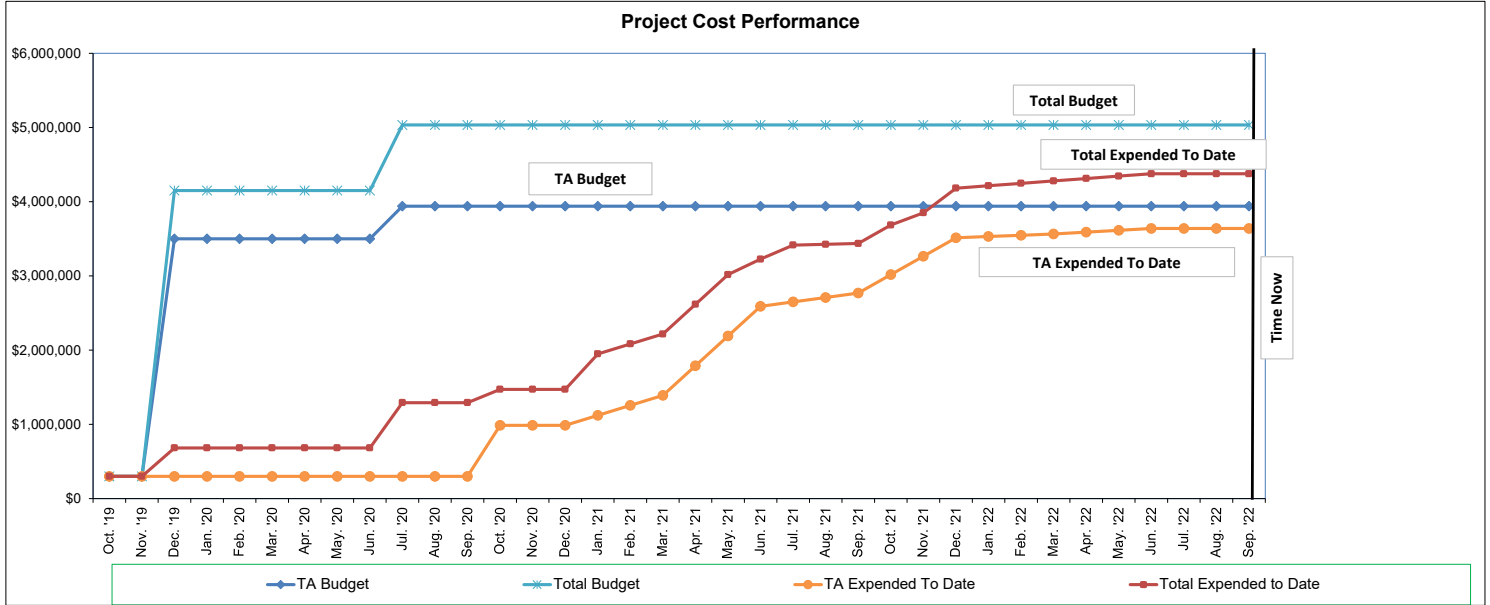
Note: Funding is \$300,000 for design and \$3,640,000 for construction

Issues: None

Budget:




Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$3,640,001	\$299,999	\$3,940,000	\$0
Others	\$1,095,000	\$723,774	\$371,226	\$1,095,000	\$0
Total Project	\$5,035,000	\$4,363,775	\$671,225	\$5,035,000	\$0



Issues:


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

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

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

Project Status Summary: The City has submitted Caltrans requested DSDD for the relocation of the PG&E electrical poles. Design of these relocated poles are completed pending final approval to proceed with construction. PG&E has completed the construction of the main gas line relocation to accommodate the project retaining walls. The City is working with Caltrans' ROW to complete the process for construction temporary easements from a private farm adjacent to the project. The City is also pursuing a revision to its current maintenance agreement with Caltrans to include the landscaping, retaining walls, Class I path and the new signal on this project. The City has completed the funding agreement with SMCTA for construction phase of the project. The City is working a biological consultant to identify location of biological mitigation to present to the Planning Commission (per CDP Conditions of Approval).

Issues: PG&E completed the relocation of the gas main on-time but is approx. 6-months behind schedule for the relocation of the 10 electric poles (awaiting Caltrans encroachment permit and easement document).

Schedule: 


	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Major Milestones:						
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/22	06/15/20	12/31/22
<i>Utility Relocation/ROW Certification & Caltrans Final Encroachment Permit*</i>	05/01/19	12/31/19	05/01/20	12/31/22	06/15/20	06/30/23
<i>Advertise/Award Construction*</i>	02/01/21	03/30/21	02/01/21	03/30/21	07/30/23	08/30/23
<i>Construction*</i>					09/30/23	12/30/24

***Note: Next phase activities and are not included in the Budget below.**

Progress This Quarter: (1) Coordination of utility relocation for PG&E's Gas mainline and Electric Poles.
(2) Completion of construction for the gas mainline relocation to allow for the construction of the project's retaining walls for Class I path.
(3) Continued coordination with Caltrans for resolving Final Design comments.
(4) Continued coordination with Coastside County Water District for water utility impact/relocation
(5) Coordination with Andreini Farms and Caltrans' ROW staff for Temporary Construction Easements.

Future Activities: (1) Obtain Caltrans encroachment permit to Relocate 2 fire hydrants per approval from CCWD. Contractor bids have been received and being executed.
(2) Coordination of new maintenance easements for 10 PG&E electric poles adjacent to the Highway 1 shoulder.
(3) Obtain Caltrans approval for relocation of PG&E electric poles adjacent to the Highway 1 shoulder.
(4) Complete Caltrans ROW process and execute TCE with private land owner – Andreotti Farms.
(5) Complete biological impact-mitigation plan per CDP, to present to the Planning Commission.
(6) Continue negotiating with CCWD for water meter for the project landscaping (temporary two-year dry-season irrigation similar to the South Project). Due to current drought, the City may need to revise its landscape plan to remove the drought tolerant plants with hardscape such as boulders and rocks/DG.

Issues: PG&E is approx. six months behind schedule for electric pole relocation. PG&E's gas main relocation was completed on time. Due to current drought rules from CCWD, the City may need to revise its landscape plan to replace the proposed drought tolerant plants with hardscape features such as boulders and rocks/DG.

Funding: 

		Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA		\$438,500	36%	\$438,500	100%	\$438,500	36%
Others							
	Federal	\$0	0%	\$0	0%	\$0	0%
	State	\$0	0%	\$0	0%	\$0	0%
	City	\$784,500	64%	\$669,610	85%	\$784,500	64%
Total		\$1,223,000	100%	\$1,108,110	91%	\$1,223,000	100%

Note: In December 2021, the Board awarded \$5.275 million of Measure A funds in addition to a previously allocated \$3.2 million for construction. The City's matching fund for construction is \$2.4 million. These amounts are not included in the table above.

Issues: None

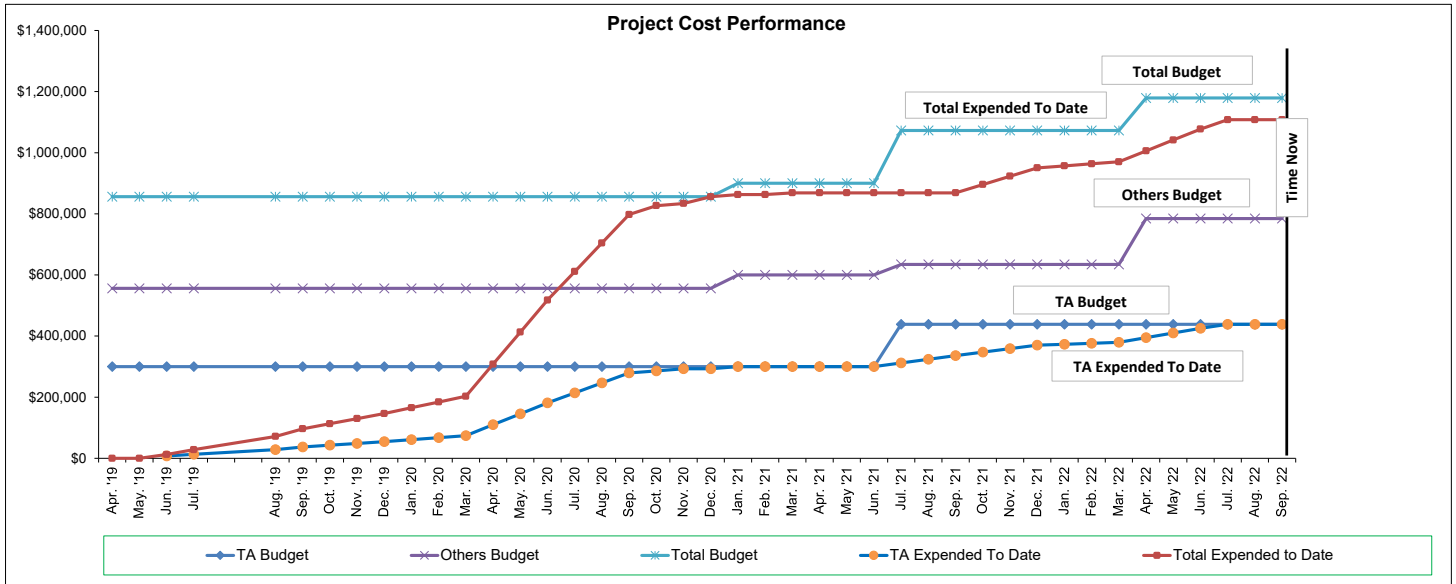
Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$438,500	\$438,500	\$0	\$438,500	\$0
Others	\$784,500	\$669,610	\$114,890	\$784,500	\$0
Total Project	\$1,223,000	\$1,108,110	\$114,890	\$1,223,000	\$0

Note: Budget is for design phase only.


Issues: None



100302 - U.S. 101 MANAGED LANES NORTH PROJECT


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

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

Scope:  This project will provide Managed Lanes on US 101 from the terminus of US 101 Express Lanes project in San Mateo County near the I-380 interchange to the San Mateo/San Francisco County Line. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Approval/Environmental Document phase of the project is studying the project alternatives (no build, lane convert, and lane add). Caltrans is the authorizing agency to approve the environmental document.

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

Issues: None

Schedule:  (3a)

Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	11/02/20	12/31/22	11/02/20	06/30/24


Progress This Quarter:

- (1) Preliminary Geotechnical Design Report was approved.
- (2) Life Cycle Cost Analysis Summary Memo was approved.
- (3) Structures Advance Planning Study Memo was approved
- (4) Community Impact Assessment Report was approved
- (5) Water Quality Assessment Report was approved
- (6) The 2030 and 2050 Traffic Assumption Scenarios with SFCTA Concurred

Future Activities:

- (1) Visual Impact Assessment Report
- (2) Noise Study Report
- (3) Noise Abatement Decision Report (NADR)
- (4) Air Quality Impact Study
- (5) Traffic Existing Conditions Calibration

Issues: It should be noted that the schedule shifted due to additional scope including additional/enhanced public outreach, additional traffic analysis, and various coordination meetings and efforts with the SFCTA and Caltrans.

Funding: 

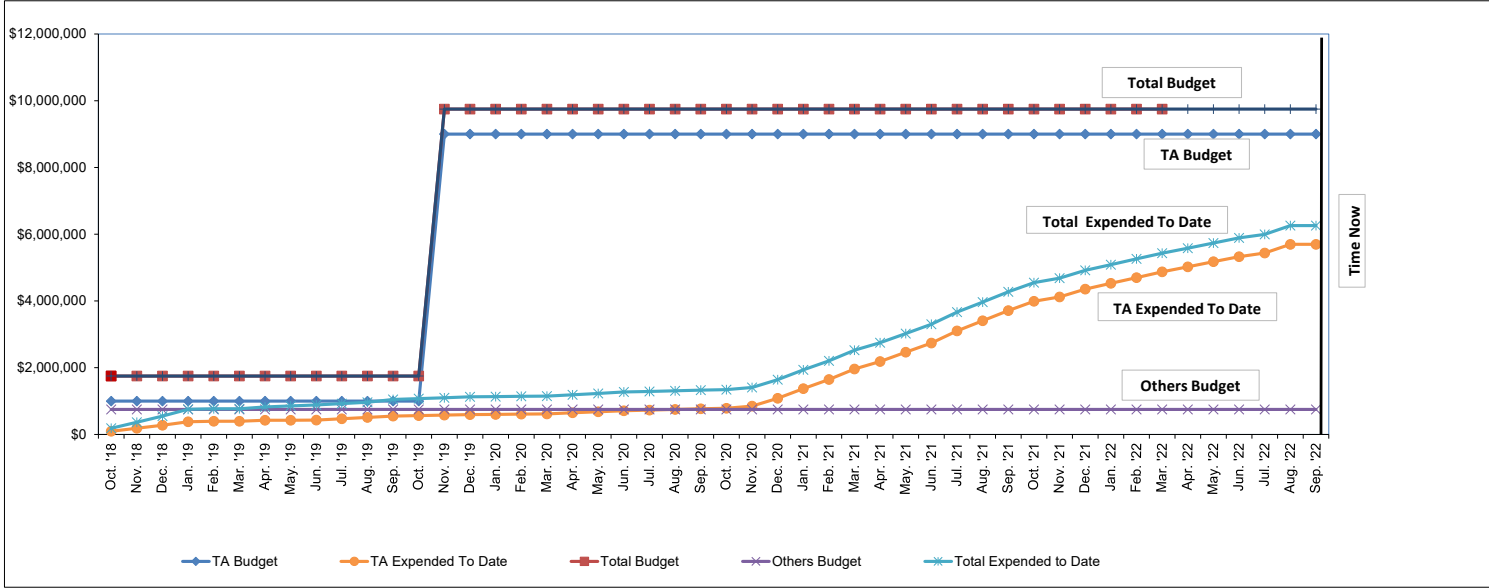
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$5,698,116	63%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$6,258,821	65%	\$9,560,705	100%

Issues: None



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$5,698,116	\$3,301,884	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$6,258,821	\$3,301,884	\$9,560,705	\$189,295

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



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

Issues: None

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

TA Role: Co-Sponsor with C/CAG

Co-Sponsors: TA and C/CAG

Scope:



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

Project Status Summary:

The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PA/ED) phase. The PA/ED phase was completed in September of 2021. Caltrans is also the implementing agency of the Design (PS&E) phase which is currently underway.

Issues: None

Schedule:



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

Progress This Quarter:

- (1) Caltrans continued work on the PS&E phase in coordination with the TA and C/CAG
- (2) Preparation of geometric base maps and plan sheets
- (3) Circulation of 35% Design to the Caltrans Functional Units

Future Activities:

- (1) Continue with Project management and coordination, including design focus meetings
- (2) Start drilling operations
- (3) Conduct third PDT meeting

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$750,000	12%	\$285,384	38%	\$750,000	12%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State/STIP	\$5,611,000	88%	\$2,699,112	48%	\$5,611,000	88%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$6,361,000	100%	\$2,984,496	47%	\$6,361,000	100%

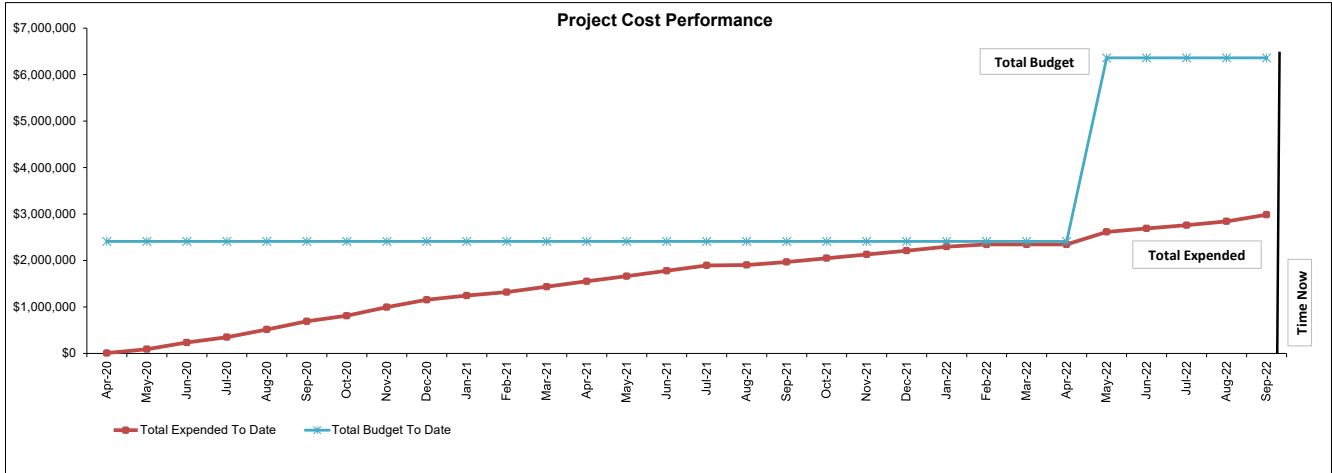
Funding shown is for PA/ED and PS&E phases. In December 2021, the Board awarded \$5,075,000 of Measure W funds for PS&E (\$750,000), ROW and construction.

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$750,000	\$285,384	\$464,616	\$750,000	\$0
Others	\$5,611,000	\$2,699,112	\$2,911,888	\$5,611,000	\$0
Total Project	\$6,361,000	\$2,984,496	\$3,376,504	\$6,361,000	\$0




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

Issues: None


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

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

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

Project Status Summary: Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document (PID) and enabled the project to be advanced to the Project Approval/Environmental Document (PA/ED) phase. Board approved the transfer of the remaining funds from the PSR-PDS phase to the PA/ED phase for critical path technical studies including traffic engineering studies and topographic survey work.

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (5/24)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies (Topographic and Traffic studies)	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	11/30/21
PA/ED	10/01/22	09/30/24	10/01/22	09/30/24	12/01/22	11/30/24

Progress This Quarter: (1) Project technical studies were completed in November 2021
(2) The Project scope, cost estimate, and schedule are being finalized in preparation for the request for proposals.

Future Activities: (1) PA/ED phase will be initiated by issuing a Work Directive Proposal Request through a competitive process
(2) A consultants team will be selected to perform the PA/ED tasks and obtain environmental approval

Issues: None

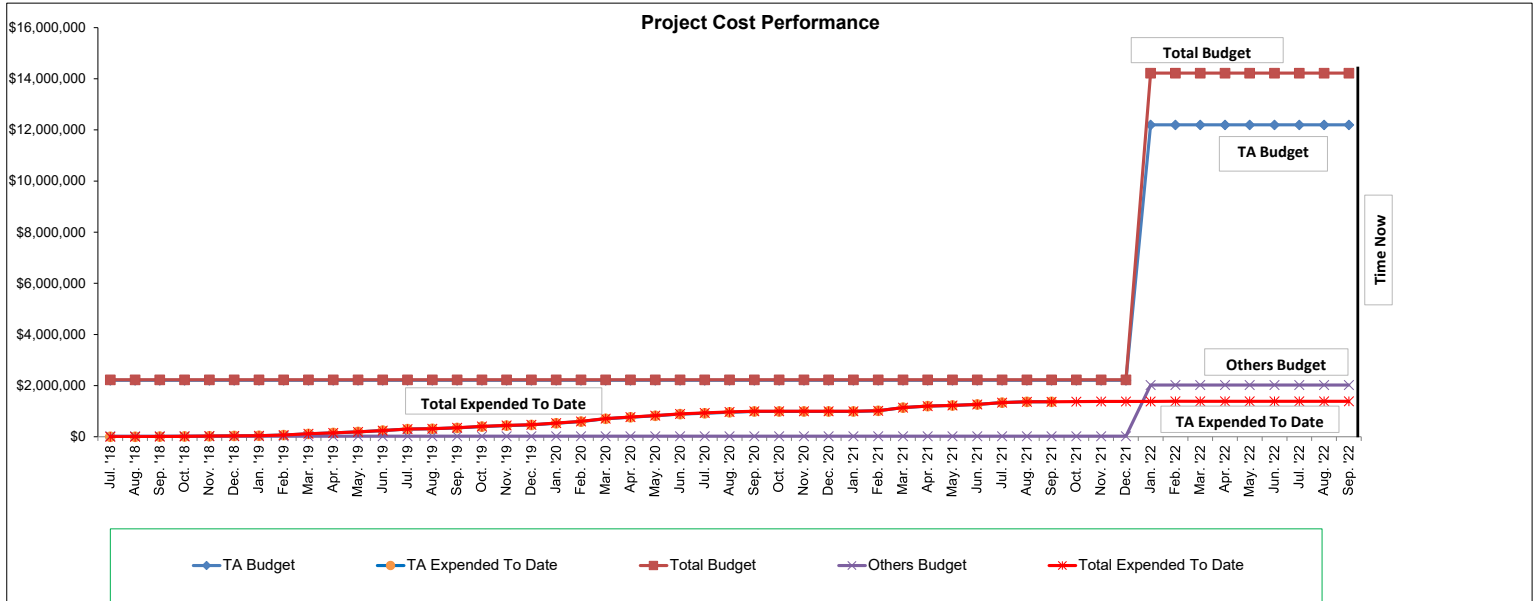
Funding: 

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

Issues: TA Board allocated \$10.2 million of Measure A funds towards the environmental review phase in December 2021.



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



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

Issues: None

100321 - STATE ROUTE 1/MANOR DRIVE OVERCROSSING IMPROVEMENT PROJECT

TA Role: Funding Agency

Sponsor: City of Pacifica

Scope:



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

Project Status Summary:

Team coordination meetings have been held twice a month. The meetings include discussions regarding traffic, preliminary geometrics, environmental, stormwater evaluations, preliminary right-of-way and utility requirements, risk management plans and quality management plan. The project kickoff was held on August 19, 2022. Focus meetings with Caltrans Structure, Design and Traffic were held to discuss the project conceptual plans.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning (PID phase)	05/01/22	11/30/22	05/06/22	03/15/23	05/06/22	03/15/23
Environmental (PA/ED phase)	12/31/22	06/30/24	04/01/23	08/30/24	04/01/23	08/30/24

Progress This Quarter:

- (1) Data Gathering/Traffic Counts conducted and a Draft VMT Decision Document and TEPA being prepared
- (2) Developed geometrics and evaluation of design alternatives.
- (3) Produced project area map, and evaluated truck/bus turning radii and dimensions
- (4) Initiation of Intersection Control Evaluation, and evaluation of Non-Standard Design Features
- (5) Drafting of Project Purpose and Need Statement, ISA and PEAR
- (6) Drafting of Storm Water Data Report, Utility Maps and R/W Mapping, and Risk Management Plan and Quality Management Plan
- (7) Executed Caltrans Cooperative Agreement.
- (8) Schedule kickoff meeting with Caltrans Functional Groups to discuss project and review
- (9) Conducted Bi-weekly project meetings with to Discuss key project issues and progress, continued collecting data on project utilities
- (10) Continued working on the alternatives
- (11) Prepared Caltrans encroachment permit
- (12) Updated the PID schedule

Future Activities:

- (1) Continue to develop and evaluate Design Alternatives
- (2) Continue to work on the Environmental Assessment, Storm Water Data Report, Utility Maps & R/W Mapping
- (3) Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans
- (4) Address Caltrans comments on the draft Purpose and Need
- (5) Address Caltrans comments on the draft Quality Management Plan(QMP) and submit to Caltrans
- (6) Update the PID schedule

Issues: None

Funding :



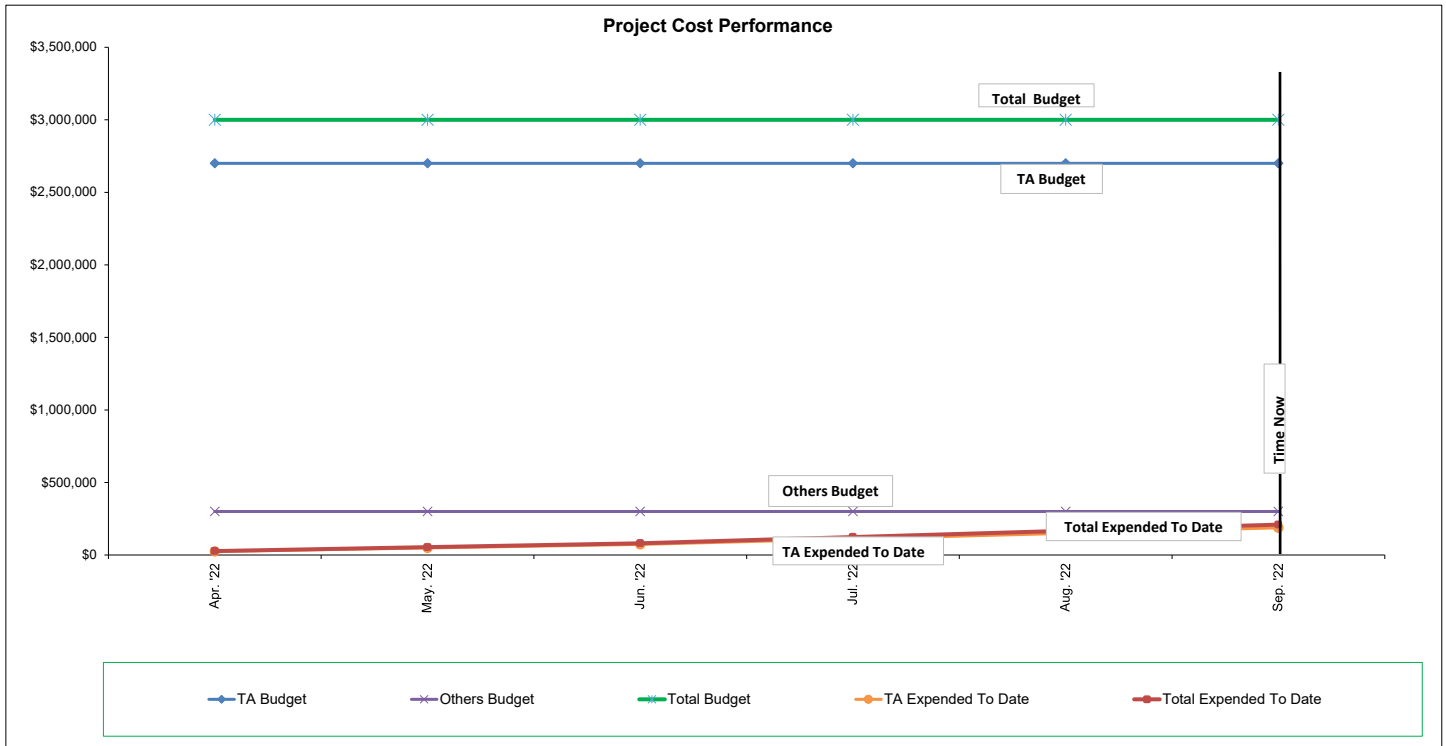
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,700,000	90%	\$187,431	7%	\$2,700,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$300,000	10%	\$21,904	7%	\$300,000	10%
Total	\$3,000,000	100%	\$209,335	7%	\$3,000,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,700,000	\$187,431	\$2,512,569	\$2,700,000	\$0
Others	\$300,000	21,904	\$278,096	\$300,000	\$0
Total Project	\$3,000,000	\$209,335	\$2,790,665	\$3,000,000	\$0



Issues: None

100663 - Moss Beach - SR1 Congestion & Safety IMPROVEMENTS PROJECT

TA Role: Funding Agency

Sponsor: City of Pacifica

Scope:



The project segment of State Route (SR) 1 is bounded by 16th Street at the northerly end and by Cypress Avenue at the southerly end. The project is to improve multi-modal traffic operations and safety along the project segment of SR 1, including at the three primary intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue in the unincorporated County Moss Beach area. Scope of project includes Project Initiation Documents (PIDs), prepare a Project Study Report – Project Development Support (PSR-PDS) and Encroachment Permit stages.

Project Status

Summary:

The final PPS report was completed, and PPS phase closed. The project is currently in coordination with the County of San Mateo and Caltrans for the Project Initiation Documents (PID) phase of the project, the PSR-PDS will identify the types of environmental documents that will serve the PID to advance the project to the environmental study phase. The project is currently in preparation to collect data and refine alternatives.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning (PID phase)	05/01/22	01/28/23	08/22/22	11/28/23	08/22/22	11/28/23

Progress This Quarter:

- (1) Held biweekly project meetings
- (2) Data Gathering/Traffic Counts conducted and a Draft VMT Decision Document and TEPA being prepared
- (3) Developed geometrics and evaluation of design alternatives.
- (4) Produced project area map, and evaluated truck/bus turning radii and dimensions
- (5) Initiation of Intersection Control Evaluation, and evaluation of Non-Standard Design Features
- (6) Drafting of Project Purpose and Need Statement, ISA and PEAR
- (7) Drafting of Storm Water Data Report, Utility Maps and R/W Mapping, and Risk Management Plan and Quality Management Plan
- (8) Executed Caltrans Cooperative Agreement.

Future Activities:

- (1) Schedule kickoff meeting with Caltrans Functional Groups to discuss project and review
- (2) Continue to develop and evaluate Design Alternatives
- (3) Continue to work on "Purpose and Need" of the project
- (4) Continue to work on the Environmental Assessment, Storm Water Data Report, Utility Maps & R/W Mapping

Issues: None

Funding :



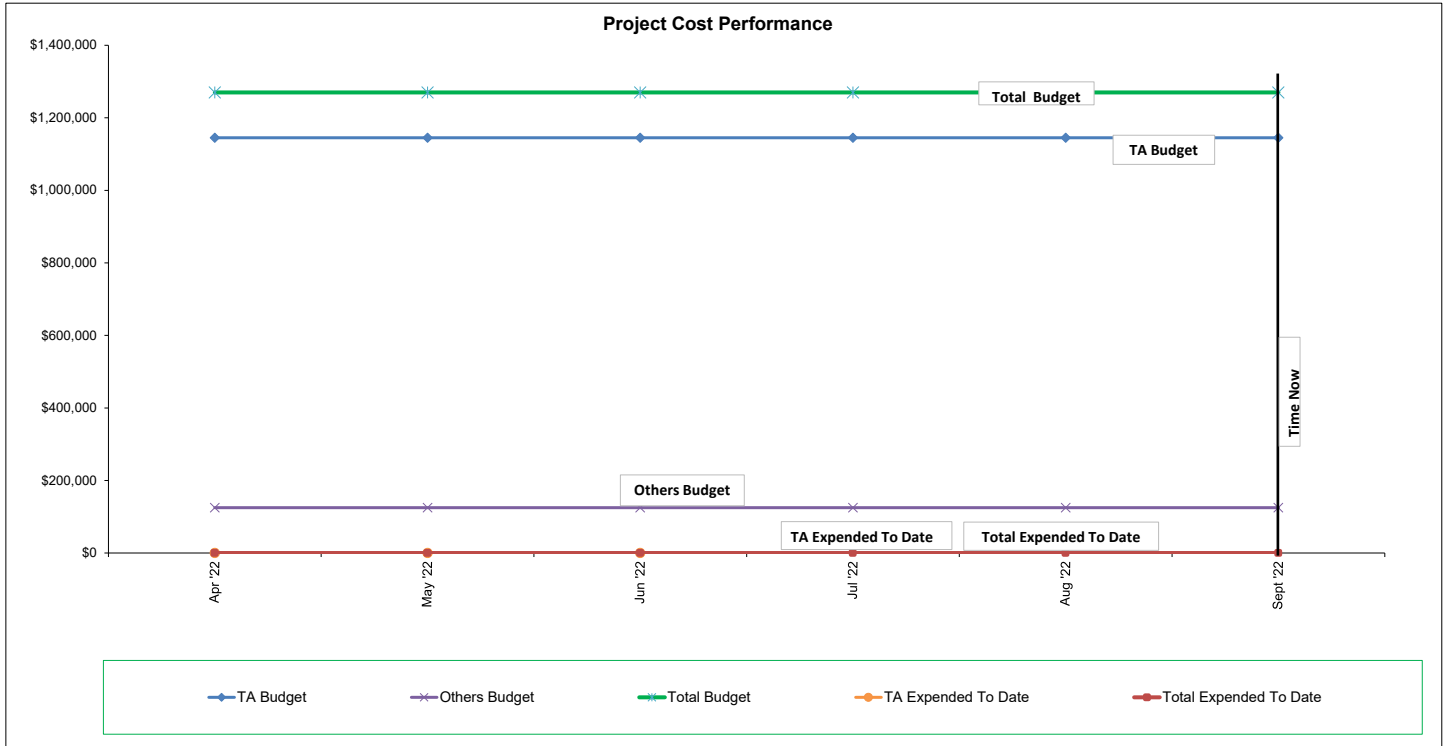
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,145,000	90%	\$0	0%	\$1,145,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$125,000	10%	\$0	0%	\$125,000	10%
Total	\$1,270,000	100%	\$0	0%	\$1,270,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,145,000	\$0	\$1,145,000	\$1,145,000	\$0
Others	\$125,000	-	\$125,000	\$125,000	\$0
Total Project	\$1,270,000	\$0	\$1,270,000	\$1,270,000	\$0



Issues: None

Level 2 Projects
Caltrain - Grade
Separations &
Station
Improvements

25th Avenue Grade Separation

JPB Project # 002088
TA Project # 000812

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.75%	0.50%	100%

SCOPE Summary

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

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

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

Project Manager: Andy Kleiber
Principal Designer: HDR Engineering, Inc.
Const. Contractor: Shimmick/Disney Joint Venture

Table 2. SAFETY INCIDENTS

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

25th Avenue Grade Separation

JPB Project # 002088
TA Project # 000812

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTP	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	05/15/22	05/15/22	0	0
Gate 6 - Substantial Completion	08/12/22	08/12/22	0	0
Gate 7 - Startup/Turnover	11/01/22	11/01/22	0	0
Gate 8 - Project Closeout	01/31/23	01/31/23	0	0

25th Avenue Grade Separation

JPB Project #
TA Project #

002088
000812

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	2,025	4,427	6,452	6,452	0	0.0%
Environmental	1200	385	278	663	663	0	0.0%
Real Estate	2100		8,984	8,984	8,984	0	0.0%
Utilities Relocations	2200		24,377	24,377	24,377	0	0.0%
Construction ODCs	2300		18	18	18	0	0.0%
Const./Impl. Contracts	3100		117,300	117,300	117,300	0	0.0%
Construction Management	4100		13,397	13,397	13,397	0	0.0%
Design Support During Const.	4200		5,756	5,756	5,756	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	1,804	2,795	2,795	0	0.0%
Project Management	5100	585	6,677	7,262	7,262	0	0.0%
Project & Document Control	5200	80	1,890	1,970	1,970	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	748	766	766	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		86	86	86	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		1,297	1,297	1,297	0	0.0%
Equip./Material Purchases	6100		134	134	134	0	0.0%
CalMod Program	7100			0	0	0	
Oper. Support	8100	45	7,949	7,994	7,994	0	0.0%
Undefined and others	0000		1,987	1,987	1,987	0	0.0%
Subtotals	NA	4,128	197,347	201,475	201,475	0	0.0%
Unknown Risks	NA	NA	NA	NA	380		
Unallocated Contingency	9900	372	8	380	NA	0	0.0%
Grand Totals	NA	4,500	197,355	201,855	201,855	0	0.0%
(*) ICAP already included in totals above			4,940	4,940	4,940	0	0.0%

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

Table 5. FUNDING (in thousands of \$)

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

25th Avenue Grade Separation

JPB Project # 002088
TA Project # 000812

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Purchase a generator.	PCJPB	Coordinate with the City of San Mateo for the purchase of generator.	\$ 100	High
	The City of San Mateo still wants to purchase a generator as a backup for the storm water pump on 31st Ave and invoice the project.		0	
No ROW fencing at old Hillsdale Station	JPB/HDR	TASI is on board to install fence (using a subcontractor).	\$ 150	High
	Procurement/Budgeting.			

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

Issue Title	Responsibility Status	Action	Resolution Date
AT&T Settlement.	JPB Proposed settlement has been sent to AT&T.	Legal to follow up with AT&T	TBD
Covid 19/Number of Changes.	SDJV Resolved.	Board has approved the settlement and Global Change Order was paid.	9/30/2022
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	12/31/2022

KEY ACTIVITIES - Current Reporting Quarter

Board has approved the settlement and Global Change Order was paid to the contractor. Continued working on closing out the construction contract.

NEXT KEY ACTIVITIES

Continue working on closing out the construction contract.

PROJECT NOTES

None.

25th Avenue Grade Separation

JPB Project #
TA Project #

002088
000812

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole

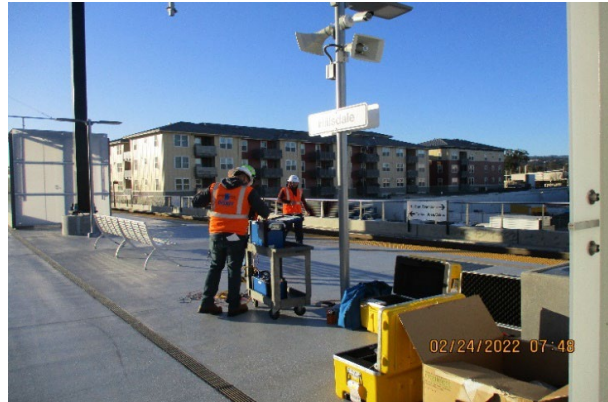


Photo 2 - OCS Grounding Testing.



Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

Burlingame Broadway Grade Separation

JPB Project # **100244**
TA Project # **000813**

Table 1. Status Summary and Total Project Performance

Project Phase: **4 - Development (65%)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
4.0%	0.3%	100%

SCOPE Summary

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

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

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Gate 3 - 35% Development Complete	01/07/22	01/07/22	0	0
Finish Value Engineering Work	01/07/22	01/07/22	0	0
Gate 4 - 65% Development Complete	11/11/22	11/11/22	0	0
Environmental Clearance Complete	12/08/23	12/08/23	0	0
Gate 5 - 100% Development Complete / IFB	01/05/24	01/05/24	0	0
ROW Permits Complete	06/30/24	06/30/24	0	0
IFB	07/01/24	07/01/24	0	0
Main Contract Award	10/31/24	10/31/24	0	0
NTP	11/01/24	11/01/24	0	0
Gate 6 - Substantial Completion	04/30/28	04/30/28	0	0
Gate 7 - Start-Up/Turnover Complete	08/01/28	08/01/28	0	0
Gate 8 - Project Closeout Complete	12/01/28	12/01/28	0	0

Burlingame Broadway Grade Separation

JPB Project #

100244

TA Project #

000813

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	15,808		15,808	15,808	0	0.0%
Environmental	1200	2,288		2,288	2,288	0	0.0%
Real Estate	2100	6,448		6,448	6,448	0	0.0%
Utilities Relocations	2200	6,240		6,240	6,240	0	0.0%
Const./Impl. Contracts	3100	242,944		242,944	242,944	0	0.0%
Construction Management	4100	5,200		5,200	5,200	0	0.0%
Design Support During Const.	4200	1,040		1,040	1,040	0	0.0%
Testing & Commissioning	4300	1,040		1,040	1,040	0	0.0%
Agency/ODCs	5000	73		73	73	0	0.0%
Project Management	5100	5,096		5,096	5,096	0	0.0%
Project & Document Control	5200	426		426	426	0	0.0%
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	151		151	151	0	0.0%
Legal	5500	42		42	42	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	52		52	52	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	83		83	83	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	667		667	667	0	0.0%
Subtotals	NA	287,740	0	287,740	287,740	0	0.0%
Unknown Risks	NA	NA	NA	NA	28,663	0	0.0%
Unallocated Contingency	9900	28,663		28,663	NA		
Grand Totals	NA	316,403	0	316,403	316,403	0	0.0%
(*) ICAP already included in totals above		12,169	0	12,169	12,169	0	0.0%

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

Burlingame Broadway Grade Separation

JPB Project # **100244**
TA Project # **000813**

Table 5. FUNDING (in thousands of \$)

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

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1. Right of Way Acquisition - SMCTA and City & County of San Francisco	City, SMCTA, JPB ----- Coordinating with Real Estate.	Determine funding source, seek funds for acquisition.	\$11M -----	

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

A Notice to Proceed to be issued soon to CPM so that the one-day qualitative and quantitative analysis workshop can be scheduled. Assisted the City in preparing their application for the Rail Crossing Elimination Grant Program due October 4th. Held focus meetings with Real Estate to discuss overall approach regarding future discussions with UPRR regarding underground utilities relocation & acquisition of TA property and CCSF property needed for the project. Contractor is preparing to submit Amendment No. 2 for additional services.

NEXT KEY ACTIVITIES

Coordination with Real Estate regarding surveys, right of way and property acquisitions including acquisition of SMCTA and CCSF property within the project limits valued at approximately \$11 million will continue. Conduct field diagnostic meeting with CPUC on October 7th. Attend the City Council meeting on October 3rd to discuss outcome of July 13th public outreach regarding aesthetics and landscaping options.

PROJECT NOTES

Burlingame Broadway Grade Separation

JPB Project #

100244

TA Project #

000813

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)











Photo 4 - Center Board Platform (rendering)

South San Francisco Station Improvement Project

JPB Project # **002146**
TA Project # **000824**

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
98.8%	0.00%	99%

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

SCOPE Summary

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

Key elements of the project include:

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

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

Table 2. SAFETY INCIDENTS

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

South San Francisco Station Improvement Project

JPB Project #

002146

TA Project #

000824

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTP	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Substantial Completion	11/30/21	11/30/21	0	0
Station Opening	01/10/22	01/13/22	-3	0
Gate 6 - Substantial Completion	02/28/22	10/03/22	-217	-64
Gate 7 - Start-Up/Turnover Complete	07/31/22	10/03/22	-64	-64
Gate 8 - Project Closeout Complete	03/31/22	12/31/22	-275	-61

South San Francisco Station Improvement Project

JPB Project #

002146

TA Project #

000824

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	3,127	-457	2,670	2,670	0	0.0%
Environmental	1200	100	0	100	100	0	0.0%
Real Estate	2100	0	220	220	220	0	0.0%
Utilities Relocations	2200	200	6,020	6,220	6,220	0	0.0%
Const./Impl. Contracts	3100	37,000	23,210	60,210	60,210	0	0.0%
Construction Management	4100	3,323	9,358	12,681	12,681	0	0.0%
Design Support During Const.	4200	1,109	0	1,109	1,109	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	0	0	0	0	0.0%
Project Management	5100	2,664	5,282	7,946	7,946	0	0.0%
Project & Document Control	5200	126	0	126	126	0	0.0%
Finance/Accounting	5300	63	0	63	63	0	0.0%
Contracts & Procurement	5400	116	0	116	116	0	0.0%
Legal	5500	50	0	50	50	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	
Equip./Material Purchases	6100	0	155	155	155	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,454	4,110	4,110	0	0.0%
Subtotals	NA	49,533	46,242	95,775	95,775	0	0.0%
Unknown Risks	NA	NA	NA	NA		825	100.0%
Unallocated Contingency	9900	6,767	-5,942	825	NA		
ICAP			1,612	1,612		1,612	100.0%
Grand Totals	NA	56,300	40,300	96,600	95,775	1,612	1.7%

(*) ICAP already included in totals above

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

South San Francisco Station Improvement Project

JPB Project # 002146
TA Project # 000824

Table 5. FUNDING (in thousands of \$)

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

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date
1. Stainless steel paneling for underpass wall	Hubert Chan ----- Issued field instruction to PMI based on 50/50 cost sharing. Contractor has placed order for stainless steel	Install stainless steel paneling for underpass wall to cover water leak stains as warranty work.	12/31/2022
2. Fire Suppression System (need to install a new fire hydrant to support existing fire suppression system)	Hubert Chan ----- Agreement was made with the City of SSF Fire Department to relocate dry hose connection. A new fire hydrant will not be needed. PMI has declined this extra work. Seeking new contractor to perform the work.	Relocate dry hose connection.	12/31/2022

KEY ACTIVITIES - Current Reporting Quarter

Contractor completed administrative punch list submittals (including warranties and O&M manuals). Designer completed and submitted project as-builts. Issued Substantial Completion.

NEXT KEY ACTIVITIES

Process the final Progress Payment. Acquire conditional release from PMI and begin work on Final Acceptance. Agency staff to prepare lessons learned session and to revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.

PROJECT NOTES

South San Francisco Station Improvement Project

JPB Project #

002146

TA Project #

000824

PROJECT PHOTOS



Photo 1 - Shuttle bus pick up area



Photo 2 - Shelter with ticket machine



Photo 3 - Ramp 3



Photo 4 - New platform looking north MT-2

South Linden Avenue and Scott Street Grade Separation

JPB Project # **002152**
TA Project # **000814**

Table 1. Status Summary and Total Project Performance

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

Project Phase: **3 - Development (35%)**

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.5%	0.00%	100%

SCOPE Summary

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

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

Project Manager: Alexander Acenas
Principal Designer: TBD
Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Environmental Clearance Complete	04/30/23	04/30/23	0	0
Gate 3 - 35% Development Complete	10/31/24	10/31/24	0	0
Gate 4 - 65% Development Complete	10/31/25	10/31/25	0	0
Gate 5 - 100% Development Complete/IFB	04/30/27	04/30/27	0	0
ROW Permits Complete	03/31/28	03/31/28	0	0
IFB	10/01/27	10/01/27	0	0
Main Contract Award	04/30/28	04/30/28	0	0
NTP	05/01/28	05/01/28	0	0
Gate - 6 Substantial Completion	06/30/31	06/30/31	0	0
Gate - 7 Start-up/Turnover Complete	10/31/31	10/31/31	0	0
Gate - 8 Project Closeout Complete	01/31/32	01/31/32	0	0

South Linden Avenue and Scott Street Grade Separation

JPB Project # 002152
TA Project # 000814

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

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

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

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
San Mateo County TA	Local	650	4,950	5,600	5,600	0
City of San Bruno	Local	60	163	223	189	34
City of South San Francisco	Local	100	387	487	407	80
SAMTR Non CCF Prepaid	Local	85		85	85	0
Totals		895	5,500	6,395	6,281	114

South Linden Avenue and Scott Street Grade Separation

JPB Project # **002152**
TA Project # **000814**

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

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

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

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

KEY ACTIVITIES - Current Reporting Month

The MOU for the PE-EC phase has been fully executed. The RFP for Preliminary Engineering phase design consultant will be issued on October 11th. Proposals will be due early December. If interviews will be conducted, they will be held in early January. Target for award of contract is March.

NEXT KEY ACTIVITIES









Issue RFP. Respond to any requests for information related to the RFP.

PROJECT NOTES

Whipple Avenue Grade Separation Study

JPB Project # **100410**
TA Project # **100579**

Table 1. Status Summary and Total Project Performance

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

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

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

Project schedule extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. It is still to be determined when the project goes to the Management Committee to request a re-baseline.

SCOPE Summary

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

PLANNING SCOPE Summary

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

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

Project Manager: David Pape
Principal Designer: TBD
Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Whipple Avenue Grade Separation Study

JPB Project # 100410
TA Project # 100579

Table 3. MILESTONE SCHEDULE

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

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

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

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

Whipple Avenue Grade Separation Study

JPB Project # **100410**
TA Project # **100579**

Table 5. FUNDING (in thousands of \$)

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

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

The consultant updated the draft final project summary report and outreach summary and submitted it to the City and Caltrain for final review. City and Caltrain staff completed final review and the consultant is making final edits.

NEXT KEY ACTIVITIES

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

PROJECT NOTES

Watkins Ave Grade Crossing Safety Improvements

JPB Project # **100522**
TA Project # **100579**

Table 1. Status Summary and Total Project Performance

Project Phase: **5 - Development (100/IFB)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
20.16%	0.44%	100%

SCOPE Summary

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

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

Project Manager: Robert Tam
Principal Designer: HNTB
Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

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

Watkins Ave Grade Crossing Safety Improvements

JPB Project #

100522

TA Project #

100579

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	600	-41	559	559	0	0
Environmental	1200	30	0	30	30	0	0
Real Estate	2100	30	0	30	30	0	0
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300	0	400	400	400	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,000	1,000	1,000	0	0
Construction Management	4100	350	0	350	350	0	0
Design Support During Const.	4200	100	0	100	100	0	0
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	30	30	30	0	0
Project Management	5100	250	-30	220	220	0	0
Project & Document Control	5200	50	50	100	100	0	0
Finance/Accounting	5300	30	0	30	30	0	0
Contracts & Procurement	5400	25	0	25	25	0	0
Legal	5500	25	0	25	25	0	0
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	10	10	10	0	0
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	25	25	25	0	0
Equip./Material Purchases	6100	25	-25	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	100	400	500	500	0	0
Subtotals	NA	3,615	-181	3,434	3,434	0	0
Unknown Risks	NA	NA	NA	NA	727	0	0
Unallocated Contingency	9900	560	167	727	NA		
Grand Totals	NA	4,175	-14	4,161	4,161	0	0

(*) ICAP already included in totals above 149 0 149 0 149 100.0%

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

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
SMCTA	Local	4,125		4,125	4,125	0
CCF Rail	Other	50	-14	36	36	0
Totals		4,175	-14	4,161	4,161	0

Watkins Ave Grade Crossing Safety Improvements

JPB Project # **100522**
TA Project # **100579**

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

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

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

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

KEY ACTIVITIES - Current Reporting Quarter

Received the stamped Issue for Bid plans and specs and worked with Contracts & Procurement to develop the IFB Received approval from the Management Committee to proceed with IFB and rebaseline the project schedule and budget. Advertised and issued the Invitation For Bid. Held a pre-bid conference and three bidders attended. Received 2 bids from the Invitation For Bid. Evaluating the low bid for responsiveness.

NEXT KEY ACTIVITIES

Perform reference checks on the apparent low bidder and develop Staff Report for Board award.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

Ferry Program Projects

TA - : San Mateo County Ferry Service

100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: This next phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA. The PE/ENV phase is scheduled to finish by June 2025.</p> <p>Phase: Preliminary Engineering and Environmental Review (PE/ENV)</p> <p>Status: The TA and the Port of Redwood City entered into a funding agreement, which was executed. The project team completed a Professional Services Agreement with COWI North America to complete preliminary engineering for a 2-Berth Concept Study for the preferred site location adjacent to the Redwood Creek navigation channel. The original Feasibility Study had preliminary designs for a single berth facility adjacent to the navigation channel. The study was completed in August 2022 and will be sufficient for the environmental consultant to complete the environmental reviews.</p>	\$3,499,200	\$0	\$3,499,200

100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)	SMCTA Budget	Expended	Remaining
<p>Scope: Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2023.</p> <p>Phase: Planning.</p> <p>Status: Project team began discussions with regulatory agencies on the proposed interim project. Given agencies feedback and limited lifespan of the initial grading plan concept, the consultants further developed interim conceptual grading plan to address Sea Level Rise (SLR) without sea walls. Project team updated conceptual plans for the landscape/site surface improvements to be included with the interim site grading project, which was shared with various City departments for feedback.</p>	\$350,000	\$100,726	\$249,274

Pedestrian and Bicycle **Program Projects**

Sponsor	Project Name	Project Status	Award Date	Expected Completion Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Punch list tasks were completed and 5% retention was paid by the City. Project team began close-out documentation process.	Dec 2020	September 2022	Jun 2024	\$0	\$1,000,000	\$839,059	\$160,941
Burlingame	Burlingame Station Pedestrian Improvements Project	Final design 100% completed.	Dec 2020	April 2023	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Project team prepared final design and construction package.	Dec 2020	Mar 2023	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Due to City staff resource constraints, the design phase has been delayed until FY 23, Q2.	Dec 2020	Dec 2023	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design 100% completed. Project team opened bids in August.	Mar 2018	Jun 2023	Jul 2023	\$810,000	\$0	\$93,937	\$716,063
Daly City	Vision Zero Community Outreach Program	Project team developed branding and community outreach methods, which were chosen. Social media outreach and a city webpage have been setup. Monthly project development team (PDT) meetings continued.	Dec 2020	Sep 2022	May 2023	\$0	\$50,000	\$0	\$50,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Project team implemented City Planning comments from environmental document review. Project team retained an environmental biological restoration consultant for the mitigation plan, collaborated with the County of San Mateo for final design of the connection point for the two trails and was worked with Caltrans for PEER application requirements.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$158,585	\$156,415
Menlo Park	Haven Avenue Streetscape Project	Due to project staffing loss and schedule impacts from COVID, the City sent the TA a letter, dated September 16, 2022, requesting a twelve month extension for bid and construction phase. The TA will grant a final extension to complete the project no later than June 2024. Bid will be released tentatively, Winter 2022.	Apr 2014	Sep 2022	Original: 4/2021 Extension: 6/2024	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Installed Rectangular Rapid-Flashing Beacon (RRFB) and relocated crosswalk.	Mar 2018	Dec 2022	Jul 2023	\$805,600	\$0	\$488,574	\$317,026
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Project team began pre-project planning and preliminary engineering.	Dec 2020	Jun 2023	May 2024	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Project team began pre-project planning and preliminary engineering.	Dec 2020	Jun 2023	Mar 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: Contractor continued to complete project close-out, including addressing outstanding punch list items.	Mar 2016	March 2022	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction began, which included storm drains, sidewalks and curb ramps.	Dec 2020	Dec 2022	Jul 2024	\$0	\$360,000	\$0	\$360,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design began at 90%.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$305,502	\$1,095,498
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Project team continued to seek grant opportunities, as project is on hold until further funding is identified.	Mar 2016	Jun 2024	Dec 2022	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Final design revised with comments from stakeholders, nearing 100% draft.	Dec 2020	Oct 2022	Jun 2023	\$0	\$700,000	\$390,612	\$309,388
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Project team conducted interviews with consultants. City Council awarded an agreement in September 2022.	Dec 2020	Feb 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000



San Mateo County Transportation Authority
CAPITAL PROJECTS – Quarterly Progress Report

Definition of Terms

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

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

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

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

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

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

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

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

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



San Mateo County Transportation Authority
CAPITAL PROJECTS – Quarterly Progress Report

Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

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

PDT – Policy Development Team / Project Development Team

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

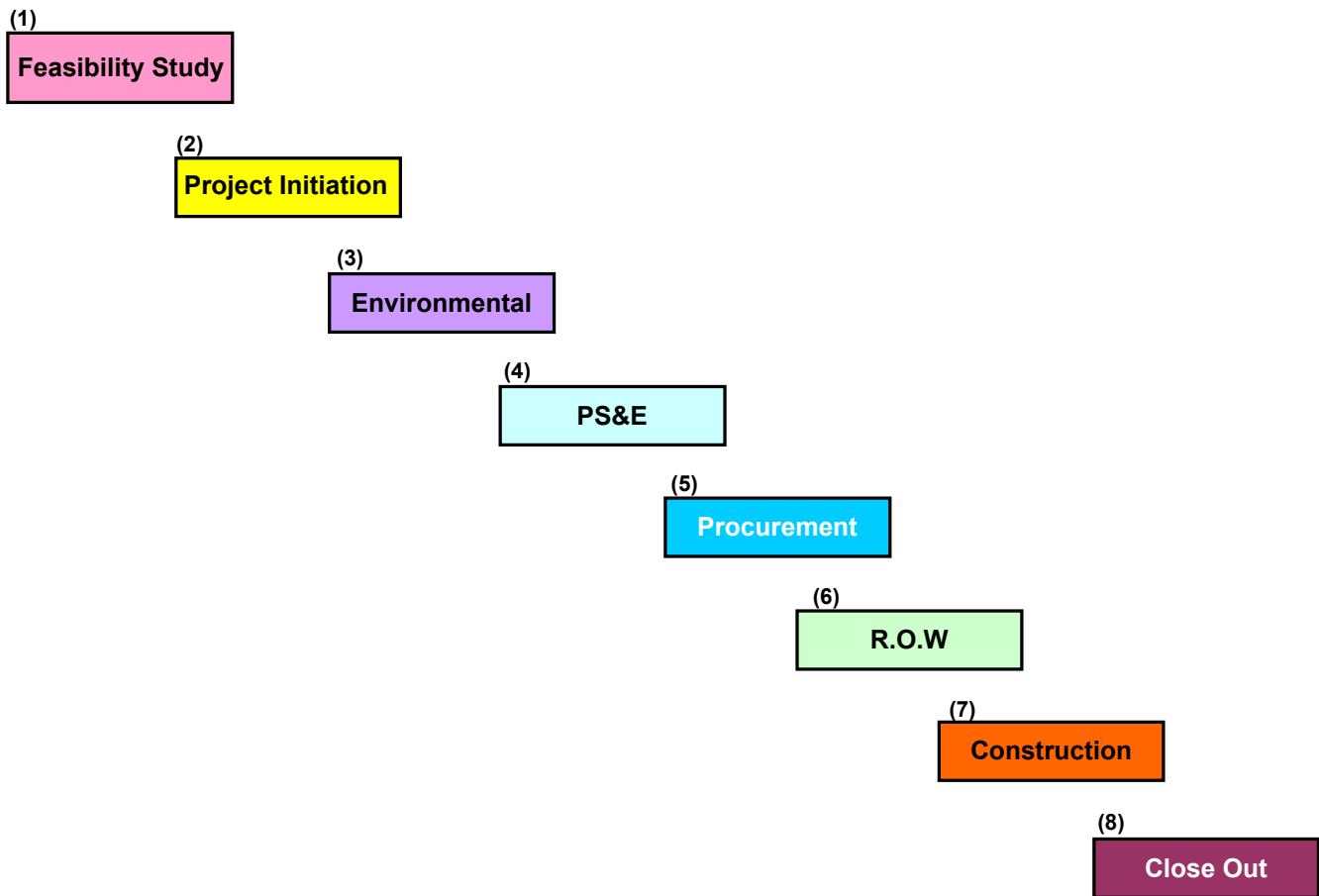
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



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



San Mateo County Transportation Authority

CAPITAL PROJECTS – Quarterly Progress Report

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

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

Caltrain
CAPITAL PROJECTS – Quarterly Progress Report

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

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

Schedule Legend

	Completed
	Critical path
	Baseline/target schedule



BOARD OF DIRECTORS 2022

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CAROLE GROOM
DON HORSLEY
JULIA MATES
MARK NAGALES

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: November 23, 2022
To: TA Board of Directors
From: April Chan, Executive Director
Subject: Executive Director's Report

US 101 Express Lanes Update

Construction of the Northern segment (north of Whipple Avenue) was completed and all the channelizers in the northbound and southbound directions have been removed. The lanes are currently open as High Occupancy Vehicle (HOV) 3+ while the Toll System Integrator tests the toll system equipment. Opening of the Northern segment as Express Lanes continues to be on-track for early 2023. A public education and marketing campaign will soon be launched prior to opening of the Express Lanes.

Regarding the operations of the Southerly segment, the project team continues to monitor the operational performance which shows a general increase in use. Detailed information on operations will be presented to the Board at the January 2023 meeting.

The project also experienced its first major maintenance issue resulting from a fire at an encampment near Woodside Road. The toll system equipment cabinets, cables and other related infrastructure were damaged, but have since been repaired or replaced. Toll system operations were not impacted due to the damaged equipment.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Reallocation of Funds from Construction to Landscaping Phase of US 101 Express Lanes Project**

Action

Staff recommends the Board of Directors (Board):

1. Reallocate \$2.2 million of San Mateo County Transportation Authority (TA) Measure A Highway Program funds from the Construction Phase to the Landscaping Phase of the US 101 Express Lanes Project (Project).
2. Authorize the Executive Director, or her designee, to (a) execute a cooperative agreement for the Landscaping Phase of the Project with the California Department Of Transportation (Caltrans) and the City/County Association of Governments of San Mateo County (C/CAG) and (b) execute or amend any agreement, and take any other action necessary, to expend the reallocated funds and complete the Project.

Significance

With the Construction Phase of the Project coming to an end, the next phase is the Landscaping Phase, which will replace irrigation and install new highway landscaping. As with prior phases, the San Mateo County Transportation Authority (TA) will need to execute a Cooperative Agreement with Caltrans, the Implementing Agency, and C/CAG as the project co-sponsor, to allow work to begin.

As noted in prior project updates presented to the Board, including the November 2022 update, the original estimate for the Landscaping Phase was \$4.8 million and was planned to be funded by Measure A Highway Program funds along with State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) funds. Since that time, the cost estimate for the Landscaping Phase has been refined and the current engineer's estimate for the work is \$7.8 million, an increase of \$3 million.

To fund the \$3 million cost increase, staff recommends reallocating \$3 million in project savings from the Construction Phase to the Landscaping Phase. Of this amount, \$2.2 million are previously allocated Measure A Highway Program funds and \$800,000 from the Bay Area Infrastructure Financing Authority (BAIFA).

The table below details the existing and proposed changes to the Landscaping Phase funding:

<u>Fund Source</u>	<u>Original Budget</u>	<u>Proposed Change</u>	<u>Total</u>
STIP/RIP	\$3,000,000	\$0	\$3,000,000
Measure A	\$1,805,000	\$2,195,000	\$4,000,000
BAIFA	\$0	\$800,000	\$800,000
Total	\$4,805,000	\$2,995,000	\$7,800,000

Upon Board approval of the proposed actions, staff will execute a Cooperative Agreement with Caltrans and C/CAG for the landscaping work and amend the existing Cooperative Agreement with BAIFA to transfer BAIFA's construction savings to the Landscaping Phase.

Budget Impact

There is no impact on the budget. The Landscaping Phase work cost increases are proposed to be funded entirely with savings from previously allocated Project cost savings.

Background

Construction of the US 101 Express Lanes has been completed, with the lanes north of Whipple Avenue to Interstate 380 presently open as High Occupancy Vehicle (HOV) 3+ lanes. Once testing of the toll equipment is complete in early 2023, this northern segment of the Express Lanes will commence their operation as toll lanes, resulting in toll lanes operating on US 101 over the full 22 miles between I-380 (to the north) and the Santa Clara County line (to the south).

Prepared By: Heba El-Guindy Acting Director, Program and Project Delivery 650-508-6476

Resolution No. 2022 –

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

Reallocating Funding from the Construction Phase to the Landscaping Phase of the US 101 Express Lanes Project and Authorizing Execution of Related Contracts and Amendments

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

Whereas, the San Mateo County US 101 Express Lanes Project (Project) is jointly sponsored by the TA and the City/County Association of Governments of San Mateo County (C/CAG), and implemented by the California Department of Transportation (Caltrans); and

Whereas, on February 7, 2019, through Resolution 2019-03, the TA Board of Directors agreed to form the San Mateo County Express Lanes Joint Powers Authority with C/CAG to exercise their shared rights and responsibilities to own, manage and administer the Project, and contracted with the Bay Area Infrastructure Financing Authority (BAIFA) to operate the Express Lanes on their behalf; and

Whereas, with the Construction Phase of the Project ending, the next phase is the Landscaping Phase, which will replace irrigation and install new highway landscaping; and

Whereas, the original 2019 estimate for the Landscaping Phase was \$4.8 million, to be funded by Measure A Highway Program funds along with State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) funds; and

Whereas, since that time, the cost estimate for the Landscaping Phase has been refined, the current engineer's estimate for the work has increased from \$4.8 million to \$7.8M, and STIP/RIP funds have been redirected to the Construction Phase; and

Whereas, to fund the \$3 million landscaping cost increase, staff recommends the Board reallocate \$2.2 million in previously allocated TA Highway Program funds from the Construction Phase to the Landscaping Phase, and arrange for \$800,000 of BAIFA funds be redirected from the Construction Phase to the Landscaping Phase; and

Whereas, staff further recommends the Board authorize the Executive Director, or her designee, to execute a Cooperative Agreement with Caltrans and C/CAG for the landscaping work, and any other contracts and/or contract amendments required to expend the reallocated funds.

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

1. Reallocates \$2.2 million of San Mateo County Transportation Authority Measure A Highway Program funds from the Construction Phase to the Landscaping Phase of the US 101 Express Lanes Project; and
2. Authorizes the Executive Director, or her designee, (a) to execute a Cooperative Agreement for the Landscaping Phase of the Project with the California Department of Transportation and the City/County Association of Governments of San Mateo County, and (b) to execute and/or amend any additional agreements, and take any other action necessary, to give expend the reallocated funds and complete the Project.

Regularly passed and adopted this 1st day of December, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Executive Officer, Transportation Authority

Subject: **Adoption of Pedestrian and Bicycle Program 2022 Cycle 6 Call for Projects Program**

Action

Staff proposes the Board of Directors (Board):

1. Make a one-time exception to the San Mateo County Transportation Authority (TA) Strategic Plan 2020-2024 guidelines to allow available funds advertised for award in the Cycle 6 Pedestrian and Bicycle Program Call for Projects (CFP) to be shifted from the Small Capital and Planning & Promotions sub-categories to the Large Capital subcategory.
2. Program and allocate \$21,870,754 of Measure A and Measure W Pedestrian and Bicycle Program category funds to 25 projects selected through the CFP, as shown in Exhibit B.
3. Recommend the City/County Association of Governments of San Mateo County (C/CAG) award Measure M Safe Routes to School funding to one project selected through the CFP, also as shown in Exhibit B.
4. De-program the Fiscal Year (FY) 2015 Cycle 3 Pedestrian and Bicycle Program award for \$1 million to the City of San Carlos for the US 101/Holly Street Pedestrian and Bicycle Overcrossing to re-start the clock for project implementation.
5. Amend the FY 2021-2022 Cycle 5 Pedestrian and Bicycle Program award to the City of Menlo Park Middle Avenue Pedestrian/Bicycle Rail Crossing Project to change the funded phase from construction to design.
6. Authorize the Executive Director, or her designee, to execute agreements and take any other actions necessary to give effect to these actions.

Significance

Cycle 6 Pedestrian and Bicycle Program

In August 2022, the TA issued its sixth Pedestrian and Bicycle Program CFP, announcing the availability of up to \$17.7 million in Measure A and Measure W funds. This is the second Pedestrian and Bicycle CFP to include two full years of revenues from both measures. The tables below, which were previously provided to the Board in the August 2022 Executive

Director’s Report, outline the available funding and program sub-categories that were advertised as part of the CFP.

Cycle 6 Pedestrian and Bicycle Program Funding

Measure A	3%	\$7,139,271
Measure W	5%	\$10,636,500*
Total		\$17,775,771

*Includes rollover of \$152,500 in Cycle 5 Planning & Promotions funds

Pedestrian and Bicycle Program Sub-Categories

Capital		\$16,743,621.00
<i>Large Capital (67%)</i>	95%	<i>\$11,197,944.50</i>
<i>Small Capital (33%)</i>		<i>\$5,545,676.50</i>
Safe Routes to School*	2.5%	\$439,825.00
Planning/Promotion	2.5%	\$592,325.00
Total		\$17,775,771.00

*Allocated to the San Mateo County Office of Education in April 2022.

A total of thirty-three applications were received from 19 jurisdictions, requesting over \$31 million, resulting in a CFP that is oversubscribed by approximately \$13 million. Descriptions of all thirty-three project proposals appear in Exhibit A.

Following the close of the CFP, the TA Project Review Committee (Committee) met on October 20, 2022 to evaluate and score the submitted applications. The Committee was expanded from seven members to nine members this year to facilitate review of the larger number of project proposals. The Committee was composed of two TA staff members, one C/CAG staff member, three members of the C/CAG Bicycle and Pedestrian Advisory Committee, one staff member from Caltrain Planning, one staff member from Caltrans District 4 Bicycle and Pedestrian Branch, and one staff member from the San Mateo County Health Department.

At their respective November 2022 meetings, the TA’s Citizen’s Advisory Committee (CAC) and Board were presented two funding options for consideration. Based on the input from members of the public, local jurisdiction representatives, the TA CAC, and Board members, Funding Option 2 was overwhelmingly supported to fund additional construction-ready projects. Funding Option 2 includes the following actions:

- Allocate an additional \$839,000 in Measures A and W revenue collected over and above the original projection

- Reallocate the remaining balances from the Small Capital and Planning & Promotions subcategories, \$720,617, to the Large Capital subcategory to fully expend the advertised funding
- Advance \$2,695,808 from a portion of the projected sales tax receipts from July to December 2022 to fully fund two additional high-scoring, shovel-ready construction projects in the Large Capital projects subcategory
- Deprogram the 2015 Cycle 3 award to San Carlos for the Holly Street/Highway 101 Pedestrian Overcrossing and award an equivalent amount (\$1 million) as part of Cycle 6 to reset the timely use of funds requirements for the subject project and provide the City with additional time to close the large funding gap for the project (setting a new deadline of December 2023).

The table below summarizes the additional funding proposed for award as part of Funding Option 2.

Updated Cycle 6 Pedestrian and Bicycle Program Funding

Cycle 6 Advertised Funding	\$17,775,771
Additional Accrued Sales Tax Through June 2022	\$839,000
Cycle 3 Reprogrammed Funding	\$1,000,000
Advanced Partial Sales Tax Revenue Through December 2022	\$2,695,808
Updated Total Cycle 6 Program Funding*	\$22,310,579

*\$439,825 was allocated to the San Mateo County Office of Education in April 2022.

Based on the Committee's ranking of proposed projects and inclusion of additional funding through Funding Option 2, Exhibit B identifies the 12 large capital, 10 small capital, and 3 planning & promotions projects award recommendations. Additionally, one small capital project is recommended for C/CAG's Measure M Safe Routes to School funding. Exhibit B also notes recommended funding award conditions and TA technical assistance to be provided for various projects.

City of San Carlos US 101/Holly Street Pedestrian and Bicycle Overcrossing Project

The City of San Carlos received funds for the US 101/Holly Street Pedestrian and Bicycle Overcrossing Project as part of the 2015 Cycle 3 program. Multiple conditions and competing projects in the area have interfered with the city's ability to use previously-awarded TA funds on the schedule required for TA grantees. Following consultation with City staff, TA staff recommends that \$1 million in Cycle 3 funds be de-programmed so that the City can be awarded the same amount of new Cycle 6 funds, which will reset the clock for timely use of funds on this project by December 2023.

City of Menlo Park Middle Avenue Pedestrian/Bicycle Rail Crossing Project

Following the November TA Board meeting, and after several discussions with the City of Menlo Park, it was determined that the Cycle 5 award to City of Menlo Park for the construction phase

of the Middle Avenue Pedestrian/Bicycle Rail Crossing Project cannot meet the conditions placed on the project for allocation of the programmed funds. That award stipulated: *“The recommendation is contingent on Menlo Park closing the funding gap with other grant or funding sources by May 2021. If unsuccessful, then the award would be reallocated.”* However, TA staff has worked with the City of Menlo Park to identify an option that would allow the project to move forward, with the TA’s funds: shifting the TA funds from the construction phase identified in the Cycle 5 program of projects to the design phase. Staff for the City has indicated that this approach will facilitate progress on the project. Therefore, TA staff recommends that Board authorize this change to ensure the funding remains active. TA staff further recommends that funding be subject to the following conditions:

- The City of Menlo Park must execute an agreement with Caltrain for the design phase of the project within six months of this resolution (June 2023) for the City to use TA funds for project design.
- The construction phase of the project must begin within three years of the completion of the design phase or the TA can require the city to return TA funds used for project design.
- None of the \$5,933,997 in other (non-TA) funding that was programmed for the project in the City’s Capital Improvement Program as of November 2022 can be shifted to other efforts. To the extent that any of these \$5,933,997 are spent on other projects or efforts, the TA funding award will be decreased by a corresponding amount. If TA funds have not been expended, the TA allocation will be reduced accordingly before funds are paid to the city. If the awarded TA funds have been expended, the city will be required to reimburse the TA a corresponding amount. Such actions would ensure compliance with the prohibition using TA funds to supplant other funds previously designated for a project.

Budget Impact

There are sufficient Measure A and Measure W Pedestrian and Bicycle Program funds in the TA's Fiscal Year 2023 and prior-year budgets to fully fund the 25 recommended projects in the amount of \$21,870,754.

Background

The TA’s Pedestrian and Bicycle Program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A and five percent of Measure W of sales tax revenue is available to support the Pedestrian and Bicycle Program.

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

Resolution No. 2022 –

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

* * *

**Programming and Allocating \$21,870,754 in New Measure A and Measure W Funds from the
Fiscal Year 2023 Pedestrian and Bicycle Program Category Budget for 25 Projects**

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

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

Whereas, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the TA with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

Whereas, the TA prepared and adopted a Strategic Plan in December 2019 to address the requirements of both measures and provide a policy framework for the implementation of the New Measure A and Measure W programs; and

Whereas, the Strategic Plan 2020-2024 designates three percent of New Measure A funds, in accordance with the 2004 Transportation Expenditure Plan, and five percent of Measure W funds, in accordance with the Congestion Relief Plan, to fund pedestrian and bicycle projects; and

Whereas, in August 2022, the TA issued a competitive call for projects (CFP) for pedestrian and bicycle projects with up to \$17.7 million in Measure A and Measure W funding available, which yielded 33 applications from 19 sponsors requesting over \$31 million; and

Whereas, the TA Project Review Committee (Committee) evaluated and scored the projects; and

Whereas, staff and the Committee recommend making a one-time exception to the TA Strategic Plan 2020-2024 guidelines to allow funds advertised for award under the Cycle 6 CFP to be shifted from the Small Capital and Planning & Promotions sub-categories to the Large Capital subcategory; and

Whereas, otherwise consistent with the TA Strategic Plan 2020-2024, staff recommends that the Board of Directors (Board) authorize the programming and allocation of a total of \$21,870,754 to the 25 top-ranked projects, including 12 Large Capital Projects, 10 Small Capital Projects and three Planning & Promotions Projects, which will equitably distribute New Measure A and Measure W investment within San Mateo County; and

Whereas, the TA provided assistance to the City/County Association of Governments of San Mateo County (C/CAG) by using the Cycle 6 Pedestrian and Bicycle Program CFP process to recommend an award for up to \$200,000 in Measure M Safe Routes to School funding; and

Whereas, the Committee recommends C/CAG award the full \$200,000 in available funding to one project selected through the CFP as shown in Exhibit B; and

Whereas, the 2015 Cycle 3 Pedestrian and Bicycle Program \$1 million award to the City of San Carlos for the Holly Street/Highway 101 Pedestrian Overcrossing has exceeded the TA's timely use of funds requirements, and staff recommends deprogramming the such funds, and programming a new equivalent Cycle 6 award to reset the timely use of funds requirements and ensure the City of San Carlos Holly Street/Highway 101 Pedestrian Overcrossing project is consistent with the Cycle 6 guidelines; and

Whereas, the 2020 Cycle 5 Pedestrian and Bicycle Program award to the City of Menlo Park for the Middle Avenue Pedestrian/Bicycle Rail Crossing Project cannot meet the conditions placed on it, staff has worked with the City of Menlo Park to identify an alternative to allow the project to move forward with TA funds, and staff recommends amending the subject 2020 Cycle 5 Pedestrian and Bicycle program award to the City of Menlo Park to change the funded phase from construction to design.

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

1. Makes a one-time exception to the TA Strategic Plan 2020-2024 guidelines to allow funds advertised for the Cycle 6 Pedestrian and Bicycle Program Call for Projects to be shifted from the Small Capital and Planning & Promotions sub-categories to the Large Capital subcategory.
2. Programs and allocates \$21,870,754 of Measure A and Measure W Pedestrian and Bicycle Program category funds to 25 projects selected through the Pedestrian and Bicycle Call for Projects, as shown in Exhibit B, with the funded (and unfunded) projects described further in Exhibit A.

3. Recommends the City/County Association of Governments of San Mateo County award Measure M Safe Routes to School funding to one project selected through the Pedestrian and Bicycle Call for Projects, as shown in Exhibit B.
4. De-programs the FY 2015 Cycle 3 Pedestrian and Bicycle Program award of \$1 million to the City of San Carlos for the US 101/Holly Street Pedestrian and Bicycle Overcrossing.
5. Amends the FY 2021-2022 Cycle 5 Pedestrian and Bicycle Program award for the City of Menlo Park Middle Avenue Pedestrian/Bicycle Crossing Project to change the funded phase from construction to design.
6. Authorizes the Executive Director, or her designee, to execute agreements and take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 1st day of December, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary



**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

This document summarizes all 33 submitted applications to the 2022 Cycle 6 Pedestrian and Bicycle Program Call for Projects. The projects are shown in ranked order by subcategory. To learn more about many of the infrastructure treatments mentioned, please refer to the C/CAG Comprehensive Bicycle and Pedestrian Plan Design Toolkit available [here](#).

Large Capital Projects by Rank

1. Redwood Avenue Pedestrian Improvements

Sponsor: City of Redwood City	Total Score: 81.8
Requested Phases: CON	Requested Funding: \$2,000,000
Recommended Phases: CON	Recommended Award: \$2,000,000

Project Description:

Redwood Avenue is a two-lane collector street with on-street parking that connects El Camino Real to State Route 84 (Woodside Road) and Hudson Street. Redwood Avenue also crosses the Peninsula Bikeway and a designated “Slow Street” at Ebener Street. The sidewalk infrastructure is dilapidated – damaged by years of vehicles parking on the sidewalk, trees and their roots lifting the sidewalks, and overgrown.

The project will construct 10,800 linear feet of ADA-compliant sidewalk with curbs, gutters and 40 curb ramps, along with the installation of 25 replacement trees for the length of Redwood Avenue between Woodside Road and Hudson Street, complementing developer-funded traffic calming improvements such as speed humps. Together, these improvements will increase safety and access to community facilities and neighborhood serving retail.

2. Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets

Sponsor: City of San Mateo	Total Score: 80.0
Requested Phases: PAED, PS&E, CON	Requested Funding: \$2,000,000
Recommended Phases: PAED, PS&E, CON	Recommended Award: \$2,000,000

Project Description:

The Fashion Island Boulevard and 19th Avenue project represents a 1.3-mile corridor with varying widths and conditions. There are no dedicated bike facilities connecting Foster City and San Mateo residents and workers to the Hayward Park Caltrain station. While intermittent bike facilities exist on Fashion Island Boulevard between Delaware Street and Mariners Island Drive, they are not contiguous and the facilities that cross both State Route 92 and U.S. 101 on-/off-ramps do not serve riders of all ages and abilities.

The project will construct a two-way Class IV separated bikeway along the length of the corridor connecting directly with the Hayward Park Caltrain Station and future SamTrans Mobility Hub at the existing Caltrans Park and Ride lot. The bikeway improvements are intended to be designed to improve conditions near the freeway on-/off-ramps, incorporate areas for green stormwater infrastructure, develop protected intersections, and fill in gaps in the existing bike network.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

3. Junipero Serra Boulevard and Westborough Boulevard Pedestrian and Bicycle Improvements

Sponsor: City of South San Francisco	Total Score: 78.3
Requested Phases: Caltrans PID	Requested Funding: \$1,530,981
Recommended Phases: Feasibility Study	Recommended Award: \$450,000

Project Description:

Junipero Serra Boulevard and Westborough Boulevard represent two critical arterial corridors in the northern part of South San Francisco that have minimal pedestrian and bicycle accommodations. Additionally, the Interstate 280 on-/off-ramps create multiple barriers for people walking, biking, and accessing transit by hindering access to BART stations, shopping centers, schools, libraries, and more.

This project will undertake the Caltrans Project Initiation Document (PID) phase and environmental clearance to assess implementing over 6 miles of new or upgraded pedestrian facilities, over 3 miles of new Class IV separated bikeways, and 5 protected intersections. The project aims to increase comfort and safety for all roadway users while providing necessary east/west active transportation facilities.

Please note, the evaluation committee recommended a reduced award to fund a feasibility study to create alternative concept designs, garner public support for the specific project, assess equity impacts, and develop a funding plan prior to the development of a PID. The recommended preliminary feasibility study is consistent with the approach taken by other agencies to better inform the PID process.

4. Belmont Village Pedestrian and Bicycle Improvements

Sponsor: City of Belmont	Total Score: 74.6
Requested Phases: PS&E, CON	Requested Funding: \$750,000
Recommended Phases: PS&E, CON (Reduced)	Recommended Award: \$300,000

Project Description:

In 2017, the City of Belmont adopted the Belmont Village Specific Plan to increase affordable multifamily housing near the Caltrain station and downtown. However, to accommodate growth and provide access to transit, multiple bicycle and pedestrian corridors and crossings need to be upgraded to close gaps and improve connectivity.

The project will design and construct a HAWK crossing at the El Camino Real and Hill Street intersection to provide a safe, accessible crossing north of Ralston Avenue to the Caltrain station for the surrounding neighborhood and affordable housing developments. Additionally, the project will design and construct three Class II or Class III bikeway corridors identified in the Specific Plan project area.

Please note, the evaluation committee recommended a reduced award for only the design of the bikeway corridors.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

5. California Drive Bicycle and Pedestrian Improvement Project

Sponsor: City of Burlingame	Total Score: 73.5
Requested Phases: PS&E, ROW, CON	Requested Funding: \$1,620,000
Recommended Phases: PS&E, ROW, CON	Recommended Award: \$1,620,000

Project Description:

California Drive is one of the primary arterials in Burlingame and currently does not adequately serve people walking, biking, and accessing transit. In particular, the segment between Burlingame Avenue and Oak Grove Avenue is a multilane, 63-foot wide roadway consisting of four vehicle travel lanes with some left-turn lanes and Class III bicycle facilities with sharrows, which creates a stressful environment for active transportation users.

The project will design and construct the final segment the California Drive corridor between Broadway and downtown Burlingame. The 0.4-mile Class 1 multiuse path along California Drive between Oak Grove Avenue and Burlingame Avenue will further enhance north/south connectivity and close one of the major gaps on the Countywide backbone bicycle network. The project will improve the safety, comfort, and attractiveness of bicycling for people of all ages and abilities, and provide critical low-stress options for people to access both Caltrain and BART.

6. El Camino Real Complete Streets Gap Closure

Sponsor: Town of Atherton	Total Score: 70.4
Requested Phases: Caltrans PID, PAED	Requested Funding: \$1,425,000
Recommended Phases: Feasibility Study	Recommended Award: \$450,000

Project Description:

Within the Town of Atherton, El Camino Real lacks sidewalks, bicycle facilities, accessible bus stops, safe street crossings, and efficient drainage/green stormwater infrastructure. This 1.5-mile corridor is identified as one of the biggest gaps in the Grand Boulevard Initiative, which seeks to transform El Camino Real across multiple counties.

This project will undertake the Caltrans PID and environmental clearance phases to assess context-sensitive infrastructure solutions that provide mobility options beyond the auto-centric nature of the current corridor. The project will study the repurposing of outside vehicle lanes or on-street parking to establish complete, connected sidewalks, Class II bike lanes or Class IV separated bikeways, transit access improvements, and stormwater treatments.

Please note, the evaluation committee recommended a reduced award to fund a feasibility study to create alternative concept designs, garner public support for the specific project, assess equity impacts, and develop a funding plan prior to the development of a PID. The recommended preliminary feasibility study is consistent with the approach taken by other agencies to better inform the PID process.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

7. Serramonte Boulevard Bicycle and Pedestrian Improvement Project

Sponsor: Town of Colma	Total Score: 70.3
Requested Phases: PS&E, CON	Requested Funding: \$1,831,500
Recommended Phases: PS&E, CON	Recommended Award: \$1,831,500

Project Description:

Serramonte Boulevard is bisected by El Camino Real (Highway 82 into Serramonte West and Serramonte East) and is one of the primary east/west routes in the town. Serramonte West, which is Colma’s primary commercial corridor, lacks a cohesive urban environment and does not serve people walking, biking, or accessing transit. The corridor creates a barrier for workers and residents who may desire to access regional transit facilities.

The project will design and construct the first phase of the corridor improvements by implementing a road diet to reduce the number of vehicle lanes, providing Class II buffered bike lanes or Class IV separated bikeways, and installing two mid-block high visibility pedestrian crossings with rectangular rapid flashing beacons (RRFBs). Additionally, a new signal will be installed at Serramonte Boulevard and Serra Center to ensure the road diet is able to operate properly and queues will not extend to Junipero Serra Boulevard.

8. Middle Avenue Complete Streets Project

Sponsor: City of Menlo Park	Total Score: 69.8
Requested Phases: PS&E, CON	Requested Funding: \$1,200,000
Recommended Phases: PS&E, CON	Recommended Award: \$1,200,000

Project Description:

Middle Avenue is a critical east/west route in Menlo Park with two vehicle lanes and wide parking lanes but lacks dedicated bicycle facilities. The design of the street requires people who are bicycling, many of whom are young children, to squeeze between fast moving vehicles and parked cars. The corridor also lacks direct access to a future Caltrain undercrossing from Middle Avenue to the Menlo Park Civic Campus, minimizing the undercrossing's ability to connect the city with a complete, low-stress crossing of the railroad.

The project will design and construct over one mile of buffered bicycle lanes, intersection improvements, and traffic calming treatments along the corridor, including raised crosswalks, flashing pedestrian crossing beacons, speed feedback signs, and speed humps. The intersection improvements include a mini roundabout at University Drive and bicycle and pedestrian signal improvements at El Camino Real, addressing two specific safety hot spots on the corridor. The proposed design will remove parking and prioritize safe, low-stress options for people of all ages and abilities to travel on the corridor.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

9. Alameda de las Pulgas Complete Street Project

Sponsor: San Mateo County	Total Score: 69.0
Requested Phases: CON	Requested Funding: \$2,000,000
Recommended Phases: CON	Recommended Award: \$2,000,000

Project Description:

Alameda de las Pulgas is currently two lanes in each direction with Class III sharrows in some urbanized areas in unincorporated portions of the county, and narrows to one lane in each direction with a striped Class II bike lane in others. Along most of the corridor, sidewalks are either missing or are very narrow, which makes it difficult for people to walk. This creates a high-stress environment for people using active modes to get to local businesses, schools, and transit stops.

The project will construct a road diet to reduce the number of vehicle lanes between Santa Cruz Avenue and Avy Avenue to create about 1/3 of a mile of consistent five-foot wide sidewalks on both sides of the street, Class II buffered bike lanes, ADA-accessible curb ramps, a midblock pedestrian crossing with flashing beacon, and two retimed signals. The reduced number and widths of travel lanes will result in traffic calming, reducing vehicle speeds and increasing safety for people walking and bicycling. This part of the corridor proposed for improvements represents one phase of larger redesign for Alameda de las Pulgas and Santa Cruz Avenue to address significant barriers to walking and biking in urbanized areas of unincorporated San Mateo County.

10. Santa Cruz Avenue Complete Street Project

Sponsor: San Mateo County	Total Score: 68.3
Requested Phases: CON	Requested Funding: \$2,000,000
Recommended Phases: CON	Recommended Award: \$2,000,000

Project Description:

Santa Cruz Avenue is currently two lanes in each direction with a two-way left-turn lane separating each direction and parking on both sides of the street. Along most of the corridor, sidewalks are very narrow and do not meet ADA standards, which makes it difficult for people to walk. Class III sharrows are provided along the corridor but there is no dedicated space for cyclists to travel that is separated from vehicles. This creates a high-stress environment for people using active modes to get to local businesses, schools, and transit stops.

The project will construct a road diet to reduce the number of vehicle lanes between Alameda de las Pulgas and Sand Hill Road to create about 1/3 of a mile of consistent five-foot wide sidewalks, Class II buffered bike lanes, ADA-accessible curb ramps, new curb extensions to reduce crossings distances, three pedestrian refuge islands, and three retimed traffic signals. The reduced number and widths of travel lanes will result in traffic calming, reduced vehicle speeds, and increased safety for people who are walking and bicycling. This part of the corridor represents one phase of larger redesign for Alameda de las Pulgas and Santa Cruz Avenue to address significant barriers to walking and biking in urbanized areas of unincorporated San Mateo County.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

11. Holly Street/Highway 101 Interchange Project

Sponsor: City of San Carlos	Total Score: 64.5
Requested Phases: CON	Requested Funding: \$2,000,000
Recommended Phases: CON	Recommended Award: \$1,000,000

Project Description:

The Holly Street Bridge at U.S. Highway 101 (US-101) serves as a critical east-west link in San Carlos, providing access to vital residential and commercial zones and regional connections. However, the existing Holly Street Bridge provides limited pedestrian and bicycle connectivity across US-101 with only a single five-foot wide sidewalk on the south side that is also used by bicyclists who do not want to weave with vehicles between the loop ramps or cross the high-speed entrances along the interchange.

This project will construct a new 12-foot wide, 1,500-foot Class I pedestrian and bicycle multipurpose path, including a 1,073-foot pedestrian and bicycle overcrossing (POC) over US-101, which will bridge the gap between west and east San Carlos. The new POC will be a grade-separated multipurpose path that will bridge the most substantial gap in San Carlos' active transportation network. The project will reduce pedestrian and bicycle conflicts with vehicles within the US-101/Holly Street interchange and improve safety for all users by eliminating cross-traffic movements within the interchange.

Please note, the evaluation committee recommended de-programming the City's 2015 Cycle 3 award and re-programming the equivalent \$1,000,000 in Cycle 6 to reset the City's timeline for use of funds and require full project funding by December 2023.

12. Pacific Coast Bikeway North

Sponsor: City of Half Moon Bay	Total Score: 63.5
Requested Phases: CON	Requested Funding: \$980,000
Recommended Phases: CON	Recommended Award: \$980,000

Project Description:

Along Highway 1, there are limited shoulders for residents and visitors to bike between the unincorporated communities of El Granada and downtown Half Moon Bay. People walking, biking, and trying to access transit have minimal opportunities other than using Highway 1 or driving due to unconnected pathways. Low-income individuals, farm workers, seniors, and children who rely on alternative transportation options to travel to downtown for jobs, schools, or services, need connected, safe, and separated facilities in the Highway 1 corridor.

This project will construct 0.3 miles of a Class I multi-use path along the east side of Highway 1 between Roosevelt Blvd and Mirada Rd. This project will close the final gap in the City's bicycle and pedestrian trail in the north part of Half Moon Bay and will connect the City's existing trail with the multi-use path currently being constructed by the County of San Mateo just north of the city limits. This project will increase mobility and access for all Coast-side residents by providing a continuous trail connecting the heart of Half Moon Bay with the unincorporated county north of the City.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

13. Ringwood Crossing Connections Project

Sponsor: City of Menlo Park	Total Score: 59.8
Requested Phases: PS&E, CON	Requested Funding: \$900,000
Recommended Phases: Not Recommended	Recommended Award: \$0

Project Description:

The Van Buren crosswalk at the Ringwood overcrossing is currently a marked uncontrolled crosswalk. This crosswalk is located on the Youth-based High Injury Network and has seen multiple pedestrian and bicycle collisions. Most of Van Buren Road has sidewalks located on the west side of street except for the far north end of Van Buren Road that connects to Haven House, which is a home for people transitioning from homelessness. Additionally, access to the Ringwood overcrossing of US 101 along the streets of Van Buren Road, Pierce Road, Del Norte Avenue, and Ringwood Avenue have either no bicycle facilities or only sharrows.

This project will construct a raised crosswalk on Van Buren Road which connects to the pedestrian and bicycle crossing of US 101 and create multiple bicycle boulevards using traffic calming measures to achieve speeds appropriate for shared use along Del Norte Avenue, Pierce Road, Van Buren Road, and Ringwood Avenue. Additionally, the sidewalk gap on Van Buren Road will be filled. These improvements will enhance safety and improve access for pedestrians and bicyclists using the overcrossing and provide connections to other projects that are creating a low-stress route through the middle of Menlo Park from the Bay Trail to downtown and the west side of the City.

14. Pedestrian Safety Improvements at North McDonnell Road Intersections

Sponsor: C/CAG (in partnership with SFO)	Total Score: 51.0
Requested Phases: PS&E, CON	Requested Funding: \$1,972,979
Recommended Phases: Not Recommended	Recommended Award: \$0

Project Description:

North McDonnell Road serves as the primary local access road to traverse around the San Francisco International Airport. It currently has substandard pedestrian facilities including a lack of ADA-accessible curb ramps and landing areas, missing crosswalks, and undefined paths of travel. North McDonnell Road between Lot CC and West Field Road is used by employees, visitors, and heavy trucks that all access varying services along the corridor. Additionally, there are existing Class II bike lanes, but they are considered high-stress due to the lack of separation from fast-moving vehicles and heavy truck volumes.

The project will construct ADA-accessible curb ramps and high-visibility crossings, stripe designated pedestrian walkways, install pedestrian refuge islands, stripe yield markings, and replace one bus shelter to enhance pedestrian comfort and safety along the corridor. Additionally, the project will implement a road diet by reducing the number of vehicle lanes in order to provide Class II buffered bike lanes and stripe high-visibility conflict zones to better separate cyclists from motor vehicles, including trucks.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

15. Skyline Boulevard Bicycle and Pedestrian Improvements

Sponsor: City of Millbrae	Total Score: 40.3
Requested Phases: PS&E, ROW, CON	Requested Funding: \$1,623,588
Recommended Phases: Not Recommended	Recommended Award: \$0

Project Description:

The intersection of Skyline Boulevard and Larkspur Drive is a popular intersection for bicyclists and pedestrians to access the San Andreas Trail, but this stop-controlled intersection also serves traffic coming on/off I-280. There is also inconsistent sidewalk infrastructure to safely navigate along the corridor and to trailheads, especially navigating the narrow sidewalk under I-280. The existing Class II bike lanes along Skyline Boulevard are narrow and uncomfortable except for the most experienced and confident of bike riders.

The project will design and construct a two-way Class IV separated bikeway on the westbound side of Skyline Boulevard between Larkspur Drive and Hillcrest Boulevard. Additionally, the project will install high visibility crosswalks at the intersection of Skyline Boulevard and Larkspur Drive, and upgrade the existing standard crosswalks at the multiple intersection along the corridor. The goal is to create fully-separated bicycle and pedestrian facilities that link the San Andreas and Sawyer Camp trails.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

Small Capital Projects by Rank

1. Access to Downtown Bikeway Corridors

Sponsor: City of Redwood City	Total Score: 80.3
Requested Phases: PAED, PS&E	Requested Funding: \$615,000
Recommended Phases: PAED, PS&E	Recommended Award: \$615,000

Project Description:

Access to downtown Redwood City is currently limited to a small number of corridors that provide dedicated bike facilities. Two of the highest priority corridors include Vera Avenue and Broadway which were identified by the RWC Moves Citywide Transportation Plan. These two corridors will connect the neighborhoods west and south of downtown to the downtown area and transit center and create safe, seamless, and convenient bike access to many destinations in the area.

The project will complete the environmental clearance and design phases for both corridors while supplementing community outreach for the Vera Avenue Bicycle Boulevard Project and for the Broadway Complete Streets Project between Walnut Street and Woodside Road. Vera Avenue will be evaluated to determine how to transform the quick-build project into a permanent bikeway corridor. Broadway will be evaluated to determine how to implement Class IV separated bikeways and protected intersections.

2. East Bayshore Road Pedestrian Improvement Project

Sponsor: City of East Palo Alto	Total Score: 77.3
Requested Phases: PLAN, PAED, PS&E	Requested Funding: \$400,000
Recommended Phases: PLAN, PAED, PS&E	Recommended Award: \$400,000

Project Description:

East Bayshore Road is parallel to US 101 and provides critical connections for residents and workers in East Palo Alto to access key destinations and transit stops.

The roadway is currently one lane in each direction and does not have curb, gutter, sidewalk or bikeway facilities. In recent years, there have been two pedestrian fatalities within the project limits and a high need to improve conditions for people walking and biking.

The project will study existing deficiencies to determine the most appropriate bike and pedestrian treatments, then undertake the environmental clearance and design phases for the corridor. As part of the design process, the City will determine the type of bikeways, locations for traffic calming measures, green infrastructure, and lighting necessary to establish a complete street that works for all roadway users.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

3. Design of El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)

Sponsor: Town of Colma	Total Score: 77.3
Requested Phases: PS&E	Requested Funding: \$603,000
Recommended Phases: PS&E	Recommended Award: \$603,000

Project Description:

El Camino Real from the Mission Road intersection in Colma to Arlington Drive in the City of South San Francisco, referred to as Segment B, has no existing sidewalk and bicycle access. The safety of bicyclists and pedestrians residing in the neighborhood off of Arlington Drive in South San Francisco, as well as residents from the Veteran’s Housing Complex (many of whom live with various disabilities) and individuals who work in the Mission Road commercial District, is severely compromised on this portion of the roadway. Access to public transportation facilities in the area is also limited due to lack of non-vehicle infrastructure.

This project will design the bikeways and sidewalks that are planned to be separated from the vehicle path of travel. The focus of this project is on establishing a safer corridor and providing access for all individuals and modes of transport including the relocation of bus stops to increase public transit amenities. This design project will work in tandem with the El Camino Real/Mission Road protected intersection and signal redesign project previously funded by the TA. The project also includes other safety measures such as street lighting, barriers to separate traffic from pedestrians, and traffic calming elements.

4. Esplanade & Palmetto Bicycle & Pedestrian Improvement Project

Sponsor: City of Pacifica	Total Score: 73.5
Requested Phases: PS&E, CON	Requested Funding: \$583,504
Recommended Phases: PS&E, CON	Recommended Award: \$583,504

Project Description:

Within Pacifica, Esplanade Avenue and Palmetto Avenue are part of the federally-recognized US Bike Route 95 and the state’s California Coastal Trail. The route connects northern Pacifica with the historic downtown Sharp Park area where there are schools, a library, beach access, recreational hiking, shopping, the Pacifica Municipal Pier, and more. The corridor currently lacks bicycle facilities in many stretches or has unmaintained, faded striping that makes it difficult for people biking or accessing the coastline. Additionally, people trying to cross the corridor may not be easily seen by vehicles and experience near-misses.

This project will install Class II bike lanes along Palmetto Avenue and a portion of Esplanade Avenue. Additionally, small stretches of Class III bicycle boulevards with traffic calming elements will be installed along W. Avalon Drive and portions of Esplanade Avenue where right-of-way and coastal public parking constraints exist. While Class II bike lanes already exist along Palmetto Avenue between Avalon and Paloma Avenue, they are faded and not up to current best practice design standards and will be upgraded to improve those conditions by using updated conflict striping and outer edge fog lines. The project will improve a pedestrian crossing of the Bay Ridge Trail with flashing beacons.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

5. Lake Merced Blvd Street Reallocation and Bicycle Lane Project

Sponsor: City of Daly City	Total Score: 68.5
Requested Phases: PLAN, PS&E, CON	Requested Funding: \$498,750
Recommended Phases: PLAN, PS&E, CON	Recommended Award: \$498,750

Project Description:

Lake Merced Boulevard is located at the City of Daly City's northern border and provides direct access to the City & County of San Francisco. The north-south corridor extends from Southgate Avenue in Daly City to Skyline Boulevard in San Francisco. Lake Merced Boulevard is currently a four-lane undivided road with Class II bike lanes, three traffic signals, and one uncontrolled crossing. The corridors connect Daly City residents with Westlake Park, Lake Merced, and Doelger Senior Center. Furthermore, a portion of it is located on the City's Vision Zero High Injury Network.

The project will initially evaluate opportunities to reconfigure the roadway to upgrade the Class II bike lanes to Class IV separated bikeways with quick-build treatments. Other potential improvements include bike boxes at the traffic signals at each end of the corridor and advance yield lines at the existing uncontrolled crossing. This project will directly extend and build on San Francisco Municipal Transportation Agency (SFMTA)'s Lake Merced Quick-Build Project at the City border to promote traffic calming and implement safe pedestrian and bicycle connections along the entire corridor.

6. Kentucky/Massachusetts Intersection Quick Build SRTS Project

Sponsor: City of Redwood City	Total Score: 65.5
Requested Phases: CON	Requested Funding: \$36,900
Recommended Phases: Not Recommended	Recommended Award: \$0

Project Description:

As part of the 2021 walk and bike audit report for Henry Ford Elementary School, one of the top priority areas for improvement was the Kentucky Street and Massachusetts Avenue intersection. The intersection, located one block east of Henry Ford Elementary School, has wide crossings with faded crosswalks on two legs and unmarked crossings on the others. In 2022, the City received a grant from the San Mateo County Office of Education to complete the design for quick-build improvements to enhance safety for students and their parents who walk or bike to Henry Ford Elementary School.

The project will construct quick-build curb extensions with delineators, three high-visibility yellow crosswalks, and green bike lanes through the intersection of Kentucky Street and Massachusetts Avenue. The project includes public art designs in the curb extensions to increase visibility of quick-build treatments and enhance pedestrian comfort.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

7. San Mateo Downtown Parking Garage Pedestrian Safety Project

Sponsor: City of San Mateo	Total Score: 65.5
Requested Phases: CON	Requested Funding: \$820,662
Recommended Phases: Not Recommended	Recommended Award: \$0

Project Description:

The City of San Mateo led a study to assess conditions near downtown parking garage entrances and exits to identify pedestrian safety challenges. Many of the parking garages have walls along the driveways extending to the sidewalk, resulting in limited site visibility for pedestrians on the sidewalk and exiting vehicles. Existing pedestrian pathways were observed to be too narrow, providing little protection from moving vehicles. Additionally, some of the parking garages lacked typical safety and security features like signage with parking garage operating hours, security cameras, and vertical clearance fixtures.

This project will construct pedestrian safety improvements at three City-owned parking garages: Main Street Parking Garage, Central Parking Garage, and 2nd and El Camino Parking Garage. These improvements will address site-specific safety deficiencies at each facility to enhance pedestrian safety in Downtown San Mateo for all ages and abilities. Improvements include audible and visual pedestrian and vehicle warning devices, physical separation for pedestrian pathways, speed cushions, and updating signage and pavement markings to standards set forth in the federal Manual on Uniform Traffic Control Devices.

Please note, the evaluation committee recommended not funding improvements related to the parking garages and focusing limited available funding toward other roadway safety projects that may be higher impact.

8. Pacifica Schools Mid-block Crosswalk Safety Improvements

Sponsor: City of Pacifica	Total Score: 64.0
Requested Phases: CON	Requested Funding: \$234,080
Recommended Phases: CON	Recommended Award: \$200,000 – C/CAG Measure M SRTS Funding

Project Description:

Pacifica’s 2020 Bicycle and Pedestrian Plan identified high-priority, mid-block, unsignalized crossings on major roads in front of schools or senior housing that needed to be enhanced to improve safety and comfort of the most vulnerable roadway users in the City. At many of the identified locations, drivers are currently driving through mid-block crosswalks without stopping and are often distracted.

The project will construct crosswalk improvements including rectangular rapid flashing beacons (RRFBs) and other minor striping and signage improvements at eight locations, primarily at mid-block crossings near schools or senior centers. Improvements to lines of sight, flashing lights to grab drivers’ attention, and increased signage and striping will all help to make these crosswalks safer for their respective users.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

9. Occidental Avenue Bike and Ped Improvement and Traffic Calming Project

Sponsor: City of Burlingame	Total Score: 63.3
Requested Phases: PS&E, CON	Requested Funding: \$435,000
Recommended Phases: PS&E, CON	Recommended Award: \$435,000

Project Description:

Occidental Avenue is a 36-ft wide roadway consisting of a single vehicle travel lane in each direction. Intersections of Occidental Avenue at both Ralston Avenue and Chapin Avenue are irregularly shaped, creating visibility issues for drivers and safety concerns for pedestrians and bicyclists trying to navigate the corridor. This neighborhood-serving street provides access to local schools and retail areas, but does not have traffic calming or sharrows to indicate the presence of people biking.

The project will design and construct two median islands and improve multiple crossings on Occidental Avenue at Ralston Avenue and Chapin Avenue to enhance safety for pedestrians and bicyclists by increasing visibility and shortening crossing distances. The project will also install traffic calming features, where feasible.

10. South Rollins Road Traffic Calming Project

Sponsor: City of Burlingame	Total Score: 60.8
Requested Phases: PS&E, CON	Requested Funding: \$440,000
Recommended Phases: PS&E, CON	Recommended Award: \$440,000

Project Description:

Rollins Road between Burlingame Avenue and Broadway is a 32-ft wide roadway consisting of a single vehicle travel lane per direction with on-street parking on the west side of the road and a retaining wall on the east side of the road, adjacent to the US 101. Due to the existing configuration of the roadway, the north-bound traffic is uninterrupted, and data indicates the average speed is exceeding the speed limit of 35 MPH. This major uninterrupted north/south corridor is identified as a high stress-roadway by the C/CAG youth-based high injury network.

The project will design and construct three traffic circles and multiple chicanes, and install rubberized medians on South Rollins Road between Broadway and Burlingame Avenue, to enhance safety for pedestrians and bicyclists by slowing down traffic and increasing visibility. The traffic calming improvements will help create an environment that is comfortable for all roadway users and provides better visibility of people walking and biking.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

11. Alpine Road Corridor Improvement Project

Sponsor: San Mateo County	Total Score: 60.5
Requested Phases: Caltrans PID	Requested Funding: \$890,000
Recommended Phases: Caltrans PID	Recommended Award: \$890,000

Project Description:

The Alpine Road Corridor Improvement Project represents a 1.8-mile stretch of roadway which extends from the unincorporated San Mateo County/Menlo Park boundary to the unincorporated San Mateo County/Portola Valley boundary. It is a heavily-used arterial, serving drivers, bicyclists, pedestrians, and transit riders. Alpine Road is mostly one lane in each direction with high vehicular speeds and a posted speed limit of 35 mph. High vehicular speeds, numerous conflict zones with both the I-280 ramps and private driveways, and little dedicated space or buffers for pedestrians and cyclists creates an uncomfortable and stressful active transportation environment. There is an existing narrow Class II bike lane on both sides of the roadway that does not provide adequate facilities for people of all ages and abilities.

The project will develop the necessary Caltrans Project Initiation Documents to work toward the ultimate buildout of constructing an enhanced Alpine Trail multiuse path, pedestrian-scale lighting at three intersections, one Rapid Rectangular Flashing Beacon (RRFB), high visibility crosswalk markings, an extension of the existing guard rail between Piers Lane and Bishop Lane, buffered bike lanes, and dashed green conflict striping in vehicular/bicyclists conflict zones. These improvements are specifically designed to increase the visibility of bicyclists and pedestrians, reduce the amount of conflict points, slow vehicular speeds, provide more space for multimodal users, and increase separation between vehicles and multimodal users.

12. Eucalyptus Pathway Project

Sponsor: Town of Hillsborough	Total Score: 56.8
Requested Phases: CON	Requested Funding: \$389,000
Recommended Phases: CON	Recommended Award: \$389,000

Project Description:

Eucalyptus Avenue is a primary walking path for families and children to walk to multiple local schools. The current informal, unpaved path is not accessible or in usable condition during the winter months due to stormwater runoff and mud. This area is overgrown with roots and often covered in debris from the eucalyptus trees. By removing and replacing the trees, formalizing the "desire line," and moving the path away from cars, this project encourages the currently-94 students and their families who live nearby to walk to school.

The project will construct a 1,900-foot long pathway that includes a five-foot wide Americans with Disabilities Act (ADA)-accessible pedestrian path. The improved pedestrian pathway, which includes the installation of three new ADA ramps and four improved crosswalks, would enhance accessibility for pedestrians and improve the streetscape along this well-traveled corridor. The pathway material will utilize the latest recommended design standards for permeable concrete to promote stormwater infiltration. Additional crosswalks will also be added, providing better access to and from the new pathways.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

13. Santa Clara to Tulare Walkway

Sponsor: City of Brisbane	Total Score: 56.6
Requested Phases: PAED, PS&E, CON	Requested Funding: \$475,000
Recommended Phases: PAED, PS&E, CON	Recommended Award: \$475,000

Project Description:

Streets in the Brisbane hillside, Santa Clara and Tulare, are narrow and lack consistent pedestrian facilities, having minimal amounts of sidewalk installed with large gaps. However, these streets have low levels of traffic stress, which still allows for pedestrian usage. Alvarado Street has consistent sidewalk on one side of the street, and providing connectivity to Alvarado through the stairway network provides access to existing dedicated pedestrian walkways. Two additional areas for new walkway segments provide the residential areas easy, direct access to SamTrans bus and Commute.org shuttle stops. The Brisbane hillside neighborhoods also need more efficient evacuation routes in the event of a wildfire that serves all residents, even those without a vehicle.

The project will design and construct a new walkway from Tulare Street to Santa Clara Street, design a second new walkway connecting Santa Clara Street and Alvarado Street, and design a third new walkway connecting San Francisco Avenue to Old County Road. The ultimate buildout of the network of stairways will provide mobility for pedestrians to and from activity centers between the narrow, windy, and hilly streets, which are not suitable for bicyclists and limited dedicated pedestrian walkways. The stairway network will also drastically improve connectivity to public transit options and to the nearby Brisbane Elementary School.

14. San Carlos Safe Routes to School Improvement Project

Sponsor: City of San Carlos	Total Score: 50.3
Requested Phases: CON	Requested Funding: \$200,000
Recommended Phases: Not Recommended	Recommended Award: \$0

Project Description:

As part of the City of San Carlos' Bicycle and Pedestrian Master Plan that was adopted in early 2022, a Safe Routes to School Plan was developed in concert to conduct walk audits and identify needs for families and children walking and biking to schools. In particular, near Brittan Acres Elementary School, there are areas where standard crosswalks and ADA curb ramps exist at the two all way stop controlled intersections. However, with a higher number of pedestrians in the area, the crossings were identified as needing treatments to increase the visibility of pedestrians. Near White Oak Elementary School, ADA curb ramps exist at two legs of a major neighborhood intersection that is all-way-stop controlled but could also use treatments to increase the visibility of pedestrians.

The project will construct 8 curb extensions and install high visibility crosswalks near Brittan Acres Elementary School to improve safety for students and other pedestrians. The restriped pavement markings will help improve driver awareness of families and children walking in the area. Additionally, a speed feedback sign will be installed for traffic control in the area. The project will also install high-visibility crosswalks and advance-warning pavement markings near White Oaks Elementary School to improve driver awareness and reconstruct existing curb ramps to meet ADA compliance.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

15. Glens Path Phase 3

Sponsor: Town of Woodside

Total Score: 44.3

Requested Phases: CON

Requested Funding: \$538,200

Recommended Phases: Not Recommended

Recommended Award: \$0

Project Description:

Glenwood Avenue is the main thoroughfare for the Glens neighborhood in the rural community of Woodside. The current roadway is narrow and winding with some locations even difficult for vehicles to bypass each other. In many locations, the total pavement width is 16 feet and speed surveys have supported the posted 20 mph speed limits in the neighborhood. The road does not provide consistent safe refuge areas for families to traverse the neighborhood as pedestrians. There are currently no provisions for ADA accessibility through the neighborhood, which makes the neighborhood inaccessible to many physically-disabled individuals.

This project will construct a four-foot-wide raised-asphalt concrete path to provide a safe place for pedestrians to walk along Glenwood Avenue. The project will also install signage and sharrows to make Glenwood Avenue a Class 3 Bicycle Facility to make drivers more aware of people biking in the community. By adding a pedestrian pathway without widening the road, we anticipate the project will calm traffic. Other forms of traffic calming, including speed bumps, would be inappropriate for this area given emergency ingress/egress concerns by the Woodside Fire Protection District and the curved and narrow nature of the roadways.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

Planning/Promotions Projects by Rank

1. El Camino Real Master Plan

Sponsor: City of South San Francisco	Total Score: 89.5
Requested Phases: Planning	Requested Funding: \$100,000
Recommended Phases: Planning	Recommended Award: \$100,000

Project Description:

Currently, El Camino Real consists of multiple vehicle lanes in each direction with discontinuous Class II bike lanes and wide crossings for pedestrians. Conflicts with turning vehicles and speeding along the roadway create a high-stress environment for people walking, biking, and accessing transit. Substantial active transportation safety improvements are needed to transform this critical north-south intracity corridor but would have the potential to become an important link for all modes of travel through South San Francisco.

The El Camino Real Master Plan will analyze the deployment of various bicycle and pedestrian safety improvements along the El Camino Real Corridor within the South San Francisco city limits. In particular, the Plan will conduct a feasibility assessment for implementing continuous Class IV bike lanes along El Camino Real, identifying pedestrian safety improvements, incorporating transit amenities, and engaging the community to prioritize improvements. Lastly, the Plan would develop various conceptual designs and analysis of potential costs associated with infrastructure changes related to the implementation of the active transportation improvements on El Camino Real.

2. Daly City Vision Zero Design Standards

Sponsor: City of Daly City	Total Score: 80.3
Requested Phases: Planning	Requested Funding: \$65,000
Recommended Phases: Planning	Recommended Award: \$65,000

Project Description:

Daly City adopted its Vision Zero Action Plan in 2020 which was developed through a grant from the Federal Highway Administration (FHWA). At the time, there were limited public outreach efforts included due to limited budget. However, the plan itself included a stakeholder’s group and workshops to guide the Plan’s development. One of the main deficiencies identified in that effort was that the City does not currently have design standards for improvements, such as high-visibility crosswalk and bicycle markings, travel lane widths, bulb-outs, or pedestrian crossing warning devices. In other words, when developing Capital Improvement Projects, there is no guiding force behind the design decisions that are made when replacing or modifying existing roadway infrastructure.

The Vision Zero Design Standards will implement the City’s Vision Zero Action Plan, action #’s 8, 9, 10 and 11, by preparing design standards and guidelines for bicycle and pedestrian facilities. Specifically, standards and guidelines for high-visibility bicycle markings, high-visibility crosswalks, bulb-outs, travel lane widths, and pedestrian crossing warning devices will be established for use along the High Injury Network and other City roadways. The development of these standards would provide the City with a toolkit and references to apply when implementing Vision Zero-specific and other capital improvement projects along corridors identified on the High Injury Network.

**Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category**

3. Vision Zero Programs

Sponsor: City of Redwood City

Total Score: 70.5

Requested Phases: Promotions

Requested Funding: \$100,000

Recommended Phases: Promotions

Recommended Award: \$100,000

Project Description:

In June 2022, Redwood City adopted the Redwood City Walk Bike Thrive Plan, which is a combined planning document for the Vision Zero Action Plan and the Citywide Bicycle and Pedestrian Master Plan. A Vision Zero Task Force was then established with representatives from various City departments, County of San Mateo departments, Redwood City School District, etc. The Task Force reviewed the recommended programs and prioritized the development of educational and encouragement programs as part of their three-year work plan.

The Redwood City Vision Zero Programs project will develop a public awareness campaign targeting specific behaviors, educate businesses near hotspot collision corridors on safe practices, pair education programs with engineering countermeasure installations, and host workshops for parents on Safe Routes to School topics. The Vision Zero Programs are educational and encouragement activities aimed at targeting primary collision factors and increasing public education and awareness to reduce the number of future collisions and hopefully eliminate them.

Exhibit B. 2022 Pedestrian and Bicycle Program Cycle 6 Final Recommendations

Sponsor	Project Title	Total Score	Total Project Budget	Request Amount	Matching Funds	Match %	TA Tech Assist	Requested Phases	Recommended Phase	Recommended Measure A Funding	Recommended Measure W Funding	Recommended C/CAG Measure M Funding
Large Capital Projects												
Redwood City	Redwood Avenue Pedestrian Improvements	81.8	\$3,700,000	\$2,000,000	\$1,700,000	85%		CON	CON		\$2,000,000	
San Mateo (City)	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets	80.0	\$2,200,000	\$2,000,000	\$200,000	10%	\$200,000	PAED, PS&E, CON	PAED, PS&E, CON	\$2,200,000		
South San Francisco	Junipero Serra Blvd and Westborough Blvd Pedestrian and Bicycle Improvements ¹	78.3	\$1,990,275	\$1,530,981	\$459,294	30%		PID, PAED	Feasibility Study	\$450,000		
Belmont	Belmont Village Pedestrian and Bicycle Improvements ²	74.6	\$1,100,000	\$750,000	\$350,000	47%		PS&E, CON	PS&E, CON	\$300,000		
Burlingame	California Drive Bicycle and Pedestrian Improvement Project ³	73.5	\$1,800,000	\$1,620,000	\$180,000	11%	\$15,000	PS&E, ROW, CON	PS&E, ROW, CON	\$1,635,000		
Atherton	El Camino Real Complete Streets Gap Closure ⁴	70.4	\$1,600,000	\$1,425,000	\$175,000	12%	\$100,000	PID, PAED	Feasibility Study	\$550,000		
Colma	Serramonte Boulevard Bicycle and Pedestrian Improvement Project ³	70.3	\$2,035,000	\$1,831,500	\$203,500	11%	\$15,000	PS&E, CON	PS&E, CON	\$1,846,500		
Menlo Park	Middle Avenue Complete Streets project ³	69.8	\$1,400,000	\$1,200,000	\$200,000	17%	\$15,000	PS&E, CON	PS&E, CON		\$1,215,000	
San Mateo County	Alameda de las Pulgas Complete Street Project	69.0	\$2,857,150	\$2,000,000	\$857,150	43%		CON	CON		\$2,000,000	
San Mateo County	Santa Cruz Avenue Complete Street Project	68.3	\$2,985,900	\$2,000,000	\$985,900	49%		CON	CON		\$2,000,000	
San Carlos	Holly Street-Highway 101 Interchange Project ⁶	64.5	\$4,300,000	\$2,000,000	\$2,300,000	115%		CON	CON	\$1,000,000		
Half Moon Bay	Pacific Coast Bikeway North	63.5	\$1,365,000	\$980,000	\$385,000	39%		CON	CON	\$980,000		
Menlo Park	Ringwood Crossing Connections Project	59.8	\$1,000,000	\$900,000	\$100,000	11%		PS&E, CON	-			
C/CAG	Pedestrian Safety Improvements at North McDonnell Road Intersections	51.0	\$2,216,830	\$1,972,979	\$243,851	12%		PS&E, CON	-			
Millbrae	Skyline Boulevard Bicycle and Pedestrian Improvements	40.3	\$1,844,986	\$1,623,588	\$221,398	14%		PS&E, ROW, CON	-			
		Totals	\$32,395,141	\$23,834,048	\$8,561,093		\$345,000			\$8,961,500	\$7,215,000	\$0
Small Capital Projects												
Redwood City	Access to Downtown Bikeway Corridors	80.3	\$650,000	\$615,000	\$35,000	6%		PAED, PS&E	PAED, PS&E		\$615,000	
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	77.3	\$420,000	\$400,000	\$20,000	5%		PLAN, PAED, PS&E	PLAN, PAED, PS&E		\$400,000	
Colma	Design of El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)	74.8	\$670,000	\$603,000	\$67,000	11%		PS&E	PS&E		\$603,000	
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project ³	73.5	\$940,904	\$568,504	\$372,400	66%	\$15,000	PS&E, CON	PS&E, CON		\$583,504	
Daly City	Lake Merced Blvd Street Reallocation and Bicycle Lane Study	68.5	\$525,000	\$498,750	\$26,250	5%		PLAN, PS&E, CON	PLAN, PS&E, CON		\$498,750	
Redwood City	Kentucky/Massachusetts Intersection Quick-build Safe Routes to School Project ⁵	65.5	\$41,000	\$36,900	\$4,100	11%		CON	-			
San Mateo (City)	San Mateo Downtown Parking Garage Pedestrian Safety Project ⁷	65.3	\$863,854	\$820,662	\$43,192	5%		CON	-			
Pacifica	Pacifica Schools Mid-Block Crosswalk Safety Improvements	64.0	\$292,600	\$234,080	\$58,520	25%		CON	CON			\$200,000
Burlingame	Occidental Avenue Bike and Ped Improvement and Traffic Calming Project ³	63.3	\$600,000	\$420,000	\$180,000	43%	\$15,000	PS&E, CON	PS&E, CON		\$435,000	
Burlingame	South Rollins Road Traffic Calming Project	60.8	\$630,000	\$440,000	\$190,000	43%		PS&E, CON	PS&E, CON		\$440,000	
San Mateo County	Alpine Road Corridor Improvement Project	60.5	\$990,000	\$890,000	\$100,000	11%	\$100,000	PID	PID		\$990,000	
Hillsborough	Eucalyptus Pathway Project	56.8	\$802,900	\$389,000	\$413,900	106%		CON	CON	\$389,000		
Brisbane	Santa Clara to Tulare Walkway	56.6	\$500,000	\$475,000	\$25,000	5%		PAED, PS&E, CON	PAED, PS&E, CON	\$475,000		
San Carlos	San Carlos Safe Routes to School Improvement Project	50.3	\$220,000	\$200,000	\$20,000	10%		CON	-			
Woodside	Glens Path Phase 3	44.3	\$688,000	\$538,200	\$149,800	28%		CON	-			
		Totals	\$8,834,258	\$7,129,096	\$1,705,162		\$130,000			\$864,000	\$4,565,254	\$200,000
Planning/Promotions												
South San Francisco	ECR Master Plan	89.5	\$105,000	\$100,000	\$5,000	5%		PLAN	PLAN		\$100,000	
Daly City	Daly City Vision Zero Design Standards	80.3	\$75,000	\$65,000	\$10,000	15%		PLAN	PLAN		\$65,000	
Redwood City	Vision Zero Programs	70.5	\$110,000	\$100,000	\$10,000	10%		PLAN	PLAN		\$100,000	
		Totals	\$290,000	\$265,000	\$25,000		\$0			\$0	\$265,000	\$0
Totals										\$9,825,500	\$12,045,254	\$200,000

Notes and Conditions on Awards:

1. Evaluation committee recommends a reduced award to allow South San Francisco to conduct a Feasibility Study with engagement, concept designs, and equity analysis prior to awarding funds for development of the Caltrans Project Initiation Document.
2. Evaluation committee recommends a reduced award, with funds for the design of the proposed bikeways but not for the HAWK signal.
3. For various projects requesting multiple phases without concept designs, the recommendation includes that third-party consultant design review to required to ensure best practices are incorporated during the PS&E phase (65% design) and before a construction phase agreement can be executed.
4. Evaluation committee recommends a reduced award (\$450,000) to allow Atherton to conduct a Feasibility Study with engagement, concept designs, and equity analysis prior to awarding funds for the Caltrans Project Initiation Document plus \$100,00 in TA Technical Assistance.
5. This project is only eligible for the C/CAG Measure M funding and is not recommended for TA funding; this will facilitate funding a project that can use the full \$200,000 award.
6. TA staff recommends de-programming the 2015 Cycle 3 award for \$1,000,000 and re-programming an equivalent award in Cycle 6 to reset the timely use of funds guidelines and require full funding by December 2023.
7. Evaluation committee recommends not funding improvements related to the parking garage and focusing limited available funding toward other roadway safety projects that may have higher impacts.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Casey Fromson, Chief Communications Officer
Subject: **2023 Draft Legislative Program**

Action

Staff proposes the Board receive the attached 2023 Draft Legislative Program for the San Mateo County Transportation Authority.

Significance

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2023 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2023 calendar year, including the first half of the 2023-24 State legislative session and first session of the 118th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2023 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate the Transportation Authority programs as well as SamTrans and other transit provider services with other agencies in the Bay Area.

Advocacy Process

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

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

Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2023 Legislative Program, including:

- Direct Engagement
Engage policymakers at the federal, state, regional and local levels directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2023 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

Budget Impact

There is no impact on the budget.

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

San Mateo County Transportation Authority **DRAFT 2023** Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

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- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate the **Transportation Authority programs as well as SamTrans and other transit provider** services with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory, Legislative, and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

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- Coalition-based Engagement
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

State and Regional	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>General Funding Transit agencies continue to suffer from a loss of ridership and revenue as a result of the COVID-19 pandemic. Additional funding is needed to mitigate the pandemic’s impact for transit agencies.</p> <p><i>In 2022, the state budget included significant new funding for transportation, with additional funds (\$4 billion) proposed for FYs 2023-24 and 2024-25. These funds are for capital projects and flow through the Transit and Intercity Rail Capital Program (TIRCP).</i></p>	<ul style="list-style-type: none"> ● Direct advocacy for additional resources to secure state funding for transit systems and work to ensure committed funds materialize in the FY 2023-24 State Budget. ● Work with other regional transit agencies and other entities, and agencies statewide, to secure a new source of operations funding for transit. ● Ensure that any new COVID relief funding suballocated through the region is based primarily on revenue losses, balanced with the needs of transit dependent riders. ● Protect against the elimination or diversion of any State or regional funds that support the Agency’s transportation needs. ● Support State funding allocation requests for investments that benefit the Agency’s transportation programs and services. ● Work with legislative delegation, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency’s transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure, including working with the California State Transportation Agency (CalSTA), the California Air Resources Board (CARB), and the California Energy Commission (CEC) on funding program requirements.
<p>Formula Funding <i>In 2022, transit formula funding began to rebound from the lows of the COVID-19 pandemic, seeing new highs by some estimates. However, a potential recession may impact core transit funding.</i></p> <p>After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable</p>	<ul style="list-style-type: none"> ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. ● Support full and timely allocation of the Agency’s State Transportation Improvement Program (STIP) share. ● Participate in the CTA’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform, the review of performance measures for transit, and efforts to extend temporary relief.

<p>over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The CTA effort resulted in temporary relief in meeting farebox recovery ratio requirements to access LTF, STA, LCTOP and SOGR funds as well as several more significant and permanent changes to TDA such as adding additional exemptions for on-demand service, cost of security, transitioning to zero-emission operations, and more. In 2023, the TDA conversation will continue to assess more holistic changes to TDA to maximize flexibility for maintaining and expanding service. The Agency via the San Mateo County Transit District is part of the working group. In 2023, the Agency will support the California Transit Association’s efforts to extend the temporary relief.</p>	
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, it has generated billions of dollars. In</p>	<ul style="list-style-type: none"> ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment.

<p>2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “equity priority communities” communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> ● Work to explore Cap and Trade as a potential source for additional operating funds. ● Support efforts to further extend the program ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● Support efforts to revise the State’s definition on “equity priority communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.
<p>Voter Threshold In recent years, the Agency has supported legislation that would provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> ● Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation supported projects or programs. Monitor efforts to use the initiative process to place measures on the ballot with lower voter thresholds.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. MTC is kicking off a listening tour regarding a potential future regional ballot. Many details about the timing, funding</p>	<ul style="list-style-type: none"> ● Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. ● Support innovative local and regional funding options that will provide financial support for the Agency. ● Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. ● Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. ● Support funding for workforce development, retention, and housing to attract and retain quality personnel.

<p>mechanism and expenditure plan are still being discussed.</p> <p>In 2014, the Federal Aviation Administration (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<ul style="list-style-type: none"> ● Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion. ● Work to ensure the Agency is at the table and appropriately funded as part of any potential regional funding measure. ● Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA’s requests.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional levels to link housing and zoning with transportation funding. The Surplus Lands Act which governs the disposition of government owned property is likely to be amended in the next legislative cycle.</p>	<ul style="list-style-type: none"> ● Evaluate state or regional efforts that directly link transportation funding to housing and enable higher density housing projects near transit stations. ● Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency). ● Advocate where necessary for the Transportation Authority to be able to develop its property in the manner most beneficial to District needs and goals.
<p>Transportation Projects</p>	
<p>General Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains far below pre-pandemic levels, we expect riders to return to public transit over time. We are already seeing highways, local streets and roads becoming heavily congested. Despite the pandemic, the demand for housing with easy access to public transit continues to grow.</p>	<ul style="list-style-type: none"> ● Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for equitable transportation and mobility in the Bay Area. ● Support legislation and funding that assists the Agency in its efforts to recruit and retain employees.

<p>101 Managed Lanes and Multimodal Projects There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 Interchange Area Improvement and Direct Connector projects. Phase 1 (of 101 Express Lanes is expected to be fully operational in early 2023 and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in winter 2023/24. The 101/92 Area Improvement project is construction ready and the Direct Connector project starts environmental efforts in 2023.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Participate in future workshops held by the California Transportation Commission to ensure eligibility for all projects. • Support funding and regulations that complement the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) adopted 101 equity program.
<p>Transit-Oriented Development / First and Last Mile First and last mile projects, as well as transit-oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the development of new, innovative, and equitable first and last mile options. • Support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that compliment transit services. • Support state funding incentives and streamlining processes for transit-oriented development.
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, and driving when crossing the railroad, and help to relieve congestion on local our streets. Unfortunately, with the average grade separation cost over \$200 million, there continue to be limited federal, state and local resources available to help finance these projects.</p>	<ul style="list-style-type: none"> • Advocate for funding and policies to support grade separation projects.

<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities. • Support policies that encourage use of TDM.
<p>Electrification Project In 2012, the State Legislature appropriated Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace 75% of Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The Project has a funding gap that requires additional financial resources.</p> <p>The Electrification Project is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p>	<ul style="list-style-type: none"> • Direct advocacy to support allocation of one-time general fund money, TIRCP, cap-and-trade, or other State funding, to fill the funding gap for the Electrification project to ensure timely completion of the project by 2024. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the Electrification Project.
<p>Legislative, Regulatory and Administrative Issues</p>	
<p>General Every year, lawmakers pursue a variety of legislation or regulatory actions that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated, or can be improved</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

<p>to address potential burdens on transportation agencies without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p>	<ul style="list-style-type: none"> • Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC’s Blue Ribbon Transit Recovery Task Force’s Bay Area Transit Transformation Action Plan, and the “Seamless” Bay Area efforts. • Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs. • Support efforts that assist the Agency in its efforts to recruit and retain employees.
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. In 2020, legislation was passed (SB 288) providing a series of statutory exemptions for transit and active transportation projects under CEQA. In 2022, lawmakers passed SB 922 to extend these exemptions through 2030.</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects. • Monitor the implementation and opportunities related to SB 922 (Weiner).
<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. The final Plan Bay Area 2050 was adopted in 2021.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning. • Support efforts to provide ensure transit agencies are eligible for climate resiliency program funding.

<p>Transit Bus Electrification Zero-Emission Bus In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including CARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> • Advocate for priority funding from the State Legislature, CARB, CEC and CPUC for zero-emission buses and charging/refueling infrastructure to facilitate compliance with the Innovative Clean Transit (ICT) regulation. • Continue to educate State Legislature, CARB, CEC and CPUC on any challenges to implement the ICT regulation. • Continue to monitor implementation of Pacific Gas & Electric’s Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.
<p>Executive Orders Related to GHG Emissions: Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling for reduced emissions from the transportation sector and larger, coordinated investments in transit, active transportation and land use. The executive orders highlight the need for expanding clean transportation options.</p> <p>Building on the executive orders above, in 2021, CalSTA adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.</p>	<ul style="list-style-type: none"> • Work to ensure state and federal funds are made available to achieve the goals outlined in the orders. • Engage in the State’s effort to address the transit-specific goals outlined in the executive orders. • Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects). • Work to ensure state regulations related to the reduction of greenhouse gas emissions (GHG) and the implementation of the Climate Action Plan for Transportation Infrastructure (CAPTI) align with the goals of the Transportation Authority.

Federal	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations Transit agencies continue to be impacted by the loss of ridership and revenue due to the COVID-19 pandemic. We expect the same in 2023. While federal emergency relief funding has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic's long-term impact.</p> <p>Every year, Congress adopts appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the funding for federal agencies to spend money during the upcoming fiscal year for the programs they administer. In March of 2022, Congress passed the FY 2022 Omnibus spending package. This legislation provided new funding levels to the Department of Transportation and the subsequent agencies that the Agency interacts with.</p> <p>In September, as Congress debated FY 2023 spending bills, members passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 16, 2022.</p>	<ul style="list-style-type: none"> • Work with the Agency's federal delegation to secure Community Project Funding for the Agency's project priorities. • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the Agency's transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, • Communicate frequently with the Agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

<p>Similar to FY 2022, the FY 2023 appropriations process is expected to be completed with an Omnibus appropriations bill.</p>	
<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the Agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the Agency’s transportation needs.
<p>Transportation Projects</p>	
<p>General Support Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and for our partner transit agencies on projects that provide complimentary services for the Agency. • Support the allocation of federal funding to advance implementation of transportation projects in San Mateo County
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, and driving when crossing the railroad, and help to relieve congestion on local our streets. While the IJJA authorized additional funding for Grade Separation projects, the average grade separation cost over \$200 million and there continues to be limited resources available to help advance these projects.</p>	<ul style="list-style-type: none"> • Advocate for funding and policies to support grade separation projects. • Support the allocation of federal funding to advance implementation of grade separation projects.
<p>Electrification Project The current funding plan includes funding from several federal funding sources including the FTA Capital Investments Grant Core Capacity Program.</p> <p>The Project currently has a funding gap that we are working to close through State and federal funding sources. The Electrification Project is a transformational first step in the realization of a</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to fill the Electrification Project funding gap. • Support the implementation and funding of the Caltrain Business Plan associated projects and policies. • Support funding and regulations that are consistent with Caltrain’s equity and growth policy, business plan. Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p>	
<p>101 Managed Lanes and Multimodal Projects There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County border to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 interchange Area Improvement and Direct Connector projects. Phase 1 is expected to be fully operational in early 2023 and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in fall 2023. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.
<p>Legislative, Regulatory and Administrative Issues</p>	
<p>General Every year lawmakers pursue legislation or regulatory action that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Support efforts that assists the Agency in its efforts to recruit and retain employees.
<p>Infrastructure Investment and Jobs Act implementation (IIJA) In November 2021, Congress approved and the President signed into law the IIJA, includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure</p>	<ul style="list-style-type: none"> • Support efforts to seek federal funds through IIJA for Agency projects and plans. • Monitor and review guidance and rulemaking proposals affecting IIJA implementation and other transportation issues.

<p>investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates that the Bay Area will receive at least \$3.4 billion in formula fundings from the IIJA.</p>	<ul style="list-style-type: none"> • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for IIJA funding and implementation. • Evaluate DOT funding announcements as they open and seek direct funding from RAISE, INFRA/MEGA, Reconnecting Communities, and other relevant funding programs.
<p>Inflation Reduction Act (IRA) After the passage of the IRA, federal agencies will be tasked with program implementation, granting them broad authority over the deployment of funding. While focusing mainly on energy production, tax, and healthcare, the IRA provides some funding for low-emission transportation technologies.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed during Administration implementation of provisions that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency's projects and needs.
<p>FAA Rule In 2014, the Federal Aviation Administration's (FAA) issued a rule called the "Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel." The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states' rights to control their general application sales tax measures.</p> <p>The final FY 2021 Omnibus Appropriations bill includes report language encouraging the Department of Transportation "to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their enactment."</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue. • Support the State of California in its efforts to respond and address FAA's requests.

**San Mateo County Transportation Authority
Staff Report**

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

Action

Staff proposes the Board receive the attached Federal and State Legislative Updates.

Significance

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the TA take a formal position.

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
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KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
November 17, 2022

Election Update

While votes from the November 7 mid-term election are still being counted in many states, Republicans in the House have a 218-210 lead, reaching the magic number of 218 needed to gain control of the House. The outcome of 7 races have yet to be determined. In the Senate, Democrats hold a 50-49 edge as votes are still being tabulated in Georgia. Incumbent Raphael Warnock (D-Georgia) is headed to a run-off on December 6 after failing to garner 50 percent. At a minimum, Democrats will retain control of a dead-locked Senate through Vice President Kamala Harris serving as a tiebreaker. Former Assembly Member Kevin Mullin has been declared the victor in succeeding former Representative Jackie Speier. Representative Anna Eshoo won her re-election bid.

Leadership Updates

Speaker Pelosi has announced her plans to step down from democratic leadership in the next session. Accompanying the Speaker's announcement were similar announcements from Majority Leader Hoyer and Majority Whip Clyburn that they, too, are stepping down.

While the House democratic caucus leadership votes aren't scheduled until November 28-30, early odds are supporting Rep. Jeffries (NY) for leader, Rep. Clark (MA) for whip, and Rep. Aguilar (CA) for conference chair.

Rep. McCarthy (CA) has secured enough votes to serve as Speaker in the next session – although he has some work within his caucus to get to the required 218. On the Senate side, Senator McConnell (KY) will remain the Senate Minority Leader and Senator Schumer (NY) will remain the Senate Majority Leader.

Appropriations

While the leadership discussions for the next session play out, much work remains prior to adjournment for this session. The current continuing resolution expires on December 16. House and Senate appropriations leadership are working to develop topline numbers that would allow the FY23 bills to be finished and consolidated into an omnibus bill. This process is being driven largely by the Senate, but committee staff are still awaiting the guidance that would let the conferences move forward. We will keep you posted on new developments as they occur.

Both chambers are expected to recess for Thanksgiving and will return to Washington on Monday, November 28.

Funding Notices

DOT is still planning to release the RAISE Notice of Funding Opportunity (also known as a NOFO) by the end of November. Per the IIJA, the RAISE NOFO should make available \$1.5 billion for the next round of the popular program. Awards are expected in April/May. DOT is also developing a NOFO schedule for next year to help with planning. The schedule should be put by the end of the year. The next large program will be the Federal-State Partnership for the

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State of Good Repair through FRA. This NOFO – for passenger and commuter rail – should be released before Thanksgiving.



November 17, 2022

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

RE: STATE LEGISLATIVE UPDATE – DECEMBER

GENERAL UPDATE

Election Day was held on November 8. While many races have yet to be called due to the volume of outstanding ballots to count in California, Democrats will continue to hold supermajorities in both houses of the State Legislature (at least 75%). Democrats won all statewide offices, including Governor Newsom (57.6%), Attorney General Rob Bonta (57.3%), Treasurer Fiona Ma (57.2%). The following is a summary of additional results of interest to SMCTA. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5.

State Assembly

Democrats could lose one seat from their current 60-member majority or could grow their caucus to as many as 64, as there are five races to be determined, including incumbents Ken Cooley (D-Sacramento), Sharon Quirk-Silva (D-Orange County) and Brian Maienshein (D- San Diego). Republican Suzette Valladares is also in a tight race for re-election with Democratic candidate Pilar Schiavo for a district representing Santa Clarita in Los Angeles County. There are still millions of ballots to count, so results may be delayed by a few weeks. On November 10, the Assembly Democratic Caucus designated Assemblymember Robert Rivas to become the next Speaker, succeeding current Speaker Anthony Rendon on June 30, 2023. The only change to San Mateo County’s Assembly delegation was San Mateo Deputy Mayor Diane Papan succeeding newly elected Congressman Kevin Mullin, who chose not to serve his final term in the State Legislature. Assemblymember-elect Papan ran unopposed after Gisele Hale dropped out of the race.

Election Results (as of November 17):

District 19

Phil Ting (D)	125,121	80.9%
Karsten Weide (R)	29,449	19.1%

District 21

Diane Papan (D)	84,605	72.9%
Gisele Hale (D)	31,510	27.1%

District 23

Marc Berman (D)	117,237	73.3%
Tim Dec (R)	42,755	26.7%

State Senate

Senate Democrats could lose one seat from their current 31-member majority or grow the caucus to 32 members in the 40-member chamber, as two races are yet to be determined. Incumbent Democrat Melissa Hurtado (D-Tulare) is in a very tight race for re-election, and Senate District 38 (Orange and San Diego Counties) has yet to be determined. Even numbered seats were up for election this cycle. Senators Becker (District 13) and Wiener (District 11) will be up for election in 2024 when odd-numbered seats are considered.

STATEWIDE COMPETITIVE GRANT PROGRAMS

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

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. On March 16, the CTC adopted guidelines for Cycle 6, which initiated the call for projects. Applications were due by June 15. The CTC will adopt the Statewide and Small Urban and Rural components and Quick-Build Pilot Program on December 7-8, 2022. MPO-selected projects are scheduled to be approved June 28-29, 2023. An additional \$650 million will be provided to augment Cycle 6 through the enactment of AB 180, Chapter 44, statutes of 2022, which amends the FY 21-22 State Budget. The CTC recently released its staff recommendations, and the Commission is expected to adopt the list of Cycle 6 projects at its December 7-8 meeting in Riverside.

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects implementing specific transportation performance improvements. Guideline adoption and call for projects occurred on August 17-18. Project nominations are due December 2. Staff recommendations are scheduled to be released on June 8, 2023, with program adoption occurring on June 28-29, 2023.

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually. Project nominations are due by November 29, 2022. Staff recommendations are scheduled to be released on June 8, 2023, with program adoption occurring on June 28-29, 2023.

Trade Corridor Enhancement Program (TCEP)

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors with a high volume of freight movement. The competitive program provides approximately \$300 million per year (programmed in 2-year increments). Guideline adoption and call for projects occurred on August 17-18. Project nominations are due November 18. Staff recommendations are scheduled to be released on June 8, 2023, with program adoption occurring June 28-29, 2023.

State Formulaic Programs

State Transportation Improvement Program

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state and supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient), as does the State (25%). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years (currently, the 2022 STIP added \$2.1 billion in new funding).

Grade Separation Funding

Below is a list of the funding sources used to fund grade separations in 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. AB 180, Chapter 44, Statutes of 2022, provides a \$350 million augmentation through the California State Transportation Agency.

Proposition 1A

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. AB 180 authorizes the remaining \$4.2 billion balance of funding from Proposition 1A.

State Budget

AB 180 (Committee on Budget), Chapter 44, Statutes of 2022, dedicated \$250 million for grade separations from the \$1.049 billion earmarked for the Active Transportation Program.

**San Mateo County Transportation Authority
Resolution No. 2022-40**

Expressing Appreciation to

Carole Groom

Whereas, Director Groom was first appointed to the San Mateo County Transportation Authority (TA) Board of Directors in 2009; and

Whereas, Director Groom served as the chair of TA Board in 2017 and 2016; and

Whereas, as a representative of the San Mateo County Board of Supervisors on the TA Board, **Director Groom** has been an advocate for important transportation issues and improvements throughout the county; and

Whereas, Director Groom has been instrumental in shepherding the San Mateo 101 Express Lanes Project, including the approval of a \$100 million loan to fully fund the construction of the project while also pushing for equity measures to ensure everyone has equitable access to the project's benefits, helping to prioritize transit and reduce congestion on our highways; and

Whereas, Director Groom made a commitment to tolerance with the passage of the Resolution on the San Mateo County Transportation Authority's Commitment to Diversity, Equity, and Inclusion; and

Whereas, Director Groom oversaw the adoption of the Alternative Congestion Relief/Transportation Demand Management Plan, which will help local governments to more effectively take advantage of TA funds dedicated to reducing traffic congestion; and

Whereas, during **Director Groom's** tenure the Board adopted the Short-Range Highway Plan to help direct highway funding for years to come, and then programmed and invested approximately \$114 million of Measure A and W funds toward a set of highway projects ready to be built in San Mateo County; and

Whereas, Director Groom presided over the allocation of close to \$30 million in Measure A funds to bike and pedestrian projects, which helped to make the streets of San Mateo County safer for everyone, regardless of their mode of transportation; and

Whereas, Director Groom, through TA Board action, supported Caltrain by recently providing the rail agency with over \$4.3 million in Measure A funds for their capital projects, which helped to keep the agency solvent amidst a cataclysmic drop in ridership during the pandemic; and

Whereas, Director Groom, to ensure that community members who are mobility impaired have equitable access to transportation services, joined her colleagues in authorizing the allocation of over \$40 million in Measure A funds to SamTrans in support of the Paratransit Program during her tenure; and

Whereas, Director Groom led the effort to invest in the creation of new shuttle routes to better serve important high-traffic corridors around the county serving communities in East Palo Alto, East Menlo Park, and North Fair Oaks, and the Coastsides; and

Now, Therefore, Be It Resolved that the San Mateo County Transportation Authority does thank and commend **Director Groom** for her experience, insight, thoughtful discussion, and providing leadership as an advocate who supports equitable transportation especially for those who need to get their voices heard.

Unanimously Adopted by the San Mateo County Transportation Authority this 1st day of December 2022.

Chair, San Mateo County Transportation Authority



**San Mateo County Transportation Authority
Resolution No. 2022-41**

Expressing Appreciation to

Don Horsley

Whereas, Director Horsley, as a representative of the San Mateo County Board of Supervisors, was first appointed to the San Mateo County Transportation Authority (TA) Board of Directors in 2011; and

Whereas, Director Horsley served as the chair of TA Board in 2019 and 2018; and

Whereas, Director Horsley has been instrumental in shepherding the San Mateo 101 Express Lanes Project, including the approval of a \$100 million loan to fully fund the construction of the project while also pushing for equity measures to ensure everyone has equitable access to the project's benefits, helping to prioritize transit and reduce congestion on our highways; and

Whereas, Director Horsley has fought tirelessly for Coastside residents to get the support and funding for the transportation projects that they deserve, including funding for Highway 1/Main to Kehoe project in Half Moon Bay, Moss Beach SR-1 Congestion & Safety Improvement project, and the Highway 1/Manor Drive Overcrossing project in Pacifica; and

Whereas, Director Horsley approved vital funding needed for the 25th Avenue Grade Separation Project in the City of San Mateo and the South San Francisco Station Improvement Project, both of which were opened for operations in 2021, and the projects delivered safer, more accessible Caltrain stations that are better integrated into the communities they serve; and

Whereas, Director Horsley oversaw the adoption of the Alternative Congestion Relief/Transportation Demand Management Plan, which will help local governments to more effectively take advantage of TA funds dedicated to reducing traffic congestion; and

Whereas, during **Director Horsley's** tenure the Board adopted the Short-Range Highway Plan to help direct highway funding for years to come, and then programmed and invested approximately \$114 million of Measure A and W funds in 2021 toward a set of highway projects ready to be built in San Mateo County; and

Whereas, **Director Horsley** made a commitment to tolerance with the passage of the Resolution on the San Mateo County Transportation Authority's Commitment to Diversity, Equity, and Inclusion; and

Whereas, **Director Horsley**, through TA Board action, supported Caltrain by recently providing the rail agency with over \$4.3 million in Measure A funds for their capital projects, which helped to keep the agency solvent amidst a cataclysmic drop in ridership during the pandemic; and

Whereas, **Director Horsley**, to ensure that community members who are mobility impaired have equitable access to transportation services, joined his colleagues in authorizing the allocation of over \$40 million in Measure A funds to SamTrans in support of the Paratransit Program during his tenure on the TA Board.

Now, Therefore, Be It Resolved that the San Mateo County Transportation Authority does thank and commend **Director 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 1st day of December 2022.

Chair, San Mateo County Transportation Authority



**San Mateo County Transportation Authority
Resolution No. 2022-42**

Expressing Appreciation to

Carter Mau

Whereas, Carter Mau was named to the position of Acting Executive Director of the San Mateo County Transportation Authority (TA) in 2021; and

Whereas, during Carter Mau's tenure as the Acting Executive Director and previously as the Deputy General Manager, he has been a leader and an advocate, dedicated to fulfilling the Transportation Authority's mission and improving the lives of San Mateo County residents; and

Whereas, during Carter Mau's tenure, the TA Board adopted the Short-Range Highway Plan to help direct highway funding for years to come, and then programmed and invested approximately \$114 million of Measure A and W funds in 2021 toward a set of highway projects ready to be built in San Mateo County; and

Whereas, Carter Mau oversaw the adoption of the Alternative Congestion Relief/Transportation Demand Management Plan recently, which will help local governments to more effectively take advantage of TA funds dedicated to reducing traffic congestion; and

Whereas, Carter Mau has been a shuttle advocate, promoting their use to provide first mile/last mile connections for other transit systems; and

Whereas, Carter Mau has supported bike and pedestrian projects throughout San Mateo County, making sure that everyone can navigate their communities safely and easily; and

Whereas, Carter Mau has advocated for the Safe Routes to School program, which has assisted school districts with the logistical challenges of getting their students to and from school safely and securely; and

Whereas, Carter Mau helped lead the agency with grace and dignity throughout the challenge of the coronavirus (COVID-19) pandemic, fighting to make sure staff were protected and keeping programs on track during a time of confusion and chaos; and

Whereas, Carter Mau has always advocated for the needs of disadvantaged communities in San Mateo County, fighting to ensure that all people have equal access to transportation funds and the benefits that they provide; and

Whereas, Carter Mau has been a leader in all capacities, and has comported himself with honor, integrity, and competence throughout his tenure, inspiring the men and women of the Transportation Authority to serve the people of this county to the best of their ability; and

Now, Therefore, Be It Resolved that the San Mateo County Transportation Authority Board of Directors hereby commends and expresses its sincere appreciation to **Carter Mau** for his outstanding service to the TA, his many accomplishments as Acting Executive Director and previously as the Deputy General Manager, and for his visionary leadership on matters of public transit.

Unanimously Adopted by the San Mateo County Transportation Authority this 1st day of December 2022.

Chair, San Mateo County Transportation Authority

