



BOARD OF DIRECTORS 2023

RICO E. MEDINA, CHAIR
CARLOS ROMERO, VICE CHAIR
EMILY BEACH
NOELIA CORZO
JULIA MATES
RAY MUELLER
MARK NAGALES

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting

March 2, 2023, 5:00 pm

San Mateo County Transportation Authority

The Governor has announced that the State of Emergency due to COVID-19 will be lifted on February 28, 2023. Accordingly, this Board Meeting will be held in-person at:

**San Mateo County Transit District
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA**

Members of the public may attend in-person or participate remotely via Zoom at:

<https://us06web.zoom.us/j/85358540271?pwd=cHNQdFNpd1Y5S3NUZWtteFkxVDFTUT09> or by entering Webinar ID: **853 5854 0271**, Passcode: **049847** 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.

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 person's temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 PCR 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)

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.

The video live stream will be available after the meeting at <https://www.smcta.com/about-us/board-directors/video-board-directors>.

Thursday, March 2, 2023

5:00 pm

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1. Call to Order
 2. Roll Call/Pledge of Allegiance
 3. Public Comment For Items Not on the Agenda
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
 4. Report of the Citizens Advisory Committee Informational
 5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 5.a. Approval of Minutes of the Board of Directors Meeting of February 2, 2023 Motion
 - 5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending January 31, 2023 Motion
 - 5.c. Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2023 Motion
 6. Nominating Committee Report for the Citizens Advisory Committee (R. Medina/M. Nagales)
 - 6.a. Appointment of Citizens Advisory Committee Member Motion
 7. Report of the Chair Informational

San Mateo County TA Board of Directors Meeting
March 2, 2023

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|--|---------------|
| 8. San Mateo County Transit District Liaison Report | Informational |
| 9. Joint Powers Board Liaison Report | Informational |
| 10. Report of the Executive Director | Informational |
| 11. Program | |
| 11.a. Program Report: Redwood City Grade Separations | Informational |
| 12. Finance | |
| 12.a. Program and Allocate \$450,000 for the Development of the Regional Transit Connections Plan | Resolution |
| 13. State and Federal Legislative Update | Informational |
| 14. Requests from the Authority | |
| 15. Written Communications to the Authority | Informational |
| 16. Date/Time of Next Regular Meeting - Thursday, April 6, 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> | |
| 17. Report of Legal Counsel | |
| 18. Adjourn | |

Information for the Public

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at <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

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

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

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Prior to the meeting's call to order, 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, through Zoom, or the teleconference number listed above. 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
1250 San Carlos Avenue, San Carlos, California
Minutes of February 2, 2023

Members Present: None

(In Person)

Members Present: E. Beach, N. Corzo, J. Mates, R. Medina (Chair), R. Mueller (joined at 5:04 pm and left at 5:54 pm), M. Nagales, C. Romero (Vice Chair)

(Via Teleconference)

Members Absent: None

Staff Present: A. Chan, J. Cassman, P. Skinner, C. Fromson, K. Kelly, H. El-Guindy, J. Brook, M. Tseng, D. Seamans

1. Call to Order

Chair Rico Medina called the meeting to order at 5:01 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 from Closed Session at January 5 Board Meeting

**4.a. Closed Session: Public Employee Performance Evaluation – Annual Goal-setting Pursuant to Government Code Section 54957(b)
Title: Executive Director**

Joan Cassman, Legal Counsel, said the Board met with April Chan, Executive Director, to discuss performance goals for the coming year and no action was taken.

5. Report of the Citizens Advisory Committee

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

6. Consent Calendar

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 – Approved by Resolution No. 2023-5

6.b. Approval of Minutes of the Board of Directors Meeting of January 5, 2023

6.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending December 31, 2022

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

Director Ray Mueller joined the meeting at 5:04 pm.

Regarding Item #6c, Connie Mobley-Ritter, Director of Treasury, responded to investment-related questions from Vice Chair Carlos Romero.

Motion/Second: Romero/Mates

Ayes: Beach, Corzo, Mates, Medina, Mueller, Nagales, Romero

Noes: None

Absent: None

7. Report of the Chair

Chair Medina requested two directors to serve on the TA CAC Nominating Committee, who will interview prospective candidates for the Citizens Advisory Committee. He and Director Mark Nagales volunteered.

8. San Mateo County Transit District Liaison Report

Chair Medina said that the report was in the packet and posted on the website. He noted that the SamTrans Board had approved the new rail-specific position of Chief Safety Officer, who will report to the Peninsula Corridor Joint Powers Board (JPB) Executive Director.

9. Joint Powers Board Liaison Report

Ms. Chan said that the report was posted on the website. She congratulated Chair Medina's swearing in that morning to the JPB as SamTrans representative. She noted that Caltrain has secured the funding required to cover the cost increase for the electrification program. She commended the efforts of Michelle Bouchard, JPB Executive Director, and Casey Fromson, Chief Communications Officer.

Ms. Chan announced that there would be 31 weekends of partial or full shutdowns of Caltrain service while electrification work is performed. She said there would be extensive outreach to the riding public as well as ambassadors to direct passengers at the stations.

Vice Chair Romero asked if the receipt of the funds for the electrification removes the backfill obligation for the TA and the other funding partners. Ms. Chan said the obligation remains in place until the project is complete, but would only need to be considered if there are additional cost overruns.

10. Report of the Executive Director

Ms. Chan said the report was in the packet. She announced that Regional Measure 3 was upheld by the California Supreme Court last week and the funds from the escrow account would start flowing to the various capital projects. She noted there was \$50 million available for

the US 101/State Route 92 interchange and that the County of San Mateo is eligible for a portion of the \$130 million allotted to the Dumbarton Corridor.

11. Program

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

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation, which included a discussion on pothole repair within the Express Lanes corridor, the project budget, and the tolling outreach campaign.

Director Julia Mates asked if the weather delays may impact project savings. Mr. Scott said weather delays could have an impact on the landscaping phase of the project as the recent rains could have damaged planting areas but the risk is relatively low.

Director Noelia Corzo asked if there was a media kit for the public awareness campaign. Amy Linehan, Government and Community Affairs Officer, said the Communications team was preparing a suite of materials to provide to public information officers in addition to the existing outreach efforts to cities and stakeholders. Ms. Fromson said she would provide information to the Board members to help spread the information.

Director Corzo asked about the program's capacity. Mr. Scott said there were three different groups using the lanes, including HOV 3+ (carpools and buses), who use the lane for free; HOV 2 (10-15 percent of vehicles in the corridor) who receive half price; and single-occupant vehicles who pay full price. Director Corzo clarified that she was asking about the capacity of the equity program. Ms. Chan said the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) had set aside funding for the equity program and there was still capacity for qualified applicants, and noted that SMCEL-JPA would distribute the campaign materials to the Board members.

Chair Medina asked if staff could provide information on the equity program to the new Board members. Director Emily Beach noted that there is a full media kit in multiple languages that SMCEL-JPA staff can send out. Director Beach also noted that while there is a backlog of getting eligible applicants signed up, the program has plenty of capacity. She noted that an overview of the program was presented at the January 13 SMCEL-JPA meeting and encouraged the directors to watch the meeting video for more information.

12. Finance

12.a Update on the Investment Portfolio and Environmental, Social, and Governance Investing Discussion by Public Trust Advisors

Connie Mobley-Ritter, Director of Treasury, introduced Tom Tight, Managing Director, and Mark Creger, Director and Senior Portfolio Manager, from Public Trust Advisors, who provided the presentation on the TA's financial portfolio.

Director Ray Mueller left the meeting at 5:54 pm.

Vice Chair Romero asked if the cash and fixed income summary yield number 4.423 that was noted in the agenda packet referred to the market yield, which Mr. Creger confirmed.

Mr. Creger continued with a presentation on the ESG (Environmental, Social, and Governance) and how it is integrated into the investment strategy. Director Beach asked if Mr. Creger could also share the ESG slides that were included in the Board packet.

At the conclusion of the presentation, Director Beach thanked Mr. Creger for the detailed presentation and noted the big picture policy discussion for the Board was to determine if and how much of the TA's investment portfolio could be moved to more socially conscious investments. She also asked if the investment yields are different for ESG and non-ESG investments. Mr. Creger said that there are not meaningful yield differences between ESG and non-ESG investments based on the TA's current strategy. Director Beach asked if Public Trust Advisors had served other clients with an ESG strategy and Mr. Creger said there were very few clients with an ESG-exclusive investment strategy and their solutions were customized to meet their clients' needs. She said she would like for the TA to continue exploring ESG investment strategies and determining the financial impact of a transition to this approach so the Board can make informed policy decisions.

Director Corzo said she agreed that the TA should explore more socially responsible investing and suggested an incremental approach to transitioning to ESG investing.

Vice Chair Romero noted that approximately 78 percent of the TA's holdings are in United States Treasuries, leaving a relatively small portion available to move to ESG investments. He also suggested the TA should take a more methodical approach and consider developing criteria for moving investments to ESG.

Director Mates said she does not support taking a hard stance on ESG investing at present and advocated having continued discussions. She also suggested scheduling a study session for the Board to have a more in-depth look at ESG investing.

13. State and Federal Legislative Update

Ms. Fromson provided an update of federal and state legislation.

She provided the federal and state committee assignments. She said the Governor released his budget on January 5, which included proposed cuts to transportation and transit.

Vice Chair Romero said he had heard from the Brookings Institution that earmarks were coming back for the next fiscal year, and asked if Ms. Fromson had heard why the Republican Party is vacillating on that topic. She said she would get back to him with more information.

14. Requests from the Authority

There were no requests.

15. Written Communications to the Authority

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

16. Date/Time of Next Regular Meeting

Chair Medina announced the next meeting would be on Thursday, March 2, 2023, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

17. Report of Legal Counsel

Ms. Cassman said she had nothing to report, and noted that they would provide the Board with the new teleconferencing guidelines summary in the coming weeks.

18. Adjourn

The meeting adjourned at 6:38 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: Kathleen Kelly, Interim Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending January 31, 2023**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the period ending January 2023 and supplemental information.

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

Significance

Year to Date Revenues: As of January year-to-date, the Total Revenues (page 1, line 8) are \$14.5 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 new investments and rising interest rates.

Year to Date Expenditures: As of January year-to-date, the Total Expenditures (page 1, line 28) are \$14.5 million less than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Impact

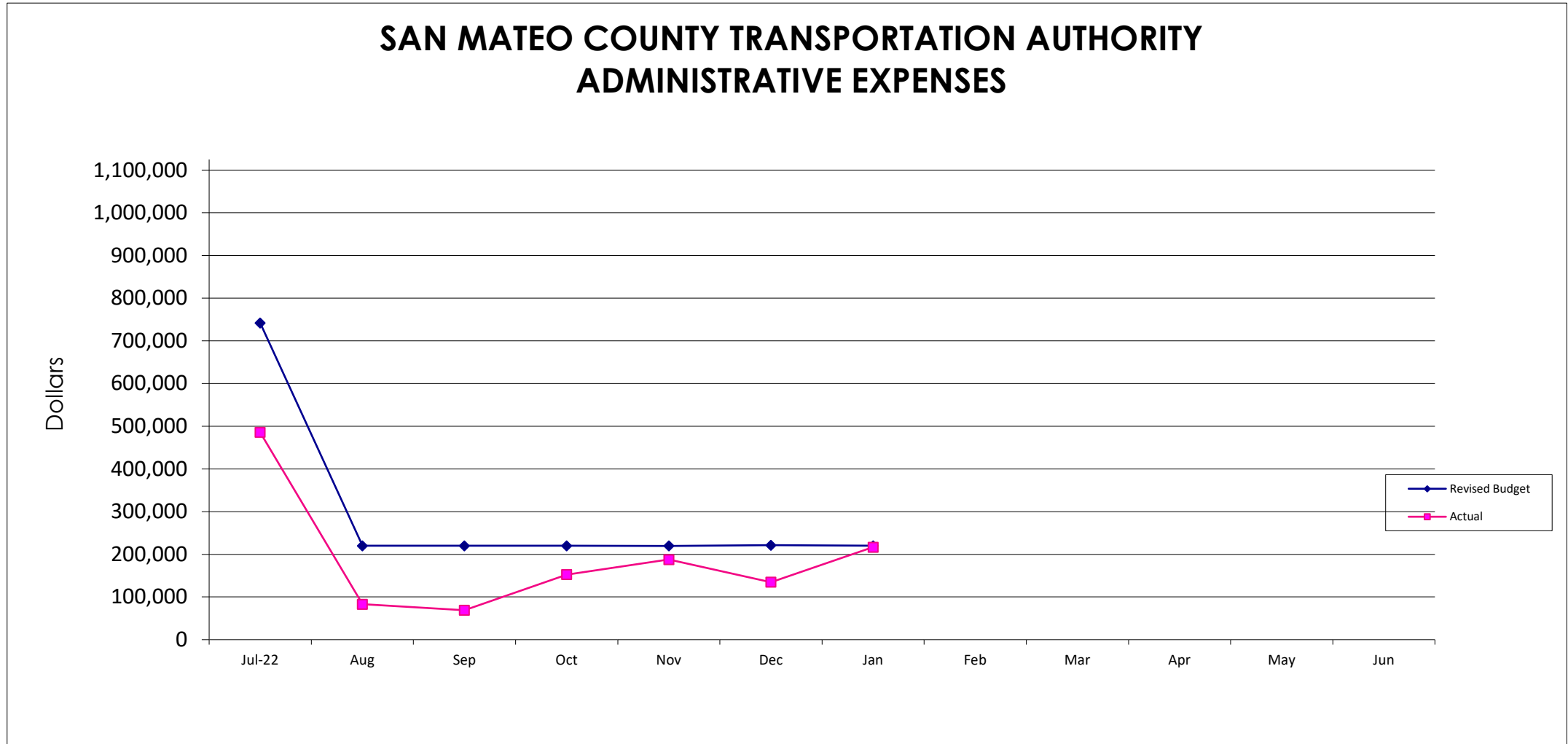
At the January 5th, 2023 board meeting, as per resolution no. 2023–4, the Board approved an amendment increase of \$11.6 million to Measure A Categories and \$6.3 million to Measure W Categories. The amounts budgeted for Fiscal Year (FY) 2022 were based on estimates, which were exceeded during the year. The excess revenues now must be included in the FY2023 budget to “true-up” funds available for the 2004 TEP and Congestion Relief Plan categories that are subject to programming and allocation by the Board. The Measure A Categories expenditures are for the Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highway, Grade Separation, and San Mateo County Ferry Service categories and the Measure W Categories expenditures are for the Countywide Highway Congestion Improvements; Local Safety, Pothole and Congestion Relief Improvements – Grade Separation; Bicycle and Pedestrian Improvements, and Regional Transit Connections categories. The overall impact to the FY2023 Budget is an increase in total expenditures from \$166.8 million to \$184.6 million.

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
January 2023

% OF YEAR ELAPSED: **58.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	REVISED BUDGET
1 REVENUES:					
2 Measure A Sales Tax	59,712,681	67,103,301	7,390,620	12.4%	108,272,000
3 Measure W Sales Tax	29,790,675	33,494,225	3,703,550	12.4%	54,136,000
4 Interest Income	1,836,519	5,108,845	3,272,326	178.2%	4,898,970
5 Rental Income	660,322	687,061	26,739	4.0%	1,199,315
6 Other Sources	-	67,945	67,945	-	400,000
7					
8 TOTAL REVENUES	92,000,197	106,461,377	14,461,180	15.7%	168,906,285
9					
10 EXPENDITURES:					
11					
12 Measure A Annual Allocations	17,018,115	19,124,442	2,106,328	12.4%	30,857,520
13 Measure A Categories	21,717,677	10,788,887	(10,928,790)	(50.3%)	87,896,911
14 Other Uses	8,956,050	1,713,331	(7,242,719)	(80.9%)	-
15					
16 Measure W Annual Allocations	5,958,156	6,698,845	740,689	12.4%	10,827,200
17 Measure W Categories	344,620	842,311	497,691	144.4%	49,609,650
18					
19 Oversight	549,708	682,491	132,783	24.2%	2,250,000
20					
21 Administrative					
22 Staff Support	470,566	561,677	91,111	19.4%	1,515,285
23 Measure A Info.- Others	-	-	-	-	5,000
24 Other Admin Expenses	669,148	766,752	97,604	14.6%	1,681,354
25					
26 Total Administrative	1,139,714	1,328,429	188,715	16.6%	3,201,639
27					
28 TOTAL EXPENDITURES	55,684,040	41,178,736	(14,505,304)	(26.0%)	184,642,920
29					
30 EXCESS (DEFICIT)	36,316,157	65,282,641	28,966,484	79.8%	(15,736,635)
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	219,513	221,118	219,930					
Actual	485,330	82,908	68,963	152,579	187,524	134,476	216,649					
CUMULATIVE EXPENSES												
Staff Projections	741,707	961,576	1,181,506	1,401,436	1,620,949	1,842,067	2,061,997					
Actual	485,330	568,238	637,201	789,780	977,304	1,111,780	1,328,429					
month's	256,377	393,338	544,305	611,656	643,645	730,287	733,568 *					
Variance %	34.57%	40.91%	46.07%	43.64%	39.71%	39.64%	35.58%					

Note:

*The favorable variance is primarily due to lower actual administrative expenses incurred than budgeted in YTD January 2023 in Staff Support \$412k, Bank Fees \$166k, Premium-Other Insurance \$107k, and Legal Fees \$68k.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2023**

1/31/2023

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	3,642,992.36
JP Morgan Bank Checking	94,993,412.59
LAIF	66,532,577.27

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	219,675,383.28
MMF - US Bank Custodian Account	77,751.79
Cash	59,136.90
County Pool*	215,998,577.76

Total

\$ 600,979,831.95

* Fund Managed by Public Trust Advisors

* Estimated County Pool Distributions



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 1/31/2023

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
65479CAD0	NAROT 2020-B A3	115,548.11	07/15/2024	115,544.94	28.25	114,629.50	114,657.75
92348TAA2	VZOT 2020-A A1A	86,344.93	07/22/2024	86,334.82	48.81	86,051.36	86,100.17
		201,893.04		201,879.76	77.05	200,680.86	200,757.91

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	7,482.47	3,150,353.50	3,157,835.97
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	2,377.78	1,480,816.00	1,483,193.78
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	3,552.08	3,150,609.00	3,154,161.08
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	2,750.00	1,479,152.00	1,481,902.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	977.78	1,470,048.00	1,471,025.78
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	6,175.00	3,462,864.00	3,469,039.00
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	2,073.33	4,493,421.30	4,495,494.63
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	5,066.67	3,457,620.00	3,462,686.67
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,421.88	3,773,055.00	3,774,476.88
		27,540,000.00		27,656,417.65	31,876.98	25,917,938.80	25,949,815.78

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	504.37	01/31/2023	504.37	0.00	504.37	504.37
CCYUSD	Cash	58,421.57	01/31/2023	58,421.57	0.00	58,421.57	58,421.57
CCYUSD	Receivable	210.96	01/31/2023	210.96	0.00	210.96	210.96
		59,136.90		59,136.90	0.00	59,136.90	59,136.90

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135A29	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	6,183.33	486,910.00	493,093.33
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,197.19	2,110,701.75	2,112,898.94
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	37,755.00	4,072,296.25	4,110,051.25
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	12,645.00	1,363,903.75	1,376,548.75
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	12,015.10	1,460,058.25	1,472,073.35
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	8,958.33	723,735.00	732,693.33
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,490,096.00	1,494,096.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,499,268.50	1,518,643.50
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	623,740.00	627,417.92
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	1,851.50	756,265.30	758,116.80
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	1,745.63	3,038,080.50	3,039,826.13
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	263.23	458,123.25	458,386.48
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	9,701.28	636,764.80	646,466.08
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	2,888.17	189,571.20	192,459.37

437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	7,035.75	853,051.50	860,087.25
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	2,106.75	255,433.50	257,540.25
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	2,395.83	699,114.90	701,510.73
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	729.17	212,774.10	213,503.27
637639AGO	NATIONAL SECURITIES CLEARING CORP	4,650,000.00	11/21/2024	4,648,930.50	45,660.42	4,672,831.50	4,718,491.92
637639AGO	NATIONAL SECURITIES CLEARING CORP	1,400,000.00	11/21/2024	1,399,678.00	13,747.22	1,406,874.00	1,420,621.22
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,205.56	1,528,145.00	1,529,350.56
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	944.13	427,763.70	428,707.83
69371RR81	PACCAR FINANCIAL CORP	2,570,000.00	06/13/2024	2,569,408.90	10,794.00	2,522,609.20	2,533,403.20
69371RR81	PACCAR FINANCIAL CORP	600,000.00	06/13/2024	599,862.00	2,520.00	588,936.00	591,456.00
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	63,702.78	3,724,304.00	3,788,006.78
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	14,836.04	867,370.80	882,206.84
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	1,070.14	492,890.00	493,960.14
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	709,110.00	715,410.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	212,733.00	214,623.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	212,733.00	214,623.00
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	1,988.54	778,340.80	780,329.34
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	2,146.00	2,787,550.40	2,789,696.40
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	1,590.97	467,810.00	469,400.97
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	13,612.50	1,478,475.00	1,492,087.50
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	7,076.33	457,557.40	464,633.73
		45,540,000.00		45,918,014.70	326,498.80	44,265,922.35	44,592,421.15
FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,026,631.05	1,029,323.06
		1,055,000.00		1,107,255.47	2,692.01	1,026,631.05	1,029,323.06
MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,939.38	362,238.75	366,178.13
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,675.00	459,610.00	461,285.00
		875,000.00		875,000.00	5,614.38	821,848.75	827,463.13
MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	77,751.79	01/31/2023	77,751.79	0.00	77,751.79	77,751.79
SM - CP N/M A	County Pool New Measure A	191,908,459.23	01/31/2023	191,908,459.23	0.00	191,908,459.23	191,908,459.23
SM - CP O/M A	County Pool Old Measure A	24,090,118.53	01/31/2023	24,090,118.53	0.00	24,090,118.53	24,090,118.53
608919775	FEDERATED HRMS IS MM IS	5,076,899.23	01/31/2023	5,072,844.45	0.00	5,075,376.16	5,075,376.16
SM - LAIF	Local Agency Investment Fund	66,532,577.27	01/31/2023	66,532,577.27	0.00	66,532,577.27	66,532,577.27
902656404	UBS SL ESG PRIME INS	5,072,957.49	01/31/2023	5,073,477.51	0.00	5,075,493.96	5,075,493.96
902656602	UBS SL ESG PRIME PFD	5,073,949.77	01/31/2023	5,074,468.45	0.00	5,075,979.35	5,075,979.35
		297,832,713.31		297,829,697.23		297,835,756.30	297,835,756.30

Item #5.b.
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91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	44.03	2,288,727.00	2,288,771.03
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	44.03	2,288,727.00	2,288,771.03
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	19.42	1,009,732.50	1,009,751.92
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	14.68	762,909.00	762,923.68
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	15,842.79	4,794,076.85	4,809,919.64
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	5,365.38	1,623,582.00	1,628,947.38
91282CDR9	UNITED STATES TREASURY	500,000.00	12/31/2023	496,250.00	331.49	482,150.00	482,481.49
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	33,501.38	3,910,746.00	3,944,247.38
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	11,765.37	1,373,416.75	1,385,182.12
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	13,328.30	1,493,166.50	1,506,494.80
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	2,554.95	286,230.00	288,784.95
91282CEK3	UNITED STATES TREASURY	1,035,000.00	04/30/2024	1,024,569.14	6,647.44	1,008,193.50	1,014,840.94
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	17,945.91	3,784,890.00	3,802,835.91
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	5,451.92	1,149,840.00	1,155,291.92
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	3,088.40	1,056,649.75	1,059,738.15
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	1,149.17	393,172.00	394,321.17
91282CEY3	UNITED STATES TREASURY	1,200,000.00	07/15/2025	1,171,500.00	1,690.61	1,171,692.00	1,173,382.61
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	36,535.71	2,652,702.00	2,689,237.71
91282CFX4	UNITED STATES TREASURY	8,450,000.00	11/30/2024	8,480,037.11	65,812.50	8,478,054.00	8,543,866.50
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	28,838.94	4,349,063.00	4,377,901.94
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	13,212.26	1,992,477.70	2,005,689.96
		140,900,000.00		138,325,106.22	521,312.83	131,522,234.50	132,043,547.33

Base Risk Summary - Fixed Income

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

01/01/2023 - 01/31/2023

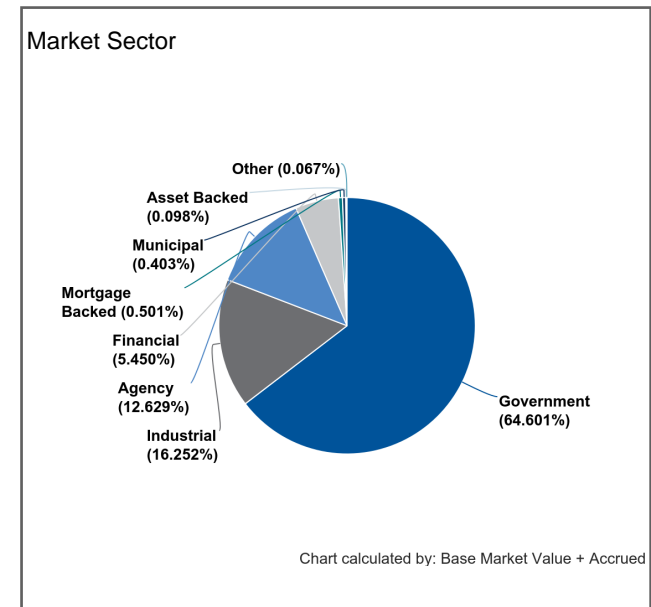
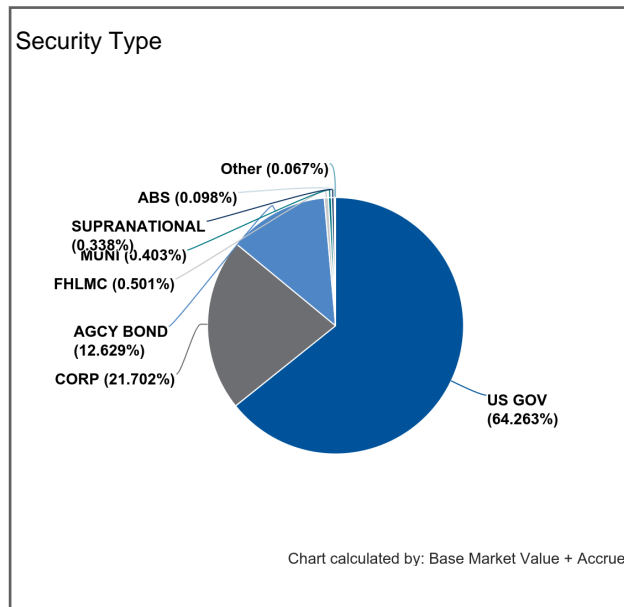
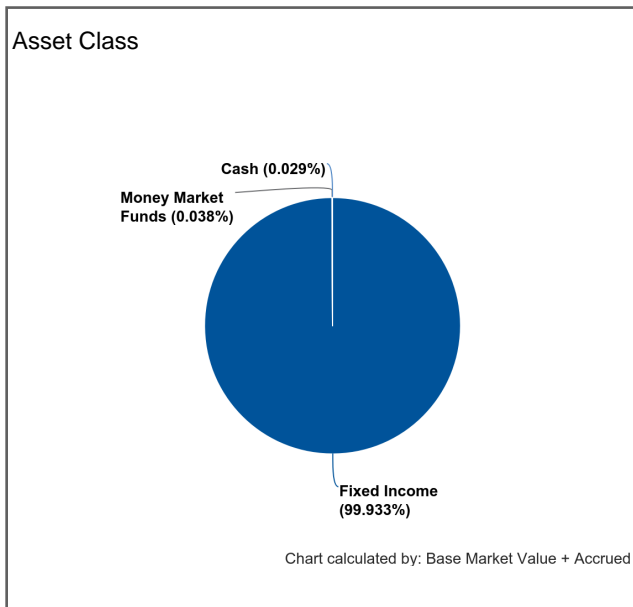
Dated: 02/03/2023

Balance Sheet	
Book Value + Accrued	215,735,921.98
Net Unrealized Gain/Loss	-10,261,136.31
Market Value + Accrued	205,474,785.66

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	59,136.90
MMFund	77,751.79
Fixed Income	205,337,896.97
Duration	2.560
Convexity	0.091
WAL	2.689
Years to Final Maturity	2.688
Years to Effective Maturity	2.686
Yield	4.125
Book Yield	1.855
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	64.263%
Other	12.937%
Federal National Mortgage Association	5.313%
Federal Home Loan Mortgage Corporation	4.023%
PACCAR Inc	4.002%
Amazon.com, Inc.	3.938%
The Depository Trust & Clearing Corporation	2.988%
Toyota Motor Corporation	2.535%
---	100.000%

Footnotes: 1,2

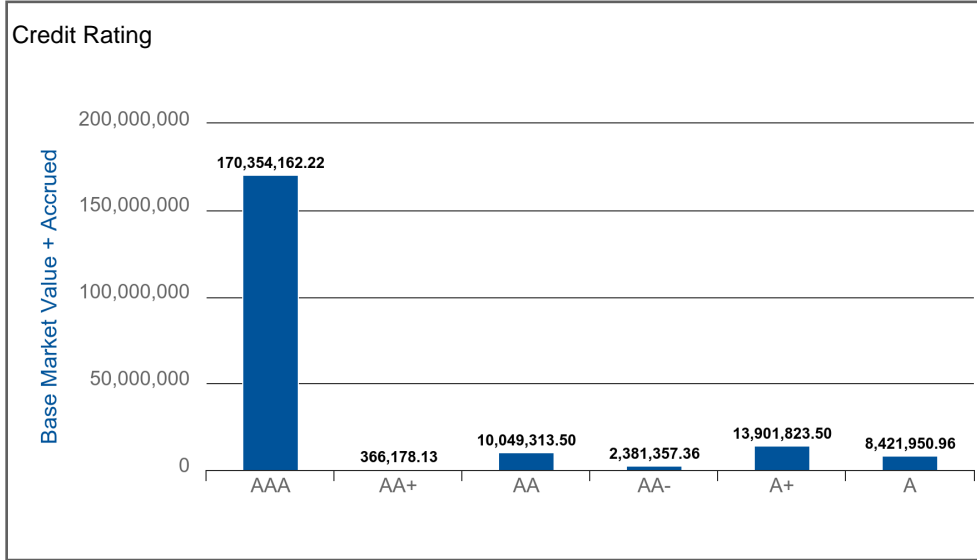


Base Risk Summary - Fixed Income

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

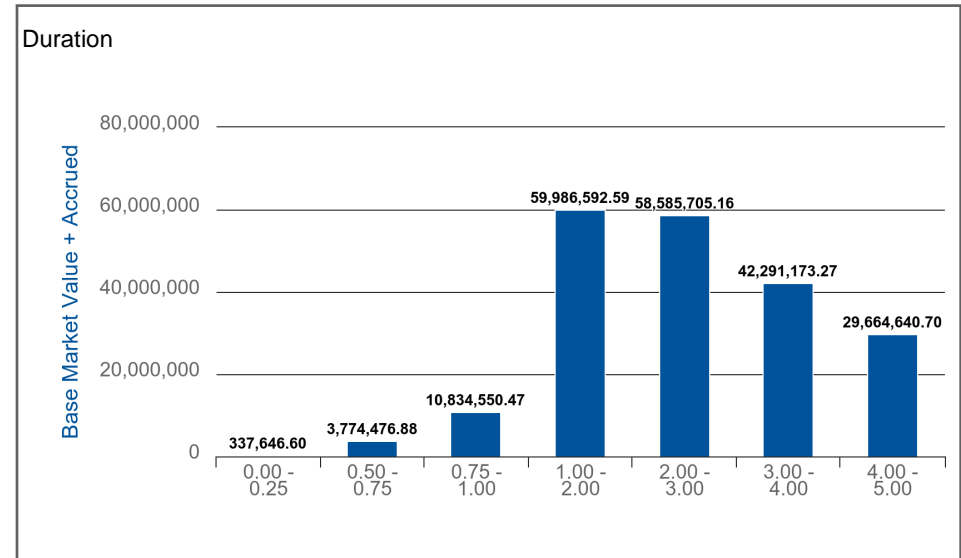
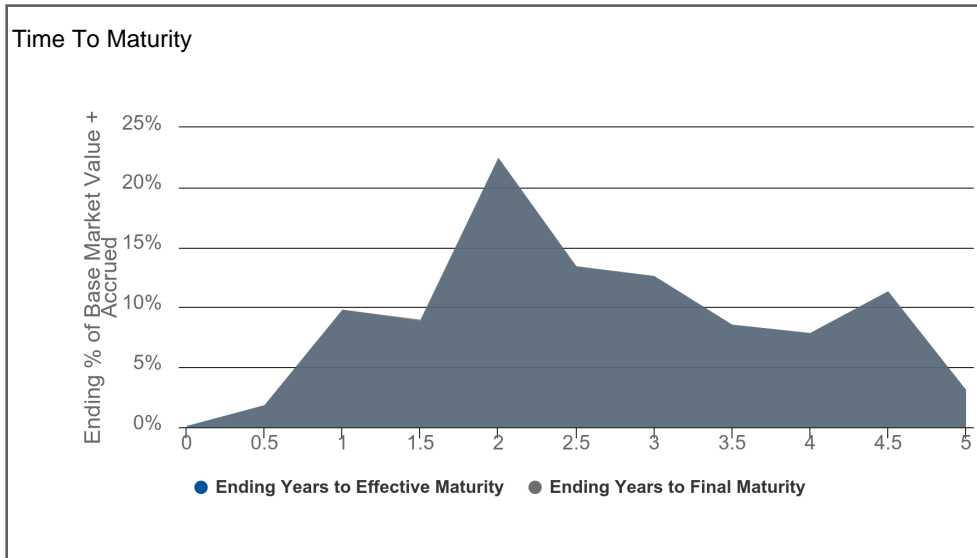
01/01/2023 - 01/31/2023

Dated: 02/03/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.587%	21.584%	21.717%	20.582%	14.437%	0.000%	0.000%	0.000%	0.000%
AA	0.000%	2.478%	3.750%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	2.687%	5.132%	3.045%	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%

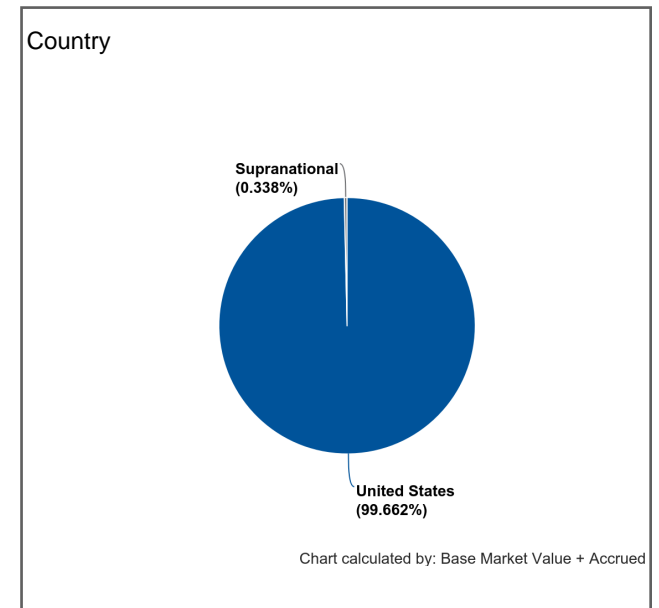
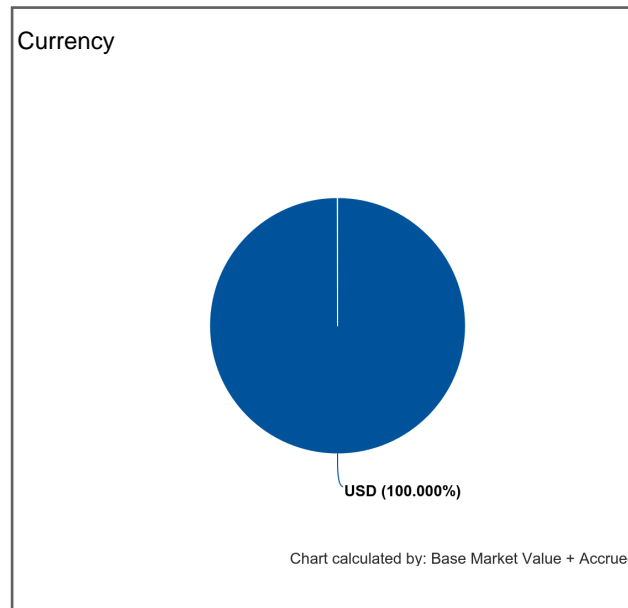
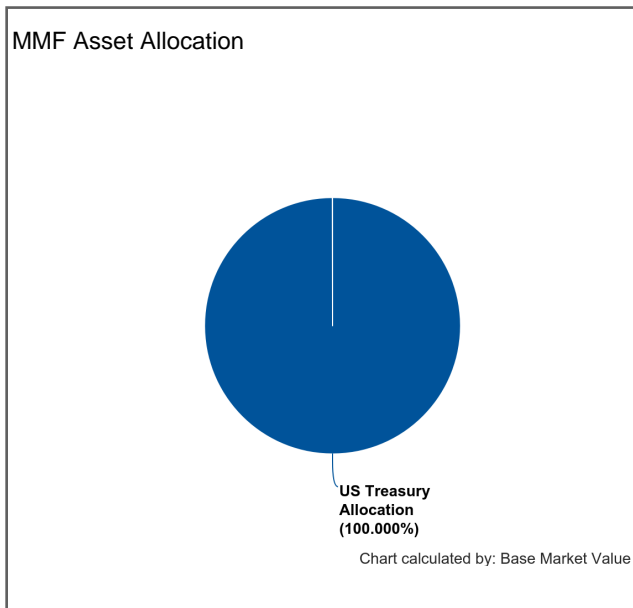
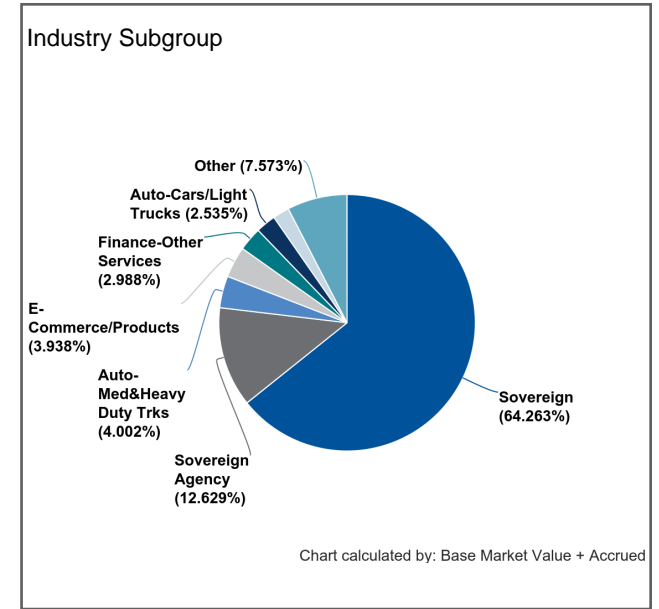
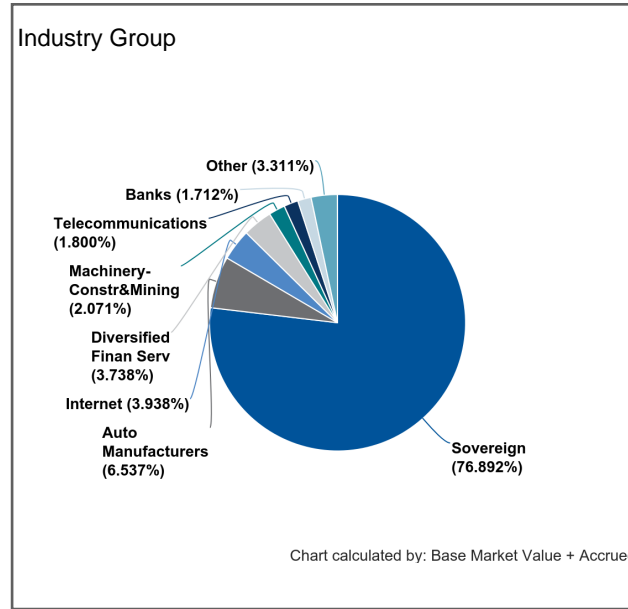
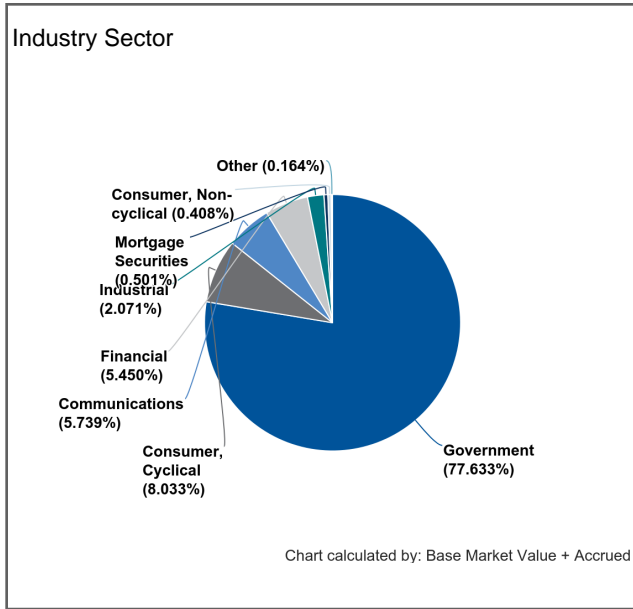


Base Risk Summary - Fixed Income

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

01/01/2023 - 01/31/2023

Dated: 02/03/2023



Base Risk Summary - Fixed Income

01/01/2023 - 01/31/2023

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

Dated: 02/03/2023

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

Additional Disclosure:

Item #5.b.
3/2/2023

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 does not have the authority to withdraw funds from or deposit funds to the custodian. Our clients retain responsibility for their internal accounting policies, implementing and enforcing internal controls, and generating ledger entries or otherwise recording transactions. The total market value represents prices obtained from various sources; it may be impacted by the frequency at which prices are reported, and such prices are not guaranteed. Prices received from pricing vendors are generally based on current market quotes but when such quotes are not available, the pricing vendors use a variety of techniques to estimate value. These estimates, particularly for fixed-income securities, may be based on certain minimum principal amounts (e.g. \$1 million) and may not reflect all the factors that affect the value of the security including liquidity risk. The prices provided are not firm bids or offers. Certain securities may reflect N/A or unavailable where the price for such security is generally not available from a pricing source. The market value of a security, including those priced at par value, may differ from its purchase price and may not closely reflect the value at which the security may be sold or purchased based on various market factors. The securities in this investment portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by Public Trust, the FDIC (except for certain non-negotiable certificates of deposit), or any government agency unless specifically stated otherwise.

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Beginning and ending balances are based on market value plus accrued interest on a trade date basis. Statements and reports made available to the end user either from Public Trust or through the online reporting platform may present information and portfolio analytics using various optional methods including, but not limited to, historical cost, amortized cost, and market value. All information is assumed to be correct, but the accuracy has not been confirmed and therefore is not guaranteed to be correct. Information is obtained from third party sources that may or may not be verified. The data in this report is unaudited and is only applicable for the date denoted on the report. Market values may change day-to-day based on numerous circumstances such as trading volume, news released about the underlying issuer, issuer performance, etc. Underlying market values may be priced via numerous aspects as certain securities are short term in nature and not readily traded. Performance results are shown net of all fees and expenses and reflect the reinvestment of dividends and other earnings.

Many factors affect performance including changes in market conditions and interest rates and in response to other economic, political, or financial developments. Investment involves risk including the possible loss of principal. No assurance can be given that the performance objectives of a given strategy will be achieved. Past performance is no guarantee of future results. Any financial and/or investment decision may incur losses.

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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: 1/1/2023 - 1/31/2023

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
31846V534	FIRST AMER:US TRS MM Y	692,239.95	692,239.95	Buy	---	---	01/31/2023	692,239.95	-	(692,239.95)
31846V534	FIRST AMER:US TRS MM Y	(812,300.71)	(812,300.71)	Sell	---	---	01/31/2023	(812,300.71)	-	812,300.71
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING	690,000.00	690,000.00	Buy	01/03/2023	01/06/2023	01/06/2026	690,000.00	-	(690,000.00)
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING	210,000.00	210,000.00	Buy	01/03/2023	01/06/2023	01/06/2026	210,000.00	-	(210,000.00)
65479CAD0	NAROT 2020-B A3	-	(24,703.66)	Principal Paydown	01/15/2023	01/15/2023	07/15/2024	(24,703.66)	-	24,703.66
9128283J7	UNITED STATES TREASURY	(280,000.00)	(280,000.00)	Sell	01/04/2023	01/05/2023	11/30/2024	(268,537.50)	(588.46)	269,125.96
912828V98	UNITED STATES TREASURY	1,200,000.00	1,200,000.00	Buy	01/26/2023	01/30/2023	02/15/2027	1,136,484.38	12,326.09	(1,148,810.47)
912828XX3	UNITED STATES TREASURY	(15,650,000.00)	(15,650,000.00)	Sell	01/26/2023	01/30/2023	06/30/2024	(15,101,027.34)	(25,939.23)	15,126,966.57
91282CBA8	UNITED STATES TREASURY	(175,000.00)	(175,000.00)	Sell	01/04/2023	01/05/2023	12/15/2023	(167,747.07)	(12.62)	167,759.69
91282CBA8	UNITED STATES TREASURY	(1,060,000.00)	(1,060,000.00)	Sell	01/26/2023	01/30/2023	12/15/2023	(1,018,386.72)	(167.45)	1,018,554.17
91282CDR9	UNITED STATES TREASURY	(1,000,000.00)	(1,000,000.00)	Sell	01/26/2023	01/30/2023	12/31/2023	(964,296.88)	(621.55)	964,918.43
91282CEY3	UNITED STATES TREASURY	1,200,000.00	1,200,000.00	Buy	01/26/2023	01/30/2023	07/15/2025	1,171,500.00	1,491.71	(1,172,991.71)
91282CFX4	UNITED STATES TREASURY	8,450,000.00	8,450,000.00	Buy	01/26/2023	01/30/2023	11/30/2024	8,480,037.11	63,723.21	(8,543,760.32)
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	4,300,000.00	Buy	01/26/2023	01/30/2023	11/30/2027	4,355,093.75	27,923.42	(4,383,017.17)
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	1,970,000.00	Buy	01/26/2023	01/30/2023	11/30/2027	1,995,240.63	12,792.82	(2,008,033.45)
92348TAA2	VZOT 2020-A A1A	-	(39,626.58)	Principal Paydown	01/20/2023	01/20/2023	07/22/2024	(39,626.58)	-	39,626.58
San Mateo County TA		(265,060.76)	(329,391.00)					333,969.36	90,927.94	(424,897.30)

* 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

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.

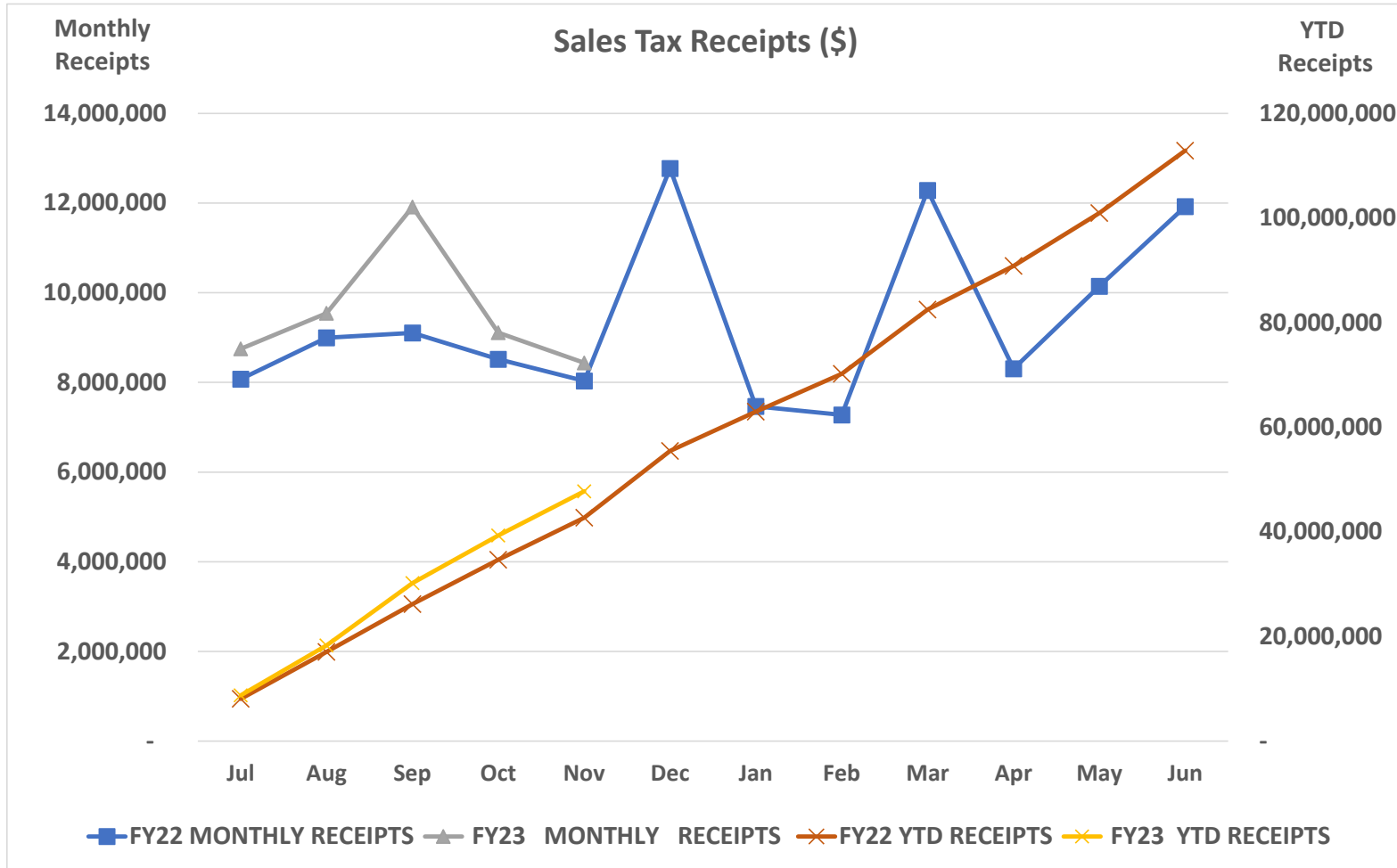
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
January 2023



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
January 2023

Unit	Ref	Name	Amount	Method	Description
SMCTA	000645	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,250.00	CHK	Operating Expenses
SMCTA	000182	HANSON BRIDGETT LLP	790.50	WIR	Operating Expenses
SMCTA	000646	E-BUILDER, INC.	62,192.00	CHK	Operating Expenses
SMCTA	000647	PUBLIC TRUST ADVISORS	8,654.86	CHK	Operating Expenses
SMCTA	000178	PENINSULA CORRIDOR JOINT POWERS BOARD	6,114,842.99	WIR	Capital Programs (1)
SMCTA	000178	PENINSULA CORRIDOR JOINT POWERS BOARD	1,000,196.82	WIR	Capital Programs (1)
SMCTA	000181	DEPARTMENT OF TRANSPORTATION	24,134.52	WIR	Capital Programs (2)
SMCTA	000195	AECOM TECHNICAL SERVICES, INC.	92,084.42	ACH	Capital Programs (3)
SMCTA	000195	AECOM TECHNICAL SERVICES, INC.	52,387.24	ACH	Capital Programs (3)
SMCTA	000656	PALO ALTO, CITY OF	335.93	CHK	Capital Programs (4)
SMCTA	000654	PACIFIC GAS & ELECTRIC COMPANY	315.30	CHK	Capital Programs (4)
SMCTA	000652	PACIFIC GAS & ELECTRIC COMPANY	44.59	CHK	Capital Programs (4)
SMCTA	000650	PACIFIC GAS & ELECTRIC COMPANY	79.68	CHK	Capital Programs (4)
SMCTA	000651	PACIFIC GAS & ELECTRIC COMPANY	146.25	CHK	Capital Programs (4)
SMCTA	000653	PACIFIC GAS & ELECTRIC COMPANY	73.30	CHK	Capital Programs (4)
SMCTA	000655	PACIFIC GAS & ELECTRIC COMPANY	306.43	CHK	Capital Programs (4)
SMCTA	000649	PACIFIC GAS & ELECTRIC COMPANY	211.54	CHK	Capital Programs (4)
SMCTA	000177	HANSON BRIDGETT LLP	1,209.00	WIR	Capital Programs (5)
SMCTA	000177	HANSON BRIDGETT LLP	13,544.50	WIR	Capital Programs (5)
SMCTA	000179	HANSON BRIDGETT LLP	6,370.50	WIR	Capital Programs (6)
SMCTA	000179	HANSON BRIDGETT LLP	9,579.00	WIR	Capital Programs (6)
SMCTA	000179	HANSON BRIDGETT LLP	2,092.50	WIR	Capital Programs (6)
SMCTA	000198	KHOURI CONSULTING LLC	5,750.00	ACH	Capital Programs (7)
SMCTA	000197	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Capital Programs (7)
SMCTA	000196	STANTEC CONSULTING SERVICES, INC.	15,790.44	ACH	Capital Programs (8)
SMCTA	000183	PENINSULA CORRIDOR JOINT POWERS BOARD	3,521.70	WIR	Capital Programs (8)
SMCTA	000180	PENINSULA CORRIDOR JOINT POWERS BOARD	86,990.58	WIR	Capital Programs (9)
SMCTA	000648	HALF MOON BAY, CITY OF	12,976.86	CHK	Capital Programs (10)
			<u>7,521,471.45</u>		

(1)	6,114,842.99	25th Ave Grade Separation	(6)	6,370.50	ACR Oversight
	<u>1,000,196.82</u>	Broadway Grade Separation		9,579.00	TA-Caltrain Project Oversight
	<u>7,115,039.81</u>			<u>2,092.50</u>	Pedestrian & Bicycle Oversight
				<u>18,042.00</u>	
(2)		US101/SR92 Interchang Area Imp	(7)		SMCTA Ineligible
(3)	92,084.42	101 Peninsula Ave/Poplar I/C	(8)		Highway Oversight
	<u>52,387.24</u>	Moss Beach-SR1 Cong& Safe Impr	(9)		Whipple Ave Grade Sep 2017-21
	<u>144,471.66</u>		(10)		Hwy 1 Main-Kehoe HMB
(4)		101 HOV Ln Whipple - San Bruno			
(5)	1,209.00	101 Managed Lanes (Nof I-380)			
	<u>13,544.50</u>	SMCTA Operating Administration			
	<u>14,753.50</u>				

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of January 31, 2023

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$15,098,244
San Mateo County/SFO BART Extension	\$1,342,066
Accessible Services	\$2,684,132
Total	\$19,124,442

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$459
<i>Local Shuttle</i>	\$1,541,768
<i>Ferry Service</i>	\$0
<i>Dumbarton</i>	\$0
Highways	\$62,787
Grade Separations	\$7,337,929
Pedestrian and Bicycle	\$21,981
Alternative Congestion Relief	\$288,785
Administrative Overhead	\$1,535,177
Total	\$10,788,887

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$6,698,845
Total	\$6,698,845

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$273,162
Transportation Demand Management	(\$2,179) *
Grade Separation	\$0
Pedestrian and Bicycle	\$162,239
Regional Transit Connections	\$0
Administrative Overhead	\$409,089
Total	\$842,311

Other Uses	Expenses
US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds	\$1,713,331
Total	\$1,713,331

Note:

* Negative balance is due to reversal of FY2022 year end expenditure accrual for project 100583 ACR/TEM Plan.

Administrative Overhead consists of Agency Indirect Administrative costs and Capital Administrative costs.

**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 2nd 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 El Camino Real (SR-82) Bicycle and Pedestrian Improvements Project in the Town of Colma. This Project Study Report-Project Development Support (PSR-PDS) Phase is funded \$1,800,000 of Measure W Highway Program Category in addition to \$200,000 local match contributed by the Town of Colma.

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

Capital Projects

Quarterly Status Report

Second Quarter FY2023: October 1 - December 31, 2022

Report prepared for the March 2, 2023 TA Board Meeting



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Caltrain - Grade Separation & Station Improvements

Project #	Project Name	Page #
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Project #	Project Name	Page #
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Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q1 FY23	Q2 FY23	Q1 FY23	Q2 FY23	Q1 FY23	Q2 FY23	Q1 FY23	Q2 FY23	
Highways									
00108 - Dumbarton Roadway Improvements Project Phase - Pre-PID	G	G	G	G	Y	Y	G	G	3
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	Y	G	G	5
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	7
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	9
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	R	R	G	G	11
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	13
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report (PEER)	G	G	G	G	G	R	G	G	15
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	17
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	G	G	R	R	G	G	19
00803 - U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	Y	Y	G	G	21
00805 - Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	R	R	G	G	23
00823 - Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	25
100302 - U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	Y	Y	G	G	27
100318 - U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
100319 - U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	Y	G	G	31
100321 - Highway 1/Manor Avenue Overcrossing Project Phase - PID	G	G	G	G	G	G	G	G	33
100663 - Moss Beach - SR1 Congestion & Safety Improvements Project Phase - PID	G	G	G	G	G	G	G	G	35
100664 - Colma - El Camino Real Bike & Pedestrian Improvements Phase - PSR-PDS		G		G		G		G	37

Caltrain - Grade Separation & Station Improvements

00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	G	G	G	G	G	G	G	G	40
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	G	G	G	G	G	G	45
00824 - South San Francisco Station Improvement Project (South San Francisco)	G	G	R	G	G	G	G	G	49
00814 - Grade Separation Study Report - (South Linden Avenue/Scott Street)	G	G	G	G	G	G	G	G	53
100277 - Grade Separation Study Project - Whipple Avenue (Redwood City)	G	G	R	R	G	G	G	G	56
100579 - Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project)	G	G	G	G	G	G	G	G	59



= 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 schedule is delayed due to ongoing coordination efforts needed to finalize the scope of work and will require an extension request.

Funding: 

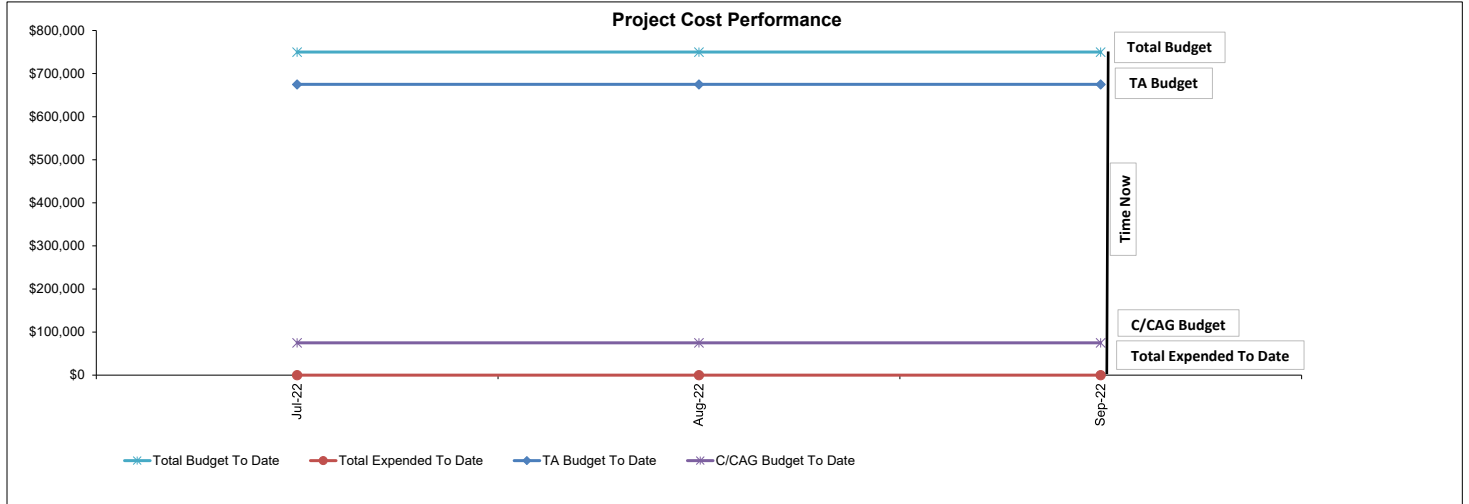
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$675,000	90%	\$0	0%	\$675,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
C/CAG	\$75,000	10%	\$0	0%	\$75,000	10%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$750,000	100%	\$0	0%	\$750,000	100%

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	06/30/23



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
None

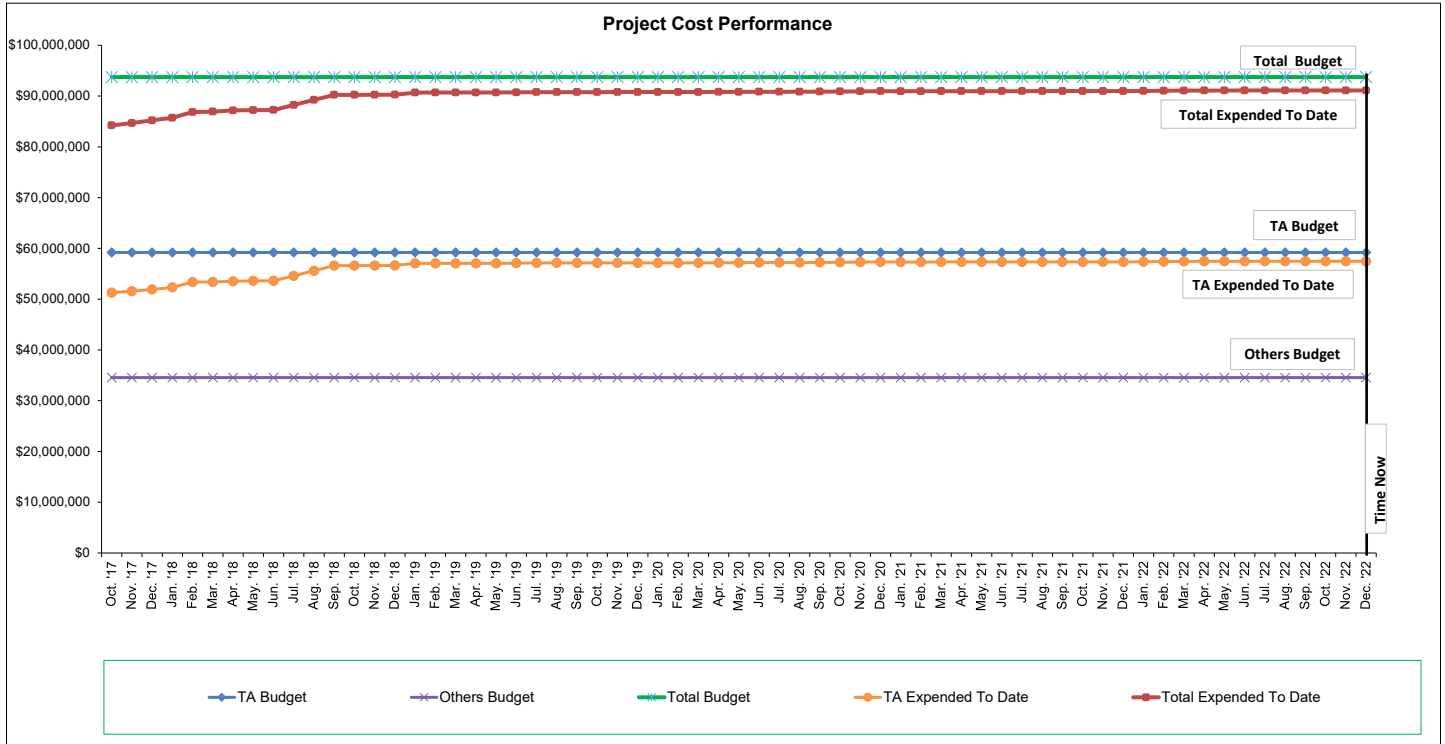
Issues: None

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:

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 to develop the project landscaping design.
- (2) City coordinating field visit amongst the project partners.

Future Activities:

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and East Palo Alto

Issues:

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

Funding :



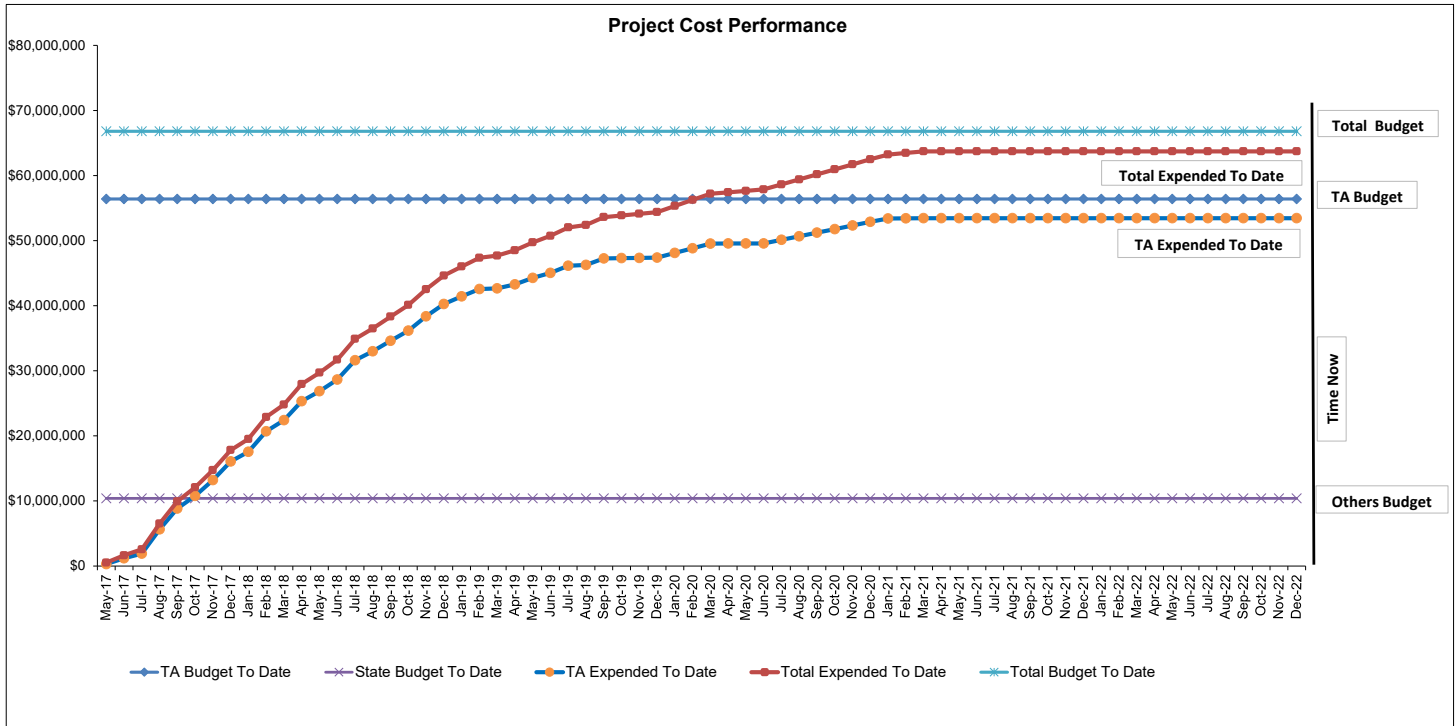
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
Total	\$66,800,000	100%	\$63,712,027	95%	\$66,800,000	100%

Issues/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.



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

This Quarter:

- (1) Coordination of additional PS&E and Right of Way Support services by AECOM.
- (2) Initiate procurement of Project Delivery Team.
- (3) Coordinate right of way acquisition planning and schedule, including financing and risks.
- (4) Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.

Future

Activities:

- (1) Approval of additional PS&E and Right of Way Support services by AECOM.
- (2) Continue procurement of Project Delivery Team.
- (3) Initiate development of plats and legal descriptions.
- (4) Reestablish City/AECOM/UPRR coordination regarding grade crossing improvements.
- (5) Coordinate right of way acquisition planning and schedule, initiate appraisals.
- (6) Review project phasing report and identify potential refinements.
- (7) Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.

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:

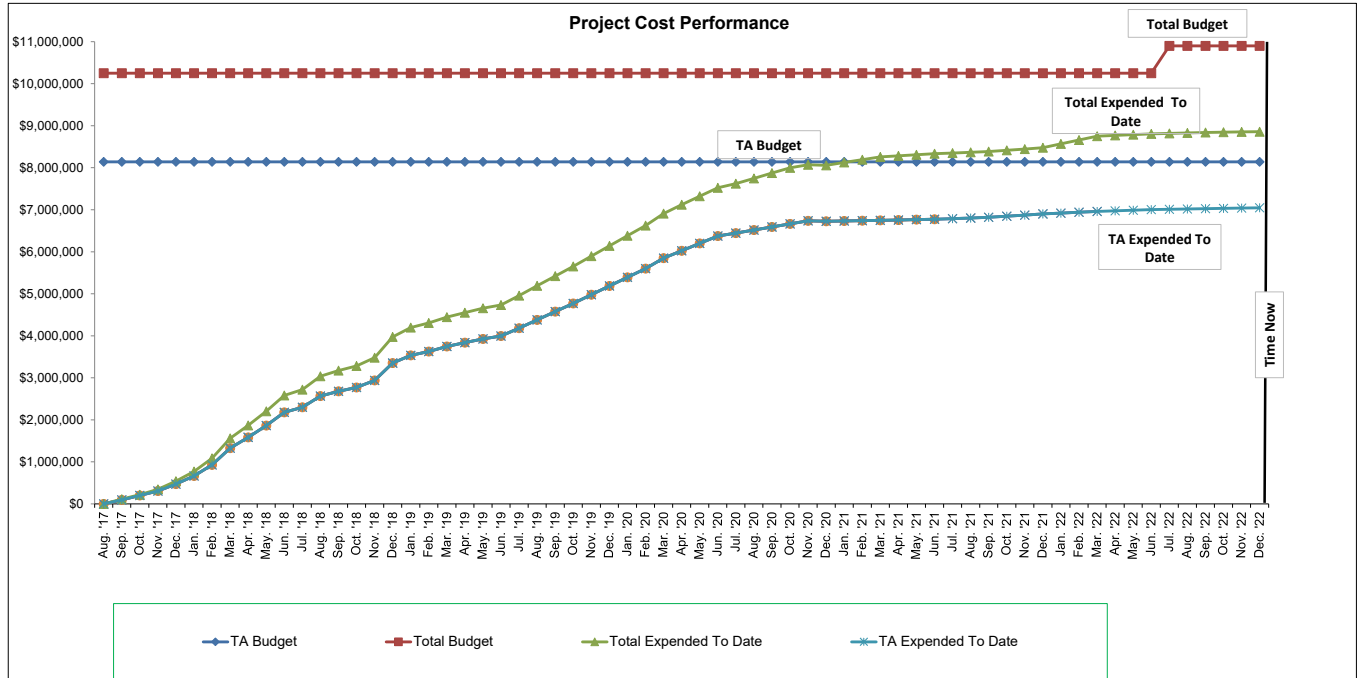
None

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	04/30/23

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: Biological Monitoring Phase II is complete but phase cannot be closed out until final report is complete.

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%

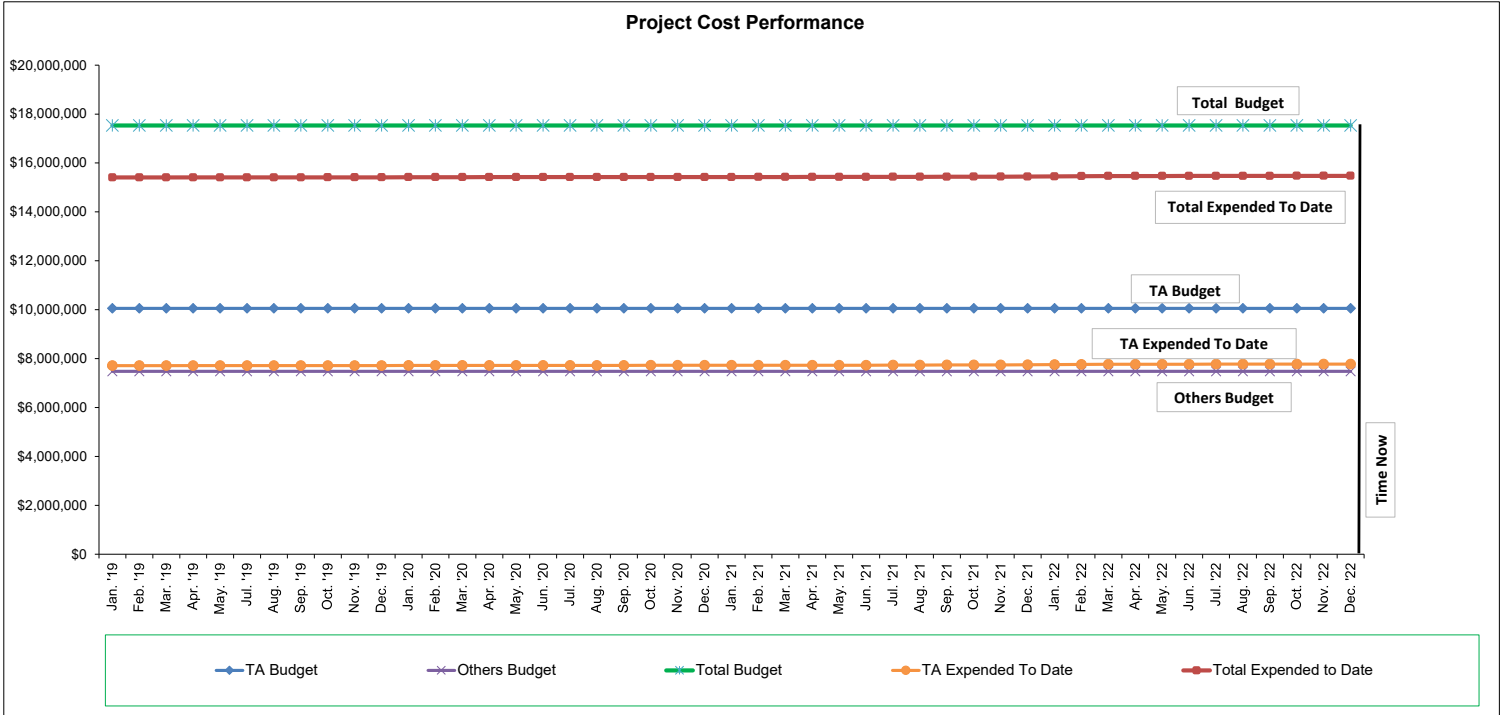
Issues: None

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 the southern

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	03/31/23

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. All overhead sign bridges installed.
2. Testing of toll equipment
3. Identify construction savings to utilize for funding the landscaping phase and obtain TA Board approval

Future Activities:

Southern segment (Santa Clara County Line – Whipple)

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

Northern Segment (Whipple – I-380)

1. Complete testing of toll equipment
2. Project phase closeout
3. Plan for education campaign and opening event
4. Amend agreements to reflect construction savings and establish new cooperative agreement with Caltrans for the landscaping phase

Issues:

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:

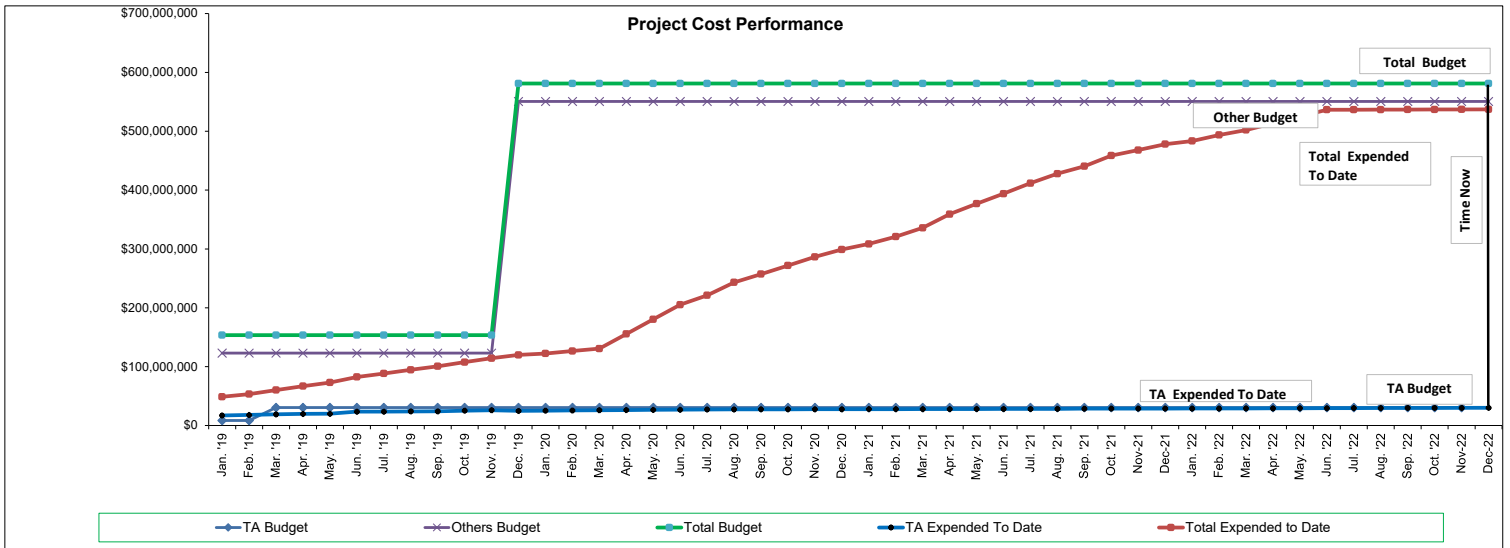
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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:

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 This Quarter:

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

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. Schedule will be updated upon reaching an agreement between the County and Caltrans with regards to establishment and maintenance of improvements, as well as reaching community consensus. Hazardous materials field work is postponed and shall begin when the project resume.

Funding:



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

Issues:

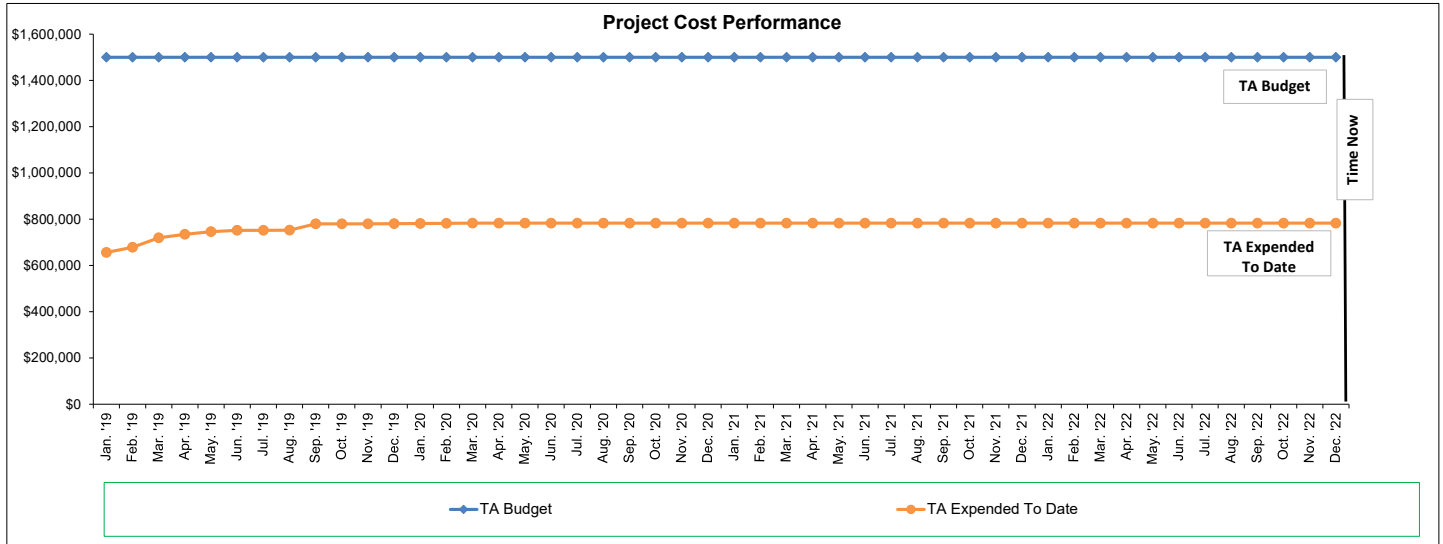
None

Budget:



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

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



* Cost incurred from the beginning of current PEER phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

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

Progress This Quarter:

- (1) The City is exploring value engineering opportunities
- (2) Seek grant funding opportunities
- (3) TA coordinated with City in Project update meetings

Future Activities:

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

Issues: *The City stopped engineering work in March 2021. The project was not recommended for Local Partnership Program (LPP) and ATP grants. Continue to coordinate work with the Express Lanes Project.

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%

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

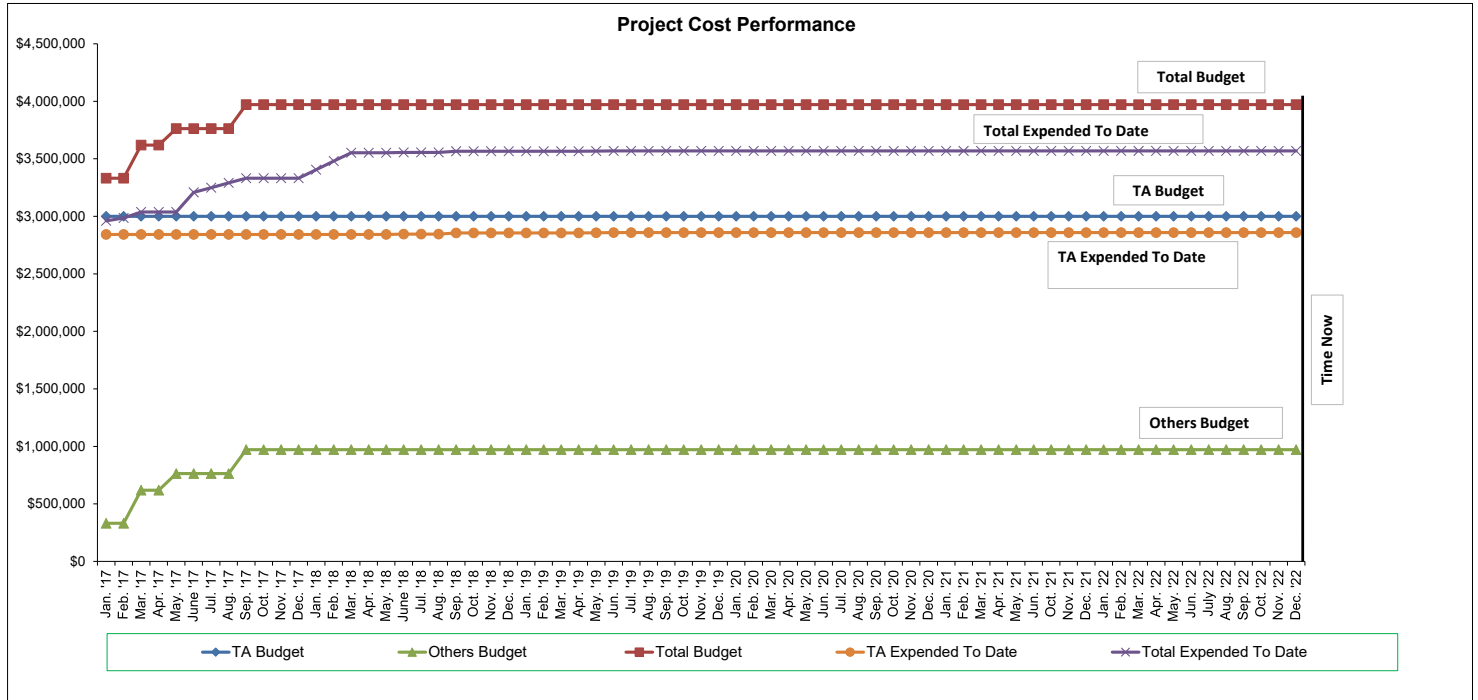
Budget:



(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

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	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) The first draft of the Environmental Document was submitted to Caltrans.
- (5) Submitted the draft Existing Conditions Report to TA, City and Caltrans for Review
- (6) Submitted the draft Traffic Operations Analysis Report (TOAR) to TA, City and Caltrans for review.

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 for the PS&E and ROW 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 :



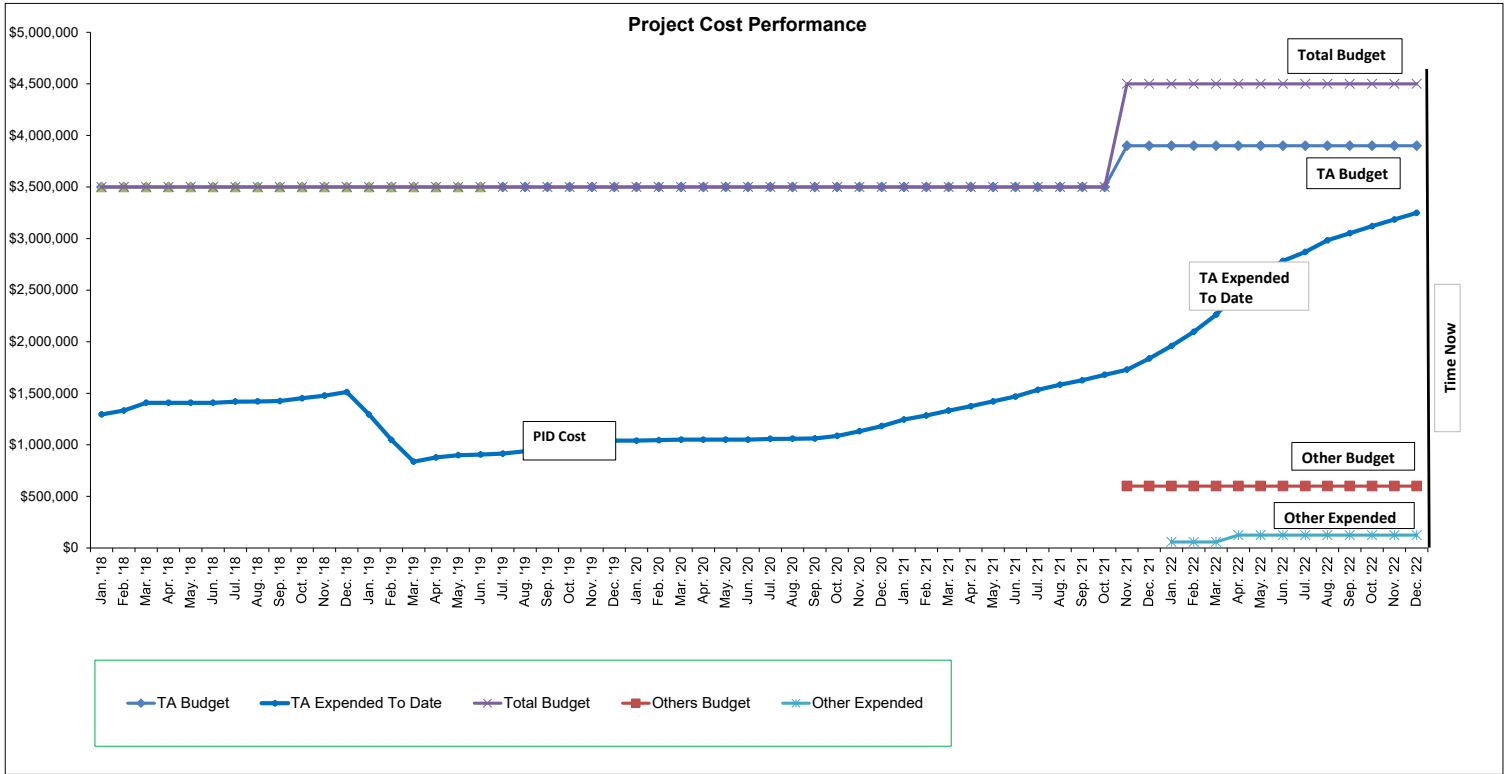
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,900,000	87%	\$3,249,327	83%	\$3,900,000	87%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$600,000	13%	\$549,670	92%	\$600,000	13%
Total	\$4,500,000	100%	\$3,798,997	84%	\$4,500,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,900,000	\$3,249,327	\$650,673	\$3,900,000	\$0
Others	\$600,000	\$549,670	\$50,330	\$600,000	\$0
Total Project	\$4,500,000	\$3,798,997	\$701,003	\$4,500,000	\$0



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:



(3a)

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	04/30/23

Progress This Quarter:

- (1) Maintained PM Coordination with the City, Affected Agencies and Subconsultant Staff.
- (2) Conducted meetings with City/Caltrans.
- (3) Prepared the PS&E support cost per City's request.
- (4) Responded to the comments on the Project Report/Environmental Impact Report (PR/EIR).
- (5) Updated the estimate for Build Alternative.
- (6) Coordinated on the Federal Highway Administration (FHWA) Air Quality Conformity Submittal with Caltrans/City.
- (7) Coordinated on the Transportation Improvement Program (TIP) amendment with Caltrans/City.

Future Activities:

- (1) Continue to Update the Cretical Path Method (CPM) Design Schedule
- (2) Follow up on the draft DSDD with Caltrans
- (3) Follow up on the TIP amendment and FHWA Air Quality ConforEnvironmental Technical reports with Caltrans
- (4) 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.

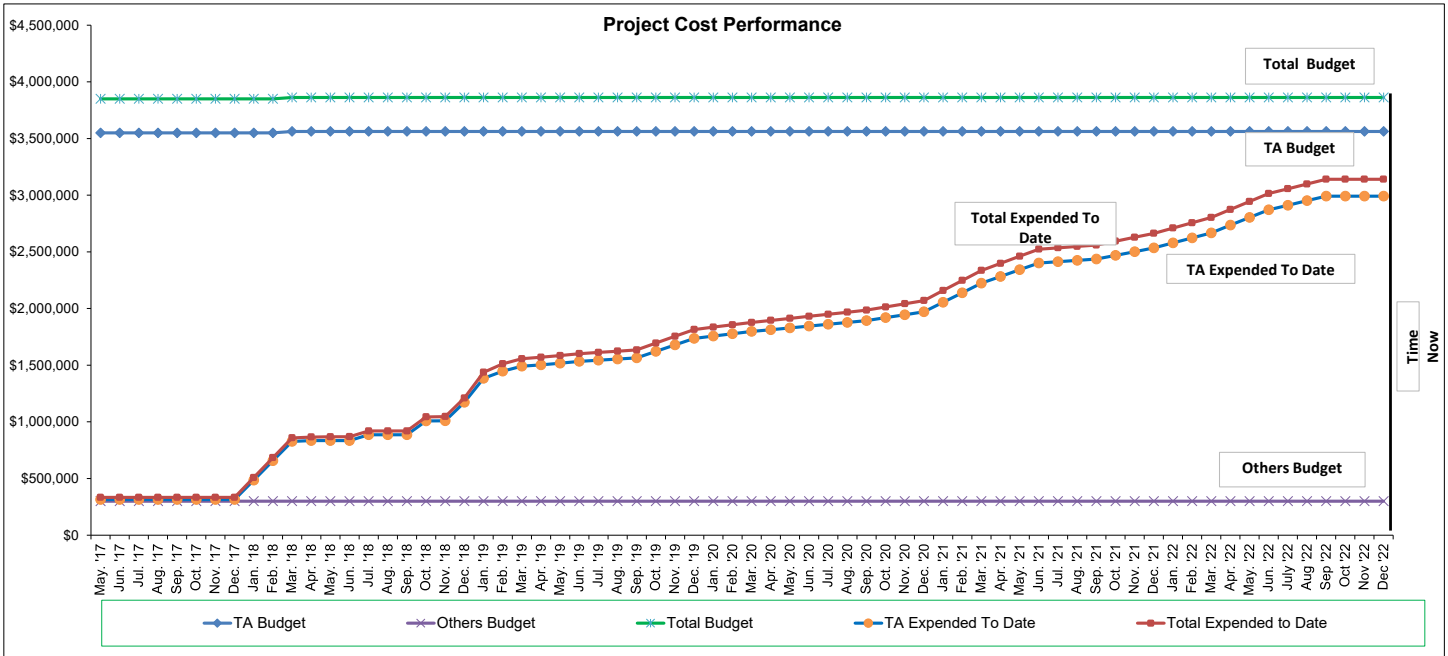
Issues: None

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:



(3a)

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) Submitted revised 100% PS&E for Caltrans review and addressing feedback comments
(2) Developed 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) 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%

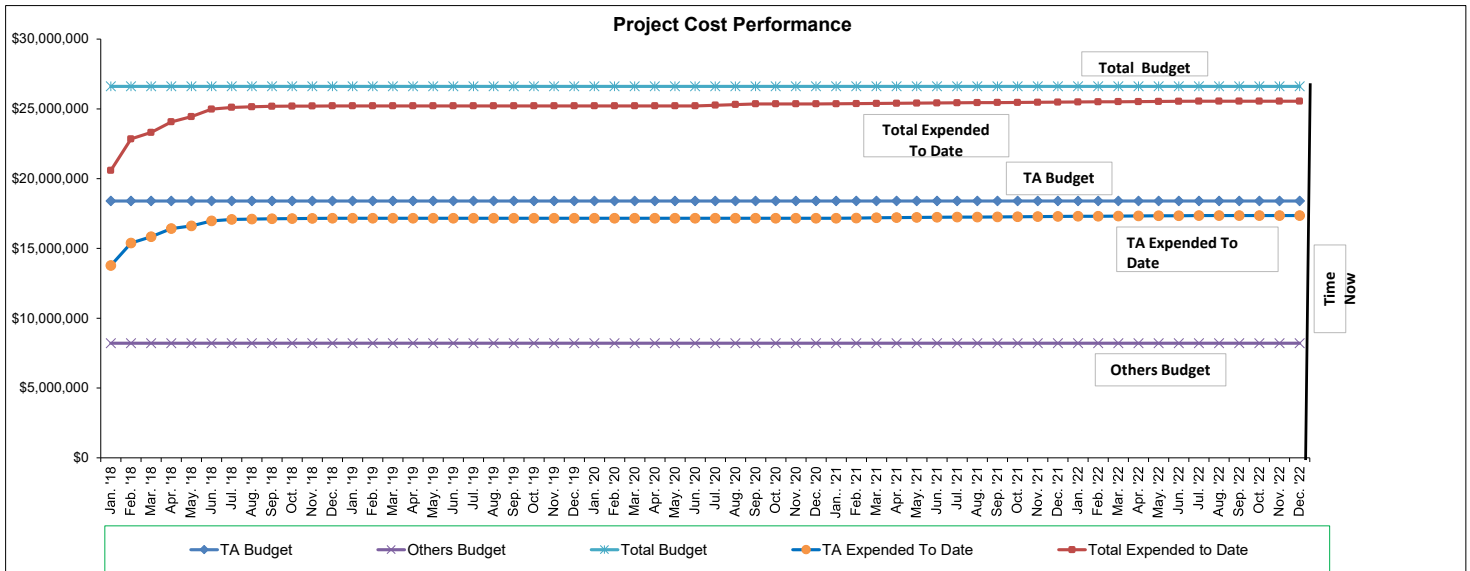
Issues: Project construction cost saving may be made available to fund standard landscaping after the completion of the landscaping design.

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

000823 - STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE (Construction Phase)


TA Role: Funding Agency

Sponsor/Implementing Agency: 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, extend the existing Frontage Road south to Grand Blvd and consolidate into a single new signalized intersection at Terrace Avenue/SR 1. The new 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 signalized intersection. The required utility relocations include a main gas line, 10 utility poles and 2 fire hydrants. A Temporary Construction Easement includes a small portion of Andreotti Farms for the new retaining wall on Frontage Road at the new Terrace Ave signalized intersection.

Project Status Summary: The City and its consultants have been working with utility companies (PG&E and CCWD) for the utilities' relocation (gas mainline, electric poles and fire hydrants). With Caltrans approval, the City has worked with PG&E and completed construction of a gas mainline to bypass the new proposed retaining walls at the edge of the roadway. The City's consultants have also prepared Caltrans DSDD forms and obtained encroachment permit to relocate 10 utility poles from the area of the proposed bicycle/pedestrian path. The relocation of these poles is currently scheduled by PG&E for Spring 2023. The City has also worked with CCWD to design relocation of 2 fire hydrant which are in the proposed location of the Frontage Rd extension to Terrace Ave and Grand Blvd. The relocation of these hydrants is scheduled for February 2023. The City has also initiated the right-of-way process for the temporary construction easement needed for the Terrace Avenue interchange construction.

Issues: The relocation of the 10 utility poles require maintenance easement on a biologically sensitive City property and may require City's Planning Commission approval.


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/22	06/15/20	12/31/22
Utility Relocations	08/01/22	06/30/23	09/01/22	06/30/23	09/01/22	06/30/23
TCE/right of way certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	05/30/23
<i>Caltrans ROW Approval/Encroachment Permit/ Regulatory Permits</i>	05/01/20	07/30/22	05/01/20	07/30/23	05/01/20	07/30/23
<i>Advertise/Award Construction</i>	07/01/23	07/30/23	09/01/23	09/30/23	09/01/23	09/30/23
<i>Construction</i>	09/01/23	09/30/25	11/01/23	11/30/25	11/01/23	11/30/25

Progress This Quarter: Utility Relocation and right-of-way: City has worked with PG&E and completed construction of a gas mainline to bypass the new proposed retaining walls at the edge of the roadway. The City's consultants have also prepared Caltrans DSDD forms and obtained encroachment permit to relocate 10 utility poles from the area of the proposed bicycle/pedestrian path. The relocation of these poles is currently scheduled by PG&E for Spring 2023. The City has also worked with CCWD to design relocation of 2 fire hydrant which are in the proposed location of the Frontage Rd extension to Terrace Ave and Grand Blvd. The relocation of these hydrants is scheduled for February 2023. The City has also initiated the right-of-way process for the temporary construction easement needed for the Terrace Avenue interchange construction. Initiated investigations for riparian mitigation and planting per IS/MND requirements.

Future Activities: Complete relocation of fire hydrants. Start construction for relocation of PG&E utility poles relocation. Initiate TCE/ right-of-way appraisal process per Caltrans requirements. Present riparian mitigation measures and construction traffic control to City's Planning Commission.

Issues: None

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

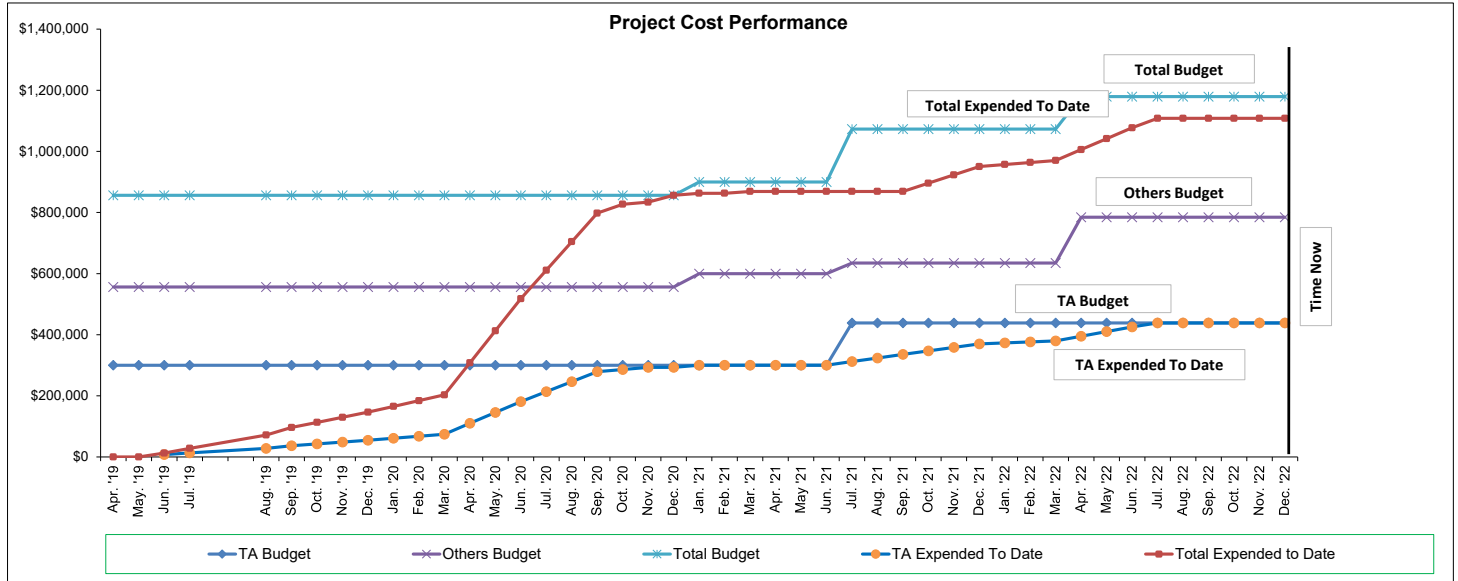
Budget:



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. Caltrans also recently added further traffic analysis, and a new

Issues: None


Schedule: 

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

(3a)
Progress This Quarter: (1) Southbound Existing Traffic Conditions model calibration
(2) Coordination with Caltrans on Traffic Assumption Scenarios
(3) Coordination and sharing information with SFCTA

Future Activities: (1) Submittal of Noise Study Report for Caltrans review
(2) Submittal of Air Quality Impact Study Report for Caltrans review
(3) Northbound Existing Traffic Conditions model calibration
(4) Future traffic forecasts for Years 2030 and 2050
(5) Forecast data processing for mainline and Intersections
(6) Archaeological Survey Report (ASR)
(7) Visual Impact Assessment Report
(8) Historic Resource Survey Report (HPSR)

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

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$5,764,623	64%	\$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%	\$6,325,328	66%	\$9,560,705	100%

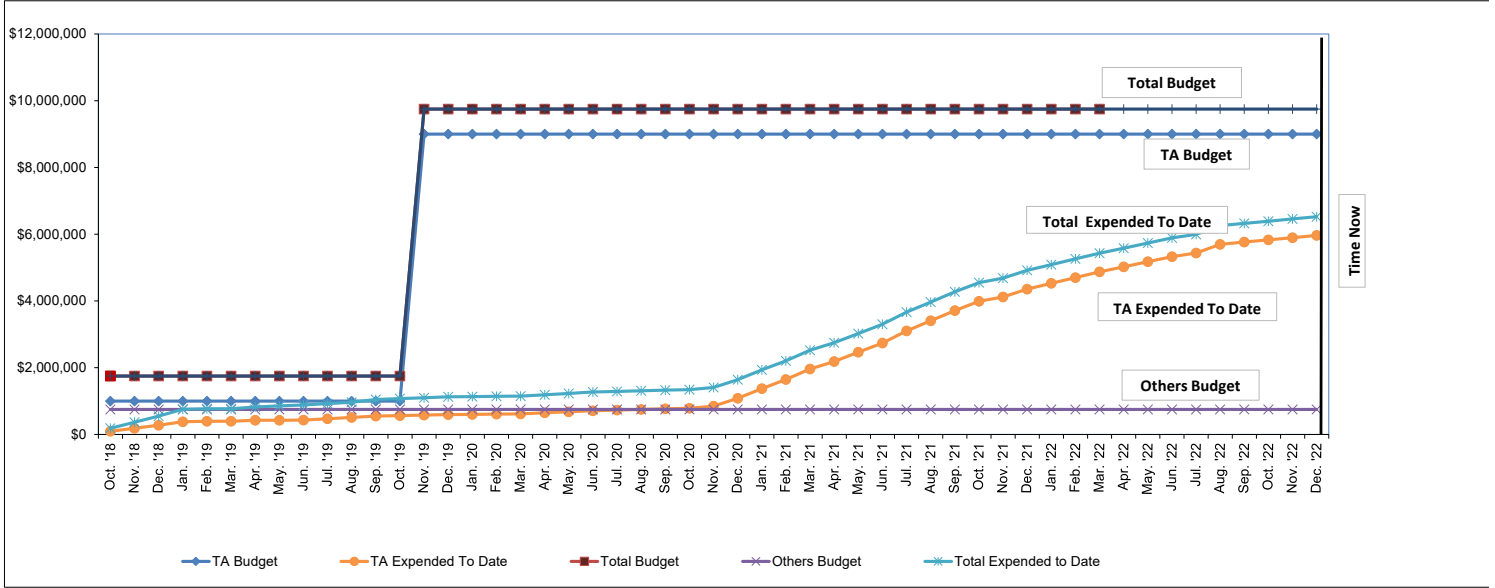
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$5,764,623	\$3,235,377	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$6,325,328	\$3,235,377	\$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
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	05/01/22	12/15/23

Progress This Quarter:

- (1) Held Project Development Team meetings #3 & 4
- (2) Completed surveying and overhead sign location design
- (3) Completed plan design sheets and circulated to Caltrans functional units
- (4) TA submitted applications for state grant funding program

Future Activities:

- (1) Continue working on 65% PS&E package
- (2) Send in lane closure request to Highway Operation for potholing and stage construction
- (3) Continue working on maintenance needs for the new widened structure
- (4) Structures Plans and Quantities are expected in July 2023

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$750,000	19%	\$428,209	57%	\$750,000	19%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State/STIP	\$3,200,000	81%	\$712,961	22%	\$3,200,000	81%
Total	\$3,950,000	100%	\$1,141,170	29%	\$3,950,000	100%

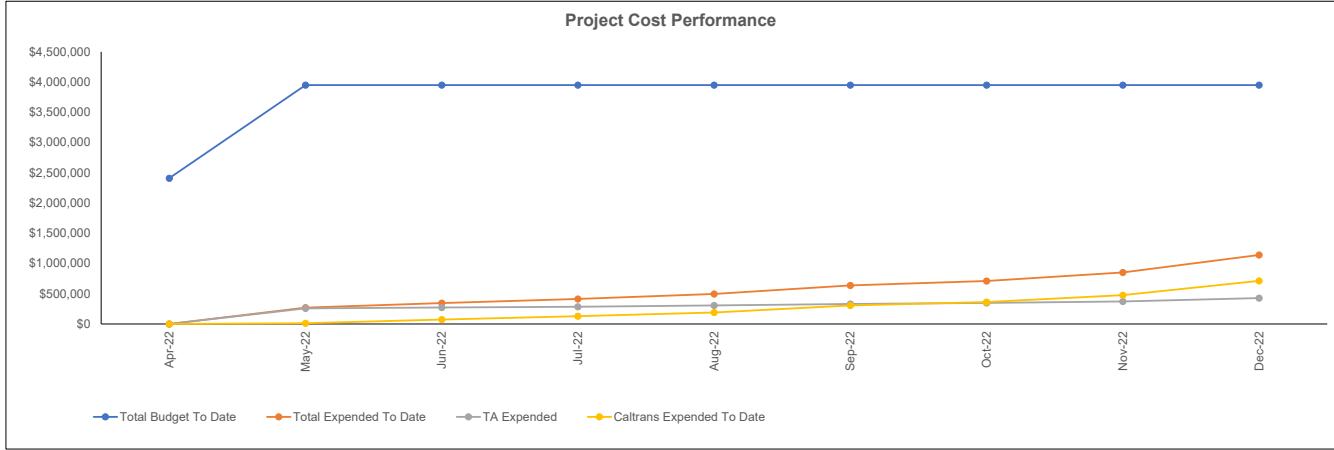
Funding shown is for PS&E phase. In December 2021, the Board awarded \$5,075,000 of Measure W funds for PS&E (\$750,000), ROW and construction.

Issues:

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
SMCTA	\$750,000	\$428,209	\$321,791	\$750,000	\$0
Others	\$3,200,000	\$712,961	\$2,487,039	\$3,200,000	\$0
Total Project	\$3,950,000	\$1,141,170	\$2,808,830	\$3,950,000	\$0



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

Issues:

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	03/01/23	12/31/24

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 :



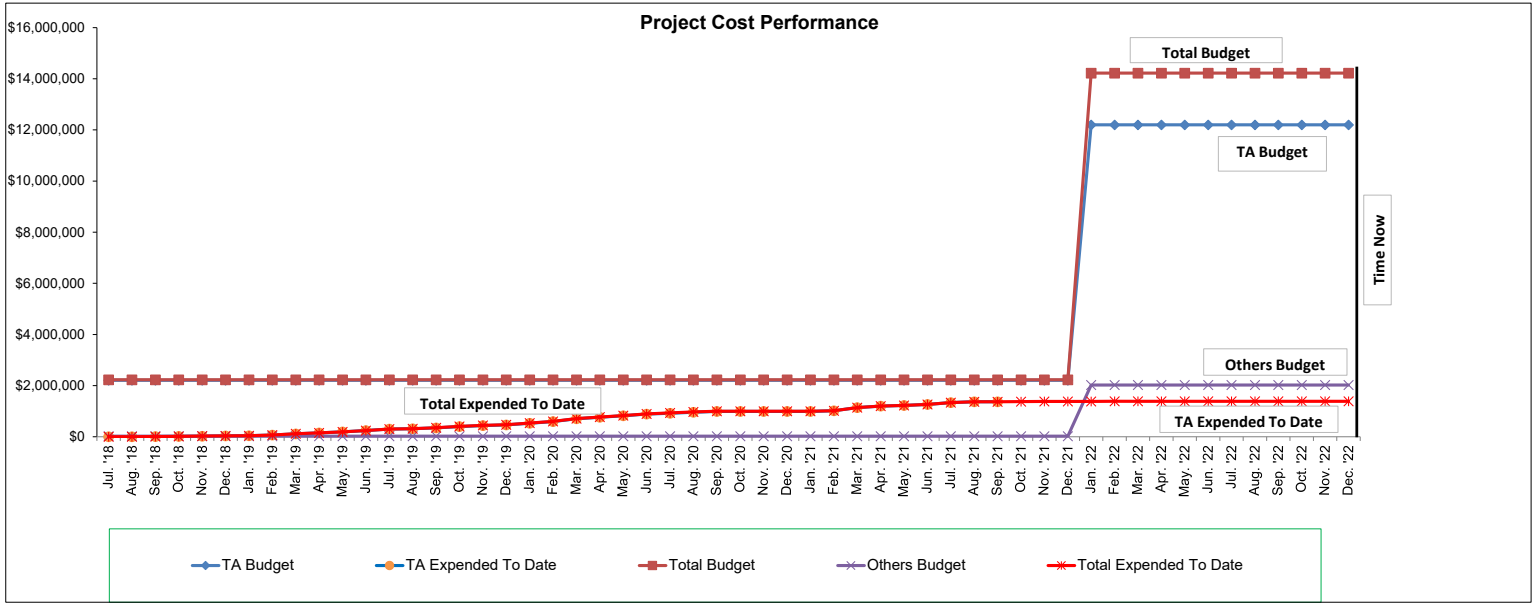
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$12,200,000	85.78%	\$1,386,283	11%	\$12,142,530	86%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	0.16%	\$8,217	36%	\$23,000	0%
Other	\$2,000,000	14.06%	\$0	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.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$12,200,000	\$1,386,283	\$10,756,247	\$12,142,529.71	\$57,470
Others	\$2,023,000	\$8,217	\$2,014,675	\$2,022,892	\$108
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	04/15/23
Environmental (PA/ED phase)	12/31/22	06/30/24	04/01/23	08/30/24	03/01/23	10/30/24

Progress This Quarter: (1) Transportation Planning Scoping Information Sheet (TPSIS)
(2) Conceptual Cost estimate
(3) Right of Way cost estimate
(4) Draft request for COOP for PA&ED phase

Future Activities: (1) Environmental Assessment, storm water data report, utility maps and right of way mapping
(2) Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans
(3) Address Caltrans comments on the draft Quality Management Plan(QMP) and submit to Caltrans
(4) Update the PID schedule
(5) Submit draft PSR/PDS to Caltrans
(6) Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans

Issues: None

Funding: 

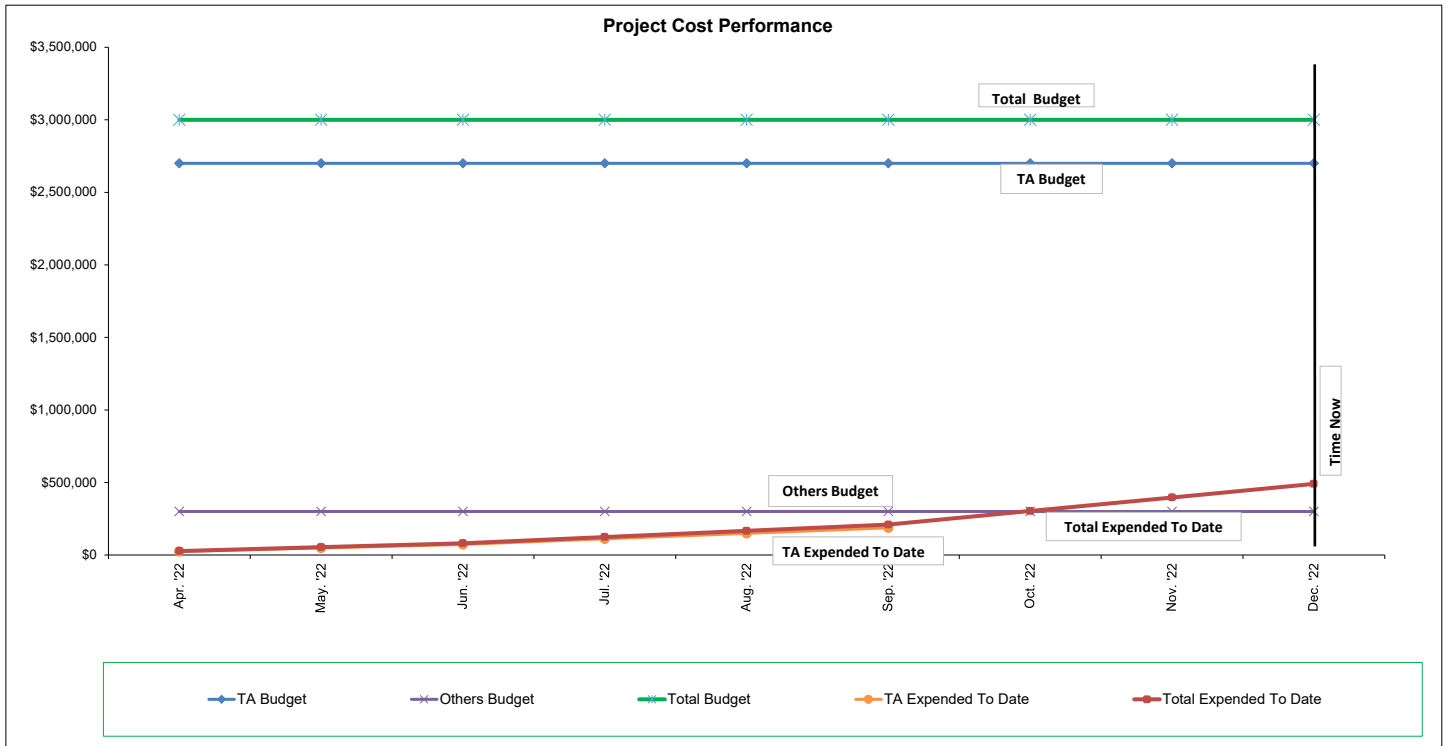
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,700,000	90%	\$440,314	16%	\$2,700,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$300,000	10%	\$50,007	17%	\$300,000	10%
Total	\$3,000,000	100%	\$490,322	16%	\$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	\$440,314	\$2,259,686	\$2,700,000	\$0
Others	\$300,000	50,007	\$249,993	\$300,000	\$0
Total Project	\$3,000,000	\$490,322	\$2,509,678	\$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) Prepared PPT presentation and presented to Midcoast Community Council (11/30/2023)
- (3) Continued collecting data on project utilities.
- (4) Continued draft utility maps/row mapping
- (5) Attended Caltrans traffic Ops meetings
- (6) Filed the Traffic Engineering Performance Assesment (TEPA) memo, Vehicle Miles Traveled Decision Document (VMTDD) to Caltrans
- (7) Continued working on the draft Purpose & Need
- (8) Began working on the Preliminary Environmental Assesment Report (PEAR)

Future Activities:

- (1) Continue to work on design alternatives
- (2) Continue working on the Fact Sheet
- (3) Address the comments on the traffic memo
- (4) Continue working on the PEAR

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,145,000	90%	\$224,969	20%	\$1,145,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$125,000	10%	\$24,401	20%	\$125,000	10%
Total	\$1,270,000	100%	\$249,370	20%	\$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	\$224,969	\$920,031	\$1,145,000	\$0
Others	\$125,000	24,401	\$100,599	\$125,000	\$0
Total Project	\$1,270,000	\$249,370	\$1,020,630	\$1,270,000	\$0



Issues: None

100664 - ECR - BICYCLE & PEDESTRIAN IMPROVEMENT PROJECT

TA Role: Funding Agency

Sponsor/Implementing Agency: Town of Colma

Scope:



The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end, and Arlington Drive at the southerly end. The PSR-PDS will serve as the Project Initiation Document (PID) for this Project. The PID identifies the Project need and purpose, stakeholder inputs, project alternatives, anticipated right-of-way requirements, preliminary environmental analysis, initial cost estimates, and potential funding sources. The PSR-PDS will also identify the type of environmental documents to be prepared to move into the Project Approval and Environmental Document (PA&ED) phase.

Project Status Summary:

The funding agreement between TA and Town of Colma was executed on 12/15/2022. A Cooperative Agreement has been executed with Caltrans for Project Oversight. The Request for Proposal (RFP) is being prepared and will be advertised by end of January 2023. The proposal submission date is due to end of February 2023. The Project Study Report – Project Development Support (PSR – PDS) is anticipated to start in early April 2023 once the consultant selection and contract award process is complete.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	12/15/22	05/31/24	12/15/22	05/31/24	12/15/22	05/31/24

(4a)

Progress This Quarter:

The Town executed a Cooperative Agreement with Caltrans for Project Oversight. Prepared the Project Factsheet for Caltrans. Defined the Scope of Work and started drafting the Request for Proposal document. Maintained PM coordination with Town, TA, and Caltrans.

Future Activities:

Publish the RFP by end of January 2023. Complete the consultant selection process and contract award by March 2023. Schedule the kick-off Meeting in early April 2023 and Project Development Team (PDT) in late April 2023.

Issues:

The Funding Agreement with TA was made on November 17, 2022 and executed on December 15, 2022. The Town could not start the project prior to the execution date of the Agreement. Town may request TA to extend the Funding Agreement schedule based on the project baseline schedule that will be set by the selected Consultant.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,800,000	90%	\$801	0%	\$1,800,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Town of Colma	\$200,000	10%	\$89	0%	\$200,000	10%
Total	\$2,000,000	100%	\$890	0%	\$2,000,000	100%

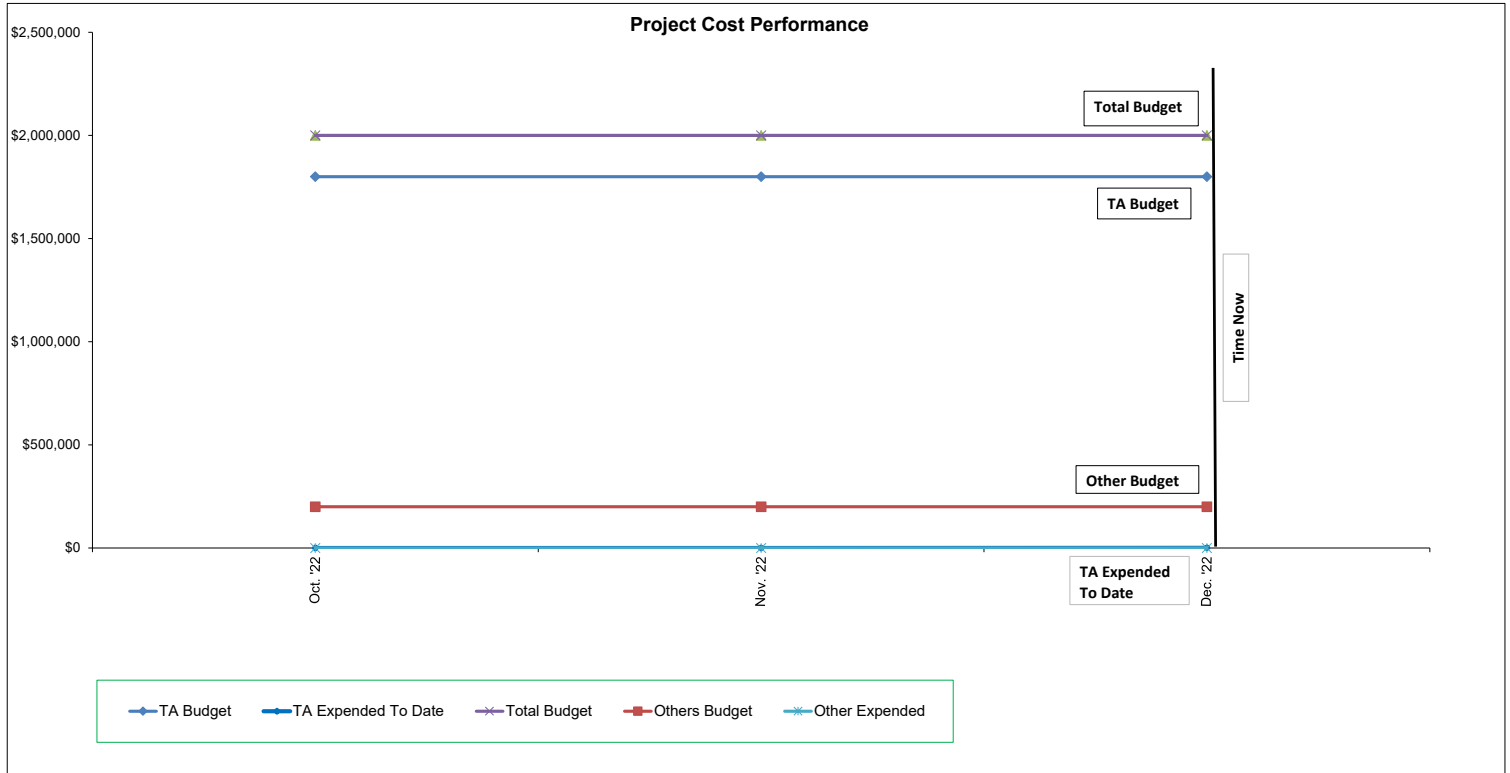
Issues:

None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,800,000	\$801	\$1,799,199	\$1,800,000	\$0
Town of Colma	\$200,000	\$89	\$199,911	\$200,000	\$0
Total Project	\$2,000,000	\$890	\$1,999,110	\$2,000,000	\$0



Issues/Notes: None

Level 2 Projects Caltrain-Grade Separation

25th Avenue Grade Separation

Project No.

002088

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.08%	0.33%	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

Project No.

002088

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	01/31/23	01/31/23	0	0
Gate 8 - Project Closeout	05/31/23	05/31/23	0	0

25th Avenue Grade Separation

Project No.

002088

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	4,593	6,618	6,618	0	0.0%
Environmental	1200	385	324	709	709	0	0.0%
Real Estate	2100		8,970	8,970	8,970	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		117,140	117,140	117,140	0	0.0%
Construction Management	4100		13,399	13,399	13,399	0	0.0%
Design Support During Const.	4200		5,766	5,766	5,766	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	1,761	2,752	2,752	0	0.0%
Project Management	5100	585	6,683	7,268	7,268	0	0.0%
Project & Document Control	5200	80	1,923	2,003	2,003	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	753	771	771	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		1,271	1,271	1,271	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		1,963	1,963	1,963	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

Project No.

002088

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 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 - Resolved.	City of San Mateo will purchase the generator and bill the project.	\$ 100 0	High

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	5/31/2023
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	5/31/2023

KEY ACTIVITIES - Current Reporting Quarter

Continued working on closing out the construction contract. Recorded the project completion with the County.

NEXT KEY ACTIVITIES

Issue contract completion. Finish the billing to the project funding partners.

PROJECT NOTES

Project was re-baselined following the Management Committee approval on January 26, 2023 of an updated Work Plan.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole



Photo 2 - OCS Grounding Testing.

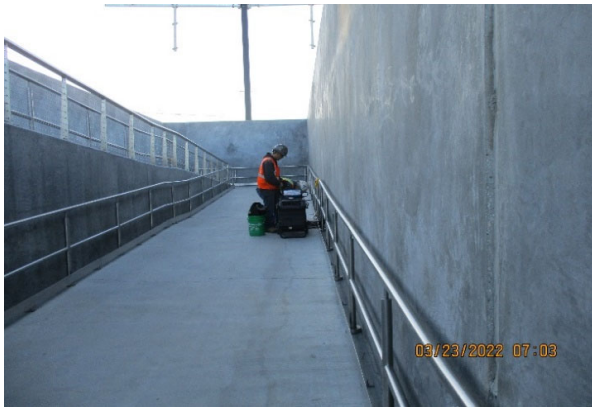


Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

Burlingame Broadway Grade Separation

Project No. **100244**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.9%	0.13%	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	01/26/23	01/26/23	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

Project No. **100244**

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original (A)	Changes (B)	Current (C =A+B)		Amount (E =C-D)	Percentage (F =E/C)
Planning & Engineering	1100	15,676		15,676	15,676	0	0.0%
Environmental	1200	2,156		2,156	2,156	0	0.0%
Real Estate	2100	6,449		6,449	6,449	0	0.0%
Utilities Relocations	2200	6,243		6,243	6,243	0	0.0%
Const./Impl. Contracts	3100	242,940		242,940	242,940	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	632		632	632	0	0.0%
Project Management	5100	4,750		4,750	4,750	0	0.0%
Project & Document Control	5200	464		464	464	0	0.0%
Finance/Accounting	5300	10		10	10	0	0.0%
Contracts & Procurement	5400	63		63	63	0	0.0%
Legal	5500	54		54	54	0	0.0%
Information Technology	5600	5		5	5	0	0.0%
Communications/P. Relations	5700	44		44	44	0	0.0%
Human Resources	5800	4		4	4	0	0.0%
Safety/Security & Risk Mgmt.	5900	73		73	73	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	666		666	666	0	0.0%
Undefined and Others		89		89	89	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

Project No. **100244**

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

Review of the 65% plans continues. Plans were also forwarded to UP and CAHSR for their review and comment. Environmental is also reviewing the 65% plans and will start preparing permit application packages to USACOE, RWQB and CDFW. Project Delivery Method Assessment Report draft was circulated among workshop attendees for comment.

NEXT KEY ACTIVITIES

Continue reviewing the 65% plans and provide comments back to Mark Thomas. Schedule a Phase Gate review in January 2023. Continue 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 \$11M will continue. Per CPUC request, schedule a follow up meeting in January with Caltrans and UP in attendance. Finalize the Project Delivery Method Assessment Report and prepare staff report and resolution to make a recommendation to the JPB Board at its March 2023 meeting.

PROJECT NOTES

1. Management Committee approved Gate 4 of the project in January 2023.

Burlingame Broadway Grade Separation

Project No. 100244

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

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
98.8%	0.00%	100%

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

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	01/13/22	01/13/22	0	0
Gate 6 - Substantial Completion	12/22/22	12/22/22	0	0
Gate 7 - Start-Up/Turnover Complete	12/22/22	12/22/22	0	0
Gate 8 - Project Closeout Complete	06/30/23	06/30/23	0	0

South San Francisco Station Improvement Project

Project No. 002146

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	-1,718	1,409	1,409	0	0.0%
Environmental	1200	100	-94	6	6	0	0.0%
Real Estate	2100	0	4,819	4,819	4,819	0	0.0%
Utilities Relocations	2200	200	4,670	4,870	4,870	0	0.0%
Construction ODCs	2300	0	63	63	63	0	0.0%
Const./Impl. Contracts	3100	37,000	10,236	47,236	47,236	0	0.0%
Construction Management	4100	3,323	3,427	6,750	6,750	0	0.0%
Design Support During Const.	4200	1,109	5,764	6,872	6,872	0	0.0%
Testing & Commissioning	4300	0	2,000	2,000	2,000	0	0.0%
Agency/ODCs	5000	0	1,661	1,661	1,661	0	0.0%
Project Management	5100	2,664	2,925	5,589	5,589	0	0.0%
Project & Document Control	5200	126	1,040	1,166	1,166	0	0.0%
Finance/Accounting	5300	63	-37	26	26	0	0.0%
Contracts & Procurement	5400	116	-71	44	44	0	0.0%
Legal	5500	50	322	372	372	0	0.0%
Information Technology	5600	0	11	11	11	0	0.0%
Communications/P. Relations	5700	0	19	19	19	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	547	547	547	0	0.0%
Equip./Material Purchases	6100	0	269	269	269	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,085	3,741	3,741	0	0.0%
Undefined and others			791	791	791		
Subtotals	NA	49,533	38,729	88,262	88,262	0	0.0%
Unknown Risks	NA	NA	NA	NA	0	276	100.0%
Unallocated Contingency	9900	6,767	-6,490	276	NA		
Grand Totals	NA	56,300	32,239	88,539	88,262	0	0.0%

(*) ICAP already included in totals above	2,681	1,535	4,216	4,203	13	0.3%
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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

Project No. 002146

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 ----- Resolved.	Installed stainless steel paneling for underpass wall to cover water leak stains as warranty work.	11/22/2022
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.	2/28/2023

KEY ACTIVITIES - Current Reporting Quarter

Received approval for final change order from Contract Change Committee. Issued the final payment. Acquired conditional and unconditional release from PMI and began work on Final Acceptance. Received approval to close Gate 6 and 7 from the Management Committee.

NEXT KEY ACTIVITIES

Issue Final Acceptance and file Notice of Completion. 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

1. Project was re-baselined based on Management Committee approval of Gate 6 and 7 in December 2022.

South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - Ped tunnel looking west



Photo 2 - Ped grade crossing



Photo 3 - Ped Underpass looking east



Photo 4 - Poletti Way looking towards East Plaza

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

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
0.3%	-0.17%	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)
Gate 1 Project Initiation	01/01/18	01/01/18	0	0
Gate 2 - 15% Development Complete	05/31/22	05/31/22	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
IFB	10/01/27	10/01/27	0	0
ROW Permits Complete	03/31/28	03/31/28	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

Project No. 002152

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	1,730	558	24.4%
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	314	-236	-303.1%
Project Management	5100	1,508		1,508	1,751	-243	-16.1%
Project & Document Control	5200	468		468	471	-3	-0.6%
Finance/Accounting	5300	135		135	130	5	3.6%
Contracts & Procurement	5400	187		187	176	11	5.7%
Legal	5500	62		62	70	-8	-12.7%
Information Technology	5600	0		0	5	-5	
Communications/P. Relations	5700	62		62	66	-3	-5.4%
Human Resources	5800	0		0	4	-4	
Safety/Security & Risk Mgmt.	5900	104		104	97	7	7.1%
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	277,556	79	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	305,281	79	0.0%
(*) ICAP already included in totals above		11,745	0	11,745	11,742	3	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

*\$114K is for City of SSF and City of San Bruno staff charges

South Linden Avenue and Scott Street Grade Separation

Project No. **002152**

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 Resolved.	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.	10/31/2022

KEY ACTIVITIES - Current Reporting Month

Issued RFP and responded to questions from prospect proposers. Two proposals for Preliminary Engineering services were received on Dec 6th. The proposals were reviewed and scored. Interviews were set for Jan 9th.

NEXT KEY ACTIVITIES

Interview the proposers on Jan 9th, make a selection and negotiate the fee. Target April 2023 JPB Board meeting to award contract.

PROJECT NOTES

Whipple Avenue Grade Separation Study

Project No. 100410

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%

The scope of work for the next phase of the 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.

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

Project No. 100410

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	0
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	
CalMod 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		
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

Project No. **100410**

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

None.

NEXT KEY ACTIVITIES

None.

PROJECT NOTES

The scope of work for the next phase of the 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.

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

Table 1. Status Summary and Total Project Performance Project Phase: **6 - Procurement/Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding	Progress (%)	Change Prev. Qtr.	EAC/Budget
Current	G	G	G	G	21.43%	1.27%	100%
Previous	G	G	G	G			

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: Granite Rock

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	12/01/22	35	35
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

Project No. 100522

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	416	416	416	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,100	900	900	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	80	80	80	0	0
Project Management	5100	250	0	250	250	0	0
Project & Document Control	5200	50	70	120	120	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	-165	3,450	3,450	0	0
Unknown Risks	NA	NA	NA	NA	711		
Unallocated Contingency	9900	560	151	711	NA	0	0
Grand Totals	NA	4,175	-14	4,161	4,161	0	0

(*) ICAP already included in totals above	147	0	147	0	147	100.0%
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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

Project No. **100522**

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

Performed reference checks on the low bidder and all responses were positive. Executed the TASI work directive to support this project. The JPB Board awarded the construction contract to Granite Rock. Received Granite Rock's insurance and bonds.

NEXT KEY ACTIVITIES

Issue Limited Notice to Proceed to Granite Rock.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

Ferry Program Project

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: Project team finalized the project scope, schedule and budget after review by the Port of RWC, the City, WETA and SMCTA. The funding agreement between SMCTA and the Port of RWC was executed on October 19, 2022. The Memorandum of Understanding (MOU) for the project, between the Port of RWC, the City and WETA, was adopted on November 3, 2022. The project team prepared and circulated the Request for Proposals (RFP) for environmental consulting services to complete CEQA/NEPA (compliant 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 continued discussions with regulators (US Army Corps of Engineers, the National Marine Fisheries and the Regional Water Quality Control Board) and accepted feedback on the proposed interim project. Given comments from the regulators and the limited lifespan of the initial grading plan, the project team further developed interim conceptual grading plan to address SLR (Sea Level Rise) with and without sea walls. Conceptual plans were updated for the landscape/site surface improvements and were included with the interim site grading project. Project team circulated updated conceptual plans for landscape/site surface improvements with various City departments for feedback.</p>	\$350,000	\$100,726	\$249,274

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Pedestrian and Bicycle **Program Project**

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
Burlingame	Burlingame Station Pedestrian Improvements Project	City Council awarded construction contract to FBD Vanguard, October 2022.	Dec 2020	April 2023	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Project team completed 100% of submittal set and project specifications.	Dec 2020	Sep 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 Spring/Summer 2023.	Dec 2020	Dec 2025	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Pre-construction meeting was held on October 2022. Construction began in November 2022, which included demolition of existing medians and installation of new curbs.	Mar 2018	Jun 2023	Jul 2023	\$810,000	\$0	\$93,937	\$716,063
Daly City	Vision Zero Community Outreach Program	Project team planned road signage locations and implemented a social media calendar, including a pop-up event. Project team collaborated with local school districts to include Vision Zero materials as part of the curriculum.	Dec 2020	Mar 2023	May 2023	\$0	\$50,000	\$0	\$50,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Project team distributed letters to Native American Tribes, requesting comments for possible locations of Native American historical sites. Draft IS/MND (Project Initial Study/Mitigated Negative Declaration) was completed and distributed to Caltrans District-4 Environmental staff for review. Bridge data reports were completed and reviewed by Caltrans Bridge team. Project team met with Caltrans to discuss any required amendment to its maintenance agreement. Project team hired an environmental biological restoration consultant to prepare the riparian mitigation plan. The City applied and was awarded the 2022 Cycle 6 Ped/Bike grant for the construction phase funding.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$158,585	\$156,415
Menlo Park	Haven Avenue Streetscape Project	The City assigned a new Project Engineer. Design was at 90% completion. Caltrans encroachment permit was extended to June 2023.	Apr 2014	Sep 2024	Original: 4/2021 Extension: 12/2024	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Construction completed, including punch list items.	Mar 2018	Mar 2023	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 continued pre-project planning and preliminary engineering.	Dec 2020	Dec 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 continued pre-project planning and preliminary engineering.	Dec 2020	Dec 2023	Mar 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Storm drain work continued. Sidewalk and curb ramps work continued and median island/landscape work began. Pavement overlay work began.	Dec 2020	Mar 2023	Jul 2024	\$0	\$360,000	\$0	\$360,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design was at 90% completion.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$305,502	\$1,095,498
San Carlos	Holly Street Highway 101 Interchange Project	Due to the 101 Express Lane Project and funding issues, the City applied and was awarded the 2022 Cycle 6 Ped/Bike grant for the Holly Street Highway 101 Interchange Project. The 2015 Cycle award was de-programmed and the Cycle 6 was re-programmed to reset timely use of funds requirements. The City is required to fully fund the project by December 2023 to retain the TA award.	Dec 2022	Oct 2026	N/A	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Final design was nearing 100% completion and worked to resolve identified issues in the 90% design documents.	Dec 2020	Jul 2023	Jun 2023	\$0	\$700,000	\$390,612	\$309,388
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Project team began work on existing conditions review and planning community engagement strategy. Project team chose Technical Advisory Group (TAG) of stakeholders for ongoing project input.	Dec 2020	June 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000

Notes:
The City of Belmont completed the "Ralston Avenue Corridor Improvement Project - Segment 3", which included construction, funded by Measure W.



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.

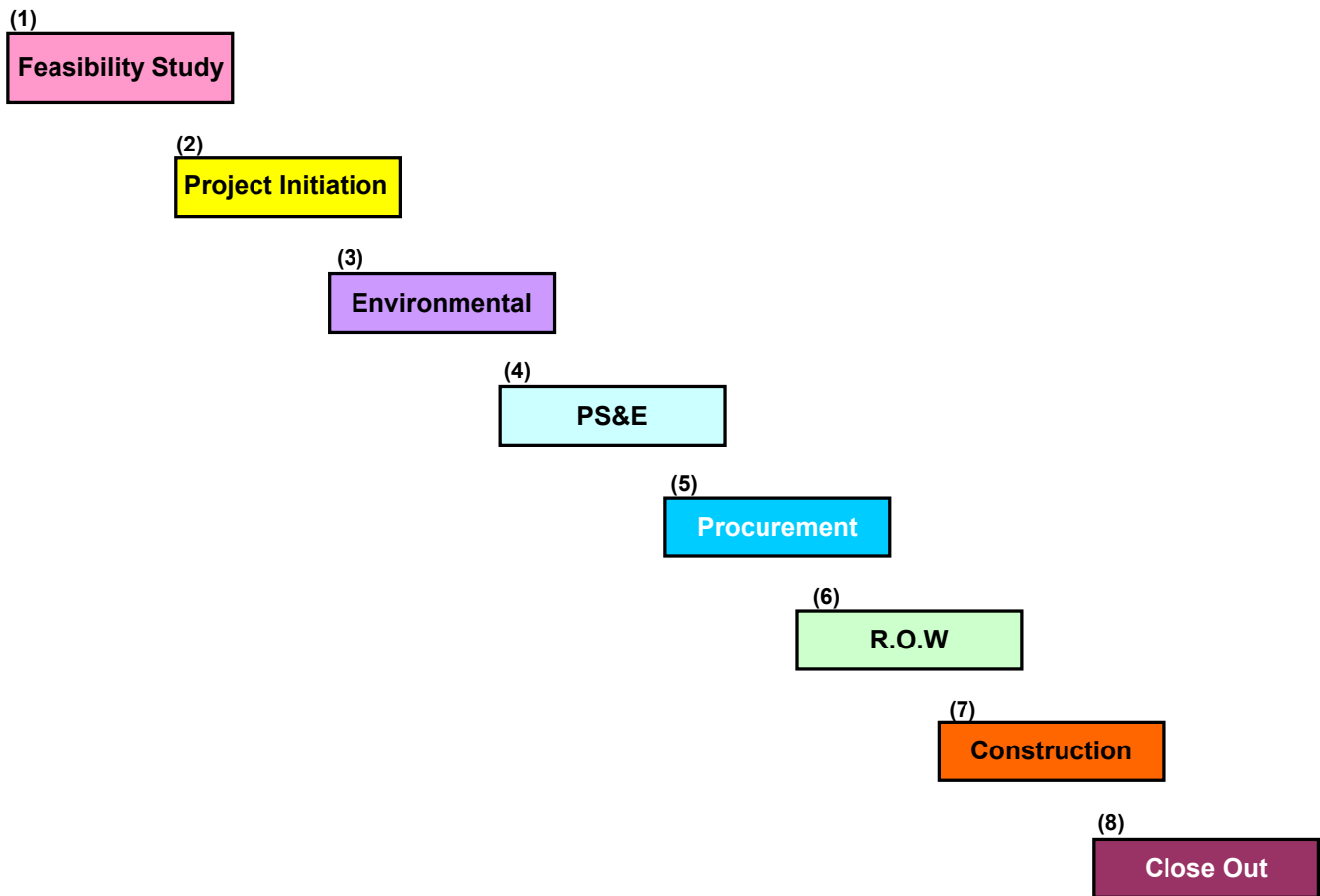
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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



RICO E. MEDINA, CHAIR
CARLOS ROMERO, VICE CHAIR
EMILY BEACH
NOELIA CORZO
JULIA MATES
RAY MUELLER
MARK NAGALES

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: February 23, 2023
To: TA Board of Directors
From: April Chan, Executive Director

US 101 Express Lanes Update

The northern segment of the US 101 Express Lanes project (Whipple Ave to Interstate 380) in San Mateo County is currently open to HOV 3+ vehicles (vehicles with 3 or more passengers) and motorcycles until the toll system testing is completed. We anticipate tolling will commence in early March, creating 22-miles of Express Lanes between the San Mateo/Santa Clara County line and San Francisco International Airport in each direction. In mid-April, project supporters including federal, state, and local elected officials and leaders will be invited to a special opening event to celebrate the completed project. More information will follow.

Similar to the efforts on the southern segment, a broad public outreach campaign is scheduled to launch in coordination with the full opening of the lanes and will include e-mail blasts, updates to the Caltrans project website, social media messaging, traffic advisories on 511 and other regional websites, and press releases. A paid multi-lingual advertising effort, including radio announcements, gas station ads, and on-corridor digital billboards, will also be launched to help drivers learn how to use the lanes.

El Camino Real (ECR) complete streets project

In December of 2021, the Town of Colma was awarded \$1,800,000 of Measure W Highway Program category funds, in addition to \$200,000 local match for the City's Project Study Report-Project Development Support (PSR-PDS) Phase of the El Camino Real (ECR) complete streets project. This project will improve multi-modal infrastructure, traffic operations, and safety along El Camino Real in the Town of Colma between Albert M Teglia Boulevard to the north and Arlington Drive to the south.

After coordination between the TA, Town, and Caltrans (the owner of ECR), the PSR-PDS was officially kicked off at the end of 2022. This phase will define the purpose and need and evaluate design alternatives. Complete Street designs to be considered will include: Class IV protected bike lanes, a Class I shared-use path, sidewalk and accessibility improvements, a roundabout or a traffic signal with controlled pedestrian crossing(s) at the intersection of ECR

and Mission Road along with the addition of a traffic signal with controlled pedestrian crossing(s) at the intersection of ECR and Collins Avenue.

Menlo Park Middle Avenue Undercrossing Earmark

With the support from Congressional Representative Anna Eshoo, the City of Menlo Park secured \$4 million in community project funding (formerly known as an “earmark”) for construction of the Middle Avenue Pedestrian/Bicycle Rail Crossing project. The project will ultimately include the construction of a pedestrian and bicycle-only grade separated structure (tunnel) and a mid-block crossing feature raised crosswalks, signage, and flashing beacons to provide a safe and direct connection between major Menlo Park destinations. The TA is a funding partner and has provided \$1,130,000 toward the design phase of the project from a Cycle 5 Pedestrian and Bicycle Program award. The City has now secured approximately \$13 million toward this \$20+ million project; the City will be seeking other discretionary grants and funding for the full funding of the project.

Regional Measure 3 Update

Regional Measure 3 (RM 3) was passed by 55 percent of Bay Area voters in 2018 to fund approximately \$4.5 billion of highway and transit projects from toll increases on the region’s seven state-owned bridges. However, RM 3 was subsequently challenged in court and funds generated from the toll increases have been held in an escrow account. On January 25, 2023, the California Supreme Court dismissed the lawsuit and the Metropolitan transportation Commission (MTC) and the Bay Area Toll Authority (BATA) are waiting final procedural orders from the State Court of Appeal to begin the process of allocating RM3 funding. With the dismissal of the case, the Transportation Authority will have the ability to access \$50 million specifically identified in the expenditure plan for the US 101/SR 92 Area Improvements and Direct Connectors projects. MTC anticipates releasing guidelines for funding allocations in late summer 2023.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Program Report: Redwood City Grade Separations**

Action

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

Significance

The City of Redwood City (City) has been working in partnership with Caltrain explore alternatives to grade separating all at-grade crossings within the City limits with the goal of establishing a cohesive long-term vision. The work also includes identifying the real-estate needs for future grade separation projects, preferred alternatives for each grade separation as well as planning-level cost estimates. The San Mateo County Transportation Authority (TA) has provided \$1,051,000 in Measure A grade separation program funds, along with \$150,000 in matching funds from the City, for a total project cost of \$1,201,000.

The grade separation study is now complete and staff from Caltrain and the City will present the results of this work via a PowerPoint presentation.

Budget Impact

This informational item does not impact the budget.

Background

In 2016, up to \$5,000,000 in Measure A funds for grade separation funds were made available for planning work related to grade separation projects not included in the TA's grade separation project pipeline, of which three projects remain: Broadway Avenue in the City of Burlingame, Linden Avenue/Scott Street in the cities of South San Francisco and San Bruno, and Ravenswood Avenue in the City of Menlo Park. To-date, only Redwood City has requested planning funds and up to \$3,949,000 remains available for future grade separation planning studies.

Prepared By: Peter Skinner Executive Officer, Transportation Authority 650-622-7818

Redwood City Grade Separation Feasibility Study

March 2, 2023
Board of Directors

Background and Goals

- Study initiated in May of 2019
- Cooperative planning effort between Caltrain and the City of Redwood City
- Funded by the San Mateo County Transportation Authority and City of Redwood City
- **Study Goals:**
 - Analyze feasible alternatives for remaining six at grade crossings
 - Decide on a long-term strategy for grade separations (which crossings when)
 - Prepare a conceptual level design for the first phase grade separation project



Redwood City Grade Crossings

- Eight crossings of the Caltrain corridor
- Two grade separations already
- Separations are needed to:
 - Reduce traffic delays due to anticipated future growth in vehicle traffic, increased Caltrain service, and the future high-speed rail
 - Reduce pedestrian, bicycle, and motor vehicle conflicts with trains



Source: BKF for San Mateo County Transportation Authority, "Grade Separation Program Footprint Study, City of Redwood City" (September 2009), p. 1

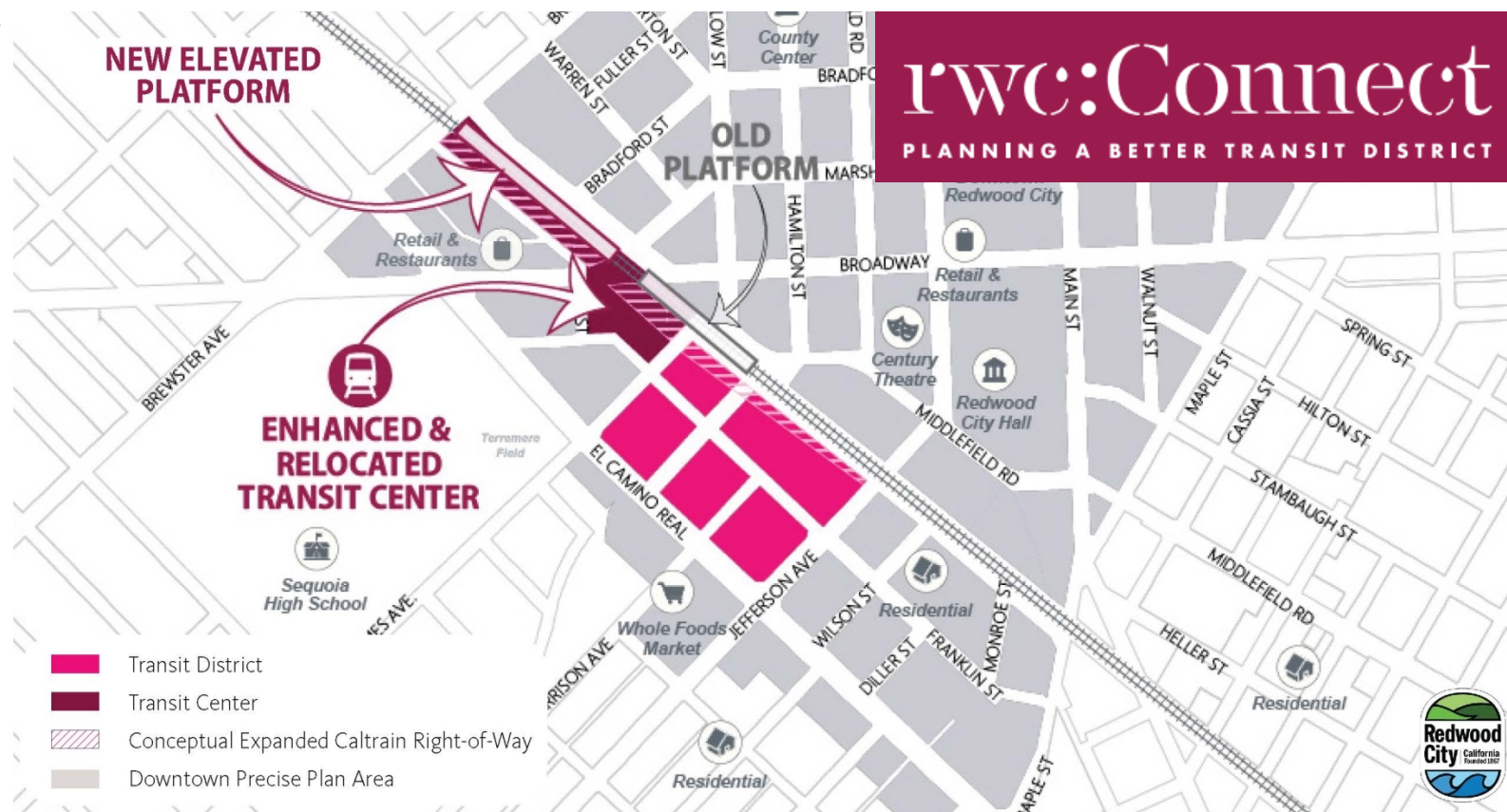
Public Outreach

- Outreach was conducted in two phases, October 2020 to May 2021 and January 2022 to June 2022
- Virtual and in-person bilingual engagement
- Key components of the outreach included:
 - An interactive Project website
 - Project newsletter (Spanish and English)
 - Multiple surveys
 - Virtual question and answer sessions
 - Recorded presentations
 - Door to door canvassing and pop-ups (Spanish and English) *added scope*



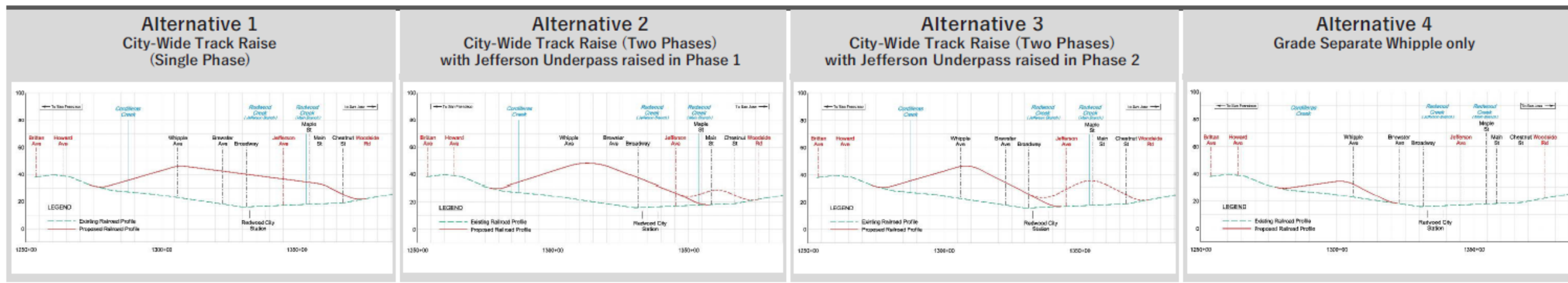
Evolving Downtown

- Transit District & new development
- Four sets of tracks
- Grade separations
- New transit center



Initial Alternatives

- Alternatives built on 2009 Footprint Study (SMCTA)
- Assumed new, four-track Caltrain mid-peninsula hub station
- 15 initial options were screened over the course of three workshops



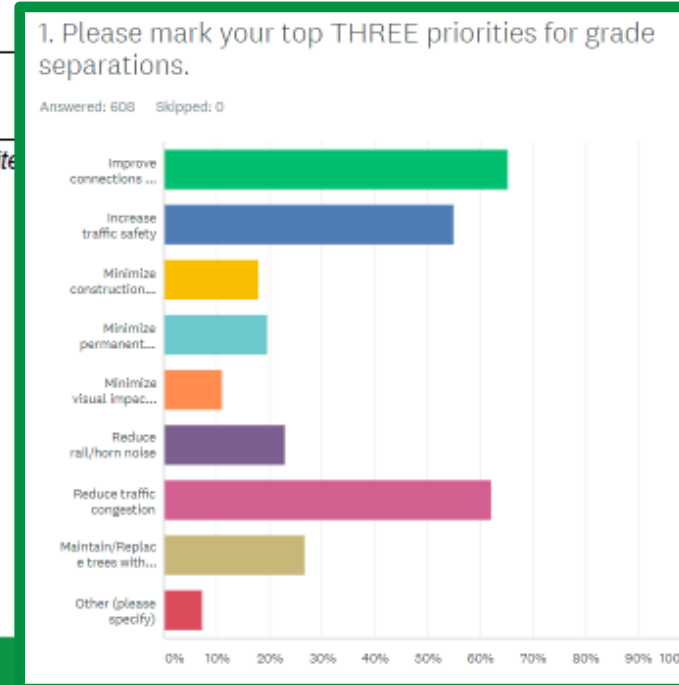
Evaluation

- Public input
- Technical criteria
- New Transit Center needs
- Narrowed to two alternatives differentiated by design of southern crossings

Table 4: Evaluation Criteria

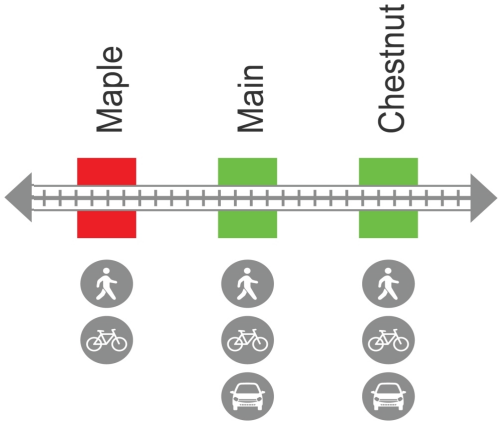
Traffic/Circulation	Environmental/ Socioeconomics	Right-of-Way & Access	Cost Funding
Reduction in Delays and Congestion*	Rail Noise	Property Acquisitions (Full or Partial)	Fundability and Phasing Opportunities
East/West Ped/Bike Connectivity*	Visual Impact of an Elevated Structure	Driveway and/or Pedestrian Entrance Impacts	—
Safety for All Modes*	Creek Impacts		
Road Closures & Potential Change in Traffic Circulation	—		

*Based on community feedback received, these are the most important criteria

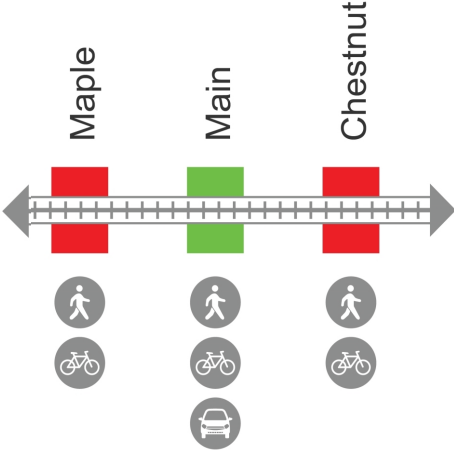


Refined Alternatives

Alternative 1A



Alternative 1B



Alternative 2



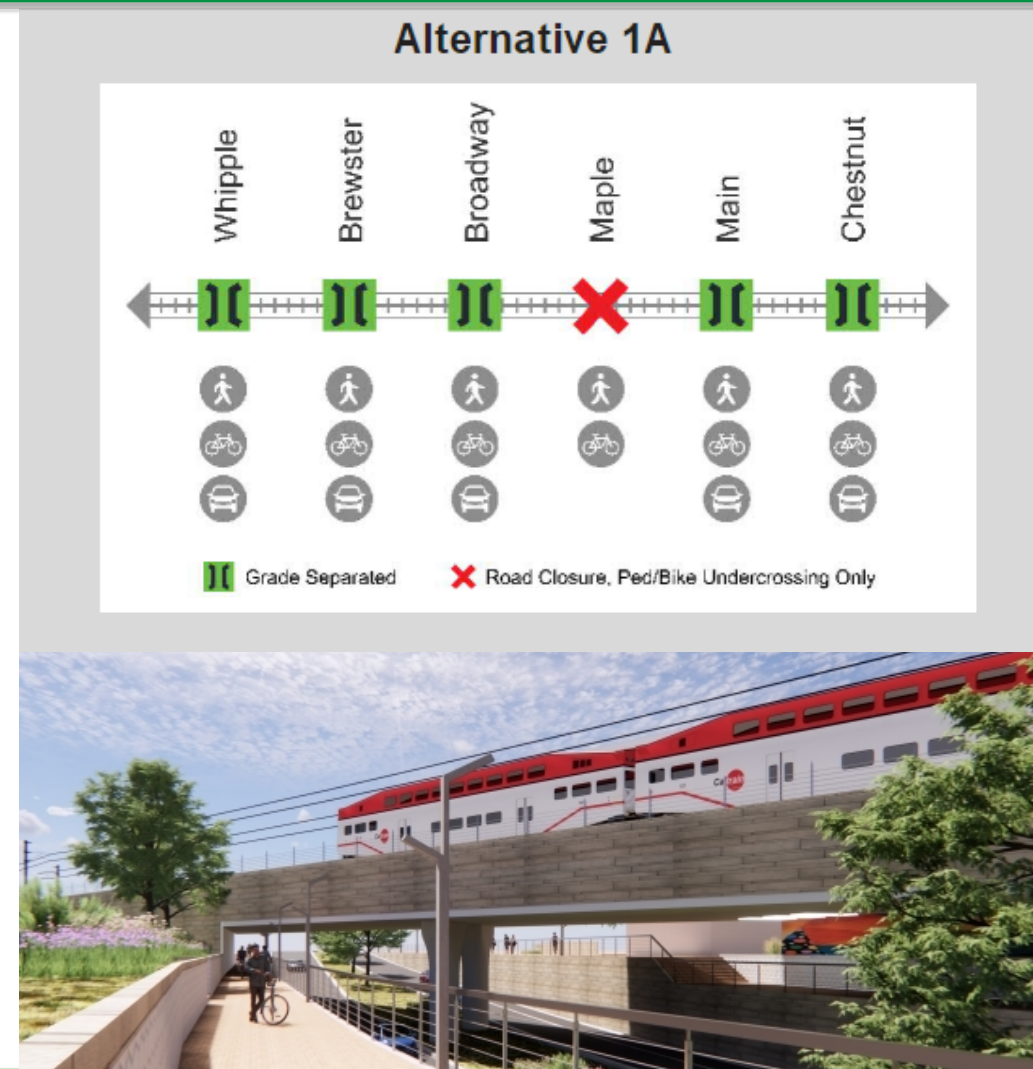
■ Grade Separated ■ Road Closure, Ped/Bike Undercrossing Only ■ Crossing Remains At-Grade

All alternatives assume grade separation of Broadway, Whipple and Brewster



Recommended Alternative

- Citywide raise of the tracks with grade separations at all six rail crossings
- Maple closed to vehicular traffic (open to people walking and biking)
- Other crossings open for all modes



Next Steps

- Present findings to City Council
- Ongoing coordination with individual development projects, SamTrans and Caltrain studies
- Scope and fund Project Study Report and Preliminary Design and Environmental Phase for combined Grade Separation + Transit Center Project

MAPLE STREET
PUBLIC PROMENADE
Conceptual Design



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Program and Allocate \$450,000 for the Development of the Regional Transit Connections Plan**

Action

Staff proposes the Board:

1. Program and allocate \$450,000 in Measure W funds for the development of the Regional Transit Connections (RTC) Plan; and
2. Authorize the Executive Director or her designee to execute any agreements and other documents, and take any additional actions necessary, to give effect to the resolution.

Significance

In accordance with the recommendations set forth in San Mateo County Transportation Authority's (TA) Strategic Plan 2020-2024, staff, with consultant assistance, will prepare the RTC Plan to guide the investment decisions and allocation of funds for the Measure W RTC program. The RTC Plan is envisioned to provide policy direction for the use of RTC funding and will develop a suite of planning, operating, and capital recommendations based on the ability of projects to improve regional access for San Mateo County residents, workers, and visitors. The RTC Plan will also include a set of evaluation guidelines for the RTC Call for Projects process. These guidelines will be designed to reflect the Measure W Core Principles.

The development of the RTC Plan will include a robust public participation process, with a focus on equity priority communities, to better understand how regional transit improvements and investments can be most impactful. The team developing the RTC Plan will also work with key community partners and transit operators that serve San Mateo County to identify current and future transit needs and opportunities, and determine gaps in the regional transit network. The culmination of the RTC Plan will be a list of eligible capital and operating projects that may apply for Measure W RTC funding.

Development of the RTC Plan is anticipated to begin in June 2023 and will be completed within twelve months. As the RTC Plan is developed, regular updates will be provided to the TA Board of Directors. Staff also recommends the formation of an Ad-Hoc Committee to provide input on policy direction throughout the development of the RTC Plan. A call for projects will be issued after the RTC Plan is completed, likely in Spring 2025.

Budget Impact

The cost of the RTC Plan development is anticipated to be up to \$450,000 in Measure W funds. There is sufficient budget authority in the Fiscal Year 2023 budget and prior budgets to fully fund development of the RTC Plan.

Background

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires on June 30, 2049. Measure W commits ten percent of the sales tax revenue for capital or operating funding that helps to reduce congestion and improve transit connectivity between San Mateo County and the rest of the region. The funding may be used to support a variety of transit modes such as rail, ferry, and bus. According to the TA Strategic Plan 2020-2024, the RTC program is estimated to accrue approximately \$9,100,000 annually.

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

Resolution No. 2023-

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

* * *

**Programming and Allocating \$450,000 for the Development of the Regional Transit
Connections Plan**

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 cent, with the San Mateo County Transportation Authority (TA) tasked 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 the existing Measure A and newly passed Measure W sales taxes, and to provide a policy framework for implementation of transportation programs included in both measures; and

Whereas, the TA Strategic Plan 2020-2024 identified the need to develop the Regional Transit Connections Plan (RTC Plan) to develop a policy framework for making investment decisions and understanding regional transit needs for the new Measure W program category; and

Whereas, staff recommends the Board of Directors allocate \$450,000 from the Measure W Regional Transit Connections program category for development of the RTC Plan.

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

1. Programs and allocates \$450,000 in Measure W funds for the development of the Regional Transit Connections Plan, and
2. Authorizes the Executive Director or her designee to execute any agreements and other documents, and take any additional actions necessary, to give effect to the resolution.

Regularly passed and adopted this 2nd day of March, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

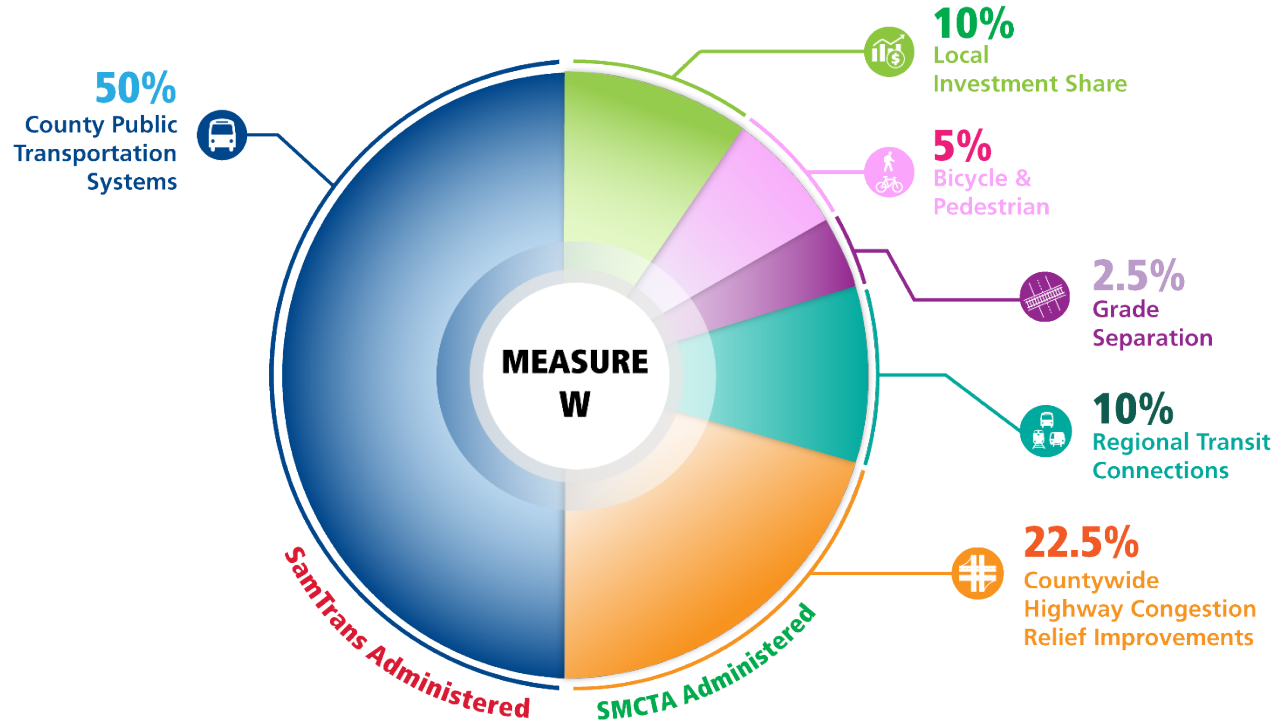
Regional Transit Connections Plan Allocation

AGENDA

- 1. Program Overview**
- 2. Plan Development**
- 3. Anticipated Schedule**
- 4. Questions & Wrap Up**



PROGRAM OVERVIEW: MEASURE W



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

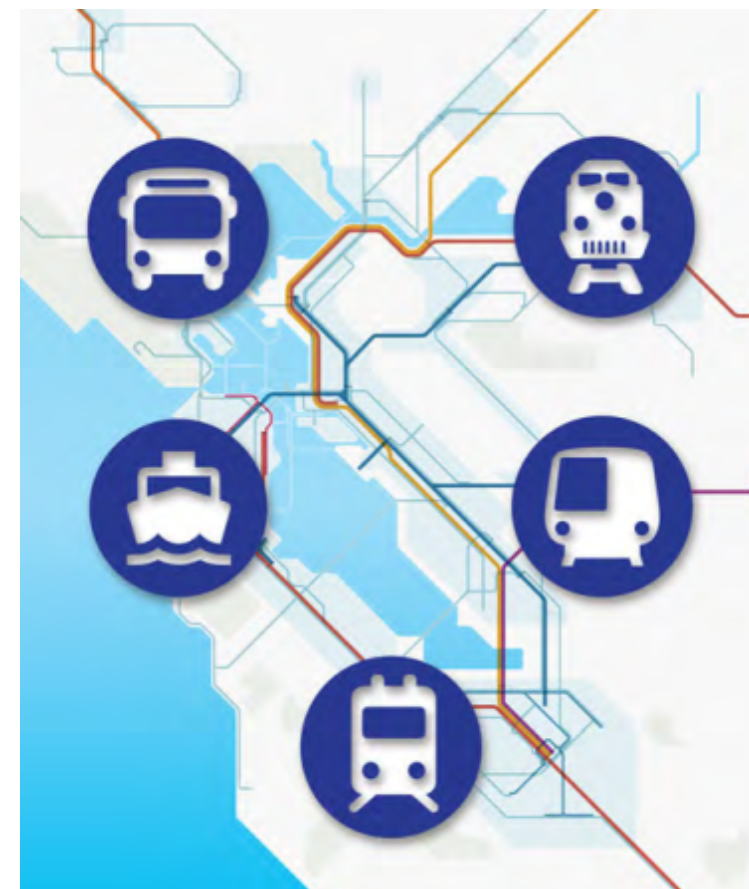
Created a new TA Program Category:

- 10% of total Measure W revenue goes toward the new **Regional Transit Connections (RTC)** program category (approx. \$9 million annually).
- TA Strategic Plan 2020-2024 called for a Regional Transit Connections Plan & Capital Improvement Plan to guide funding decisions



PROGRAM OVERVIEW: PURPOSE

- Over 60% of San Mateo residents commute to jobs in neighboring counties and often drive alone
- Invest in infrastructure and services designed to improve transit connectivity between the County and the region
- Enhance access to broader region with a network of transit options including rail, water transit (ferry), and regional bus services.
- Reduce vehicle miles traveled and congestion on already crowded highways



PLAN DEVELOPMENT: PHASE 1

Existing Conditions & Needs

- Define the regional transit network that serves San Mateo County in conjunction with stakeholders like SamTrans, BART, Caltrain, AC Transit, WETA, and others.
- Understand where current needs are not being met by existing transit options within the County and access the County
- Hear from the public about what transit needs are not being met and what opportunities would encourage higher transit use



PLAN DEVELOPMENT: PHASE 2

Program Development

- Establish a Plan Vision and Goals
- Create program structure, subcategories, guidelines, and policies
- Develop evaluation criteria for future Calls for Projects
- Hear from the public and stakeholders about how their priorities can shape project evaluation criteria and selection



PLAN DEVELOPMENT: PHASE 3

RTC Plan & Capital Improvement Program

- Develop program of projects that supports program vision and goals, including capital and operating costs
- Develop application and scoring rubric for project and program selection
- Prepare draft and final RTC Plan



ANTICIPATED SCHEDULE

- **March 2023:** Program & Allocate \$450,000 for the RTC Plan
- **Spring 2023:** Develop scope of work and procure a consultant
- **June 2023 - June 2024:** RTC Plan Development



QUESTIONS AND WRAP-UP



Project Contact:

Patrick Gilster
SMCTA

gilsterp@samtrans.com

650-622-7853

**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 2023 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the TA take a formal position.

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

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
February 15, 2023

Congress continues to plod along with both the House and Senate running, respectively, partisan legislation and nominations to occupy floor time until the release of the President's Fiscal Year (FY) 2024 budget request, which is expected on March 9. The President's annual State of the Union address spoke to the FY 2024 budget request and larger discussion surrounding the debt ceiling, however, the actual budget request will provide the Administration's blueprint on both of these issues moving forward.

Behind the scenes, Congressional committees are finally taking shape, and several have started the first steps towards passing authorization legislation, including: the Federal Aviation Administration Reauthorization, the Maritime Administration Reauthorization, and the annual defense policy bill.

Both the House and Senate appropriations committees have conducted their organizational meetings and both have started to talk about FY 2024 earmarks, although no official guidance has been released. Individual members, however, have started soliciting earmark requests – many with deadlines in early March – but, without official guidance, they are simply collecting information at this point.

We continue working with TA staff to secure Congressional letters of support for our 101/92 RAISE grant application. Recall, RAISE grants are due February 28. The FTA has also issued the Funding Notices (NOFO) for the Bus and Bus Facilities Program and the low-no bus program; both of those applications are due in April.

The Congressional Budget Office released its annual baseline adjustments which indicate the debt ceiling will be reached “sometime between July and September.” This aligns with earlier reports out of the Treasury Department, however, nothing will be official until Treasury indicates the exact date. Deliberations on raising the debt ceiling will continue to dominate the budget outlook for the balance of the year. We will keep you posted.

Lastly, this week Senator Dianne Feinstein announced her retirement. She will still be serving until the end of 2024 and the race to succeed her is well underway.



February 13, 2023

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

RE: STATE LEGISLATIVE UPDATE – FEBRUARY

On January 10, Governor Newsom released his proposed FY 2023-24 State Budget. The 2023-24 Budget, which contains \$223.6 billion in General Fund spending (\$297 billion with special funds), is projected to have a deficit of \$22.5 billion. This is a sharp turn from the past few years following surpluses in the FY 22-23 State Budget (\$97.5 billion) and the FY 21-22 State Budget (\$76 billion) surplus, which were predominantly used for one-time expenditures rather than long-term obligations. The legislature will deliberate on the Governor's proposed budget and keep items open until the May revision is released during the early part of the month. Per the Constitution, the legislature must submit a balanced budget to the Governor by June 15, and the Governor must sign by June 30. Due to its reliance on special funds such as the gas tax and vehicle registration fee, transportation is fairly insulated from impacts to the General Fund. There are a few items of interest that SMCTA will monitor:

- **Transit Intercity Rail Capital Program**—A planned funding reduction in 2023 and 2024 from \$2 billion annually to \$1 billion in 2023-24 and \$500 million each in 2024-25 and 2025-26. These funds are set to be allocated proportionally, by region, based on population. This maintains approximately \$5.7 billion (74 percent) of the original \$7.7 billion planned additional funds for local transit capital infrastructure projects. This reduction will be restored if there is sufficient General Fund revenue in January 2024. This funding was included in AB 180 ((Committee on Budget), Chapter 44, Statutes of 2022), which only provided intent language to provide \$4 billion over FY 23-24 and 25-26 conditioned on the availability of General Fund revenue. MTC, the metropolitan planning organization responsible for distributing funding via the population share under the State Transit Assistance Program, estimates that it was expected to receive \$800 million from the original package.
- **Active Transportation Program**—A reduction of \$500 million in General Fund revenues, with \$300 million of the decline being restored from State Highway Account funds, for a net decrease of \$200 million. This will allow the program to sustain all the programming capacity approved in the 2023 programming cycle. This maintains approximately \$850 million (81 percent) of the original \$1.05 billion of additional funds for projects that increase the proportion of trips accomplished by walking or biking and the safety and mobility of non-motorized users. The ATP

has received an overwhelming number of applications despite limited funding. For Cycle 5, the program received \$2.2 billion in applications but only had \$455 million available for award. For Cycle 6, which the California Transportation Commission awarded last December, \$3.1 billion of funding requests were received, despite having \$1.7 billion in resources (including the \$1.05 billion). The FY 23-24 attempts to maintain some augmentation by relieving the General Fund and instead requiring the State Highway Account (SHA) -the central state transportation funding account) - to backfill the augmentation. This proposed ATP augmentation could help local jurisdictions in San Mateo County be more competitive in applying for the program, but it could come at the expense of completing highway maintenance and safety projects since the SHA also funds the State Highway Operations and Protection Program (SHOPP).

- **Climate Adaptation Program**—A shift of \$200 million General Fund with \$200 million State Highway Account funding, leaving unaffected the project funding that supports climate resiliency and reduces infrastructure risk. This funding shift could impact SHOPP projects to address maintenance and safety on the state highway system.
- **Safety Grade Separations**—A delay of \$350 million of funding initially planned to be available in 2023-24, which will be available in 2025-26. Given the multi-year nature of these projects, this shift should not significantly impact the ability to deliver the same number of originally planned projects that improve safety for people walking, biking, and driving at rail crossings. This one-time augmentation of funding provided in FY 22-23 was intended to supplement a historically underfunded program and be run concurrently with TIRCP. CalSTA should be able to cash flow projects for successful submittals since this is more of a cash flow issue rather than a reduction to the program. This could help SMCTA project partners in efforts to deliver grade separations within the county.

Bills of Interest

SMCTA is currently monitoring all bills before the February 17 bill introduction deadline. Policy bill hearings will begin in mid to late March for new bills. Spring Recess commences upon adjournment on March 30 and ends on April 10. Bills must progress to the Appropriations Committee of each house by April 28, if keyed fiscal, meaning a cost is associated with enactment, and May 5, if keyed non-fiscal, to move to the Floor. Bills that make it to fiscal committees must be heard by May 19 and be approved by June 2 off the floor of each house. Policy committees must complete their business by July 14 (start of Summer Recess, back on August 14), fiscal committees by September 1, and all business by the floor of each house by September 14, to be considered for signature by the Governor by October 14.

ACA 1 (Aguiar-Curry) Lower-Vote Threshold

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters.

AB 557 (Hart) would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.

SB 411 (Portantino) would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.

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 scheduled for adoption 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 leverage resources better to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. Given that over \$2.2 billion of projects were submitted for Cycle 5, the legislature provided an additional one-time amount of \$1.049 billion to augment Cycle 6 through the enactment of AB 180, Chapter 44, statutes of 2022, which amends the FY 21-22 State Budget. On December 7, the CTC adopted the Statewide and Small Urban and Rural components and Quick-Build Pilot Program for Cycle 6. MPO-selected projects are scheduled to be approved June 28-29, 2023. The Governor's proposed FY 23-24 State Budget includes a reduction of \$500 million in General Fund revenues, with \$300 million of the decline being restored from State Highway Account funds, for a net decrease of \$200 million.

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. Project nominations were 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 were 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 typically provides approximately \$300 million per year (programmed in 2-year increments). For Cycle 3 (2023-24 and 2024-25), it is estimated that \$1.046 billion will be made available. That amount is comprised of \$246 million (\$246,000,000) of National Highway Freight Program Funds and \$805 million (\$805,000,000) from the Trade Corridor Enhancement Account Fund. Project nominations were 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 one-time \$350 million augmentation through the California State Transportation Agency. The Governor's proposed FY 23-24 State Budget delays the availability of \$350 million in FY 23-24 to FY 25-26.

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 minimal number of grade separation projects in the past, including in the City of San Mateo. AB 180, Chapter 44, Statutes of 2022, authorizes the remaining \$4.2 billion balance of funding from Proposition 1A to be appropriated.

SMCTA Bill Matrix – February 2023

Measure	Status	Bill Summary	Recommended Position
AB 6 Friedman (D) Transportation Planning: local sales tax measures	12/5/22 Introduced	This bill states the intent of the Legislature to enact legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals. This bill is like AB 2237 (Friedman) of 2022, which attempted to influence the delivery of projects in locally approved sales tax measure expenditure plans. That bill failed in the Senate Transportation Committee.	Watch
AB 7 Friedman (D) Transportation: funding: capacity projects	12/5/22 Introduced	This bill states the intent of the Legislature to enact legislation that would eliminate single occupancy vehicle freeway capacity projects and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs. This bill resembles AB 2438 (Friedman) from last year, which attempted to make all state funding programs subject to the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI) as adopted in July of 2021. Governor Newsom vetoed the bill citing the need to work more closely with transportation planning agencies to craft solutions unique to each region to help accelerate the state's climate goals.	Watch
AB 9 Murasutchi (D) California Global Warming Solutions Act of 2006: emissions limit	1/26/23 Assembly Natural Resources	This bill would require the California Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least 55%, rather than 40%, below the 1990 level by no later than December 31, 2030.	Watch
AB 53 Fong (R) Motor Vehicle Fuel Tax Law: suspension of tax	12/5/2022 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction.	Watch
AB 69 Waldron (R) Transportation: traffic signal synchronization: roadway improvement projects	2/23/2023 Assembly Transportation	This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.	Watch

SMCTA Bill Matrix – February 2023

Measure	Status	Bill Summary	Recommended Position
ABx1 2 Fong (R) Motor Vehicle Fuel Tax Law: suspension of tax	2/24/2022 Assembly Transportation	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.	Watch
AB 557 Hart (D) Open Meetings: local agencies: teleconferences	2/8/23 Introduced	This bill would would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	Watch
ACA 1 Aguiar-Curry (D) Local government financing: affordable housing and public infrastructure: voter approval.	12/5/22 Introduced	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This is a reintroduction of ACA from last year, which SMCTA supported.	Watch
SB 32 Jones (R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension	12/5/22 Introduced	<p>This bill would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board to reduce greenhouse gas emmissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</p> <p>This bill, like AB 53 and ABx1 2, and identical to SBx1 1, which would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p> <p>This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.</p>	Watch

SMCTA Bill Matrix – February 2023

Measure	Status	Bill Summary	Recommended Position
<p>SB 411 Portantino (D)</p> <p>Open meetings: teleconferences: bodies with appointed membership.</p>	<p>2/9/23 Introduced</p>	<p>This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.</p>	<p>Watch</p>
<p>SBX1-1 Jones (R)</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</p>	<p>12/5/22 Introduced</p>	<p>This bill is identical to SB 32. It would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p>	<p>Watch</p>