



BOARD OF DIRECTORS 2024

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

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda
Board of Directors Meeting
October 10, 2024, 5:00 pm
San Mateo County Transportation Authority
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

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. Wearing of masks is recommended but not required.

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.

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

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, October 10, 2024

5:00 pm

-
1. Call to Order
 2. Roll Call/Pledge of Allegiance
 3. Public Comment for Items Not on the Agenda
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
 4. Report of the Community 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 September 5, 2024 Motion
 - 5.b. Acceptance of Statement of Sources and Uses for the Fiscal Year 2024 Motion
 - 5.c. Acceptance of Statement of Sources and Uses for the Period Ending August 31, 2024 Motion
 - 5.d. Approval of the 2025 Board of Directors Meeting Calendar Motion
 6. Report of the Chair
 7. San Mateo County Transit District Liaison Report Informational
 8. Joint Powers Board Liaison Report Informational
 9. Report of the Executive Director Informational
 10. Program
 - 10.a. Adopting the Regional Transit Connections Plan Resolution

- | | |
|---|---------------|
| 10.b. Strategic Plan 2025-2029 Update | Informational |
| 10.c. Countywide Automated Vehicles (AV) Strategic Plan – Final Draft | Informational |
| 11. Legislative Update | Informational |
| 12. Requests from the Authority | |
| 13. Written Communications to the Authority | Informational |
| 14. Date/Time of Next Regular Meeting - Thursday, November 7, 2024, 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> | |
| 15. Report of Legal Counsel | |
| 16. Adjourn | |

Information for the Public

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

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. 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 Community Advisory Committee Meetings

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Community 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; 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, 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 Board of Directors Meeting**

September 5, 2024

Members Present: N. Corzo (left at 6:34 pm), A. Fung (arrived at 5:07 pm), J. Mates (Vice Chair), R. Mueller (left at 5:49 pm), C. Romero (Chair)
(In Person)

Members Present: R. Medina (left at 6:10 pm), M. Nagales (left at 6:55 pm)
(Via Teleconference)

Members Absent: None

Staff Present: A. Chan, D. Santoro, S. van Hoften, P. Skinner, P. Gilster, J. Manzi, Sue-Ellen Atkinson, A. Linehan, K. Jordan Steiner, D. Covarrubias, K. Beltz, J. Epstein, J. Brook, M. Tseng

1. Call to Order

Chair Carlos Romero called the meeting to order at 5:04 pm.

The Board voted to approve Director Mark Nagales's request to participate via teleconference per Assembly Bill 2449 due to illness.

Motion/Second: Romero/Mates

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

Noes: None

Absent: Fung

2. Roll Call/Pledge of Allegiance

Margaret Tseng, Acting Authority Secretary, called the roll and confirmed that a quorum was present.

Chair Romero requested that Vice Chair Julia Mates lead the Pledge of Allegiance.

Director Anders Fung arrived at 5:07 pm.

3. Public Comment for Items Not on the Agenda

Jennifer Garstang thanked Chair Romero for raising awareness on induced demand and calling for a focus on reducing vehicle miles traveled. She expressed concerns over the planned 101 Managed Lanes Project North of I-380.

4. Report of the Community Advisory Committee

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

5. Consent Calendar

5.a. Approval of Minutes of the Board of Directors Meeting of August 1, 2024

5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2024

5.c. Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2024

5.d. Programming and Allocating \$250,000 in New Measure A Funds for the City/County Association of Governments of San Mateo County (C/CAG) for the Countywide Transportation Plan – *Approved by Resolution No. 2024-18*

Motion/Second: Mueller/Nagales

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

Noes: None

Absent: None

6. Report of the Chair

Chair Romero said he had ridden on a new Caltrain electric train recently and it was much quieter than the diesel trains.

7. San Mateo County Transit District Liaison Report

7.a. Meeting of August 7, 2024

7.b. Meeting of September 4, 2024

Director Rico Medina noted the most recent performance report from Ana Rivas, Director, Bus Transportation.

8. Joint Powers Board Liaison Report

Director Medina noted a tree policy was approved at that morning's JPB meeting, which includes assisting homeowners and others to remove trees where necessary for safety reasons.

9. Report of the Executive Director

April Chan, Executive Director, said the report was in the packet and noted the following:

- Caltrain soft launch on August 10.
- Broadway Burlingame grade separation project – received an updated cost estimate. Working with Caltrain and the City of Burlingame to possibly redesign the project to bring the costs down. It is the number-one grade separation in the state
- Regional transportation measure alternatives, including a 25-year measure with 30 percent for transit, funding for Caltrain and BART and for paratransit program. They are looking at a four-county measure (SF, Alameda, Contra Costa, San Mateo).

Chair Romero asked if there was any discussion about when they would go to the public with the reauthorization bid for Measure A. Ms. Chan said they were thinking of 2028.

10. Program

10.a. Regional Transit Connections Plan Public Review Draft

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

Chair Romero asked what VTA's (Santa Clara Valley Transportation Authority) involvement was in Palo Alto. Mr. Gilster said a partnership with VTA is in the capital improvement program as a potential project. Chair Romero asked if simplified Chinese was used as part of the outreach efforts to Asian survey participants. Director Anders Fung recommended standardizing communication and using traditional Chinese. Mr. Gilster said he would discuss which languages are translated in materials with the Office of Civil Rights staff.

Vice Chair Mates asked for a breakdown of where the improvement would be in the First/Last Mile category. Mr. Gilster said it can be any type of bike or pedestrian connection to the station itself.

Director Noelia Corzo asked for clarification that the percentages were not set by Measure W. Mr. Gilster said just 10 percent of sales tax revenue is dedicated to regional transit connections, which the TA has broken down into subcategories

Director Ray Mueller left the meeting at 5:49 pm.

Public Comment:

Chris Florkowski suggested that projects should be evaluated for their "bang for the buck," in addition to being placed in categories.

Chair Romero asked if it were possible to increase the funding split targets beyond the 10 percent for the first/last mile sub-category. Mr. Gilster said it might be possible to increase that amount. He said the first/last mile projects are going to be much less expensive than the capital projects, so they could get more bang for their buck by increasing the first/last mile sub-category. Vice Chair Mates concurred, saying that connectivity was a key issue for public transit users.

Director Rico Medina left the meeting at 6:10 pm.

Director Mark Nagales said he concurred with the other directors regarding putting more emphasis on first/last mile projects.

11. Finance

11.a. US 101 Express Lanes: Semiannual Update on Variable Rate Bonds and Express Lanes Performance

Kevin Beltz, Manager, Treasury Debt and Investments, provided the initial part of the presentation on the variable rate bonds.

Chair Romero asked about reason for the \$4.5 million jump in debt service in Fiscal Year 2024. Mr. Beltz said the way it was set up at the issuances, there were no principal payments made in 2028, 2029, 2031, or 2032. He said they are setting aside money to fund the buckets of reserves.

Lacy Vong, Policy Program Manager, San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), provided the presentation on the Express Lanes Operations, which included highlights on quarterly performance.

Director Noelia Corzo left the meeting at 6:34 pm.

Vice Chair Mates asked why the updated community benefit of \$200 would not be available until Spring 2025. Ms. Vong said they need to do an RFP (Request for Proposals) for the vendor to do the proposed mobility debit card.

Chair Romero said eventually they will need to address the paying down the bonds earlier. Ms. Chan said the TA needs to set aside reserves to maintain their assets, which the JPA will need to review.

Public Comment:

Giuliano Carlini said he was interested in obtaining more data and asked if the TA needed to first make a request to the JPA (San Mateo County Express Lanes Joint Powers Authority).

Chris Florkowski said she was concerned that they were not tracking VMT (vehicle miles traveled).

Director Nagales asked if there has been an increase in online applications. Ms. Vong said online was not yet available and that it was planned for the next generation launching in Spring 2025.

12. State and Federal Legislative Update

Jessica Epstein, Director, Government and Community Affairs, provided a summary of federal legislation.

On the federal side, she said Congress and Senate will likely do a continuing resolution to keep the government open. She said the outcome of the election will have a significant impact on the budget.

On the state side, she noted the Governor is calling senators to a special session on gas prices.

Ms. Epstein provided a presentation on the regional transit measure alternatives.

Director Mark Nagales left the meeting at 6:55 pm.

Chair Romero said we must figure out how to fund transportation projects and San Mateo County cannot fund them on its own. Ms. Epstein said they are in conversation with other transit agencies, including Caltrain. She said neither of the two proposed regional measures meet all the competing needs of the various agencies.

Vice Chair Mates requested that the Board have a study session on the regional transit measure.

Public Comment:

Chris Florkowski said it appears that the 10 percent is going to MTC (Metropolitan Transportation Commission) for a transit transformation, which is kind of a black box.

13. Requests from the Authority

Chair Romero requested information on how much of the TA's money is locked into projects and allocated.

14. Written Communications to the Authority

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

15. Date/Time of Next Regular Meeting

Chair Romero announced the next meeting would be on Thursday, October 10, 2024, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

16. Report of Legal Counsel

16.a. Closed Session: Conference with Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8

Properties: (1) 50-foot-wide Property Located Directly West of the Caltrain Corridor from 20th Avenue to Approximately 1,000 Feet Past 25th Avenue, City of San Mateo (Portion of APN 035-320-999) and (2) 2777 S. El Camino Real, San Mateo, CA 94403

Negotiators: April Chan and Joan Cassman

Negotiating Parties: Peninsula Corridor Joint Powers Board and the City of San Mateo

Joan Cassman, Legal Counsel, said that due to not having a quorum, the closed session would be postponed to the October meeting.

17. Adjourn

The meeting adjourned at 7:27 pm.

An audio/video recording of this meeting is available online at <https://www.smcta.com/video-board-directors>. Questions may be referred to the Authority Secretary's office by phone at 650-551-6108 or by email to board@smcta.com.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Sources and Uses for the Fiscal Year 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Sources and Uses for the Fiscal Year 2024 (FY24) 12th period ending June 30, 2024, and supplemental information.

The statement columns have been designed to provide an easy comparison of current year-to-date actuals to information for the year-to-date budget, including dollar and percentage variances.

Total Revenues:

As of June 30, 2024, Total Revenues were \$203 million as compared to \$190 million of the adopted budget, resulting in a favorable variance of \$13 million (7 percent).

The favorable revenues were primarily driven by the following:

- Interest Income was \$27 million as compared to \$13 million of the adopted budget, resulting in a favorable variance of \$14 million (114 percent). This is a volatile source and not expected to continue to be favorable in out years.

Total Expenditures:

As of June 30, 2024, Total Expenditures were \$80 million as compared to \$191 million of the adopted budget, resulting in a favorable variance of \$111 million (58 percent).

The favorable expenditures were primarily driven by the following:

- The New Measure A Categories was \$23 million as compared to \$89 million of the adopted budget, driven by Highway programs, Caltrain capital program and Grade Separation program, resulting in a favorable variance of \$66 million (74 percent) in total.
- The Measure W Categories was \$3.9 million as compared to \$49 million of the adopted budget, driven by Highway programs, Regional Transit Connect (TDM)/ACR programs, and Pedestrian and Bicycle programs, resulting in a favorable variance of \$45 million (92 percent) in total.

Budget Impact

There are no budget amendments for the month of June 2024.

Prepared By:	Thwe Han	Financial Reporting Accountant	650-508-7912
	Annie To	Director of Accounting	650-622-7890

PRELIMINARY



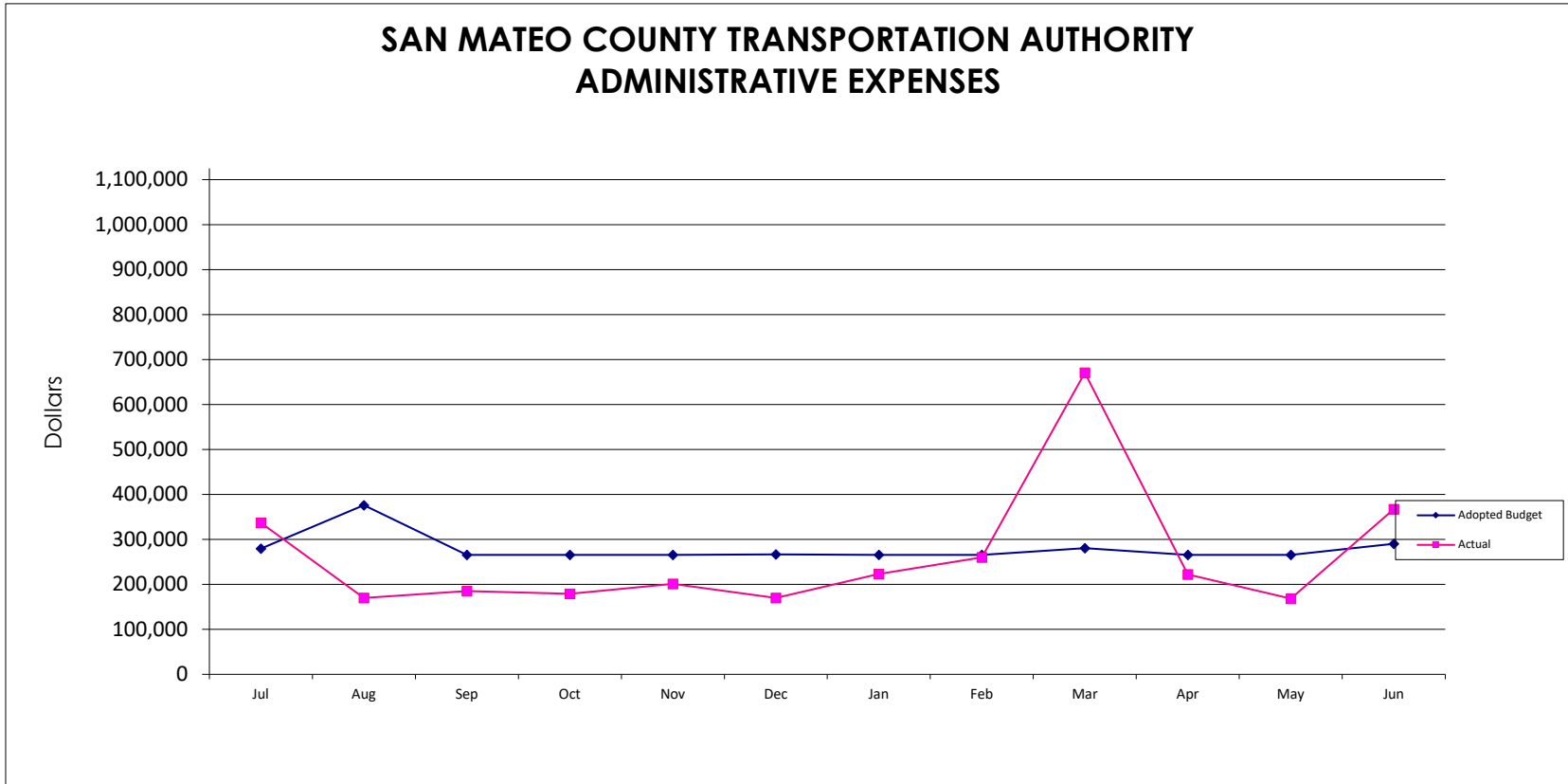
MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES

Fiscal Year 2024
June 2024

(In thousands)

	YEAR-TO-DATE JULY TO JUNE				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
	REVENUES				
Measure A Sales Tax	116,264	115,574	(690)	(0.6%)	116,264
Measure W Sales Tax	58,132	57,684	(448)	(0.8%)	58,132
Interest Income	12,607	26,985	14,378	114.0%	12,607
Rental Income	1,261	1,150	(112)	(8.8%)	1,261
Credit Enhancement Fee - SMCEL-JPA	400	400	-	0.0%	400
Miscellaneous Income	-	2	2	100.0%	-
Due from SMCEL-JPA - Bond Interest	1,000	1,020	20	2.0%	1,000
Due from SMCEL-JPA - Bond Related Debt Fees	520	147	(373)	(71.8%)	520
TOTAL REVENUES	\$ 190,185	\$ 202,962	\$ 12,777	6.7%	\$ 190,185
EXPENDITURES					
Measure A Annual Allocations	33,135	32,939	197	0.6%	33,135
Measure A Categories	88,768	23,137	65,631	73.9%	88,768
Other Uses - 101 Express Lanes Project*	-	2,324	(2,324)	(100.0%)	-
Measure W Annual Allocations	11,626	11,537	90	0.8%	11,626
Measure W Categories	49,410	3,932	45,477	92.0%	49,410
Measure A - Oversight	2,500	1,815	685	27.4%	2,500
Measure W Categories - Oversight and Staff Support	752	162	591	78.5%	752
SMCEL-JPA Bond Interest	1,000	1,020	(20)	(2.0%)	1,000
SMCEL-JPA Bond Related Debt Fees	520	147	373	71.8%	520
Administrative					
Staff Support	1,601	1,893	(292)	(18.2%)	1,601
Professional Services	579	467	113	19.5%	579
Insurance Premium	384	254	130	33.8%	384
Debt Service, Investment, and Bank Fees	248	135	113	45.7%	248
Other Misc. Admin Expenses	539	405	134	24.9%	539
Total Administrative	\$ 3,352	\$ 3,154	\$ 198	10.3%	\$ 3,352
TOTAL EXPENDITURES	\$ 191,064	\$ 80,166	\$ 110,898	58.0%	\$ 191,064
EXCESS (DEFICIT)	\$ (879,354)	\$ 122,795	\$ 123,675	100.7%	\$ (879,354)

*JPA 101 EL Project expenses using bond proceed fund



Current Year Data

	Jul '23	Aug '23	Sep '23	Oct '23	Nov '23	Dec '23	Jan '24	Feb '24	Mar '24	Apr '24	May '24	Jun '24
MONTHLY EXPENSES												
Adopted Budget	279,361	376,186	265,578	265,578	265,578	266,600	265,578	265,578	280,578	265,578	265,578	290,556
Actual	336,826	169,771	185,395	178,942	201,268	169,857	223,407	260,050	670,599	222,357	168,361	367,254
CUMULATIVE EXPENSES												
Staff Projections	279,361	655,547	921,125	1,186,703	1,452,281	1,718,881	1,984,459	2,250,037	2,530,615	2,796,193	3,061,771	3,352,327
Actual	336,826	506,597	691,992	870,934	1,072,203	1,242,060	1,465,467	1,725,517	2,396,117	2,618,474	2,786,835	3,154,089
Variance-F(U)	(57,465)	148,950	229,133	315,769	380,078	476,821	518,992	524,520	134,498	177,719	274,936	198,238
Variance %	-20.57%	22.72%	24.88%	26.61%	26.17%	27.74%	26.15%	23.31%	5.31%	6.36%	8.98%	5.91%

Note:

*The favorable variance is primarily due to lower actual administrative expenses incurred than budgeted in YTD June 24 including Other Misc. Admin Expenses \$138k, Staff Support -\$292k, Debt Service, Bank, and Investment Fees \$113k, Insurance Premium \$130k, and Professional Services \$109k.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JUNE 30, 2024**

6/30/2024

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	1,343,024.79
CAMP Pool		264,676,704.22
JP Morgan Bank Checking		158,545,437.11
LAIF		5,409,670.82

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		213,536,599.99
MMF - US Bank Custodian Account		411,203.88
Cash		178,023.72
County Pool**		129,336,126.70

Total	\$	773,436,791.23
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* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 6/30/2024

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	4,987.50	3,602,780.00	3,607,767.50
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	3,879.17	3,591,456.00	3,595,335.17
		7,600,000.00		7,574,084.00	8,866.67	7,194,236.00	7,203,102.67
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	138,338.57	06/30/2024	138,338.57	0.00	138,338.57	138,338.57
CCYUSD	Receivable	39,685.15	06/30/2024	39,685.15	0.00	39,685.15	39,685.15
		178,023.72		178,023.72	0.00	178,023.72	178,023.72
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	7,395.83	737,265.00	744,660.83
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	2,500.00	1,544,064.00	1,546,564.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	16,145.83	1,545,040.00	1,561,185.83
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	2,540.42	643,045.00	645,585.42
14913UAF7	CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	36,354.39	2,088,808.70	2,125,163.09
14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	360,000.00	05/14/2027	359,604.00	2,350.00	360,223.20	362,573.20
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	7,670.78	640,832.35	648,503.13
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	2,283.67	190,782.15	193,065.82
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	5,044.50	867,043.35	872,087.85
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	1,510.50	259,623.15	261,133.65
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	10,385.38	828,846.30	839,231.68
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	3,128.13	249,652.50	252,780.63
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	47,037.50	2,626,998.00	2,674,035.50
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	14,111.25	788,099.40	802,210.65
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	16,770.83	687,660.90	704,431.73
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	5,104.17	209,288.10	214,392.27
637639AL9	NATIONAL SECURITIES CLEARING CORP	1,855,000.00	06/26/2026	1,854,888.70	1,326.84	1,855,259.70	1,856,586.54
637639AL9	NATIONAL SECURITIES CLEARING CORP	555,000.00	06/26/2026	554,966.70	396.98	555,077.70	555,474.68
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	602.88	447,788.25	448,391.13
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	52,461.11	3,731,030.00	3,783,491.11
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	12,217.92	868,937.25	881,155.17
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	7,115.21	984,302.20	991,417.41
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	2,141.82	296,295.05	298,436.87
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,552.50	220,005.00	221,557.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	5,175.00	733,350.00	738,525.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,552.50	220,005.00	221,557.50
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	20,029.33	2,898,432.00	2,918,461.33
89236TMD4	TOYOTA MOTOR CREDIT CORP	500,000.00	05/15/2026	499,675.00	3,250.00	500,820.00	504,070.00
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	986.81	482,895.00	483,881.81
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	5,581.33	453,399.00	458,980.33
		28,870,000.00		28,931,333.60	294,723.39	28,514,868.25	28,809,591.64
FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,029,126.94	12/25/2024	1,080,100.88	2,625.99	1,016,283.43	1,018,909.42

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
		1,029,126.94		1,080,100.88	2,625.99	1,016,283.43	1,018,909.42
MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
13063D3N6	CALIFORNIA STATE	1,715,000.00	03/01/2027	1,715,000.00	27,702.97	1,709,014.65	1,736,717.62
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	8,318.97	513,202.65	521,521.62
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,282.81	373,950.00	377,232.81
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	5,581.65	869,411.50	874,993.15
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	1,677.72	261,326.00	263,003.72
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	2,820.59	234,052.95	236,873.54
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	840.18	69,717.90	70,558.08
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	2,294.00	198,846.00	201,140.00
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	688.20	59,653.80	60,342.00
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	1,687.50	136,213.65	137,901.15
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	500.00	40,359.60	40,859.60
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	4,937.50	400,853.90	405,791.40
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	1,500.00	121,778.40	123,278.40
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,395.83	477,330.00	478,725.83
		5,485,000.00		5,520,056.40	63,227.92	5,465,711.00	5,528,938.92
MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	308,368.80	06/30/2024	308,368.80	0.00	308,368.80	308,368.80
31846V534	FIRST AMER:US TRS MM Y	102,835.08	06/30/2024	102,835.08	0.00	102,835.08	102,835.08
SM-CAMP	CAMP Pool	264,676,704.22	06/30/2024	264,676,704.22	0.00	264,676,704.22	264,676,704.22
SM - CP N/M A	County Pool New Measure A	122,650,885.22	06/30/2024	122,650,885.22	0.00	122,650,885.22	122,650,885.22
SM - CP O/M A	County Pool Old Measure A	6,685,241.48	06/30/2024	6,685,241.48	0.00	6,685,241.48	6,685,241.48
SM - LAIF	Local Agency Investment Fund	5,409,670.82	06/30/2024	5,409,670.82	0.00	5,409,670.82	5,409,670.82
902656602	UBS SL PRIME SRS II PFD	1,073,882.80	06/30/2024	1,074,021.35	0.00	1,073,775.41	1,073,775.41
		400,907,588.42		400,907,726.96	0.00	400,907,481.03	400,907,481.03
SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INT'L BANK FOR RECON & DVLP MNT	750,000.00	04/22/2025	750,900.00	899.88	722,947.50	723,847.38
		750,000.00		750,900.00	899.88	722,947.50	723,847.38
US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	18,606.83	2,871,042.75	2,889,649.58
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	9,051.97	1,396,723.50	1,405,775.47
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	51,445.57	5,676,115.50	5,727,561.07
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	14,396.29	1,588,378.00	1,602,774.29
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	10,162.09	1,131,324.00	1,141,486.09
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	3,523.35	424,935.00	428,458.35
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	81.56	1,600,575.20	1,600,656.76
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	34.24	671,961.60	671,995.84
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	2,114.01	1,923,041.25	1,925,155.26
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,295.18	1,466,501.50	1,467,796.68
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	5,655.74	5,260,320.00	5,265,975.74
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	1,743.85	1,621,932.00	1,623,675.85
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	716.03	1,597,677.00	1,598,393.03
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	231.66	516,895.50	517,127.16
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	635.25	1,876,320.00	1,876,955.25
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	333.50	985,068.00	985,401.50

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AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	84.49	4,359,741.75	4,359,826.24
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	25.31	1,305,731.70	1,305,757.01
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	37.96	3,483,620.00	3,483,657.96
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	15.79	1,449,560.00	1,449,575.79
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	4,580.36	2,726,070.75	2,730,651.11
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	587.23	349,496.25	350,083.48
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	8,105.30	4,516,174.50	4,524,279.80
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	2,707.34	1,508,495.40	1,511,202.74
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	10,683.06	3,028,006.00	3,038,689.06
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	3,142.08	890,590.00	893,732.08
91282CBT7	UNITED STATES TREASURY	1,775,000.00	03/31/2026	1,747,057.62	3,346.31	1,655,329.50	1,658,675.81
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	942.62	466,290.00	467,232.62
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	2,969.43	2,185,688.00	2,188,657.43
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	2,053.33	1,511,380.00	1,513,433.33
91282CBW0	UNITED STATES TREASURY	1,350,000.00	04/30/2026	1,345,464.85	1,705.84	1,255,608.00	1,257,313.84
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	1,143.44	957,484.80	958,628.24
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	3,758.54	3,147,288.00	3,151,046.54
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	359.97	301,430.40	301,790.37
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	1,085.21	908,724.00	909,809.21
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	2,016.91	2,944,431.50	2,946,448.41
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	1,032.27	1,506,992.50	1,508,024.77
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	122.28	3,184,884.00	3,185,006.28
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	39.06	1,017,393.50	1,017,432.56
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	6,655.22	2,345,796.00	2,352,451.22
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	6,655.22	2,345,796.00	2,352,451.22
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	2,936.13	1,034,910.00	1,037,846.13
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	2,218.41	781,932.00	784,150.41
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	10,528.53	2,453,164.00	2,463,692.53
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	4,136.21	963,743.00	967,879.21
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	3,008.15	700,904.00	703,912.15
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	1,692.09	394,258.50	395,950.59
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	8,719.26	2,438,531.25	2,447,250.51
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	2,592.21	724,968.75	727,560.96
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	11,690.10	4,891,660.25	4,903,350.35
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	3,959.02	1,656,630.00	1,660,589.02
91282CDP3	UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	89.67	2,107,584.00	2,107,673.67
91282CDP3	UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	28.96	680,574.00	680,602.96
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	10,596.15	1,292,878.00	1,303,474.15
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	17,355.77	2,117,645.00	2,135,000.77
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	2,923.08	356,656.00	359,579.08
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	5,480.77	668,730.00	674,210.77
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	26,321.33	3,918,138.00	3,944,459.33
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	9,243.80	1,376,012.75	1,385,256.55
91282CEE7	UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	11,939.89	1,829,620.00	1,841,559.89
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	4,029.71	617,496.75	621,526.46
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	9,834.70	1,483,385.25	1,493,219.95
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	1,885.25	284,355.00	286,240.25
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	13,783.63	2,834,371.75	2,848,155.38
91282CEN7	UNITED STATES TREASURY	175,000.00	04/30/2027	168,601.56	810.80	166,727.75	167,538.55
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	3,726.78	1,486,368.00	1,490,094.78
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	1,048.16	418,041.00	419,089.16
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	8,782.27	3,746,022.00	3,754,804.27
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	2,668.03	1,138,032.00	1,140,700.03
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	94.94	1,037,246.00	1,037,340.94
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	35.33	385,952.00	385,987.33
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	26,959.02	2,570,542.00	2,597,501.02
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	11,872.34	1,132,027.15	1,143,899.49

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AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CFP1	UNITED STATES TREASURY	2,575,000.00	10/15/2025	2,530,138.67	23,023.74	2,550,872.25	2,573,895.99
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	14,113.05	4,218,214.00	4,232,327.05
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	6,465.74	1,932,530.60	1,938,996.34
91282CGR6	UNITED STATES TREASURY	300,000.00	03/15/2026	298,230.47	4,072.01	298,956.00	303,028.01
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	23,691.26	2,526,888.00	2,550,579.26
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	3,872.61	413,049.00	416,921.61
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	10,171.88	1,668,540.75	1,678,712.63
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	3,243.21	531,998.50	535,241.71
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	7,986.33	1,689,827.25	1,697,813.58
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	12,963.32	2,742,908.00	2,755,871.32
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	17,808.06	5,634,816.00	5,652,624.06
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	3,116.41	986,092.80	989,209.21
91282CHY0	UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	25,450.07	1,872,506.25	1,897,956.32
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	2,714.67	199,734.00	202,448.67
91282CHY0	UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	4,750.68	349,534.50	354,285.18
91282CJC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	9,243.68	949,145.00	958,388.68
91282CJP7	UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	1,004.10	521,986.50	522,990.60
91282CJS1	UNITED STATES TREASURY	1,875,000.00	12/31/2025	1,875,952.14	216.54	1,857,056.25	1,857,272.79
91282CJS1	UNITED STATES TREASURY	275,000.00	12/31/2025	275,139.65	31.76	272,368.25	272,400.01
91282CKB6	UNITED STATES TREASURY	775,000.00	02/28/2026	776,089.84	11,980.38	772,217.75	784,198.13
91282CKB6	UNITED STATES TREASURY	1,025,000.00	02/28/2026	1,026,441.41	15,845.02	1,021,320.25	1,037,165.27
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	36,578.29	2,563,438.25	2,600,016.54
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	25,569.29	1,791,918.00	1,817,487.29
91282CKD2	UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	11,364.13	796,408.00	807,772.13
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	27,736.68	2,647,741.75	2,675,478.43
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	11,405.74	1,088,791.00	1,100,196.74
		181,225,000.00		173,056,573.41	719,290.80	169,548,778.40	170,268,069.20

Base Risk Summary - Fixed Income

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

06/01/2024 - 06/30/2024

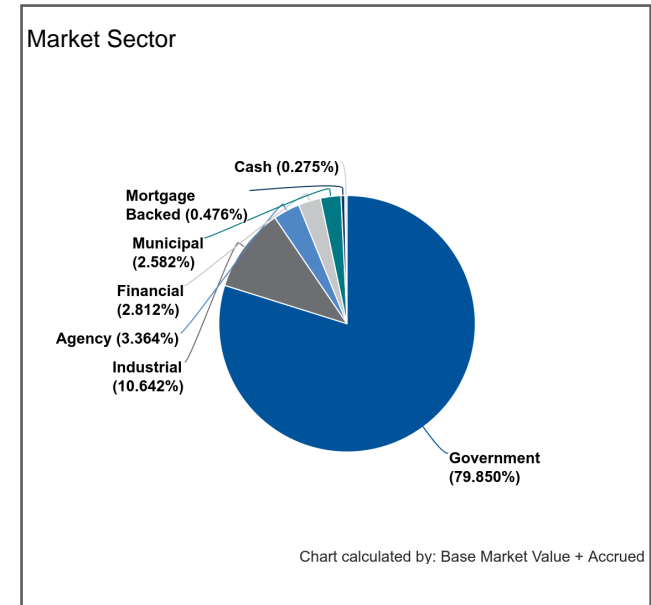
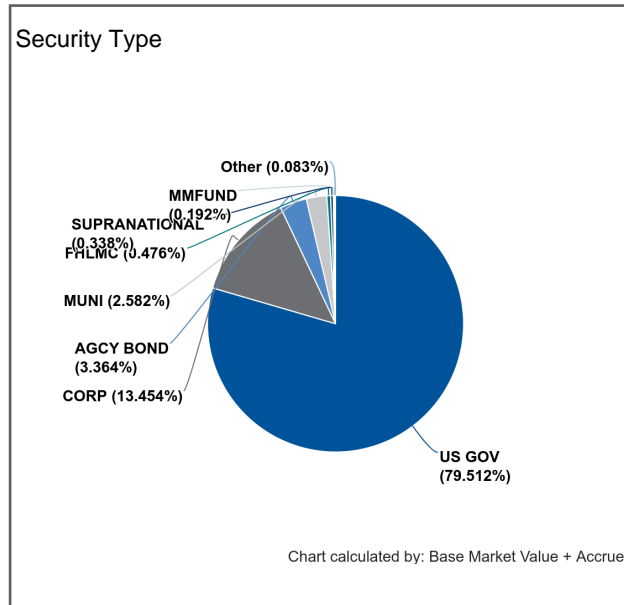
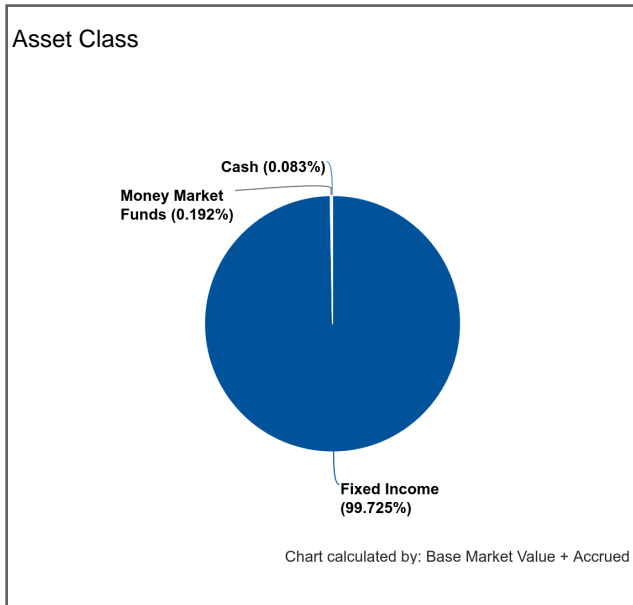
Dated: 07/16/2024

Balance Sheet	
Book Value + Accrued	220,479,431.72
Net Unrealized Gain/Loss	-6,337,744.90
Market Value + Accrued	214,141,686.82

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	178,023.72
MMFund	411,203.88
Fixed Income	213,552,459.22
Duration	2.513
Convexity	0.089
WAL	2.673
Years to Final Maturity	2.673
Years to Effective Maturity	2.672
Yield	4.697
Book Yield	3.014
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	79.512%
Other	9.326%
PACCAR Inc	2.388%
Federal Home Loan Mortgage Corporation	2.155%
Toyota Motor Corporation	2.150%
Federal National Mortgage Association	1.685%
Eli Lilly and Company	1.623%
Caterpillar Inc.	1.162%
---	100.000%

Footnotes: 1,2

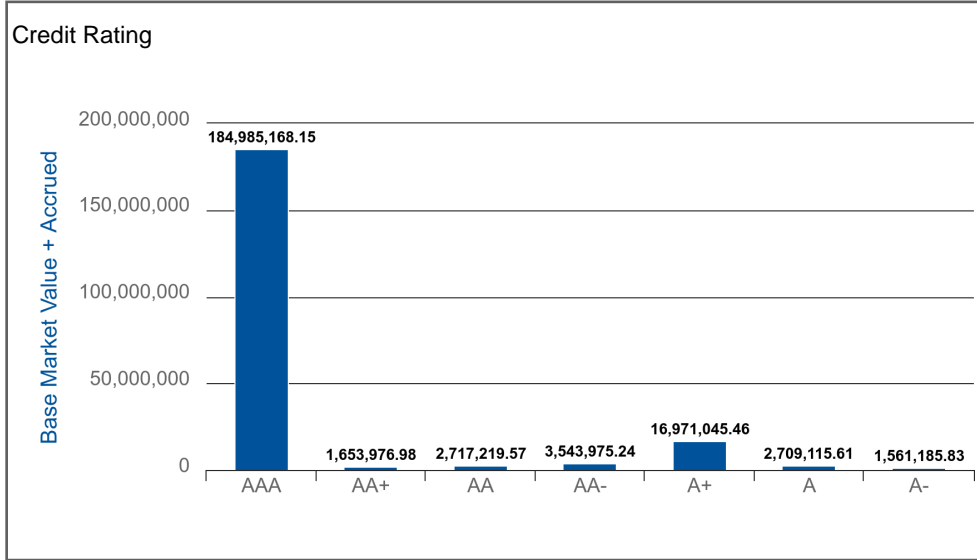


Base Risk Summary - Fixed Income

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

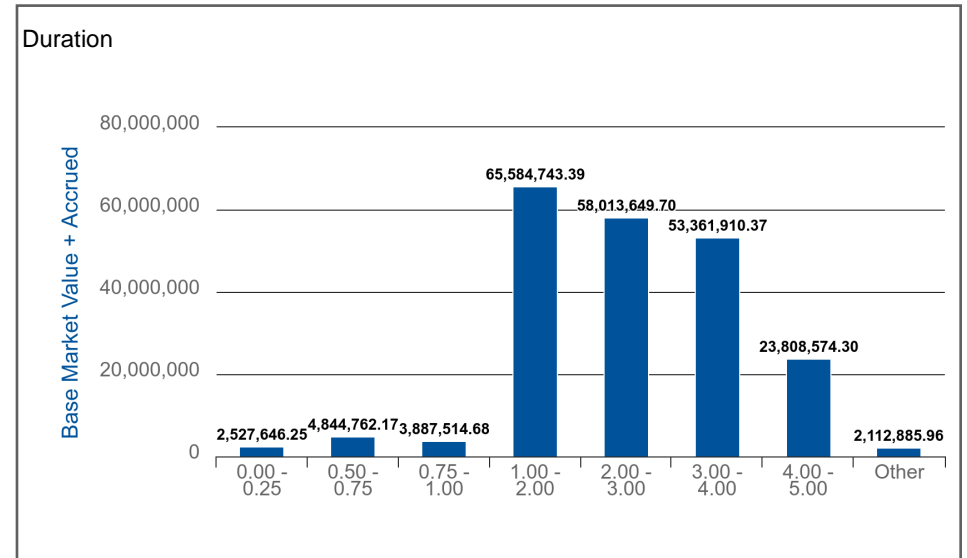
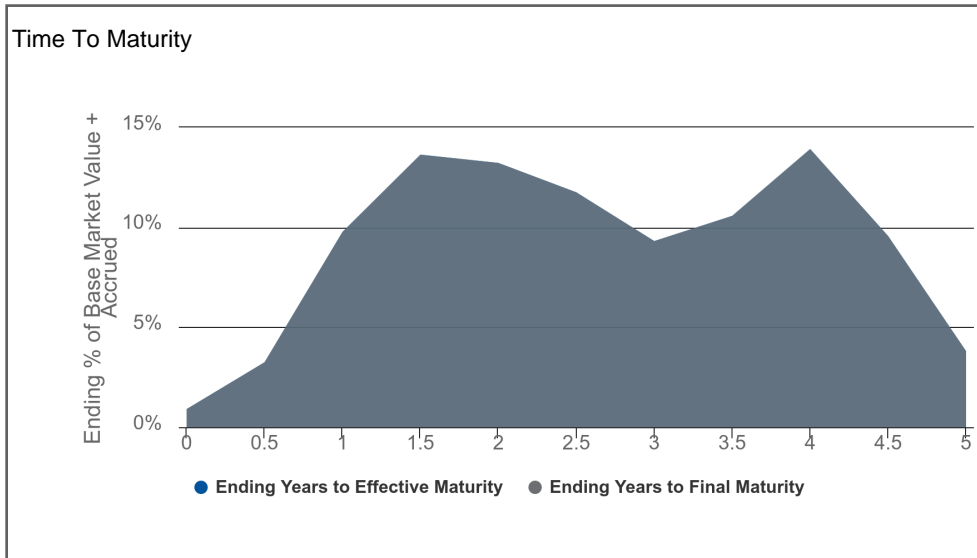
06/01/2024 - 06/30/2024

Dated: 07/16/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	2.159%	26.041%	22.395%	24.672%	11.118%	0.000%	0.000%	0.000%	0.000%
AA	0.478%	1.180%	1.792%	0.247%	0.000%	0.000%	0.000%	0.000%	0.000%
A	3.608%	3.406%	2.905%	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%

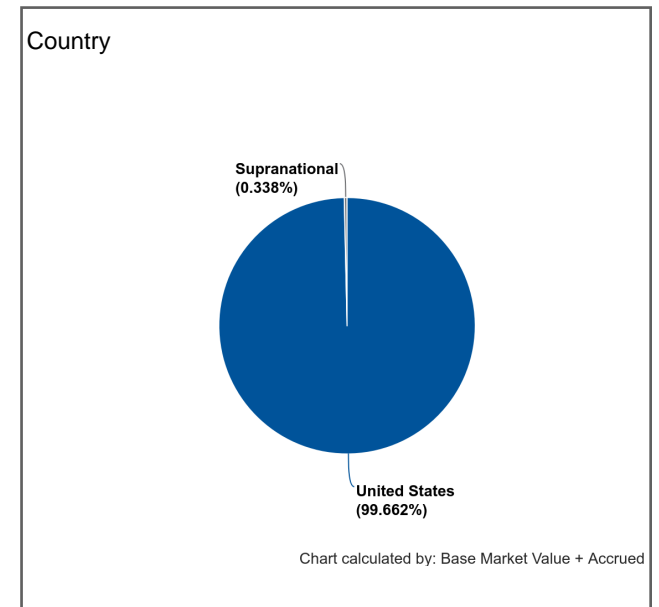
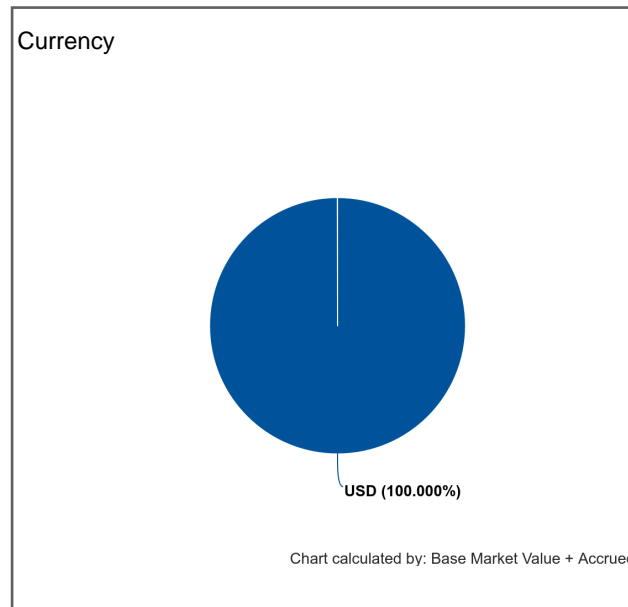
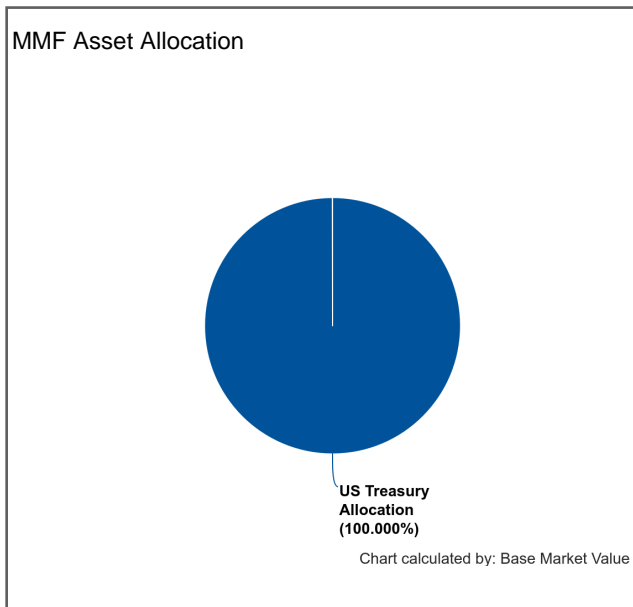
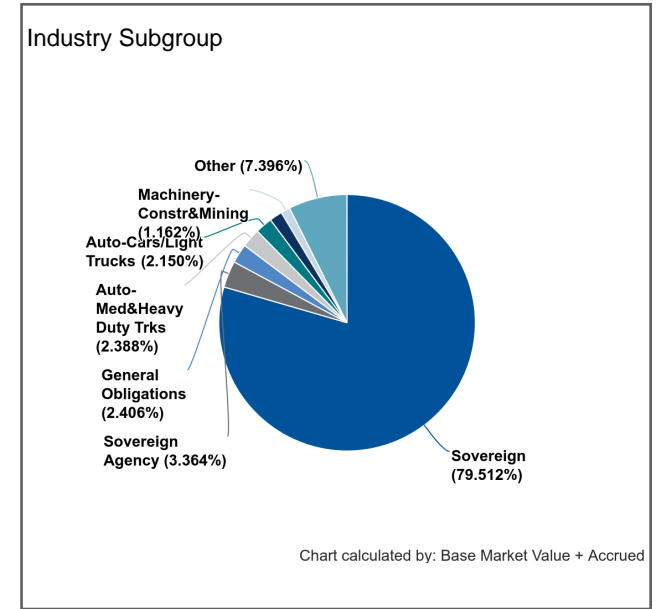
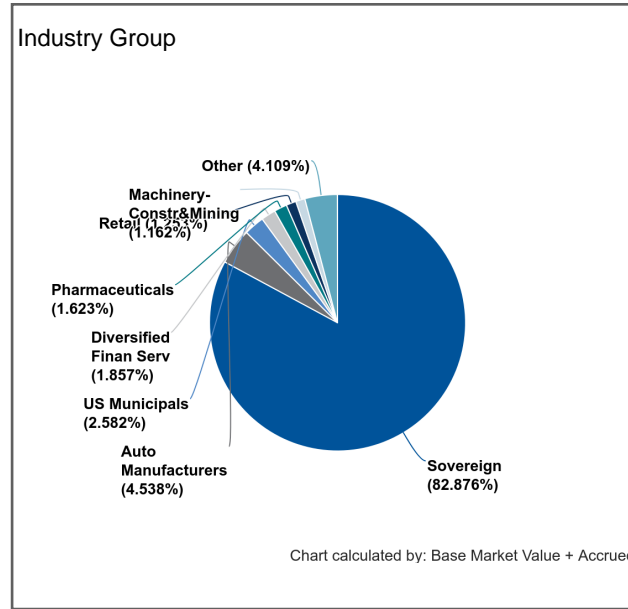
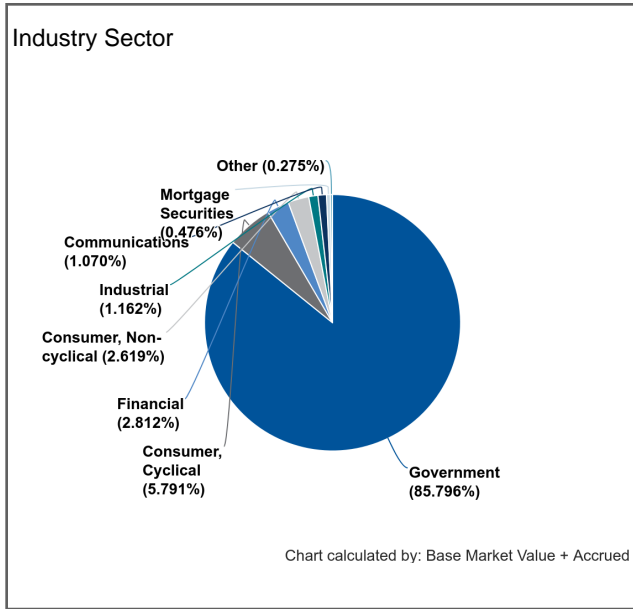


Base Risk Summary - Fixed Income

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

06/01/2024 - 06/30/2024

Dated: 07/16/2024



Base Risk Summary - Fixed Income

06/01/2024 - 06/30/2024

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

Dated: 07/16/2024

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

Additional Disclosure:

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.

Item #5.b.
10/10/2024

Public Trust Advisors, LLC (Public Trust) statements and reports are intended to detail our investment advisory activity as well as the activity of certain client accounts managed by Public Trust. The custodian bank maintains the control of assets and executes and settles all investment transactions. The custodian statement is the official record of security and cash holdings transactions. Public Trust recognizes that clients may use these reports to facilitate record keeping; therefore, it is recommended that the client reconcile this information with their custodian bank statement. Many custodians use a settlement date basis that may result in the need to reconcile due to a timing difference. The underlying market value, amortized cost, and accrued interest may differ between the custodian and this statement or report. This can be attributed to differences in calculation methodologies and pricing sources used.

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.

Clients may be permitted to establish one or more unmanaged accounts for the purposes of client reporting. Clients may also be permitted to provide externally managed assets for the purposes of client reporting. Public Trust defines unmanaged accounts or assets as one where the investment direction remains the sole responsibility of the client rather than the Investment Manager. Unmanaged accounts or external assets do not receive ongoing supervision and monitoring services. The Investment Manager does not make any investment recommendations and may not charge a fee for reporting on these accounts or assets. The primary purpose for this service is to include unmanaged accounts or assets owned by the client in the performance reports provided by the Investment Manager. The Investment Manager assumes no liability for the underlying performance of any unmanaged accounts or assets, and it is the client's sole responsibility for the accuracy or correctness of any such performance.

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.

The investment advisor providing these services is Public Trust Advisors, LLC, an investment adviser registered with the U.S. Securities and Exchange Commission (SEC) under the Investment Advisers Act of 1940, as amended. Registration with the SEC does not imply a certain level of skill or training. Public Trust is required to maintain a written disclosure brochure of our background and business experience. If you would like to receive a copy of our current disclosure brochure, Privacy Policy, or Code of Ethics, or have any questions regarding your account please contact us.

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



Report: GAAP Trading Activity
Account: PTA-San Mateo Co. Trans. Agg (257430)
Date: 06/01/2024 - 06/30/2024

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
023135CE4	AMAZON.COM INC	(4,195,000.00)	(4,195,000.00)	Sell	06/06/2024	06/07/2024	04/13/2025	(4,112,358.50)	(18,877.50)	4,131,236.00
023135CE4	AMAZON.COM INC	(1,405,000.00)	(1,405,000.00)	Sell	06/06/2024	06/07/2024	04/13/2025	(1,377,321.50)	(6,322.50)	1,383,644.00
3137BGK24	FHMS K-043 A2	-	(1,747.85)	Principal Paydown	06/01/2024	06/01/2024	12/25/2024	(1,747.85)	-	1,747.85
31846V534	FIRST AMER:US TRS MM Y	1,186,019.99	1,186,019.99	Buy	---	---	06/30/2024	1,186,019.99	-	(1,186,019.99)
31846V534	FIRST AMER:US TRS MM Y	(1,887,905.46)	(1,887,905.46)	Sell	---	---	06/30/2024	(1,887,905.46)	-	1,887,905.46
31846V534	FIRST AMER:US TRS MM Y	559,412.70	559,412.70	Buy	---	---	06/30/2024	559,412.70	-	(559,412.70)
31846V534	FIRST AMER:US TRS MM Y	(690,044.22)	(690,044.22)	Sell	---	---	06/30/2024	(690,044.22)	-	690,044.22
637639AL9	NATIONAL SECURITIES CLEARING CORP	1,855,000.00	1,855,000.00	Buy	06/17/2024	06/26/2024	06/26/2026	1,854,888.70	-	(1,854,888.70)
637639AL9	NATIONAL SECURITIES CLEARING CORP	555,000.00	555,000.00	Buy	06/17/2024	06/26/2024	06/26/2026	554,966.70	-	(554,966.70)
91282CBT7	UNITED STATES TREASURY	(1,250,000.00)	(1,250,000.00)	Sell	06/18/2024	06/20/2024	03/31/2026	(1,165,429.69)	(2,074.80)	1,167,504.49
91282CBW0	UNITED STATES TREASURY	(600,000.00)	(600,000.00)	Sell	06/18/2024	06/20/2024	04/30/2026	(557,882.81)	(623.64)	558,506.45
91282CES6	UNITED STATES TREASURY	1,600,000.00	1,600,000.00	Buy	06/06/2024	06/07/2024	05/31/2029	1,489,062.50	841.53	(1,489,904.03)
91282CES6	UNITED STATES TREASURY	450,000.00	450,000.00	Buy	06/06/2024	06/07/2024	05/31/2029	418,798.83	236.68	(419,035.51)
91282CKG5	UNITED STATES TREASURY	2,675,000.00	2,675,000.00	Buy	06/06/2024	06/07/2024	03/31/2029	2,673,662.15	-	(2,673,662.15)
91282CKG5	UNITED STATES TREASURY	1,100,000.00	1,100,000.00	Buy	06/06/2024	06/07/2024	03/31/2029	1,091,019.53	8,430.33	(1,099,449.86)
San Mateo County TA		(47,516.99)	(49,264.84)					35,141.07	(18,389.90)	(16,751.17)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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.

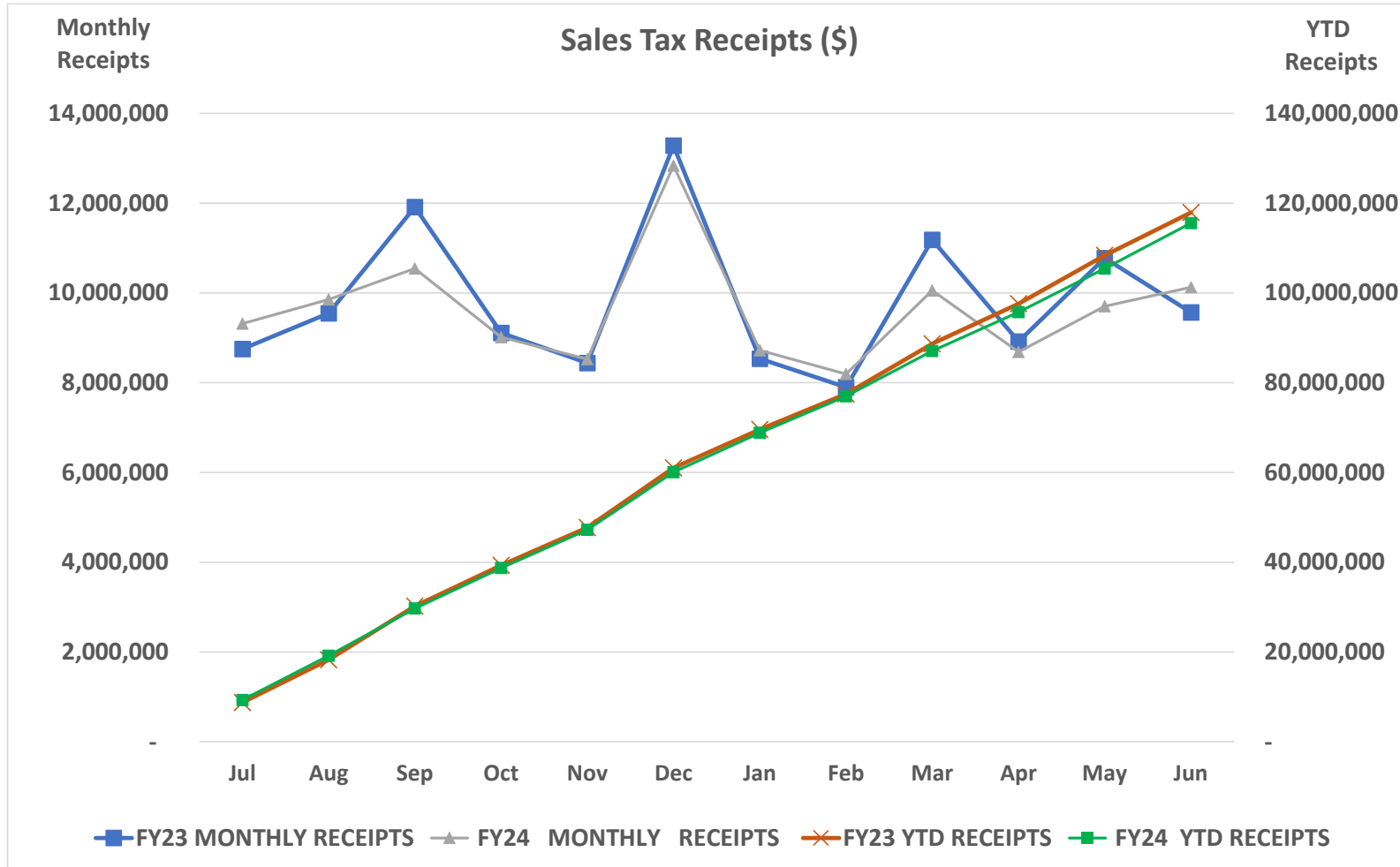
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2024
Measure A Sales Tax
Jun-24



* 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
MONTHLY PAYMENTS
June 2024

Unit	Ref	Name	Amount	Method	Description
SMCTA	000256	SAN MATEO COUNTY TRANSIT DISTRICT	2,748,911.09	WIR	Operating Expenses
SMCTA	000258	HANSON BRIDGETT LLP	8,721.00	WIR	Operating Expenses
SMCTA	000259	USI INSURANCE SERVICES LLC	875.00	WIR	Operating Expenses
SMCTA	000260	SAN MATEO COUNTY TRANSIT DISTRICT	1,449,041.91	WIR	Operating Expenses
SMCTA	000372	INTERNATIONAL CONTACT, INC.	512.50	ACH	Operating Expenses
SMCTA	000373	PUBLIC TRUST ADVISORS	8,657.49	ACH	Operating Expenses
SMCTA	000377	TELLUS SOLUTIONS, INC.	2,715.60	ACH	Operating Expenses
SMCTA	000378	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expenses
SMCTA	000379	INTERNATIONAL CONTACT, INC.	1,094.50	ACH	Operating Expenses
SMCTA	000380	KHOURI CONSULTING LLC	11,500.00	ACH	Operating Expenses
SMCTA	000384	TELLUS SOLUTIONS, INC.	14,716.80	ACH	Operating Expenses
SMCTA	000990	SAN MATEO, COUNTY OF	6,024.77	CHK	Operating Expenses
SMCTA	000991	BERGDAVIS PUBLIC AFFAIRS	943.75	CHK	Operating Expenses
SMCTA	000993	PROGRESS PUBLIC AFFAIRS,LLC	715.00	CHK	Operating Expenses
SMCTA	000995	GOVERNMENT FINANCE OFFICERS ASSN	160.00	CHK	Operating Expenses
SMCTA	000258	HANSON BRIDGETT LLP	19,635.00	WIR	Capital Programs (1)
SMCTA	000254	DEPARTMENT OF TRANSPORTATION	50,000.00	WIR	Capital Programs (2)
SMCTA	000255	HANSON BRIDGETT LLP	3,417.00	WIR	Capital Programs (3)
SMCTA	000257	PENINSULA CORRIDOR JOINT POWERS BOARD	736,573.04	WIR	Capital Programs (4)
SMCTA	000374	SEARCHPROS STAFFING LLC	9,980.02	ACH	Capital Programs (5)
SMCTA	000375	WILLIAM R. GRAY AND COMPANY	5,928.12	ACH	Capital Programs (6)
SMCTA	000376	WSP USA INC.	12,134.61	ACH	Capital Programs (7)
SMCTA	000381	POLITICO GROUP, INC	2,000.00	ACH	Capital Programs (8)
SMCTA	000382	WSP USA INC.	46,757.80	ACH	Capital Programs (9)
SMCTA	000383	KIMLEY-HORN AND ASSOCIATES, INC.	35,355.95	ACH	Capital Programs (10)
SMCTA	000385	WILLIAM R. GRAY AND COMPANY	10,227.82	ACH	Capital Programs (11)
SMCTA	000386	POLITICO GROUP, INC	4,000.00	ACH	Capital Programs (12)
SMCTA	000387	AECOM TECHNICAL SERVICES, INC.	2,372.14	ACH	Capital Programs (13)
SMCTA	000388	WSP USA INC.	10,778.23	ACH	Capital Programs (14)
SMCTA	000989	SAN MATEO COUNTY COMM COLLEGE DISTRICT	132,170.05	CHK	Capital Programs (15)
SMCTA	000992	MILLBRAE, CITY OF	3,926.02	CHK	Capital Programs (16)
SMCTA	000994	DEPARTMENT OF TRANSPORTATION	4,980.88	CHK	Capital Programs (17)
			<u>\$ 5,349,426.09</u>		

(1)	\$	6,987.00	Highway Oversight	(9)	\$	44,771.63	Regional Transit Connections
	\$	7,344.00	Railroad Grade Sep Oversight		\$	1,986.17	Active 101
	\$	4,692.00	Pedestrian & Bicycle Oversight		\$	46,757.80	
	\$	204.00	ACR Oversight				
	\$	408.00	TA-Caltrain Project Oversight	(10)			Ped/Bike Cycle 6 - FY 23/24
	\$	19,635.00		(11)			101 HOV Ln Whipple - San Bruno
(2)			101 HOV Ln Whipple - San Bruno	(12)			Railroad Grade Sep Oversight
(3)			Railroad Grade Sep Oversight	(13)			101 Interchange to Broadway
(4)			S. Linden Ave-Scott St Grade S	(14)			US 101/SR 92 Direct Connector
(5)			SMCTA Capital Administration	(15)			Shuttles FY24-25 Funding
(6)			101 HOV Ln Whipple - San Bruno	(16)			ACR/TDM FY23 & FY24 Cycle
(7)			US 101/SR 92 Direct Connector	(17)			Moss Beach-SR1 Cong& Safe Impr
(8)			Railroad Grade Sep Oversight				

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of June 30, 2024

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$26,004,258
San Mateo County/SFO BART Extension	2,311,490
Accessible Services	4,622,979
Total	\$32,938,727

Measure A Categories	Expenses
Transit	
	<i>Caltrain</i> \$2,826,750
	<i>Local Shuttle</i> 3,833,139
	<i>Ferry Service</i> 42,523
	<i>Dumbarton</i> 0
Highways	3,921,974
Grade Separations	8,683,059
Pedestrian and Bicycle	3,883,247
Alternative Congestion Relief	945,614
Administrative Overhead	816,110
Total	\$24,952,416

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$11,536,741
Total	\$11,536,741

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$861,630
Transportation Demand Management	532,119
Grade Separation	0
Pedestrian and Bicycle	1,830,860
Regional Transit Connections	254,623
Administrative Overhead	614,569
Total	\$4,093,801

Other Uses	Expenses
US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds	\$2,324,123
Total	\$2,324,123

Note:

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: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Sources and Uses for the Period Ending August 31, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Sources and Uses for the period ending August 31, 2024, and supplemental information.

The statement columns have been designed to provide an easy comparison of current year-to-date actuals to information for the year-to-date budget, including dollar and percentage variances.

Sources:

As of August 31, 2024, Total Sources were \$34.0 million as compared to \$31.9 million of the adopted budget, resulting in a favorable variance of \$2.1 million (6.6 percent).

The favorable sources were primarily driven by the following:

- New Measure A Sales Tax was \$19.4 million as compared to \$18.3 million of the adopted budget, resulting in a favorable variance of \$1.1 million (6 percent).
- TA Managed Measure W Sales Tax was \$9.7 million as compared to \$9.2 million of the adopted budget, resulting in a favorable variance of \$0.5 million (6 percent).

Uses:

As of August 31, 2024, Total Uses were \$9.0 million compared to \$31.0 million of the adopted budget, resulting in a favorable variance of \$21.9 million (70 percent).

The favorable uses were primarily driven by the following:

- Competitive & Discretionary Programs Authorization of the New Measure A (Sales Tax) was \$0.2 million as compared to \$13.9 million of the adopted budget, resulting in a favorable variance of \$13.7 million (99 percent). The variances are driven by phasing and associated expenses timing of capital projects such as Railroad Grade Separation, Caltrain Capital Programs, and Alternative Congestion Relief Programs.

- Competitive & Discretionary Programs Authorization of the Measure W (TA's Managed Sales Tax) was \$0.1 million as compared to \$7.9 million of the adopted budget, resulting in a favorable variance of \$7.8 million (99 percent). The variances are driven by phasing and associated expenses timing of capital projects such as Street and Highway Programs, Pedestrian & Bicycle Programs, and Regional Transit Connections Program.

Other Information:

The Transportation Authority accounts for revenues and expenditures on a modified cash basis (only material revenues and expenditures are accrued) on the monthly financial statement. As such, the variance between the current year's actual and the budget may show noticeable variances due to the timing of expenditures.

Budget Impact

There is no budget impact for the month of August 2024.

Prepared By:	Thwe Han	Financial Reporting Accountant	650-508-7912
	Annie To	Director of Accounting	650-622-7890



SAN MATEO COUNTY
Transportation
Authority

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2025
AS OF AUGUST 31, 2024

(In thousands)

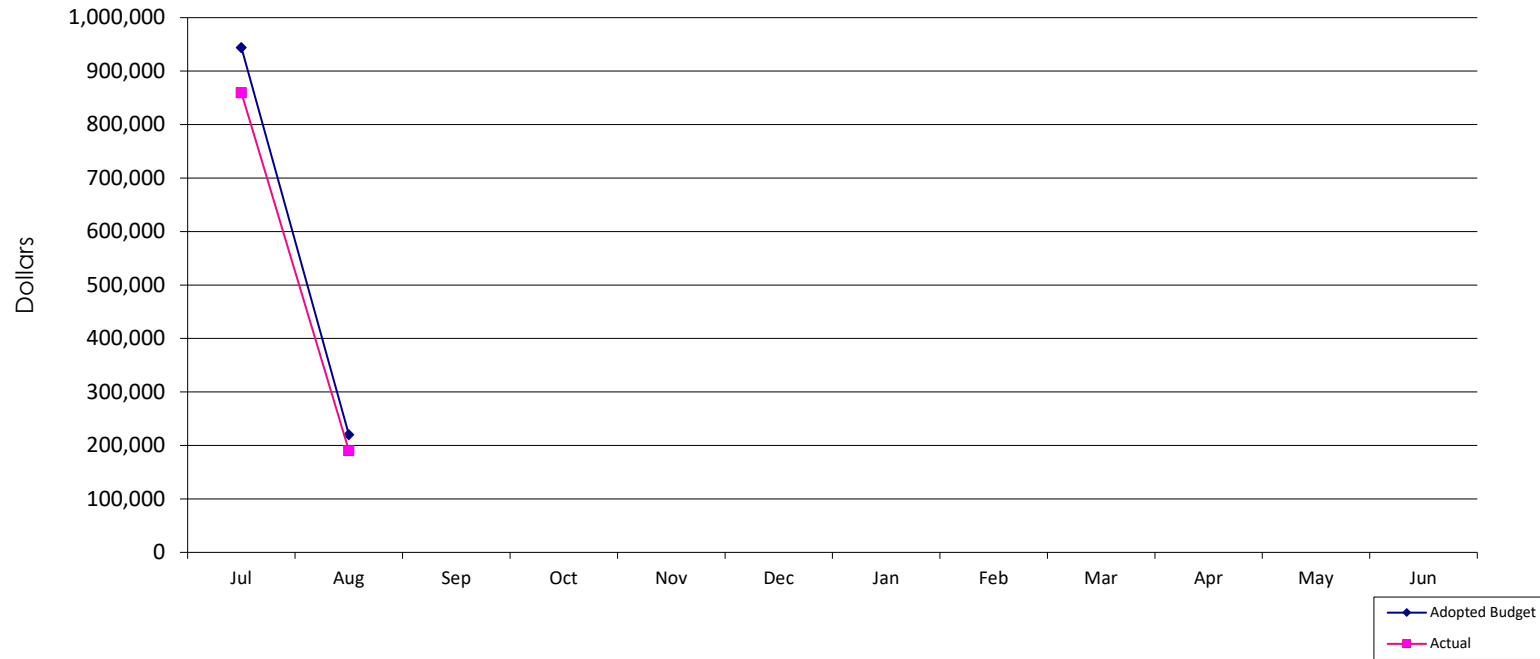
	YEAR-TO-DATE JULY TO AUGUST				ANNUAL
	BUDGET	ACTUAL	\$	%	BUDGET
			VARIANCE	VARIANCE	
REVENUES					
New Measure A Sales Tax	\$ 18,309	\$ 19,386	\$ 1,077	5.9%	\$ 118,000
New Measure A Interest Income	2,633	2,742	109	4.2%	15,795
Measure W Sales Tax*	18,309	19,348	1,039	5.7%	118,000
TA Managed Measure W Sales Tax (50%)	9,154	9,674	520	5.7%	59,000
SamTrans Managed Measure W Sales Tax (50%)*	9,154	9,674	520	5.7%	59,000
Measure W Interest Income	1,034	1,486	452	43.7%	6,205
Original Measure A Interest Income	387	420	33	8.6%	2,322
Rental Income	158	204	45	28.6%	951
External Funding	-	-	-	0.0%	-
US 101 Express Lanes	207	78	(129)	(62.3%)	4,744
Due from SMCEL-JPA - Credit Enhancement Fee	67	67	-	0.0%	400
Due from SMCEL-JPA - Bond Interest	-	-	-	0.0%	3,500
Due from SMCEL-JPA - Bond Related Debt Fees	112	-	(112)	(100.0%)	670
Due from SMCEL-JPA - Operating Advances Interest	29	11	(18)	(60.5%)	174
TOTAL REVENUES	\$ 31,883	\$ 33,990	\$ 2,107	6.6%	\$ 207,017
EXPENDITURES					
New Measure A (Sales Tax)	20,005	6,612	13,393	66.9%	118,000
Pass-Through Annual Program Allocations	5,218	5,525	(307)	(5.9%)	33,630
Competitive & Discretionary Programs Authorization	13,865	170	13,695	98.8%	83,190
Administrative **	922	917	5	0.6%	1,180
New Measure A (Interest Income)	742	371	371	50.0%	5,291
Oversight	417	239	178	42.7%	2,500
Administrative **	242	133	110	45.3%	2,291
C/CAG Support	83	-	83	100.0%	500
Measure W (TA Managed Sales Tax)	9,698	1,991	7,707	79.5%	59,000
Pass-Through Annual Program Allocations	1,831	1,935	(104)	(5.7%)	11,800
Competitive & Discretionary Programs Authorization	7,867	55	7,811	99.3%	47,200
Administrative	-	1	(1)	(100.0%)	-
Oversight	-	-	-	0.0%	-
Measure W (Interest Income)	42	22	20	48.1%	253
Oversight	42	22	20	47.5%	250
Administrative **	1	-	1	100.0%	3
Original Measure A (Interest Income)	387	-	387	100.0%	2,322
Competitive & Discretionary Programs Authorization	387	-	387	100.0%	2,322
US 101 Express Lanes	112	-	112	100.0%	4,170
SMCEL-JPA Bond Interest	-	-	-	0.0%	3,500
SMCEL-JPA Bond Related Debt Fees	112	-	112	100.0%	670
Other (Equity Program/Other Contract)	-	-	-	0.0%	-
External Funding Expenditures	-	47	(47)	(100.0%)	-
TOTAL EXPENDITURES	\$ 30,986	\$ 9,044	\$ 21,942	70.8%	\$ 189,035
SURPLUS / (DEFICIT)	\$ 897	\$ 24,946	\$ 24,049	2681.7%	\$ 17,981

* Excluded from the TA Revenue Budget Total

** See Attachment B for details

		YEAR-TO-DATE JULY TO AUGUST				ANNUAL
		BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Administrative Expenditure Breakdown						
Staff Support	\$ 922	\$ 917	\$ 5	0.6%	\$ 2,017	
Staff Support (Measure A-Operating)	913	907	5	0.6%	1,118	
Staff Support (Measure A-Ineligible)	9	9	0	1.5%	62	
Staff Support (Measure A Interest)	-	-	-	0.0%	837	
Staff Support (Measure W-Operating)	-	-	-	0.0%	-	
Staff Support (Measure W-Ineligible)	-	-	-	0.0%	-	
Professional Services	102	23	79	77.3%	611	
Professional Services (Measure A-Operating)	73	8	65	88.8%	437	
Professional Services (Measure A-Ineligible)	29	15	14	48.3%	174	
Professional Services (Measure W-Operating)	-	-	-	0.0%	-	
Professional Services (Measure W-Ineligible)	-	-	-	0.0%	-	
Insurance	47	47	(1)	(1.4%)	279	
Bank and Investment Fees	24	2	22	90.3%	147	
Bank/Investment Fees- Measure A	24	1	23	93.9%	144	
Bank/Investment Fees- Measure W	-	1	(1)	(100.0%)	3	
Other	70	60	9	13.3%	420	
Total Administrative Expenditure	\$ 1,164	\$ 1,050	\$ 114	9.8%	\$ 3,474	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '24	Aug '24	Sep '24	Oct '24	Nov '24	Dec '24	Jan '25	Feb '25	Mar '25	Apr '25	May '25	Jun '25
MONTHLY EXPENSES												
Adopted Budget	944,259	220,207										
Actual	859,748	190,389										
CUMULATIVE EXPENSES												
Staff Projections	944,259	1,164,466										
Actual	859,748	1,050,137										
Variance F(U)	84,511	114,330										
Variance %	8.95%	9.82%										

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF AUGUST 31, 2024**

8/31/2024

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	2,010,928.54
CAMP Pool		266,653,810.69
JP Morgan Bank Checking		99,584,172.69
LAIF		5,470,707.97

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		282,857,083.05
MMF - US Bank Custodian Account		443,968.97
Cash		400,120.59
County Pool**		145,615,132.39

Total	\$	803,035,924.89
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* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 8/31/2024

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	237.50	3,655,638.00	3,655,875.50
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	6,254.17	3,644,352.00	3,650,606.17
		7,600,000.00		7,574,084.00	6,491.67	7,299,990.00	7,306,481.67
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	186,771.77	08/31/2024	186,771.77	0.00	186,771.77	186,771.77
CCYUSD	Receivable	213,348.82	08/31/2024	213,348.82	0.00	213,348.82	213,348.82
		400,120.59		400,120.59	0.00	400,120.59	400,120.59
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	1,145.83	742,042.50	743,188.33
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	5,500.00	1,561,520.00	1,567,020.00
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	4,815.42	647,101.00	651,916.42
14913UAF7	CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	1,172.72	2,112,300.30	2,113,473.02
14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	360,000.00	05/14/2027	359,604.00	5,350.00	367,441.20	372,791.20
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	902.44	646,530.85	647,433.29
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	268.67	192,478.65	192,747.32
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	9,027.00	873,601.20	882,628.20
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	2,703.00	261,586.80	264,289.80
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	17,232.88	842,035.00	859,267.88
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	5,190.63	253,625.00	258,815.63
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	7,287.50	2,673,638.00	2,680,925.50
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	2,186.25	802,091.40	804,277.65
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	5,270.83	694,278.00	699,548.83
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	1,604.17	211,302.00	212,906.17
637639AL9	NATIONAL SECURITIES CLEARING CORP	1,855,000.00	06/26/2026	1,854,888.70	17,248.92	1,878,261.70	1,895,510.62
637639AL9	NATIONAL SECURITIES CLEARING CORP	555,000.00	06/26/2026	554,966.70	5,160.73	561,959.70	567,120.43
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	1,285.38	451,314.50	452,599.88
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	7,494.44	3,765,458.00	3,772,952.44
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	1,745.42	876,955.35	878,700.77
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	15,486.04	999,237.40	1,014,723.44
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	4,661.61	300,790.85	305,452.46
74153WCU1	PRICOA GLOBAL FUNDING I	435,000.00	08/27/2027	434,904.30	212.67	435,830.85	436,043.52
74153WCU1	PRICOA GLOBAL FUNDING I	300,000.00	08/27/2027	299,934.00	146.67	300,573.00	300,719.67
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	202.50	221,728.50	221,931.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	675.00	739,095.00	739,770.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	202.50	221,728.50	221,931.00
89236TMD4	TOYOTA MOTOR CREDIT CORP	500,000.00	05/15/2026	499,675.00	7,583.33	506,990.00	514,573.33
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	2,195.14	488,625.00	490,820.14
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	8,571.33	457,700.00	466,271.33
		25,095,000.00		25,157,565.30	142,529.02	25,087,820.25	25,230,349.27
FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BKGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,063,267.10	2,585.06	1,005,145.00	1,007,730.06
		1,055,000.00		1,063,267.10	2,585.06	1,005,145.00	1,007,730.06

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AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
13063D3N6	CALIFORNIA STATE	1,715,000.00	03/01/2027	1,715,000.00	41,554.45	1,737,483.65	1,779,038.10
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	12,478.45	521,751.65	534,230.10
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	12,862.07	883,735.90	896,597.97
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	3,866.06	265,631.60	269,497.66
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	4,700.98	235,707.35	240,408.33
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	1,400.29	70,210.70	71,610.99
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	3,823.33	201,924.00	205,747.33
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	1,147.00	60,577.20	61,724.20
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	2,812.50	138,886.65	141,699.15
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	833.33	41,151.60	41,984.93
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	8,229.17	409,852.00	418,081.17
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	2,500.00	124,512.00	127,012.00
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	279.17	483,420.00	483,699.17
		5,110,000.00		5,145,056.40	96,486.80	5,174,844.30	5,271,331.10
MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	308,327.15	08/31/2024	308,327.15	0.00	308,327.15	308,327.15
31846V534	FIRST AMER:US TRS MM Y	135,641.82	08/31/2024	135,641.82	0.00	135,641.82	135,641.82
SM-CAMP	CAMP Pool	266,653,810.69	07/31/2024	266,653,810.69	0.00	266,653,810.69	266,653,810.69
SM - CP N/M A	County Pool New Measure A	138,862,816.77	08/31/2024	138,862,816.77	0.00	138,862,816.77	138,862,816.77
SM - CP O/M A	County Pool Old Measure A	6,752,315.62	08/31/2024	6,752,315.62	0.00	6,752,315.62	6,752,315.62
SM - LAIF	Local Agency Investment Fund	5,470,707.97	08/31/2024	5,470,707.97	0.00	5,470,707.97	5,470,707.97
		418,183,620.02		418,183,620.02	0.00	418,183,620.02	418,183,620.02
SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	750,000.00	04/22/2025	750,900.00	1,682.38	730,980.00	732,662.38
		750,000.00		750,900.00	1,682.38	730,980.00	732,662.38
US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	43,152.00	2,937,171.00	2,980,323.00
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	20,992.87	1,428,894.00	1,449,886.87
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	6,314.37	5,814,929.25	5,821,243.62
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	1,766.98	1,627,223.00	1,628,989.98
9128283W8	UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	4,128.74	3,141,060.00	3,145,188.74
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	1,247.28	1,155,144.00	1,156,391.28
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	733.70	432,913.50	433,647.20
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	5,138.01	1,635,286.80	1,640,424.81
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	2,157.07	686,534.40	688,691.47
91282CAB7	UNITED STATES TREASURY	1,010,000.00	07/31/2025	983,211.32	219.57	972,720.90	972,940.47
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	10.70	1,488,139.50	1,488,150.20
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	9,467.21	5,411,280.00	5,420,747.21
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	2,919.06	1,668,478.00	1,671,397.06
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,432.07	1,623,177.00	1,624,609.07
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	463.32	525,145.50	525,608.82
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,905.74	1,907,180.00	1,909,085.74
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,000.51	1,001,269.50	1,002,270.01
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	5,323.11	4,487,997.25	4,493,320.36
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	1,594.26	1,344,143.90	1,345,738.16
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	2,391.39	3,543,257.25	3,545,648.64
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	995.07	1,474,375.50	1,475,370.57
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	953.80	2,775,093.75	2,776,047.55
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	122.28	355,781.25	355,903.53
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	66.99	4,598,770.00	4,598,836.99

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AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	22.38	1,536,084.00	1,536,106.38
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	17,882.51	3,114,604.00	3,132,486.51
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	5,259.56	916,060.00	921,319.56
91282CBT7	UNITED STATES TREASURY	1,775,000.00	03/31/2026	1,747,057.62	5,601.43	1,685,699.75	1,691,301.18
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	1,577.87	474,845.00	476,422.87
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	5,938.86	2,226,813.00	2,232,751.86
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	4,106.66	1,539,817.50	1,543,924.16
91282CBW0	UNITED STATES TREASURY	1,350,000.00	04/30/2026	1,345,464.85	3,411.68	1,279,233.00	1,282,644.68
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	3,430.33	985,748.40	989,178.73
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	11,275.61	3,240,191.50	3,251,467.11
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	1,079.92	310,328.20	311,408.12
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	3,255.64	935,548.25	938,803.89
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	6,050.72	3,001,994.25	3,008,044.97
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	3,096.82	1,536,453.75	1,539,550.57
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	7,703.80	3,279,240.00	3,286,943.80
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	2,460.94	1,047,535.00	1,049,995.94
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	1,385.87	2,394,705.00	2,396,090.87
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	1,385.87	2,394,705.00	2,396,090.87
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	611.41	1,056,487.50	1,057,098.91
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	461.96	798,235.00	798,696.96
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	87.02	2,528,652.00	2,528,739.02
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	34.19	993,399.00	993,433.19
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	24.86	722,472.00	722,496.86
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	13.98	406,390.50	406,404.48
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	14,595.29	2,513,872.50	2,528,467.79
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	4,339.14	747,367.50	751,706.64
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	19,568.20	4,997,747.65	5,017,315.85
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	6,627.05	1,692,558.00	1,699,185.05
91282CDP3	UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	5,649.46	2,174,256.00	2,179,905.46
91282CDP3	UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	1,824.30	702,103.50	703,927.80
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	2,206.52	1,332,637.00	1,334,843.52
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	3,614.13	2,182,767.50	2,186,381.63
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	608.70	367,624.00	368,232.70
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	1,141.30	689,295.00	690,436.30
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	217.54	4,005,414.00	4,005,631.54
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	76.40	1,406,663.25	1,406,739.65
91282CEE7	UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	19,986.34	1,884,460.00	1,904,446.34
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	6,745.39	636,005.25	642,750.64
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	16,462.43	1,515,060.85	1,531,523.28
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	3,155.74	290,427.00	293,582.74
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	27,567.26	2,894,942.75	2,922,510.01
91282CEN7	UNITED STATES TREASURY	175,000.00	04/30/2027	168,601.56	1,621.60	170,290.75	171,912.35
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	11,180.33	1,530,624.00	1,541,804.33
91282CES6	UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	5,939.55	813,144.00	819,083.55
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	3,144.47	430,488.00	433,632.47
91282CES6	UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	1,991.50	272,642.40	274,633.90
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	26,346.82	3,828,261.00	3,854,607.82
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	8,004.10	1,163,016.00	1,171,020.10
91282CEV9	UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	3,393.95	596,397.00	599,790.95
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	5,981.15	1,059,208.25	1,065,189.40
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	2,225.54	394,124.00	396,349.54
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	45,127.05	2,626,416.00	2,671,543.05
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	19,873.26	1,156,633.20	1,176,506.46
91282CFP1	UNITED STATES TREASURY	2,575,000.00	10/15/2025	2,530,138.67	41,562.33	2,573,403.50	2,614,965.83
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	42,339.14	4,311,094.00	4,353,433.14
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	19,397.23	1,975,082.60	1,994,479.83
91282CGA3	UNITED STATES TREASURY	3,275,000.00	12/15/2025	3,244,808.59	27,918.03	3,265,928.25	3,293,846.28
91282CGP0	UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	359.12	3,273,855.00	3,274,214.12
91282CGR6	UNITED STATES TREASURY	300,000.00	03/15/2026	298,230.47	6,409.65	302,343.00	308,752.65
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	39,657.10	2,588,430.00	2,628,087.10

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AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	6,482.41	423,108.75	429,591.16
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	20,343.75	1,709,578.50	1,729,922.25
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	6,486.41	545,083.00	551,569.41
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	18,521.48	1,713,546.00	1,732,067.48
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	30,063.86	2,781,408.00	2,811,471.86
91282CHB0	UNITED STATES TREASURY	3,450,000.00	05/15/2026	3,412,535.16	37,042.97	3,427,092.00	3,464,134.97
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	53,424.18	5,771,464.00	5,824,888.18
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	9,349.23	1,010,006.20	1,019,355.43
91282CHX2	UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	436.90	3,696,771.30	3,697,208.20
91282CHY0	UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	40,060.29	1,900,125.00	1,940,185.29
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	4,273.10	202,680.00	206,953.10
91282CHY0	UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	7,477.92	354,690.00	362,167.92
91282CIC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	16,686.65	963,547.00	980,233.65
91282CIE2	UNITED STATES TREASURY	3,275,000.00	10/31/2025	3,284,850.59	55,176.63	3,300,315.75	3,355,492.38
91282CJF9	UNITED STATES TREASURY	3,615,000.00	10/31/2028	3,717,942.77	59,382.27	3,768,782.10	3,828,164.37
91282CJK8	UNITED STATES TREASURY	3,975,000.00	11/15/2026	3,997,669.92	54,453.72	4,035,420.00	4,089,873.72
91282CJL6	UNITED STATES TREASURY	3,275,000.00	11/30/2025	3,281,780.27	40,568.39	3,299,300.50	3,339,868.89
91282CJN2	UNITED STATES TREASURY	1,000,000.00	11/30/2028	1,019,648.44	11,116.80	1,024,100.00	1,035,216.80
91282CJP7	UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	4,894.98	530,659.50	535,554.48
91282CJP7	UNITED STATES TREASURY	3,975,000.00	12/15/2026	3,975,621.09	37,061.99	4,017,850.50	4,054,912.49
91282CJS1	UNITED STATES TREASURY	1,875,000.00	12/31/2025	1,875,952.14	13,642.15	1,875,956.25	1,889,598.40
91282CJS1	UNITED STATES TREASURY	275,000.00	12/31/2025	275,139.65	2,000.85	275,140.25	277,141.10
91282CKA8	UNITED STATES TREASURY	3,975,000.00	02/15/2027	3,956,988.28	7,574.64	3,999,684.75	4,007,259.39
91282CKB6	UNITED STATES TREASURY	775,000.00	02/28/2026	776,089.84	99.02	780,572.25	780,671.27
91282CKB6	UNITED STATES TREASURY	1,025,000.00	02/28/2026	1,026,441.41	130.96	1,032,369.75	1,032,500.71
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	302.31	2,629,512.75	2,629,815.06
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	211.33	1,838,106.00	1,838,317.33
91282CKD2	UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	93.92	816,936.00	817,029.92
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	46,428.79	2,717,211.50	2,763,640.29
91282CKG5	UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	36,795.90	2,153,453.60	2,190,249.50
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	19,092.21	1,117,358.00	1,136,450.21
91282CKG5	UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	12,149.59	711,046.00	723,195.59
91282CKH3	UNITED STATES TREASURY	4,025,000.00	03/31/2026	4,020,754.88	76,211.07	4,050,156.25	4,126,367.32
91282CKP5	UNITED STATES TREASURY	4,400,000.00	04/30/2029	4,488,859.38	68,570.65	4,564,296.00	4,632,866.65
91282CKS9	UNITED STATES TREASURY	4,025,000.00	05/31/2026	4,051,256.84	49,858.86	4,081,430.50	4,131,289.36
91282CKT7	UNITED STATES TREASURY	4,400,000.00	05/31/2029	4,475,796.88	50,311.48	4,545,244.00	4,595,555.48
91282CKV2	UNITED STATES TREASURY	3,960,000.00	06/15/2027	3,998,517.19	39,031.97	4,045,377.60	4,084,409.57
91282CKX8	UNITED STATES TREASURY	1,000,000.00	06/30/2029	1,017,070.31	7,275.82	1,022,190.00	1,029,465.82
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	22,597.83	4,020,944.40	4,043,542.23
		250,475,000.00		242,377,241.02	1,613,196.37	243,558,303.50	245,171,499.87

Base Risk Summary - Fixed Income

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

08/01/2024 - 08/31/2024

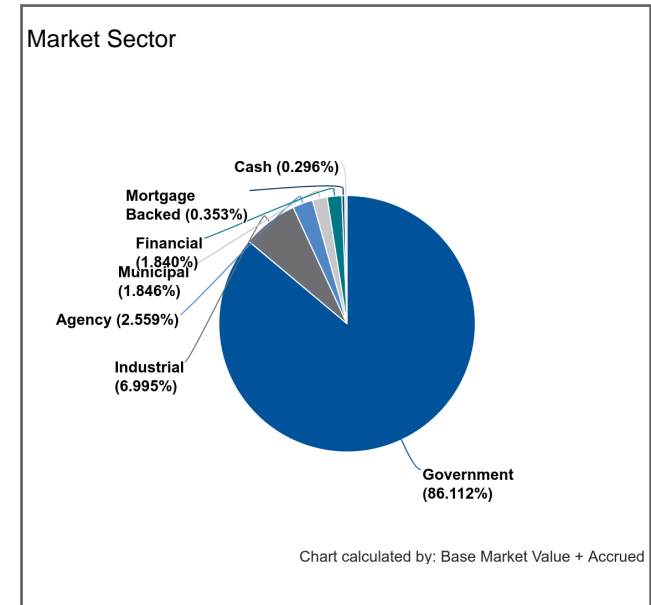
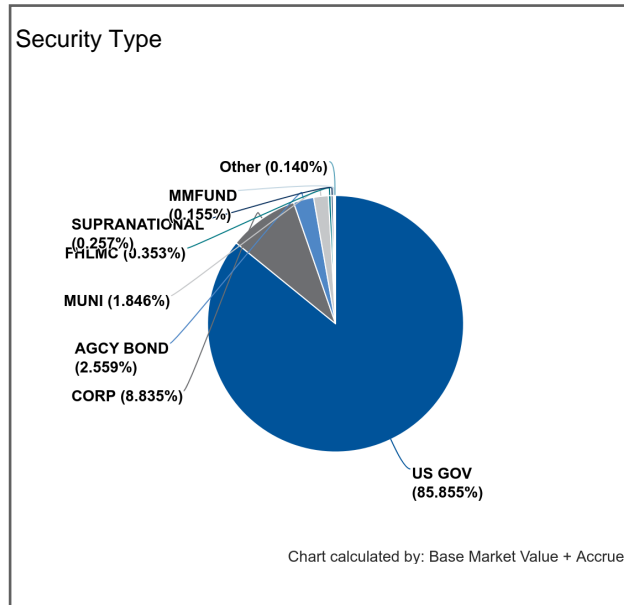
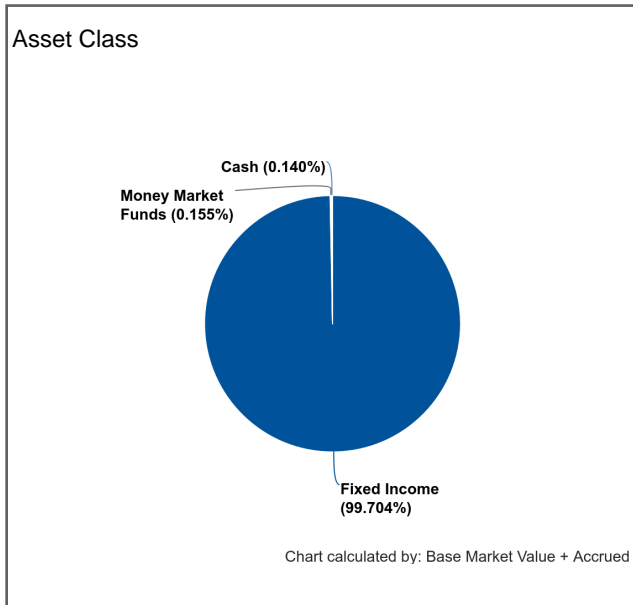
Dated: 09/06/2024

Balance Sheet	
Book Value + Accrued	286,934,206.89
Net Unrealized Gain/Loss	-1,370,063.00
Market Value + Accrued	285,564,143.89

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	400,120.59
MMFund	443,968.97
Fixed Income	284,720,054.33
Duration	2.488
Convexity	0.088
WAL	2.660
Years to Final Maturity	2.661
Years to Effective Maturity	2.659
Yield	3.962
Book Yield	3.370
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	85.855%
Other	6.492%
PACCAR Inc	1.787%
Federal Home Loan Mortgage Corporation	1.631%
Federal National Mortgage Association	1.280%
Eli Lilly and Company	1.220%
Caterpillar Inc.	0.871%
The Depository Trust & Clearing Corporation	0.862%
---	100.000%

Footnotes: 1,2

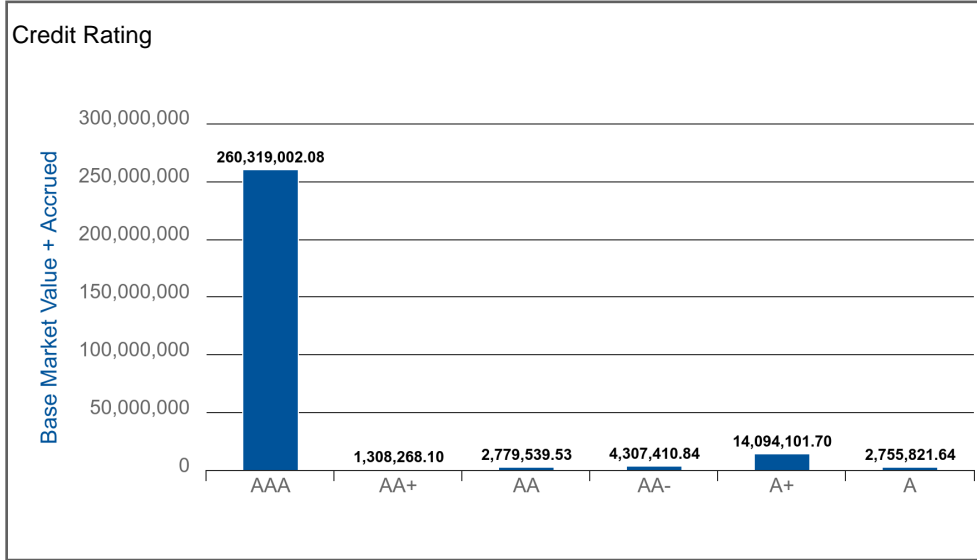


Base Risk Summary - Fixed Income

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

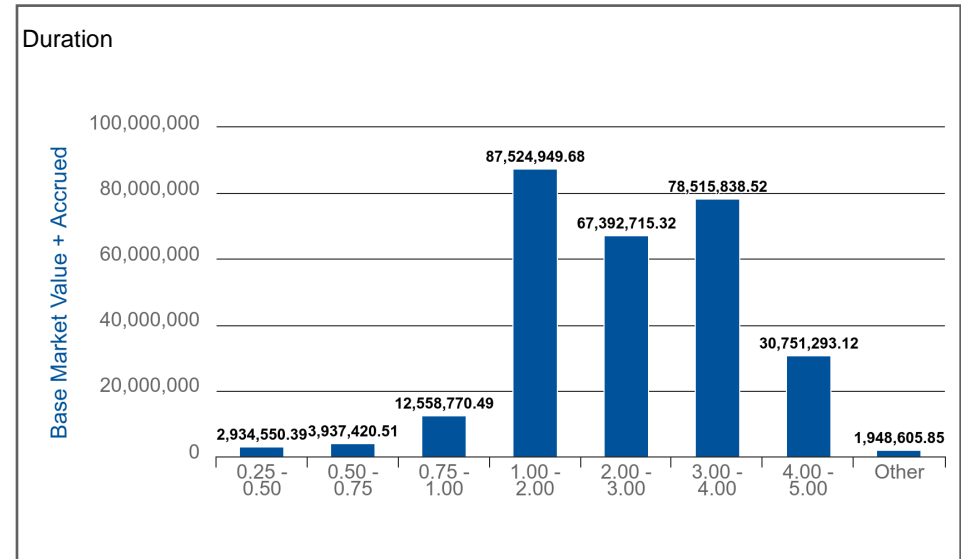
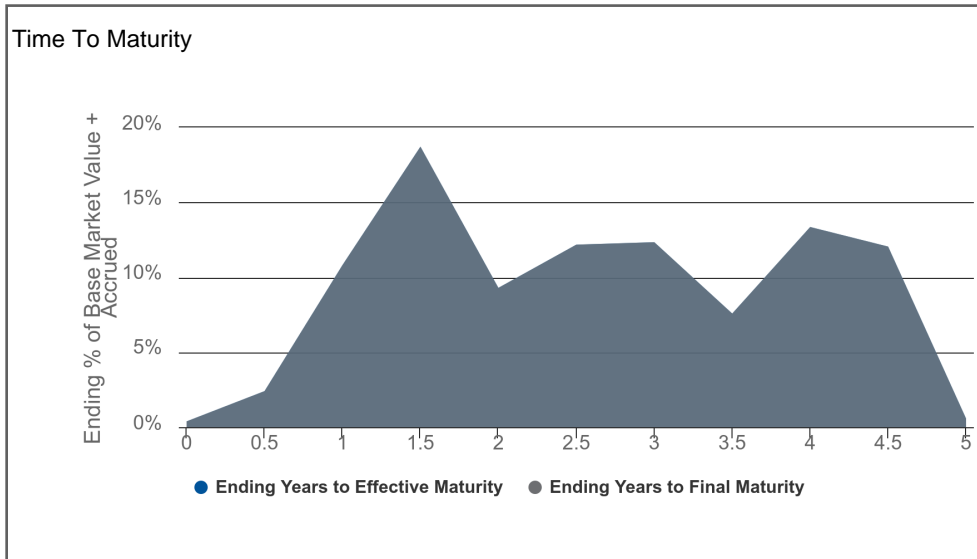
08/01/2024 - 08/31/2024

Dated: 09/06/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.025%	28.353%	20.708%	27.304%	10.769%	0.000%	0.000%	0.000%	0.000%
AA	0.686%	0.522%	1.541%	0.191%	0.000%	0.000%	0.000%	0.000%	0.000%
A	2.775%	1.774%	1.351%	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%

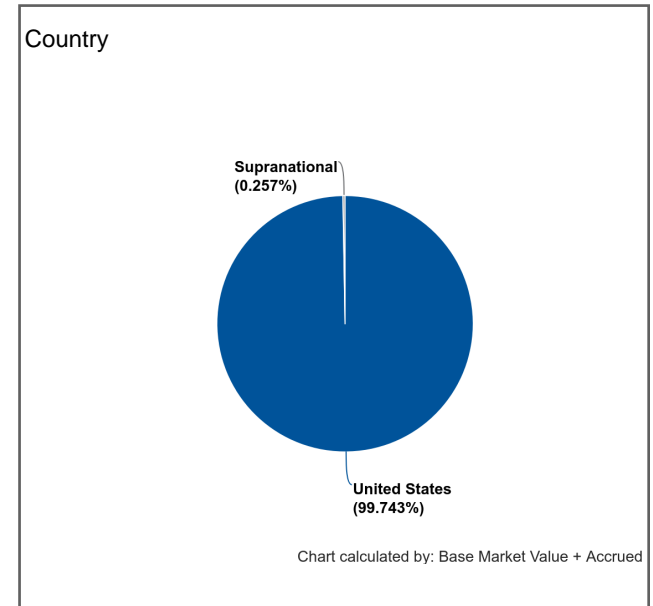
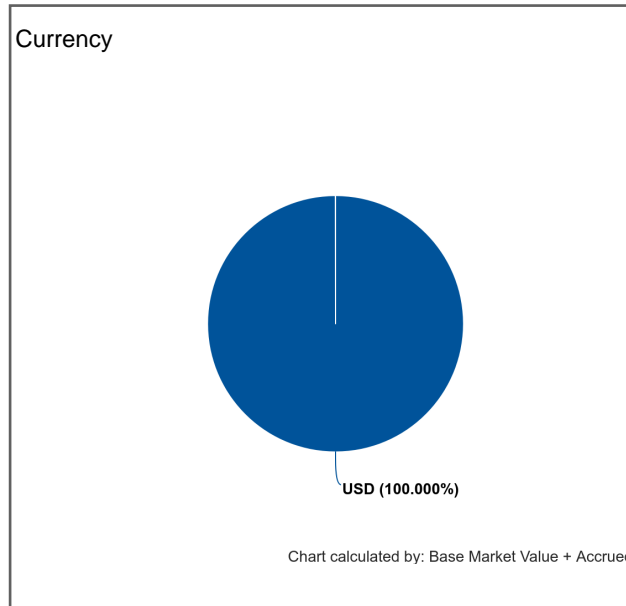
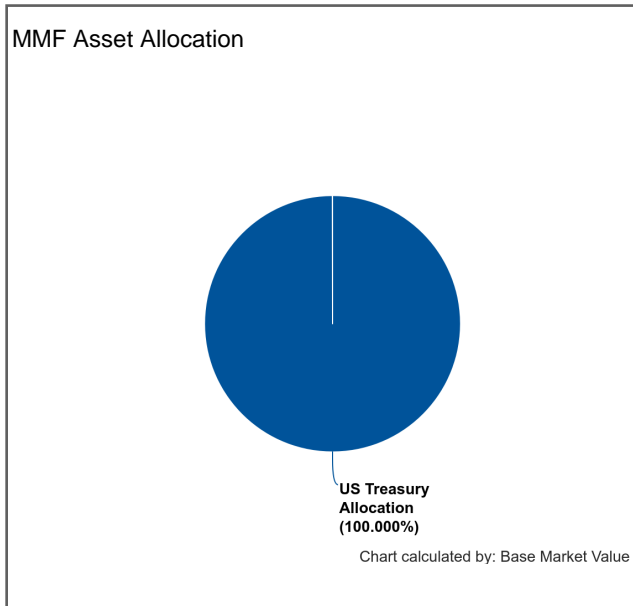
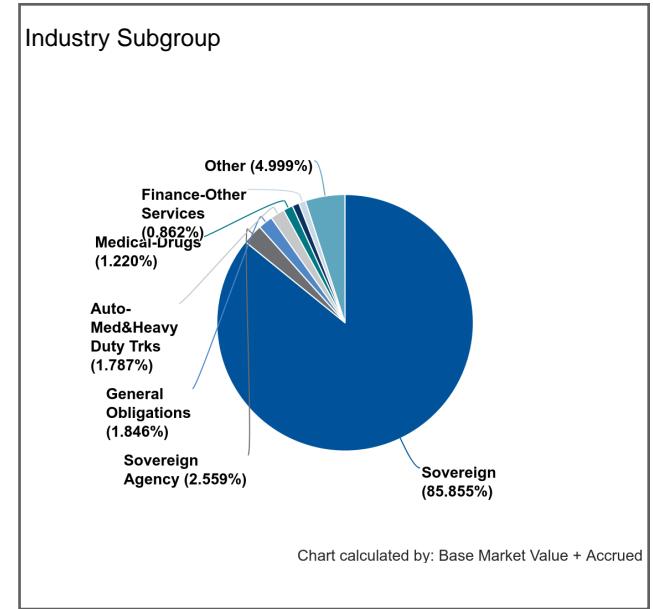
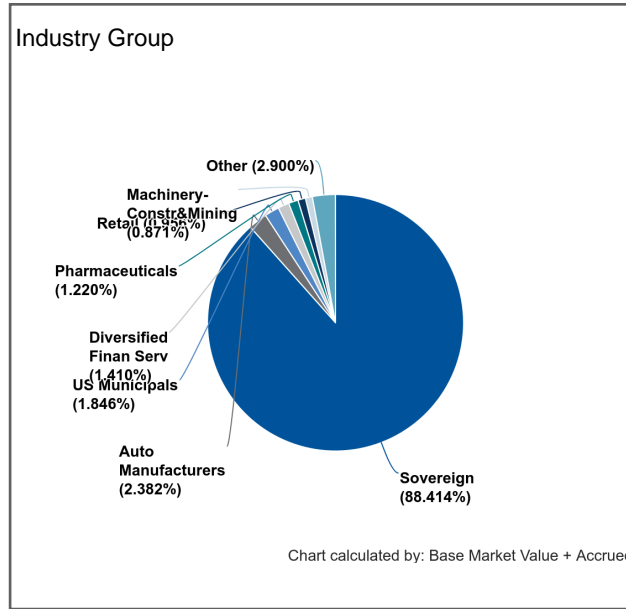
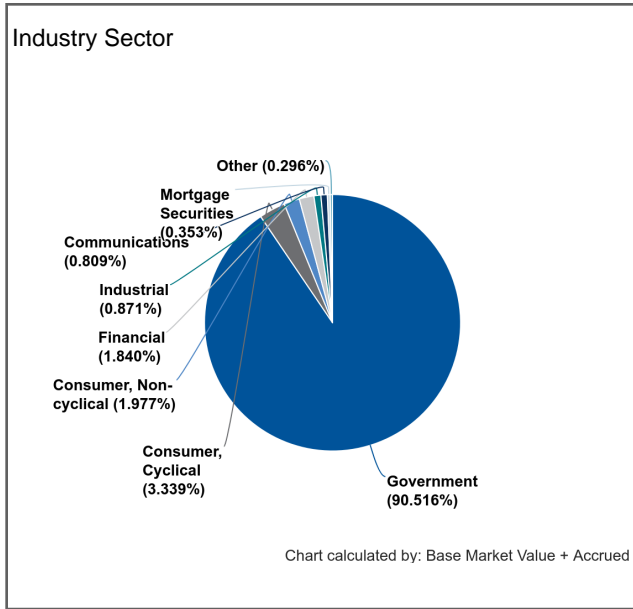


Base Risk Summary - Fixed Income

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

08/01/2024 - 08/31/2024

Dated: 09/06/2024



Base Risk Summary - Fixed Income

08/01/2024 - 08/31/2024

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

Dated: 09/06/2024

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

Additional Disclosure:

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.

Item #5.c.
10/10/2024

Public Trust Advisors, LLC (Public Trust) statements and reports are intended to detail our investment advisory activity as well as the activity of certain client accounts managed by Public Trust. The custodian bank maintains the control of assets and executes and settles all investment transactions. The custodian statement is the official record of security and cash holdings transactions. Public Trust recognizes that clients may use these reports to facilitate record keeping; therefore, it is recommended that the client reconcile this information with their custodian bank statement. Many custodians use a settlement date basis that may result in the need to reconcile due to a timing difference. The underlying market value, amortized cost, and accrued interest may differ between the custodian and this statement or report. This can be attributed to differences in calculation methodologies and pricing sources used.

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.

Clients may be permitted to establish one or more unmanaged accounts for the purposes of client reporting. Clients may also be permitted to provide externally managed assets for the purposes of client reporting. Public Trust defines unmanaged accounts or assets as one where the investment direction remains the sole responsibility of the client rather than the Investment Manager. Unmanaged accounts or external assets do not receive ongoing supervision and monitoring services. The Investment Manager does not make any investment recommendations and may not charge a fee for reporting on these accounts or assets. The primary purpose for this service is to include unmanaged accounts or assets owned by the client in the performance reports provided by the Investment Manager. The Investment Manager assumes no liability for the underlying performance of any unmanaged accounts or assets, and it is the client's sole responsibility for the accuracy or correctness of any such performance.

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.

The investment advisor providing these services is Public Trust Advisors, LLC, an investment adviser registered with the U.S. Securities and Exchange Commission (SEC) under the Investment Advisers Act of 1940, as amended. Registration with the SEC does not imply a certain level of skill or training. Public Trust is required to maintain a written disclosure brochure of our background and business experience. If you would like to receive a copy of our current disclosure brochure, Privacy Policy, or Code of Ethics, or have any questions regarding your account please contact us.

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



Report: GAAP Trading Activity

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

Date: 08/01/2024 - 08/31/2024

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
05531FBH5	TRUIST FINANCIAL CORP	(1,550,000.00)	(1,550,000.00)	Maturity	08/01/2024	08/01/2024	08/01/2024	(1,550,000.00)	-	1,550,000.00
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	(375,000.00)	(375,000.00)	Maturity	08/01/2024	08/01/2024	08/01/2024	(375,000.00)	-	375,000.00
3137BGK24	FHMS K-043 A2	-	(14,185.60)	Principal Paydown	08/01/2024	08/01/2024	12/25/2024	(14,185.60)	-	14,185.60
31846V534	FIRST AMER:US TRS MM Y	2,201,393.96	2,201,393.96	Buy	---	---	08/31/2024	2,201,393.96	-	(2,201,393.96)
31846V534	FIRST AMER:US TRS MM Y	(2,428,218.03)	(2,428,218.03)	Sell	---	---	08/31/2024	(2,428,218.03)	-	2,428,218.03
31846V534	FIRST AMER:US TRS MM Y	193,465.63	193,465.63	Buy	---	---	08/31/2024	193,465.63	-	(193,465.63)
31846V534	FIRST AMER:US TRS MM Y	(3,650,351.00)	(3,650,351.00)	Sell	---	---	08/31/2024	(3,650,351.00)	-	3,650,351.00
74153WCU1	PRICOA GLOBAL FUNDING I	435,000.00	435,000.00	Buy	08/20/2024	08/27/2024	08/27/2027	434,904.30	-	(434,904.30)
74153WCU1	PRICOA GLOBAL FUNDING I	300,000.00	300,000.00	Buy	08/20/2024	08/27/2024	08/27/2027	299,934.00	-	(299,934.00)
91282CHB0	UNITED STATES TREASURY	3,450,000.00	3,450,000.00	Buy	08/01/2024	08/02/2024	05/15/2026	3,412,535.16	26,847.66	(3,439,382.82)
91282CJN2	UNITED STATES TREASURY	1,000,000.00	1,000,000.00	Buy	08/01/2024	08/02/2024	11/30/2028	1,019,648.44	7,530.74	(1,027,179.18)
91282CKX8	UNITED STATES TREASURY	1,000,000.00	1,000,000.00	Buy	08/01/2024	08/02/2024	06/30/2029	1,017,070.31	3,811.14	(1,020,881.45)
San Mateo County TA		576,290.56	562,104.96					561,197.17	38,189.54	(599,386.71)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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
MONTHLY PAYMENTS
August 2024

Unit	Ref	Name	Amount	Method	Description
SMCTA	000400	POLITICO GROUP, INC	7,000.00	ACH	Operating Expenses
SMCTA	000405	SOUTH SAN FRANCISCO CHAMBER OF COMMERCE	250.00	ACH	Operating Expenses
SMCTA	001019	PROGRESS PUBLIC AFFAIRS,LLC	1,170.00	CHK	Operating Expenses
SMCTA	000406	TELLUS SOLUTIONS, INC.	11,037.60	ACH	Operating Expenses
SMCTA	001014	GOVERNMENT FINANCE OFFICERS ASSN	345.00	CHK	Operating Expenses
SMCTA	001020	THRIVE ALLIANCE	1,250.00	CHK	Operating Expenses
SMCTA	000397	PENINSULA TRAFFIC CONGESTION RELIEF	582,141.74	ACH	Capital Programs (1)
SMCTA	000398	STANTEC CONSULTING SERVICES, INC.	15,000.00	ACH	Capital Programs (2)
SMCTA	000399	WSP USA INC.	76,087.91	ACH	Capital Programs (3)
SMCTA	000401	AECOM TECHNICAL SERVICES, INC.	4,810.23	ACH	Capital Programs (4)
SMCTA	000402	WSP USA INC.	54,575.38	ACH	Capital Programs (5)
SMCTA	000403	KIMLEY-HORN AND ASSOCIATES, INC.	62,409.66	ACH	Capital Programs (6)
SMCTA	000404	AECOM TECHNICAL SERVICES, INC.	144,572.88	ACH	Capital Programs (7)
SMCTA	000407	HDR ENGINEERING, INC.	28,035.22	ACH	Capital Programs (8)
SMCTA	000408	STANTEC CONSULTING SERVICES, INC.	8,547.45	ACH	Capital Programs (9)
SMCTA	001009	CITY OF PACIFICA	18,802.70	CHK	Capital Programs (10)
SMCTA	001010	HALF MOON BAY, CITY OF	409.19	CHK	Capital Programs (11)
SMCTA	001011	SAN BRUNO, CITY OF	7,387.90	CHK	Capital Programs (12)
SMCTA	001012	TOWN OF COLMA	34,719.67	CHK	Capital Programs (13)
SMCTA	001013	SAN MATEO, COUNTY OF	35,879.17	CHK	Capital Programs (14)
SMCTA	001015	REDWOOD CITY, CITY OF	203,354.13	CHK	Capital Programs (15)
SMCTA	001016	SOUTH SAN FRANCISCO, CITY OF	212,061.82	CHK	Capital Programs (16)
SMCTA	001017	SAN MATEO COUNTY OFFICE OF EDUCATION	142,545.42	CHK	Capital Programs (17)
SMCTA	000267	PENINSULA CORRIDOR JOINT POWERS BOARD	948,131.48	WIR	Capital Programs (18)
SMCTA	000268	PENINSULA CORRIDOR JOINT POWERS BOARD	488,603.41	WIR	Capital Programs (19)

\$ 3,089,127.96

(1)	\$ 909.00	ACR/TDM FY23 & FY24 Cycle	(11)	ACR/TDM FY23 & FY24 Cycle
	<u>581,232.74</u>	Shuttles FY24-25 Funding		
	<u>\$ 582,141.74</u>		(12)	2020 Bike/Ped Call for Project
(2)		ACR/TDM FY23 & FY24 Cycle	(13)	\$ 2,308.42 ACR/TDM FY23 & FY24 Cycle
				<u>32,411.25</u> Ped/Bike Cycle 6 - FY 23/24
(3)	\$ 9,170.31	Highway Oversight		<u>\$ 34,719.67</u>
	<u>40,836.10</u>	SMCTA Strategic Plan 2025-2029	(14)	ACR/TDM FY23 & FY24 Cycle
	<u>26,081.50</u>	Regional Transit Connections	(15)	84/101 Interchange
	<u>\$ 76,087.91</u>		(16)	Shuttles FY24-25 Funding
(4)		101 Interchange to Broadway	(17)	Safe Routes to School
(5)		Ped/Bike Cycle 6 - FY 23/24	(18)	\$ 935,712.40 Broadway Grade Separation
(6)		Ped/Bike Cycle 6 - FY 23/24		<u>12,419.08</u> 25th Ave Grade Separation
(7)		101 Managed Lanes (Nof I-380)		<u>\$ 948,131.48</u>
(8)		NB 10 FCEB - GE Consulting Svc	(19)	\$ 18,261.67 Broadway Grade Separation
(9)		Ped/Bike Cycle 6 - FY 23/24		<u>470,341.74</u> S. Linden Ave-Scott St Grade S
(10)		Ped/Bike Cycle 6 - FY 23/24		<u>\$ 488,603.41</u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of August 31, 2024

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$4,361,852
San Mateo County/SFO BART Extension	387,720
Accessible Services	775,440
Total	\$5,525,013

Measure A Categories	Expenses
Transit	
	<i>Caltrain</i> \$5,549
	<i>Local Shuttle</i> 3,534
	<i>Ferry Service</i> 320
	<i>Dumbarton</i> 0
Highways	148,674
Grade Separations	40,812
Pedestrian and Bicycle	56,618
Alternative Congestion Relief	13,046
Administrative Overhead	140,730
Total	\$409,284

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$1,934,777
Total	\$1,934,777

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	-\$8,922
Transportation Demand Management	0
Grade Separation	0
Pedestrian and Bicycle	-14,938
Regional Transit Connections	0
Administrative Overhead	101,092
Total	\$77,232

Other Uses	Expenses
US 101 Express Lanes - Other (Equity Program/Other Contract)	\$0
External Funding Expenditures	48,707
Total	\$48,707

Note:
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: Margaret Tseng, Acting Executive Officer/District Secretary
Subject: **Approval of the 2025 Board of Directors Meeting Calendar**

Action

Staff recommends the Board approve the attached meeting calendar for 2025.

Significance

The Board of Directors' committee and regular meetings are scheduled for the first Thursday of each month at 5:00 pm, with the exception of January and October where the meetings are on the second Thursday due to the New Year's and Yom Kippur holidays, respectively.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng Acting Executive Officer/District Secretary 650-551-6108



Board Meeting Calendar 2025

Thursday – 5:00 PM
January 9*
February 6
March 6
April 3
May 1
June 5
July 3
August 7
September 4
October 9*
November 6
December 4

*The Board meets the first Thursday of the month unless otherwise noted.

Board meetings will be conducted in a hybrid format (virtually via Zoom and in person at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA unless otherwise stated). Individual members of the public may participate in person if they comply with the District's current workplace safety policies, unless otherwise stated at <https://www.smcta.com/whats-happening/board-directors-calendar>



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

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: October 3, 2024
To: TA Board of Directors
From: April Chan, Executive Director

US 101/Broadway Interchange Landscaping

As reported to the Board in November 2023, the landscaping phase of the US 101 Broadway Interchange project was restarted, and the TA was established as the implementing agency for the construction of the landscaping. Since that time, TA staff completed the final design of the landscaping, issued two proposal requests for design support during construction and construction management services, and issued an Invitation for Bids (IFB) to solicit bids for construction. In September 2024, two bids were received for the landscaping work, both were approximately 25 percent below the engineer's estimate of \$1,600,000. Board award of the construction contract is anticipated in December with construction starting in spring 2025. There are sufficient funds remaining in the Broadway project budget to complete all work, including the 3-year plant establishment period. Award of this construction contract will mark a significant milestone for the TA, as it will be the first time our agency will be responsible for advertising, awarding and administering a construction contract.

Alpine Road Corridor Improvement Project

This project aims to improve safety and access along the 1.8-mile stretch of Alpine Road from Stowe Lane to south of La Mesa Drive for all roadway users. The planning phase of this project was funded by \$990,000 in Cycle 6 Pedestrian and Bicycle Program funding along with \$100,000 in local match from the County of San Mateo. The award includes \$100,000 in Technical Assistance from the TA to lead the implementation of the initial planning work. As part of the planning process, the TA is assisting the County with defining the potential project alternatives, which includes conducting two community meetings to gather feedback and concerns on the potential alternatives. The content of each meeting will be the same and people have the option to join in person or remotely. The meetings will be held at Woodland School in Portola Valley at 6 p.m. on October 16, 2024, and on November 13, 2024.

101 Corridor Connect – Mid-County Multimodal Strategy Launch

The San Mateo County Transportation Authority's (TA) vision for US 101 is to be an interconnected corridor which serves the needs of all travelers in San Mateo County, regardless of how they choose to travel. To meet this goal the TA initiated the 101 Corridor Connect

Program which includes developing Multimodal Strategies in North, Mid, and South County. Each Multimodal Strategy focuses on a one-mile area on either side of the US 101 to fund and prioritize transportation projects. Transportation projects can include active transportation, public transit, as well as highway and local road improvements which will be considered for inclusion in the strategy and prioritized for future funding efforts.

The project team has finished analyzing the northern part of the county and is now working to launch the mid-county area effort, including cities like Burlingame, San Mateo, and Foster City, as well as surrounding unincorporated areas. In early October, TA staff will start engaging the community and our local jurisdiction partners to understand current travel patterns and needs through an online survey, presentations, pop-up events, and short videos. This feedback will help understand the community's priorities for transportation along the corridor, which will then be used to develop a draft list of recommended projects to include in the strategy.

Please visit the Mid-County Multimodal webpage for more information and a list of upcoming outreach events: www.smcta.com/MidCountyMultimodal.

2024 Ped/Bike and ACR/TDM CFP Update

The TA released the 2024 Cycle 7 Pedestrian and Bicycle Program, and the 2024 Cycle 2 Alternative Congestion Relief/Transportation Demand Management Program (ACR/TDM) Calls for Projects (CFPs) in early June with applications due on August 30, 2024. The TA announced that \$19 million in Ped/Bike funds and \$6 million in ACR/TDM funds would be available for project awards. In total, 24 Ped/Bike applications were received with approximately \$26 million in requests. However, only nine ACR/TDM applications were received totaling \$1.4 million in requests.

TA staff is working with the ACR/TDM applicants to understand some of the limiting factors on applications due to the undersubscription of the available funds. The Evaluation Committee is currently reviewing all the proposals and draft recommendations will be presented at the November TA Board meeting with award of funds anticipated in December.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer Transportation Authority
Subject: **Adopting the Regional Transit Connections Plan**

Action

Staff recommends the Board of Directors (Board) adopt the San Mateo County Transportation Authority's (TA) first Regional Transit Connections (RTC) Plan.

Significance

In accordance with the recommendations set forth in TA's Strategic Plan 2020-2024, staff, with consultant assistance, has prepared the attached proposed RTC Plan to guide the investment decisions and allocation of funds for the Measure W RTC program. At the March 2023 TA Board meeting, the Board programmed and allocated \$450,000 for the development of the TA's first RTC Plan. The Measure W Congestion Relief Plan identifies that sales tax revenues set aside for the RTC program should be invested in infrastructure and services that are designed to improve transit connectivity between San Mateo County and its neighboring counties.

The proposed RTC Plan has been developed to provide policy direction for the use of RTC program funding and develop a Capital Improvement Program as a guide to determine project eligibility and funding needs. The TA undertook a robust community and stakeholder engagement process to better understand the needs of people traveling from San Mateo County to San Francisco, Santa Clara, and/or Alameda counties. The engagement team held 10 pop-up events across San Mateo County, 8 stakeholder small-group meetings and one virtual community meeting, and created an online survey that received over 900 responses.

Additionally, the TA established a transit agency working group including representatives from SamTrans, Caltrain, BART, SF Bay Ferry, SFMTA, AC Transit, and VTA to guide the development of the RTC Plan. The TA also convened an RTC and Strategic Plan Ad Hoc Advisory Committee consisting of Directors Romero, Mates, and Beach.

Since presenting the Public Review Draft RTC Plan to the Board last month, staff made it available for comment from the RTC Transit Agency Working Group from August 26th to September 6th and the public from September 3rd to September 20th. At this October 10, 2024 meeting, staff will provide a brief update to the Board on minor edits to the Public Review Draft RTC Plan that were integrated into the Final Draft RTC Plan presented for consideration and adoption. In addition, based on the Board's input from September, the Draft RTC Plan was revised to include two more-substantive updates to (1) alter RTC category funding targets to provide 15% for first/last-mile projects, while making a commensurate reduction in operating funding by 5%, and (2) change the "Sustainability" evaluation criteria to be "Sustainability & Cost Effectiveness."

A copy of the Final Draft RTC Plan is included as an attachment to this staff report.

Budget Impact

There is no budget impact associated with this item.

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 to help reduce traffic congestion and improve transit connectivity between San Mateo County and the rest of the region. This RTC 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 Director, Planning and Fund 650-622-7853
Management

Resolution No. 2024-

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

* * *

Adopting the Regional Transit Connections Plan

Whereas, on November 6, 2018, the voters of San Mateo County approved a San Mateo County Transit District (District) ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent; and

Whereas, the District subsequently tasked the San Mateo County Transportation Authority (TA) with administering four of the five transportation program categories pursuant to the Measure W Congestion Relief Plan presented to the voters; and

Whereas, the TA Strategic Plan 2020-2024 directed staff to prepare the TA's first Regional Transit Connections (RTC) Plan to guide project funding decisions specific to the Measure W RTC category; and

Whereas, staff coordinated with an advisory group consisting of the regional transit agencies that serve San Mateo County including SamTrans, Caltrain, BART, SF Bay Ferry, SFMTA, VTA, and AC Transit, as well the Metropolitan Transportation Commission; and

Whereas, staff conducted a sizeable multicounty, multilingual community engagement effort to understand the needs of people traveling between San Mateo County and Alameda County, San Francisco County, and Santa Clara County; and

Whereas, the TA Board also convened an RTC and Strategic Plan Ad Hoc Advisory Committee to provide input on the RTC plan, which was presented in draft form to the full TA Board on September 11, 2024; and

Whereas, staff now recommends the Board of Directors adopt the TA’s first Regional Transit Connections plan guide the investment decisions and allocation of funds for the Measure W RTC program, and prepare to conduct the first RTC program Call for Projects in 2025.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the attached Regional Transit Connections Plan.

Regularly passed and adopted this 10th day of October, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Acting Authority Secretary

October 2024



Regional Transit Connections Plan

Version: Final

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ACKNOWLEDGMENTS

BOARD OF DIRECTORS

Carlos Romero, Chair (Representing South County)

Julia Mates, Vice Chair (Representing Central County)

Anders Fung (Representing Cities-at-Large)

Mark Nagales (Representing North County)

Noelia Corzo (Representing Board of Supervisors)

Ray Mueller (Representing Board of Supervisors)

Rico E. Medina (Representing San Mateo County Transit District [SamTrans])

EXECUTIVE STAFF

April Chan, Executive Director

Peter Skinner, Executive Officer, Transportation Authority

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Chelsea Schultz, SamTrans

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David Pape, Caltrain

Jennifer Raupach, San Francisco Bay Area Water Emergency Transportation Authority (WETA)

Liz Brisson, San Francisco Municipal Transportation Agency (SFMTA)

Marcella Rensi, Santa Clara Valley Transportation Authority (VTA)

Michael Eshleman, AC Transit

Michael Gougherty, WETA

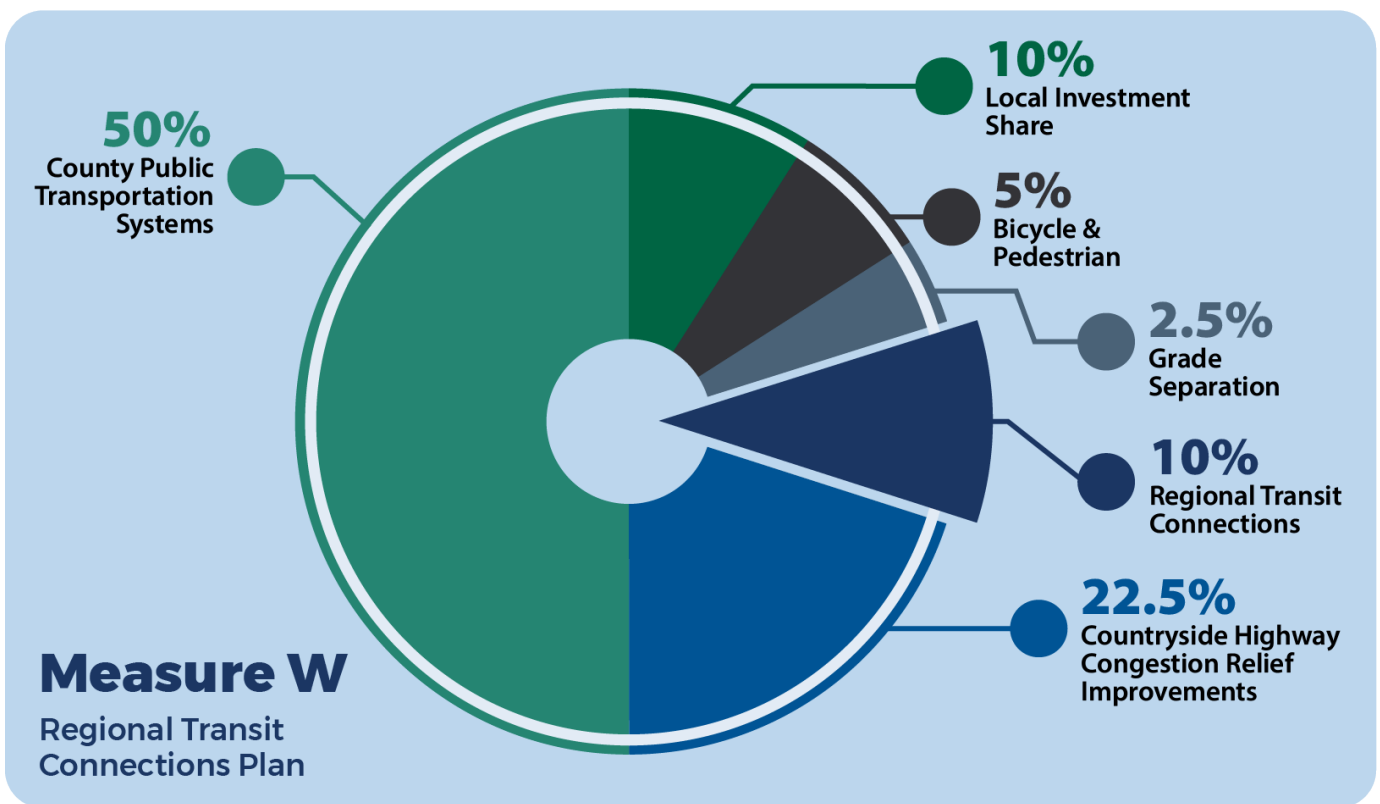
Steve Boland, SFMTA

INTRODUCTION

This document presents the Regional Transit Connections (RTC) Plan developed for the San Mateo County Transportation Authority (TA). The plan provides guidance for the new Measure W RTC funding program. The program was established through the passing of Measure W by San Mateo County voters which provided the county with additional resources to improve transit and relieve traffic congestion raised from the half-cent sales tax.

As shown in Figure 1, Measure W includes funds for highway projects, local street repair, grade separations for Caltrain tracks, expanded bicycle and pedestrian facilities or programs, and improved transit connections. Ten percent of Measure W revenues go toward the RTC Program, adding up to approximately \$9.0 to \$12.0 million per year. As of the adoption of the Fiscal Year (FY) 2024-2025 TA budget, \$63.2 million is available to be programmed.

Figure 1: Measure W Breakdown



Source: San Mateo County Transportation Authority, 2024.

The RTC Plan identifies policies that will guide the implementation of the RTC Program through planning, operating, and capital recommendations based on the ability of projects to improve regional access for San Mateo County residents, workers, and visitors. Figure 2 provides examples of projects that would be eligible for program funding.

Figure 2: Examples of Eligible Projects



The plan will be a guide for initiating and selecting projects and programs for the Measure W RTC funding category. These funds will support projects and programs that aim to meet the following program goals¹

Goal 1	Goal 2	Goal 3	Goal 4
<p>Increase regional transit services and enhance infrastructure to improve transit speed and reliability</p>	<p>Establish more direct regional transit routes and supportive infrastructure to facilitate transit trips with fewer or cheaper transfers to increase transit use and reduce congestion in major highway corridors</p>	<p>Promote equitable regional transit programs, operations, and supportive infrastructure that improve connectivity between transit operators, enhance customer experience, help provide off-peak travel options, and increase safety for all riders</p>	<p>Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility</p>

¹ These goals built off the Measure W Core Principles and were refined through community and stakeholder input.

The plan was developed based on a robust community and stakeholder outreach approach with a particular emphasis on ensuring traditionally underserved communities by transit were involved. Figure 3 provides an overview of the plan development schedule.

Figure 3: RTC Plan Development Schedule



The plan includes the following sections:

- Existing Conditions
- Engagement
- Capital Improvement Program Summary
- Program Framework
- Appendix 1: CIP
- Appendix 2: Engagement Summary Report
- Appendix 3: Survey Responses
- Appendix 4: Small Group Meeting Summaries
- Appendix 5: Pop-Up Event Summaries
- Appendix 6: Virtual Public Meeting Summary
- Appendix 7: Working Group Meeting Agendas
- Appendix 8: Draft Plan Comments



EXISTING CONDITIONS

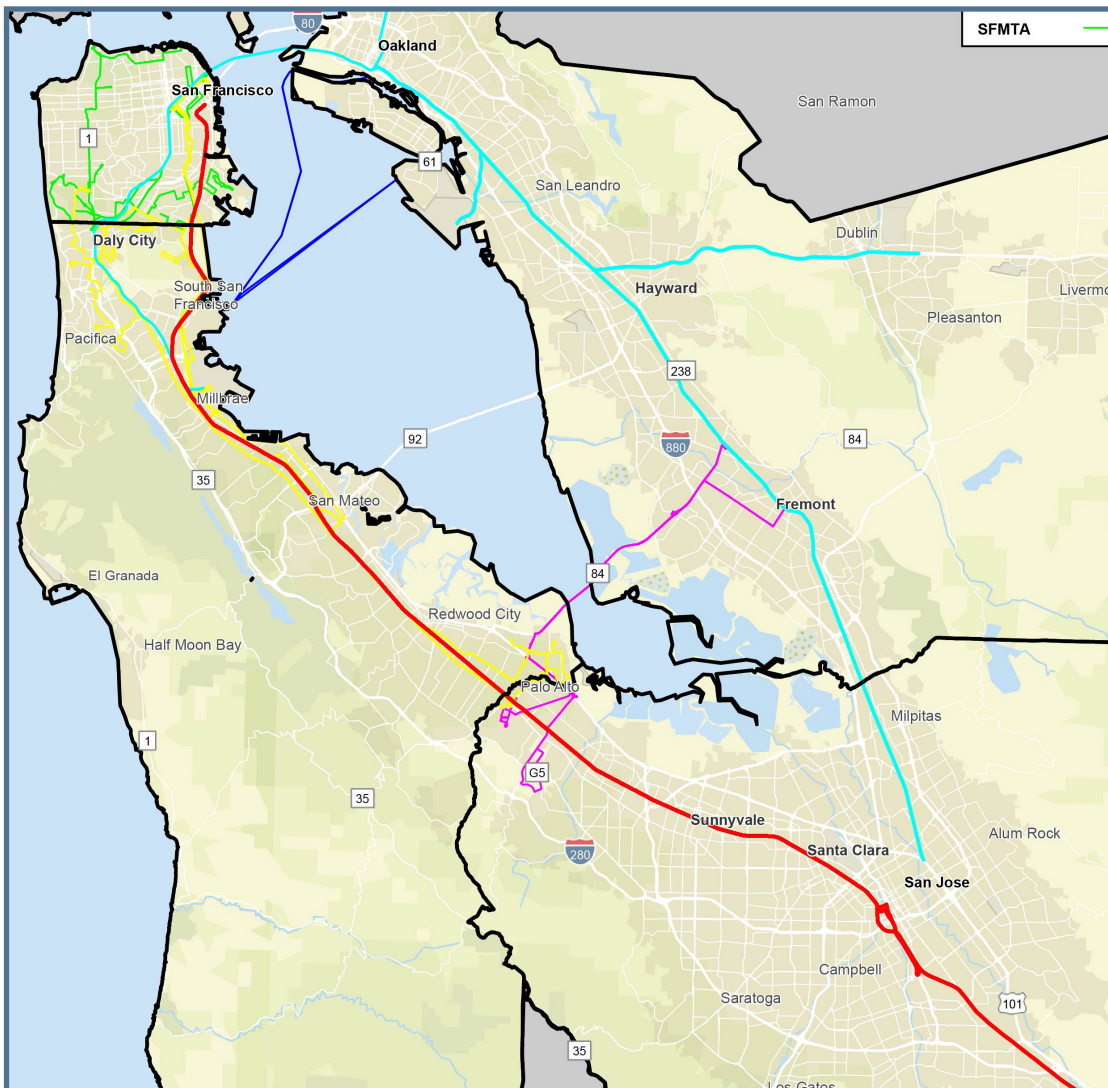
The first step in developing the RTC Plan was conducting an analysis of existing conditions within the study area, which included Alameda County, San Francisco County, San Mateo County, and Santa Clara County. The intent of the existing conditions analysis was to produce a baseline assessment of the regional transit network to identify existing roadways, transit service frequency, planned regional transit projects, and key activity centers outside of San Mateo County that can be accessed via regional transit services. The analysis also identified demographics within the study area with a focus on transit riders.

REGIONAL TRANSIT NETWORK SERVING SAN MATEO COUNTY

The study area is served by a network of multi-modal transportation services as shown in Figure 4: Regional Transit Network Serving San Mateo County. The major agencies that connect San Mateo County with the other portions of the study area include:

- AC Transit
- Caltrain
- SFMTA
- BART
- SamTrans
- WETA

Figure 4: Regional Transit Network Serving San Mateo County



Ridership across all agencies has decreased due to the pandemic. As shown in Table 1, the largest decreases in ridership have been experienced by agencies that primarily cater to commuters (BART and Caltrain). AC Transit, SamTrans, and SFMTA have experienced stronger recoveries in ridership as more residents rely on these services for a wider variety of trip purposes throughout the day. WETA experienced the highest ridership recovery of all agencies serving the area.

Table 1: Regional Transit Ridership

Agency	2019 Average Weekday Ridership	August 2023 Average Weekday Ridership	Percent Change
AC Transit	175,013 ²	127,756 ³	-27%
BART	414,166 ⁴	166,637 ⁵	-60%
Caltrain	63,597 ⁶	20,284 ⁷	-68%
SamTrans	47,730 ⁸	33,184 ⁹	-30%
SFMTA ¹⁰	706,007	443,610	-37%
WETA	9,944 ¹¹	7,839 ¹²	-21%

² Source: "Annual Report 2019", AC Transit, 2019, https://www.actransit.org/sites/default/files/2021-03/0017-20%20Annual%20Report%202019_small_FNL.pdf.

³ Source: "Average Weekday Ridership", AC Transit, 2024, <https://kpi.actransit.org/#ridership>.

⁴ Source: "BART: The Bay Area's Transportation Backbone", BART, 2019, <https://www.bart.gov/sites/default/files/docs/2019%20BARTFacts2019%20FINAL.pdf>.

⁵ Source: "Monthly Ridership Report September and Trailing 12-months", BART, 2023, <https://www.bart.gov/sites/default/files/2023-10/202309%20MRR.pdf>.

⁶ Source: "Caltrain 2019 Annual Passenger Count Key Findings", Caltrain, 2019, <https://www.caltrain.com/media/1359/download>.

⁷ Source: "Peninsula Corridor Joint Powers Board of Directors Meeting", Caltrain, 2023, <https://www.caltrain.com/media/31725/download>.

⁸ Source: "End-of-Year Performance Report FY 2019", SamTrans, 2019, <https://www.samtrans.com/media/6392/download>.

⁹ Source: "Board of Directors Meeting", SamTrans, 2023, <https://www.samtrans.com/media/31718/download>.

¹⁰ Source: "City Performance Scorecards", City and County of San Francisco, 2023, <https://sfgov.org/scorecards/transportation/ridership>.

¹¹ Source: "San Francisco Bay Area Water Emergency Transportation Authority dba San Francisco Bay Ferry 2019 Annual Agency Profile", Federal Transit Authority (FTA), 2019, https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2019/90225.pdf.

¹² Source: WETA, 2024 (2023 average weekday ridership for the entire year shown).

TRAVEL PATTERNS

Modes of travel to work differ by county throughout the study area and reflect changes in office occupancy since the pandemic. As shown in Table 2, San Mateo County commuters are most likely to drive alone to work, followed by working from home, carpooling, taking public transit, walking, biking, and other means of transportation. Across the four counties, the biggest changes since the pandemic are decreases in public transit usage and corresponding increases in residents working from home.

Table 2: Means of Transportation to Work¹³

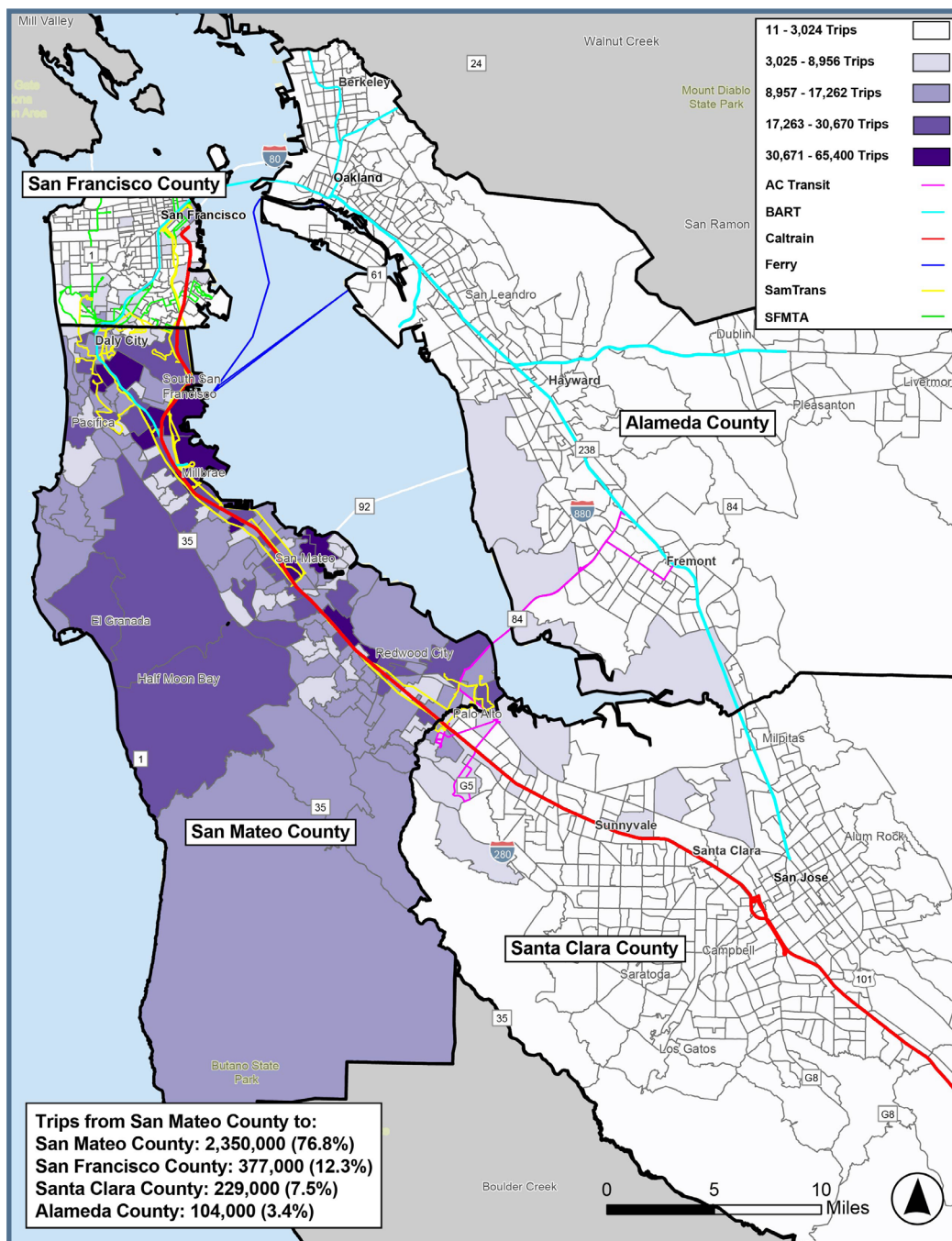
Mode	Year	Alameda	San Francisco	San Mateo	Santa Clara	Average
Drive Alone	2019	59.5%	32.3%	67.8%	74.7%	58.6%
	2021	54.6%	28.0%	60.6%	67.1%	52.6%
	Percent Change	-8.2%	-13.3%	-10.6%	-10.1%	-10.2%
Carpool	2019	9.8%	6.9%	9.5%	10.5%	9.2%
	2021	8.8%	6.1%	9.0%	9.3%	8.3%
	Percent Change	-10.2%	-11.6%	-5.3%	-11.4%	-9.8%
Public Transit	2019	16.3%	34.3%	10.3%	4.3%	16.3%
	2021	13.0%	27.4%	8.2%	3.3%	13.0%
	Percent Change	-20.2%	-20.1%	-20.4%	-23.3%	-20.2
Walk	2019	3.8%	11.6%	2.4%	2.1%	5.0%
	2021	3.6%	12.5%	2.4%	2.2%	5.2%
	Percent Change	-5.3%	+7.8%	+/-0.0%	+4.8%	+4.0%
Bike	2019	2.1%	3.7%	1.4%	1.8%	2.3%
	2021	1.6%	3.2%	1.3%	1.4%	1.9%
	Percent Change	-23.8%	-13.5%	-7.1%	-22.2%	-17.4%
Other	2019	1.7%	3.8%	1.7%	1.3%	2.1%
	2021	1.7%	3.9%	1.9%	1.3%	2.2%
	Percent Change	+/-0.0%	+2.6%	+11.8%	+/-0.0%	+4.8%
Work from Home	2019	6.5%	6.5%	5.7%	5.3%	6%
	2021	16.3%	17.0%	15.4%	15.5%	16.1%
	Percent Change	+150.8%	+161.5%	+170.2%	+192.5%	+168.3%

¹³ Source: "Explore Census Data", United States (US) Census Bureau, 2024, <https://data.census.gov/>.

To determine travel destinations of San Mateo County residents within the county and within the three surrounding counties, Replica data was utilized, which is a data source that is based on trip patterns made by cell phone users. Total trips to each county within the study area, as well as trips to individual census tracts within the three surrounding counties, were analyzed. The Replica data in the following figures indicates total trips for a typical weekday from Spring 2023.

Figure 5 shows a breakdown of trips originating from San Mateo County. Of the 3.1 million total trips, the majority ended in San Mateo County (76.8%), followed by San Francisco County (12.3%), Santa Clara County (7.5%), and Alameda County (3.4%). North to south transit connections are provided via Caltrain and SamTrans, however there is a distinct lack of east to west connections for transit users.

Figure 5: Destinations of San Mateo County Trip Origins



DEMOGRAPHICS

To understand the demographic breakdown of riders across the various transit agencies serving the study area, data gathered from the following sources were summarized:

- AC Transit Realign Survey¹⁴
- 2022 BART Customer Satisfaction Survey¹⁵
- 2022 Caltrain Triennial Customer Survey¹⁶
- 2021 SamTrans Triennial Customer Survey¹⁷
- San Francisco Bay Ferry Summary Report 2022 On-Board Passenger Survey¹⁸
- SFMTA Ridership Survey 2022¹⁹

SamTrans serves the highest percentages of riders that are non-white at 85%, followed by BART at 67%, and both Caltrain and WETA at over 50%. SamTrans leads Bay Area transit ridership with the highest percentage of zero-vehicle households at 74%, followed by Caltrain at 61% and BART at 44%. SamTrans also leads with the highest percentage of riders that have limited English proficiency, are low-income, seniors, and school-aged children. AC Transit serves the highest percentage of riders that are disabled. Caltrain and SFMTA ridership profiles indicate that they have the highest average income levels.

Demographic data was also assessed from the US Census Bureau for the four counties included in the study area. San Mateo County is currently the least populated and least dense county within the study area and is projected to grow at the lowest rate of the four counties (20%) between 2021 and 2040.²⁰ Within the study area, San Mateo County contains the lowest number of residents below the poverty line, with limited English proficiency, with disabilities, and zero-vehicle households. San Mateo County is either second or third in the following measures: median household income, residents with no college degree, non-white population, and school-aged children. Of the four counties, San Mateo County has the largest percentage of residents that are seniors.

¹⁴ Source: "AC Transit Realign – Survey Results", AC Transit, 2023, <https://actransit.legistar.com/View.ashx?M=F&ID=12178518&GUID=702D2B73-C5BE-4BD4-A5FA-9C1D3B8FEE5D>.

¹⁵ Source: "2022 BART Customer Satisfaction Survey", BART, 2023, https://www.bart.gov/sites/default/files/docs/CS2022_Report_040423.pdf.

¹⁶ Source: Fall 2022 Caltrain Customer Survey Summary Report", Caltrain, 2022, <https://www.caltrain.com/media/31369>.

¹⁷ Source: "2021 SamTrans Triennial Customer Survey Systemwide On-Board Bus Survey Summary Report", SamTrans, 2021, <https://www.samtrans.com/media/22336/download?inline>.

¹⁸ Source: "Summary Report 2022 On-Board Passenger Survey", WETA, 2022, <https://weta.sanfranciscobayferry.com/sites/default/files/weta-public/publications/2022%20WETA%20Passenger%20Survey%20Report%20FINAL.pdf>.

¹⁹ Source: "2022 Muni Rider Survey", SFMTA, 2023, <https://www.sfmta.com/blog/2022-muni-rider-survey>.

²⁰ Source: "Plan Bay Area Projections 2040", MTC, 2018, https://mtc.ca.gov/sites/default/files/Projections_2040-ABAG-MTC-web.pdf.

The following federal, regional, state, and local datasets were utilized to identify underserved communities within the study area:

- Areas of Persistent Poverty and Historically Disadvantaged Communities (US Department of Transportation [USDOT])²¹
- Equity Priority Areas (EPA) (SamTrans)²²
- Equity Priority Communities (MTC)²³
- National Risk Index (Federal Emergency Management Agency [FEMA])²⁴
- Priority Development Areas (PDA) (Association of Bay Area Governments [ABAG])²⁵
- Senate Bill (SB) 535 Disadvantaged Communities (California Office of Environmental Health Hazard Assessment [OEHHA])²⁶

Within San Mateo County, the highest concentrations of underserved populations according to these various measures are located in East Palo Alto, Redwood City, San Bruno, and South San Francisco. Future development within the county is expected to occur near Daly City and along the Caltrain/El Camino Real corridor.

²¹ Source: "Areas of Persistent Poverty & Historically Disadvantaged Communities", USDOT, 2023, <https://www.transportation.gov/RAISEgrants/raise-app-hdc>.

²² Source: SamTrans, 2024, <https://www.arcgis.com/apps/webappviewer/index.html?id=b0c9f71bfc64893aa93308d38f48cd1>.

²³ Source: "Equity Priority Communities", MTC, 2024, <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

²⁴ Source: "National Risk Index for Natural Hazards", FEMA, 2024, <https://www.fema.gov/flood-maps/products-tools/national-risk-index>.

²⁵ Source: "PDA – Priority Development Areas", ABAG, 2024, <https://abag.ca.gov/our-work/land-use/pda-priority-development-areas>.

²⁶ Source: "SB 535 Disadvantaged Communities", OEHHA, 2022, <https://oehha.ca.gov/calenviroscreen/sb535>.

ENGAGEMENT

The project team conducted a robust engagement effort to provide outreach to the public and key stakeholders throughout the development of the plan. Goals for the engagement activities included the following:

- Understand the transportation habits of people who travel between San Mateo County and Alameda County, San Francisco County, and Santa Clara County
- Identify types of regional transit improvements that can improve the travel experience for current inter-county travelers
- Identify types of regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

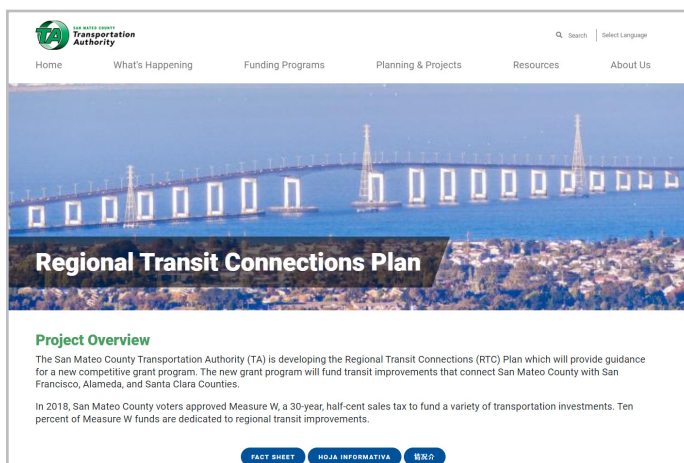
Results from each engagement activity was incorporated into the development of the plan. A high-level summary of the various engagement activities is provided below, and the complete Engagement Summary Report is included in Appendix 2.

COMMUNITY OUTREACH

ONLINE SURVEY

To gather information on community priorities for the plan within the study area, an online survey was posted on the TA's website from February 2024 to April 2024. The survey was administered in English, Simplified Chinese, and Spanish and received over 900 responses. The survey link was shared through the following channels and advertised in the four counties within the study area:

- Four-week paid ad campaign on the TA's Meta account
- Partner organizations
- Pop-up events
- Press release
- Social media posts
- TA webpage
- Virtual community meeting



The questions were designed to receive feedback on the public's current travel habits, limits on inter-county transit travel, and prioritizations for future travel connections within the study area. The following list provides a summary of the results of the survey:

- Most respondents travel by driving alone; however, most would prefer to travel by train if service was improved
- Preferred improvements to transit between San Mateo County and other areas in the study area include more direct routes and fewer transfers, shorter wait times, and transit speed and reliability improvements

- Improving affordability, local bus and shuttle connections to and from regional transit, and safety would entice more respondents to use transit
- Preferred improvements for transit connections between Alameda County and San Mateo County include bus or rail service across the San Mateo Bridge, earlier and later ferry departures, more frequent off-peak ferry service, and new ferry routes
- Preferred improvements for transit connections between San Francisco County and San Mateo County include commuter and senior shuttle service, fare integration, improved safety, and more frequent service
- Preferred improvements for transit connections between San Mateo County and Santa Clara County include bicycle infrastructure, improved signage and communication to riders, integration and coordination of transit systems, and rail connections to the South Bay

SMALL GROUP MEETINGS

As shown in Figure 6, the project team held eight small group meetings to actively engage with community-based organizations (CBO), labor groups, and large employers to support development of the plan. The purpose of these meetings was to introduce the project, establish and maintain relationships with the groups for this and future projects, and provide an open forum for participants to share feedback on their transit usage patterns Table 3 shows a summary of the events.

Figure 6: *Small Group Meeting with El Concilio of San Mateo County*



Table 3: Small Group Meeting Summary

Date	Organization Type	Organization Name
Wednesday, March 13 th , 2024	Labor groups	San Mateo Building Trades, SCIU Assessor’s Office, SEIU Committee on Political Education, and Union Community Alliance
Thursday, March 14 th , 2024	Labor groups	San Mateo Building Trades, SCIU Assessor’s Office, SEIU Committee on Political Education, and Union Community Alliance
Thursday, March 14 th , 2024	Large employer	Stanford University
Friday, March 15 th , 2024	Large employer	Kaiser Permanente
Wednesday, March 20 th , 2024	Large employer	Genentech
Wednesday, March 20 th , 2024	Large employer	Google
Monday, March 25 th , 2024	CBO	Promotores en Acción Comunitaria
Thursday, April 25 th , 2024	CBO	El Concilio of San Mateo County

Key takeaways included the following:

- Make transit service more affordable and safer
- Create better transportation options
- Improve the Dumbarton Express
- Create more direct, efficient, and reliable transit routes
- Improve connectivity between modes of transportation

POP-UP EVENTS

As shown in Figure 7 and Figure 8, the project team held ten pop-up events in the study area, including five in Alameda County, four in San Mateo County, and one in Santa Clara County. Event activities, locations, and times are shown in Table 4 and were designed to reach a wide variety of communities. Each event was designed to share information about the project and learn about the public’s travel behaviors to help shape RTC Program funding priorities. As shown in Figure 9, this included a sticker voting exercise to indicate how the public travels and how regional transit can be improved. Attendees were encouraged to complete the online survey as well.

Figure 7: *Pacifica Whalefest Pop-Up Event*



Figure 8: Love Our Earth Festival Pop-Up Event

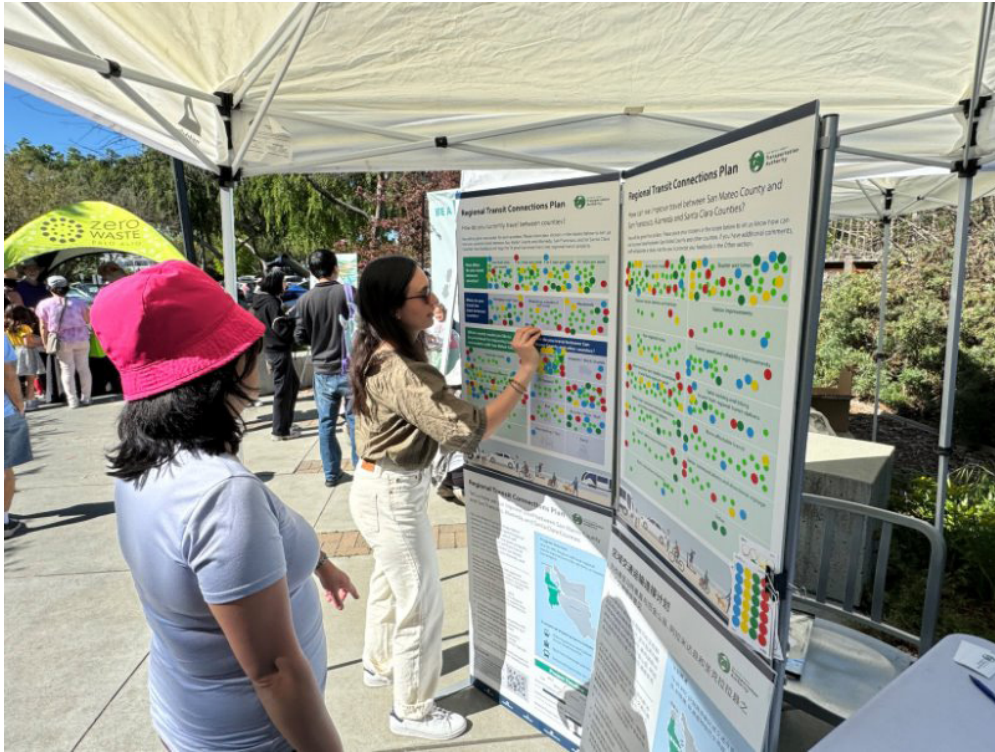
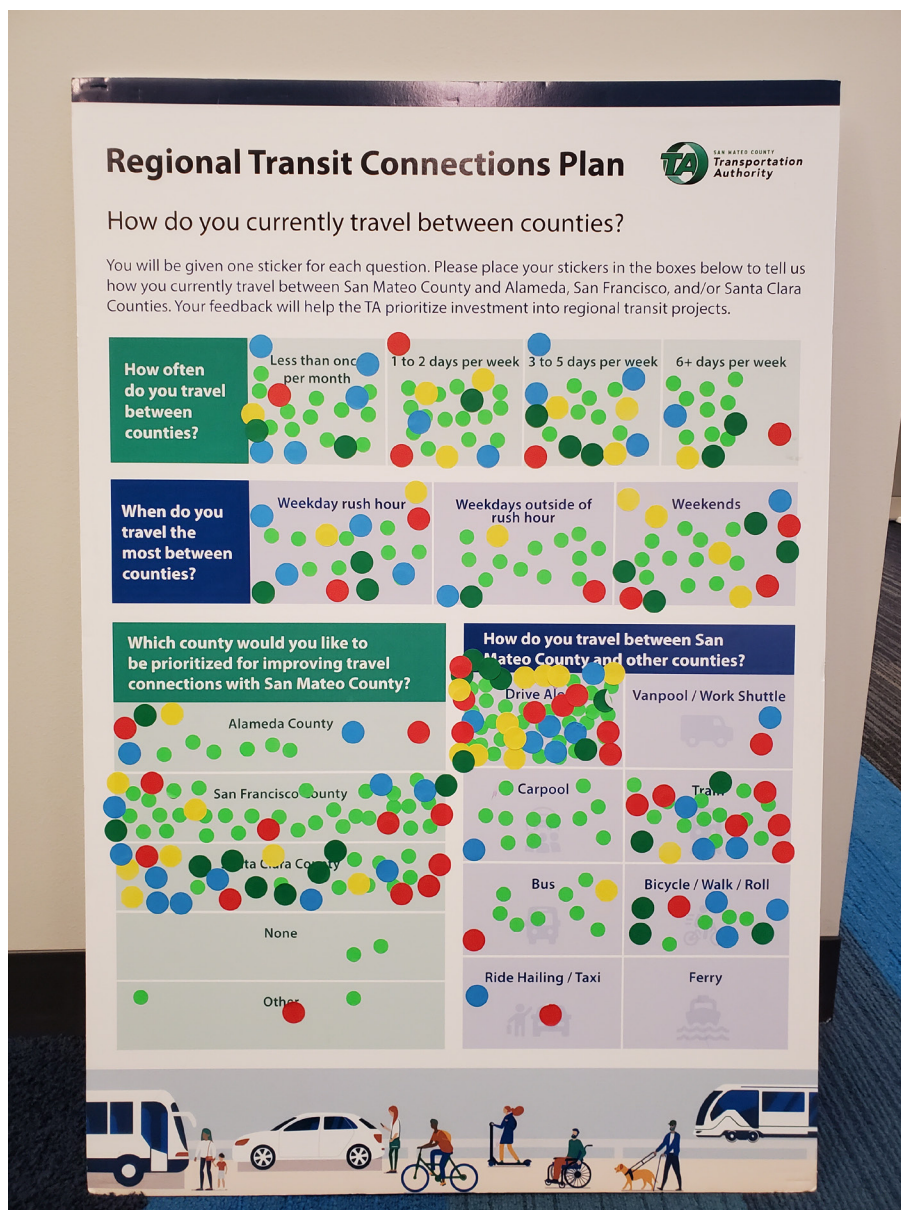


Table 4: Pop-Up Event Summary

Date	Location	Number of Active Participants
Thursday, March 21 st , 2024	South San Francisco Ferry Terminal	100 survey cards distributed on-board
Tuesday, March 26 th , 2024	Fremont BART Station	20 survey cards distributed to people exiting the station
Thursday, March 28 th , 2024	Hayward BART Station	40 survey cards distributed to people exiting the station
Wednesday, April 3 rd , 2024	South San Francisco Ferry Terminal	100 survey cards distributed on-board
Wednesday, April 10 th , 2024	Downtown San Leandro Farmers Market	14
Thursday, April 11 th , 2024	Daly City Certified Farmers Market	25
Saturday, April 13 th , 2024	Love our Earth Festival (East Palo Alto)	32
Saturday, April 20 th , 2024	Pacifica Whalefest	30
Sunday, April 21 st , 2024	Earth Day Festival (Palo Alto)	12
Saturday, April 27 th , 2024	Downtown Redwood City Library – Author’s Event	9

Figure 9: Sticker Voting Exercise



The following list provides a summary of key takeaways from the pop-up events:

- Improve transit connections, including frequency and reliability, between counties
- Create more options for multi-modal travel
- Increase accessibility for residents with disabilities and seniors
- Make transit services more affordable and safer
- Improve wayfinding and transit information (i.e., announcements, arrival times, etc.)

VIRTUAL COMMUNITY MEETING

A virtual community meeting was held for the project in April 2024 via Zoom. Content included an overview of the RTC Program, summary of the existing conditions analysis and project inventory, upcoming community and stakeholder engagement activities, followed by a group discussion. The following questions were discussed:

- Where do you regularly travel to outside of San Mateo County and how do you get there?
- Where would you like to go on transit outside of San Mateo County that you cannot right now?
- What would make it easier for you to take transit to or from San Mateo County?
- Is there a type of regional transit (i.e., buses, ferries, trains, etc.) that you think should be prioritized for improvements, and why?

Key takeaways included the following:

- Make transit service more affordable
- Improve the Dumbarton Express
- Increase frequency, reliability, and safety of transit services
- Create better weekend transit service

STAKEHOLDER OUTREACH

WORKING GROUP MEETINGS

A Working Group was convened to involve and request input on the development of each component of the plan. Working Group members included staff from the following organizations:

- Alameda-Contra Costa Transit District (AC Transit)
- Bay Area Rapid Transit (BART)
- Caltrain
- Metropolitan Transportation Commission (MTC)
- San Francisco Bay Area Water Emergency Transportation Authority (WETA)
- San Francisco Municipal Transportation Agency (SFMTA)
- San Mateo County Transit District (SamTrans)
- Santa Clara Valley Transportation Authority (VTA)

As shown in Table 5, the Working Group met four times to provide guidance throughout the lifecycle of the project:

Table 5: Working Group Meeting Summary

Date	Topics Discussed
Monday, February 12 th , 2024	RTC Program introduction
Wednesday, May 8 th , 2024	Draft CIP
Thursday, May 30 th , 2024	Public engagement feedback and potential policies
Tuesday, July 30 th , 2024	RTC Program guidelines and evaluation criteria
Wednesday, August 21 st to Wednesday, September 4 th , 2024	Virtual input and review of RTC Draft Plan



CAPITAL IMPROVEMENT PROGRAM SUMMARY

The Capital Improvement Program (CIP) identifies projects that may be eligible for funding from the RTC Program and will assist in long-term policy guidance and financial planning for the program. These projects are included due to their ability to meet the RTC Program’s main goal of reducing congestion and improving transit connectivity between San Mateo County and the rest of the study area. The CIP establishes a list of projects and estimates the costs to develop a financially unconstrained estimate.

The approach for developing the CIP involved the TA working with the Working Group to conduct a project inventory process. The TA collected information for potential projects that could be eligible for funding through the RTC Program which was reviewed and amended by the Working Group and TA Board of Directors RTC/Strategic Plan 2020-2024 Ad Hoc Committee. Figure 10 shows a breakdown of projects by eligible sponsor, Table 6 shows a breakdown of capital projects, and Table 7 shows a breakdown of operations projects.

Figure 10: Number of Projects by Eligible Sponsor

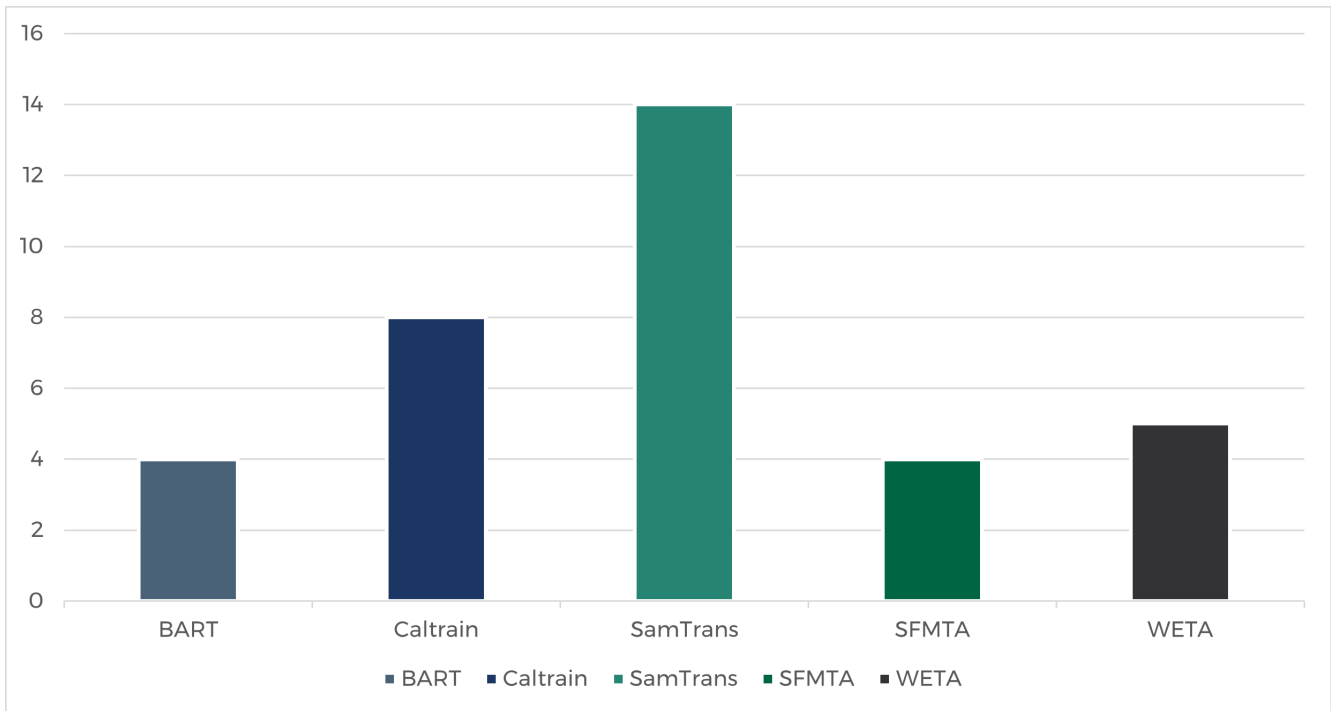


Table 6: Capital Projects Breakdown

Subcategory	Number of Projects	Total Cost
First/Last-Mile Infrastructure	1	\$9.0 million
New Transit Infrastructure – Bus	3	\$257.0 million
New Transit Infrastructure – Ferry	4	\$125.7 million
New Transit Infrastructure – Multiple	1	\$423.0 million
New Transit Infrastructure – Rail	10	\$4.7 billion
Total	19	\$5.5 billion

Table 7: Operations Projects Breakdown

Subcategory	Number of Projects	Total Cost
Improve Existing Operations – Bus	3	\$38.7 million
Improve Rider Experience – Rail	2	\$235.6 million
Improved or Expanded Service – Bus	1	\$10.0 million
New Service – Bus	7	\$17.3 million
New Service – Ferry	1	\$110.7 million
New Service – Rail	2	\$1.3 billion
Total	16	\$1.7 billion

The final list of projects is shown in Table 8 and the full CIP is shown in Appendix 1.

Table 8: CIP Summary List of Projects

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Regional Wayfinding/Mobility Hubs	BART	Operations	\$1.6 million
Next Gen Fare Gates	BART	Capital	\$10.3 million
Millbrae BART Station Resiliency/Rider Experience Improvements	BART	Capital	\$23.0 million
San Mateo County Elevator Modernization and Upgrades	BART	Operations	\$234.0 million
Systemwide Access and Station Improvements	Caltrain	Capital	\$125.0 million

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Caltrain Enhanced Growth Scenario Phase 1	Caltrain	Operations	\$562.0 million
Caltrain Enhanced Growth Scenario Phase 2	Caltrain	Operations	\$729.0 million
Caltrain Enhanced Growth Scenario Phase 3	Caltrain	Capital	\$1.9 billion
4-Track Station and Grade Separation at Redwood City Station	Caltrain	Capital	\$925.0 million
Caltrain Level Boarding Program	Caltrain	Capital	\$180.0 million
System Technologies Modernization Program	Caltrain	Capital	\$24.0 million
Corridor Crossing Strategy - Programmatic Delivery (San Mateo County)	Caltrain	Capital	\$1.1 billion
US 101/SR 92 Mobility Hub	SamTrans	Capital	\$9.0 million
Express Bus Capital Upgrades	SamTrans	Capital	\$100.0 million
Limited Stop Express Bus San Bruno BART to/from East Palo Alto via SFO	SamTrans	Operations	\$4.1 million
Express Bus Foster City to/from Downtown San Francisco	SamTrans	Operations	\$1.9 million
Express Bus Palo Alto to/from Western San Francisco via Daly City	SamTrans	Operations	\$3.2 million
Express Bus San Mateo to/from Western San Francisco	SamTrans	Operations	\$2.5 million
Express Bus Burlingame to Downtown San Francisco	SamTrans	Operations	\$2.1 million
Express Bus San Mateo to Downtown San Francisco via Park-and-Ride at the US 101/SR 92 Interchange	SamTrans	Operations	\$1.8 million
Enhanced Dumbarton Express Bus Service and Extended Rail Service	SamTrans	Capital	\$423.0 million
DTSC Recommendations 2030	SamTrans	Capital	\$365.0 million
Dumbarton Forward	SamTrans	Operations	\$21.1 million
Dumbarton West Busway Corridor Project	SamTrans	Capital	\$150.0 million
Salesforce Transit Center Operations	SamTrans	Operations	\$254,000 (per year)
San Mateo Bridge East/West Transbay Service	SamTrans	Operations	\$1.7 million (per year)
Mission – Outer Muni Forward Project	SFMTA	Operations	\$17.3 million

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Geary/19th Avenue Subway (Planning Phase)	SFMTA	Capital	\$2.0 million ²⁷
Service Improvements to SamTrans Connections	SFMTA	Operations	\$10.0 million
Daly City BART Bus Layover Improvements	SFMTA	Capital	\$7.0 million
Redwood City Ferry Terminal	WETA	Capital	\$19.8 million
Redwood City Ferry Vessels	WETA	Capital	\$80.0 million
Redwood City Ferry Service	WETA	Operations	\$110.7 million
Service Frequency and Electrification	WETA	Capital	\$25.9 million
South San Francisco Second Ferry Terminal Project	WETA	Capital	TBD

²⁷ Cost shown is only for planning phase.

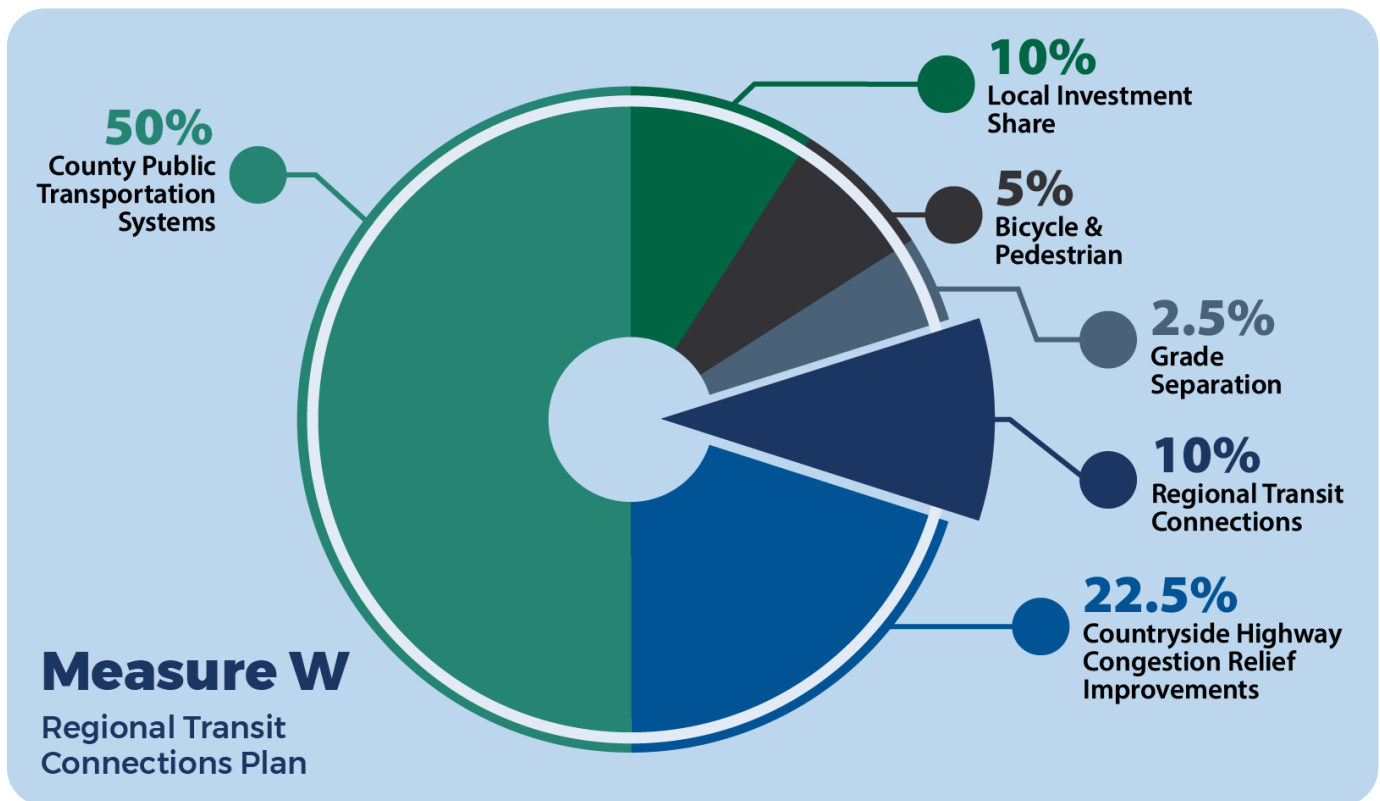
PROGRAM FRAMEWORK

MEASURE W PROGRAM BREAKDOWN

Measure W was passed by San Mateo County voters in 2018 and provided the county with additional resources to improve transit and relieve traffic congestion raised from the half-cent sales tax. Half of those funds are administered by the TA while the remaining half are administered by SamTrans.

As shown in Figure 11, Measure W includes funds for highway projects, local street repair, grade separations for Caltrain tracks, expanded bicycle and pedestrian facilities or programs, and improved transit connections. Ten percent of Measure W revenues go toward the RTC Program, adding up to approximately \$9.0 to \$12.0 million per year. As of the adoption of the FY 2024-2025 TA budget, \$63.2 million is available to be programmed.

Figure 11: Measure W Breakdown²⁸



²⁸ Source: "Measure W", TA, 2024, <https://www.smcta.com/about-us/funding-overview/measure-w>.

PROGRAM GUIDELINES AND POLICIES

PROGRAM SUB-CATEGORIES

Definition of the RTC Program categories were determined through public and stakeholder outreach as well as input from the Working Group. Table 9 shows the categories and split of RTC Program competitive funds for each. Any funds not used in a subcategory may be made available to other subcategories during applicable Calls for Projects. The funding splits for the sub-categories are intended to be target amounts. This will allow all program funding to be re-distributed into the subcategories prior to each Call for Projects cycle.

Table 9: Program Categories and Funding Split

Category	Definition	Funding Split Targets
Capital	Projects that will construct new infrastructure or alter the built environment	60%
Operations	Projects that enhance transit service	25%
First/Last-Mile	Projects that will provide safe active transportation connections to regional transit nodes	15%

PROGRAM GOALS

The following list shows RTC Program goals that were developed based on input from the RTC Working Group and TA Board of Directors RTC/Strategic Plan Ad Hoc Committee:

Goal 1	Goal 2	Goal 3	Goal 4
<p>Increase regional transit services and enhance infrastructure to improve transit speed and reliability</p>	<p>Establish more direct regional transit routes and supportive infrastructure to facilitate transit trips with fewer or cheaper transfers to increase transit use and reduce congestion in major highway corridors</p>	<p>Promote equitable regional transit programs, operations, and supportive infrastructure that improve connectivity between transit operators, enhance customer experience, help provide off-peak travel options, and increase safety for all riders</p>	<p>Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility</p>

PROGRAM GUIDELINES

Only transit agencies, such as those that operate within or to/from San Mateo County (AC Transit, BART, Caltrain, SamTrans, SFMTA, VTA, and WETA), will be eligible sponsors for projects in the RTC Program. However, projects can be implemented by other agencies and/or jurisdictions, including cities and counties. Both capital and operations projects are eligible for program funding.

Table 10 shows the minimum requirements for RTC funding to be awarded through Call for Projects. These guidelines were developed based on input from the RTC Working Group and TA Board of Directors RTC/Strategic Plan Ad Hoc Committee.

Table 10: General Program Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	Limit to public transit agencies.
Matching Funds: Standard	Require a ten percent minimum match of total project costs. Matching funds can be any non-RTC funding source.
Matching Funds: Equity Priority Locations	Reduce the minimum match to five percent for projects located primarily in or that would reasonably serve people in MTC Equity Priority Communities and/or SamTrans EPAs.
Minimum Funding Request	Require a minimum request of \$500,000 per allocation except for planning or feasibility study phases in support of a capital project.
Maximum Project Award	Limit individual requests/allocations per Call for Project cycle to: \$25 million for capital projects, \$5 million for operations projects, and \$5 million for first/last-mile projects (whether capital or operations).
Number of Applications	Eligible sponsors may submit up to three applications per RTC Call for Projects cycle. If a sponsor acts solely as the lead agency to support a regional transit-related program with a separate implementing agency, the eligible sponsor may submit one additional application.
Timely Use of Funds	<p>Funding Agreement Execution (All subcategories): Fund recipients must complete a funding agreement and begin work within one year of allocation unless the TA approves the use of requested funding as leverage for other external grant programs.</p> <p>Operations Subcategory Awards: Operations funding must be spent within four years of executing a funding agreement.</p> <p>Capital Subcategory Awards: For Planning (PLAN), Preliminary Engineering/Environmental Clearance (PE/ENV), and Final Design (PS&E) Phases: All work on capital projects must be completed within three years of effective date of the executed funding agreement date if funds are awarded for only one phase of work. If the TA awards funds for more than one phase, it may allow work to be completed within up to five years from funding agreement execution. For awards that <i>fully fund</i> (“last dollar in”) Right-of-Way (ROW) and Construction (CON) phases: For ROW only, work on the funded phase must be completed with three years from funding agreement execution. For funds awarded to ROW and CON phases together, or funds awarded for only CON, the funded work must be completed within five years of execution of the funding agreement. For ROW and CON awards that <i>do not fully fund</i> a phase (“TA funds used as leverage”): a Sponsor has up to five years to secure full funding for the applicable phase(s) and to execute a funding agreement. The same ROW and CON timely use of funds requirements from the previous section applies once the funding agreement is executed.</p>

PROGRAM POLICIES

In addition to meeting the general guidelines and showing that proposed projects will accomplish one or more of the program goals listed above, RTC funding applicants must ensure their projects meet the following high-level policy requirements:

GENERAL POLICIES

- All projects should align with MTC's Plan Bay Area 2050+ including Transit 2050+ and the Bay Area Transit Transformation Action Plan.
- To be compliant with the Measure W Congestion Relief Plan, RTC funds may only be used to supplement existing available funding and may **not** be used to replace (supplant) funds previously allocated to or budgeted for a project.
- Projects that may be eligible in multiple TA programs generally should apply for funding outside of the RTC Program first. For example, projects located primarily on the highway system should apply for funding from the TA's Highway Program.
- If the 2004 Measure A is not renewed, Peninsula Shuttle Program routes that access regional transit would be eligible for funds from the first/last-mile subcategory.
- The TA may consider requests above the maximum requested amount each cycle, and/or recommend reduced funding awards, depending on whether the individual Call for Projects cycle is over- or under-subscribed. As part of the Draft RTC Program of Projects, staff would provide an option for the TA Board of Directors to consider and provide direction for the Final RTC Program of Projects in each CFP cycle.
- The CIP should be updated after every two Call for Projects cycles.

CAPITAL PROJECT POLICIES

- Capital projects must be located within San Mateo County.²⁹
- All phases of work such as planning (planning, project study report, feasibility studies, etc.), preliminary engineering/environmental clearance, design, right-of-way, and construction are eligible if they are in the support of the development and delivering of a capital project.
- RTC funds cannot be used for general state of good repair or maintenance projects.
- Maximum TA contributions include:
 - For projects over \$25 million total for all phases of work, the TA will contribute up to 50% of the total cost toward the project.

²⁹ Projects may extend outside of San Mateo County but may not be fully outside of the county. In such case, the RTC Program may only contribute up to a "fair share contribution," which may be calculated based on the proportion of a project located within the County for capital projects.

- For projects under \$25 million total for all phases of work, the TA will contribute up to 75% of the total cost toward the project.
- Eligible applicants may request an exception to this policy if they can document that they have exhausted all other reasonable eligible local, county, regional, state, and federal funding opportunities. Eligible applicants must work with TA staff to have an approved credible funding plan and grant strategy prior to submitting a Call for Projects application.

OPERATIONS PROJECT POLICIES

- Operations funds may be used to support services that extend beyond the San Mateo County borders into adjacent counties as long as costs paid with RTC funds are proportionate to anticipated service levels in San Mateo County relative to adjacent counties (i.e. based on proportions shares of boardings and/or alightings).
- Operations funds may not be used to support existing operations and are intended to support new or expanded services. Expanded services may include increased frequencies, customer experience programs, or service level augmentation for existing routes.
- A new service, program, or expanded service may apply with a ten percent match for its first award of RTC funds and is eligible to apply for only one directly subsequent call for projects with a 25% match requirement. A “new” service or program is one that has not received Measure W RTC funding previously. A service will no longer be considered “new” or “expanded” if it has received two awards for funding from this program.

FIRST/LAST-MILE PROJECT POLICIES

- Capital first/last-mile projects must be identified as a priority project in a transit agency’s station access improvement or equivalent plan. If an agency does not have such a plan, these funds may be used to develop one with no required match to ensure all agencies are equally able to support and identify priority first/last-mile projects in San Mateo County. If an agency wishes to include areas outside of San Mateo County, the agency must proportionally fund the effort based on the number of stations/terminals to be included within and outside the county.
- Projects must improve connections within three miles of regional transit connections.
- Capital projects for micromobility (includes bikeshare or scooter share) are eligible only if they directly support the regional transit network, such as with siting and construction of bikeshare stations that would provide access within three miles of, or on-site at, a transit station/terminal.
- Capital project investments from the RTC Program for micromobility resulting in new operations would also be eligible for operating funds each Call for Projects cycle.
- Operations funds without a corresponding capital project for micromobility or bikeshare are also eligible if they support on-going implementation of a system in San Mateo County that directly supports first/last-mile access to transit stations/terminals.
- If a micromobility or bikeshare system is managed by a regional agency or extends outside of San Mateo County, the maximum San Mateo County contribution should be proportional to the services provided within the county.

CALL FOR PROJECTS PROCESS

RTC Program funds will be awarded through a competitive Call for Projects process. Applications will be separated into three main categories: capital, operations and first/last-mile projects. The TA will plan to release Calls for Projects on a four-year cycle to allow for more certainty in scope and projected costs for larger projects. Calls for Projects may also be released on an as-needed basis. If no acceptable project is identified during a Call for Projects cycle and/or the Call for Projects is largely undersubscribed, a subsequent off-cycle call may be scheduled. The minimum guidelines established in the previous section must be met in each application process.

PROJECT EVALUATION AND SELECTION

The Call for Projects application evaluation criteria below establish the procedure for TA staff to use to evaluate funding applications for consistency and applicability with the RTC Program's requirements.

TA staff will assemble an evaluation committee to evaluate project applications each cycle. The makeup of committees will ensure that diverse voices are heard during the evaluation processes. The committees will be made up of impartial members who are not directly eligible for, and are not sub-recipients of, program funding. Committees may include staff from the California Department of Transportation and/or MTC, along with the TA. The committee's reviews will be based on the criteria listed below.

EVALUATION CRITERIA

The TA's 2020-2024 Strategic Plan included a set of proposed evaluation criteria for the RTC Program. Table 11 provides an update to those criteria based on best practices and feedback from the Working Group. The evaluation criteria were developed in collaboration with the Working Group and TA Board of Directors RTC/Strategic Plan Ad Hoc Committee and based on a review of best practices from peer agencies and other TA competitive programs. The criteria may be modified, subject to TA Board of Directors approval, to maintain flexibility and account for new policy directives, initiatives, and legislation that further promote program goals. Separate applications are required for each project type (capital, operations, and/or first/last-mile).



Table 11: Program Applications Evaluation Criteria

Criteria	Definition	Maximum Points Available	Criteria Weight
Connectivity	Project’s ability to provide transit connectivity, speed, and/or reliability improvements between San Mateo County and Alameda County, San Francisco County and/or Santa Clara County	10	30%
Sustainability & Cost Effectiveness	Project’s ability to sustain ridership and growth, implement green infrastructure, and/or reduce congestion (vehicle miles travelled) on the region’s highways and roadways	10	20%
Equity and Community Support	Project’s support from local communities and/or the RTC engagement process while also promote equity through the proximity to and/or serving of MTC Equity Priority Communities and/or SamTrans EPAs	10	25%
Safety and Customer Experience	Project’s ability to reduce collisions, increase security, improve first/last-mile connections to and from transit services for non-single occupant vehicle users	10	20%
Readiness	Project’s ability to proceed as quickly as possible following award of funding	10	5%

Appendix 1: Capital Improvement Program

APPENDIX 1: CAPITAL IMPROVEMENT PROGRAM

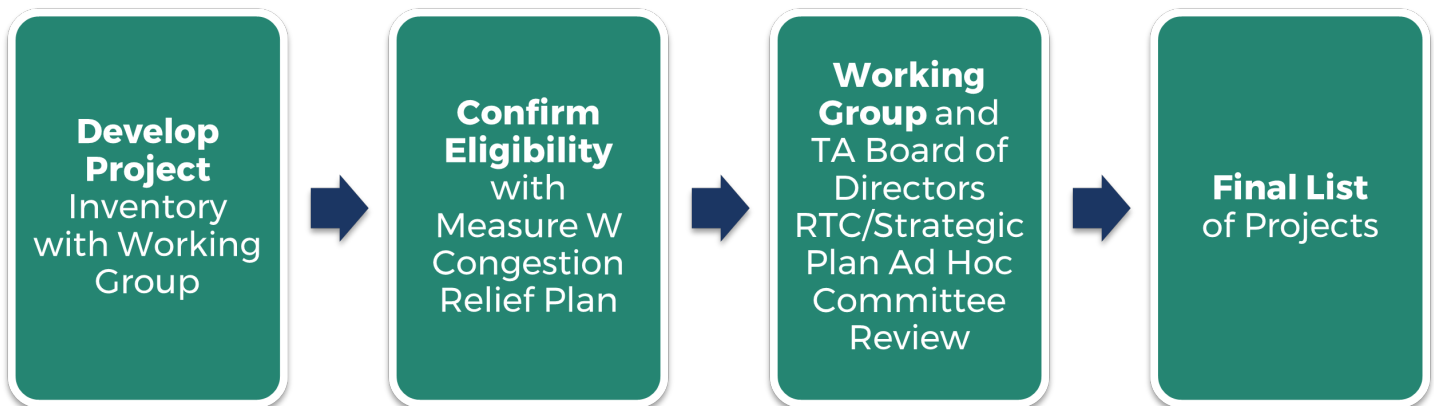
The CIP identifies projects that may be eligible for funding from the RTC Program and will assist in long-term policy guidance and financial planning for the program. The CIP establishes a list of projects and estimates the costs to develop a financially unconstrained estimate.

The CIP aims to meet the following goals:

1. Includes Rail, Water Transit, Heavy Rail, and/or Regional Bus Services
2. Provides Transit Connectivity Between the County and the Region
3. Reduces Congestion on the Region’s Highways and Roadways

The approach for developing the CIP is shown in Figure 12. Beginning with a project inventory process, the TA collected project information for potential projects from the Working Group that could be eligible for funding through the RTC Program. That list was then cross-referenced with the Measure W Congestion Relief Plan to confirm project eligibility. Finally, the list of projects was reviewed by the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee which provided direction on which projects to move forward with.

Figure 12: CIP Development Process



The CIP does not financially constrain the number of projects that can be submitted for consideration. Furthermore, the projects submitted are not prioritized. Inclusion in the CIP does not guarantee that RTC funding will be allocated to a project, the TA subsequently determines funding through a separate Call for Projects process.

OVERVIEW

BACKGROUND AND PURPOSE

The TA allocates sales tax revenues to a variety of transportation projects and programs. In 2018, when San Mateo County voters passed Measure W, they provided the county with additional resources to improve transit and relieve traffic congestion raised from a half-cent sales tax. Half of those funds are administered by the TA while the remaining half are administered by SamTrans.

Measure W includes funds for highway projects, local street repair, grade separations for Caltrain tracks, expanded bicycle and pedestrian facilities, and improved transit connections. The following list shows the percentage breakdown of funding categories:

- SamTrans-administered
 - County Public Transportation Systems (50%)
- TA-administered
 - Countywide Highway Congestion Relief Improvements (22.5%)
 - RTC (10%)
 - Local Investment Share (10%)
 - Bicycle & Pedestrian (5%)
 - Grade Separation (2.5%)

The goal of the CIP is to develop a comprehensive list of improvements that are eligible for RTC funding. These projects are included due to their ability to meet the RTC Program's main goal of reducing congestion and improving transit connectivity between San Mateo County and the rest of the region. The CIP identifies projects listed in various local or regional plans and reflects the input and feedback from meetings with the RTC Working Group, a multi-organizational group representing the region's key transportation authorities and similar agencies as well as the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee. The CIP is intended to provide a snapshot in time of the overall funding need for regional transit projects that serve San Mateo County and will help guide how the RTC funds can best be leveraged with other external funding opportunities.

RTC REVENUE

The TA's 2020-2024 Strategic Plan provides projected annual revenue on an annual basis through the five-year timeframe of the plan, including projected revenue from July 2019 through June 2049 for the Measure W program categories that the TA is tasked with administering. The RTC Program is projected to receive \$9.1 million annually, coming out to \$45.0 million from 2020 to 2024 and \$273.0 million over the 30-year Measure W timeframe. In recent years, the sales tax revenue earnings have been higher than previously projected which could provide additional available funding.

According to the TA's Measure A & Measure W Program Draft FY 2025 Budget, the RTC Program will have collected approximately \$52.2 million through the end of FY 2024 (June 2024) of which \$10,000 has been allocated. The first competitive Call for Projects will take place following the adoption of the RTC Plan and could make available up to \$63.2 million with the inclusion of the FY 2025 sales tax projections.

FUNDING CONSIDERATIONS

The CIP will inform the competitive selection process for the RTC Program. The CIP assesses the magnitude of potential expenditure needs with respect to the flow of Measure W revenues and the potential availability of matching funds. The CIP also provides details of projects on an order of magnitude basis and assesses how the TA will conduct the competitive process for the RTC Program. The TA will determine the timing of the funding cycles for the program by considering the collection of sales tax revenues, timing of project needs, and other external funding opportunities. The

TA will revise and update the CIP on an ongoing basis by identifying prioritized projects and continually monitoring local and countywide short- and long-term needs and program readiness.

CIP DEVELOPMENT METHODOLOGY

Developing the CIP included working with members of the Working Group, including staff from AC Transit, BART, Caltrain, MTC, SFMTA, SamTrans, VTA, and WETA. Through a project inventory process, project information was gathered for projects that may be eligible for RTC Program funding. This involved researching various local and regional plans for applicable projects. The inventory is not financially constrained, and projects submitted are not prioritized. Project information gathered included the following:

- Project lead
- Eligible sponsor
- Project name
- Location
- Description
- Main category (operations or capital)³⁰
- Sub-category (dependent on entry for Main Category)
- Status
- Estimated cost

Following the initial identification of projects, the list was sent to the Working Group to confirm accuracy of the included projects and receive any projects that should be added. Once changes were made and the additional projects were included, the updated set of projects in the inventory went through a high-level screening process to determine if the projects met the three goals of the RTC Program.

The list of projects developed through the project inventory process is presented in the next section.

³⁰ Operations includes projects that will improve existing service, while capital includes projects that construct new infrastructure or alter the built environment..

PROJECT INVENTORY

The project inventory process created a transparent process for reviewing, evaluating, and selecting projects put forth by members of the Working Group. The initial review of regional and local plans resulted in the identification of 44 projects. After submitting the list for review to the Working Group, projects were added, removed, and amended for an updated total of 60 projects, as shown in Table 12. This includes all projects submitted by eligible sponsors and includes projects that are not eligible through the RTC Program. Note that while the projects were submitted by various Working Group members, they are sorted based on the potential eligible sponsor as applicable to the RTC Program which is limited to transit agencies.

Table 12: Project Inventory

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
Bay Area Forward	All Transit Agencies	Capital	\$1.0 billion	No
Efficiently coordinate transit services for older adults, people with disabilities, and those with lower incomes	All Transit Agencies	Operations	\$0-50.0 million	No
Build a Next-Generation Transit Network	All Transit Agencies	Capital	\$9.0 billion	No
Build a Next-Generation Transit Network	All Transit Agencies	Capital	\$81.0 billion	No
Introduce Network of Regional Express Bus Routes	All Transit Agencies	Capital	\$42.0 million	No
Link21 Program Development (Phase 1)	All Transit Agencies	Capital	\$1.0 billion	No
Link21 Construction (Phase 2)	All Transit Agencies	Capital	\$27.8 billion	No
Bus Transit Priority	All Transit Agencies	Capital	\$100.0 million	No
Bus Transit Priority	All Transit Agencies	Operations	\$10.0 million	No
BART Transbay Core Capacity Project	BART	Operations	\$5.1 billion	No
Regional wayfinding/mobility hubs	BART	Operations	\$1.6 million	Yes
Next Gen Fare Gates	BART	Capital	\$10.3 million	Yes
Millbrae BART Station Resiliency/ Rider Experience Improvements	BART	Capital	\$23.0 million	Yes
San Mateo County Elevator Modernization and Upgrades	BART	Operations	\$234.0 million	Yes
San Mateo County State of Good Repair	BART	Capital	\$470.0 million	No
Core System State of Good Repair (time-critical only)	BART	Capital	\$703.0 million	No

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
California HSR in the Bay Area	California HSR Authority	Capital	\$5.2 billion	No
Systemwide Access and Station Improvements	Caltrain	Operations	\$125.0 million	Yes
Redwood City Transit Center Expansion Project	Caltrain	Capital	\$112.0 million	No
Caltrain Enhanced Growth Scenario	Caltrain	Operations	\$1.9 billion	Yes
4-Track Station and Grade Separation at Redwood City Station	Caltrain	Capital	\$925.0 million	Yes
Caltrain State of Good Repair Program	Caltrain	Capital	\$745.5 million	No
Caltrain Level Boarding Program	Caltrain	Operations	\$180.0 million	Yes
San Francisco Railyard Vertical Development	Caltrain	Capital	\$1.0 billion	No
San Jose Diridon Station	Caltrain	Capital	TBD ³¹	No
System Technologies Modernization Program	Caltrain	Operations	\$24.0 million	Yes
Corridor Crossing Strategy - Programmatic Delivery (San Mateo County)	Caltrain	Capital	\$1.1 billion	Yes
The Portal: Caltrain Downtown Extension	Caltrain	Capital	\$8.3 billion	No
Managed Lanes North of I-380	SamTrans	Capital	\$356.0 million	No
US101 Express Lanes: I-380 to Santa Clara County Line	SamTrans	Capital	\$581.0 million	No
US101 Express Lanes: I-380 to San Francisco County Line	SamTrans	Capital	\$418.0 million	No
US 101/SR 92 Interchange Direct Connector Project	SamTrans	Capital	\$195.0 million	No
Limited Stop Express Bus San Bruno BART to/from East Palo Alto via SFO	SamTrans	Operations	\$4.1 million	Yes
Express Bus Foster City to/from Downtown San Francisco	SamTrans	Operations	\$1.9 million	Yes
Express bus Palo Alto to/from Western San Francisco via Daly City	SamTrans	Operations	\$3.2 million	Yes
Express bus San Mateo to/from Western San Francisco	SamTrans	Operations	\$2.5 million	Yes
Express bus Burlingame to Downtown San Francisco	SamTrans	Operations	\$2.1 million	Yes

³¹ Cost will be provided by Caltrain later.

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
Express bus San Mateo to Downtown San Francisco via park-and-ride at the US-101/CA92 interchange	SamTrans	Operations	\$1.8 million	Yes
Recommendations 2030	SamTrans	Capital	\$423.0 million	Yes
2035: Rail Commuter on Rail Bridge, Double-Track	SamTrans	Capital	\$365.0 million	Yes
Dumbarton Forward	SamTrans	Operations	\$21.1 million	Yes
Dumbarton Corridor Transitway	SamTrans	Capital	\$150.0 million	Yes
Peninsula Shuttle Program Routes	SamTrans	Operations	\$4.5 million	No
Salesforce Transit Center Operations	SamTrans	Operations	\$254,000 (per year)	Yes
San Mateo Bridge East/West Transbay Service	SamTrans	Operations	\$1.7 million (per year)	Yes
North County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$8.0 million	No
South County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$4.0 million	No
Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/ Candlestick Point interchange - Environmental phase	SFMTA	Capital	\$19.0 million	No
Muni Metro T Third Extension to South SF	SFMTA	Capital	\$1.8 billion	No
Mission Street red transit lane re-colorization (11th Street to Steuart Street)	SFMTA	Capital	\$4.8 million	No
Potrero/Bayshore transit lanes	SFMTA	Capital	\$6.0 million	No
Park Presidio/Lombard HOV lanes permanent project	SFMTA	Capital	\$5.5 million	No
Mission – Outer Muni Forward project	SFMTA	Operations	\$17.3 million	Yes
Geary/19th Avenue Subway	SFMTA	Capital	\$1.5-2.0 million	Yes
Service Improvements to SamTrans Connections	SFMTA	Operations	\$10.0 million	Yes
Daly City BART Bus Layover Improvements	SFMTA	Capital	\$7.0 million	Yes
Redwood City Ferry Terminal	WETA	Capital	\$19.8 million	Yes

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
Redwood City Ferry Vessels	WETA	Capital	\$80.0 million	Yes
Redwood City Ferry Service	WETA	Operations	\$18.8 million	Yes
Regional Hovercraft Ferry Network	WETA	Capital	\$2.6 billion	No

CIP DEVELOPMENT

Following the development of the initial project inventory, the list of projects was reviewed by the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee in June 2024. The project team presented an overview of the draft CIP and results from the engagement process, followed by a discussion of any changes to make to the list of projects. Given the limited funding available from the RTC Program, the committee recommended removing the following projects:

- Mega-regional projects such as the Link21 Program Development (Phase 1) project
- State of Good Repair and maintenance projects such as the San Mateo County State of Good Repair project
- California High-Speed Rail
- Caltrain projects located outside of San Mateo County such as the San Jose Diridon Station project
- Transit improvement projects that do not extend into San Mateo County such as the Mission Street red transit lane re-colorization (11th Street to Steuart Street) project

The projects shown in Table 13 were also recommended to not be included in the final list of projects, however the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee identified these as potentially eligible for RTC Program funding but may be more appropriate for other TA funding categories.

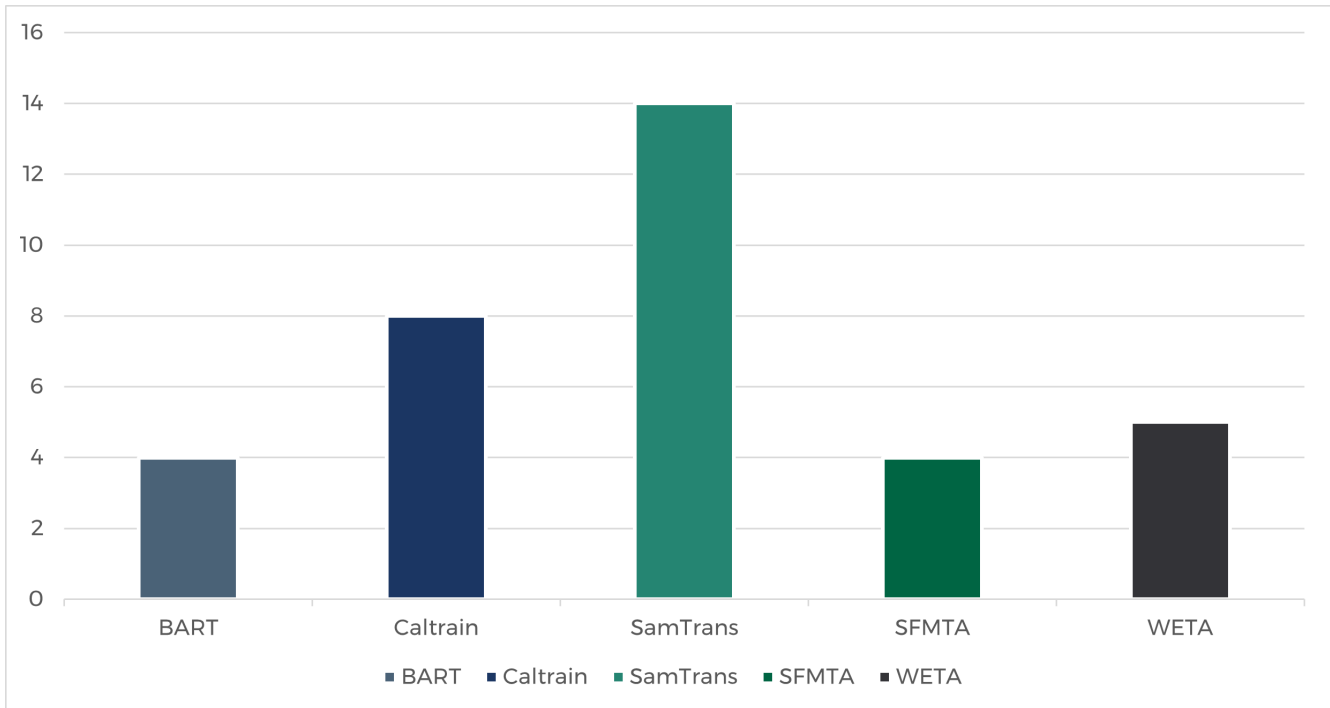
Table 13: Projects for Other Funding Categories

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Managed Lanes North of I-380	SamTrans	Capital	\$356.0 million
US 101/SR 92 Interchange Direct Connector Project	SamTrans	Capital	\$195.0 million
US101 Express Lanes: I-380 to Santa Clara County Line	SamTrans	Capital	\$581.0 million
US101 Express Lanes: I-380 to San Francisco County Line	SamTrans	Capital	\$418.0 million
Peninsula Shuttle Program Routes	SamTrans	Operations	\$4.5 million
North County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$8.0 million
South County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$4.0 million

FINAL LIST OF PROJECTS

Following review of the list of projects from the Working Group and Ad Hoc committee, the project team finalized the projects to be included in the CIP. Figure 13 shows a breakdown of projects by eligible sponsor.

Figure 13: Number of Projects by Eligible Sponsor



Projects were also identified by whether they will be used for capital or operational needs. Nineteen projects were identified as capital, while 16 were identified as operations. Table 14 and Table 15 shows a breakdown of these categories and Table 16 shows the final list of projects.

Table 14: Capital Projects Breakdown

Subcategory	Number of Projects	Total Cost
First/Last-Mile Infrastructure	1	\$9.0 million
New Transit Infrastructure – Bus	3	\$257.0 million
New Transit Infrastructure – Ferry	4	\$125.7 million
New Transit Infrastructure – Multiple	1	\$423.0 million
New Transit Infrastructure – Rail	10	\$4.7 billion
Total	19	\$5.5 billion

Table 15: Operations Projects Breakdown

Subcategory	Number of Projects	Total Cost
Improve Existing Operations – Bus	3	\$38.7 million
Improve Rider Experience – Rail	2	\$235.6 million
Improved or Expanded Service – Bus	1	\$10.0 million
New Service – Bus	7	\$17.3 million
New Service – Ferry	1	\$110.7 million
New Service – Rail	2	\$1.3 billion
Total	16	\$1.7 billion



Table 16: CIP Summary List of Projects

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Regional Wayfinding/ Mobility Hubs	BART	Daly City, Colma, South San Francisco, San Bruno, and Millbrae BART stations	Improvements to enhance connection of BART riders to access modes: - Mobility hub improvements at BART stations - Bus shelter improvements at BART Stations - Station access signage & wayfinding: vehicle/pedestrian/bike wayfinding and facility loading zones, vehicle parking, and other modes (including implementing regional wayfinding standards)	Operations	\$1.6 million
Next Gen Fare Gates	BART	Daly City, Colma, South San Francisco, San Bruno, and Millbrae BART stations	Procurement and installation of over 700 Fare Gates Systemwide, including fare gates in San Mateo County. Replacing existing fare gates aims to boost safety by reducing fare evasion, enhancing access for people in wheelchairs and those who bring bikes and strollers on BART, and optimizing the reliability and maintenance needs of the fare gates.	Capital	\$10.3 million
Millbrae BART Station Resiliency/Rider Experience Improvements	BART	Millbrae BART station	Improvements to station roofing to improve rider experience, safety and accessibility by preventing water pooling and equipment short circuiting and allowing riders to access fare gates from both sides.	Capital	\$23.0 million
San Mateo County Elevator Modernization and Upgrades	BART	Daly City, Colma, South San Francisco, San Bruno, and Millbrae BART stations	Improvements to station and parking garage elevators to improve customer experience and effectively serve customers with mobility challenges.	Operations	\$234.0 million
Systemwide Access and Station Improvements	Caltrain	San Mateo County	Includes secured bicycle parking facilities, upgrade to the tickets vending machines, passenger shelters upgrade, circulation improvements and landscaping.	Capital	\$125.0 million
Caltrain Enhanced Growth Scenario Phase 1	Caltrain	Bay Area	The project includes enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It envisions growing in FY26 to 6 trains per peak hour per direction (tphpd), and in FY28 to 8 trains per peak hour per direction.	Operations	\$562.0 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Caltrain Enhanced Growth Scenario Phase 2	Caltrain	Bay Area	The project includes enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It envisions growing in FY26 to 6 trains per peak hour per direction (tphpd), and in FY28 to 8 trains per peak hour per direction.	Operations	\$729.0 million
Caltrain Enhanced Growth Scenario Phase 3	Caltrain	Bay Area	The project includes enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It envisions growing in FY26 to 6 trains per peak hour per direction (tphpd), and in FY28 to 8 trains per peak hour per direction.	Capital	\$1.9 billion
4-Track Station and Grade Separation at Redwood City Station	Caltrain	Redwood City	This project will design and implement a 4-Track Station at Redwood City Station and grade separates six at-grade crossing (Whipple Ave, Brewster Ave, Broadway, Maple, Main, Chestnut). This project proposes to elevate and relocate the Redwood City Caltrain Station. It is done in partnership with the City of Redwood City and is needed to implement the Moderate Growth Service Plan that will allow transfer between Express and Local trains.	Capital	\$925.0 million
Caltrain Level Boarding Program	Caltrain	San Francisco County, San Mateo County and Santa Clara County	This program will plan for vehicle and platform modifications to accommodate systemwide level boarding at 22 inches, and related provisions. The first step of the program is the development of a roadmap that will evaluate technical, regulatory, freight, and operational interface and determine a phasing plan. Level boarding is a critical element in a safe and accessible Caltrain and also increasing Caltrain performance by reducing the dwell time at stations.	Capital	\$180.0 million
System Technologies Modernization Program	Caltrain	San Francisco County, San Mateo County and Santa Clara County	This program of investment will make a major overhaul of Caltrain systems technologies and include the modernization of the Predictive Arrival/Departure System (PADS), Public Address (PA), dispatch systems Fiber Optic, Network Architecture and other system projects.	Capital	\$24.0 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Corridor Crossing Strategy - Programmatic Delivery (San Mateo County)	Caltrain	San Mateo County	This project includes Caltrain’s participation in and leadership for the implementation of a corridor-wide approach to grade separation and/or rail crossing closure projects by elevating their importance in infrastructure funding as a shared regional responsibility. This program is a joint effort between Caltrain, JPB member agencies, regional agencies, corridor jurisdictions, and the broader community.	Capital	\$1.1 billion
US 101/SR 92 Mobility Hub	SamTrans	City of San Mateo	This plan will develop a plan for a Class IV separated bikeway and the conversion of the existing Park and Ride into a Mobility Hub that offers access to a variety of sustainable transportation options.	Capital	\$9.0 million
Express Bus Capital Upgrades	SamTrans	San Mateo County	Addition of necessary infrastructure for future express bus service including purchasing of buses, transit stop/station upgrades, charging infrastructure, and highway ramp bus stops.	Capital	\$100.0 million
Limited Stop Express Bus San Bruno BART to/from East Palo Alto via SFO	SamTrans	San Bruno BART station and East Palo Alto	This limited stop route concept is an all-day route serving multiple communities between San Bruno BART and East Palo Alto, including Redwood City, Redwood Shores, SFO.	Operations	\$4.1 million
Express Bus Foster City to/from Downtown San Francisco	SamTrans	Foster City and Downtown San Francisco	The route concept will serve neighborhoods in Foster City directly allowing for access to stops by walking, bicycling, or other SamTrans services.	Operations	\$1.9 million
Express Bus Palo Alto to/from Western San Francisco via Daly City	SamTrans	Palo Alto and Western San Francisco	This bidirectional route concept provides an opportunity to serve areas like Western San Francisco and the 19th Avenue corridor which have less access today to long-haul transit like Caltrain.	Operations	\$3.2 million
Express Bus San Mateo to/from Western San Francisco	SamTrans	Express Bus San Mateo to/from Western San Francisco	This route concept serves a San Mateo and western San Francisco market that is well-served by existing transit services but require transfers via Muni, BART, or Caltrain.	Operations	\$2.5 million
Express Bus Burlingame to Downtown San Francisco	SamTrans	Burlingame and Downtown San Francisco	This route concept serves the mid-peninsula to San Francisco markets.	Operations	\$2.1 million
Express Bus San Mateo to Downtown San Francisco via Park-and-Ride at the US 101/ SR 92 Interchange	SamTrans	San Mateo and Downtown San Francisco	This one-way route concept connects San Mateo and surrounding residents to jobs in San Francisco via the park-and-ride at the US-101/CA-92 interchange.	Operations	\$1.8 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Enhanced Dumbarton Express Bus Service and Extended Rail Service	SamTrans	Dumbarton Highway Bridge	Further enhance bus service on the Dumarton Highway Bridge and extended rail service (rail shuttle from Newark to Union City).	Capital	\$423.0 million
DTSC Recommendations 2030	SamTrans	Dumbarton Highway Bridge	Interline with Caltrain and better connect to ACE and Capitol Corridor.	Capital	\$365.0 million
Dumbarton Forward	SamTrans	SR 84-Dumbarton Bridge-Bayfront Expressway corridor between I-880 in Fremont and Marsh Road in Menlo Park	Dumbarton Forward aims to limit traffic congestion during peak periods in the State Route 84-Dumbarton Bridge-Bayfront Expressway corridor between Interstate 880 in Fremont and Marsh Road in Menlo Park. Dumbarton Forward encourages commuters to use transit instead of driving in personal vehicles, which improves commute times for all travelers in the area.	Operations	\$21.1 million
Dumbarton West Busway Corridor Project	SamTrans	Dumbarton Rail Corridor (West/ Peninsula side)	Implement busway and bicycle/pedestrian safety and access improvements along the Dumbarton West Busway Corridor from East Palo Alto to Redwood City, with transit connections to the Dumbarton Highway Bridge and Redwood City Transit Center. Improvements would include new zero-emission transit service (15-minute peak headways), active transportation and transit facilities, as well as enhanced streetscape and drainage treatments. Dumbarton Express service could utilize this busway as well as local transit services, and would not preclude future rail service as the design would preserve the existing trackage.	Capital	\$150.0 million
Salesforce Transit Center Operations	SamTrans	Salesforce Transit Center	Operating cost for SamTrans to use bus bays at and provide service to the Transbay Joint Powers Authority's Salesforce Transit Center.	Operations	\$254,000 (per year)
San Mateo Bridge East/West Transbay Service	SamTrans	San Mateo Bridge	Restoration of the pre-pandemic Transbay Route between Caltrain Hillsdale Station and BART Hayward Station (formerly AC Transit Route M).	Operations	\$1.7 million (per year)
Mission – Outer Muni Forward Project	SFMTA	San Francisco/San Mateo County	Transit priority project to improve reliability on the 14/14R through the southern third of the lines, which serve Daly City.	Operations	\$17.3 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Geary/19th Avenue Subway (Planning Phase)	SFMTA	San Francisco and Northern San Mateo County (likely Daly City, Colma)	Alternatives evaluation, project development, and initiation of environmental review for a new subway line along Geary Blvd and 19th Ave from downtown San Francisco to Daly City station. Potential to through-run with the proposed Link21 new transbay crossing.	Capital	\$2.0 million ³²
Service Improvements to SamTrans Connections	SFMTA	San Francisco and Daly City	Service improvements such as route extensions and frequency changes on routes that have a direct connection with SamTrans services (i.e. Daly City BART).	Operations	\$10.0 million
Daly City BART Bus Layover Improvements	SFMTA	Daly City	Improvement project to expand layover space at Daly City BART to address existing congestion and facilitate growth of future services between regional bus providers. This would include a redesign of the current parking layout and possibly remove planters, install passenger waiting/loading areas, install stop amenities and operator facilities (restrooms) in or around the BART parking lot.	Capital	\$7.0 million
Redwood City Ferry Terminal	WETA	Redwood City Ferry Terminal	Planning and environmental analysis of construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels and operation of new ferry service between Redwood City and San Francisco.	Capital	\$19.8 million
Redwood City Ferry Vessels	WETA	Redwood City Ferry Terminal	Acquisition of ferry vessels for future service.	Capital	\$80.0 million
Redwood City Ferry Service	WETA	Redwood City Ferry Terminal	Ferry service.	Operations	\$110.7 million
Service Frequency and Electrification	WETA	South San Francisco	Convert service to zero-emission vehicles, enhance service frequency (one new vessel, FY 2036), shoreside and waterside electrical infrastructure to be installed at terminal.	Capital	\$25.9 million
South San Francisco Second Ferry Terminal Project	WETA	South San Francisco	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.	Capital	TBD

³² Cost shown is only for planning phase.



SAN MATEO COUNTY
**Transportation
Authority**

Item #10.a.
10/10/2024

Appendix 2: Engagement Summary Report

APPENDIX 2: ENGAGEMENT SUMMARY REPORT

As part of the development of the RTC Plan, the TA retained WSP and Kearns & West to conduct engagement activities with the public as well as key stakeholders from February 2024 to April 2024. The TA conducted an online survey, facilitated several in-person and virtual meetings with the community, and hosted a virtual public meeting to seek feedback from residents, employers, and commuters throughout the region. The engagement approach was designed to solicit feedback from people who regularly travel between counties to inform how inter-county transit services can be improved.

Public engagement activities for this project included:

- An online survey
- A press release
- A multilingual project factsheet and list of frequently asked questions
- Eight small group meetings with CBOs, major regional employers in San Mateo County, and labor groups
- Ten in-person pop-up events across Alameda County, San Mateo County, and Santa Clara County
- Working Group meetings
- Virtual community meeting

Public engagement and outreach activities online were conducted in Cantonese, English, Mandarin, and Spanish to ensure that members of underrepresented groups were engaged throughout the process. Project materials and surveys were available online in English, Simplified Chinese, and Spanish, and interpretation services were made available for all in-person events and the virtual public meeting as needed.

The public feedback was used to develop priorities for the types of projects that should be funded through the RTC Program. The project team also engaged with several partner agencies in San Mateo County to gather technical feedback on regional transit priorities.

People who attended events and meetings with the project team engaged in discussions about their inter-county travel behavior, how often and where they currently travel, the modes by which they currently travel, and what modes they would like to use more if transit services were improved.

Many participants provided examples of specific transit services or routes where increased frequency and reliability of service would encourage them to shift to using transit. Gaps in the existing regional transit network were identified where improved service connections are needed.

Key themes from the public engagement activities included:

- Affordability
- Better transportation options
- Improvements to Dumbarton Express
- Direct routes
- Efficient and reliable routes

- Improving connectivity between modes of transportation
- Safety

PUBLIC ENGAGEMENT ACTIVITIES

ONLINE SURVEY

The online survey conducted from February 2024 to April 2024 garnered a total of 933 responses. The survey was administered in English, Simplified Chinese, and Spanish. The complete dataset of survey responses is included in Appendix 3: Survey Responses.

The survey was shared through the following channels:

- Ten in-person pop-up events
- Partner organization promotions
- Press release
- Four-week paid ad campaign on Meta
- Social media posts on the SMCTA's account
- SMCTA project webpage
- Virtual public meeting

RESPONDENT DEMOGRAPHICS

The survey reached people who frequently travel between counties, with 42.6% of respondents travelling to or from San Mateo County from other counties at least three days per week. The majority of respondents primarily travel for work (61.1%) during the weekday peak hours (66.3%) or weekday off peak hours (44.8%). A smaller proportion travel to visit family/friends (9.1%), for entertainment (8.2%), or for recreation (7.6%).

MODES OF TRAVEL

The majority of respondents currently drive alone (61.6%) or travel to and from San Mateo County by train (37.9%). However, if transit connections were improved, most respondents indicated they would prefer to take the train (63.2%) or travel by bus (36.3%). Finally, more than 62% of respondents report using public transit between counties two days per week or more.

REGIONAL TRANSIT IMPROVEMENTS

Most of the people who took the survey commute to/from San Mateo County from Alameda County or San Francisco County for work during peak hours. As shown in Figure 14, respondents would most like to see improved travel connections between San Francisco County and San Mateo County. Regardless of their origin or destination county, the top three factors that would most encourage people to use public transit for inter-county travel more often were:

1. More direct routes and fewer transfers (68.3%)
2. Improvements to transit speed and reliability (52.1%)
3. Shorter wait times (51.6%)

There is a need to improve east-west transit connections to the East Bay by bus or rail across the San Mateo Bridge and the Dumbarton Bridge. Commuters are generally satisfied with WETA service to South San Francisco from Oakland. Currently there are only four departures in the AM and PM peak hours and commuters would like to see earlier and later departure/arrival times that allow them to work flexible hours depending on their industry.

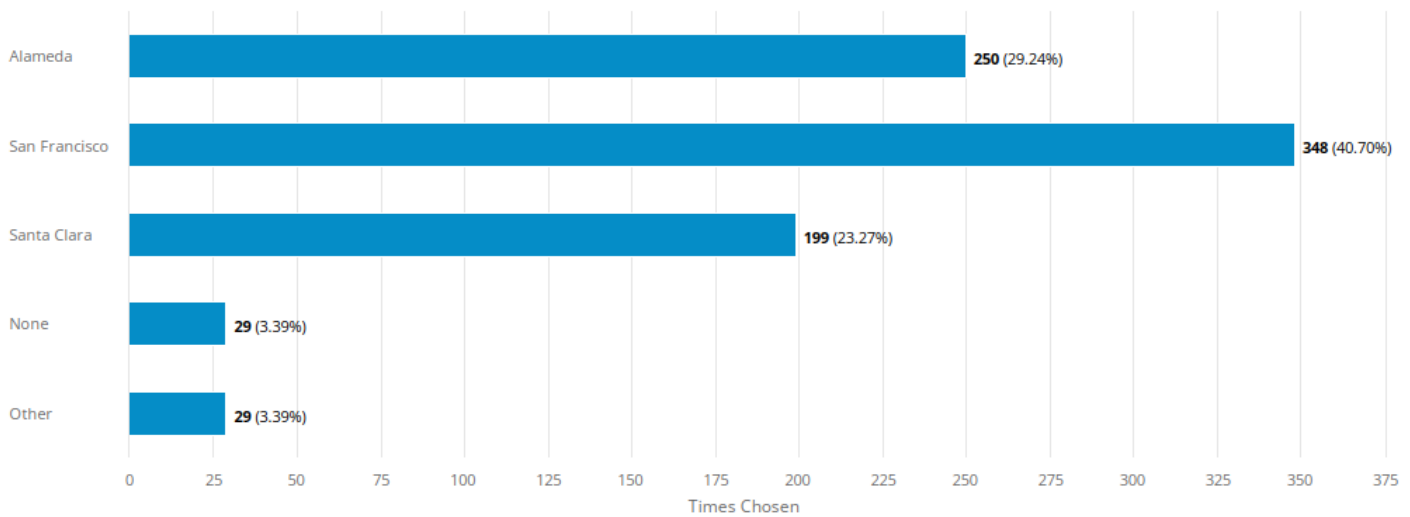
Transit service north to San Francisco could be improved by introducing better fare integration to reduce the number of transfers and lower the cost of fares for many commuters who rely on more than one transit operator to get around. Several cyclists cited the need for level boarding on trains and improved bike infrastructure including secure lockers, bike lanes to transit stations, or bike rentals available at stations.

Respondents also identified gaps in regional rail service to the South Bay, with several requesting improved transit to major hubs and destination such as Palo Alto and San Jose.

Figure 14: Survey Results Example

Which county would you like to be prioritized for improving travel connections with San Mateo County?

Number of responses: 855



SMALL GROUP MEETINGS

The project team engaged with more than 30 participants through a total of eight small group meetings. The project team held meetings with local trade groups and labor unions whose members commute between counties for work. Meetings were also facilitated with major regional employers located in San Mateo County that have many staff that commute from other counties including Genentech, Google, Kaiser Permanente, and Stanford University. The project also engaged two local CBOs (El Concilio of San Mateo County, as shown in Figure 15 and the Promotores en Acción Comunitaria) to gather feedback from people from underrepresented communities who may face barriers to traditional forms of engagement. Individual summaries from each small group meeting can be found in Appendix 4: Small Group Meeting Summaries.

Figure 15: *Small Group Meeting with El Concilio of San Mateo County*

Key takeaways from the small group meetings included:

- Affordability of transit was a top concern
- Participants expressed a desire for improvements to transportation options, service gaps, and access to neighborhoods and places of work
- Participants indicated they would be more inclined to use transit if there were more direct, efficient, and reliable routes between home and work
- Improvements to connectivity between modes of transportation and destinations are needed
- Safety was indicated as an important factor to address; recent media coverage and actual lived experiences have made participants less inclined to use transit

POP-UP EVENTS

The project team held a total of ten in-person pop up events in the Bay Area. Five pop-up events were in the East Bay, four in San Mateo County, and one in Santa Clara County. There were two types of pop-up events: canvassing on-board ferry routes and at BART stations, and tabling at community events with a sticker voting exercise. 122 people participated in the sticker voting exercise at tabling events. Figure 16, Figure 17, and Figure 18 provide examples of

the sticker voting exercise at various pop-up events. A more detailed summary of the pop-up events can be found in Appendix 5: Pop-Up Event Summaries.

Key findings and common responses to the sticker voting activities included:

- Highest priority for transit improvements are to/from San Francisco County (79), Santa Clara County (53), and Alameda County (34)
- Higher percentages of respondents indicated travel two days per week or less
- Higher percentages of respondents travel on weekends
- Top three improvements for transit service include:
 - Shorter wait times
 - More direct routes
 - More local bus and shuttle connections to regional transit
- Majority of in-person participants currently travel by driving alone (108), train (51), carpool (32), or bus (31)

Figure 16: Pop-Up Event Sticker Voting Exercise



Figure 17: Love Our Earth Festival Pop-Up Event

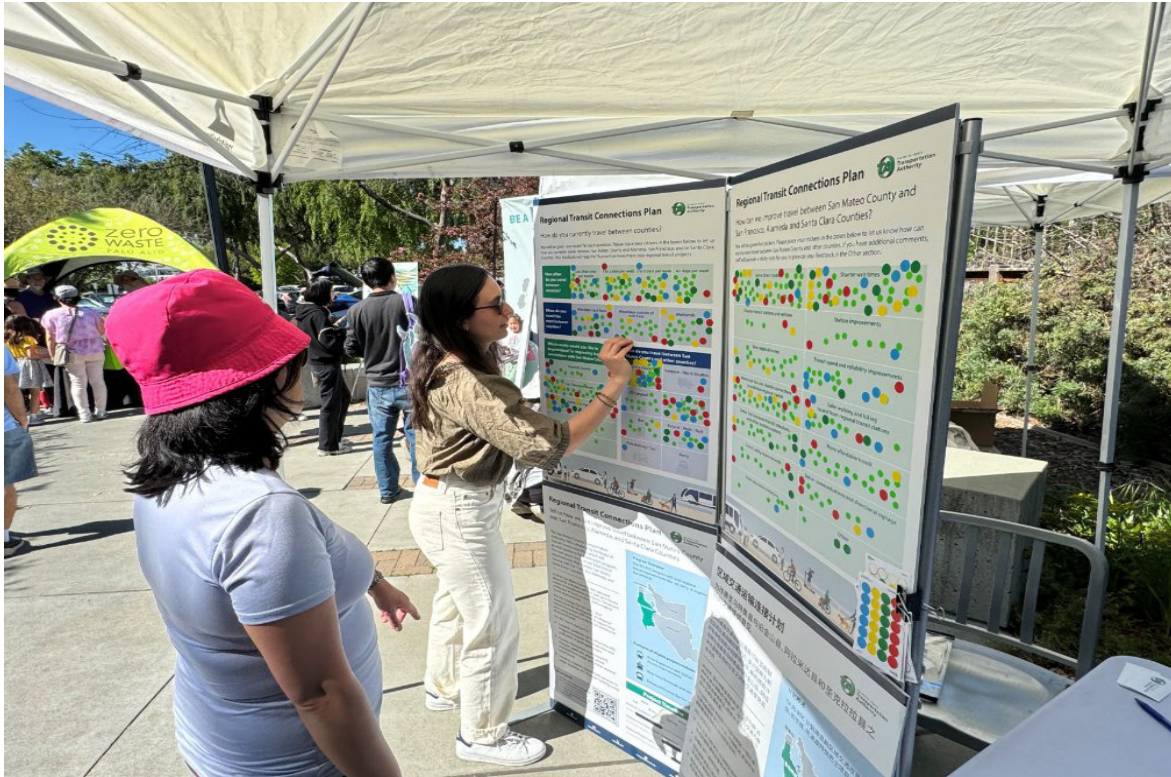


Figure 18: Pacifica Whalefest Pop-Up Event



Staff also collected feedback from comment cards at each pop-up event. In the comment cards, key takeaways included:

- Safer infrastructure for bicyclists who use or ride alongside transit (i.e., bike racks, closing trail gaps).
- Increased affordability of paratransit services and services for low-income or senior populations, and affordable or free shuttles from Caltrain stations
- Improved travel reliability and frequency, especially from Daly City and on paratransit

VIRTUAL PUBLIC MEETING

A virtual public meeting was held on April 3rd, 2024, from 6:00 PM to 8:00 PM and there were three participants from the public. Public notices were shared through SMCTA's virtual channels, including social media and press releases. The meeting was held on Zoom, and meeting materials were made available via the SMCTA website. A more detailed summary of the virtual public meeting can be found in Appendix 6: Virtual Public Meeting Summary.

After a brief overview of upcoming engagement opportunities, attendees participated in a group discussion about their intercounty travel habits and what improvements they'd like to see for local transit services. Key takeaways from the group discussion included:

- Overall, participants shared that they wanted the frequency, reliability, and off-peak services to improve on inter-county transit (i.e., Dumbarton Express)
- Participants opt to drive when traveling to Alameda County but would take transit if service was faster and more reliable
- Participants would like to see improvements to transit infrastructure and services on the Dumbarton Bridge
- Participants were interested in the opportunity to improve Caltrain and Fastrack services through the RTC Program
- When it came to types of regional transit, participants expressed that investments in buses should be a priority and they were interested in improvements to reliability, availability, and affordability of buses

STAKEHOLDER ENGAGEMENT

WORKING GROUP MEETINGS

The project team held four Working Group meetings between February 2024 and July 2024. Meetings were hosted on Zoom for roughly one hour each. The Working Group consisted of members from the following agencies: AC Transit, BART, Caltrain, MTC, SamTrans, SFMTA, VTA, and WETA. Agendas for each Working Group meeting can be found in Appendix 7: Working Group Meeting Agendas.

Each Working Group meeting included time for structured discussion among the members. Discussion topics and themes from each meeting included the following:

- Working Group #1: February 12th, 2024
 - Project inventory summary
 - CIP
 - Community and stakeholder engagement

- Working Group #2: May 8th, 2024
 - Submitted projects review
 - First/last-mile projects
 - Rightsizing the RTC Program
 - RTC contributions outside San Mateo County
- Working Group #3: May 30th, 2024
 - Public engagement feedback
 - Draft program goals
 - Draft program structure
 - Draft program Calls for Projects frequency
- Working Group #4: July 30th, 2024
 - Program guidelines and evaluation criteria



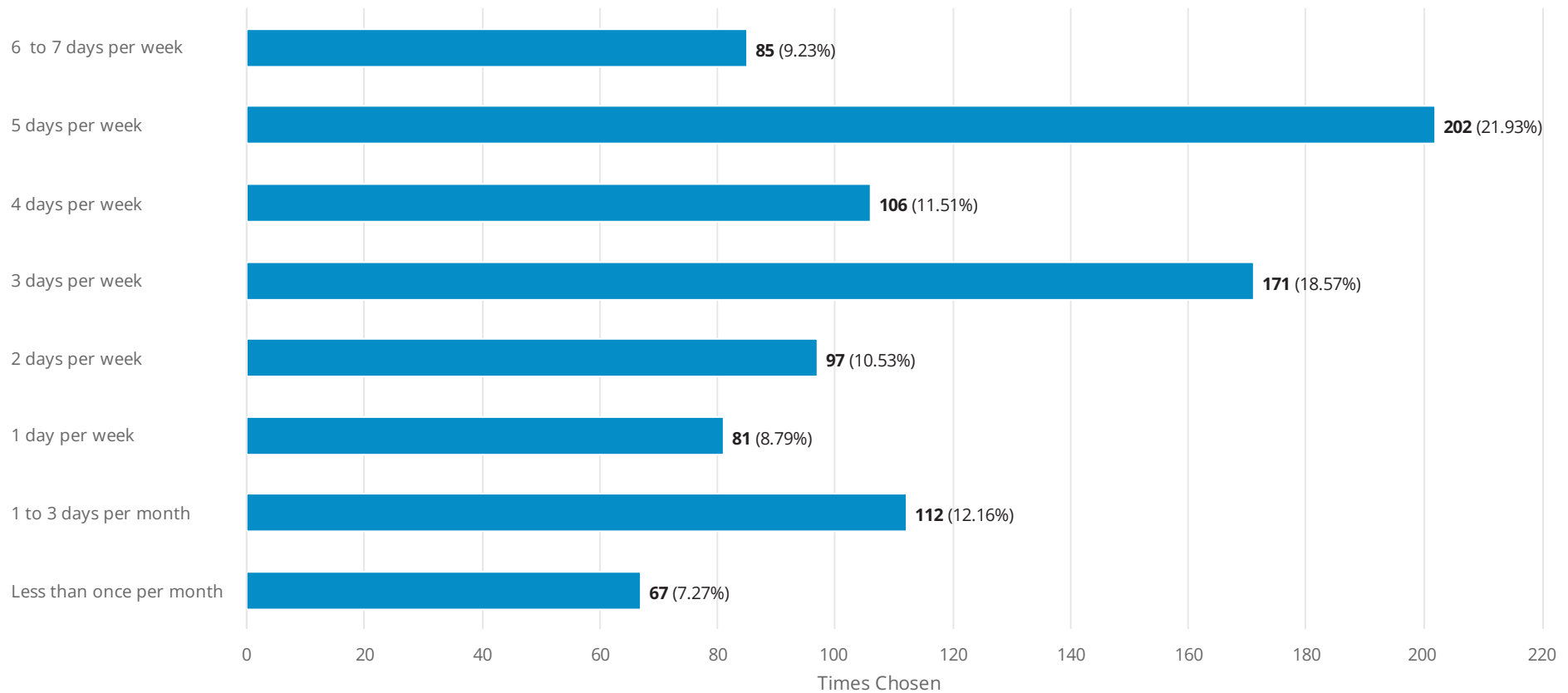


Appendix 3: Survey Responses

SMCTA - Regional Transit Connectivity Survey

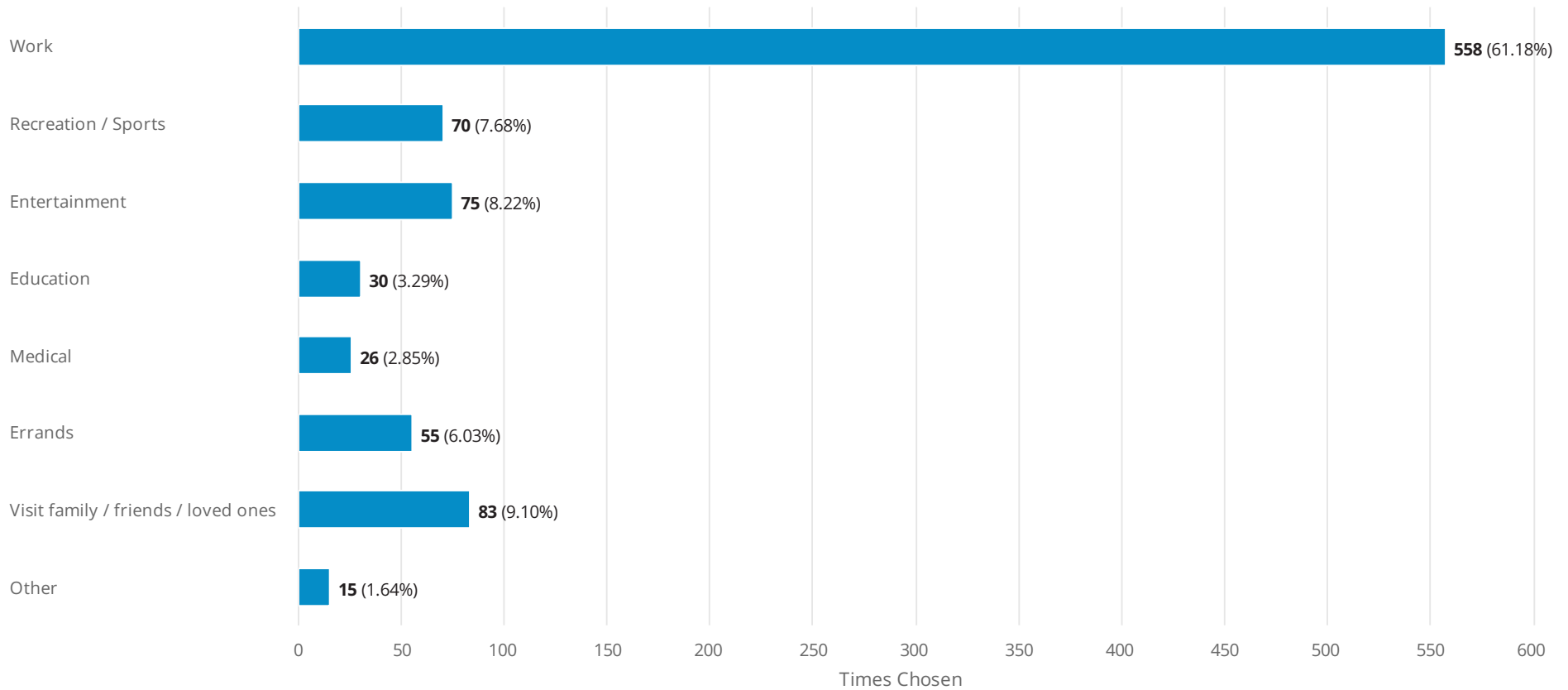
How often do you currently travel between San Mateo County and Alameda, San Francisco, and/or Santa Clara Counties.

Number of responses: 921



What is your primary reason for traveling between San Mateo County and Alameda, San Francisco, and/or Santa Clara Counties?

Number of responses: 912



"Other" text answers:

work, errands, entertainment, and to visit loved ones

I live in SMC and work in SCC, I go to SF and Alameda county often for entertainment, recreation, errands, and to visit loved ones (and sightsee)

Doesn't travel

Focusday time program San bruno

Community organizing

volunteer work

Going to sfo airport

eat shop

Volunteering

Shop and visit a family member or friend

Passing through

Social events and catching transportation (Amtrak)

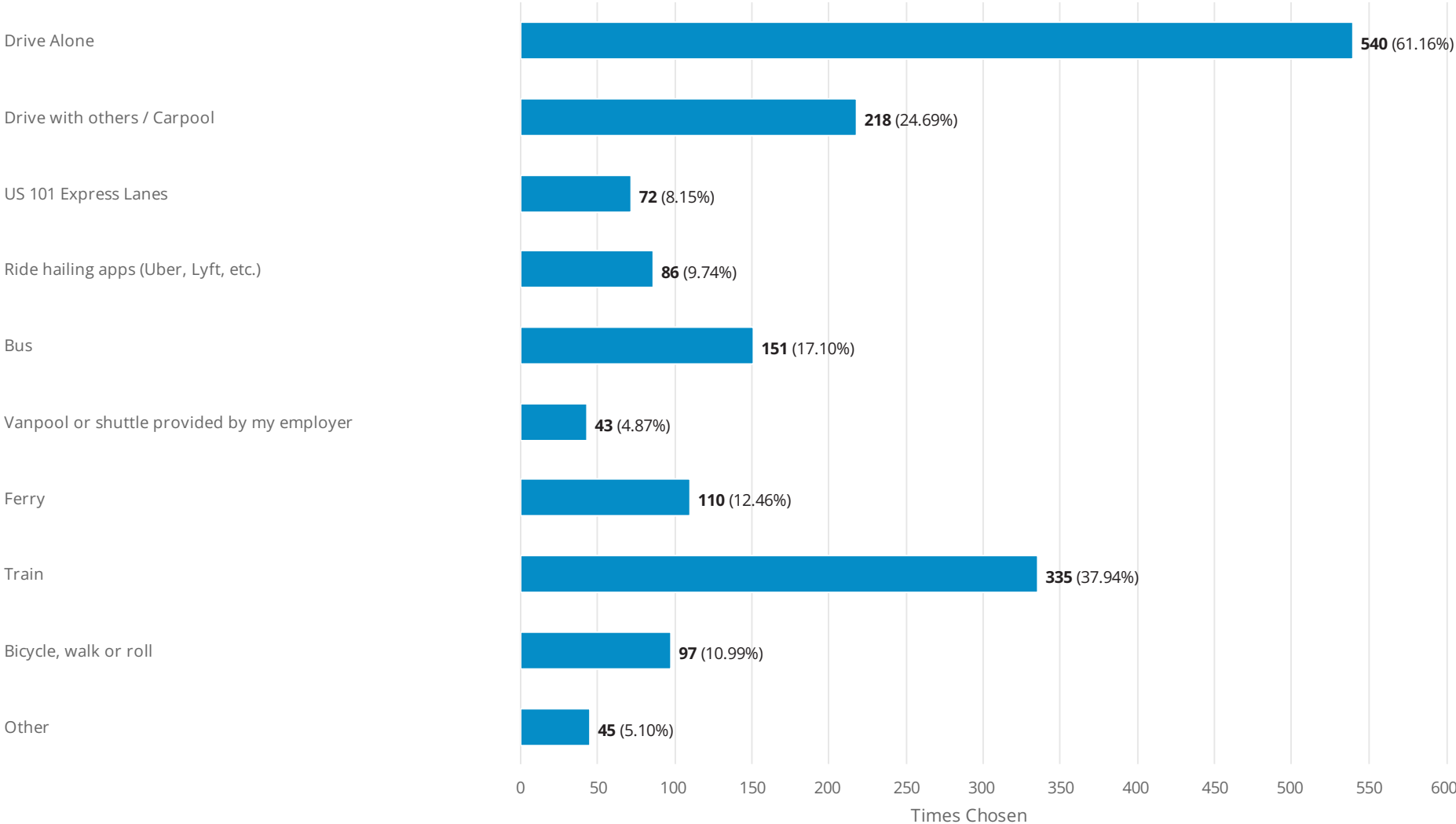
Visit family, entertainment

For fun/to travel

1 day per week for square dancing, plus 1 day per moth for entertainment

How do you travel between San Mateo County and Alameda, San Francisco, and Santa Clara Counties?

Number of responses: 883



"Other" text answers:

Brisbane Commuter Shuttle

Doesn't travel

Rediwheels

Commute.org shuttle, Genentech publicly available shuttles

Other

Bus/Bart

Drive kid to school

Bart

Bart

Bart

BART

Ride with others

BART
Drive to Bart
bart
280
bart
Bart
BART
Other
1-280
Redi Wheels
280 or 101
Motorcycle

combine transit options - train, bart, bus

BART

BART

Reddi Wheels or Peninsula Jewish Services

BART

Bart

BART

BART

Paratransit

Mission Bay shuttle

bart

BART

BART

Drop off/Pick up

bart

BART

880 paid express lane

train to Milbrae, then BART

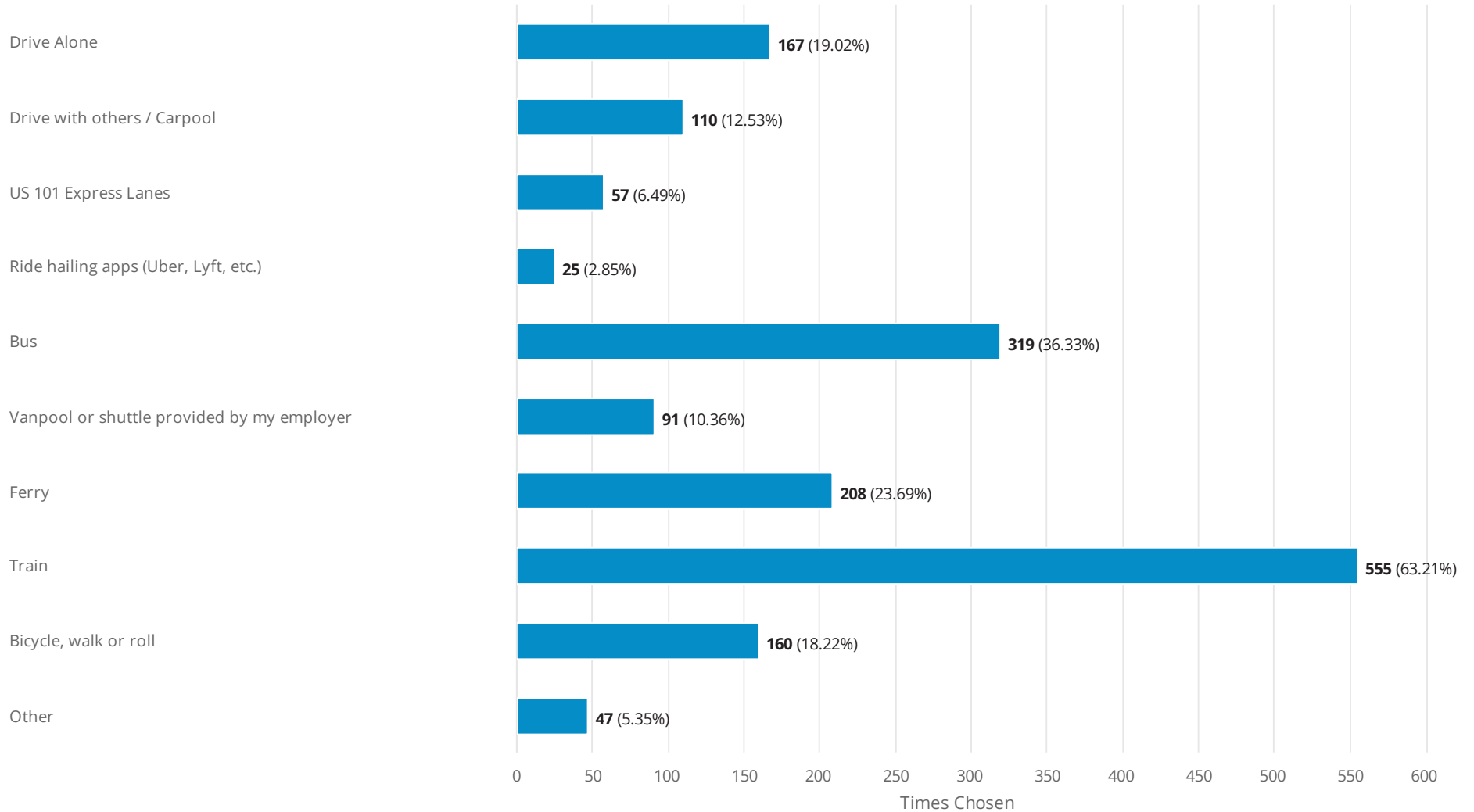
bart

Bart

3 different trains or train bus train

If conditions were improved, how would you prefer to travel between San Mateo County and Alameda, San Francisco, and Santa Clara Counties?

Number of responses: 878



"Other" text answers:

Brisbane Commuter Shuttle

no difference, but it driving i would prefer a safer paved road on the freeway (too many unfixed pot holes)

Bart

Other

bart

Uber/Lyft to contract with Redi-Wheels/paratransit services

handicap shuttle

Need a Shuttle bus that crosses the San Mateo Bridge and connects San Mateo CalTrain to Hayward BART

shuttle

BART/Bus

Drive kid to school

Bart

Bart plus bus

BART

BART

Drive others

BART

BART

Other

BART

BART

Redi wheels

BART

Other

Bart

BART

Muni, bart

BART

It depends if it is for work or pleasure

BART

Bart

BART

I'm happy with the current ferry

BART, specifically

BART

Bart

BART

BART

Mission Bay shuttle

Train / BART to San Francisco. Train to Palo Alto/ Mountain View Bus to Alameda or Contra Costa

bart

BART

Need shuttle from Foster City to train station running on demand (cell phone text) or hourly

bart

Bus to Bart or bus

Shuttle from Millbrae to Bart station

Conditions improving would make no difference to my preference for travel. I would continue to use my bike and ride the train.

Please tell us the primary reasons you choose to drive alone.

Number of responses: 457

Text answers:

Basically because of the last mile problem, I do not live within 2 miles of convenient transit. Taking only transit (walk + bus + train) without driving, would require transferring between modes of transit 4 times, and would take over 2.5 hours one way to get to my office, whereas it is a 45 minute drive. I can get that down to 90 minutes and two transfers by using park & ride (drive + BART + bus), which I do 1-2 times per week.

Because the public transit options are not frequent enough to be usable

I have meetings in multiple locations in the Bay Area, and most days there is not enough time between them to take public transport.

With the amount of stuff we have to carry with the kids, it's easier to drive alone in your own car.

fastest

No transportation works currently (takes too long-2-3x driving time, doesn't operate when needed-doesn't connect/coordinate with other systems.

Convenience. Lower cost. Saves time. Would love it if another answer was cheaper and faster.

Public transit for my visits to Elmwood Jail would take way too long.
Sometimes I have something during the day or after work for which public transit wouldn't work

I live far from

convenience or missed public transportation schedule

If there is no one else in my family going my way

I didn't choose "drive alone." I prefer to take public transportation. Train to SF. Combination of Train, or Train and Bus (or light rail) to Santa Clara County. Getting to Alameda county is the most difficult, because it means a change from Sam Trans or Train to BART, and the connections are quite unreliable.

My destination is too far from transit connections, and/or service is not frequent enough

Don't drive alone now since I don't have a car (moved to the US recently). But I will buy one soon and drive alone as public transportation is expensive, slow, and unreliable. Also I don't feel safe on my bike, and I don't like to leave it behind if I'm doing stuff due to thefts.

There are no safe bike lanes or easy bus commutes, and there are no transit buses that take you into local streets. San Diego has free-ride electric shuttles available seven days a week. You can request a pickup via the mobile app or wave down any electric fleet. It will be nice to have that.

Rain

I'm fine with that but you didn't miss it

I know no one making a trip from my point of departure to my destination. Public transportation interfaces and schedules greatly increase travel time, severely limit time at the destination, and are amenable only to a trip planned in advance, no emergency or spur of the moment options. Travel by ride share would be seriously expensive. Note, at the times I typically travel, many vehicles have single occupants, for example service vehicles like plumbers, construction etc. The 101 express lane is frequently empty, possibly for the same reason I would not use it, cost. This forces more traffic into fewer lanes, more congestion.

Delays in bus, faster, more realable

Poor connection between train and bus at Hillsdale Station. Additionally, SamTrans buses run very infrequently.

Because my starting point is in a mountain community with few people, and certainly not people heading to Palo Alto.

Schedule and workhours

Nobody else from workplace traveling from here

Cleanliness of train

Reliable to set my own time when traveling alone. Able to shorten commute than relying on bus transfers

My destination is fairly remote

No one available to accompany me

Time and cost

No more express bus from Pacifica to SF

My schedule varies.

No one is going my direction. Bus times are too long compared to driving myself straight to work.

Convenience. Going to places that were not near transit stops.

Because train home is not frequent enough for train to work is often late!

I have to go to construction sites and haul materials for my job.

My only option

Menos tarde, y limpio.
Más directo.

It's easier and quicker than public transit options. It also connects more than public transit options

Rain

This project will destroy the lives of hundreds of families to accommodate people living in another area.

I work various hours and public transportation options are extremely limited to travel to my worksite.

Feel safe. Less hassle, no coordination needed with anyone and can drive at will and stop for food and bathrooms at will.

Don't have to deal with unreliable public transportation and save a lot of time

I'm trying to overcome a driving phobia and need to practice driving, but I far prefer bike/train

Because, at this time, I can.

Don't want to pay tolls and no one going my direction

I bike during the day if I'm going from Mountain View To Menlo Park. If I need to go further than Menlo Park, I consider it too far to bike and I try to use the train. But the train stops very infrequently at San Antonio/MV and then infrequently where I am going such as San Carlos or Burlingame.

To meet with other people already in that county

Timing

My schedule is tight and I do not have extra time to carpool. I live in Foster City and there s no train and minimal bus access.

I reverse commute, and don't have a fixed

convenient

Limited availability of Caltrain schedules to south bay, as well as high cost

Because I work construction. I MUST go to my location as it varies often. I service the PEOPLE! Long live communism!

Making extra stops and picking up and dropping off other people is time consuming. When driving alone, you don't these other added trips/stops like carpooling, buses and trains.

In a perfect world, I would bike or walk to the train station from my house in Mountain View and then bike/walk from the station to my place of work in Hillsborough. However, the train is too infrequent, and the timing is off for when I need to get to and from work. In addition, driving to work is significantly faster (~35-40 minutes) than public transportation at this point.

Public transit options are poor. Long travel times with many transfers.

I do not wish to be in the car with strangers. Driving is the fastest option door-to-door.

I drive my daughter and I to school each day from San Francisco. I am a teacher and she is a student at the same school. Each day I get in the car, I worry about accidents. There are many drivers that are swerving lanes and going too fast. I would recommend that 280 North bound has more police presence to avoid accidents.

I live in Alameda (the island). Getting to San Mateo involves three forms of transportation: ferry-bus-caltrain or bus-bart-caltrain. While this in itself is a bit annoying and takes up to 2 hours each way, it would be worth it if the price were reasonable. However, it costs me less to drive solo than to pay THREE different transit agencies THREE separate fares EACH way just to travel in the Bay Area. The ideal would be a direct form of transport from Alameda Island (or even the SF ferry terminal) to San Mateo and for one price (for example if I take the ferry from Alameda to SF Ferry terminal I should be able to take the bus onwards at no additional fee).

But really, the cost is the biggest thing. Even in NYC and its suburbs you can get around on one ticket for \$2.50 and because it is affordable people take public transit. It is crazy that I would pay \$28/day to get to work by public transit here (and it is cheaper for me to pay gas/toll each day to go solo)

Insufficient SamTrans service going East-West (and into hills)

Convenient

Lack of alternative transportation

Bus does not run on weekends.

No one else to commute with, that lives near me. I am also far from the train in Santa Clara County. Public transit is not as accessible, convenient, nor dependable. It is slower to use the train or public transit, than it is for me to drive alone.

For speed and convenience. Also, there is no regular public transport from Brisbane to SF.

No one in my area works close to my job

Not many coworkers live in the east bay

Alameda, is quite an expensive place. Please, provide us with the best and safe transportation.

Speed, convenience.

I go so infrequently. I take my dog.

Travel for work and it's only me going to a meeting in SM County

speed, safety, flexibility, convenience

Bike route from. South San Francisco Caltrain to Oyster Point companies not safe.

Shortest time

I can come and go as I please if I have my own car

Usually it's an errand with my dog that I'd drive alone - she has a vet specialist who practices in San Mateo county. Otherwise I ride BART

Hard to get carpool to/from my destination

Too dangerous to bike, and Caltrain service is too infrequent / slow.

Comfort and privacy of being in my own space. Not having to align to a bus schedule

Prefer to drive with others. But use vehicle to get where I want to go without having to use multiple methods of transportation

i have mobility issues and many times when using bart from Colma station on Bart, the elevators or escalators are not working

It is cheaper. I have a gas car. The train is 18 dollars round trip. This is without parking at the train station. Now that I don't have the commute shuttle to the train. I have to drive to the train, why not drive all the way???

I have mobility issues, and can't walk to or stand at a bus stop, or step up onto a bus, or into an SUV, or back seat of an Uber or Lyft or poss a taxi cab. I require door to door service because I can't stand/walk more than 10 mins due to a back injury.

Convenience

Infrequent buses

It would take me 1.5-2 hours to travel from my home in SF to College of San Mateo, where I work, using CalTrain plus the CSM shuttle. Driving takes 25 minutes. I would be willing to spend up to an hour to take transit rather than drive.

I have weird hours and none of my cows live near me

I occasionally drive alone (one time per month or less) when I am visiting a friend or going to an appointment after work, where public transit isn't an option.

There are not viable alternatives to crossing the bay. Ideally there would be a rail link between BART and Caltrain.

Ferry from Alameda to Oyster Bay goes to Jack London first which increase the commute time enough that it's the same time commitment as driving.

Hours of wk

No other choice from half moon bay. 30 years working in SF living in la honda and half moon bay, had to drive 30 to 45 minutes to Bart, hope for parking spot just to take subway in.

Train is too expensive especially parking and slow

I usually bags to carry, which are inconvenient to bring on transit. Also, sometimes I do errands like grocery shop along the way

Trains dont run frequently enough especially at night

Public transit is crazy slow and expensive. Switching between systems is far from seamless and 2x the cost.

Best option since ferry doesn't exist, no easy way to get to train station, bus timing for buses near me not convenient

□□□□□□□□□□□□□□

My child goes to school in SMC so while we mostly bike for drop off and pickup, we sometimes drive. We don't carpool as there are no families who live in our area.

Irregualr medical appt times at different doctors locations, that aren't easily accessible in a timely fashion from Pacifica into San Francisco. Many times with my disabled Multiple Sclerosis wife who uses a cane and has limited walking ability, not able to use public transportation.

Biking from Caltrain is unsafe. Car centric planning means I will die if I commute via bike. Guaranteed.

I work nights

to carry my bike to a BART station

Caltrain isnt frequent enough and inconvenient to board

More privacy and peace of mind

Caltrain doesn't service enough areas and buses don't have enough coverage and are too slow

Saves time

Train times to return to San Mateo County are very inconvenient and infrequent outside of weekday rush hours. Nighttime is the worst.

Transit isn't an option.

It is more convenient. It is also healthier.

Convenience

Sometimes I have to carry a lot of equipment and supplies I need for my volunteer work for the Food Bank. Other times, especially in the evenings, it's difficult to commute by public transit.

Helping elderly friend with shopping and other errands. Also, remodeling and vendor in Belmont

Bus - train transfer takes time. The connection is not efficient.

Reverse commute.

work early in the morning, or on call for emergency repair from the company. Also, some assignment on our job require us to work graveyard shift.

convenience and quickness. Dropping kids at school and driving to work over the bridge.

Company's shuttle bus schedule is at very odd times and require me to walk through sketchy neighborhoods. So, I primarily drive, mostly alone. Sometimes my neighboring coworkers and I will share rides if we are aware we have a similar schedule that day. Normally don't share rides since it takes time to coordinate.

Public transit to most locations takes drastically longer, buses are unreliable,

The trains don't run late enough or don't get close enough to my destination.

train has been very unreliable the past year or so, and I need to be on time

Infrequent service on Caltrain, especially at night or on weekends when most needed. Need easy overnight parking at Diridon to be able to travel from South San Jose to visit family and friends in Daly City and San Bruno overnight, especially for dinners or other nighttime events (movies, concerts, shows, etc.).

The San Mateo Bridge lacks any form of public transportation; trips from San Leandro or Hayward to Daly City or San Bruno are therefore most efficient by car. The commuter bus to SFO is only for airport employees but would be great if open to the public. Due to distance-based fares, there is no incentive to ride BART on a detour through the city since the cost of the ride becomes higher, there is a charge for parking at certain hours, and overnight parking is not allowed according to signage at the stations.

When traveling to the airport (SFO or OAK) by BART, there's an extra surcharge even though it's already slower taking the train than going by car - reducing the incentive to use it. If a family or group of friends are traveling together, the fare becomes even more prohibitively expensive than calling/splitting a rideshare. Seattle's train and Honolulu's bus have the same flat fare of the local metro to and from the airport, providing a very economical way for people to get to the airport, relieving the mental stressor of high-cost transit.

Because federal, state, and local governments have invested untold billions of dollars across more than half a century to make driving alone the default choice for transportation in America.

parking at caltrain is not free

I have to for work.

Flexibility with timing.

My destination is quite distant from

It is hard to connect from my home in Foster City to the Hillsdale station of Caltrain. I would like to bicycle to the station, but Hillsdale Blvd is not bicycle friendly.

Time is valuable

□□□□□□□□ Because there is not other options here.

Attending meetings/ events &no one else attending lives near me. It's also timely.

Cause the train only comes once a hour

Ferry times are far and few. If I need to stay at work past 5:20 I have to drive.

Sometimes my work schedule doesn't match with available transit options

Limited ferry schedule options

Last ferry is at 5:20. Sometimes that's not late enough. Sometimes there are night time functions to attend. I basically never do it but if traffic were better, I may do it more often. I love the ferry ti SSF, it's the best way to commute, but it is restrictive due to the very few rides on schedule.

I tend to leave for the office at odd hours.

Due to the time I have to be onsite for manufacturing meeting on Mondays.

I drive alone because currently there is no shuttle coming from the east bay. Driving to the nearest BART and taking the train then shuttle would add additional time and cost to my commute.

The train schedule is so infrequent

Ferry schedule limited and need to travel off schedule hours

When I need more flexibility for arriving or leaving from work that the ferry cannot accommodate, or if I have a doctor appointment

Flexible schedule

I typically drive alone when my work schedule doesn't align with the ferry schedule, like when I need to work later than 5 pm. The last ferry from south San Francisco to Oakland leaves at 5, so if I have a long day I typically drive across the bay bridge to work.

Some times I miss the ferry by 5-10 min.

Or if I have to take the kids to school... drop off time is 8:10-8:20 . There is no way to make the last ferry from Alameda or JLS to SSF.

I have some work days thst are either longer than expected or has more variability than what I can depend on public transit to handle.

It is faster and I don't need to sleep in.

I can manage my timings and sometimes the ferry has been cancelled.

Flexibility in schedule

The distance is too far and takes too long to get to my destination by other forms of transport

no better options

Caltrain isn't frequent enough on the weekends

I teach a class downtown once a week and it is mid-week, mid-day. It is safer for me to drive as I have parking at the destination.

Car needed for work

Public transportation is not economical, no reasonable time, too many transfers, and it's not safe, for me to commute between Solano County (Vallejo) to San Mateo County.

convivence

Convenience

Would love a ferry from Richmond to SSF.

The convenience of not having to coordinate with other schedules.

Bad public transportation options

Speed, time, convenience

BART is filthy and dangerous. Fare jumpers cause the majority of the problems but BART continues (for decades) not to enforce the rules.

SamTrans no longer goes directly into San Francisco. The bus takes a very long time to get to BART and express busses are too infrequent. Bus shelters were all replaced with a useless version which provides no protection from the elements and their solar powered lights are drained by early morning making for a dark and dangerous environment.

Convenient and schedules are flexible.

Time of commute

Inability to easily reach places by public transit without multiple transfers

Save Time

Faster, gets me exactly to where I'm going, it's safer, public transportation is unpleasant (unhoused, deranged, unstable people) and smells bad.

Schedule

Time of travel and frequency of bus/train service

My work schedule. I sometimes start at 5:30 am. I'm a woman and am scared these days on public transport

RWC train station does not feel safe.
Buses do not feel safe

Easiest and quickest

Poor connectivity

Time of commute. I need to transfer three times to reach work.

- I live 1.5 miles from the nearest CalTrain station (and shuttle schedules are limited to peak commute times.) And there is often no way to get from the CalTrain stop to my eventual destination.
- I live 3 miles from the nearest BART station (and BART shuttle schedules are limited to peak commute times.)
- The SamTrans bus runs too infrequently in the evening or on weekends. If I miss a bus, it sometimes means waiting an hour for the next one.

Only way to get to work. All other types of transport take hours longer.

Parent, need easy ways to get to SF without long lag times between train and bike, or unsafe street last stretch

Transit is far and infrequent.

My schedule -- I don't have a lot of options for my employer shuttle, and my employer is not located near CalTrain

Flexibility with timing. Currently due to the train/bus schedule i have to stick to a very strict schedule on days that I transit

I have to drive to bus stop which is 20min away. I wish there was bus near my home.

1) Convenience. I can come and go as I please 2) Riding the bus is so expensive and takes 2x as long to get to my intended destination. If my employer offered a discount or reimbursement for every time I use public transit in my paycheck, it would incentivize me to put up with the hassle of riding public transit.

convenience and able to have flexible schedule

In order to take public transportation, I have wake up extra early to get to the train station to catch the train so will arrive on time at hilldale station to take the shuttle to get to my work. This amount of time is double the time I take if I were to drive alone to get to work.

My schedule varies and does not lend itself to carpooling.

Most efficient for time and cost

Flexibility of schedules. Not enough transport options.

Flexibility of arriving and departing, convenience/access.

Having to transfer from Caltrain to BART at San Mateo adds too much time to journey and trains/BART are not frequent resulting in more than double the amount of time to get into the city.

I occasionally drive alone because I miss my vanpool in the morning, or I need to stay late for work related events.

Comfort and Safety.

During the week - for work
On the weekend - social outings

Convenience. The work shuttle only comes once a day and it's too early in the AM (7:40 am) and PM (4 pm). I also get very motion sick taking the smaller shuttle bus that comes to my area. To take public transportation from the area of SF I live in (Twin Peaks) I'd have to take a bus (37) to the train to be able to take the SamTrans bus, or I'd have to take a couple buses to catch caltrain and then take a shuttle from caltrain to work. Currently it only takes me 30-45m to get to work driving, but it would take almost 2 hours if I took public transportation. Driving also gives me the flexibility to go to stores after work.

business schedule is fixed. not so easy to commute with other on the same schedule.

My company's shuttle stops do not service Alameda. Shuttle stops are in unsafe areas in Oakland and I will not leave my car or risk my personal safety to take the shuttle as offered.

We tried to create an Alameda vanpool and the cost ended up far exceeding the cost of driving alone, so the vanpool disbanded.

It's faster due to easier scheduling, currently the trains only run once per hour on weekends. It's also cheaper.

Public transportation from Pacifica to Walnut Creek is a no-go. It simply takes too long. I also have small children and need the flexibility to leave when I need to, so a carpool (fixed times to leave work) doesn't seem like a working solution. I'm from the NYC metro area and always commuted by bus, ferry, and/or subway before moving to the Bay Area. I took a bus to the ferry, ferried across the Hudson, and then walked to the subway. I wish we had a better public transportation system here.

I drive alone when I cannot take the company shuttle due to schedule. no other options to reach my destination by public transportation in a reasonable amount of time.

Different company building location or event.

All public transit options take at least twice as long as driving alone and generally require switching transportation modes at least once.

Public transportation is unreliable. Slow. Dirty. Dangerous. Freedom.

Takes too long to get to work otherwise. I would need to take Bart, then a train in San Francisco

I prefer to carpool or take the train but sometimes it's faster to drive alone. And sometimes my destination is not close to train. Or the timing is not convenient to take train.

work schedule

No reason for anyone else to be with me for most of my destinations.

Convenient. I drive into the City at 6:00 am. A 15 min. ride to the flea market. Need auto for possible purchases. I shop alone.

Because there are not good transit alternatives

I have little other choice. The current busses near me would add 45 min each way just to get to the bart station. At that point I just drive instead.

Easiest, most direct manner to undertake several errands

Poor Bus connections in my area. Also, there is no co-ordination between different samtrans bus routes and between samtran buses and caltrain or bart. This is the reason most bus routes have buses run empty

I did not choose drive alone. I have two small children who I have to drop off at school and then head to work. For me it makes sense to drive my vehicle than public transportation because of out car seat situation.

Porque llego más pronto

timing and location I need to go

If I could afford a car, I would drive alone.

Faster. I don't drive much but can get to appointments or grocery stores quickly and return home.

Varied schedule

Care for senior relative

No affordable public transit goes where I need to go

Brisbane has very little access to public transportation. The 292 is occasionally useful, but it doesn't run frequently at night or on weekends. The shuttle is useful only at commute hours.

It's easier, no one to commute with, no programs available in my areas closeby for me to join other commuters, no public transportation available where it's safe to leave my car

difficult public transportation from

If I have a late night at work because train less frequent at night to South San Francisco.

Embarrassingly shitty train service

I have to travel from Brisbane to the Presidio (NW corner of SF) - public transit options - shuttle van to bart to shuttle bus or shuttle bus to long bus ride- just take too much time. If Sam trans had a bus that went all the way there, or if there was a muni connection that was more time efficient (either from Balboa station or from 4th street caltrain station), it would make a big difference.

driving alone allows flexibility to meet my schedule restrictions

during rain weather

safer, more reliable, works at the times I want to travel

Car storage and convenience

I only have a 10 minute commute by car. It would take longer if I used any other mode of transportation. Also my schedule varies so it would be difficult to commute with anyone else.

Have to go into the office 5 days of the week.

Freedom, work hours can sometimes vary

I'm a senior (retired) and my schedule isn't 9 to 5. Almost impossible to carpool with anyone. I hate driving over 92 and as I get older I will consider taking public transportation.

Actually it would be with a patient for whom I'm a caregiver to her medical appointment.

I guess because it's easier. I don't have to make plans with anyone else.

Easier -- no need to coordinate with other schedules

No convenient other options

I am a doctor and own my own business so I have to be there on time to see patients. The patients can't show up to an empty office.

bart caltrain

I have a short commute to San Francisco.

It gives me the flexibility.

I love the 292 bus, but it is a long walk from my house. Sometimes I park at the commuter lot, which helps.

Public transportation to work takes 1.5-2 hours (1-1.5 if I drive to a bart station), driving takes 30-60 minutes. Thank you for helping to improve our public transportation options!

Work schedule doesn't allow for carpooling

Unsafe roads for bicyclists; would like to see the Bay trail completed and many more car free bike routes like Steven's creek trail.

I am a salesperson to individual retailers & my schedule varies wifely

No transit across the bay from Fremont to San Mateo, no efficient last mile transit

It's easier to drive alone as there are no true "mass transit" systems in the San Francisco Bay Area as do New York City. If there are more bus and subway/rail options, then I would be more than willing to use such modes of transportations. However, having lived here in the SF Bay Area for all my life (60 years), I will never see the day when the transportation infrastructure here in the SF Bay Area will be just as big as the one in Manhattan. It's very sad that the local SF Bay Area leaders and residents did not and could envision the benefits what a "good public transport system" can provide its residents and communities.

No other co-worker to travel with

there is no proper public transit between Cupertino and San Jose or CCSM or from San Jose to CCSM making it extremely difficult and time consuming to take then my own car

Easier to get to your destination as opposed to waiting for others to get ready.

Employer doesn't provide shuttle to workers. My work schedule may differ from co-worker.

have things to do

Lack of reliable last mile connections

infrequent trains and lack of bike infrastructure

flexibility in leaving

I am a senior living in Half Moon Bay. Very few timely options are available to us.

It's usually both faster and cheaper than public transit.

It's my only option, I don't choose to drive alone. Brisbane CA does not have any reasonable access to public transportation such as CalTrain or the Muni. Although there are shuttles, they do very little to help get access to the needed public transportation stations. It's such a pain that it's flat out not worth trying.... SMC's lack of public transport infrastructure forces me to drive alone. Please fix this issue and add more CalTrain stops at Brisbane (not Bayshore, that is too far) and extend the SF Muni into SMC boundaries.

Don't feel like I can rely on public transportation.

Dependent on my own schedule

I drive alone because car based infrastructure is the only transit that gets invested in, and heavy/light rail and street cars don't have enough routes nor frequency to even come close to competing. BUILD MORE TRAINS

Because it gets me to work quickly and no one I know works near me or the same hours as me.

Saves 1 hour per day total round trip

Ferry options from oyster point are limited

I am a single parent and I am the only one that is able to drive my kids around.

I start at 6am

My work schedule and locations vary. My transportation needs to be flexible.

Outside of peak commute hours, there are few 'last mile' options in Brisbane or at my destination to make Caltrain an option.

Taking the 292 would be a better option if had a dedicated lane along Bayshore/Potrero or had southbound options that bypassed the airport.

My schedule is erratic and my errands are varied. I also belong to a tennis club with locations in SF, Daly City, Burlingame, Redwood City and Santa Clara. My life is varied and it all requires driving.

I am a freelance musician and have rehearsals at various hours throughout the day (daytime and evening). It would be difficult to arrange a carpool with my schedule.

I have unpredictable schedule working as a first responder

There's only a single Caltrain or bus that comes by once an hour

No walkable access to Caltrain or muni from Brisbane.

Convenience and time efficiency

Time

My work is in Santa Clara County, and I need to arrive early in the morning 7am. There aren't direct rail routes between my home in San Mateo County and Santa Clara

Hard to get from SSF to the marina district in SF in a timely manner. Not a lot of people work in the Marina in SSF.

Time to destination

Takes longer to get where I'm going or too many connections by public transit.

The schedule, there is no way I could make it on time using Bart & Caltrain, but I would like to

More flexibility

Convenience and timing - cal train has terrible times and stops

Because the transit systems do not connect smoothly. On transit I need 2.5 hours from my house to my parents in Rockridge. Driving is about an hour.

Ferry schedule and frequency limitations

Take to long to use the bus to the train to the VTA or another bus, also mass transit does not run regularly in my area to make it useful (especially before I retired)

The trains and buses don't go to my destinations. The buses need to go extensively through the neighborhoods, ideally like countries such as Italy.

Train times are not always convenient and it can take quite a while. US 101 Express ways are expensive so there is not as much incentive to carpool with 2 people (even the discount is expensive)

no one else from this county is involved in this activity.

Most convenient -- my destinations are not easily connected by public transit and would take double the amount of time to reach using train/bus.

No public transpotation

Not getting any input from others. Especially if I disagree.

The bus takes way too long. If there was a bus that went through Pacifica then went straight to the bart station, I would use it regularly. But it goes through Daly Coty also which takes so much time it is not worth using transit

Its fastest and most convenient way to go. No waiting on others. Having a car to pick up children from school.

It's the only safe, speedy option- safe from COVID, safe from violence

There are only 3 ferry rides from alameda to SSF per day. Most days I can catch the ferry at those times, but one more ferry both directions that leaves a little later would be helpful.

Takes too many connections to commute by public transit, takes longer, and need to rely on fewer scheduling options that aren't flexible.

Primarily when the ferry schedule doesn't fit my needs.

Too many connections required to get where I need to go on public transit and usually slower because of lack of route frequencies or needing to wait for a connection.

I only drive when I miss the ferry, so it's unscheduled.

Ferry times are not the most convenient. It would be nice to have a 9 am ferry. As of late I've noticed too that the South City route often gets a smaller boat, specifically the Bay Breeze, for the most popular morning ferry (unsurprisingly, the latest one, 8 am) and there's barely room for bikes.

If there will be a very early or late work day and it does not align with transit schedules

It is the fastest means of doing the commute. Also, I have kids and the last ferry in the morning runs too early for me to get there before it leaves if I drop off my kids at school. Schedule is too chaotic for carpooling easily.

Need a car while in sf/east bay

No good transportation to reliably get to where I need. Consistency and number of options per hour are important

Convenience

Because I need a bus to go to the San Francisco ferry so I can get on the Vallejo ferry

Commuting to work or to the ferry

Drive alone to work only if I'm going to work later or earlier than the ferry runs

Want to leave work at noon on some days but there is no transit at that hour.

CalTrain schedule doesn't work for my needs and doesn't get me to where I need to go. Transiting between competing transit orgs is uncoordinated and slow. My drive alone 30 minute commute takes 2 hours on public transit.

I don't like being around other people

Fastest method

Love the ferry

I like the time in my car alone and can leave when I'm ready to go.

I prefer to take the ferry to work. When the ferry is canceled due to mechanical problems or weather, I drive alone to work.

Limited alameda to SSF ferry schedule in the morning. If you have a child in school, you physically cannot do school dropoff in the morning and catch a ferry in time.

Overall time savings. Currently, using buses or trains (caltrain) is cheaper but too time consuming.

Missing last ferry time departure at 8:20am from Oakland

Scheduling issues with ferry

It's easier for me to get to from my house and I can leave work whenever I need to rather than being stuck on a timestamp

When ferry hours don't work I drive alone

Flexibility in when I go home.

When coming from SOMA mid-day it's faster and easier than bike + Caltrain to get to oyster point

Ferry cancelled for weather or mechanical difficulties

Ferry cancels or is not at a time that works for me due to a personal appointment or reason.

Covid safety measures have been relaxed for too much and public transportation is too high risk.

I live alone.

takes too long on public transit

I live in Pacifica, work in San Carlos. The commute by public transit is over 2 hours. The drive is 40 min with traffic. If we could get my commute down to an hour from Pacifica, I would do it! We need more transit infrastructure, but

I do not know anyone going to the city at that time.

schedule

no other option

At times

buses are not frequent enough

Convenience. Often I return home late in the evening, a time that public transit availability is often very limited if at all.

Generally my trips driving alone are visiting friends or family in Santa Clara county, at times when my husband and son can't join, and I am technically close enough to take the Caltrain south but the hours are too infrequent on weekends to work for my schedule and also there are rarely any available local connections from the station to my destination. There is also no bus from my house to the San Bruno Caltrain or BART stations without walking at least 45 minutes on a major hill, so even if I take the Caltrain or BART I need to drive alone to the stations first.

public transportation is too infrequent and missing connecting shuttles to destinations

Not having to work around someone's schedule. When able, take the bus or public transportation. I'm in San Mateo County and can drive to San Francisco, but I generally take the Bart.

Infrequency of scheduled service

Convenience and not restricted on time

Scheduling conflicts and flexibility

My normal drive is going from East Palo Alto to my partner's place, which is in San Rafael. The average transit time to San Rafael from where I'm located is upwards of three hours, and that is IF I manage to make every single transit connection. It simply takes too long. If there were a speedier rail service or more connection to the San Rafael area, then I would do that.

I also go to see Berkeley/my sister quite often, and I do try to take the transit between those areas because I find the BART to be relatively reliable. Unfortunately, getting to and from the BART back to my place of residence is a little bit more time consuming than I'd like. Essentially, if there were quicker transit times, I'd love to use those - I am a big fan of not driving, especially on 101! It's crazy out there!

faster and more convenient

Buses only once an hour and take 45 mins to get to BART. Then another 25 mins on BART. Driving takes 25 minutes total and I can leave any time.

Need the extra storage to bring bags and supplies

Destination not near transit stops

Bus schedule too infrequent

Convenience, bad last mile at Menlo park and in st

Public transit schedules are too infrequent or inconvenient

That's easy: Because mass transit in the Bay Area sucks, deeply. My wife once tried mass transit between San Mateo and San Anselmo, and she spent 8 HOURS on trains and buses for the round trip. In a car, it took 2 hours.

The distance is too long

Hours and location

Where I live in SF is not convenient to train travel (it would take me nearly as long to get to the train station in SF and board a train as it takes me to drive from SF to RWC.

Transit frequency and coverage are too limited now to get to places I want to go in Los Altos, Cupertino, Mountain View, Los Gatos, Santa Cruz, Redwood City and it's too far and/or too dangerous to bike on many of the roads.

I mostly travel to other counties on the weekends and aside from BART, public transportation has severely reduced service on the weekends so it's not really an option, especially going to Santa Clara County

I leave at 5:30 am so very few people travel into Peninsula at that time.

Convenience and speed.

There is no easier way for me to get between Hayward to Redwood city with public transportation.

I drive into work early, so thayvl can leave early.

Driving is stressful and dangerous. It is also expensive when factoring in gas, insurance, maintenance, and parking.

Convenience

It is the most convent and flexible way to travel

There is no public transport and haven't found anybody to match with my days and time to commute.

Convenience

It is much faster (20-25 min) compared with train 75min one way

It is the only method that gets me directly from Fremont to my work place at SFO. If there was a bus that went from Fremont to SFO, I would take that method.

Most direct route. It would double my transit time to take public transportation.

No other easy way of getting there

Caltrain is not frequent enough during the weekends. The bus lines in Santa Clara county usually stop at the Palo Alto transit center instead of, for example, going into Menlo Park, which houses a favorite bookstore or Redwood City, which has a nice movie theater downtown.

Different schedule than carpooling partners. Much faster than other options.

I fundamentally enjoy the freedom of choice associated with driving, as well as the process itself and the sense of camaraderie with my fellow drivers.

my travel is non work related, different times, different places

Aren't many options from Half Moon Bay!

There's no good way from the coast to plan around arriving where you want to be in a reasonable amount of time. If I only was giving up 15-30 min I'd consider it but on top of the potential delay of missing a connection, its impossible to plan around.

Public transportation does not go where I need, or the time on public transportation is too long.

No other option. I prefer public transit. But I only like rail/train. It is much quieter and smoother.

BART from the East Bay (Hayward) takes twice as long as driving. I often work late, making carpooling inconvenient.

I drive a small car and do not have much room for passengers. I usually have a specific destination in mind and I drive according to my own schedule and for my own purposes.

- Safety
- Convenience, ability to travel at own schedule
- Efficiency, faster than traveling by public transport
- Affordability

I commute from Tracy, CA (San Joaquin County) where I reside. Due to the long distance, right now, driving alone is the best option for my time management.

Flexibility

I only drive when I have to (pick up more than 1 person, transport a large item) or the weather is too wet in the morning. Its no more than twice a month.

Bike lanes largely do not exist and, if they do, I do not safe riding them. Often I am forced to ride with traffic and drivers pass too close for comfort. There needs to be bike lanes that are both separated and protected. There is no reason for the lack of bike lanes in a place with great climate, flat terrain, and an environmentally conscious population. In particular there is no safe way to cross woodside road by bike, and no safe route from Redwood City to Menlo Park or Palo Alto commerce. A protected and separated bike lane on El Camino Real would be ideal, preferably one that is built in less than 10 years. But also other bike lanes through the neighborhoods, not just sharrows.

Public transit is too expensive and takes too long. I do not have others near me that work near me

Shift worker-shift is 1pm-9:30pm

The bike routes are not safe enough and the rail line was abandoned.

If I need to make multiple stops that are not near Caltrain stops. If it's the weekend and Caltrain is only running once an hour. If Caltrain is only running bus bridges.

There are no protected biking routes available. I would love to bike instead of drive everywhere, but it isn't safe. Most of the biking infrastructure in the Bay Area is "share the road" and dangerous. I would take transit if I could, but it isn't well connected and doesn't run frequently.

Driving is sadly less expensive than BART. There are no frequent, direct bus routes that cross the San Mateo and San Francisco County lines.

Samtrans does not go anywhere I want to go at a time/frequency that is useful

While the Caltrain does go to Sunnyvale from San Mateo, the station is really far from my work. I wish BART was expanded.

If I need to quickly get somewhere.

Convenience.

Poor and dangerous portions of the bike route. Multi-modal train/bart connections that rarely sync, and are costly because it involves multiple transit types

Convenience and it's usually the quickest during a busy work day.

It is the most comfortable and convenient option.

It takes half the time to drive than to take the train. I would love to take public transportation if it wouldn't be so time consuming

No other practical way.

Convenience

Time efficiency

I have considered public transit, however, i would have to transfer three times (Muni to Caltrain to Commute.org shuttle) and it would take me three times as long compared to driving.

My schedule changes frequently, so I would have difficulty planning to carpool

Because our transit is not reliable, does not connect on a East to West route with out time consuming changes from train to bus. We should get rid of buses entirely, no one rides them. Every bus I see since the pandemic may have one rider at most. Complete waste of money that we subsidize buses and transit that is not used. Not to mention the waste of gas and diesel.

No good transit option to the east bay

Have had maybe 8 bad experiences on BART with threatening passengers both on platforms and platforms. Historically BART platforms and some trains have been dirty. Don't like taking night trains back from SF, Also, some of the places I go to I would have to walk a distance from BART or walk through unsafe areas. When I drive to the South Bay from Mid Peninsula many of the destinations are not easily reached by public transit.

Visiting friends or social events at times requiring driving. Most efficient.

More flexibility on when to get to and leave work, more reliable transportation, less delays, shorter commute time

I need to drive alone to get to BART, or to get to other places where is no public service.

Going at my own time

I usually travel for recreation and desire to arrive and depart on my own schedule.

BART doesn't start running to/from Millbrae that early or that often after 8p anymore so not as convenient anymore and is a real pain when a train gets canceled which happens quite often. Before when trains ran more often to/from millbrae even if a train got canceled it wasn't that bad.

My hours are unlike anyone else I know. I live in a town with absolutely ZERO public transit routes, and it is a 47 minute walk to the nearest public transit site (El Camino Real Muni bus stop) - and over an hour to walk back. BTW, walking in this town is extremely dangerous, given that cell phone coverage is spotty (in case of getting hit by a car), there are no streetlights and very few streets with sidewalks, it is very hilly, and the roads are very curved (not straight). The places where I work also have no public transit stops within reasonable walking distance. So my 45 minute round trip commute would become at least a 4 to 5 HOUR nightmare. Aside from my disability, a bicycle is not any kind of an option, even in good weather, both for the reasons above (narrow, winding streets with no streetlights or bike lanes even as a possibility given how narrow the streets are), but also because these streets have extremely steep grades.

Normally travel with spouse but on occasion I travel alone

Ease, faster than public transport, don't have to put up with crazy people

Fastest

Easier

the train does not go everywhere we want. My husband uses a wheelchair, so connecting is difficult

Transportation alternatives are very poor

Usually, the times are more convenient and flexible.

Don't have many other people who live near me and commute to San Mateo County

No other commuting options.

Quiet, smell free, and a/c or heating when I want it.

I don't have anyone to drive with me. Also, as an adjunct professor my schedule is unpredictable. Finally, I am a solo parent and have strict times I must drop off and pick up my child which squeezes my work/commute time.

Schedule convenience

Time and flexibility

Convenient

the trains are scary and take too long to go across to oakland or hayward or newark.

Public transportation takes much longer than if I drive and often is not located within walking distance of where I need to be

My work schedule doesn't align with coworkers that I know live near me.

Quicker than other options

Driving is expensive and parking is hard to find in San Francisco. It would be more convenient to commute to SF by train. There needs to be more frequent, faster trains

The shuttle bus schedule is not

My carpool partner only works 4 days a week. Public transit options are not viable for my work schedule.

If I only need to go between my home (Oakland) and office (downtown Redwood City), I can take BART/Caltrain. But if I need to go anywhere else in San Mateo County that isn't along Caltrain, I need to drive because the bus is slow and infrequent. I would prefer to take transit for 100% of my trips, if possible.

Drive alone at times when public transportation options are unavailable or limited

Cost. In the past, if taking Bart...we get free transfer to Samtran or Muni. Even a discount bus transportation after Bart will make a difference. Thought it might cost more driving, but it's not much of a difference if I have to pay extra for Samtran or Muni. Time is money too. Also, they need to police the train more often. I don't feel comfortable taking transportation right now with so many homeless and crime.

flexibility

No transportation across the bridge

I like to have the flexibility of coming and going.

Driving is still 30 to 45 minutes faster than taking BART each way from Oakland. BART has slowed service (all trains stop at SFO for 10 minutes and no more red line express train to Millbrae) and reduced train frequency on the Red Line (formerly 15 minutes now 20), making it more difficult to take transit to San Mateo County. Also there is little to no police or security presence on BART in San Mateo County. It is rare to not be on a train with someone smoking, suffering from mental illness, or causing problems. Why would I not drive?

I don't work same schedule as most of my East Bay co-workers and I often have afterwork meetings in the Peninsula

convenience and cost (last mile connection costs make transit significantly more expensive than driving alone)

So I have the freedom to leave anytime I want

bike lanes either do not exist or are not well separated from traffic and i do not feel safe

I have to have access to my car all day for work, non of my co-worker live near me.

convenience work solo

I am usually visiting family by myself.

No weekend service

time, convenience

Convenience

BART is filled with homeless/drug addicts. Caltrain is very unreliable and not flexible.

My jobh&t NV

convenience

Lack of proper connections to transit from East Bay to san mateo county.

The BART/Caltrain connection in Millbrae is tough. Need to catch a very specific BART train in the morning to catch the one Caltrain that stops by my office. It's feasible and I do it sometimes, but usually my car is the most convenient option.

I try to carpool with co-workers when I can, but they are not always available. I'd prefer to not drive alone if I can help it.

Convenience. Timing of caltrain doesn't match my schedule well, and then I also need to transfer to a shuttle to get close to my office. Also I hear Caltrain is not very reliable with accidents, trees on tracks, etc.

Convenience

Accessibility and safety

No one else going my way

I live in San Mateo and usually drive alone just to get to the Caltrain station, though occasionally I drive to my office in San Francisco if there's a logistical need to have my car. Typical work commute is car to Hillsdale Caltrain to Muni Metro, then a short walk.

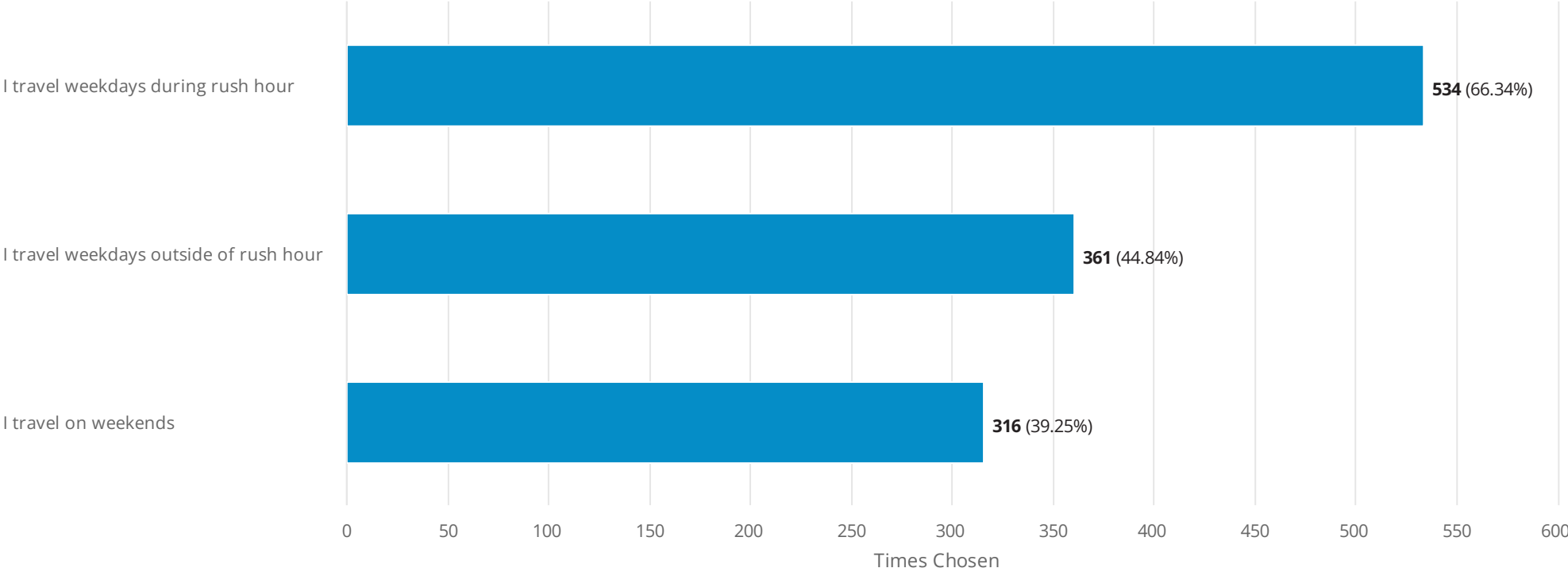
Outside of my work commute I often drive to Santa Clara and SF Counties. On occasion I'll park at BART and take transit into SF from there.

if train isn't running

Its fast and I don't have to wait for a train or bus. Our transit options reliability needs to be improved.

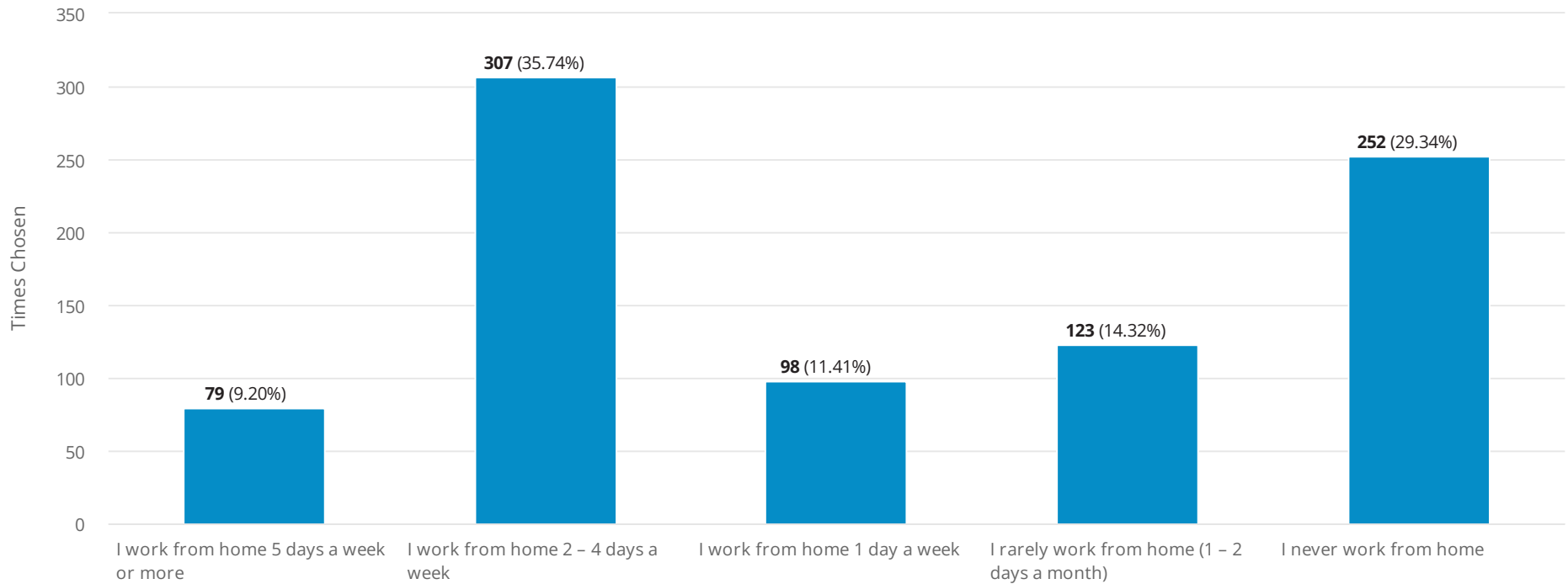
Which statement best describes when you travel between San Mateo County and Alameda, San Francisco, and Santa Clara Counties?

Number of responses: 805



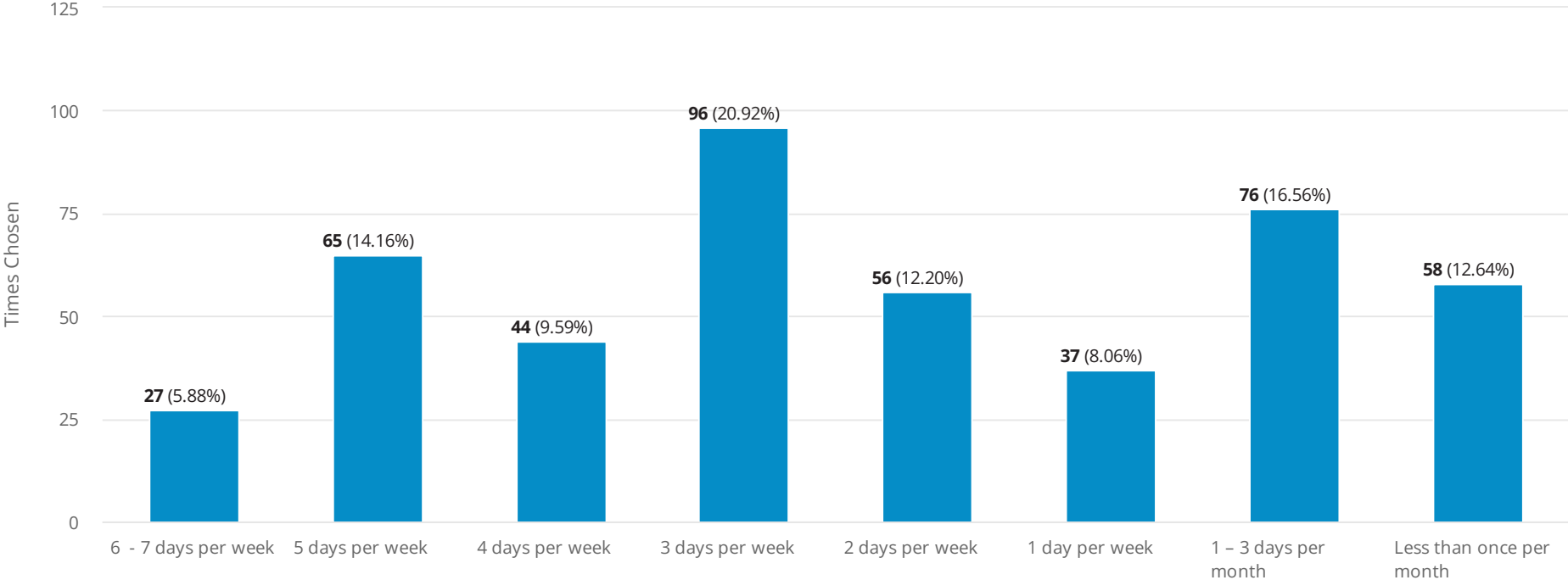
How often do you work from home? Select the statement that best applies to you.

Number of responses: 859



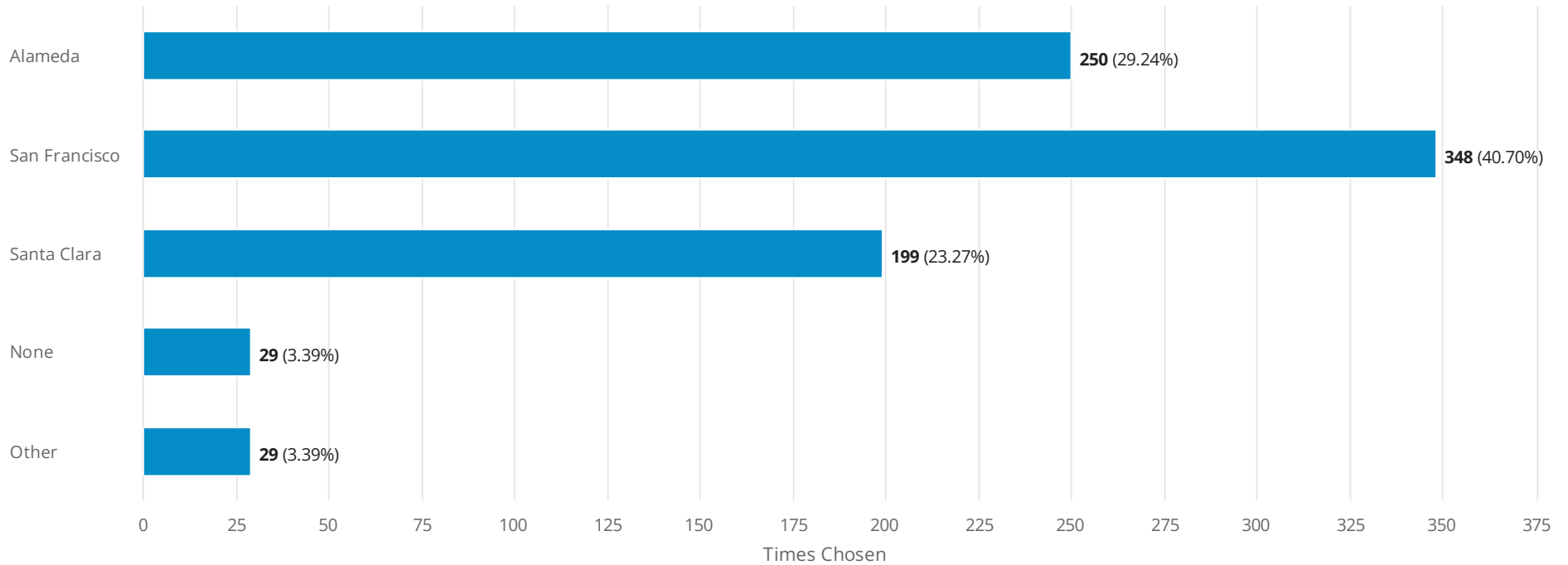
How often do you take public transit between San Mateo County and another county?

Number of responses: 459



Which county would you like to be prioritized for improving travel connections with San Mateo County?

Number of responses: 855



"Other" text answers:

San Mateo

San mateo

Daly City

Not sure, but I support better public transportation everywhere

daly city, colma

san francisco to san mateo

sacramento

contra costa

Solano

Other

San Joaquin

Santa Cruz County

contra costa

Within San Mateo county would be my first priority.

Marin

San Mateo

San Mateo

napa/solano

south bound to north,both sides

Contra costa / north alameda county

Why do I have to choose?? I need to go to all these places and I'd really rather not drive myself!

San Mateo

Oakland

To bart

All of the above. We need an INTEGRATED SYSTEM of mass transit

San Joaquin

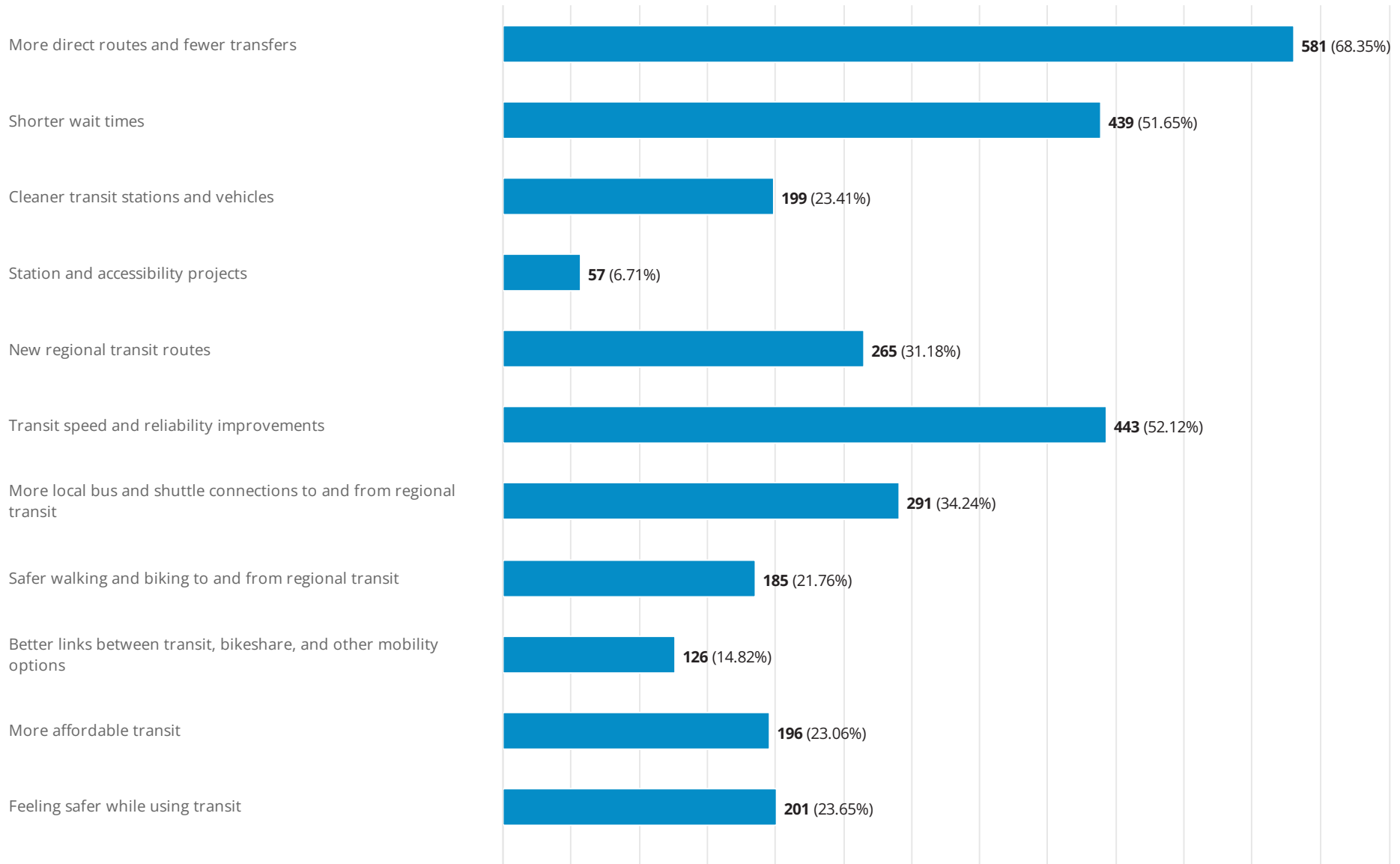
San Mateo County

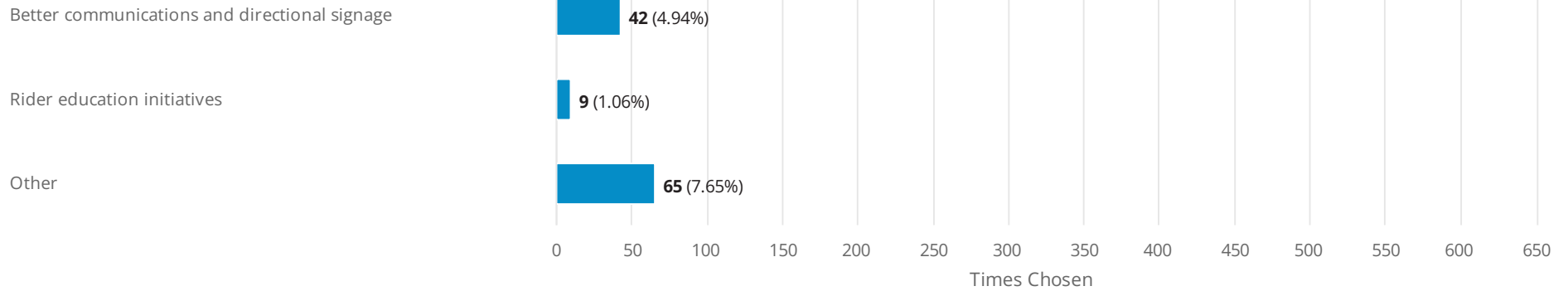
Solano

San Mateo

What would make you more likely to use public transit to travel between San Mateo County and other counties?

Number of responses: 850





"Other" text answers:

Better integration between transit agencies

none

Walk times to transportation and between transportation need to be 15 minutes or less and doable with luggage or shopping bags.

No travel

Allow me to bring a 10 ft strut (back to back double slotted).

Do not even consider destroying families and taking homes to make it easier for people who live far away to drive to work. This plan is criminal.

handicap shuttle door to door

Being able to load my bicycle onto the train.

San Mateo Bridge Crossing Buses (Hayward to SM/FC)

Never. How do I bring my tools with me?

280 North is not safe in the morning. Too many drivers breaking driving rules by swerving and speeding. It is really scary. We need more police presence every morning.

none

Bike Link lockers

Increased frequencies on lines to my neighborhood

Por ejemplo en el ECR mejorar las paradas del bus ya que en lugar de mejorar las volvieron más inservibles y difíciles para la gente mayor y enferma.

sam trans from colma bart station has no stop going north till Wendy's. over mile no stop. live on A st.

Less dangerous car infrastructure

Schedule coordination (how is this not an option)?

nothing

None. My commute is 20 minutes across the san mateo bridge.

base on this information does not work for me as I stated, my company may need me during all hours and I don't transit working 24/7

Ad campaign about new transit options

segregated and connected bike lane along Hillsdale Blvd

BART safety

I'm pretty satisfied with the ferry

More ferrys

Add a fourth AM trip to SSF 9:00, and a 4th trip back to Alameda at 2:20pm

Get to work on the top of the hour.

Add later ferry after 520 oyster point to Oakland. Like add a 620

None

Free parking at BART stations

I don't want to go into the City unless I can't help it

More frequently running trains

All

Other

Repair the elevator at Bayshore Caltrain

More direct routes to Airports

Restore deleted ECR stops

On time Connections / Transfers

Nothing

More ferries/times from Alameda to South SF; ferry option to/from Harbor Bay and south SF weekdays/rush hour

More frequent trips and later

More ferries to south San francisco

Mid-day ferry

An additional ferry run between Oakland and SSF in the late morning and from SSF TO Oakland in the evening around 6:30pm.

a mid morning ferry

Ferry service from SF to SSF, other ferry options

More frequent availability throughout the day

More ferry departure time options. Would love a 220pm departure from oyster point to Oakland.

Bette Covid safety measures

Better samtrans service to bart

accurate and reliable data on arrival times

Wifi

Nothing. It is infeasible to improve public transit to and from low density areas.

The homeless and mentally unstable remain a problem.

Pay once; get to destination using one form of transportation

- none of the above. I like the flexibility of driving.
- None of the above
- Nothing
- flexible timing
- More frequent routes during off peak hours
- Shuttles to and from business office complex's near a station
- Other
- More flexibility in the scheduled BART/Caltrain connections so I have more than one departure time option. I don't mind making a transfer. Would just like more flexibility/departure time options.
- Never

How else could your regional transit experience be improved?

Number of responses: 346

Text answers:

As a recent transplant to the Bay Area who loves our diverse people and landscapes and geography I want to be able to travel around the region easily on transit but I feel that I am forced to use a car. In particular, service frequencies, speed, and reliability are frankly embarrassing. Caltrain's electrification and the associated speed improvements are great, but Caltrain needs to focus on regional transportation and leave local transportation to buses (i.e. no more "local" trains), instead, we need dedicated bus lanes on el camino and BRT from Daly City to Palo Alto like the ECR rapid, but day-round and more frequent. Caltrain would be free to run more frequent trains since the slow local trains would no longer set the upper speed limit, and the more frequent and reliable ECR rapid would also increase caltrain ridership, since it would attract riders that would otherwise drive

Getting across the bay to Fremont, Hayward, Oakland, etc. is a struggle. Really we need a light rail line. Buses are okay, but without dedicated bus lanes they get stuck in traffic.

Merge Caltrain with BART

Availability of more reliable options that are easily accessible.

Have joint fares and coordinated schedules. Only in US, particularly the Bay Area, is transit so balkanized and unusable.

More Brisbane Commuter Shuttles to BART

no additions from what was already selected

highest priority needs to be improving speed, reliability and wait times

Implement VMT fees to fund transit. Combine BART, Caltrain and Muni and other agencies and have MTC operate as the region's planner. Exempt all transit projects from CEQA. Build lots of dense housing around transit stations. Implement Transit-Oriented Development like in Tokyo. Offer to pay transit operators an incentive per new rider

The main improvement, of course, would be to have one transit system. At least the clipper card has made travel easier than in previous times.

Consistency between BART, Commuter Rail, and VTA

Get WiFi and charger outlets onboard. At the very least on Caltrain.

Frequency

Better communication of Caltrain delays

I am retired and have a reasonably flexible schedule. Still, I cannot get where I need to go, when I need to go in any reasonable amount of time due to timing with and the number of connections. Fix that and I will gladly take public transit.

Express buses

Not applicable

I would need to drive 10 minutes to Skyline to pick up a bus or shuttle, so there needs to be somewhere to park unless you are offering a doorstep pick up. This is a rural area in La Honda.

Free shuttles between BART & Caltrain stations. The ability to transfer between Muni, BART, Caltrain & SamTrans for free within a 2 hour period and do so without limits.

Frequency & connections like London's tube

Express bus from Linda Mar in Pacifica to SF

More direct routes from East Palo Alto to CalTrain stations

More train services to SF. More frequently train service, particularly on the weekends

Allow me to bring a 5 gallon gas tank onto a the train or bus to bring to my job site.

Affordability / faster routes/ closer access

Better training for licensed drivers

Dumbarton rail at caltrain-like frequencies to connect Fremont, Newark, and Union City, including connections to BART, Capitol Corridor, and ACE, to destinations across the Bay such as Redwood City and Palo Alto, including connections to CalTrain.

The bus and train be on time , also Bart safety

Less bumpy/swaying ride

People could work close to where they live.

Have 7 day transbay service on the Dumbarton and San Mateo bridges and have them run early in the morning into late night.

More seats for disabled. Not just seniors. I use a walker and when the elderly bring their shopping carts, and mothers bring strollers, it's an awful ride.

Caltrain really needs to work on its communication with riders

If I could get my eBay onto the train and then off of the train on any train that came by, I'd be really excited to go from San Francisco into San Mateo County and spend trips going to different towns in bicycling outside of San Francisco after riding there on the train. Right now I feel stuck in San Francisco.

More frequent trains

More East/West transit (all of ours is North/South)

More shuttle options available from within San Francisco. Currently, can only use the Genentech shuttle from Glen Park

Bus and/or shuttle connections where the times overlap

Do not micro manage nor give the people special privileges.

24 hour service

Caltrain has a narrow corridor which makes it difficult to reach destinations that are not near stations.

BART line from San Leandro to San Mateo -- so a BART line that more or less runs where the 92 currently runs.

Improved electronic signage at train stations showing real time updates on routes. Similar electronic signage at bus stops with arrival times and route info. More frequent trains at all stops to improve reliability. Safer bike lanes and routes for bike commuters and youth. Bike repair stations at each

caltrain station or some bus stops for bike emergencies en route.

Turn major bus routes on SamTrans into light rail (with areas for bicycles). Would reduce energy use and increase bicycle capacity

faster routes, cheaper fares, better land use around stations, better (timed) transfers

Buses should come in time

weekend routes. better timing.

Honestly so many of these options are really good ways to improve. Of the ones I haven't selected, I know safety is a key issue as well as timed transfers.

Needs soap and paper towels in the restrooms. They weren't any in the Bart stations I've visited so far.

Better, safer bike lanes. More public transport in Brisbane (easier access to the Caltrain station?)

electric trains

Senior passes

add BART across the Bay withyfkng through SF

Because of Covid, I have been granted an alternative 4-day work schedule. My route from home in Alameda to work in Brisbane is unique with arrival at work occurring at 7:30 a.m. leaving after 7:00 p.m. on 2 days and flexible on another - the 4th day is work from home. So finding an ideal commute

via public transit is difficult and unrealistic (currently is a bus to Bart to shuttle), hence my preference to drive alone. Thanks!

Nicer station agents/

Have working outside lighting at all stops. Driver can not see person waiting for the bus if the bus station stop has no lighting.

Easier to get information on transit routes and schedules

I think more complete traffic lanes would improve transit. I'm not sure what the formal term for this is, but regional improvements in "full" traffic lanes - like a lane with a car, bike, and pedestrian lane that protects everyone from accidents - would definitely help people get to and from places and encourage people to use transit more.

Improve safety. Reduce inequality leading to desperate conditions.

More frequent Caltrain service from Lawrence Caltrain, and better bicycle infrastructure.

Bring back 30 minute service to Alameda De Las Pulgas neighborhood of San Mateo

I want to be able to go from my home (or place am originating the ride) directly to where I want to go--and be able to make multiple stops of my choice along the way

make sure that escalators and elevators are operational

I would prefer the train, I loved it when I had the shuttle BRING IT BACK!

Offer appt based script or ride service between home and to and from transportation hubs; benches with arm rests to help get up from seated position for accessible seating. More lighting at night. Large font Signage to advertise how to reach a Transit Supervisor or Ride Svc. Sufficient bench seating on board for mobility challenged.

Siendo más humanos.

Safety, cleanliness, accessibility

Larger bus signs. Easier to locate bus stops

I work at Genentech. If Genentech provided transit to a regional train station, I would be likely to plan my schedule so I could use it. I dislike driving into work.

create a rail link between Alameda County and San Mateo County

Bus and train options are available at a relatively short distance but the short trip to get to and from pushes up the cost.

Bus lane on 101

Free parking at stations

More frequent

(1) Build offices/labs next to transit stations. Currently, so many new offices/labs seem to be 3 miles away in the middle of nowhere - which always adds another 30+ mins of commute time. (2) Caltrain and BART need to better sync their schedules at Milbrae. (3) I really wish that there would be

prioritized local transit, e.g bus lanes and local trams. Currently, the buses/shuttles just get stuck in traffic.

Could use a less awful way to get to the western part of SF, the bart/caltrain lines serve the eastern side well enough, but driving winds up being the most timely option for getting to places like the sunset

Trains from SF on weekends are too few, so can't rely on return trip.

One ticket to get where you want to go at a reasonable cost. Transfers between Caltrain /BART/Muni becomes are not practical from a cost point of view. Owning a car is cheaper and much faster. It should at least be cheaper. There should be a single ticket system based on base fare + distance across all Bay Area transit.

Get the homeless and drug addicts out of the stations Clean the trains so they don't smell

□□□□

Reduce cost of Caltrain and bart

Safe and secure parking for cargo bikes

raise the rates so bus riders pay their true fare share of expenses, not all taxpayers

Bring back the senior shuttle in Brisbane!!!!

Slower cars.

More scheduled busses

bigger discount for senior

Trains every 5 minutes

Increasing the frequency of public transport and ensure quick arrival

Better routes

More frequent and faster speeds and more coverage

More frequent service during evenings

Do not allow nonpayers on board.

Better options across San Mateo bridge, better connection timing with Caltrain/BART

Run more express busses from San Francisco and San Mateo. I take a local 292 Samtrans and it takes almost two hours.

Need direct buses from Foster City to Milpitas Ranch dr daily mornings and evenings

Why is there not more express buses from San Francisco to major transit hubs in Palo Alto and Santa Clara. Then could transfer to local buses.

Indicate the exact arrival time instead of saying in two or three minutes.

grade separate caltrain! it can't go fast with so many grade crossings

24/7

Better time co-ordination between Bart and SamTrans. It is infuriating for an hourly bus service to leave one or two minutes before a train arrives.

It should be free. I pay taxes for all these roads and I don't have a car. These car drivers almost kill me and give me asthma but I have to walk and pay for them to be mad at me for crossing the road.

More and safer parking at transit or park and ride locations. When I used to carpool cars were constantly broken into at the park and ride lots - and they filled up very early.

I would like to see ferries come to the San Mateo county from East Bay areas. Also I would like to see better parking options at transit stations. Lastly, how we are being charged at the express lane isn't clear. Ideal if there were a meter on the transponder that shows how much we're charged during the ride.

Better access throughout San Francisco from the 4th and King CalTrain station. Most travel to San Francisco requires a transfer to BART, which is often unpleasant to ride, and the schedules of CalTrain and BART don't always match up, especially outside of commute times.

More bus or train services

Reliability and better connections

Feeling a sense of urgency from people in leadership roles in transit that every trip that takes people more than 1 or 2 hours each way in the Bay Area should be made as efficient and/or affordable as possible.

BRT along El Camino Real. Regional safe bicycle network within San Mateo County.

Transit across the county line to reflect how people actually travel, not a technical jurisdictional boundary.

Bike lanes everywhere

I would go to the East Bay much more often if there were bus service, especially if equipped with bike racks.

Bicycle and pedestrian centric traffic lights.

Approve Seamless Bay Area recommendations for transit connections.

More rail options. Caltrain is great but limited in scope. Would love to see a reinvestment in rail expansion like the Paris region or even LA Metro

connect Bart from Millbrae down the Peninsula to San Jose and beyond

Frequent trains and more bullet trains to SF

Reinstate Harbor Bay to Oyster Point ferry route

Maybe a midday ferry

More options for ferry services between Oakland and SSF

Definitely with a later ferry schedule. Maybe a 6:20 option?

Direct ferry from Alameda SeaPlane to SSF would Blair my commute time on half

Ability to have a subsidy or ability to use clipper on Amtrak. Currently travel from Sac County to San Mateo County.

More ferries!

Ferry from Berkeley

Would luv the ferry to have clippercard machines to buy or add money to cards at ferry stations

Later SSF ferry departures in the afternoon

A slightly later ferry in the evenings returning from south San Francisco to Oakland (6 pm). Better timing/coordination of South San Francisco shuttles from the ferry and Bart. The ferry shuttle sometimes waits up to 10-15 minutes to leave because the ferry is early. Conversely, the Bart shuttles don't account for Bart delays, so I often miss the shuttle and have to wait 30 minutes for the next one.

Add a fourth AM trip to SSF 9:00, and a 4th trip back to Alameda at 2:20pm

I need to be at work at 8 on Wednesday. Currently the ferry leaves five minutes past 7 from Alameda. If it could be 5 minutes earlier that would help.

Reduce the cancellation and better internet connections

Electric ferries or ferries with quieter cabins/less vibration.

Honestly I'm super happy with the ferry. I just wish there were more routes

Provide convenience amenities at stations (i.e. vending machines and kiosks)

We need a program similar to "Silver Ride" in SF for seniors needing transportation to medical procedures that will require them to be sedated. As it is now, San Mateo has nothing like that and our population is aging quickly. Seniors can't take cabs or ride shares because once someone is sedated, hospitals will not release them to anyone but a relative, friend, or bonded/insured/pre-screened service.

Shorter intervals when school ends

Put BART police phone number in BART cars. Have BART security at stations to prevent people from entering without paying. Maybe have BART workers walk through BART cars for safety.

A Ferry from Solano to Redwood city. My dream!

A BART station in San Mateo

Public Transportation in San Mateo is horrid- The minute you come up with a schedule that works that is the same minute the schedule changes. The shuttle are too infrequent and I can't get too work on time ever do to that. The caltrain station is terrible and does not work well with southbound Bart schedule period. Horrible transferring experience do to non matching Bart to Caltrain station.

Fare integration

More options from southern Alameda County to San Mateo. Bus routes across the 92, or ferry service, that does something similar.

Better transportation from San Mateo coast to inland.

More links across the bay!! Going from the peninsula to east bay (BART) is way too hard. We need better bus service on the weekends to see friends there.

There used to be an AC Transit bus across the San Mateo bridge but it has unfortunately not been operating since COVID.

It's a pipe dream, but Bart service across the San Mateo bridge. Can't access the peninsula easily from the east bay without driving.

Stop wasting money on task forces, studies and endless plans and DO SOMETHING

Coordinating the timing between different types of transit

better timing of connections, single fare for an entire trip.

Better Bart connectivity and preferably Bart expansion

make it easy and clear signage, bike lane

rapid transit on El Camino Real and into SF. Currently bus to SF takes too long.

Add little covered areas for more bus stops.

more shuttle bus from local area to the train station.

Protected bike lanes

Low transit speed and ride frequency are the main reasons that I do not use CalTrain to travel between Santa Clara and San Mateo counties, so any improvements on this front would make mass transit at least as favorable as solo driving.

Extend BART to San Mateo.

I work in Foster City. It would be great if BART came closer to work, and I could ride my bike from BART to work.

Eliminate grade crossings for Caltrain.

Ferry service from Alameda to Foster City

Every road (especially major roads) is a massive barrier to free movement, public safety, and cohesive communities. Please increase inherently efficient and safe public transit so we can start undoing the mistakes of our past.

Most important improvement would be public transportation over the San Mateo Bridge. For example a bus between East Bay BART Stations and San Mateo County destinations would be useful. Takes way to long to connect to the penninsula via BART+Caltrain.

when transferring from one bus route to another that the other bus, or train waits for passengers. Often times now Caltrain will close the door in your face if you are running for the train. That is bad service and disrespectful to passengers

elevators that work

I would love to have the option to bike and take the ferry from South San Francisco to Oakland. Currently that ferry route is unusable to me because there is only one option going the right direction in the morning and one in the evening, and they're only 8 hours apart which means I wouldn't be able to work a full day. If the morning route were moved ~30 minutes earlier and the afternoon route ~1 hour later, that would make the route feasible for me.

It can't.

It is not safe to bicycle in San Mateo county

On bus routes that run infrequently, the buses should hold for up to five or minutes to ensure that the connecting bus has arrived. (This issue perhaps arises for me most at the Linda Mar Samtrans transfer in Pacifica.)

Fewer park and ride stations and more amenities within walking distance of stations

Senior prices (as current); frequent trains/busses; comfort when riding any public transit

If I could teleport directly -- Now THAT would be a VAST IMPROVEMENT!

Improve connections and schedule between different bus systems and with trains region wide

How can we make it easier for working parents with small children?

better access to bridges north

Transit to Bart would help

Fix the elevators at Bay Shore Caltrain. Fix all the elevators, escalators, and turnstiles on Bart. Better Google Maps integration with the Bart and Caltrain shuttles in Brisbane. Upgrade the Bart information signs. Start running electrified Caltrains.

We are 100 years behind compared to developing countries so anything is an improvement

European style trains

speed and reliability; affordable (if not free) parking options at stations

Transit to trails

Better ways to cross the DB bridge on the weekends. EPX expanded to Palo Alto transit center could give me a 1 seat ride to the airport. Getting to the airport is generally quite difficult and I dislike Uber because it's expensive and scary to be driven by a random person. I would love if the 296 moves closer to hillsdale so I can visit half moon bay.

Standardization across transit authorities/agencies; more catered transit options

Our public transit needs more routes or lines.

Use of new technology, connections to the coast

More options for Half Moon Bay and the coastside.

Connection

Design the regional transit system like Ney City's regional transit system.

Maintenance on highways more frequently

very expensive

I have no efficient way to take a bus from my house to Bart. Buses have limited coverage and are too infrequent to be relied upon. I realize this is a funding issue -- but i'm not going to add an 45-90 minutes to my commute when I can drive 10 minutes to get to a BART parking lot.

enforce stricter rules on the conditions for riders

Frecuencia del transporte, la hora de espera para abordar es mucho tiempo de espera

There's only 1 bus that goes through Brisbane on a regular basis, which is really frustrating considering Caltrain goes right through Brisbane, but there's no stop. I think a Caltrain stop in Brisbane would be incredible, and I would definitely use it often

closer stops to where I need to go

more caltrain service, closer bart stations

Passengers must be required to pay fares. Bus drivers must feel safe doing their jobs.

A ferry from south sf to richmond would be incredible

More transit options

would like to see the Bay trail completed and many more car free bike routes like Steven's creek trail.

Options for rural riders

Please please add stations in Brisbane... we need a station in town we can access by foot. Bayshore is just too far and is unusable by the small city.

Better ways of communicating problems/delays

<https://sfstreetcars.co/> we already knew how to make convenient mass transit, build trams/light rail with routes that go everywhere people live, work, and relax

Improve time it takes for T line from Bayshore to Chinatown

1. If transit operators would stop focusing on the standard commute. 2. (Caltrain) Station maintenance. 3. Better support for bicycles.

Public transit is not an option for me.

I would appreciate a train schedule that runs trains more frequently so I don't have to schedule my day around transit times.

For Brisbane residents, extend muni south on bayshore. Add walking path from bayshore&sunnydale intersection to Caltrain Bayshore station.

Better weekend service

Could do small vans that are like super shuttle where people commuting across the bay bridge essentially carpool but it's need based like Uber pool used to be.

Repair pot holes, add bike lanes, enforce traffic regulations

Merge all Bay Area transportation into one, have consistent time tables, increase frequency to every 5-7 minutes. Keep train stations and bus stops clean, earthquake safe. Increase security patrols on trains and fine or jail repeat offenders of illegal drug use and sexual assault cases. Decrease Clipper app downtime significantly, especially during special events - the transportation agencies lose money every time the payment system is broken. Have employees

Timed transfers - not even SamTrans' own systems (SamTrans & Caltrain) time their connections! It's SHOCKINGLY BAD

Bring back the 398 which provided a direct route from San Carlos to the airport. Transferring to other buses is difficult and time consuming.

Increased FREQUENCY. (The questionnaire doesn't explicitly say "frequency" ...)

BART trains that don't stop at SFO going north/south-bound to Millbrae.

Coordinate CalTrain and BART

Restore deleted ECR stops. It takes me longer to get to/from stops and if anything I seem to have to wait longer for a bus!

Build a great subway system that connects all the cities. May people less reliable on driving.

Allow eating and drinking again on public transportation

Frequency! The busses, caltrain, and the ferry are too infrequent. BART barely comes often enough during rush hour

You question about age on the next page is missing Ages 65-74 which is where I fall under

Safe, convenient, reliable, clean, quick from home to destination

Some of the ferries are old and are not a comfortable ride

Repair/maintain our existing roads

More ferry options.

Mainly more departure times in AM and more space for bikes on the boats.

Ferry from Berkeley to south San francisco

Coordination between transit options. Frequency. Quality of transportation.

Later route. Last ferry leaving South SF is at 5:20 - could use one more after that

Being able to get from South San Francisco to the San Francisco ferry

Push alerts on the app for any delays or cancelations for routes we take

Earlier and later ferry routes

More frequent stops in San Carlos, fewer outages, and no more surprise single-tracking changes just as you get to the top of the stairs!

I start work at 6am like lots of techies. Need to be able to leave at noon some days.

The fact that there are 27 different transit orgs covering 12 counties is ridiculously inefficient. BART needs massive amounts of expansion and updates. VTA light rail is almost slower than walking.

An additional ferry run between Oakland and SSF in the late morning and from SSF TO Oakland in the evening around 6:30pm.

705 am ferry to SSF has been frequently cancelled lately; with only 3 ferries each day it should be more reliable

More use of the newer, quieter, bigger, and faster ferries and less use of the older ones.

San Bruno needs free shuttles around the city, like South San Francisco has

Mid-day ferry options

It would be great to have more ferries between Jack London -> SSF

More routes for ferry and more shuttle stops

Would love more ferry departure time options. Would love a 220pm departure from oyster point to Oakland.

Sometimes the ferry goes very slow in the shipping lanes, or waits for another ferry to leave the Oakland Jack London Square dock. This waiting 10 minutes floating just offshore is a waste of commuter time. Captains need to be able to dock and unload passengers asap, otherwise they make everyone late. This is super annoying...to get across the Bay in 30 minutes, then take 25 minutes in the shipping lane.

More direct routes from East Bay to South San Francisco and definitely more times from Oakland Jack London Square to South San Francisco.

Not having to transfer so much. It would help to be able to get to several areas in San Francisco once on the train in the city.

Later nighttime schedules esp on weekends

increase frequency and speed to be on par with other international metro

Would "call on demand" similar to Ready Wheels be feasible?

I really have no issues

Safety and cost. I'm from the Bay Area and cost have gone up. When the cost is lower it's more likely to be used. Otherwise I can take that money and get a car.

Bring Bart to San Mateo county and combine all the regional transit agencies

I think that transit in the Bay Area is generally good, just a little slow and unreliable. I think that a lot of job issues currently could be solved if more people signed up to be bus drivers/train drivers/etc. I also recently

a route that connects Pacifica to SF by going up 35 to the great highway or sunset

An express bus up the coastside to San Francisco.

No additional comments.

More frequent service. Studies repeatedly show that more service means more users. Additionally, noise pollution is so bad. The sound the samtrans buses make when they pull and adjust the bus height - intolerable. People cover their ears when they see the bus approaching.

Minimize crowding and voice volume while on cellphone

Sharing more ideas on where to go. I've been doing more trips into SF for fun and would like more ideas on what's available (for fun) in other parts of the Bay Area, especially on weekends.

Listen to riders. Interview riders. Samtrans

You should consult with experts who have already created successful systems, not put Band-Aids on already existing, and failing, systems.

The newest line goes to East Palo Alto but doesn't stop at the Palo Alto Caltrain. That makes 0 sense. That's a transit hub.

i am retired. my friends and i like to travel to SF, Alameda and Santa Clara counties for museums, fabric & yarn shops, restaurants. it is very challenging to use public transit for these activities because of the complicated "last mile"

Let me roll my bike onto the train: I can't lift and carry it easily. Provide secure bike parking at stations. Give me the option of renting a bike at my destination. Run trains at least 2x per hour every day, 7 days/week. Faster, better service to SFO, SJC, OAK from Santa Clara and San Mateo counties. It shouldn't take 1-1/2 hours to get to SFO from Menlo Park! Improve overlap and continuity of service for both VTA and SamTrans Rapid bus riders, beyond Palo Alto in both directions. Regular, effective transit options to get to San Mateo and Santa Cruz coastal towns from Caltrain stations as well as along Highway 1 to all major recreational areas. One integrated fare system for the above. Signage and customer support at train stations to help with wayfinding to connecting trails and destinations. Improve safety, connectivity for Bikes and peds on state roads like 84, 82, and Highway 1.

Free transfers between systems

Connecting alameda to san mateo county with a one train or ferry station.

More stuff around stations: shops, housing, and jobs. More around stations means less of a need for shuttles from stations.

One ticket to take me anywhere in bay area

Making 92 two lanes from 280 to downtown half moon bay. The traffic is crippling and ruins travel

Safer when using BART and affordable.

Provide wifi at stations and in trains. This would give me about one additional hour of productivity.

More public transportation Options from half Moon Bay

Bike and pedestrian infrastructure feeding into transit hubs. Caltrain that runs 5x an hour all day, every day. Caltrain that doesn't have service delays or cuts. Caltrain level boarding. More intuitive and frequent BART service between SF, Millbrae, and SFO. VTA Rapid buses that go into San Mateo County, instead of terminating at Palo Alto. SamTrans Rapid buses that go further into Santa Clara County, instead of terminating at Palo Alto. Fare integration between all transit agencies. Large amounts of secure bike parking at train stations and other transit hubs. Large amounts of micromobility rental and parking options at train stations and most bus stops. Safe, direct bike/ped routes from stations to the Bay Trail, Ridge Trail, other trails, and other nature amenities. Public restrooms and water fountains at transit stations. Food concession at major stations.

Efficiency

Needs to take less time than driving.

Remove tolls from 101 and fix the 380/101 interchange

Improve roads by fixing potholes

Public transit needs to be made lot more frequent - especially Caltrain.

All of the above

More destinations/focused and denser development near transit stations/high service corridors like Stevens Creek and El Camino Real. Adding bike share options at every Caltrain Station would be great too, and allow for quick connections. Lastly frequent inter region transit (specifically Caltrain) on weekdays and weekends - like every 10-20 minutes would make using it much more approachable

Bathrooms at CalTrain stations.

More accessibility, lower cost, more parking.

I would consider more jobs in San Mateo County if there were public transportation from Caltrains to the business. As it is, many places in San Mateo County are inaccessible by public transportation.

Cleaner transit stations and vehicles; more direct routes and fewer transfers

I want transit agencies to encourage and make convenient commutes for passengers with scooters and e-bikes. This would expand the ridership. For me, I like to drop my elementary school child off using my bike, and then proceed direct to Caltrain. Hoisting my bike onto some trains is about as much as I can safely lift, and would be beyond the limit for many potential riders. Also some conductors are unclear on the rules and push back on large bikes (even though I try to be as considerate as possible, and my bike is under the stated max dimensions). In short, more accessibility for e-vehicles = more riders, fewer car commuters.

Bike lanes. Every major road should have a protected and separated bike lane. This would improve safety and encourage cycling. Bikes are cheap to buy, cheap to use, healthy form of transportation, and environmentally friendly. The current infrastructure does not support cycling.

Caltrain that runs +3x an hour all day, every day. Caltrain that doesn't have service delays or cuts. Caltrain level boarding. More intuitive and frequent BART service between SF, Millbrae, and SFO. VTA Rapid buses that go into San Mateo County, instead of terminating at Palo Alto. SamTrans Rapid buses that go further into Santa Clara County, instead of terminating at Palo Alto. Fare integration between all transit agencies. Large amounts of secure bike parking at train stations and other transit hubs. Large amounts of micromobility rental and parking options at train stations and most bus stops. Safe, direct bike/ped routes from stations to the Bay Trail, Ridge Trail, other trails, and other nature amenities. Public restrooms and water fountains at transit stations. Food concession at major stations. Frequent rapid buses between Caltrain stations and the coast. Frequent buses along HW1

A single system (i.e. like NYC's subway system where you don't have to transfer outside of system)

Friendlier, more helpful conductors on Caltrain and BART.

By combining the very inefficient Samtrans with VTA

My workplace is no longer accessible by public transit. I bike between transit and the office. But if there were on-demand transit getting from transit to the office, it would help and get more of my colleagues to use transit.

more crossbay connections

Make bike routes continuous. To SFO it is dangerous. The bike lane disappears where N. McDonnell meets the United Operations warehouse. The bike lane abuts faster traffic in Brisbane too. The general feel is industrial, hazardous, and depressing. Consider a pedestrian bridge mid-Millbrae to connect to SFO over 101

clear and easy to use apps with accurate arrival/departure times

More destinations near train stations.

Increased density around transit stations to reduce walking distances

It would need to be at least as fast as getting there by driving alone.

Higher frequency weekend transit service (e.g. Caltrain is 1x/hour on weekends, beginning service at 9am)

More routes and expansion.

knowing that transit would be on time

Add rail transit on the east side of US101

More transit police in stations

Make it safe at night to wait and to travel on buses, BART or CalTrain

I think Bart should circle the bay, not have to get a train, and then have good feeder lines to areas away from bart.

BART is ridiculously LOUD!

Eliminate the taxes that support this inefficient system.

More law enforcement so people don't smoke on BART

Improve road conditions. Improve timing of traffic lights along El Camino Real to make traffic flow better. DO NOT expand the use of bike lanes, turn-only lanes, and roundabouts on major commuting roads (e.g., no bike lanes on El Camino, but perhaps on another parallel street). Eliminate carpool lanes on congested highways. Encourage local employers to have staggered work hours (e.g., some start at 7 AM and go through to 3 PM, others 9 to 5, and still others 11 to 7) to improve traffic flow.

Closing the whole system down

Ferry

Online demand for shuttle

Better trains and train systems

monthly cost assistance

Multiple timed Bus options from downtown Berkeley to Downtown San Mateo, with shuttles directly to my work, College of San Mateo.

Open the Atherton Train Station as I am in North Fair Oaks and it would be the easiest.

actually have trains or faster transportation that crosses the bridge other than the bus.

Bring back the Samtrans 398 route

Would love a connection from the East bay (Newark/Fremont, Union City) to Caltrains

Better coordinated transfers between operators to reduce wait times.

Faster service

If it can increase the shuttle bus route from Burlingame to South San Francisco (Osyster Point Blvd) area, there are many biotech and office in that area

A daily public bus connection utilizing the Hayward-San Mateo Bridge

Stop canceling routes between counties.

one regional card for transit and parking for all systems

Quick Brisbane connection to caltrain and muni on weekends higher frequency.

There is no reasonable way to commute from the ferry to BART or Caltrain. Connections are slow and poor. There should be an express bus from the ferry terminal to Millbrae BART immediately after the ferry arrives and departs.

It is easy for me to get across the Dumbarton Bridge but you get from Menlo Park to NFO it is time consuming

bike lanes

Having bus stops where one doesn't feel being run over (see Millbrae ECR bus stops)

Weekend and evening service, better last mile connections

More options for crossing the bay - Portal extension of Caltrain to downtown SF, timed transfers between BART and Caltrain, bus or ferry service options for San Mateo Bridge routes, weekend service for Dumbarton Express

Denser development around transit stations

the time-cost of using caltrain is prohibitive.

Millbrae needs shuttles from neighborhoods to transit center

The cost to change transit systems is nuts. It is cheaper and faster to drive.

Better transit connections to King Street Caltrain station in San Francisco from downtown Bart stations.

If employers in San Mateo County would move and consolidate around major Caltrain stations.

Reduce politics

Reintroducing the San Mateo Bridge bus between San Mateo and Hayward

Sorry but you seem to be focused on inland and ignoring the coastal towns (Half Moon Bay and others) . It is not possible to provide input given that bias.

Caltrain's real-time transit information is grossly behind the times. Especially during an incident when there's been a strike on the rails. The Twitter notifications just don't cut it. The customization of alerts is fine - great in fact - but there just has to be a better system moving forward. I sometimes opt for BART just so I don't have to risk a delay that seems to have assurance of when I'll arrive at my destination.

Better first and last mile options to get to major transit centers, and better connection to Alameda County

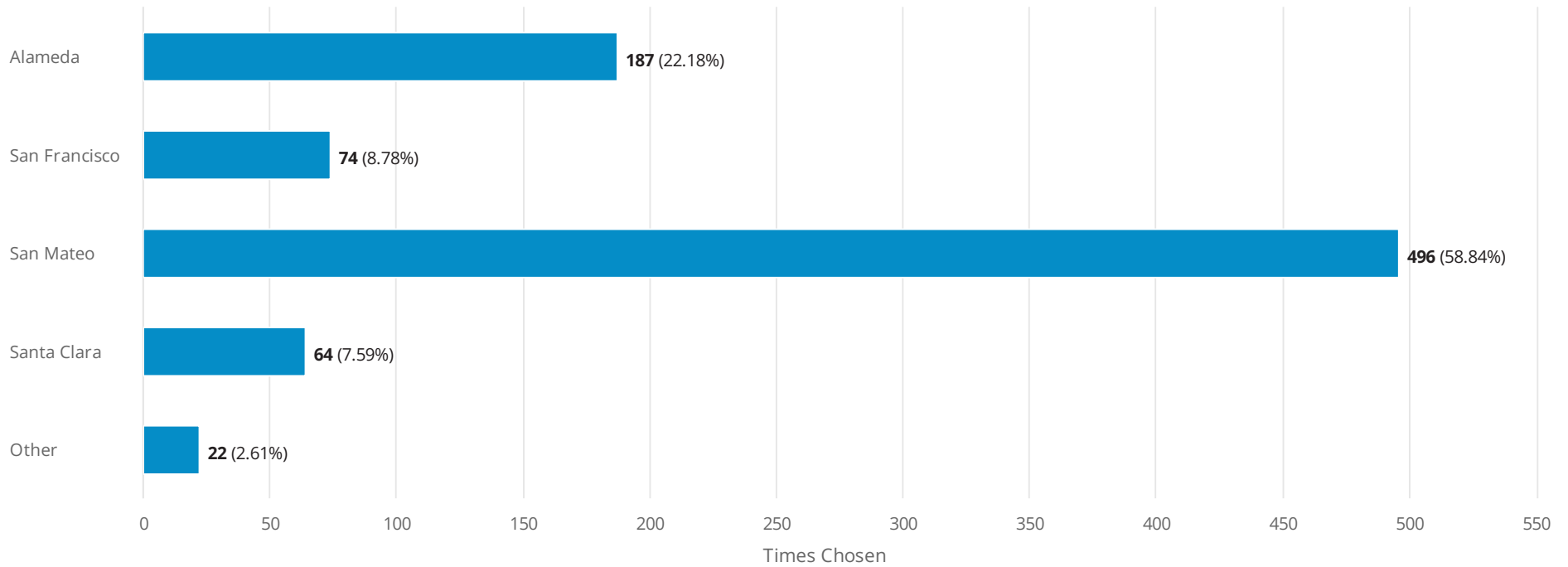
protected bike lane to caltrain station so I can safely bike, more frequent times between 7:30-8am, it's hard to make it to SF for a 9am meeting even if I leave the house at 7am, nice that caltrain parking is cheap, free would be nicer, shuttle in the neighborhoods to caltrain would be great, the current shuttle doesn't come to my neighborhood

More trains and buses more often. It's really simple. Also, it must go everywhere.

Connect Caltrain to other regions, such as the East Bay and the Salinas area.

Which county do you live in?

Number of responses: 843



"Other" text answers:

Contra Costa

Daly City

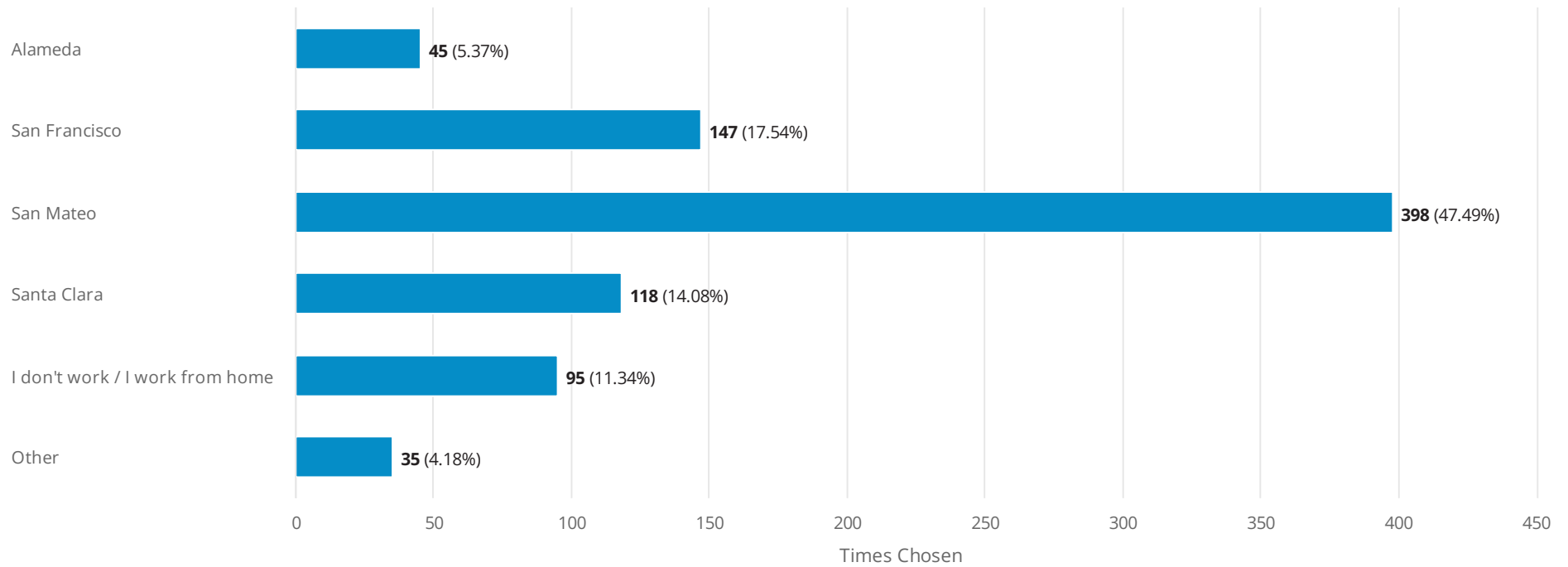
daly city

San josuin
sacramento
contra costa
Solano
Other
San Joaquin
san Joaquin
Contra Costa
San Benito
contra costa
Contra Costa
San Leandro

Vallejo
Contra costa
Solano
San Joaquin
Solano
Sacramento
Contra Costa

Which county do you work in?

Number of responses: 838



"Other" text answers:

all counties. Foolish question.

Retired

Retired

No trabajo necesito el transporte para mis citas medicas, farmacia.

Marin

Retired

Daly City

retired

South San Francisco

retired

retired so not working at all

Marin

Marin

Contra Costa - Richmond, California

I go to school in Alameda County

Retired

Santa Cruz

Retired

Both San Francisco and Santa Clara

Retired

Retired

Retired

Retired

N/A

San Francisco, 1-3 days/month San Mateo

I ride transit and drive to volunteer.

Retired

Other

San Mateo and Santa Clara counties

Work location moves around

retired

Retired

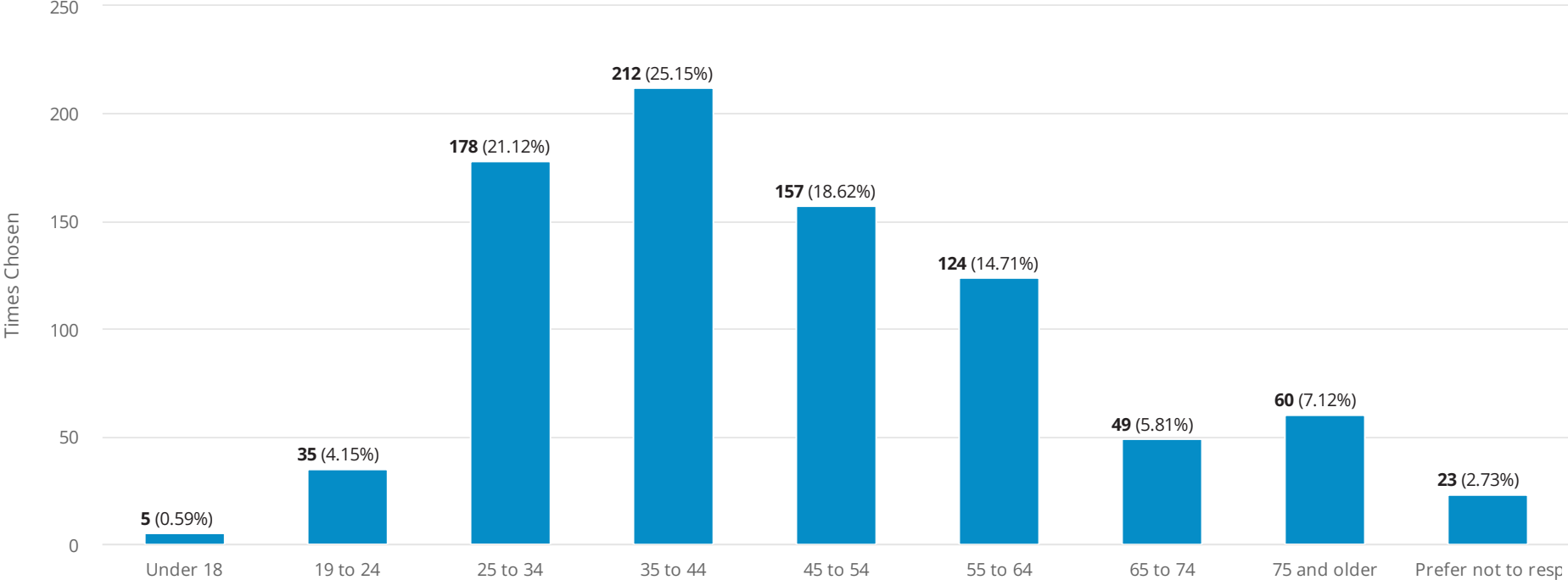
I am retired

San Francisco / San Mateo / Santa Clara

Contra Costa

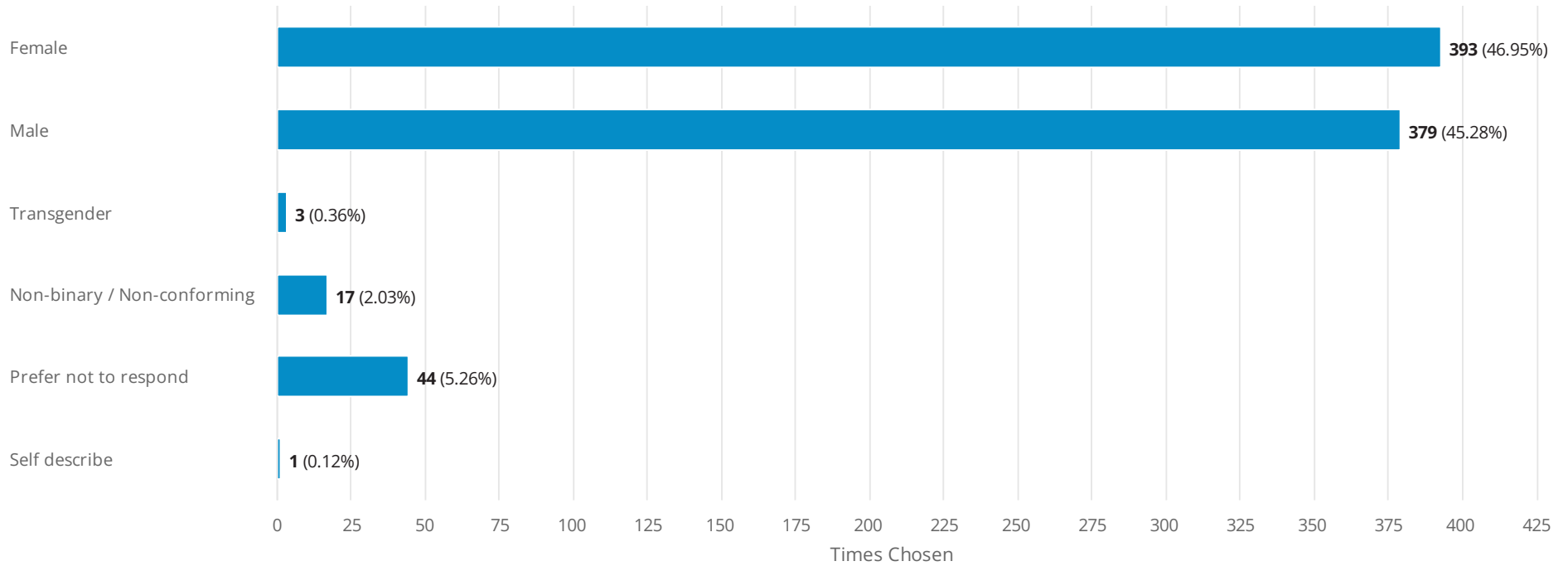
What is your age?

Number of responses: 843



I identify as:

Number of responses: 837

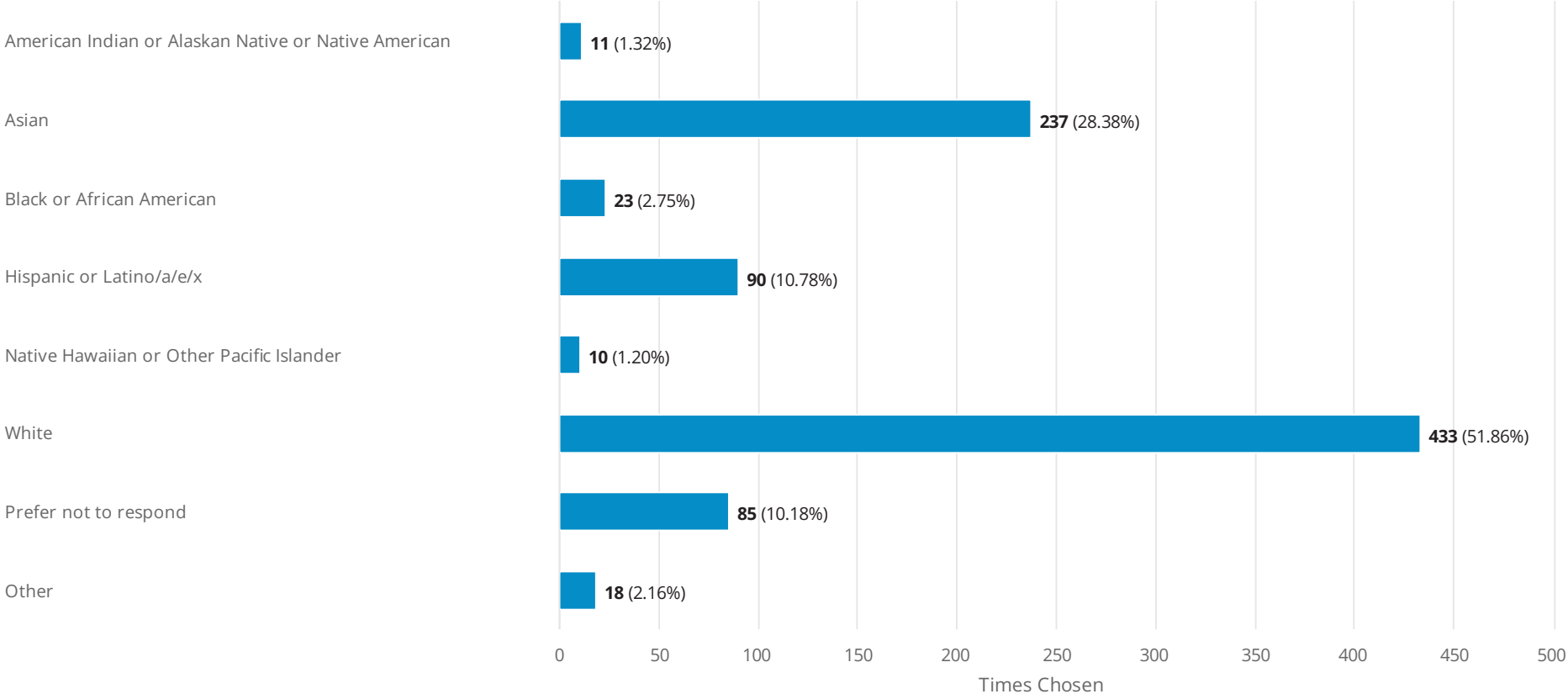


"Self describe" text answers:

Lesibian Penguin

Please indicate your race/ethnicity. Select all that apply:

Number of responses: 835



"Other" text answers:

"mestizo" mixed race Colombian-American and Nasa (Páez)

Latina

Filipino

Other

Human

Human

America in America

American

Jewish

Other

Other

MiddleEastern

Puerto Rican & Irish

Multi

None of the above.

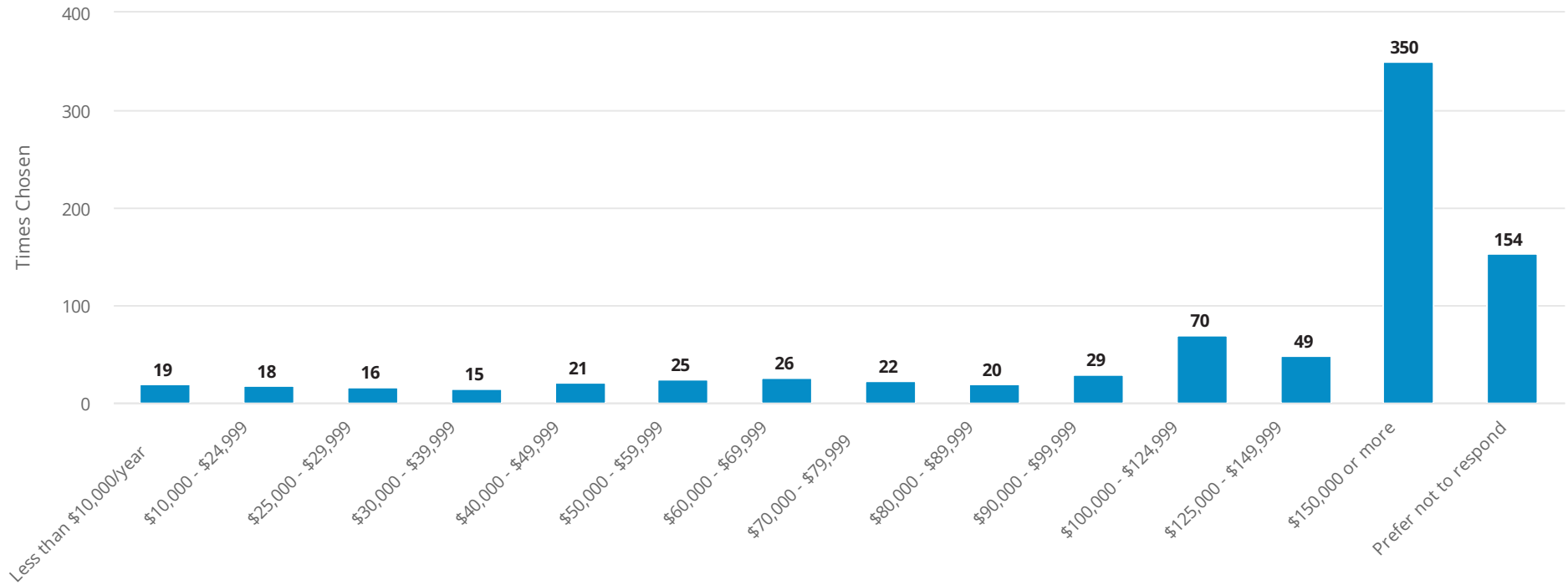
Greek Irish

mixed

Arab American

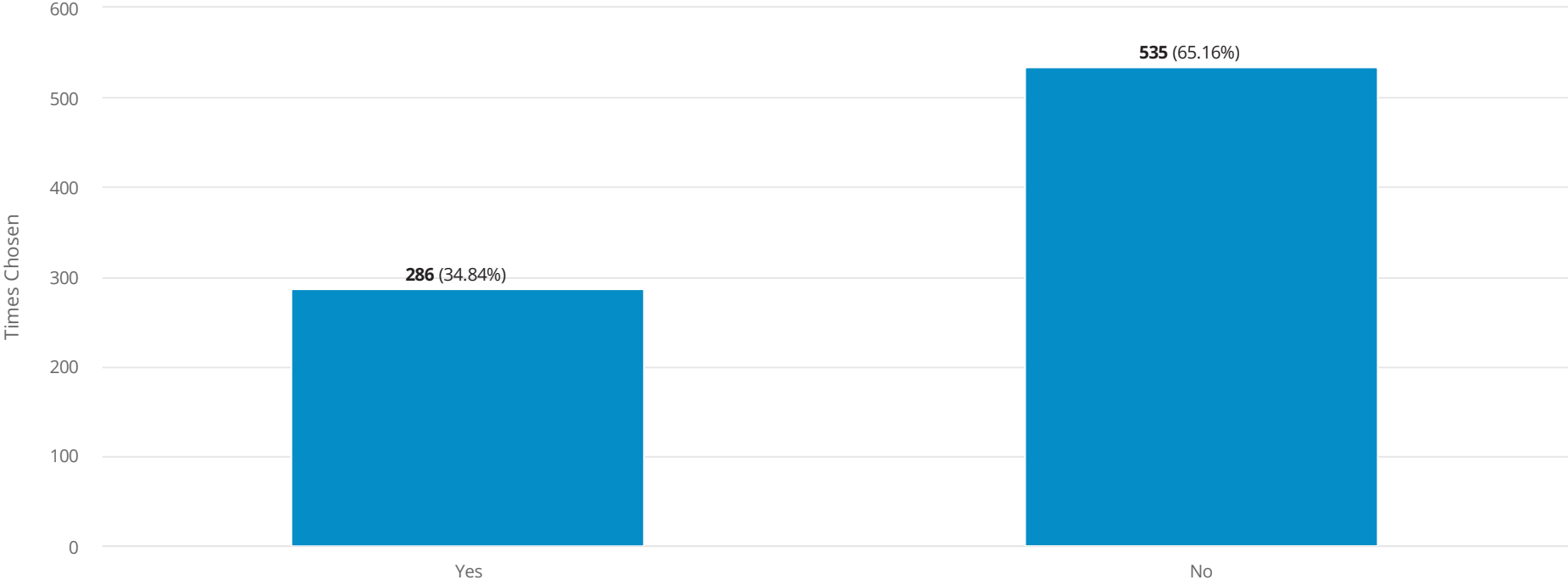
What is your estimated annual household income?

Number of responses: 834



Do you want to receive updates about this project and information on how to attend public meetings and events?

Number of responses: 821



Appendix 4: Small Group Meeting Summaries



Regional Transit Connections Plan

Labor Groups Meeting

Wednesday, March 13, 2024

12:00 p.m. – 1:00 p.m.

Attendance

Meeting Participants

- Jenni Almedia, Union Community Alliance, TIP Program Manager
- Des Green, San Mateo Building Trades
- Lupe Gutierrez, SEIU Committee on Political Education
- Katherine O'Malley, SCIU Assessor's Office

Project Team

- Charlsie Chang, SMCTA
- Danielle Berger, Kearns & West
- Katy Kennedy, Kearns & West
- Kay Cheng, WSP
- Mikaela Sword, WSP

Introductions

Two participants noted that they work remotely and the other two participants indicated that they drive alone to commute to work.

RTC Program Overview

Charlise Chang, SMCTA, provided an overview of SMCTA, its funding programs, and other current/planned projects.

Chang then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Chang noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Chang concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Danielle Berger, Kearns & West, led the group through a series of discussion questions; these questions and participants' responses to them are summarized below.

When do you/those you work with typically travel to work in San Mateo County?

- All participants indicate that they generally commute between the hours of 8 a.m. and 5 p.m.
- Jenni Almedia: I sometimes commute to work on Saturday's and there is a high variability in the length of commute on those days.

When do you/those you work with typically travel to work in San Mateo County?

- While participants generally travel alone, some indicated they periodically use other means to commute to work.

How do you/those you work with travel between San Mateo County and other counties for work?

- Katherine O'Malley: Both myself and a coworker that lives nearby both alone to work. Driving alone allows me to do things after work in San Mateo, like go to the gym or visit family in the area.
- Lupe Gutierrez: Some of my coworkers carpool, but most drive alone due to needing to coordinate transportation for children. I used to live a three-minute walk from work. A lot of commute patterns tie back to access to affordable housing. People cannot afford to live near where they work which increases transportation issues.
- Almedia: My coworker lives near me and sometimes we carpool, if necessary, but we have different schedules, so it is difficult to coordinate.

- Des Green: I drive alone. Most of my coworkers live in other areas and have different schedules. I would like to take CalTrain, but it is not easy to get from the train station in San Mateo to our office without taking Uber, which then defeats the purpose of having a cost-saving option to travel to work.

What would make you/those you work with more inclined to use transit?

- Almedia: Better links between transit. There are no transit stations near where I live. It would be great not to have to drive and my commute choices are limited due to my disabilities. I would not know where to start to try to take public transportation to work. If I were to take public transportation, a vanpool/work shuttle would be needed to complete my commute.
- O'Malley: More direct routes. There is a BART station in Castro Valley but there is not a direct route to Redwood City. I would also have to transfer from BART to CalTrain, which sounds like a nightmare. Regardless, I would not want to park my car at the Castro Valley BART station due to concerns with car stealing and safety.
- Gutierrez: BART has received feedback about safety and security concerns. Our counties need to invest in more direct routes.
- Green: I would take CalTrain, but I would have to wake up very early to catch a bullet train or the ride would take very long. Better transportation options from the transit stations to business centers. Those options also need to be cost effective.
- Gutierrez: We have an emergency ride system for free rides, but now the county will reimburse you. The new process is less accessible for lower-income communities. Having a car allows flexibility, especially for people with children.

How much do you spend on tolls and gas?

- Gutierrez: \$7/day on tolls. \$60/week for gas.
- Almedia: \$14/day for my family; my husband also commutes to San Mateo so it doubles. I pay closer to \$100 for gas.
- O'Malley: \$7/day, sometimes I will use the Express Way which increases the cost. I have a hybrid vehicle so I fill up about once a week, which costs at least \$80.
- Green: I'm not sure but I pay about \$200/month for FastTrack. I fill up on gas weekly, around \$60/tank.
- Gutierrez: I would like to invite SMCTA to present at the May COPE meeting. If you could extend the deadline, you could present and get more responses to the survey. I will talk to the organizer to see if it is possible to present at the April meeting.



Regional Transit Connections Plan

Labor Groups Meeting

Wednesday, March 14, 2024

5:00 p.m. – 6:00 p.m.

Attendance

Meeting Participants

- Freddy Cabrera
- Joel Harris
- Julie Lind
- Tamara Perkins
- Noelle Sakamoto
- Rosa Shields
- Vincent Wells

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

In terms of transportation to work, participants gave varied responses from driving alone to using different forms of public transportation like buses and BART.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Chang concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Danielle Berger, Kearns & West, led the group through a series of discussion questions; these questions and participants' responses to them are summarized below.

How often do you/those you work with travel to San Mateo County for work?

- Most participants indicated traveling to work 3-5 days per week, with a few traveling 1-2 days.

When do you/those you work with typically travel to work in San Mateo County?

- Participants generally travel to work during weekdays. This is done both during and outside of rush hour and may vary on a given day for a given participant.

How do you/those you work with travel between San Mateo County and other counties for work?

- Driving alone, vanpooling/work shuttle, and carpooling were the top three responses given by participants.
- A participant mentioned their decision on which mode of transportation they take depends on whether they will leave work early, which leads them to drive alone or take vanpools, depending on the availability of seating.

What would make you/those you work with more inclined to use transit?

- Shorter times, more direct routes, and transit stops closer to home and work were amongst the responses given by participants.

- Reliability improvements along with more shuttle and local bus connections were also of interest to participants.
- Tamara Perkins mentioned they would like more efficiency in the transit system as it takes them more than two hours to get home.
- Freddy Cabrera expressed interest in having direct and reliable routes, including a non-stop option.
- Rosa Shields echoed the desire to have efficiency improvements.
- Julie Lind mentioned partnerships with larger employers would be beneficial for opportunities to provide services.
 - Gilster mentioned that outreach to larger employers is being done.
 - Lind suggested that the project team makes sure large employers serve everyone and not just primary employers.
 - Gilster clarified that the programs being funded are meant to benefit the public at large and not just benefit large employers.
- Participants expressed importance in reducing the commute time when using public transportation.

How much do you spend on tolls and gas?

- Shields: \$60, four times each week.
- Cabrera: tolls should be free when carpooling and should be expanded.
- Lind: \$100 for bridges per week.
- Wells: \$650 - \$700 per month on gas and bridges.
- Harris: \$600 on gas and bridges.
- Sakamoto: A lot, bridge, tolls, and not a gas efficient car.
- Perkins: Bought a plug-in hybrid car because of transportation costs, \$250 on gas, bridges and express lanes.



Regional Transit Connections Plan

Stanford University Meeting

Thursday, March 14, 2024

3:30 p.m. – 4:30 p.m.

Attendance

Meeting Participants

- Lesley Lowe – Director of Transportation
- Shweta Bhatnagar – Senior Director of Government Affairs
- Tony Divito – Transportation Operations Coordinator

Project Team

- Charlsie Chang, SMCTA
- Danielle Berger, Kearns & West
- Matt Marvin, Kearns & West

RTC Program Overview

Charlise Chang, SMCTA, provided an overview of SMCTA, its funding programs, and other current/planned projects.

Chang then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Chang noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Chang concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Danielle Berger, Kearns & West, led the group through a series of discussion questions; these questions and participants' responses to them are summarized below.

Approximately how many employees do you represent?

- Stanford University has ~20,000 students, faculty, and staff.
- Stanford Research Park has ~20,000 staff members.
- Stanford Hospital has ~10,000 staff members.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- Hospital employees, public safety, and janitorial staff must be in-person for all their shifts.
- Requirements for Research Park employees vary based on their department.
- The External Relations Division is in-person 1-2 days a week.
- Based on traffic data, you can generally say staff are in-person about three days a week, primarily on Tuesdays through Thursdays.

How do your employees travel to and from work?

- Stanford completes a commute survey every year. From the most recent survey:
 - 38% drive alone.
 - 20% are biking.
 - 18% telecommute.
 - 10% take local buses.
 - 10% take Caltrain.
 - 4% carpool.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- All employees have access to commuter benefits and roughly 62% participate in this program in some capacity.
- Students have access to campus shuttles and incentives to bicycle programs.
- There are no parking subsidies on campus.

What counties are your employees commuting from?

- Employees are commuting from the counties of Alameda, San Francisco, and Santa Clara.
- The majority of Stanford University employees are commuting from San Mateo and Santa Clara counties.
- The majority of Stanford Hospital employees are commuting from Alameda and Santa Clara counties.

Do you collect information on your employees' commute or travel modes?

- Yes, Stanford has been collecting this information for the past 20 years.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- Specific factors included:
 - Improvements to SamTrans Way2Go program.
 - Shorter wait times, more frequent routes, and regular/timely updates on service disruptions, particularly for Caltrain.
 - Cleaner transit stations and vehicles station improvements.
 - Safer walking and biking to and from regional transit stations.
- Participants also noted the following:
 - How Caltrain ridership amongst their employees would change with modifications to Caltrain's schedule with the integration of electric trains, particularly at the Palo Alto station.
 - Costs of transit passes are a considerable factor in deciding which passes to provide to employees, specifically, those for SamTrans Way2Go program. These costs are not the behalf of the commuter but rather the employer.
 - Improvements to the Palo Alto Transit Center are a priority, especially improved circulation of and additional routes for local bus lines.
 - Stanford has been in communication with VTA, SamTrans, Caltrain, and the City of Palo Alto regarding the Quarry Road extension project. Participants requested to be kept in the loop as RTC progresses and how it could fund the Quarry Road extension project.



Regional Transit Connections Plan

Kaiser Permanente Meeting

Friday, March 15, 2024

2:30 p.m. – 3:00 p.m.

Attendance

Meeting Participants

- Stacey K. Wagner, Public Affairs Director, Kaiser Permanente San Mateo County

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Amy Linehan, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Danielle Berger, facilitator from Kearns & West, led the round of introductions.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.

- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Amy Linehan concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Berger led a series of discussion questions; these questions and participant's responses are summarized below.

Approximately, how many employees do you represent?

- Wagner could not provide an exact number given the number of employees that work in Kaiser around the region. She mentioned each hospital has three different shifts and estimated that there are ~5,000 employees, with half of those employees working at the Redwood City Medical Center.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- Wagner noted that, given Kaiser's work is generally patient facing, remote is not an option. The exception to this is for virtual appointments. As such, most of the employees are working in-person.

How do your employees travel to and from work?

- Travel to and from work varies by department. Wagner mentioned most employees drive alone to work due the need to address health emergencies of patients.
- Wagner said commuting on the bus is challenging for employees due to the long commute times.
- Wagner provided anecdotal accounts of employees walking and using their bicycles to get to work.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- Wagner said she is not sure if Kaiser provides commuter benefits, but she does know it offers free shuttles from the South City BART Station.

What counties are your employees commuting from?

- Wagner noted that employees are commuting from across the Bay Area region.

Do you collect information on your employee's commute or travel modes?

- Wagner mentioned she is not aware if any information on employee's commute or travel is collected.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- Improvements to BART.
- Twenty-four-hour service schedules to accommodate the various work shifts of employees.



Regional Transit Connections Plan

Genentech Meeting

Wednesday, March 20, 2024

11:30 a.m. – 12:15 p.m.

Attendance

Meeting Participants

- Andre Huff, Transportation Specialist, Genentech

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Amy Linehan, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Danielle Berger, facilitator from Kearns & West, led the round of introductions.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.

- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Amy Linehan concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Berger led a series of discussion questions; these questions and participant's responses are summarized below.

Approximately, how many employees do you represent?

- According to Huff, there are over 10,000 employees at Genentech.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- Huff explained that Genentech has a requirement to be in the office 3-5 days of the week. Employees are divided into groups those groups have designated days in the office.

How do your employees travel to and from work?

- According to Huff, employees use all modes of transportation. Huff provided the numbers below:
 - ~1,900 badge swaps on buses.
 - ~1,450 badge swaps on transit connectors like the ferry.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- Huff said the following commuter benefits are provided to employees:
 - Access to free shuttles and ferries.
 - Reimbursement on all transit.
 - Emergency rides home.
 - Carpools/Vanpools.
 - Incentives for alternative commute modes.
 - EV charging on site.
 - Coming soon: bike share.

- *What counties are your employees commuting from?*
- Huff mentioned Genentech employees commute from all over the Bay Area region.

Do you collect information on your employee's commute or travel modes?

- Yes, Genentech collects information on employees' commute and travel modes.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- According to Huff, improving the connectivity between modes of transportation would be beneficial for employees to reduce travel time.
- In addition to reliable connectivity, affordable transit would also encourage more employees to use transit.
- Huff mentioned it would be beneficial for employers to partner in investing and expanding other services like on-demand shuttles and bike share programs.



Regional Transit Connections Plan

Google Meeting

Wednesday, March 20, 2024

1:00 p.m. – 2:00 p.m.

Attendance

Meeting Participants

- Michael Wooley-Ousdahl, Transportation Planning and Operations Manager, Google

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Amy Linehan, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Danielle Berger, facilitator from Kearns & West, led the round of introductions.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.

- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Amy Linehan concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Berger led a series of discussion questions; these questions and participant's responses are summarized below.

Approximately, how many employees do you represent?

- Wooley-Ousdahl mentioned there are around 25,000 Google employees in the region, with 2,500 of those being YouTube employees in San Bruno.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- According to Wooley-Ousdahl, while Google's requirements for working from the office varies across departments, there is a baseline requirement of working from the office a minimum of 3 days per week.

How do your employees travel to and from work?

- Woodley-Ousdahl responded with "all of the above" to the list of transportation modes. He said, generally around 50% of employees commute by means other than driving alone.
- Shuttle ridership continues to improve every month at Google.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- According to Woodley-Ousdahl, Google provides a range of commuter benefits, and about 50-70% of employees take advantage of those benefits.

What counties are your employees commuting from?

- Woodley-Ousdahl mentioned Google employees traveled from all surrounding counties, including Marin County. Based on shuttle ridership data, Woodley-Ousdahl provided the following estimates:

- 35% from San Francisco County
- 45% from Santa Clara County
- 10% from San Mateo County
- 8% from City of San Bruno

Do you collect information on your employee's commute or travel modes?

- Google does collect information on employee's commute or travel modes using a rolling survey and tracking habits. This survey is generated weekly.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- According to Woodley-Ousdahl, direct routes, efficiency, and travel time are priorities for Google employees.
- Additionally, safety throughout all modes of transportation, including walking, are important to consider.



Regional Transit Connections Plan

Newark Promotores, Community Based Organization Meeting

Wednesday, March 25, 2024

4:00 p.m. – 5:00 p.m.

Attendance

Meeting Participants

- Miriam
- Olivia
- Diana
- Alejandra
- Kitty
- Maria
- Emma

Project Team

- Charlsie Chang, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Juan Cabrera, facilitator from Kearns & West, led the round of introductions. Most participants indicated that personal cars are their primary mode of transportation. Some noted using public transportation but find it to be inefficient and difficult to rely on.

RTC Program Overview

Cabrera provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

He then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Cabrera noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Cabrera concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Cabrera led a series of discussion questions; these questions and participant's responses are summarized below.

What is your connection to San Mateo?

- Most participants mentioned their connection to San Mateo is related to work/school and visiting family/friends that live in San Mateo County.

With what frequency do you or members of your community travel to other counties for work, school, errands, or other reasons?

- Participants indicated traveling to other counties 3 to 6 days per week.
- Some participants mentioned they frequently travel during the weekend to visit family.

If you or members of your community travel to other counties, when do you usually travel?

- The participants indicated traveling to work during and outside peak hours.

How do you or members of your community travel between San Mateo County and other counties?

- When traveling between San Mateo County and other counties, participants mentioned using their personal cars or carpooling with family or friends.
- One participant mentioned public transportation is not reliable, which makes it difficult to use for work. They fear they will be late for work.
- A participant, employed at Google as janitor, mentioned Google has transportation services that they cannot access.

What would make you or members of your community more inclined to use transit?

- Most participants indicated having more direct routes, shorter waiting times, and more regional connections would incline them to use transit more.
- A participant mentioned that the waiting time for public transportation is too long and having more connections is very important.
- Another participant shared a similar issue with waiting times. They mentioned missing the bus by just 2 minutes leads to an extra wait time of 30 minutes.
- One participant shared the feeling of being unsafe at bus stops and that signage of routes being unclear.
- A participant indicated the importance of expanding public transportation and reducing the number of cars on the roads to greatly reduce contamination and help our environment.



Regional Transit Connections Plan

El Concilio of San Mateo County

Thursday, April 25, 2024

12:00 p.m. – 1:00 p.m.

Attendance

Meeting Participants

- Amy Arrellin
- Litzy Cortez
- Elia Amenta
- Ana Aguilar
- Marvin Bamaca
- Delfina Sanchez
- Patricia Calderon
- Julisa Gonzalez
- Maria Nepita Hernandez
- Kenia Najjar M
- Teresa Perez
- Laura Rubio
- Aurelio Huizar, El Concilio Program Manager

Project Team

- Charlsie Chang, SMCTA
- Jenniver Vazconcelo, Kearns & West

RTC Program Overview

Jennifer Vazconcelo, Kearns & West, provided an overview of SMCTA, its funding programs, and other current/planned projects.

Vazconcelo then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Vazconcelo noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program's Framework and Plan Development will carry into September 2024.

Vazconcelo concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Vazconcelo then led the group through a series of discussion questions; these questions and participants' responses to them are summarized below.

What is your connection with San Mateo County?

- Most participants reside in San Mateo County and primarily commute by car, with minimal bus usage.
- One attendee arrived via bus to the meeting, while the rest drove.

How often do you/those in your community travel to another county for work, school, errands, other reasons?

- People generally travel to other counties 1-2 days per week or less frequently, mainly for recreational purposes.
- Weekday travels are often for work during rush hours, while weekends see recreational outings outside of peak hours.

If you/those in your community travel to another county, when do you typically travel?

- Weekday travel occurs during rush hours for work, while weekend trips for leisure are usually outside peak times.

How do you/those in your community travel between San Mateo County and other counties?

- Personal cars are the preferred mode of transportation due to convenience, especially for families with children, and to avoid lengthy waiting times.
- Some participants, however, rely on public transportation and carpooling.

What would make you/those in your community with more inclined to use transit?

- Participants identified several factors that would encourage more transit use, including:

- Proximity of transit stops to residences and workplaces.
- More direct routes.
- Reduced wait times
- Education on transit options
- Affordable fares.
- Enhanced local bus and shuttle connections.
- Reliable schedules.

Appendix 5: Pop-Up Event Summaries



RTC Pop Up Summary: February – June 2024

Date	June 18, 2024
Project	Regional Transit Connections Plan (RTC)
Subject	Community Engagement: Pop-Ups

Pop Ups Overview

The Engagement Team held 10 pop ups in the project area, listed in Table 1. Counties and areas reached included:

- East Bay/Alameda County (5)
- San Mateo County (4)
- Santa Clara County (1)

Pop up locations, types, and times were designed to reach a range of communities. Each event was designed to share information about the Regional Transportation Connections effort and to learn about the public’s travel behaviors to help SMCTA shape project funding priorities. Participants were encouraged to complete an online survey to provide input on their travel behaviors and what they’d like to see in the future.

Each pop-up was scheduled to run for roughly 3-4 hours, and between 2-4 staff were present at each.

FORMAT & MATERIALS

Pop ups were designed either as tables at community events or as canvassing opportunities where staff would engage the public on transit routes and at stations within the project area.

Canvassing Format

Staff held four canvassing pop-ups. Staff brought survey cards into transit stations and onto regional transit vehicles to share survey information with the public. Canvassing activities took place onboard the South San Francisco ferry route to/from Oakland and at BART stations/on BART in Fremont and Hayward.

Tabling Format

Staff hosted tabling booths at six events. Along with survey cards, tabling booths also included interactive poster boards and a map of the project area for participants to engage with.

Materials

- Survey Card (100)
 - QR codes on survey cards had specific collector links to track engagement from in-person events.
- Interactive Poster Boards (2)*
- Table Map (1)*
- Fact Sheets (100 English, 50 Spanish, 50 Chinese)
- Activity Stickers *

* Indicates use at tabling events only.

SCHEDULE

The schedule for RTC pop ups was developed with the following considerations:

- Reaching audiences in a variety of neighborhoods within the project area.
- Reaching desired and diverse community members, including those with a primary language other than English
- Proximity to relevant major corridors
- Expected reach/attendance at local events

2024 Date	Pop-Up	Format	City	Number of Activity Participants
Thursday, March 21	Ferry Station	Canvassing	South San Francisco	N/A
Tuesday, March 26	BART Station	Canvassing	Fremont	N/A
Thursday, March 28	BART Station	Canvassing	Hayward	N/A
Wednesday, April 3	Ferry Station	Canvassing	South San Francisco	N/A
Wednesday, April 10	Downtown San Leandro Farmers' Market	Table	San Leandro	14
Thursday, April 11	Daly City Certified Farmers' Market	Table	Daly City	25
Saturday, April 13	Love Our Earth Festival	Table	East Palo Alto	32
Saturday, April 20	Pacifica Whalefest	Table	Pacifica	30
Sunday, April 21	Earth Day Festival	Table	Palo Alto	12
Saturday, April 27	Downtown Library – Author's Event	Table	Redwood City	9

Table 1: Pop Up Schedule

Key Takeaways

Tabling events included opportunities for visitors to participate in a dot-voting activity. Some also submitted comment cards to add context to their activity responses. Comment cards were submitted from four of the six tabling events.

General sentiments toward the project were neutral to positive, as many people had improvements they'd like to see in the region's transit. The most common themes that arose in the comment cards were County Connections, Travel Mode/Multi-Modality, and Accessibility.

COMMON THEMES AND SENTIMENTS

County Connections

At least 18 visitors to the pop-up booths were concerned with better and more direct connection routes between and within counties. One person noted that there's a "drastic difference" in the ability to get around in comparison to San Francisco. The following examples were cited by respondents for how to improve regional transit:

- Bus from Pacifica to downtown San Francisco.
- Ferry from San Mateo County to Alameda County.
- Micro-transit connections from Palo Alto (Santa Clara) to Menlo Park (San Mateo).
- Buses between San Francisco and Stanford.
- Ferry between South San Francisco and Oakland or Oakland airport.
- Palo Alto Transit Center to San Francisco International Airport (SFO) and San Jose airport.
- Discontinued VTA line 22 from Palo Alto to Menlo Park.
- Discontinued SamTrans bus through Paige Mill Road.
- Connections between San Mateo bridge and Dumbarton bridge.

Multimodal Travel

At least 17 of the 30 comment cards speak directly to modes of travel that the commenters are currently using. These visitors often indicated using multi-modal methods to get around, and some specifically cited a desire for more options moving forward.

- At least one person referenced a need for better "micro transit" options, like "Palo Alto link."
- One person from Palo Alto referenced an app called "GoGo [Grandparent]," which is a ride-share app designed for seniors' mobility needs.
- A couple of people referenced vanpool and work shuttles as additional options for getting around.
- A Pacifica resident suggested having local buses to shuttle residents to rail stations.

There were multiple comments specific to people who bike as a mode of transportation. Comments about cycling were focused on the following:

- Infrastructure available for bringing bikes on other transit modes.
- Options for riders to track which busses have bike racks.
- Two people at the San Leandro pop-up recommended improvements to bike lanes and closing gaps (potentially in the Bay Trail bike path).

Accessibility

Accessibility was highlighted in around nine of the comment cards. Some of these comments were specific to needs for seniors and people with disabilities and included suggested improvements like more bus stops and more reliability. One person mentioned that they would like to take transit but can not due to lack of accommodations for their wheelchair, and said they hope future CalTrain ramps can accommodate wheelchairs 4ft long.

Some comments spoke to geographical accessibility, including:

- Concerns that El Camino Real and 101 have great transit, but away from the corridor it's "slim pickings," and much more difficult to navigate.
- From a cyclist, concerns that the Bay Trail on the "San Mateo side" has better access than East Bay.
- Many people go between Palo Alto and Menlo Park to receive health services, and they would be benefitted by better transit options between the two.

Travel Reliability and Frequency

At least eight visitors to the pop-up booths mentioned challenges with transit reliability or long wait times.

- At the San Leandro pop-up, someone mentioned the transfer from Daly City having a long wait. They also mentioned that the wait for paratransit is "too long."
- At the Daly City Farmers Market, someone mentioned that the bus has an over one-hour wait, and that they'd like more reliable transit options.
- Someone at Palo Alto shared a desire for "better real-time train times, especially with CalTrain."

Affordability

At least eight of the 30 comment cards received were related to affordability. One person shared that the cost of paratransit (\$10) is expensive. Among participants' desires for addressing affordability were:

- Services for people with low incomes, including seniors who may be on fixed incomes.
- More affordable and/or free shuttles from CalTrain station.
- Free transit to expand opportunities.
- Reducing or removing parking fees at BART and CalTrain stations.

Rider education

Various forms of rider education were highlighted in about four of the thirty comment cards as transit improvements. Examples of rider education people wanted to see included:

- Better signage, website, and announcements.
- Transit etiquette for youth (i.e. seat priority for elderly, behaving in public spaces, etc.).
- Free education services that include financial health planning for people with low incomes.
- Education on how to read transit information and Estimated Time of Arrival (ETA) on Google Maps.

Safety

Three of the comment cards spoke specifically to safety concerns, including:

- CalTrain Millbrae station is unsafe.
- Broken glass is a safety issue in bike lanes.
- Background checks for shared community shuttles/vanpools.

Other/Miscellaneous

A few comments were made regarding infrastructural improvements, community inclusion, and commuting needs.

- One commenter stated that they prefer more traffic congestion relief, and that the current state of housing density isn't conducive to transit improvement.
- Two commenters shared a desire for community inclusion. One, a resident of South San Francisco, said they are interested in volunteering. Another, who owns St. Mark's Medical Transport, said they'd like to collaborate better to help fill transit gaps for the Filipino and low-income elderly communities they serve.
- One commenter said they'd like to see better connections between work and employer hubs.

ACTIVITY BOARD FEEDBACK

The tables below display the total tally of responses to questions on the pop up activity boards.

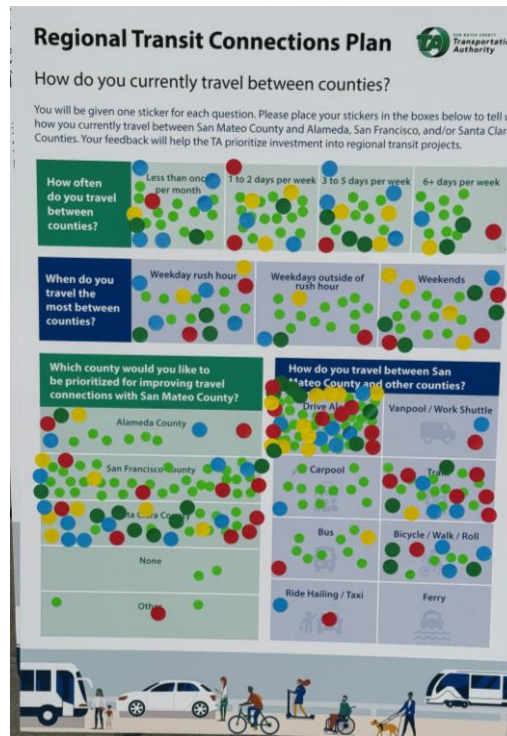
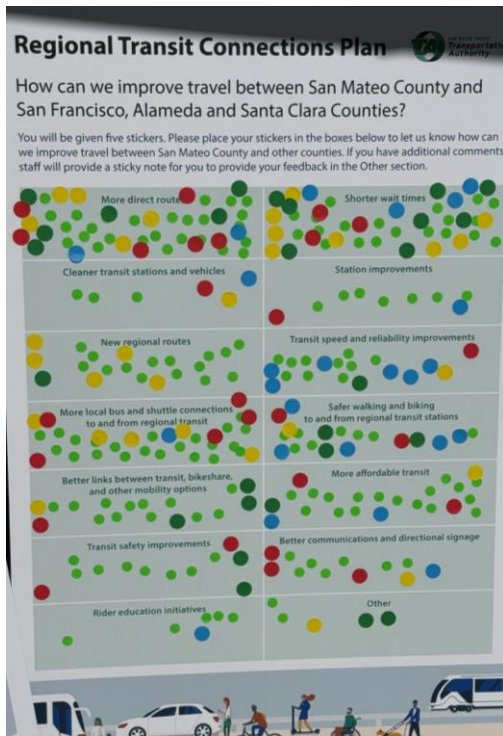


Image 1: Pop Up Activity Boards

How often do you travel between counties?

Frequency of travel	Feedback/Tally
---------------------	----------------

Less than once per month	46
1 to 2 days per week	53
3 to 5 days per week	37
6+ days per week	27

Table 2: Travel Frequency

When do you travel the most between counties?

Times of travel	Feedback/Tally
Weekday rush hour	43
Weekdays outside of rush hour	41
Weekends	60

Table 3: Travel Times

Which county would you like to be prioritized for improving travel connections with San Mateo County?

County	Feedback/Tally
Alameda	34
San Francisco	79
Santa Clara	53
None	3
Other	4

Table 4: Travel Connections

How do you travel between San Mateo County and other counties?

Mode of travel	Feedback/Tally
----------------	----------------

Drive alone	108
Carpool	32
Bus	31
Ride hailing / Taxi	2
Vanpool / Work shuttle	2
Train	51
Bicycle / Walk / Roll	19
Ferry	5

Table 5: Mode of travel

“How can we improve travel between San Mateo County and San Francisco, Alameda and Santa Clara counties?”

Form of improvement	Feedback/ Tally	Form of improvement	Feedback /Tally
More direct routes	78	Shorter wait times	81
Cleaner transit stations and vehicles	24	Station improvements	14
New regional routes	30	Transit speed and reliability improvements	43
More local bus and shuttle connections to and from regional transit	65	Safer walking and biking to and from regional transit stations	45
Better links between transit, bikeshare, and other mobility options	30	More affordable transit	50
Transit safety improvements	36	Better communications and directional signage	22
Rider education initiatives	12	Other	13

Table 6: Transit Improvements

Evaluation

RESULTS

There was a total of 933 responses to the survey. From that number, 153 people participated through a link received at one of the pop ups, equating to 16.4% of the total respondents.

- 118 pop up respondents completed the survey between March 21 and April 9, 2024, during canvassing and prior to tabling events.
- 33 pop up respondents completed the survey between April 10 and April 30, 2024, from the start of tabling events through the close of the survey.

LESSONS LEARNED

- Additional indicators on the comment cards to signify the tone of a comment (i.e. an area for improvement, a satisfactory or positive current condition, etc.) could be helpful for summarizing context from future events.
- Dedicating certain color stickers for different events would also help for summarizing responses to poster board activities.
- A count of total visitors to the booth would be helpful for contextualizing what percentage of visitors also participated in the activities.

Appendix 6: Virtual Public Meeting Summary



Regional Transit Connections Plan

Virtual Community Meeting

Wednesday, April 3rd, 2024

Overview

The San Mateo County Transportation Authority (SMCTA) convened a virtual community meeting for the Regional Transit Connections (RTC) Program on April 3rd, 2024, from 6:00 – 8:00pm. The meeting was held via Zoom and noticed through SMCTA’s virtual communication channels, including social media and press releases. Meeting materials are available online on SMCTA’s website here: <https://www.smcta.com/RTC>

Introductions

Danielle Berger, facilitator from Kearns & West, welcomed attendees and led introductions of the project team.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, application of local funding programs like Measure A and W, and SMCTA’s other current/planned projects. Gilster explained that Measure W created a new SMCTA program category as part of the expenditure plan, 10% of the revenue going toward the RTC program.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

He concluded by giving an overview of the RTC plan schedule, the upcoming steps that will be taken throughout 2024. This includes a community and stakeholder engagement campaign, the drafting of a Capital Improvement Program (CIP), and development of the RTC's framework.

Existing Conditions Summary and Project Inventory

Erik Bird, Senior Transportation Planner at WSP, provided an overview of the existing conditions summary and project inventory. Bird presented the high-level findings in the existing conditions report focused on intercounty transit services provided by Bay Area Rapid Transit (BART), San Mateo County Transit District (SamTrans), and Caltrain among others. In addition, Bird presented a list of plans and studies that were reviewed to compile an inventory of capital/operational projects and program/policy recommendations for rail, express bus, or ferry services that could be eligible for the RTC Program.

Community & Stakeholder Engagement

Amy Linehan, Government and Community Affairs Officer for SMCTA, led the community and stakeholder engagement section of the presentation, providing a list of upcoming engagement opportunities including pop-up events and group discussion meetings.

Group Discussion

Berger led the group through a series of discussion questions; these questions and participants' responses to them are summarized below.

Where do you regularly travel to outside of San Mateo County and how do you get there?

- One participant mentioned traveling to San Francisco and Fremont on a regular basis. They use Caltrain to San Francisco and drives to Fremont, as it is the fastest way to get there according to his experience.
- Another participant mentioned they travel frequently to San Francisco, Santa Clara County, and Alameda County. In their experience, traveling to Alameda County using public transportation is long and slow because of delays in transit schedules in infrequent service.

Where would you like to go on transit outside of San Mateo County that you cannot right now?

- Participants expressed a desire use transit to travel from San Mateo County to Alameda County, including Fremont specifically. Doing so would be facilitated by improvements to the bus schedule across the Dumbarton Bridge. Weekend availability, faster routes, and bus lanes on the Dumbarton Bridge were the improvements suggested provided by the participant.

What would make it easier for you to take transit to/from San Mateo County?

- Participants mentioned faster routes, bus lanes, better wayfinding, and increased transit frequency are improvements that would make it easier to take transit.
- One participant expressed the importance of decreasing transit travel times to entice people to use transit.
- Reliability was another improvement participants agreed would make it easier to take transit.
- One participant expressed investing in the Redwood City Transit Station to make service more reliable and increase the frequency of transit routes.

During this discussion, participants asked whether Caltrain and Fastrack would be eligible for these funds to make services more frequent and reliable. Gilster explained that these funds are available to regional service providers and are eligible as long as they are increasing and improving their transportation services.

Is there a type of regional transit (ferry, bus, trains, etc.) that you think should be prioritized for improvements, and why?

- A participant mentioned improving Caltrain service, availability of buses, and reliability of transit broadly.
- Participants agreed investments in buses, like the Dumbarton Express, should be prioritized. Adding connections as well as making transportation more accessible and affordable should be a priority as well.
- One participant expressed the need to make regional transportation more reliable. They mentioned transit improvements from San Mateo County to Alameda County are essential for those who travel frequently to both counties.



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Item #10.a.
10/10/2024

Appendix 7: Working Group Meeting Agendas



Regional Transit Connections Plan

Working Group Meeting #1

Monday, February 12, 2024

2:30pm – 4:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/81728888423?pwd=IS3y4CTNWa4DxCJsEVQUZprSfZaS40.1>
- Dial-In: (833) 548-0276
- Meeting ID: 817 2888 8423
- Passcode: 643645

Time	Topic	Lead
2:30pm	Welcome, Introductions, and Agenda Review	Danielle Berger, Facilitator
2:40pm	Regional Transit Connections Plan Overview <ul style="list-style-type: none"> • Current SMCTA Projects and Programs • RTC Program Overview and Timeline 	Patrick Glister, SMCTA
2:55pm	Existing Conditions Summary <ul style="list-style-type: none"> • Overview of Existing Regional Transit Network • Key Findings • Project Inventory Summary 	Erik Bird, WSP
3:20pm	Community and Stakeholder Engagement <ul style="list-style-type: none"> • Activities and Key Audiences 	Amy Linehan, SMCTA
3:30pm	Next Steps & Action Items <ul style="list-style-type: none"> • Working Group Meeting #2: Capital Improvement Program • Existing Conditions Report Review • Project Inventory Review 	Patrick Glister, SMCTA
3:40pm	Questions and Wrap Up	All

4:00pm	<i>Adjourn</i>	
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Regional Transit Connections Plan

Working Group Meeting #2

Wednesday, May 8, 2024

3:00pm – 4:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/86505328517>
- Dial-In: (669) 444-9171
- Meeting ID: 865 0532 8517

Time	Topic	Lead
3:00pm	Welcome, Introductions, and Agenda Review	Danielle Berger, Facilitator
3:05pm	Project Status <ul style="list-style-type: none"> • Schedule • Future Working Group Meetings 	Patrick Glister, SMCTA
3:10pm	Recap of Working Group Meeting #1 <ul style="list-style-type: none"> • RTC Program overview and timeline 	Patrick Glister, SMCTA
3:20pm	Existing Conditions Summary and Project Inventory <ul style="list-style-type: none"> • Recap Working Group members’ feedback 	Erik Bird, WSP
3:30pm	Draft Capital Improvement Program (CIP) <ul style="list-style-type: none"> • CIP overview 	Erik Bird, WSP
3:40pm	Group Discussion <ul style="list-style-type: none"> • Of the projects listed: <ul style="list-style-type: none"> ○ What is missing? ○ Is there any incorrect information? ○ Should any be removed? • How would you assign priority to the projects identified? 	All
3:55pm	Next Steps & Action Items <ul style="list-style-type: none"> • Working Group Meeting #3: Program Framework and Community Engagement Recap 	Patrick Glister, SMCTA

4:00pm	<i>Adjourn</i>	
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Regional Transit Connections Plan

Working Group Meeting #3

Thursday, May 30, 2024

3:00pm – 4:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/81070854043?pwd=tmUMMybvCiuigOdkKuWsUpviOmDK2j.1>
- Dial-In: (669) 444-9171
- Meeting ID: 810 7085 4043

Time	Topic	Lead
3:00pm	Welcome, Introductions, and Agenda Review	Matt Marvin, Facilitator
3:05pm	Project Status <ul style="list-style-type: none"> • Schedule • Future Working Group Meetings 	Patrick Gilster, SMCTA
3:10pm	Public Engagement Feedback <ul style="list-style-type: none"> • Overview of audiences engaged and key feedback 	Matt Marvin, Facilitator Mikaela Sword, WSP
3:30pm	Group Discussion <ul style="list-style-type: none"> • Engagement Feedback • Potential Policy Considerations <ul style="list-style-type: none"> ○ Program Goals ○ Program Structure ○ Program Frequency 	All
3:55pm	Next Steps & Action Items <ul style="list-style-type: none"> • Working Group Meeting #4: Review draft RTC Plan and assess priority projects 	Patrick Gilster, SMCTA
4:00pm	Adjourn	



Regional Transit Connections Plan

Working Group Meeting #4

Tuesday, July 30, 2024

1:00pm – 2:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/88213111547?pwd=3IGIXTMbxpMezAqh9a7xZhKbAewCx1.1>
- Dial-In: (669) 444-9171
- Meeting ID: 882 1311 1547
- Passcode: 861989

Time	Topic	Lead
1:00pm	Welcome, Introductions, and Agenda Review	Danielle Berger, Facilitator
1:05pm	Project Status <ul style="list-style-type: none"> • Schedule • Future Working Group Meetings 	Patrick Gilster, SMCTA
1:10pm	Program Guidelines and Evaluation Criteria	Patrick Gilster, SMCTA Erik Bird, WSP
1:55pm	Next Steps & Action Items	Patrick Gilster, SMCTA
2:00pm	Adjourn	



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Appendix 8: Draft Plan Comments

APPENDIX 8: DRAFT PLAN COMMENTS

The Draft RTC Plan was published online on Monday, August 26th, 2024, and was available for public and stakeholder comment until Friday, September 20th, 2024. The draft RTC Plan was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online without having to download it. The virtual platform was available through the TA’s website. The project team also made a presentation to the TA Board of Directors on Thursday, September 5th, 2024. Thirty-five comments were received on the plan.

Table 17 provides a summary of comments received during presentations and online through the virtual tool. The table also documents how comments were answered or addressed by the project team.

Table 17: Draft RTC Plan Comments

Number	Comment	Resolution	Commenter
1	Page 2: “Recommendations 2030” should be renamed to be clearer. Also we should say Dumbarton Highway Bridge to clarify.	Project name in Table 8 and Table 16 updated to Enhanced Dumbarton Express Bus Service and Extended Rail Service.	Chris Espiritu, SamTrans
2	Page 2: Test	No action taken.	David Pape, Caltrain
3	Page 3: No parentheses on some abbreviations. Check for consistency	Parentheses are included for acronyms/abbreviations that are used more than once. No action taken.	David Pape, Caltrain
4	Page 8: The analysis covers demographics, income profiles, and commute patterns, but lacks any mention of customer experience. Since service quality is a key goal of the Measure W program and part of the evaluation criteria, including data on user satisfaction/service quality will be valuable.	Customer satisfaction and service quality information varied between agencies and individual agencies will need to show how a potential project addresses the individual agency’s customer experience issues when submitting for a future grant application/request. No action taken.	Jennifer Raupach, WETA
5	Page 10: 1.1. Table 1: WETA’s 2023 average weekday ridership = 7,839. Table 1 shows 2022 numbers for WETA. Please revise the weekday ridership, percentage change, and the text that describes WETA’s ridership recovery. Per 2023 ridership, WETA is one of the operators that show strong recovery since pre-pandemic.	Table and text updated to reflect increased 2023 ridership.	Jennifer Raupach, WETA

Number	Comment	Resolution	Commenter
6	Page 23: Move this project towards the end of the list. That way, all express bus projects are grouped together.	Express Bus Capital Upgrades project moved below US 101/SR 92 Mobility Hub in Table 8 and Table 16.	Chris Espiritu, SamTrans
7	Page 23: Dumbarton Corridor Transitway - can we update this to how we list it in the RFP to "Dumbarton West Busway Corridor Project" and we should update the description to match this. SamTrans can provide a paragraph if you need it.	Name of project updated to Dumbarton West Busway Corridor Project in Table 8 and Table 16. Description updated per email from SamTrans.	Chris Espiritu, SamTrans
8	<p>Page 23: Per previous comments this project has been broken into two phases. It should also show both Capital and Operating as it includes both, with phase 1 being just O&M costs. Below are the details of the project.</p> <p>Phase 1 (increase 4tphpd to 6tphpd) no capital costs, \$562M in total incremental O&M costs</p> <p>Phase 2 (increase 6tphpd to 8tphpd) \$729M in total incremental O&M costs and \$1862M capital. Total project costs for Phase 2 \$2592M</p> <p>This is consistent with what MTC is assuming for PBA50 and T50+</p> <p>Note: Capital improvements include additional EMU fleet; level boarding at station platforms; more train storage; minor track work; station improvements; and hold-out rule elimination at two stations. A few of these improvements are listed as separate projects, such as level boarding, because they could be pursued separately, but are needed in order to operate 8tphpd.</p>	Project split into three phases in Table 8 and Table 16, two for operations and one for capital.	David Pape, Caltrain

Number	Comment	Resolution	Commenter
9	<p>Page 23: 3. CIP Summary List of Projects, Project Inventory, and Project List (Table 8, Table 12, Table 16)</p> <p>3.1. CIP list should align with projects and programs referred to in the WETA 2050 Service Vision Plan and Expansion Policy</p> <p>3.2. What does “eligible sponsor” mean? There are several projects listed with incorrect information and it is unclear as to what data source were used:</p> <p>3.2.1. The second SSF terminal: This project was led by the City of SSF, and WETA is not involved or an eligible sponsor.</p> <p>3.2.2. Existing SSF terminal: For electrification, refer to WETA’s zero-emission CEC blueprint.</p> <p>3.2.3. Hovercraft project: WETA only led the feasibility study; being listed as an eligible sponsor seems incorrect. Refer to WETA’s hovercraft feasibility study for details/findings.</p> <p>3.2.4. Redwood City Ferry Terminal, service operation, and vessels: Refer to the Port of Redwood City’s Ferry Terminal Business Plan and EIR for sponsor and cost details.</p>	<p>3.1: Additional projects would still be eligible in the future as long as they are consistent with the intent of the RTC Program. The CIP is a snapshot in time of project needs. No action taken.</p> <p>3.2: Eligible sponsor indicates which agency is eligible to apply for the RTC Program as the lead transit agency applicant. This does not indicate that a specific agency is responsible for project development or funding. As part of the CIP development, we asked each transit agency to identify if they were supportive of the projects which may be developed by a separate agency but will benefit the transit agency. For instance, the Redwood City Ferry Terminal project is being developed by the City of Redwood and the Port of Redwood City. However, WETA is the eligible sponsor who could apply to this program on behalf of the City of Redwood and Port of Redwood City who could be the implementing agency. No action taken.</p> <p>3.2.1: See comment above about eligible sponsors. No action taken.</p> <p>3.2.2: Project information can be updated closer to a Call for Projects cycle. No action taken.</p> <p>3.2.3: This project was included in the initial project inventory but is not part of the final CIP. No action taken.</p> <p>3.2.4: Project information can be updated closer to a Call for Projects cycle. No action taken.</p>	Jennifer Raupach, WETA
10	<p>Page 27: Can this fund service planning? I think that should be a consideration given the requests for expanded service, improved transfers, etc.</p>	<p>RTC Program funds may not be used to support existing operations and are intended to support new or expanded services. No action taken.</p>	David Pape, Caltrain
11	<p>Page 28: SFMTA submittals may not be included in Plan Bay Area. Please more clearly define “should align.”</p>	<p>RTC Program submittals should align with PBA 2050+ goals and don’t necessarily need to be included in the plan. No action taken.</p>	Steve Boland, SFMTA

Number	Comment	Resolution	Commenter
12	Page 28: SFMTA submittals may not be included in Plan Bay Area. Please more clearly define “should align.”	RTC Program submittals should align with PBA 2050+ goals and don’t necessarily need to be included in the plan. No action taken.	Steve Boland, SFMTA
13	Page 28: To make sure I understand. The program covers systemwide projects but only for the portion located in San Mateo? For example, we have a PA overhaul project. If we apply for this funding, it will only be applicable to the stations in San Mateo? Confirming it is the intent.	As stated in the plan, RTC Program funding will only contribute up to a “fair share contribution”, which may be calculated based on the proportion of a project located within the County for capital projects. So, projects will receive greater proportions of funding if they’re located primarily in San Mateo County. Funds for the other station can be considered as match for the overall project. No action taken.	David Pape, Caltrain
14	Page 28: Are enhancement projects eligible in the RTC? A lot of SOGR project are actually enhancement at the same time. For example, a project that replaces an asset that reached the end of its useful life with a new asset that is better, will increase the reliability of the system and increase the capabilities of the system. Ex.: A funded project is the VMS Replacement. It was to replace the old obsolete VMS with new VMS with more capabilities. Would it be eligible?	As stated in the plan, operations funds may not be used to support existing operations and are intended to support new or expanded services. Expanded services may include increased frequencies, customer experience programs, or service level augmentation for existing routes. No action taken.	David Pape, Caltrain
15	Page 29: Again, the SFMTA’s preference would be for a two-year cycle.	This will be taken into consideration. No action taken.	Steve Boland, SFMTA

Number	Comment	Resolution	Commenter
16	<p>Page 29: Higher levels of frequency, shorter wait times, and reliability/improved transit speeds were all cited as desired transit improvements or improvements that might attract riders. It's great to see operations may be funded through this program, however, Caltrain faces some unique challenges that very likely make service expansion applications impossible. First and foremost Caltrain's biggest need is funding to maintaining existing service. However, if we were in a position to increase service we still face the challenges of finding an equivalent funding source in adjacent counties to cover the proportionate share of service costs, higher costs for increased rail service, and limitations on subsequent applications for future cycles.</p>	<p>Given the relatively small RTC Program funding amounts, these types of projects may be more appropriate for a different funding program. No action taken.</p>	<p>David Pape, Caltrain</p>
17	<p>Page 29: Can you provide more details on the 'Call for Projects,' including the timeline and process? Even high-level information would be helpful.</p>	<p>This will follow the standard Calls for Projects process which generally consists of a six-month process from Call for Projects release to program adoption. The TA strives to announce all Calls for Projects at the beginning of each calendar to help jurisdictions plan and budget for matching funds. Generally, once a Call for Projects is released sponsors get two months to prepare and submit applications, the TA gets two months to review applications, the following month the draft program awards get presented to the TA CAC and Board, and then the final program of projects gets adopted in the subsequent meeting. No action taken.</p>	<p>Jennifer Raupach, WETA</p>

Number	Comment	Resolution	Commenter
18	<p>Page 29: Would pilot projects, for market testing or operation viability for alternate fuels, be eligible for funding?</p> <p>Would transit access programs for existing services qualify for funding? WETA plans to develop a transit access policy that supports ridership growth and first-last mile solutions as part of the 2050 Business Plan.</p>	<p>Pilot projects similar to the ones listed may be eligible but most likely would not score as highly as others. Transit access programs would be eligible as a first/last-mile project. No action taken.</p>	<p>Jennifer Raupach, WETA</p>
19	<p>Page 29: Please see previous comment.</p>	<p>This will be taken into consideration. No action taken.</p>	<p>Steve Boland, SFMTA</p>
20	<p>Page 29: To clarify, there is no limitation on the number of cycles for micromobility ops? In the ops policy section it says a project is no longer considered new after two cycles and can only apply for one round of subsequent funding. Does that not apply here?</p> <p>Also does this require the same level of match stated in the ops policies?</p>	<p>Operations projects are no longer eligible for RTC Program funding if they have received funding from two Call for Projects cycles. This applies to all projects. For micromobility, if RTC funds are used to create a program then the micromobility program would be eligible for up to \$2M each cycle with no limit. This compromise was established to find a more sustainable way to provide an operating subsidy for micromobility to promote transit access but at a reduced level then the operating subcategory. No action taken.</p>	<p>David Pape, Caltrain</p>
21	<p>Page 29: It's great to see the program provides an opportunity to seek funding to develop an access improvement plan without a required match</p>	<p>Noted. No action taken.</p>	<p>David Pape, Caltrain</p>

Number	Comment	Resolution	Commenter
22	<p>Page 29: In MTC’s experience with the Baywheels program, our estimated operating cost for a small city with a limited number of bikeshare stations (about 10) is estimated to require approximately \$500,000 per year to support operations. The proposed limitation on \$2 million to support on-going programs would limit expansion of the program. MTC would recommend adjusting the on-going operations support to be eligible for up to \$5M to align with the rest of the first/last-mile request maximums since CFPs will occur on a four year basis.</p>	<p>This is acceptable, the TA agrees to remove the lowered maximum for bikeshare support and align it with the overall first/last-mile category maximum.</p>	<p>Laura Krull, MTC</p>
23	<p>Page 34: Clarify this sentence: this list includes projects that are not eligible. Suggest saying that Table 12 is inclusive of all projects submitted by eligible project sponsors. This list includes projects that are not eligible through the RTC. And maybe add a column that shows which one “made the cut”.</p>	<p>Text updated and column added to Table 12.</p>	<p>David Pape, Caltrain</p>
24	<p>Page 34: If certain projects are determined to be no longer valid or feasible, there should be a mechanism to make some modifications to the CIP List. Or do adjustments to the CIP List require recirculation to the Working Group or TA Board? Otherwise, agencies may be locked into this CIP list specifically with projects that may not have a path forward.</p>	<p>The CIP provides examples of projects that would be eligible for RTC Program funding. Evaluation of project submittals will occur during the Call for Projects process. No action taken.</p>	<p>Chris Espiritu, SamTrans</p>

Number	Comment	Resolution	Commenter
25	<p>Page 34: 3. CIP Summary List of Projects, Project Inventory, and Project List (Table 8, Table 12, Table 16)</p> <p>3.1. CIP list should align with projects and programs referred to in the WETA 2050 Service Vision Plan and Expansion Policy</p> <p>3.2. What does “eligible sponsor” mean? There are several projects listed with incorrect information and it is unclear as to what data source were used:</p> <p>3.2.1. The second SSF terminal: This project was led by the City of SSF, and WETA is not involved or an eligible sponsor.</p> <p>3.2.2. Existing SSF terminal: For electrification, refer to WETA’s zero-emission CEC blueprint.</p> <p>3.2.3. Hovercraft project: WETA only led the feasibility study; being listed as an eligible sponsor seems incorrect. Refer to WETA’s hovercraft feasibility study for details/findings.</p> <p>3.2.4. Redwood City Ferry Terminal, service operation, and vessels: Refer to the Port of Redwood City’s Ferry Terminal Business Plan and EIR for sponsor and cost details.</p>	See comment 9.	Jennifer Raupach, WETA
26	Page 35: Dumbarton Corridor Transitway - can we update this to how we list it in the RFP to “Dumbarton West Busway Corridor Project” and we should update the description to match this. SamTrans can provide a paragraph if you need it.	This is just the initial project inventory; we will update the project name and description in the final list of projects in Table 8 and Table 16. No action taken.	Chris Espiritu, SamTrans
27	Page 35: Same comment as Table 8.	This is just the initial project inventory; we will update the project name and description in the final list of projects in Table 8 and Table 16. No action taken.	Chris Espiritu, SamTrans
28	Page 35: Same Comment as listed in Table 8.	This is just the initial project inventory; we will update the project name and description in the final list of projects in Table 8 and Table 16. No action taken.	Chris Espiritu, SamTrans
29	Page 41: Should this reference the recommendations from the completed plan?	It’s uncertain which plan this is in reference to. No action taken.	Chris Espiritu, SamTrans

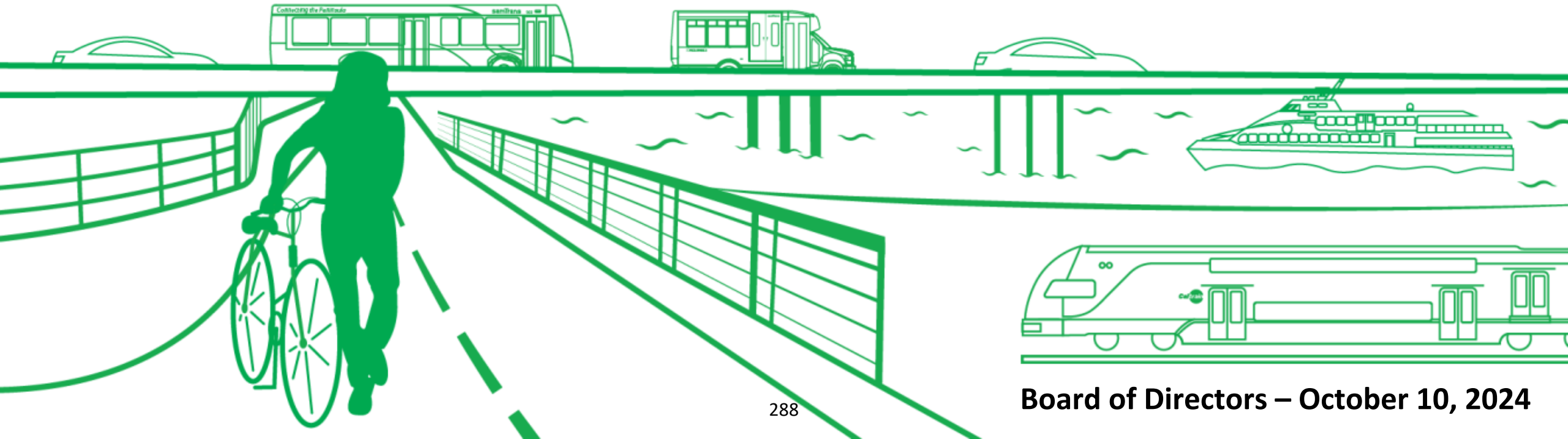
Number	Comment	Resolution	Commenter
30	Page 42: This is not a SamTrans-led/owned project. Possibly MTC or CCAG?	While this project may not be led by SamTrans, they would need to apply for RTC Funding since they are an eligible sponsor and MTC and C/CAG are not. No action taken.	Chris Espiritu, SamTrans
31	Page 42: Revise Project Name to DTSC Recommendations 2030.	Name updated in Table 8 and Table 16.	Chris Espiritu, SamTrans
32	Page 42: Revise to: Further enhance bus service on the Dumbarton Highway Bridge and extended rail service (rail shuttle from Newark to Union City)	Project description updated.	Chris Espiritu, SamTrans
33	Page 43: See comment listed on Table 8.	See comment 7.	Chris Espiritu, SamTrans
34	<p>Page 44: 3. CIP Summary List of Projects, Project Inventory, and Project List (Table 8, Table 12, Table 16)</p> <p>3.1. CIP list should align with projects and programs referred to in the WETA 2050 Service Vision Plan and Expansion Policy</p> <p>3.2. What does “eligible sponsor” mean? There are several projects listed with incorrect information and it is unclear as to what data source were used:</p> <p>3.2.1. The second SSF terminal: This project was led by the City of SSF, and WETA is not involved or an eligible sponsor.</p> <p>3.2.2. Existing SSF terminal: For electrification, refer to WETA’s zero-emission CEC blueprint.</p> <p>3.2.3. Hovercraft project: WETA only led the feasibility study; being listed as an eligible sponsor seems incorrect. Refer to WETA’s hovercraft feasibility study for details/findings.</p> <p>3.2.4. Redwood City Ferry Terminal, service operation, and vessels: Refer to the Port of Redwood City’s Ferry Terminal Business Plan and EIR for sponsor and cost details.</p>	See comment 9.	Jennifer Raupach, WETA

Number	Comment	Resolution	Commenter
35	<p>Page 44: 3. CIP Summary List of Projects, Project Inventory, and Project List (Table 8, Table 12, Table 16)</p> <p>3.1. CIP list should align with projects and programs referred to in the WETA 2050 Service Vision Plan and Expansion Policy</p> <p>3.2. What does “eligible sponsor” mean? There are several projects listed with incorrect information and it is unclear as to what data source were used:</p> <p>3.2.1. The second SSF terminal: This project was led by the City of SSF, and WETA is not involved or an eligible sponsor.</p> <p>3.2.2. Existing SSF terminal: For electrification, refer to WETA’s zero-emission CEC blueprint.</p> <p>3.2.3. Hovercraft project: WETA only led the feasibility study; being listed as an eligible sponsor seems incorrect. Refer to WETA’s hovercraft feasibility study for details/findings.</p> <p>3.2.4. Redwood City Ferry Terminal, service operation, and vessels: Refer to the Port of Redwood City’s Ferry Terminal Business Plan and EIR for sponsor and cost details.</p>	See comment 9.	Jennifer Raupach, WETA



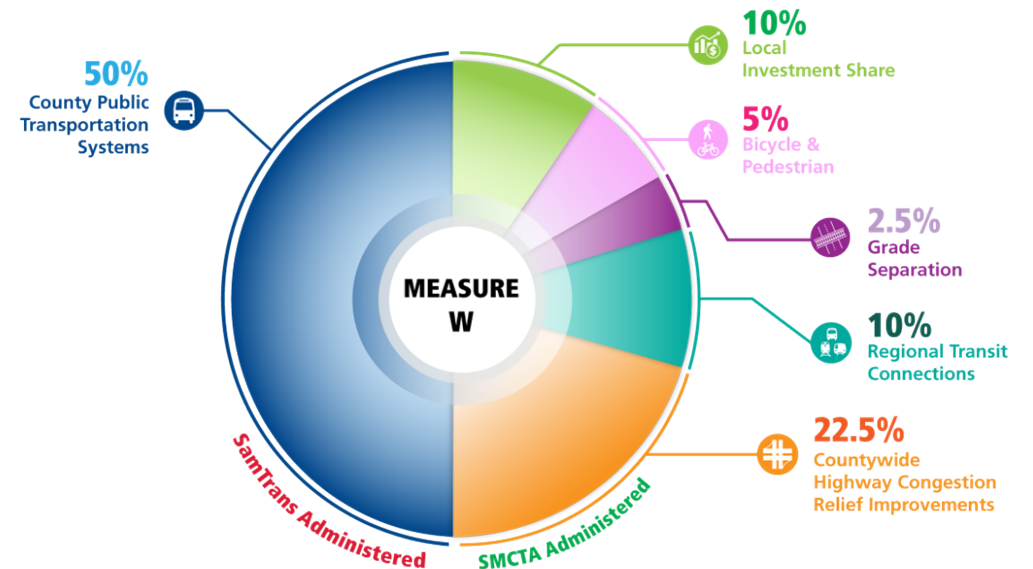
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Regional Transit Connections Plan Adoption



MEASURE W AND RTC

- Measure W created a new TA Program Category:
 - 10% of total Measure W revenue goes toward the new RTC program category (approximately \$9.0 to \$12.0 million annually)
 - TA Strategic Plan 2020-2024 called for an RTC Plan and CIP to guide funding decisions
 - Board approved allocation of \$450k for preparation of RTC Plan in March 2023
 - As of adoption of TA Fiscal Year 2025 budget, \$63.2 million is available to be programmed



RTC PROGRAM OVERVIEW

- Program will fund regional transit improvements such as rail, ferry, or express bus projects
- Capital and operations projects are eligible

Examples of Eligible Projects



Rider Experience and Station Access Improvements



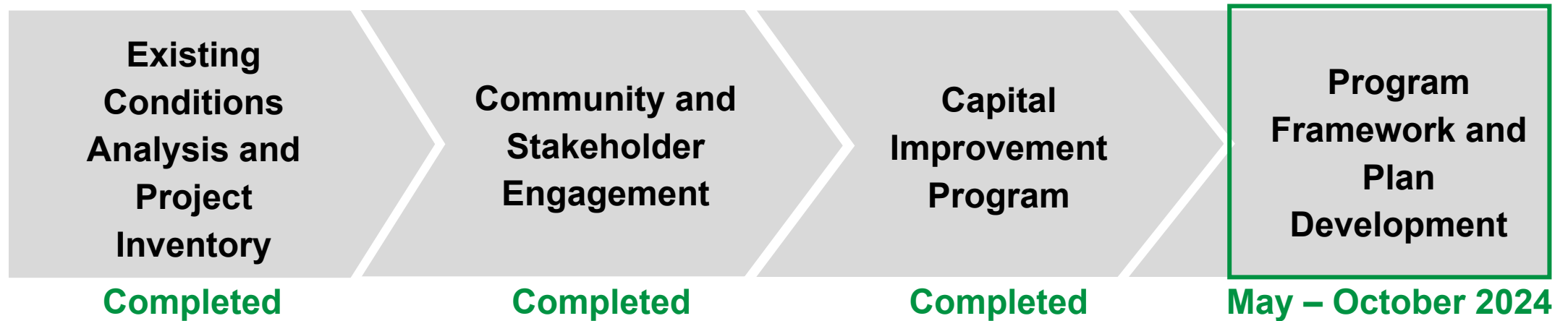
New Ferry Terminals and Vessels



Enhanced Express Bus Service



RTC PLAN SCHEDULE



Updates Integrated into the Final RTC Plan

- Public Review Draft Comments added to the Final RTC Plan with staff responses
 - Working Group comments – 34 (273 views, 7 commenters)
 - Public comments – 0 (157 views)
- TA Board requested changes from September 2024 meeting
 - Program subcategory percentages updated
 - Capital – Remained 60%
 - Operations – Decreased from 30% to 25%
 - First/Last-Mile – Increased from 10% to 15%
 - Evaluation Criteria addition
 - Changed “Sustainability” to include “Sustainability & Cost Effectiveness”



NEXT STEPS

- Staff recommends the TA Board adopt the Final RTC Plan
- Post-RTC Plan Adoption
 - Finalize evaluation criteria questions as part of the Strategic Plan 2025-2029
 - Develop Call for Projects materials and application
 - Host the first Call for Project in Spring/Summer 2025



THANK YOU!

Contact

Patrick Gilster

Director, Planning and Fund Management

gilsterp@samtrans.com



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Strategic Plan 2025-2029 Update**

Action

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

Significance

The purpose of the San Mateo County Transportation Authority (TA) Strategic Plan is to provide a policy framework for the implementation of the Measures A and W transportation sales tax measures the TA is tasked with administering, including funding prioritization, evaluation criteria for the selection of projects, and procedures for sponsors to follow when initiating projects. The 2004 Measure A Transportation Expenditure Plan requires the TA to prepare a Strategic Plan and update it at least once every five years. The Measure W Congestion Relief Plan also tasks the TA with developing a Strategic Plan to cover the categories it is responsible for administering.

As the TA's current Measures A and W Strategic Plan covers the 2020-2024 timeframe, staff began the update process for the 2025-2029 plan in early 2024. To-date, staff has held Strategic Plan Update workshops with the TA Community Advisory Committee (CAC), the TA Board of Directors, and the City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Technical Advisory Committee consisting primarily of all the Public Works Directors. Additionally, two TA/SamTrans Technical Advisory/Stakeholder Advisory Committee meetings have been held with local jurisdiction staff and advocacy groups. During the month of October 2024, staff will be hosting 10-15 individual meetings with key stakeholders consisting of local jurisdictions, transit agencies, C/CAG, Community Based Organization (CBO) representatives, and other stakeholders regarding policy updates and key actions for the next five years. A TA Board Ad-Hoc Committee consisting of Directors Romero, Mates, and Corzo has also been providing input in policy direction.

Staff intends to provide a PowerPoint update to the Board on the following elements:

1. Travel Trends
2. Sales Tax Projections
3. Stakeholder Input Summary
4. Initial Policy Recommendations

The Public Review Draft Strategic Plan 2025-2029 is planned for release at the November TA Board meeting and will incorporate feedback from the policy recommendations discussed at the October meeting.

Budget Impact

There is no budget impact.

Background

The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County (often referred to as "New Measure A"). New Measure A took effect on January 1, 2009 and will expire December 31, 2033. On November 6, 2018, the voters of San Mateo County approved Measure W, known as the 2018 San Mateo County Transit District Retail Transactions and Use Tax Ordinance. Measure W is a 30-year half-cent sales tax for transportation programs and projects that took effect on July 1, 2019 and will expire on June 30, 2049.

Prepared By: Patrick Gilster, AICP

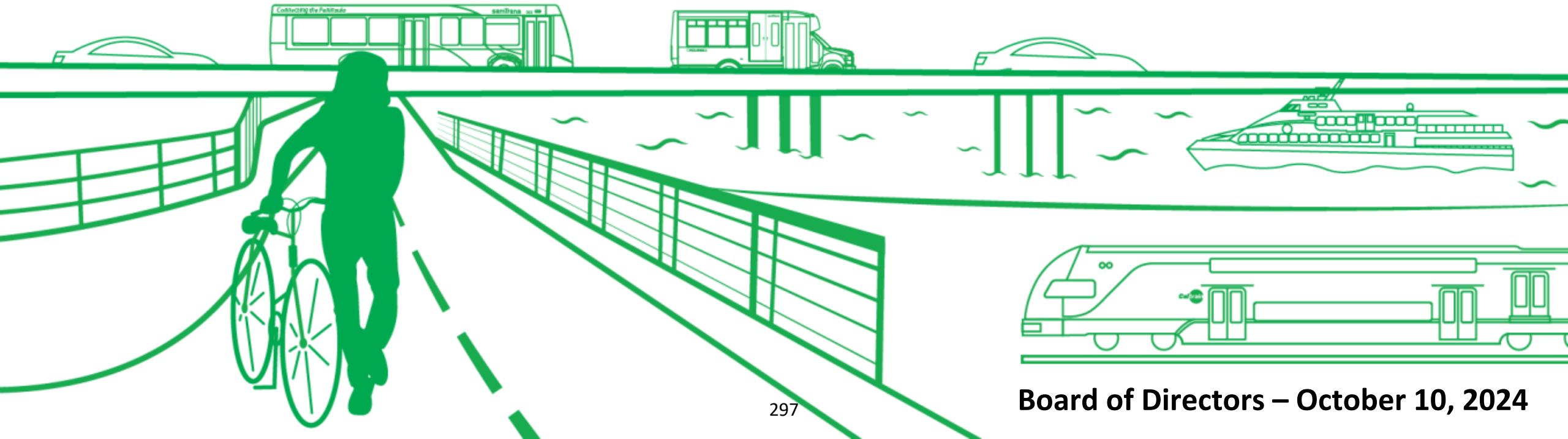
Director, Planning and Fund
Management

650-622-7853



SAN MATEO COUNTY
**Transportation
Authority**

Strategic Plan 2025-2029 Update



AGENDA

1. Overview of Strategic Plan Process & Timeline
2. Travel Trends
3. Sales Tax Projections
4. Stakeholder Input Summary
5. Initial Strategic Plan Recommendations
6. Next Steps



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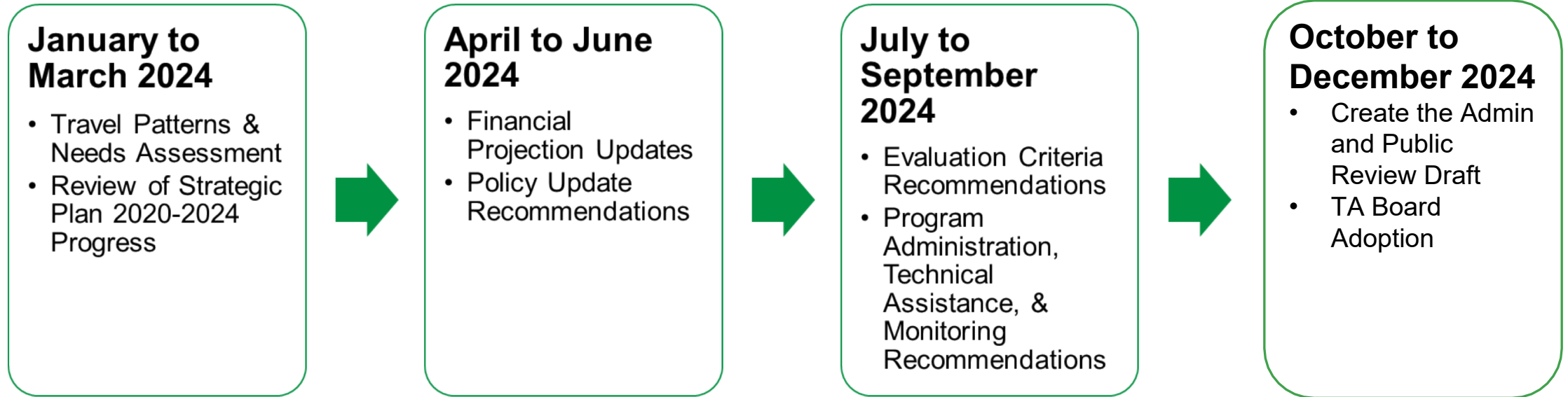
PROJECT OVERVIEW



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STRATEGIC PLAN PROCESS & TIMELINE



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STAKEHOLDER AND COMMUNITY ENGAGEMENT

Stakeholder Activities

- Sponsor Survey
- Stakeholder & CBO Interviews
- Two Technical Advisory Group Meetings
- Two Stakeholder Advisory Group Meetings

General Public Activities

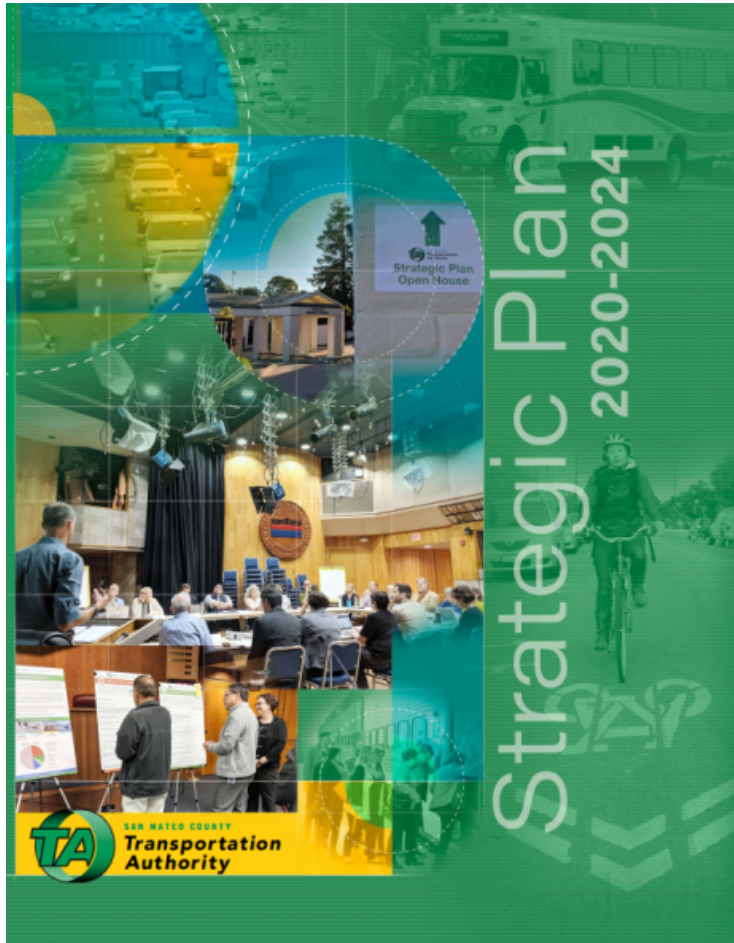
- Factsheet and webpage
- Strategic Plan Informational Video
- One virtual multilingual workshop to present Draft Plan and new vision



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STRATEGIC PLAN 2020-2024



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

OPPORTUNITIES & LIMITATIONS OF THE STRATEGIC PLAN

What can be changed?

- Guidelines can be amended such as eligible sponsors, evaluation criteria, sub-categories breakdowns, and matching requirements, etc.
- Roles of the TA such as in project delivery and oversight

What cannot be changed?

- Measure A Goals and Measure W Core Principles
- Program category percentages
- Transfers from one program to another



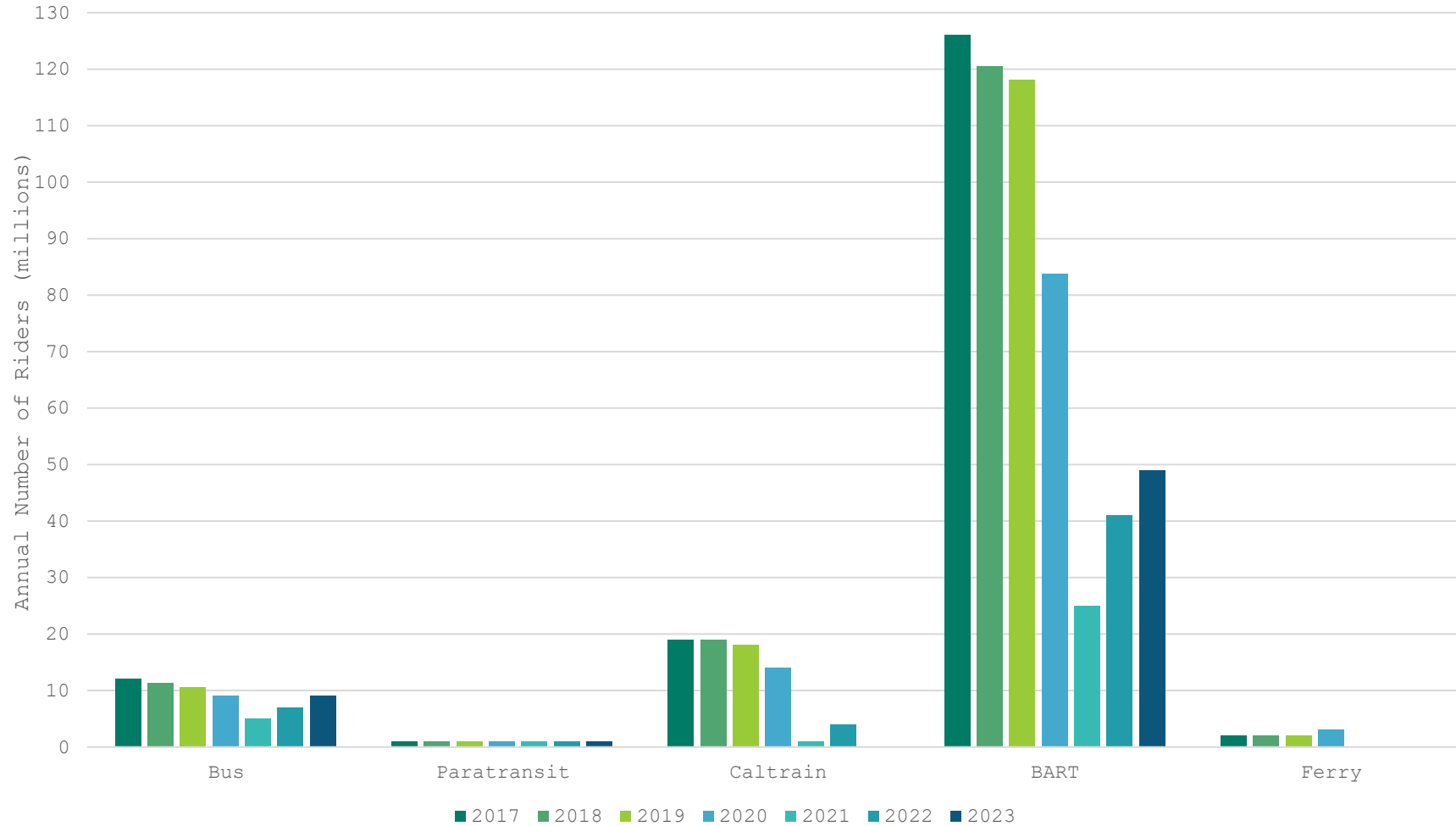
TRAVEL TRENDS



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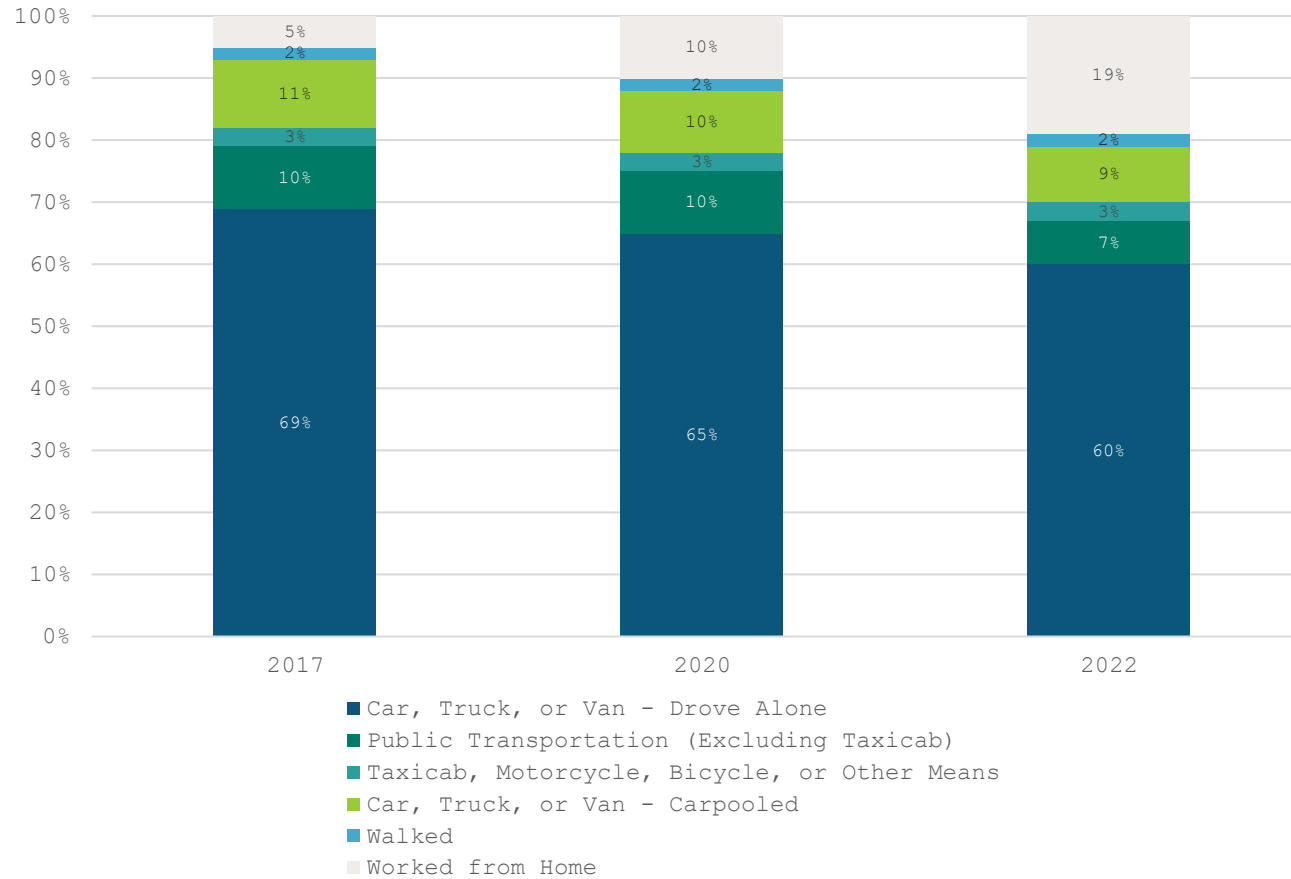
CHANGES IN TRANSIT RIDERSHIP BY MODE



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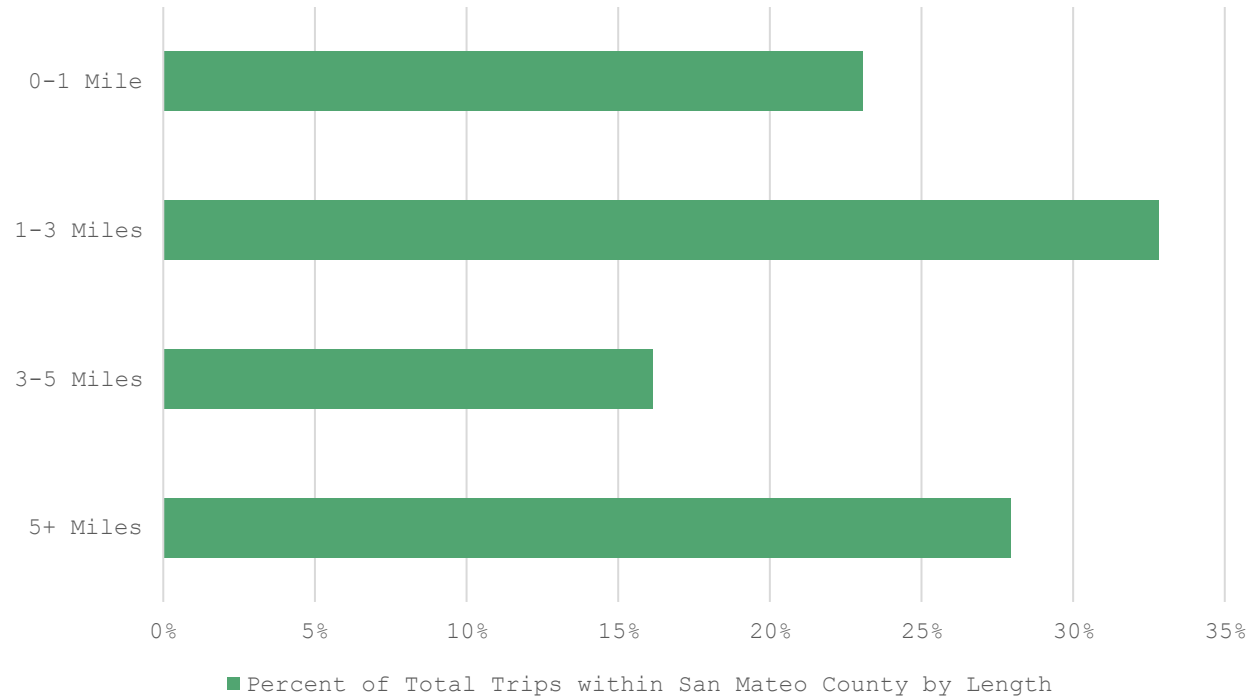
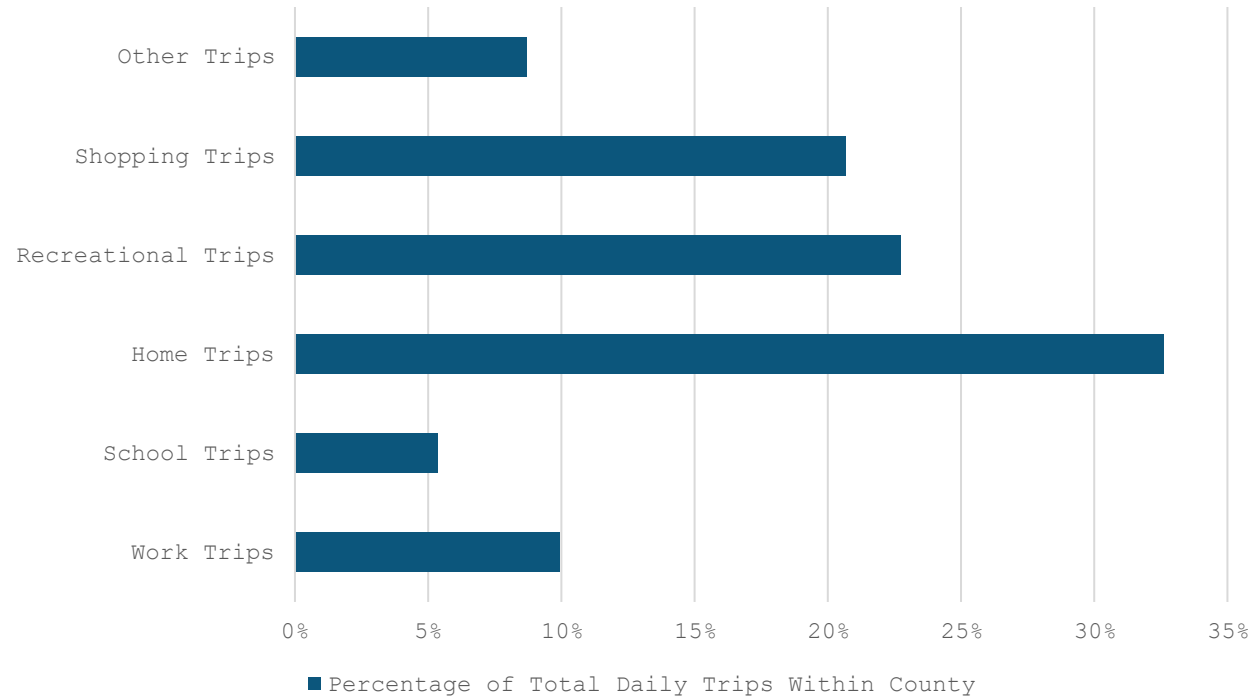
MEANS OF TRANSPORTATION



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TRIP TYPES & TRIP LENGTH

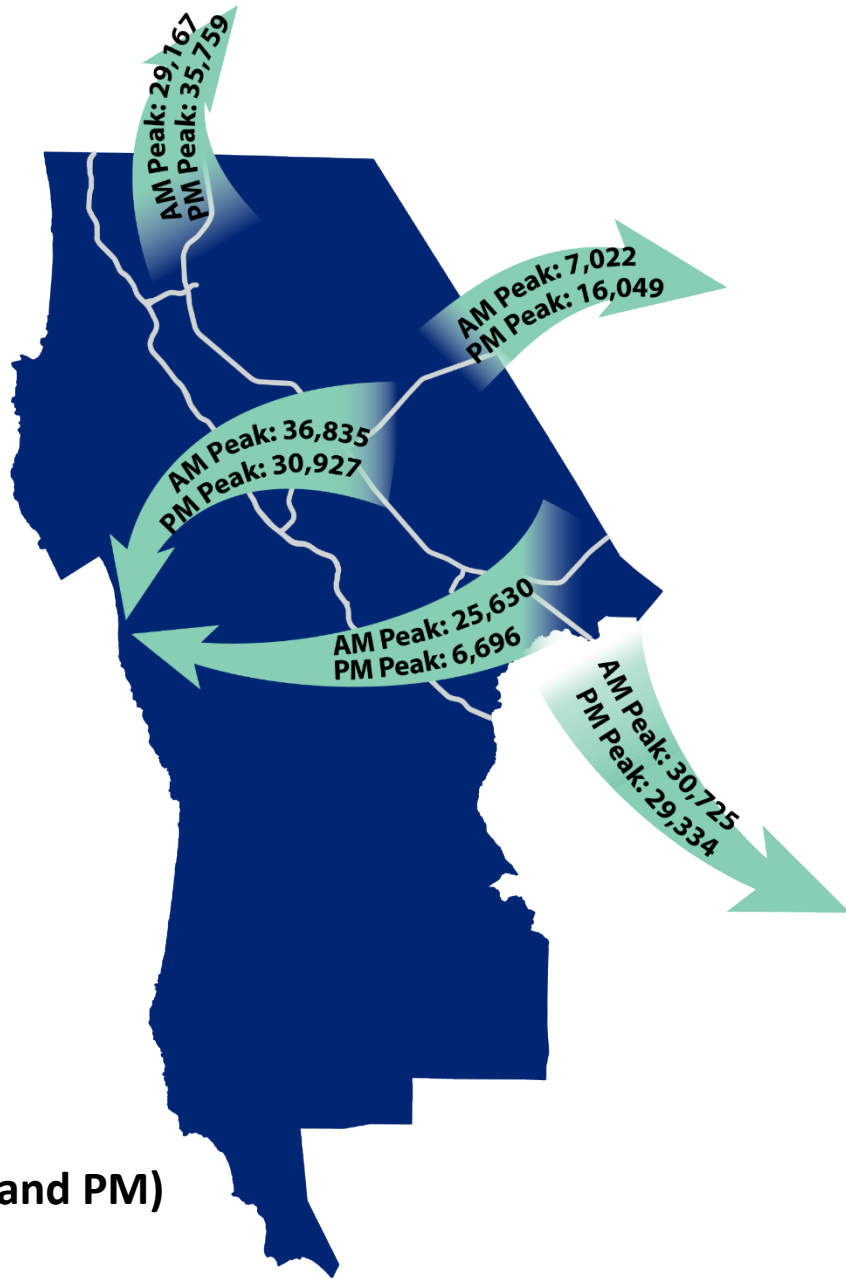


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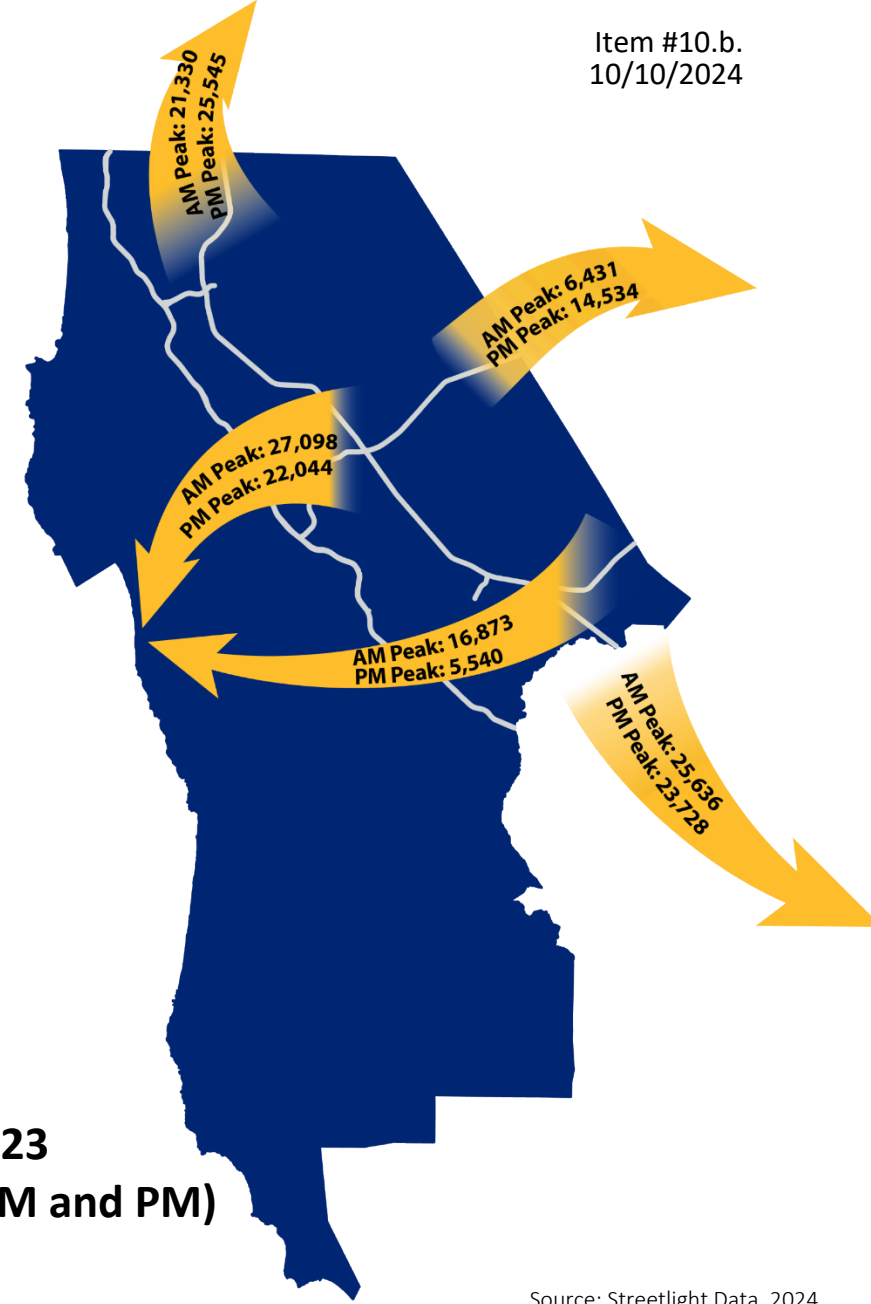


WEEKDAY FREEWAY VOLUMES

Item #10.b.
10/10/2024



2019
(AM and PM)



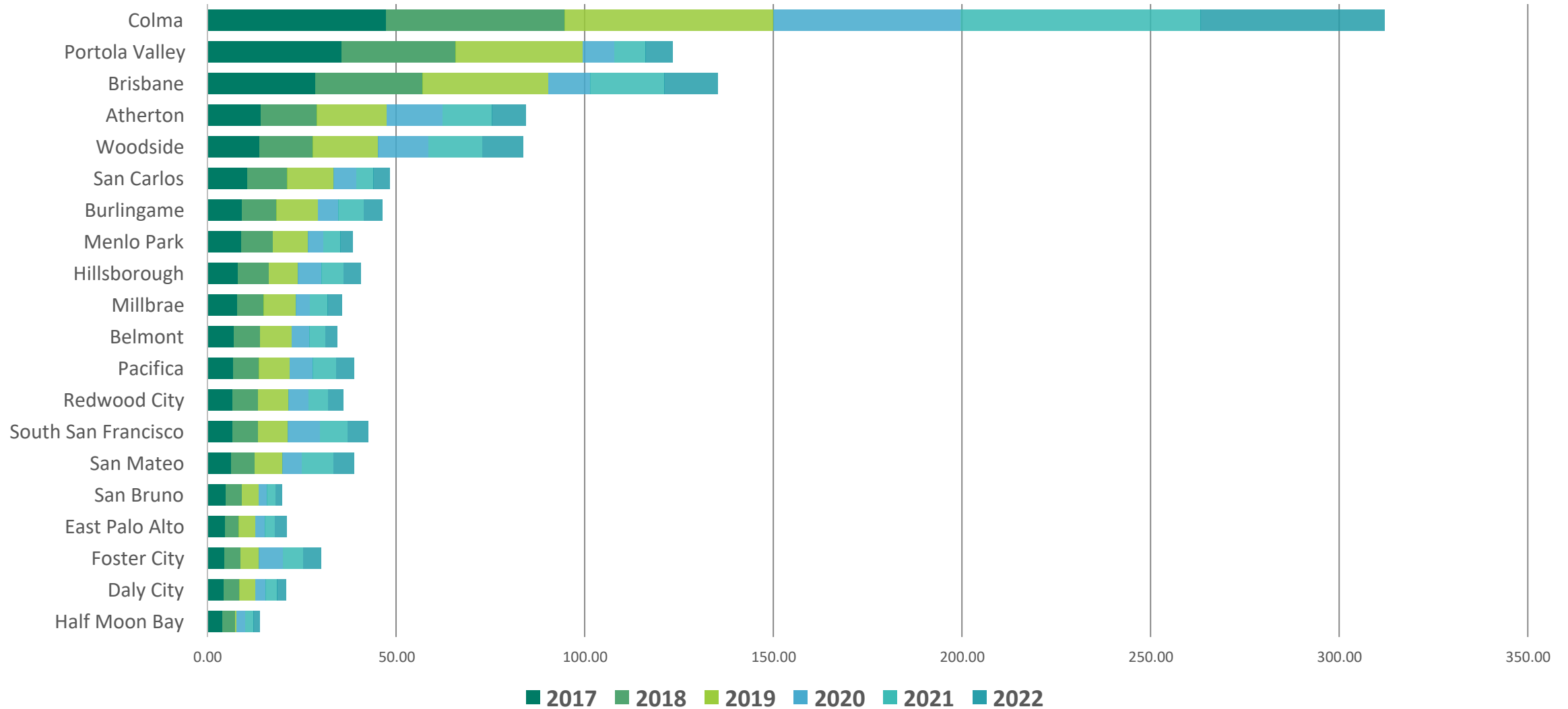
2023
(AM and PM)



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VEHICLE MILES TRAVELED (VMT) TRENDS BY CITY (Per Capita)



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KEY TAKEAWAYS

1. Transit ridership still in recovery post COVID-19, particularly with rail services
2. Flexible work schedules impact reflected on how people travel:
 - a. Drive alone (all autos) decreased 5% between 2020-2022
 - b. Work from home increased 9% between 2020-2022
 - c. Home-based trips make up the highest percentage of total trips in the county
 - d. Short trips (1-3 miles) make up the highest percentage of total trips in the county
3. Freeway volumes have decreased from 2019 to 2023, which reflects how people are or are not being required to travel now (i.e. work from home)



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SALES TAX PROJECTIONS



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Projection Comparisons

Measure A	Strategic Plan 2020-2024		Strategic Plan Update 2025-2029	
	Annual*	2020-2024	Annual**	2025-2029
Projected Total Funds Available	\$90,090,000	\$450,450,000	\$123,500,000	\$617,480,000

Measure W	Strategic Plan 2020-2024		Strategic Plan Update 2025-2029	
Program Categories	Annual*	2020-2024	Annual**	2025-2029
Projected Total Funds Available	\$45,500,000	\$227,500,000	\$61,750,000	\$308,740,000

Approximately \$926M projected and a 36% increase for the next five years over what was projected for the current Strategic Plan due to high sales tax revenue and inflation.

*Estimates in 2019 dollars
** Average of FY25-29 projections



PHASE I STAKEHOLDER INPUT SUMMARY



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MEASURE A & W PRIORITIES

Board, CAC, C/CAG TAC, TAG/SAG results

Measure A Goal Prioritization

1. Enhance safety
2. Meet local mobility needs
3. Meet regional connections
4. Reduce commute corridor congestion

Measure W Core Principles Prioritization

1. Invest in a financially sustainable public transportation system
2. Facilitate the reduction of vehicle miles traveled
3. Incorporate complete streets policies and strategies



TOP 5 PROJECT PRIORITIES

Board, CAC, C/CAG TAC, TAG/SAG results

1. Local Streets and Roads Programs - **Maintenance and repaving projects** (16)
2. Ped & Bicycle Programs – **Transformative all ages and abilities corridor enhancements** (15)
3. (Tie)
 - Ped & Bicycle Programs – **Low-cost quick build/rapid implementation** (14)
4. Ped & Bicycle Programs – **Safe routes to school** (13)
5. Transit Programs – **Local shuttles** (11)



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INITIAL STRATEGIC PLAN RECOMMENDATIONS



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1. Technical Assistance

Formalize the TA staff resource program offering and set aside \$1-2 million of interest earnings to support the program

TA staff currently provide formal and informal staff support to jurisdictions. The Strategic Plan Update will formalize a program of resource support that is offered to cities:

- Grant support/application assistance
- CFP workshops and pre-submittal meetings
- Formal access to Community Based Organizations
- Facilitating 3rd party design reviews



2. Timely Use of Funds

Encourage spending down approved funds

a. Project Initiation

- Strengthen requirements and increase monitoring to ensure projects start within 12 months of funding award
- Work with Sponsor executive and project staff to understand project initiation delays and offer up to one six-month extension

b. Invoicing Requirements

- Add clauses in agreements that projects must bill at least once per quarter
- Add a stop light to the Quarterly Reports to highlight invoicing compliance
- If a project does not bill two quarters in a row, TA staff will require a meeting with Sponsor's Executive and Project staff to review project progress



3. Geographic Funding Distribution

Apply new distribution categories to all competitive programs

Highway Program

Maintain Current Distribution:

Measure A:

- Key Congested Areas - KCA (17.3%)
- Supplemental Roadways - SR (10.2%)

Measure W:

- Highway infrastructure (21.5%)
- Transportation demand management (1%)

Proposed Subcategories Targets

- Small/Coastal (15%)

Colma, Portola Valley, Brisbane, Woodside, Atherton, Hillsborough, Half Moon Bay, Pacifica

- Mid/Large (50%)

Millbrae, Belmont, East Palo Alto, San Carlos, Burlingame, Foster City, Menlo Park, San Bruno, South San Francisco, Redwood City, San Mateo, Daly City

- Countywide Significance (35%)



3. Geographic Funding Distribution

Apply new distribution categories to all competitive programs*

Pedestrian & Bicycle Program

Current Subcategories:

- Large Capital (67%)
- Small Capital (33%)
- Planning & Promotional (2.5%)
- Safe Routes to School (2.5%)

Proposed Subcategories Targets:

- Small/Coastal (30%)*
- Mid/Large (60%)*
- Education & Encouragement (5%)
- Safe Routes to School (5%)

* Includes increased max CON request from \$2M to \$3.5M



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4. Equity

Elevate equity as a new evaluation category to better align with state and federal grant funding requirements

- Evaluate projects through these attributes:
 - Location-based equity
 - User-based equity
 - Community engagement participation
 - Environmental Justice/Public Health equity
- Create weighting consistency across all competitive programs

	Highway	Bicycle & Pedestrian	ACR/TDM	Shuttle	RTC (new)
Current	4%	4%	25%	25%	25%
Proposed	20%	25%	25%	25%	25%



5. Countywide Significance Definition

Revised definition to better reflect next generation of projects

Projects must meet at least two of the following screening criteria:

- Project serves a significant amount **person throughput, inclusive of all modes** (traffic)
- Project serves a significant amount of inter-county traffic
- Project significantly improves connections between two or more geographic areas of the County
- ~~Project significantly improves access to a major activity center~~
- **Project is a priority component of a countywide or regional multijurisdictional effort**



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5. Countywide Significance Definition

Apply new definition to current projects

Countywide Significant Projects include:

- 101/92 Area Improvements*
- 101/92 Direct Connectors
- US 101 MLP North of I-380
- 101/84 Interchange

*Fully funded and begins construction Winter 2025

Updated Countywide Significant Projects could include:

- 101/92 Direct Connectors
- US 101 MLP North of I-380
- 101/84 Interchange
- El Camino Real
- 101 Corridor Connect Priorities



NEXT STEPS & THANK YOU!

1. Upcoming Meetings
 - a. SMCTA CAC Update (October 8th)
 - b. SMCTA Board Update (October 10th)
 - c. Ad-Hoc Meeting (October TBD)
2. Report
 - a. Public Review Draft Release
November 2024
 - b. Final Plan Adoption December 2024

Project Contacts
Patrick Gilster
Director, Planning and
Fund Management
gilsterp@samtrans.com

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Countywide Automated Vehicles (AV) Strategic Plan – Final Draft**

Action

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

Significance

The goal of the Countywide Automated Vehicles (AV) Strategic Plan is to develop a shared vision for AV deployment in San Mateo County, identify opportunities and challenges for AV deployment, and to develop an AV action plan. The TA staff, along with the City/County Association of Governments of San Mateo County (C/CAG) started working on the strategic plan in spring 2023 and hosted a virtual public workshop in November 2023 to raise awareness and gather thoughts and ideas from the community on important aspects of the strategic plan.

Staff provided an update to the TA Board in December 2023 to provide an overview of existing conditions and feedback from public workshop. Since that time, the draft AV Plan was developed with input from C/CAG TAC, and subsequently released for public comment in May 2024. Staff will present an update on the project via a PowerPoint presentation on the Draft Plan and it is anticipated the final Plan will be presented to the Board for adoption in November 2024. More information on the project, including the fact sheet (in various languages), and the Draft Plan are posted on the TA website here: <https://www.smcta.com/planning-projects/SMCAVPlan>.

Budget Impact

There is no budget impact associated with this item.

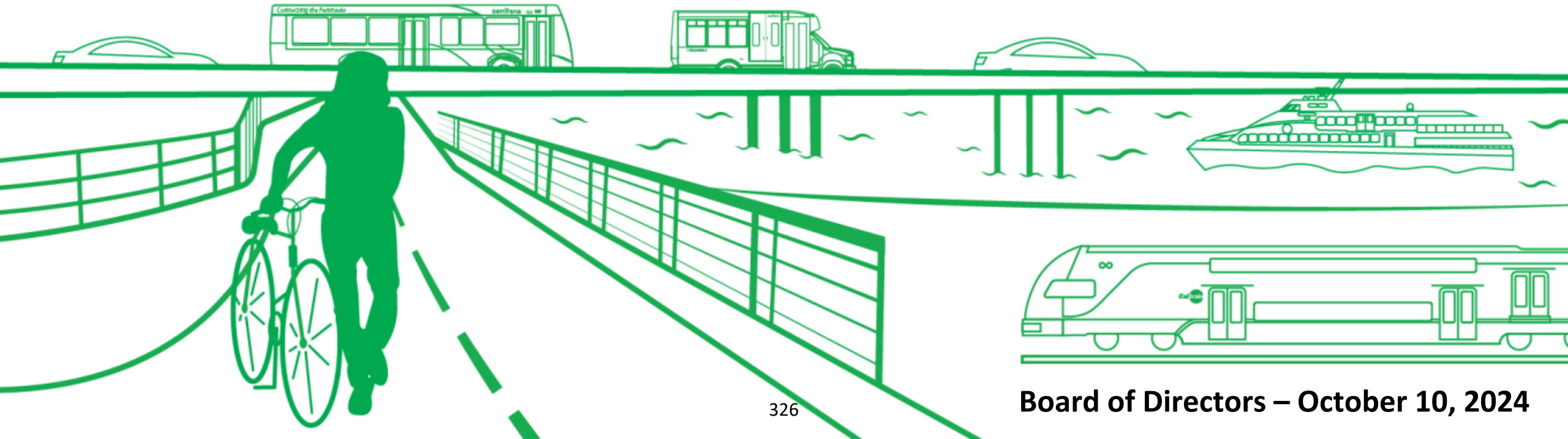
Background

The strategic plan is being delivered through a partnership between the TA and the C/CAG with the TA acting as the implementing agency. The project is being funded through a \$220,000 grant from the Cycle 1 Alternative Congestion Relief and Transportation Demand Management Program with matching funds provided by C/CAG as a co-sponsor.

Prepared By: Vamsi Tabjulu Project Manager, Project Delivery 650-508-7773



Countywide Automated Vehicles (AV) Strategic Plan



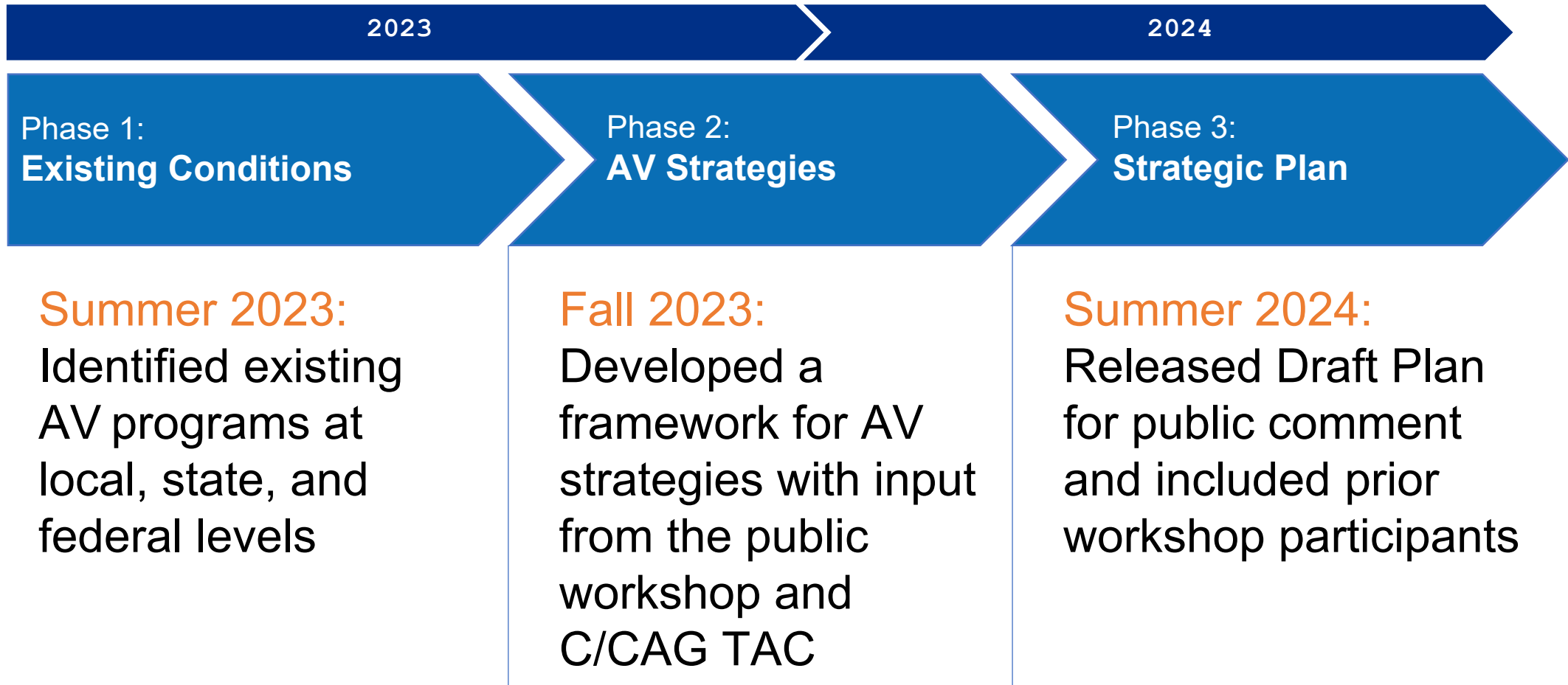
PROJECT BACKGROUND

Why an AV Strategic Plan?

- To identify current policy and regulatory framework for AVs at the federal, state and local levels
- To prepare the county and cities for AV deployments that are already happening throughout the county and the region.
- To conduct community and stakeholder outreach to understand what types of AV strategies to prioritize.
- To ensure the TA & C/CAG's policies and funding programs are prepared to support future locally-driven AV strategies.
- To understand opportunities and best practices for AV pilots and programs.



PROJECT TIMELINE



ABOUT THE AV STRATEGIC PLAN



Contents:







- Purpose & Background
- Vision & Guiding Principles
- State of AVs in San Mateo County
- Stakeholder & Public Engagement
- AV Strategies
- Roadmap for the Future
- Funding Opportunities

AV STRATEGIC PLAN GUIDING ELEMENTS

Vision Statement

SMCTA and C/CAG will support strategic measures toward implementing automated vehicle technologies that promote equitable levels of access, safety, reliability, and sustainability in San Mateo County.

Guiding Principles

-  Accessibility & Equity
-  Engagement
-  Connectivity
-  Workforce Development
-  Safety
-  Support Local Agencies
-  Sustainability



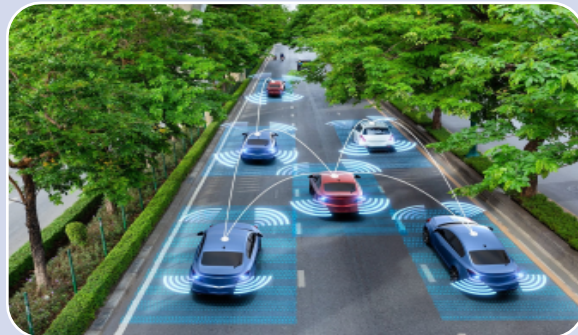
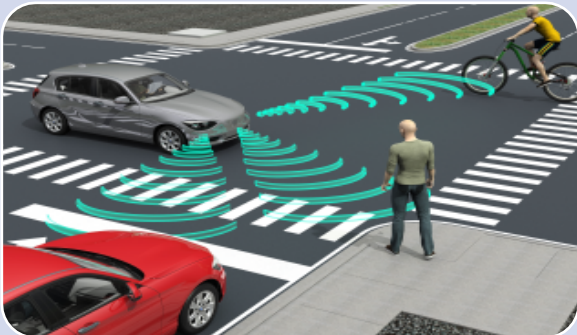
EXISTING CONDITIONS

Key Findings:

- AV testing and services are happening in San Mateo County
- Varying roles and responsibilities at different levels of government and public sector
- We are the first county-level strategic plan in the state
- AVs are not just robotaxis but also include shared shuttles, transit, freight, deliveries, connected personal vehicles, etc.



ABOUT THE TECHNOLOGY: OVERVIEW



Automated Vehicles:

- Use internal sensors to interpret the environment
- Range from assistance to full automation







Connected Vehicles:

- Use information received from external systems
- Information can come from other vehicles or infrastructure like traffic signals

Connected Automated Vehicles:

- Use both sensors and external communication technology

LEVELS OF AUTOMATION

0	1	2	3	4	5
 <p>No Automation Zero autonomy, the driver performs all driving tasks.</p>	 <p>Driver Assistance Vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design.</p>	 <p>Partial Automation Vehicle has combined automated functions, like acceleration and steering, but the driver must remain engaged with the driving task and monitor the environment at all times.</p>	 <p>Conditional Automation Driver is necessary, but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times with notice.</p>	 <p>High Automation The vehicle is capable of performing all driving functions under certain conditions. The driver may have the option to control the vehicle.</p>	 <p>Full Automation The vehicle is capable of performing all driving functions under all conditions. The driver may have the option to control the vehicle.</p>

Society of Automotive Engineers (SAE) Automation Levels Full Automation

ENGAGEMENT & PUBLIC OUTREACH

Engagement Method	Participants	
Advisory Committee	<ul style="list-style-type: none"> • C/CAG Technical Advisory Committee (TAC) 	
One-on-One Interviews	<ul style="list-style-type: none"> • California DMV • CPUC • Caltrans • MTC • Commute.org 	<ul style="list-style-type: none"> • City of Burlingame • City of Hillsborough • May Mobility • Beep • Undisclosed ridesharing provider
Peer Exchange	<ul style="list-style-type: none"> • SFCTA & SFMTA 	
Roundtable	<ul style="list-style-type: none"> • SamTrans 	
Public Meetings	<ul style="list-style-type: none"> • Virtual Public Workshop w/ Focus Groups • C/CAG Board • SMCTA Board & CAC 	



FEEDBACK FROM PUBLIC ENGAGEMENT



Safety and accessibility is a top priority



Partnership with the private sector should be mutually beneficial (e.g., data sharing)



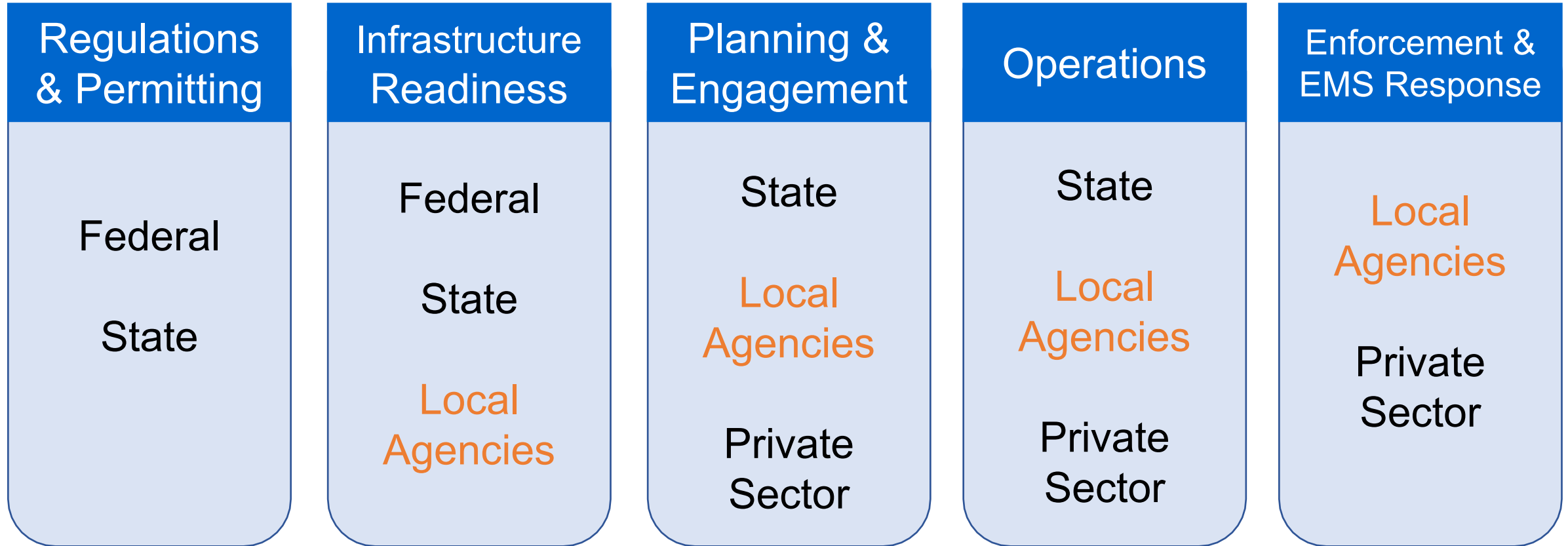
First-last mile solutions should be prioritized to schools, medical facilities and business parks. Also, serve non-commute activities.



Automated shuttle services are the preferred type of AV pilot or application by most participants



ROLES & RESPONSIBILITIES



WHAT CAN LOCAL AGENCIES INFLUENCE?

Infrastructure Readiness

- Road maintenance, traffic signals
- Upgrades to curbs, striping, bus stops, etc.

Planning & Engagement

- Community engagement and stakeholder outreach
- Coordination with local and regional planning

Operations

- Curbside access & traffic management
- Shared automated shuttles for first-last mile connections

Enforcement & EMS

- Emergency response operations
- Traffic enforcement



STRATEGIES IN THE AV STRATEGIC PLAN

Menu of options including 22 strategies to support local agencies



Agency Readiness



Infrastructure Readiness



Public Outreach and Partnerships



Policy



Pilots and Testing



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COMMUNITY FEEDBACK: PREFERRED STRATEGIES

Item #10.c.
10/10/2024

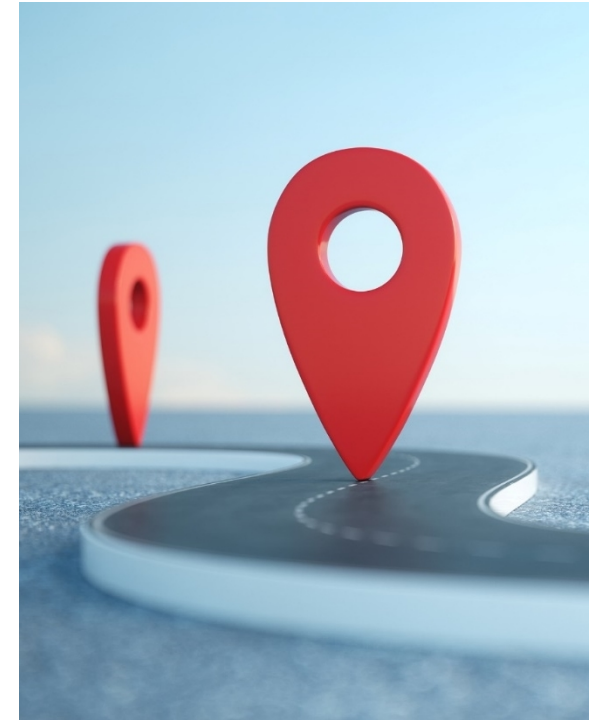


- AV Pilot Planning
- Shared AV Shuttle Pilot
- Transit Advanced Driver Assistance Systems (ADAS) Pilot
- AV Data Sharing Pilot

ROADMAP FOR THE FUTURE

Short Term Actions for SMCTA & C/CAG

- Ensure TA Strategic Plan and C/CAG Countywide Transportation Plan address AVs
- Assess the feasibility of AV shuttle pilots in equity priority communities with a focus on more community outreach



NEXT STEPS

- TA and C/CAG Board adoption in November
- The Final Plan will be posted on the project website at:
<https://www.smcta.com/planning-projects/SMCAVPlan>



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THANK YOU



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**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Emily Beach, Chief Communications Officer Jessica Epstein, Director, Government and Community Affairs

Subject: **Legislative Update**

Action

Staff proposes the Board receive the attached federal, state, and regional legislative updates.

Significance

The 2024 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 specify those bills on which staff proposes that the TA take a formal position.

Prepared By: Amy Linehan Government and Community Affairs Officer 650-418-0095

Kadesh & Associates, LLC

Federal Update
San Mateo County Transportation Authority
September 25, 2024

Today, the House and Senate both approved a continuing resolution to fund the government through December 20. Later today, both chambers are expected to recess until after the November elections. The Senate is planning its next vote for 5:30pm on Tuesday, November 12. There is no information on the House schedule yet.

The outcome of the election – if there any majority/minority flips or if the White House changes parties – will largely define how the FY 2025 budget process resolves. Recall, the Fiscal Responsibility Act (FRA) caps total base discretionary spending at \$1.606 trillion for FY 2025, 1 percent above the FY 2024 caps, with defense spending capped at \$895 billion and nondefense spending capped at \$711 billion.

In addition to the official caps, Congress will need to contend with whether to adopt "side deals" agreed to alongside the original FRA. So far, those side deals have not been factors on the House side; but the Senate added \$34.5 billion to its topline number to accommodate additional spending above the FY 2025 FRA cap. This discrepancy, and other adjustments, will be the subject of intense negotiations when Congress returns. Without this agreement in place, the FY 2025 appropriations bills will not be finalized.

We will continue to monitor funding for the Burlingame Grade Separation project that was included in the Transportation, Housing and Urban Development Appropriations Bill as the process move forward, but we do not expect any meaningful action on FY 2025 appropriations bills until Congress returns.

We are expecting several DOT discretionary grant award announcements between now and the elections. Most notably, this includes the MEGA/INFRA program, the bridge discretionary program, and the Reconnecting Communities program. The TA worked closely with the City of Burlingame on a rail crossing grant application that was submitted to FRA on September 23.

We will keep you posted on grant timing and announcements.

Finally, in early September, Federal Highway Administration (FHWA) Administrator Shailen Bhatt announced that he would be leaving the Federal Highways Administration (FHWA). Bhatt indicated in a statement that he will continue to “work hard for our shared goal of zero deaths on our roadways.” FHWA Deputy Administrator Kristin White will lead the agency in an acting capacity after his departure.



September 20, 2024

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group
Kiana Valentine, Partner, Politico Group

Re: **STATE LEGISLATIVE UPDATE – October 2024**

General Update

The Legislature wrapped up their business for the regular legislative session just as the clock struck midnight on September 1, following long, and sometimes contentious, Saturday floor sessions. Although final adjournment of the 2023-24 session – known as adjournment “sine die” – does not take place until midnight on November 30, the Legislature’s regular activities have officially concluded. Saturday’s sessions marked the end of a busy six-day work week for members that featured significant inter-house tension between the Senate and the Assembly.

While there undoubtedly were several contributing factors, two primary reasons for the tension were differences of opinion on the Governor’s end-of-session effort to address spikes in gasoline prices and legislative proposals to address high electricity bills, as well as the Senate’s early dismissal on Friday, which narrowed the time available to manage the remaining Assembly bills in the upper house. The Legislature’s failure to pass SB 950 (Skinner), the Administration’s proposal to address spikes in gasoline prices by requiring producers to maintain additional supplies of fuel, prompted the Governor to call for a special session of the Legislature. Additional updates on the second extraordinary session of the 2023-2024 California Legislature are included below.

The Governor now has until September 30 to sign and veto bills passed by the Legislature in the final days of session. Below we detail the final amendments to two key bills tracked by the Transportation Authority, SB 768 (Caballero) and SB 960 (Wiener), both of which are still pending final action by the Governor.

Assembly Begins Special Session Hearings

Following the end-of-session collapse of an energy affordability legislative package that included a proposal championed by the Governor to require oil refineries to maintain sufficient inventories of gasoline to avert fuel price spikes, the Assembly has introduced legislation in the special session and set a schedule for hearings and a floor vote. While the Senate has yet to convene for the second extraordinary session, President pro Tempore McGuire has indicated that they would meet and take action if the Assembly passes special session legislation.

Earlier this month, Speaker Rivas announced that the Assembly will have check-in sessions on September 25 and 26 and a floor session on October 1. Following September 18 and 19 informational hearings on California’s petroleum market by the special session Petroleum and Gasoline Supply Committee, which was [announced earlier this month](#), the Committee is slated to hear [ABx2-1](#) by Majority Leader Aguiar-Curry and Assemblymember Gregg Hart on September 26.

ABx2-1 is identical to SB 950 (Skinner) from the regular session energy affordability package. The bill would, among other things, authorize the California Energy Commission to develop regulations and impose requirements for refiners operating in the state to maintain minimum levels of inventories of refined transportation fuels meeting California specifications, including any feedstocks and blending components.

Recall that during a special session, the typical legislative deadlines in the constitution do not apply, although the Legislature can only consider bills within the purview of the Governor's extraordinary session [proclamation](#). The Governor previously called the Legislature into a special session in 2023, where they passed legislation creating the Division of Petroleum Market Oversight with the California Energy Commission.

Republican Assemblymembers have taken the opportunity to introduce several of their own special session vehicles. [ABx2-2](#) (Lackey), is identical to a prior special session bill that would create a one-year transportation fuel tax holiday and backfill the lost revenues via the General Fund—creating a multi-billion-dollar hole in the state budget. Other Republican bills include measures to exempt transportation fuels from California's cap and trade program, preclude amendments to the Low Carbon Fuel Standard, fund a one-time rebate to gas-powered vehicle owners with High-Speed Rail funding, expedite judicial review of CEQA challenges to fuel storage projects, and require the Energy Commission to analyze and post information about differences between fuel prices in California and the national average.

CalSTA Embarks on Climate Action Plan for Transportation Infrastructure Update

The California State Transportation Agency (CalSTA) hosted a series of workshops in September to solicit feedback on new potential state actions to implement the Climate Action Plan for Transportation Infrastructure (CAPTI) framework. Adopted pursuant to Governor Newsom's 2019 climate change executive order, the CAPTI is a set of policies that aim to align the funding decisions in discretionary state transportation funding sources with statewide goals to reduce greenhouse gas emissions.

According to CalSTA, the draft proposed actions presented in the workshops were derived from stakeholder feedback obtained in CAPTI listening sessions held in April and May of 2024 and include 18 actions under four categories, as follows:

- Transforming the Future of the State Highway System
- Reducing GHG Impacts of Transportation Investments
- Delivering Equitable Outcomes
- Improving Transparency and Accountability

Potential action items of interest to regional transportation agencies include defining a state role in roadway pricing; encouraging managed lanes projects to invest excess toll revenues in transit, active transportation, and zero emission vehicle infrastructure; creating a statewide vehicle miles traveled (VMT) mitigation bank and/or a framework for regional efforts; further reducing the VMT impacts of the Trade Corridors Enhancement Program and Solutions for Congested Corridors Program through guideline changes effecting project eligibility; and increasing public engagement in the development of the State Highway Operations and Protection Program.

During the workshop, stakeholders presented at times opposing views on the draft strategies, particularly around the concepts that would further constrain the types of projects that can compete for SB 1 competitive grant programs. CalSTA will take the workshop feedback into consideration when drafting the CAPTI update which will be presented at the joint meeting of the California Transportation Commission, Air Resources Board, and Department of Housing and Community Development on November 7. Following that meeting, there will be an official public comment period on the draft plan. CalSTA intends to finalize the next CAPTI in early 2025.

Bills of Interest to SMCTA

SB 768 (Caballero) California Environmental Quality Act: Vehicle Miles Traveled Study – WATCH

In an unexpected development, Senator Caballero made significant amendments to SB 768 prior to its passage in the final week of the legislative session. These changes deemphasize transportation projects and limit the study's focus to housing-related issues that arise from the requirement to analyze and mitigate vehicle miles travelled (VMT) under CEQA. As enrolled and presented to the Governor on September 3, the bill would require the Department of Housing and Community Development—rather than the California State Transportation Agency—to consult with regional agencies, local governments, and other state agencies, and complete a study by 2028 examining how VMT is used to measure the transportation impacts of housing projects.

The study would include costs of mitigation measures, a list of exempt housing project types, and an analysis of the differences and feasibility of mitigation measures in rural, suburban, urban, and low-VMT areas. Finally, the study would include a discussion of the relationship between VMT reduction and greenhouse gas emissions, housing, transportation, economic development, and equity. The Governor has until September 30 to sign or veto the bill. Notably, the measure was not included in a package of 32 housing bills he signed on September 19.

SB 960 (Wiener) Complete Streets and Transit Priority Projects on State Highways – WATCH

The Senate concurred in Assembly amendments to SB 960 on August 29 and sent the bill to the Governor for his consideration. There were multiple rounds of amendments in the Assembly, as the author and sponsor worked with Caltrans to address potential concerns from the Newsom Administration. The final amendments on August 22 soften the deadline for incorporating performance measures for transit priority projects in the Strategic Highway System Management Plan (SHSMP)—one of Caltrans' key state highway planning documents—to 2027, as feasible, and require Caltrans to establish a definition of “underserved communities” for targeted outreach on state highway complete streets projects. The revised definition may include both Caltrans' existing equity index and regional definitions adopted through a regional transportation plan process.

The final bill would require Caltrans to include goals and performance measures for complete streets features and transit priority facilities on state highways in the SHSMP; commit to four-year targets for adding complete streets features in projects funded by the State Highway Operations and Protection Program (SHOPP); adopt by July 2027 a transit policy and implementation guidance for facilities such as bus-only lanes and transit stops on the state highway system; and create an encroachment permit review process for complete streets projects, including designating an encroachment permit manager in each district. The bill also requires Caltrans to consult with local agencies and others in the development of SHOPP-funded complete streets projects, and on the transit priority policy and related guidance.

SMCTA Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
AB 107 Committee on Budget Budget Act of 2024	6/26/24 Signed by Governor	As chaptered on June 26, this bill makes appropriations for the fiscal year 2024-25 state budget.	Watch
AB 173 Committee on Budget Transportation budget trailer bill	7/2/24 Signed by Governor	As chaptered on July 2, this bill makes statutory changes necessary to implement the Budget Act of 2024, including directing the California State Transportation Agency to coordinate with Caltrans and the California Transportation Commission to identify available funding to backfill previously awarded grade separation grants. The bill also includes a \$100 million appropriation to the Active Transportation Program from the General Fund.	Watch
ACA 10 Aguiar-Curry (D) Local government financing: affordable housing & public infrastructure: voter approval	6/27/24 Chaptered	As chaptered on June 27, this constitutional amendment makes changes to ACA 1 (Aguiar-Curry) to impose new limitations on local government revenue measures that would benefit from a reduced voter approval threshold. Specifically, the amended measure, upon approval by the statewide electorate, would exclude sales tax measures from the reduced 55% voter approval threshold and instead authorize the reduced threshold for bond measures the fund affordable housing and related infrastructure. ACA 1, as amended by ACA 10, will appear on the November 2024 statewide ballot as Proposition 5.	Watch
ACA 13 Ward (D) Voting thresholds	11/2/23 Chaptered	As chaptered on November 2, this constitutional measure, upon approval by the statewide electorate, would require initiative measures that amend the constitution to increase the voter approval requirement to adopt any state or local measure to also pass by the highest voter approval requirement that the initiative measure would impose. This requirement would apply to statewide initiative measures that appear on the ballot after January 1, 2024. AB 440 (Chapter 82, Statutes of 2024) moved ACA 13 to the November 2026 statewide ballot.	Watch

SMCTA Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<p>SB 108 Committee on Budget and Fiscal Review</p> <p>Budget Act of 2024 – “Budget Bill Junior #1”</p>	<p>6/29/24</p> <p>Signed by Governor</p>	<p>As chaptered on June 29, this bill amends the Budget Act of 2024 (AB 107) to include the appropriations mutually agreed upon by the Governor and Legislature.</p>	<p style="text-align: center;">Watch</p>
<p>SB 768 Caballero (D)</p> <p>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study</p>	<p>9/3/24</p> <p>Enrolled</p> <p>Action by the Governor pending</p>	<p>As enrolled and presented to the Governor on September 3, this bill would require the Department of Housing and Community Development, in consultation with regional agencies, local governments, and other state agencies, to complete a study by 2028 examining how vehicle miles traveled (VMT) is used to measure the transportation impacts of housing projects pursuant to CEQA. The study would include costs of mitigation measures, a list of exempt housing project types, and an analysis of the differences and feasibility of mitigation measures in rural, suburban, urban, and low-VMT areas. Finally, the study would include a discussion of the relationship between VMT reduction and greenhouse gas emissions, housing, transportation, economic development, and equity.</p>	<p style="text-align: center;">Watch</p>
<p>SB 960 Wiener (D)</p> <p>Transportation: planning: complete streets facilities: transit priority facilities</p>	<p>9/9/24</p> <p>Enrolled</p> <p>Action by the Governor pending</p>	<p>As enrolled and presented to the Governor on September 9, this bill would require Caltrans to include goals and performance measures for complete streets features and transit priority facilities on state highways in the Strategic Highway System Management Plan; commit to specific four-year targets for incorporating complete streets features into projects funded by the State Highway Operations and Protection Program (SHOPP); adopt by July 2027 a transit policy and implementation guidance for facilities such as bus-only lanes and transit stops on the state highway system; and create an encroachment permit review process for complete streets projects, including designating an encroachment permit manager in each district. The bill also requires Caltrans to consult with local agencies and others in the development of SHOPP-funded complete streets projects, and on the transit priority policy and related guidance.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
Inactive Bills			
<p>AB 7 Friedman (D)</p> <p>Transportation: funding: capacity projects</p>	<p>9/11/23</p> <p>Failed passed on the Senate Floor</p>	<p>As amended on September 1, this bill would require the California State Transportation Agency, the California Transportation Commission, and Caltrans to incorporate executive orders related to the Infrastructure Investment and Jobs Act (IIJA) and the Governor’s Climate Action Plan for Transportation Infrastructure (CAPTI) into program guidelines and processes, to the extent applicable and feasible. The bill would also require the California Transportation Plan to include a financial element based on available revenues and analyze outcomes related to IIJA, CAPTI, and federal Justice40 priorities.</p>	<p>Watch</p>
<p>AB 817 Pacheco (D)</p> <p>Local government: open meetings</p>	<p>6/5/24</p> <p>Senate Local Government</p> <p>Failed to pass by policy committee deadline</p>	<p>As amended on May 29, this bill would authorize a subsidiary body to use alternative teleconferencing provisions indefinitely and without regard to a state of emergency. To use teleconferencing, the bill would require the legislative body that established the subsidiary to make specified findings by majority vote before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting and post agendas at that location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform. Finally, the bill would require the subsidiary body to list in the meeting minutes the members who participated from a remote location.</p>	<p>Supported April 2023</p>