



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

APRIL CHAN
EXECUTIVE DIRECTOR

AGENDA

San Mateo County Transportation Authority

Board of Directors Meeting

March 6, 2025, 5:00 pm

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://us02web.zoom.us/j/85102615694?pwd=XclaaJRavQuwAdpA7buRLZcomrfwmQ.1> or by entering Webinar ID: **851 0261 5694**, Passcode: **971671** in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (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.

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

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

Thursday, March 6, 2025

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
 5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 5.a. Approval of Minutes of the Board of Directors Meeting of February 6, 2025 Motion
 - 5.b. Accept Statement of Revenues and Expenditures for the Period Ending January 31, 2025 Motion
 - 5.c. Accept Capital Projects Quarterly Status Report for 2nd Quarter of Fiscal Year 2025 Motion
 - 5.d. Adopting a TA Debarment Policy Resolution
 6. Report of the Chair
 7. San Mateo County Transit District Liaison Report
 8. Peninsula Corridor Joint Powers Board Liaison Report
 9. Report of the Executive Director Informational

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

10. Program

- 10.a. US 101 Managed Lanes North of I-380 Project Schedule Update Informational
- 10.b. Update on Grade Separation Program and the South Linden-Scott and Broadway Grade Separation Projects Informational

11. Finance

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

12. Legislative

- 12.a. Legislative Update and Approve Legislative Proposal: Senate Bill 71 (Wiener) Motion

13. Requests from the Authority

14. Written Communications to the Authority

15. Date / Time of Next Regular Meeting: Thursday, April 3, 2025, at 5:00 pm

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.

16. Report of Legal Counsel

17. 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 5:00 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, the TA 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.

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

**San Mateo County Transportation Authority
Board of Directors
1250 San Carlos Avenue, San Carlos, California 94070
DRAFT Minutes of February 6, 2025**

Members Present: N. Corzo (arrived at 5:10 pm), R. Medina, M. Nagales, J. Speier (arrived at 5:09 pm), J. Mates (Vice Chair), C. Romero (Chair)

Members Absent: A. Fung

Staff Present: J. Brook, J. Cassman, A. Chan, J. Epstein, P. Gilster, K. Jordan Steiner, L. Lumina.Hsu, D. Santoro, P. Skinner, S. van Hoften

1. Call to Order

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

Item 2 was called after Item 8.a.

2. Oath of Office

2.a. Jackie Speier for a term ending December 31, 2026 (representing San Mateo County Board of Supervisors)

2.b. Noelia Corzo for a term ending December 31, 2026 (representing San Mateo County Board of Supervisors)

Deputy District Secretary Loana Lumina-Hsu administered the Oath of Office to Jackie Speier for a term ending December 31, 2026, representing San Mateo County Board of Supervisors, and Noelia Corzo for a term ending December 31, 2026, representing San Mateo County Board of Supervisors.

3. Roll Call/Pledge of Allegiance

Ms. Lumina-Hsu called the roll and confirmed a Board quorum was present. Director Nagales led the Pledge of Allegiance.

4. Report from Closed Session at January 9, 2025 Board Meeting

4.a. Closed Session: Public Employee Performance Evaluation under Government Code Section 54957(b). Title: Executive Director

Joan Cassman, Legal Counsel, stated the Board had no reportable action.

5. Public Comment for Items Not on the Agenda

Giuliano Carlini commented on bike lanes in the City of Mountain View.

Mike Swire commented on the Holly Street overcrossing in the City of San Carlos and bike lanes removal in the City of San Mateo.

6. Report of the Community Advisory Committee - Chair Romero stated the report was posted on the website.

7. Consent Calendar

7.a. Approval of Minutes of the Board of Directors Meeting of January 9, 2025

7.b. Accept Statement of Revenues and Expenditures for the Period Ending December 31, 2024

7.c. Accept Quarterly Investment Report and Fixed Income Market Review and Outlook

Motion/Second: Mates/Medina

Ayes: Medina, Nagales, Mates, Romero

Noes: None

Absent: Corzo, Fung, Speier

8. Report of the Chair

8.a. Report of the 101 Corridor Connect Ad Hoc Committee

Chair Romero provided a report of the February 3, 2025 101 Corridor Connect Ad Hoc Committee meeting, which included the following:

- North County multimodal strategy
- Update on prioritization methodology working with local cities and agency partners
- Public priority corridors
- Staff to bring multimodal strategy update to the Board and release for public comment in early spring, followed by adoption

8.b. Resolution of Appreciation for Ray Mueller – Approved by Resolution No. 2025.02

Chair Romero thanked former Director Ray Mueller for his service.

Motion/Second: Speier/Medina

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

Noes: None

Absent: Fung

9. San Mateo County Transit District Liaison Report

Director Medina stated the report was posted online, and noted the following:

- Jackie Speier joined SamTrans Board of Directors
- Lunar New Year and Black History Month wrapped buses in February
- Protocol to address allegations that ICE (United States Immigration and Customs Enforcement) has been apprehending riders
- Board workshop on 10-year Capital Improvement Project in late March/early April
- Millbrae new headquarters progress update

10. Joint Powers Board Liaison Report

Director Medina stated the report was posted online, and noted the following:

- Regional collaboration of Bay Area agencies for schedules, maps, and wayfinding
- Customer satisfaction survey results
- Caltrain real estate revenue opportunities update

11. Report of the Executive Director

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

- Addressed fallout from recent Executive Orders (EOs), specifically those involving Department of Transportation funding and other federal grants
- State Route (SR) 101/SR 92 Improvement Project led by Caltrans (California Department of Transportation) starting construction in Spring 2025; slated for completion in late 2026
- Broadway Burlingame Grade Separation Project was originally estimated at \$325 million, but the costs increased in late 2024 to over \$600 million. Caltrain and the City of Burlingame, with input from TA staff, are working on value engineering options to reduce costs
- Ongoing efforts with City of San Carlos to address safety issues with US 101/Holly Street interchange

12. Finance

12.a. Amending the Fiscal Year 2025 Budget to Increase Total Expenditures from \$191,035,418 to \$215,172,949 – *Approved by Resolution No. 2025-03*

Patrick Gilster, Director, Planning and Fund Management, presented a staff report, which included the following:

- Revenue from projects goes back to the original category
- Goal is to expend all remaining funding before the end of the year

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions regarding the interest income categorized according to the program category.

Motion/Second: Mates/Corzo

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

Noes: None

Absent: Fung

13. Legislative Update

Jessica Epstein, Director, Government and Community Affairs, provided the presentation that included the following:

Federal:

- Tracking EO progress with federal lobbyists
- Highway 84/101 project – \$25 million allocated. Fiscal Year (FY) 2025 need final budget signed. \$80 million for FY2026 at risk
- Following RAISE (Rebuilding American Infrastructure with Sustainability and Equity) federal grant program
- Watching rail crossing programs for TA-funded projects
- Highway surface transportation reauthorization

State:

- Legislators have until February 21 to introduce bills; Limit on number of bills that can be introduced
- Introduction of Senate Bill (SB)272 to eliminate bidding process for repairs and maintenance for projects \$5 million and under
- Governor introduced 2025 budget showing a modest surplus, expecting revision in May
- No cuts or additions to public transit, Diane Papan assigned to Transportation Committee
- Highways to Boulevards programs remain in budget, \$150 million for grade separations, including Broadway Burlingame

Regional:

- MTC (Metropolitan Transportation Commission) staff will present poll results to their Legislative Committee on February 14

14. Requests from the Authority

Chair Romero requested staff to provide an update on interest income and allocation of funds at a future meeting.

15. Written Communications to the Authority – Available online.

16. Date/Time of Next Regular Meeting - Thursday, March 6, 2025, at 5:00 pm

17. Report of Legal Counsel

17.a. Adoption of the Community Advisory Committee Rules of Procedure – *Approved by Resolution No. 2025-04*

Ms. Cassman reviewed the amendments to the Community Advisory Committee's (CAC) Rules of Procedure. Peter Skinner, Executive Officer, Transportation Authority, provided a background of the Rules review process.

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions on the CAC's request to add items to their agenda, which included the following:

- CAC members solely responsible for providing their own materials
- Staff time spent supporting the CAC and may provide templates and formatting of agenda item documents
- Special twice-yearly sessions need to follow all Brown Act posting guidelines
- Define which items are related to Board business
 - Surface transportation
 - Projects and programs related to transit agencies
- Request staff follow-up with the Board next year

Public Comment

Mike Swire commented on the CAC's role as a liaison to the Board and private communications.

Giuliano Carlini commented on the responsibilities of an advisory committee.

Rich Hedges commented on concerns about violating the Brown Act.

Ms. Cassman stated that the Committee members could choose the topic for suggested agenda items during the TA CAC meeting instead of communicating with one another outside the meetings.

Additional Board Member comments included the following:

- Requests from CAC members are itemized on the TA Board agenda
- CAC and Board members to advise the Executive Officer when contacted by the media

The Board made a motion to ratify the adoption of the Community Advisory Committee Rules of Procedure with an amendment to Section 12 to include advising the Executive Officer about any media contact.

Motion/Second: Speier/Mates

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

Noes: None

Absent: Fung

17.b. Closed Session: Public Employee Performance Evaluation under Government Code Section 54957(b) and Conference with Labor Negotiator under Government Code Section 54957.6.

Ms. Cassman announced the closed session item and stated action may be taken following the closed session.

The Board adjourned to closed session at 6:22 pm and reconvened into open session at 7:18 pm.

Motion: Add \$5,000 to the current \$25,000 stipend for the TA Executive Director, with the understanding that the Board of Directors will revisit the stipend amount in 2026.

Motion/Second: Corzo/Mates

Ayes: Corzo, Mates, Romero

Noes: Medina, Nagales

Abstain: Speier

Absent: Fung

Motion failed 3-2-1.

Motion: Continue the \$25,000 stipend for the TA Executive Director that was Board-approved in 2024.

Motion/Second: Romero/Mates

Ayes: Corzo, Medina, Nagales, Mates, Romero

Noes: None

Abstain: Speier

Absent: Fung

18. Adjourn - The meeting adjourned at 7:24 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: **Accept Statement of Revenues and Expenditures for the Period Ending January 31, 2025**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenditures for the period ending January 31, 2025, and supplemental information.

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

Revenues:

As of January 31, 2025, Total Revenues were \$123.0 million, exceeding the adopted budget of \$121.6 million by \$1.3 million (1.1 percent).

This favorable variance was driven by a \$4.3 million increase in interest income:

- New Measure A Interest Income, which increased to \$11.6 million compared to the \$9.2 million budget, resulting in a favorable variance of \$2.4 million (26.4 percent).
- Original Measure A and Measure W interest income combined total \$6.9 million compared to the \$5.0 million budget, resulting in a \$1.9 million favorable variance (38.4 percent), with \$0.9 million from Measure W and \$1.0 million from Original Measure A.

Year-to-date actual interest income saw a notable increase, primarily due to \$2.5 million interest earned from the maturity of a \$50 million term deposit in November 2024, along with favorable interest rates.

However, this increase was partially offset by the unfavorable variances in sales tax receipts totaling \$2.4 million:

- New Measure A Sales Tax was \$1.7 million unfavorable (2.4 percent) with actual receipts of \$68.0 million compared to a \$69.6 million budget.
- Transportation Authority (TA) Managed Measure W Sales Tax was \$0.7 million unfavorable (2.1 percent) with actual receipts of \$34.1 million compared to \$34.8 million.

Sales tax receipts declined following the first-quarter reconciliation, with second quarter trend showing a slight decline in sales tax revenues. An updated forecast from third-party consultant, Hinderliter de Llamas and Associates (HDL), also indicated a downward adjustment. Year-over-

year receipts are expected to be largely flat with further growth currently anticipated in Fiscal Year (FY) 2026 and FY27.

Expenditures:

As of January 31, 2025, total expenditures were \$55.0 million, significantly below the adopted budget of \$111.1 million, resulting in a favorable variance of \$56.2 million (50.6 percent).

The favorable variance is primarily driven by the following:

- New Measure A Competitive & Discretionary Programs Authorization: actual expenditures were \$12.3 million as compared to the adopted budget of \$48.5 million, resulting in a favorable variance of \$36.2 million (74.6 percent). These variances are driven by phasing and associated timing of capital projects expenses such as Caltrain Capital Programs, Highways, Railroad Grade Separation, Pedestrian & Bicycle Programs and Alternative Congestion Relief Programs. The annual budget of \$83.2 million is planned for allocation to projects under the competitive call for projects issued by TA on their biennial process. Funds are typically claimed in subsequent fiscal years upon project completion and invoicing.
- TA’s Managed Measure W Competitive & Discretionary Programs Authorization: actual expenditures were \$3.1 million as compared to the adopted budget of \$27.5 million, resulting in a favorable variance of \$24.4 million (88.7 percent). Similarly, the variances are driven by phasing and associated timing of capital projects expenses such as Street and Highway Programs, Local Safety, Pedestrian & Bicycle Programs, and Regional Transit Connections Program. The annual budget of \$47.2 million is planned for allocation to projects under the competitive call for projects issued by TA during their biennial process, with funds typically claimed in subsequent fiscal years upon project completion and invoicing.

Other Information:

The Transportation Authority accounts for revenues and expenditures on a modified accrual 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

On December 5, 2024, the Board adopted the 2025-2029 Strategic Plan and approved a \$2 million budget amendment for Technical Assistance Program funded by New Measure A Interest Income (Resolution No. 2024-22). This increased the total FY25 expenditures budget from \$189.0 million to \$191.0 million.

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 JANUARY 31, 2025

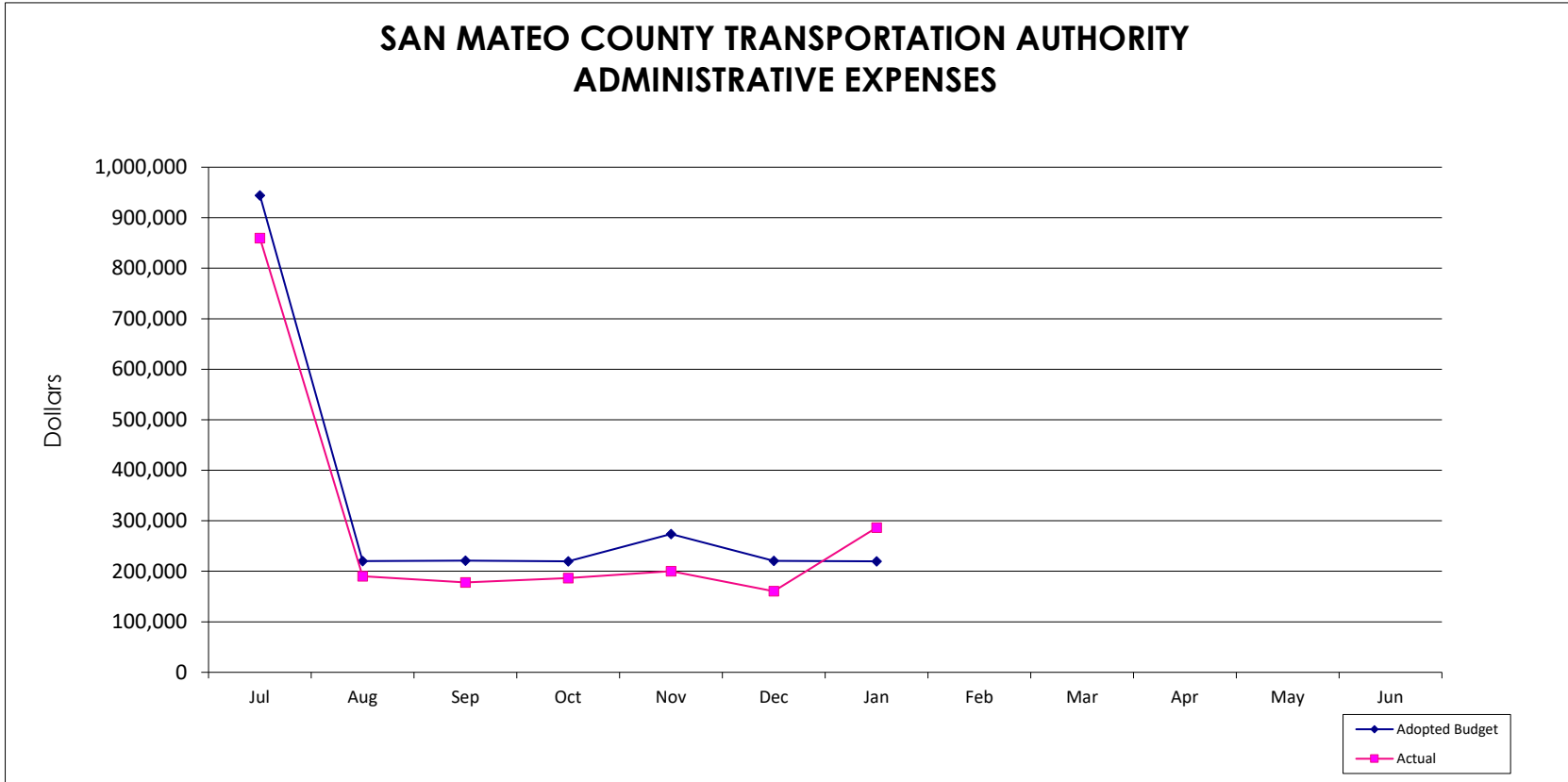
(In thousands)

	YEAR-TO-DATE JULY TO JANUARY				ANNUAL
	BUDGET	ACTUAL	\$	%	BUDGET
			VARIANCE	VARIANCE	
REVENUES					
New Measure A Sales Tax	\$ 69,621	\$ 67,958	\$ (1,663)	(2.4%)	\$ 118,000
New Measure A Interest Income	9,214	11,647	2,433	26.4%	15,795
Measure W Sales Tax*	69,621	68,125	(1,495)	(2.1%)	118,000
TA Managed Measure W Sales Tax (50%)	34,810	34,063	(748)	(2.1%)	59,000
SamTrans Managed Measure W Sales Tax (50%)*	34,810	34,063	(748)	(2.1%)	59,000
Measure W Interest Income	3,619	4,481	861	23.8%	6,205
Original Measure A Interest Income	1,354	2,407	1,052	77.7%	2,322
Rental Income	555	720	166	29.9%	951
External Funding	-	140	140	N/A	-
US 101 Express Lanes	2,476	1,574	(901)	(36.4%)	4,744
Due from SMCEL-JPA - Credit Enhancement Fee	233	233	-	0.0%	400
Due from SMCEL-JPA - Bond Interest	1,750	1,053	(697)	(0.40)	3,500
Due from SMCEL-JPA - Bond Related Debt Fees	391	236	(155)	(39.6%)	670
Due from SMCEL-JPA - Operating Advances Interest	102	52	(50)	(48.8%)	174
TOTAL REVENUES	\$ 121,649	\$ 122,989	\$ 1,340	1.1%	\$ 207,017
EXPENDITURES					
New Measure A (Sales Tax)	69,549	32,860	36,689	52.8%	118,000
Pass-Through Annual Program Allocations	19,842	19,368	474	2.4%	33,630
Competitive & Discretionary Programs Authorization	48,528	12,312	36,215	74.6%	83,190
Administrative **	1,180	1,180	0	0.0%	1,180
New Measure A (Interest Income)	3,460	2,160	1,299	37.6%	7,291
Oversight	1,458	1,281	177	12.2%	2,500
Administrative **	1,138	879	259	22.8%	2,291
C/CAG Support	292	-	292	100.0%	500
Technical Assistance Program	571	-	571	100.0%	2,000
Measure W (TA Managed Sales Tax)	34,495	9,919	24,576	71.2%	59,000
Pass-Through Annual Program Allocations	6,962	6,813	150	2.1%	11,800
Competitive & Discretionary Programs Authorization	27,533	3,103	24,430	88.7%	47,200
Administrative **	-	4	(4)	N/A	-
Oversight	-	-	-	-	-
Measure W (Interest Income)	148	73	74	50.4%	253
Oversight	146	73	73	49.8%	250
Administrative **	2	-	2	100.0%	3
Original Measure A (Interest Income)	1,354	5,284	(3,929)	(290.1%)	2,322
Competitive & Discretionary Programs Authorization	1,354	5,284	(3,929)	(290.1%)	2,322
US 101 Express Lanes	2,141	4,278	(2,138)	(99.8%)	4,170
SMCEL-JPA Bond Interest	1,750	1,041	709	40.5%	3,500
SMCEL-JPA Bond Related Debt Fees	391	243	148	37.9%	670
Other (Equity Program/Other Contract)	-	2,995	(2,995)	N/A	-
External Funding Expenditures	-	379	(379)	N/A	-
TOTAL EXPENDITURES	\$ 111,147	\$ 54,953	\$ 56,194	50.6%	\$ 191,035
SURPLUS / (DEFICIT)	\$ 10,502	\$ 68,036	\$ 57,534	547.8%	\$ 15,981

* Excluded from the TA Revenue Budget Total

** See Attachment B for details

		YEAR-TO-DATE JULY TO JANUARY				ANNUAL
		BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Administrative Expenditure Breakdown						
Staff Support	\$ 1,470	\$ 1,478	\$ (9)	(0.6%)	\$ 2,017	
Staff Support (Measure A-Operating)	1,144	1,144	-	0.0%	1,118	
Staff Support (Measure A-Ineligible)	36	35	0	1.4%	62	
Staff Support (Measure A Interest)	290	299	(9)	(0.03)	837	
Staff Support (Measure W-Operating)	-	-	-	-	-	
Staff Support (Measure W-Ineligible)	-	-	-	-	-	
Professional Services	362	206	155	43.0%	641	
Professional Services (Measure A-Operating)	260	154	106	40.9%	467	
Professional Services (Measure A-Ineligible)	102	53	49	48.3%	174	
Professional Services (Measure W-Operating)	-	-	-	-	-	
Professional Services (Measure W-Ineligible)	-	-	-	-	-	
Insurance	163	167	(4)	(2.2%)	279	
Bank and Investment Fees	86	72	14	15.9%	147	
Bank/Investment Fees- Measure A	84	69	15	18.3%	144	
Bank/Investment Fees- Measure W	2	4	(2)	(100.5%)	3	
Other	240	139	101	42.2%	390	
Total Administrative Expenditure	\$ 2,320	\$ 2,062	\$ 258	11.1%	\$ 3,474	



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	221,259	219,758	273,841	220,758	219,758					
Actual	859,748	190,389	178,169	186,520	200,418	160,497	286,338					
CUMULATIVE EXPENSES												
Staff Projections	944,259	1,164,466	1,385,725	1,605,483	1,879,324	2,100,082	2,319,840					
Actual	859,748	1,050,137	1,228,306	1,414,826	1,615,244	1,775,741	2,062,080					
Variance F(U)	84,511	114,330	157,419	190,657	264,080	324,341	257,760					
Variance %	8.95%	9.82%	11.36%	11.88%	14.05%	15.44%	11.11%					

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2025**

1/31/2025

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	2,397,732.69
CAMP Pool		264,234,509.67
JP Morgan Bank Checking		125,248,281.08
LAIF		5,599,965.12

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		283,649,515.45
MMF - US Bank Custodian Account		1,331,270.56
Cash		6,212.04
County Pool**		183,473,709.16

Total	\$	865,941,195.77
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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: 1/31/2025

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	2,718.78	01/31/2025	2,718.78	0.00	2,718.78	2,718.78
CCYUSD	Receivable	3,493.26	01/31/2025	3,493.26	0.00	3,493.26	3,493.26
		6,212.04		6,212.04	0.00	6,212.04	6,212.04

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,585,584.00	1,589,584.00
14913UAF7	CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	45,149.81	2,105,319.70	2,150,469.51
14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	360,000.00	05/14/2027	359,604.00	3,850.00	364,132.80	367,982.80
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	9,362.86	650,808.00	660,170.86
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	2,787.42	193,752.00	196,539.42
24422EXZ7	JOHN DEERE CAPITAL CORP	2,500,000.00	01/07/2028	2,499,250.00	7,104.17	2,512,500.00	2,519,604.17
24422EXZ7	JOHN DEERE CAPITAL CORP	1,730,000.00	01/07/2028	1,729,481.00	4,916.08	1,738,650.00	1,743,566.08
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	7,035.75	881,858.25	888,894.00
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	2,106.75	264,059.25	266,166.00
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	13,809.13	837,055.00	850,864.13
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	4,159.38	252,125.00	256,284.38
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	56,975.00	2,656,360.00	2,713,335.00
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	17,092.50	796,908.00	814,000.50
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	2,395.83	692,856.60	695,252.43
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	729.17	210,869.40	211,598.57
637639AL9	NATIONAL SECURITIES CLEARING CORP	1,855,000.00	06/26/2026	1,854,888.70	9,287.88	1,874,829.95	1,884,117.83
637639AL9	NATIONAL SECURITIES CLEARING CORP	555,000.00	06/26/2026	554,966.70	2,778.85	560,932.95	563,711.80
69371RT55	PACCAR FINANCIAL CORP	650,000.00	11/25/2026	649,447.50	5,362.50	650,689.00	656,051.50
69371RT55	PACCAR FINANCIAL CORP	450,000.00	11/25/2026	449,617.50	3,712.50	450,477.00	454,189.50
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	11,300.63	992,279.40	1,003,580.03
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	3,401.72	298,696.35	302,098.07
74153WCU1	PRICOA GLOBAL FUNDING I	435,000.00	08/27/2027	434,904.30	8,187.67	433,342.65	441,530.32
74153WCU1	PRICOA GLOBAL FUNDING I	300,000.00	08/27/2027	299,934.00	5,646.67	298,857.00	304,503.67
89236TG6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	224,820.00	226,710.00
89236TG6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	749,400.00	755,700.00
89236TG6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	224,820.00	226,710.00
89236TMD4	TOYOTA MOTOR CREDIT CORP	500,000.00	05/15/2026	499,675.00	5,488.89	504,595.00	510,083.89
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	1,590.97	495,770.00	497,360.97
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	7,076.33	458,707.40	465,783.73
		23,885,000.00		23,901,514.95	255,388.44	23,961,054.70	24,216,443.14

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	34,628.71	1,727,468.05	1,762,096.76
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	10,398.71	518,744.05	529,142.76
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	9,221.86	876,072.00	885,293.86
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	2,771.89	263,328.00	266,099.89
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	3,760.78	235,773.15	239,533.93
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	1,120.23	70,230.30	71,350.53

Report: GAAP Balance Sheet by Lot
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CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	3,058.67	200,802.00	203,860.67
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	917.60	60,240.60	61,158.20
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	2,250.00	137,096.55	139,346.55
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	666.67	40,621.20	41,287.87
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	6,583.33	402,268.00	408,851.33
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	2,000.00	122,208.00	124,208.00
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,675.00	491,355.00	493,030.00
		5,110,000.00		5,145,056.40	79,053.45	5,146,206.90	5,225,260.35
MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	395,443.82	01/31/2025	395,443.82	0.00	395,443.82	395,443.82
31846V534	FIRST AMER:US TRS MM Y	935,826.74	01/31/2025	935,826.74	0.00	935,826.74	935,826.74
SM-CAMP	CAMP Pool	264,234,509.67	01/31/2025	264,234,509.67	0.00	264,234,509.67	264,234,509.67
SM - CP N/M A	County Pool New Measure A	176,590,633.71	01/31/2025	176,590,633.71	0.00	176,590,633.71	176,590,633.71
SM - CP O/M A	County Pool Old Measure A	6,883,075.45	01/31/2025	6,883,075.45	0.00	6,883,075.45	6,883,075.45
SM - LAIF	Local Agency Investment Fund	5,599,965.12	1/31/20254	5,599,965.12	0.00	5,599,965.12	5,599,965.12
		454,639,454.51		454,639,454.51	0.00	454,639,454.51	454,639,454.51
SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOP	750,000.00	04/22/2025	750,900.00	1,291.13	743,805.00	745,096.13
		750,000.00		750,900.00	1,291.13	743,805.00	745,096.13
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	31,391.23	2,866,047.75	2,897,438.98
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	15,271.41	1,394,293.50	1,409,564.91
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	63,143.68	5,790,447.00	5,853,590.68
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	17,669.84	1,620,372.00	1,638,041.84
9128283W8	UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	41,287.36	3,112,005.00	3,153,292.36
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	12,472.83	1,154,532.00	1,167,004.83
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	23.31	434,970.00	434,993.31
912828YB0	UNITED STATES TREASURY	2,500,000.00	08/15/2029	2,272,265.63	18,766.98	2,228,525.00	2,247,291.98
912828YB0	UNITED STATES TREASURY	1,750,000.00	08/15/2029	1,595,986.33	13,136.89	1,559,967.50	1,573,104.39
912828YB0	UNITED STATES TREASURY	575,000.00	08/15/2029	528,056.64	4,316.41	512,560.75	516,877.16
912828YS3	UNITED STATES TREASURY	1,800,000.00	11/15/2029	1,615,781.25	6,787.29	1,604,178.00	1,610,965.29
912828YS3	UNITED STATES TREASURY	1,250,000.00	11/15/2029	1,122,070.31	4,713.40	1,114,012.50	1,118,725.90
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	2,653.04	1,639,025.50	1,641,678.54
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	1,113.81	688,104.00	689,217.81
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	7,664.84	5,425,080.00	5,432,744.84
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	2,363.32	1,672,733.00	1,675,096.32
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	2,748.62	4,487,201.25	4,489,949.87
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	823.20	1,343,905.50	1,344,728.70
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	513.81	1,497,238.00	1,497,751.81
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	30.30	2,815,488.00	2,815,518.30
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	3.88	360,960.00	360,963.88
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	10,316.30	4,661,141.00	4,671,457.30

Report: GAAP Balance Sheet by Lot
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Item #5.b.
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CASH	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	3,445.86	1,556,917.20	1,560,363.06
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	14,478.02	3,101,310.00	3,115,788.02
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	4,258.24	912,150.00	916,408.24
91282CBT7	UNITED STATES TREASURY	1,775,000.00	03/31/2026	1,747,057.62	4,535.03	1,705,934.75	1,710,469.78
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	1,277.47	480,545.00	481,822.47
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	4,527.97	2,252,240.00	2,256,767.97
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	3,131.04	1,557,400.00	1,560,531.04
91282CBW0	UNITED STATES TREASURY	1,350,000.00	04/30/2026	1,345,464.85	2,601.17	1,293,840.00	1,296,441.17
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	2,336.54	980,013.60	982,350.14
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	7,680.29	3,221,341.00	3,229,021.29
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	735.58	308,522.80	309,258.38
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	2,217.55	930,105.50	932,323.05
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	4,121.39	3,034,347.50	3,038,468.89
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	2,109.38	1,553,012.50	1,555,121.88
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	3,977.90	3,258,000.00	3,261,977.90
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	1,270.72	1,040,750.00	1,042,020.72
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	44.03	2,419,210.50	2,419,254.53
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	44.03	2,419,210.50	2,419,254.53
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	19.42	1,067,298.75	1,067,318.17
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	14.68	806,403.50	806,418.18
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	13,400.55	2,509,276.00	2,522,676.55
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	5,264.50	985,787.00	991,051.50
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	3,828.73	716,936.00	720,764.73
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	2,153.66	403,276.50	405,430.16
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	11,816.62	2,491,422.75	2,503,239.37
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	3,513.05	740,693.25	744,206.30
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	15,842.79	5,033,889.65	5,049,732.44
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	5,365.38	1,704,798.00	1,710,163.38
91282CDP3	UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	2,917.13	2,149,128.00	2,152,045.13
91282CDP3	UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	941.99	693,989.25	694,931.24
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	70.10	1,315,077.50	1,315,147.60
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	114.81	2,154,006.25	2,154,121.06
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	19.34	362,780.00	362,799.34
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	36.26	680,212.50	680,248.76
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	33,501.38	4,006,422.00	4,039,923.38
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	11,765.37	1,407,017.25	1,418,782.62
91282CEE7	UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	16,181.32	1,853,040.00	1,869,221.32
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	5,461.20	625,401.00	630,862.20
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	13,328.30	1,510,647.55	1,523,975.85
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	2,554.95	289,581.00	292,135.95
91282CEM9	UNITED STATES TREASURY	2,420,000.00	04/30/2029	2,335,583.59	17,874.24	2,285,665.80	2,303,540.04
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	21,018.13	2,882,953.50	2,903,971.63
91282CEN7	UNITED STATES TREASURY	175,000.00	04/30/2027	168,601.56	1,236.36	169,585.50	170,821.86
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	7,615.38	1,501,808.00	1,509,423.38
91282CES6	UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	4,045.67	797,835.50	801,881.17
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	2,141.83	422,383.50	424,525.33
91282CES6	UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	1,356.49	267,509.55	268,866.04
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	17,945.91	3,811,750.00	3,829,695.91
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	5,451.92	1,158,000.00	1,163,451.92
91282CEV9	UNITED STATES TREASURY	2,800,000.00	06/30/2029	2,769,703.13	8,044.20	2,679,684.00	2,687,728.20
91282CEV9	UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	1,752.49	583,788.30	585,540.79

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CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	3,088.40	1,051,866.00	1,054,954.40
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	1,149.17	391,392.00	392,541.17
91282CFH9	UNITED STATES TREASURY	800,000.00	08/31/2027	791,625.00	10,635.36	778,624.00	789,259.36
91282CFL0	UNITED STATES TREASURY	2,575,000.00	09/30/2029	2,545,729.49	33,991.41	2,524,916.25	2,558,907.66
91282CFL0	UNITED STATES TREASURY	2,225,000.00	09/30/2029	2,199,708.01	29,371.22	2,181,723.75	2,211,094.97
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	36,535.71	2,594,020.00	2,630,555.71
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	16,089.77	1,142,366.50	1,158,456.27
91282CFT3	UNITED STATES TREASURY	750,000.00	10/31/2029	735,175.78	7,707.18	739,132.50	746,839.68
91282CFT3	UNITED STATES TREASURY	1,100,000.00	10/31/2029	1,078,257.81	11,303.87	1,084,061.00	1,095,364.87
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	28,838.94	4,258,849.00	4,287,687.94
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	13,212.26	1,951,147.10	1,964,359.36
91282CGA3	UNITED STATES TREASURY	1,100,000.00	12/15/2025	1,089,859.37	5,802.20	1,097,778.00	1,103,580.20
91282CGP0	UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	55,303.87	3,226,892.50	3,282,196.37
91282CGR6	UNITED STATES TREASURY	300,000.00	03/15/2026	298,230.47	5,327.69	301,230.00	306,557.69
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	32,107.14	2,552,264.00	2,584,371.14
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	5,248.28	417,197.00	422,445.28
91282CGT2	UNITED STATES TREASURY	2,030,000.00	03/31/2028	2,030,475.78	25,068.27	1,992,729.20	2,017,797.47
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	15,510.70	1,685,445.75	1,700,956.45
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	4,945.44	537,388.50	542,333.94
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	13,473.58	1,712,269.50	1,725,743.08
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	21,870.17	2,779,336.00	2,801,206.17
91282CHB0	UNITED STATES TREASURY	3,450,000.00	05/15/2026	3,412,535.16	26,947.17	3,424,539.00	3,451,486.17
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	36,389.42	5,684,928.00	5,721,317.42
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	6,368.15	994,862.40	1,001,230.55
91282CHH7	UNITED STATES TREASURY	675,000.00	06/15/2026	674,314.45	3,671.70	674,183.25	677,854.95
91282CHX2	UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	67,281.94	3,625,158.15	3,692,440.09
91282CHY0	UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	33,298.08	1,886,793.75	1,920,091.83
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	3,551.80	201,258.00	204,809.80
91282CHY0	UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	6,215.64	352,201.50	358,417.14
91282CJC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	13,157.11	956,156.00	969,313.11
91282CJF9	UNITED STATES TREASURY	3,615,000.00	10/31/2028	3,717,942.77	45,274.88	3,686,468.55	3,731,743.43
91282CJK8	UNITED STATES TREASURY	3,975,000.00	11/15/2026	3,997,669.92	39,612.74	4,002,189.00	4,041,801.74
91282CJN2	UNITED STATES TREASURY	1,000,000.00	11/30/2028	1,019,648.44	7,572.12	1,002,500.00	1,010,072.12
91282CJP7	UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	3,028.85	526,475.25	529,504.10
91282CJP7	UNITED STATES TREASURY	3,975,000.00	12/15/2026	3,975,621.09	22,932.69	3,986,169.75	4,009,102.44
91282CJS1	UNITED STATES TREASURY	275,000.00	12/31/2025	275,139.65	1,033.15	274,975.25	276,008.40
91282CJW2	UNITED STATES TREASURY	375,000.00	01/31/2029	382,587.89	41.44	370,796.25	370,837.69
91282CKA8	UNITED STATES TREASURY	3,675,000.00	02/15/2027	3,722,803.71	70,029.72	3,668,385.00	3,738,414.72
91282CKA8	UNITED STATES TREASURY	3,975,000.00	02/15/2027	3,956,988.28	75,746.43	3,967,845.00	4,043,591.43
91282CKB6	UNITED STATES TREASURY	775,000.00	02/28/2026	776,089.84	15,248.45	777,890.75	793,139.20
91282CKB6	UNITED STATES TREASURY	1,025,000.00	02/28/2026	1,026,441.41	20,167.30	1,028,823.25	1,048,990.55
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	46,556.28	2,568,768.50	2,615,324.78
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	32,544.20	1,795,644.00	1,828,188.20
91282CKD2	UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	14,464.09	798,064.00	812,528.09
91282CKE0	UNITED STATES TREASURY	1,500,000.00	03/15/2027	1,525,664.06	24,478.59	1,500,885.00	1,525,363.59
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	37,589.63	2,655,151.50	2,692,741.13
91282CKG5	UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	29,790.66	2,104,269.60	2,134,060.26
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	15,457.42	1,091,838.00	1,107,295.42
91282CKG5	UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	9,836.54	694,806.00	704,642.54
91282CKH3	UNITED STATES TREASURY	4,025,000.00	03/31/2026	4,020,754.88	61,701.92	4,036,310.25	4,098,012.17
91282CKP5	UNITED STATES TREASURY	4,400,000.00	04/30/2029	4,488,859.38	52,280.39	4,451,392.00	4,503,672.39

Report: GAAP Balance Sheet by Lot
 Account: PTA-San Mateo Co. Trans. Agg (257430)
 As of: 1/31/2025

Item #5.b.
 3/6/2025

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
91282CKS9	UNITED STATES TREASURY	4,025,000.00	05/31/2026	4,051,256.84	33,960.94	4,057,723.25	4,091,684.19
91282CKT7	UNITED STATES TREASURY	4,400,000.00	05/31/2029	4,475,796.88	34,269.23	4,430,580.00	4,464,849.23
91282CKV2	UNITED STATES TREASURY	3,960,000.00	06/15/2027	3,998,517.19	24,151.65	3,996,352.80	4,020,504.45
91282CKX8	UNITED STATES TREASURY	1,000,000.00	06/30/2029	1,017,070.31	3,756.91	996,910.00	1,000,666.91
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	8,136.05	3,974,097.60	3,982,233.65
91282CLK5	UNITED STATES TREASURY	525,000.00	08/31/2029	528,609.38	8,096.17	509,864.25	517,960.42
91282CLR0	UNITED STATES TREASURY	2,150,000.00	10/31/2029	2,153,107.42	22,784.36	2,130,929.50	2,153,713.86
91282CLR0	UNITED STATES TREASURY	1,850,000.00	10/31/2029	1,852,673.83	19,605.15	1,833,590.50	1,853,195.65
91282CLY5	UNITED STATES TREASURY	4,000,000.00	11/30/2026	3,997,343.75	29,423.08	4,002,360.00	4,031,783.08
		263,040,000.00		254,255,925.96	1,939,630.75	253,798,448.85	255,738,079.60

Base Risk Summary - Fixed Income

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

01/01/2025 - 01/31/2025

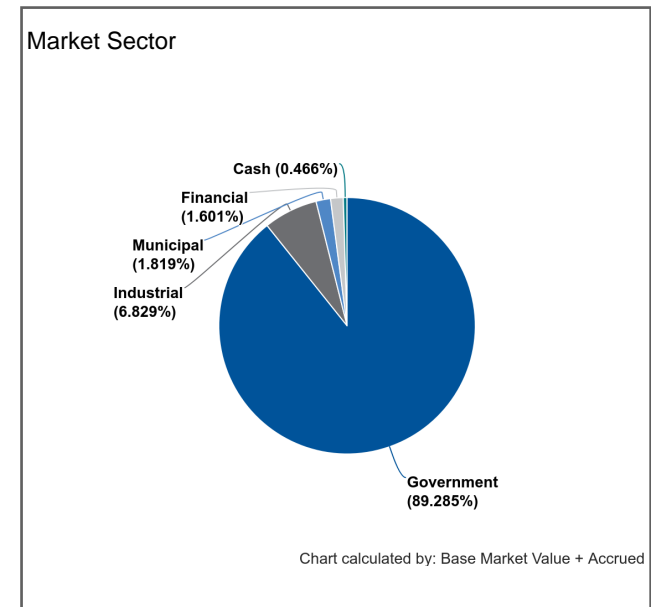
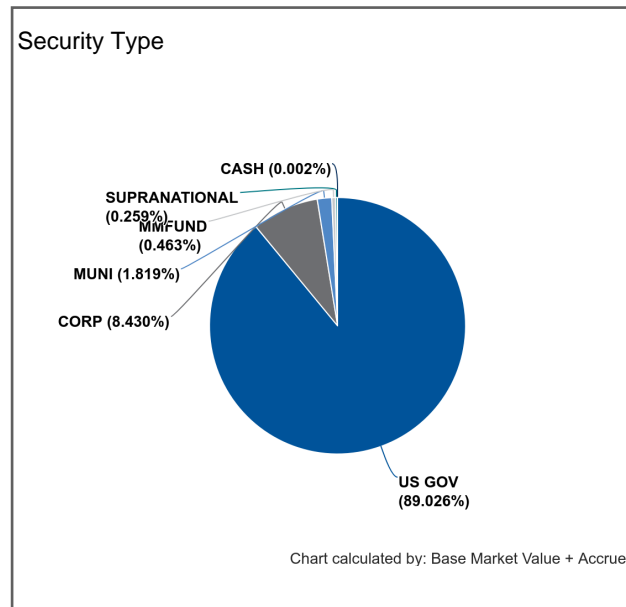
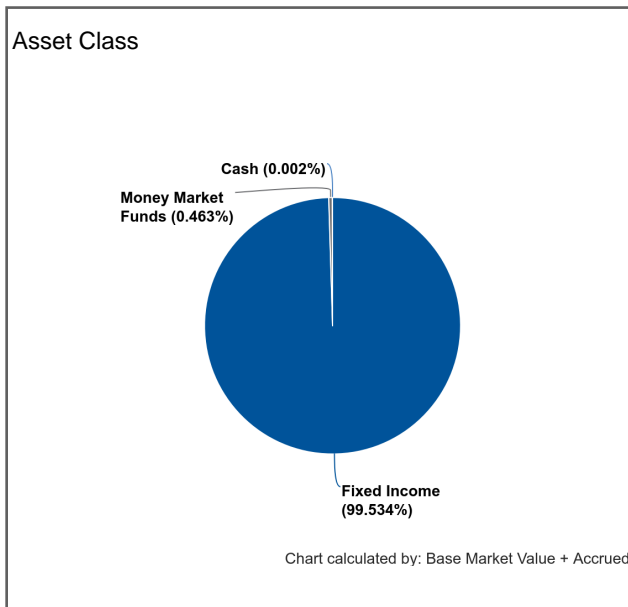
Dated: 02/05/2025

Balance Sheet	
Book Value + Accrued	290,519,719.73
Net Unrealized Gain/Loss	-3,257,357.91
Market Value + Accrued	287,262,361.81

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	6,212.04
MMFund	1,331,270.56
Fixed Income	285,924,879.21
Duration	2.464
Convexity	0.086
WAL	2.643
Years to Final Maturity	2.644
Years to Effective Maturity	2.643
Yield	4.266
Book Yield	3.606
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
Government of The United States	89.026%
Other	4.948%
Deere & Company	1.484%
Eli Lilly and Company	1.228%
Caterpillar Inc.	0.877%
The Depository Trust & Clearing Corporation	0.852%
State of California	0.798%
The Home Depot, Inc.	0.788%
---	100.000%

Footnotes: 1,2

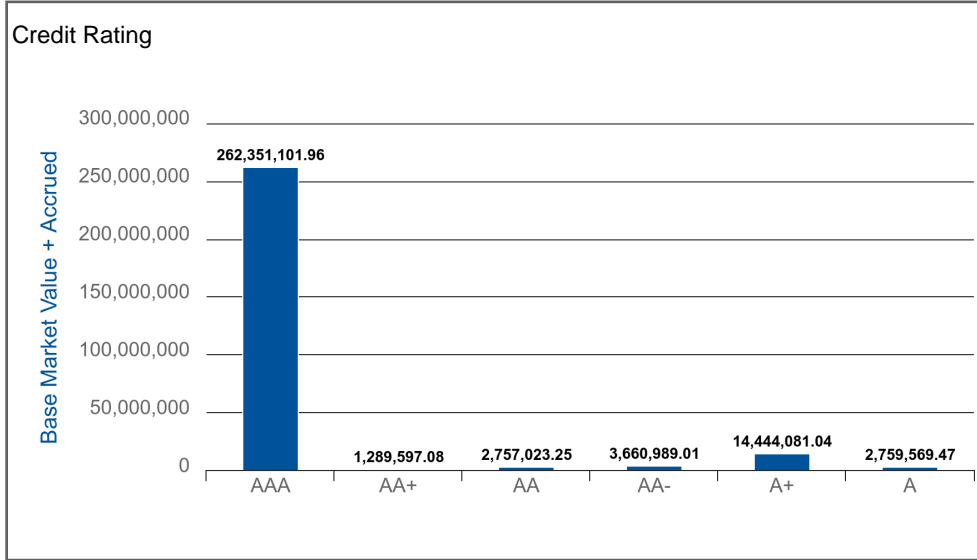


Base Risk Summary - Fixed Income

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

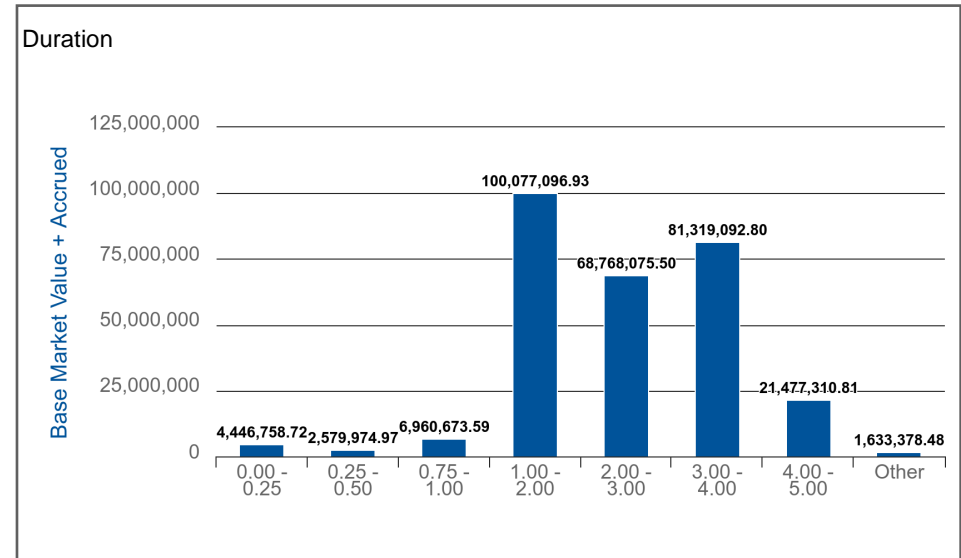
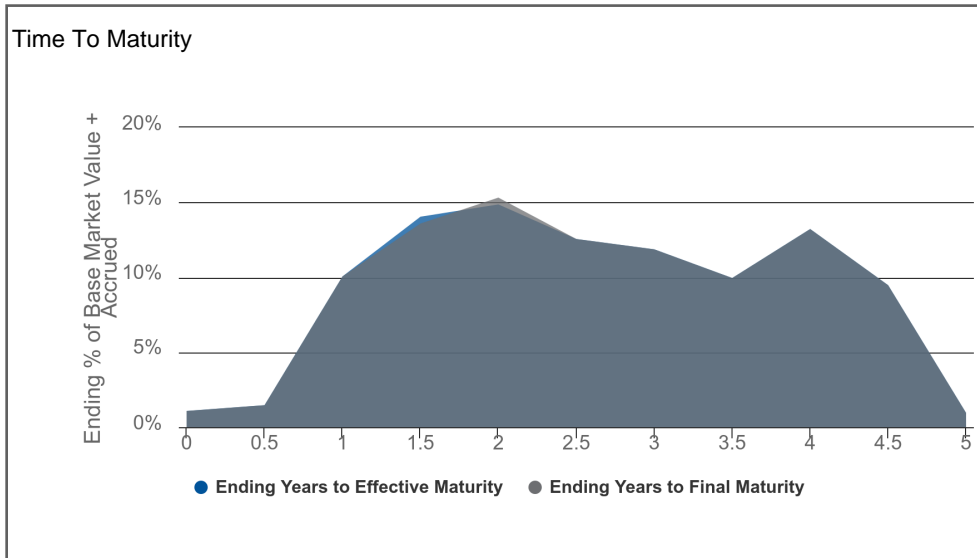
01/01/2025 - 01/31/2025

Dated: 02/05/2025



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.557%	30.568%	21.604%	28.123%	7.477%	0.000%	0.000%	0.000%	0.000%
AA	0.884%	0.890%	0.723%	0.186%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.996%	3.381%	1.612%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

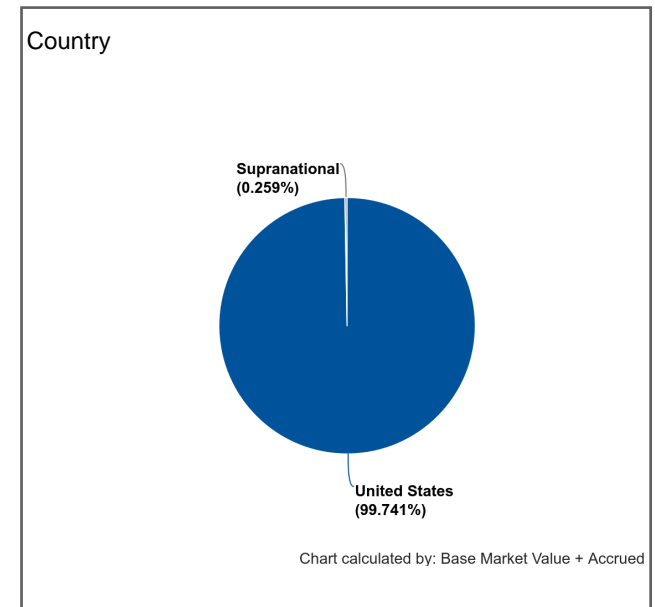
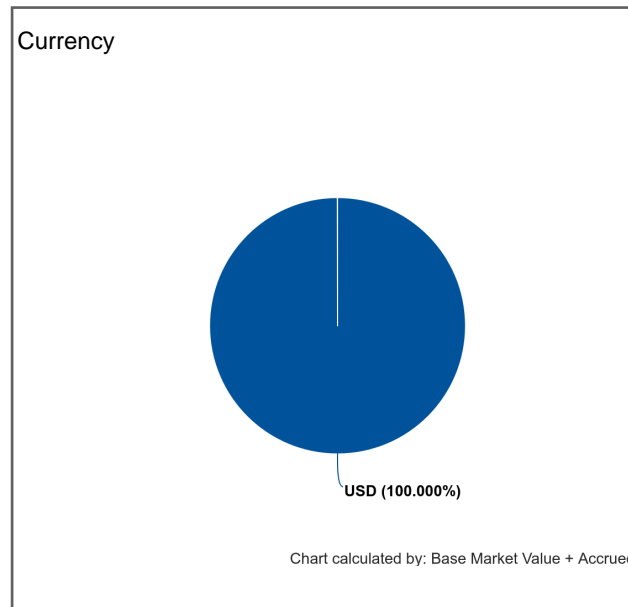
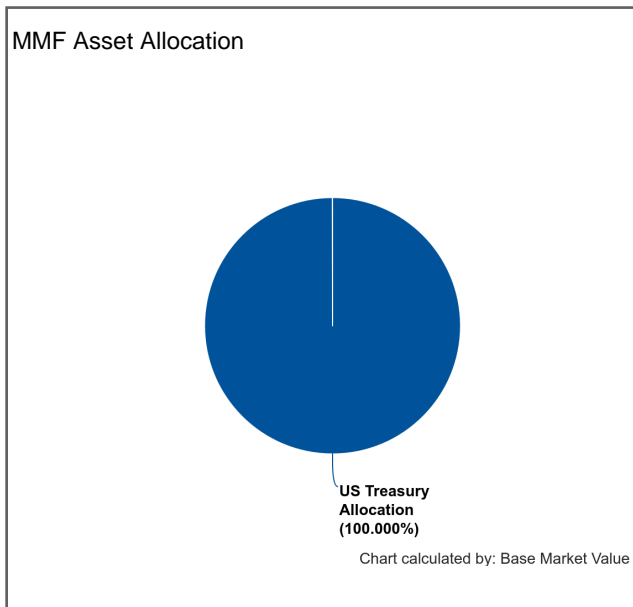
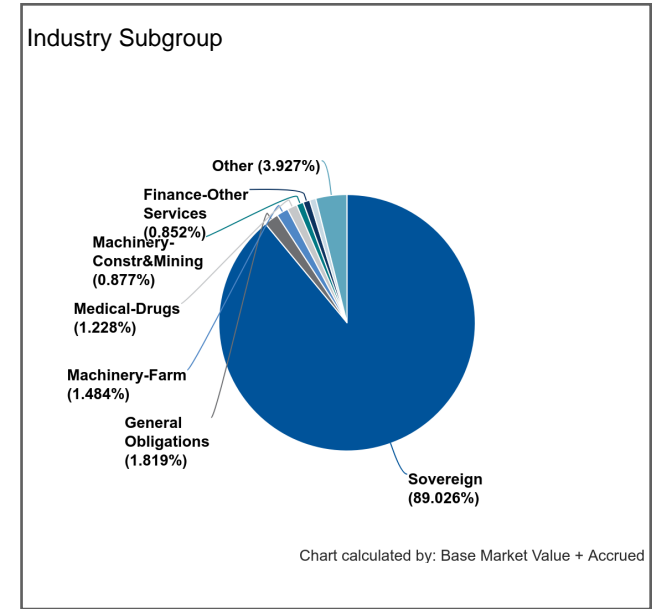
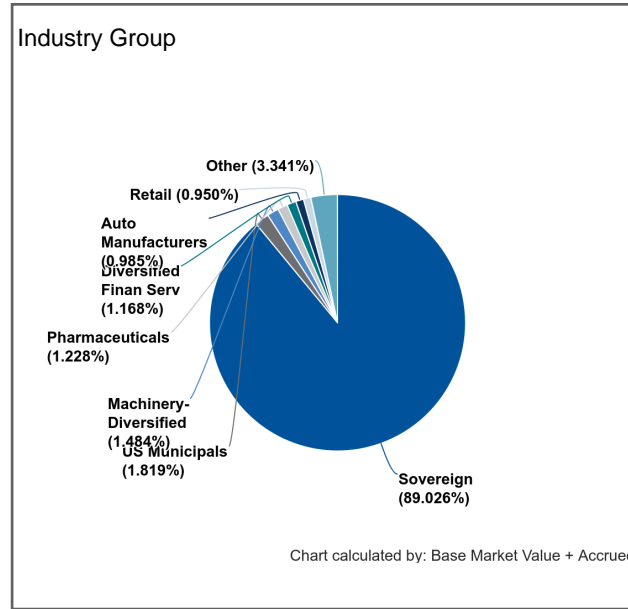
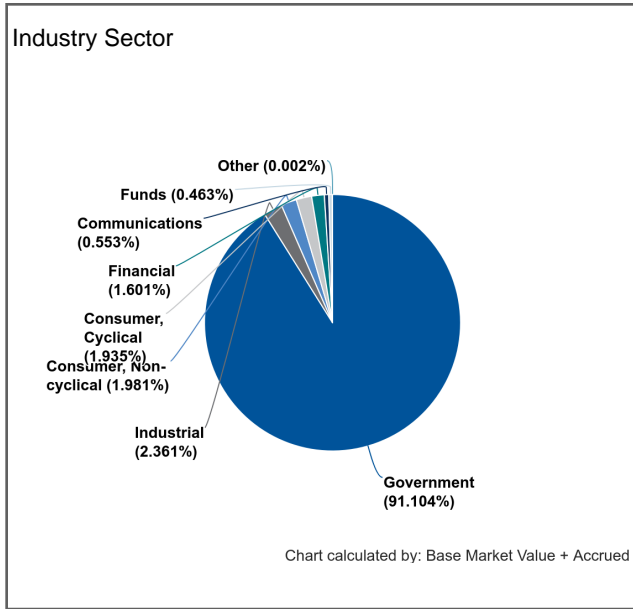


Base Risk Summary - Fixed Income

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

01/01/2025 - 01/31/2025

Dated: 02/05/2025



Base Risk Summary - Fixed Income

01/01/2025 - 01/31/2025

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

Dated: 02/05/2025

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

Additional Disclosure:

Item #5.b.
3/6/2025

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.

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: 1/1/2025 - 1/31/2025

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
24422EXZ7	JOHN DEERE CAPITAL CORP	2,500,000.00	2,500,000.00	Buy	01/06/2025	01/09/2025	01/07/2028	2,499,250.00	-	(2,499,250.00)
24422EXZ7	JOHN DEERE CAPITAL CORP	1,730,000.00	1,730,000.00	Buy	01/06/2025	01/09/2025	01/07/2028	1,729,481.00	-	(1,729,481.00)
31846V534	FIRST AMER:US TRS MM Y	77,640.34	77,640.34	Buy	---	---	01/31/2025	77,640.34	-	(77,640.34)
31846V534	FIRST AMER:US TRS MM Y	(1,790,273.83)	(1,790,273.83)	Sell	---	---	01/31/2025	(1,790,273.83)	-	1,790,273.83
31846V534	FIRST AMER:US TRS MM Y	124,952.07	124,952.07	Buy	---	---	01/31/2025	124,952.07	-	(124,952.07)
31846V534	FIRST AMER:US TRS MM Y	(639,626.84)	(639,626.84)	Sell	---	---	01/31/2025	(639,626.84)	-	639,626.84
91282CBC4	UNITED STATES TREASURY	(3,725,000.00)	(3,725,000.00)	Sell	01/08/2025	01/09/2025	12/31/2025	(3,588,950.19)	(347.29)	3,589,297.48
91282CFT3	UNITED STATES TREASURY	750,000.00	750,000.00	Buy	01/08/2025	01/09/2025	10/31/2029	735,175.78	5,801.10	(740,976.88)
91282CFT3	UNITED STATES TREASURY	1,100,000.00	1,100,000.00	Buy	01/08/2025	01/09/2025	10/31/2029	1,078,257.81	8,508.29	(1,086,766.10)
91282CGA3	UNITED STATES TREASURY	(2,175,000.00)	(2,175,000.00)	Sell	01/08/2025	01/09/2025	12/15/2025	(2,171,176.76)	(5,975.27)	2,177,152.03
91282CJS1	UNITED STATES TREASURY	(1,875,000.00)	(1,875,000.00)	Sell	01/08/2025	01/09/2025	12/31/2025	(1,875,439.45)	(1,981.18)	1,877,420.63
91282CLY5	UNITED STATES TREASURY	4,000,000.00	4,000,000.00	Buy	01/08/2025	01/09/2025	11/30/2026	3,997,343.75	18,681.32	(4,016,025.07)
San Mateo County TA		77,691.74	77,691.74					176,633.68	24,686.97	(201,320.65)

* Showing transactions with Trade Date within selected date range.

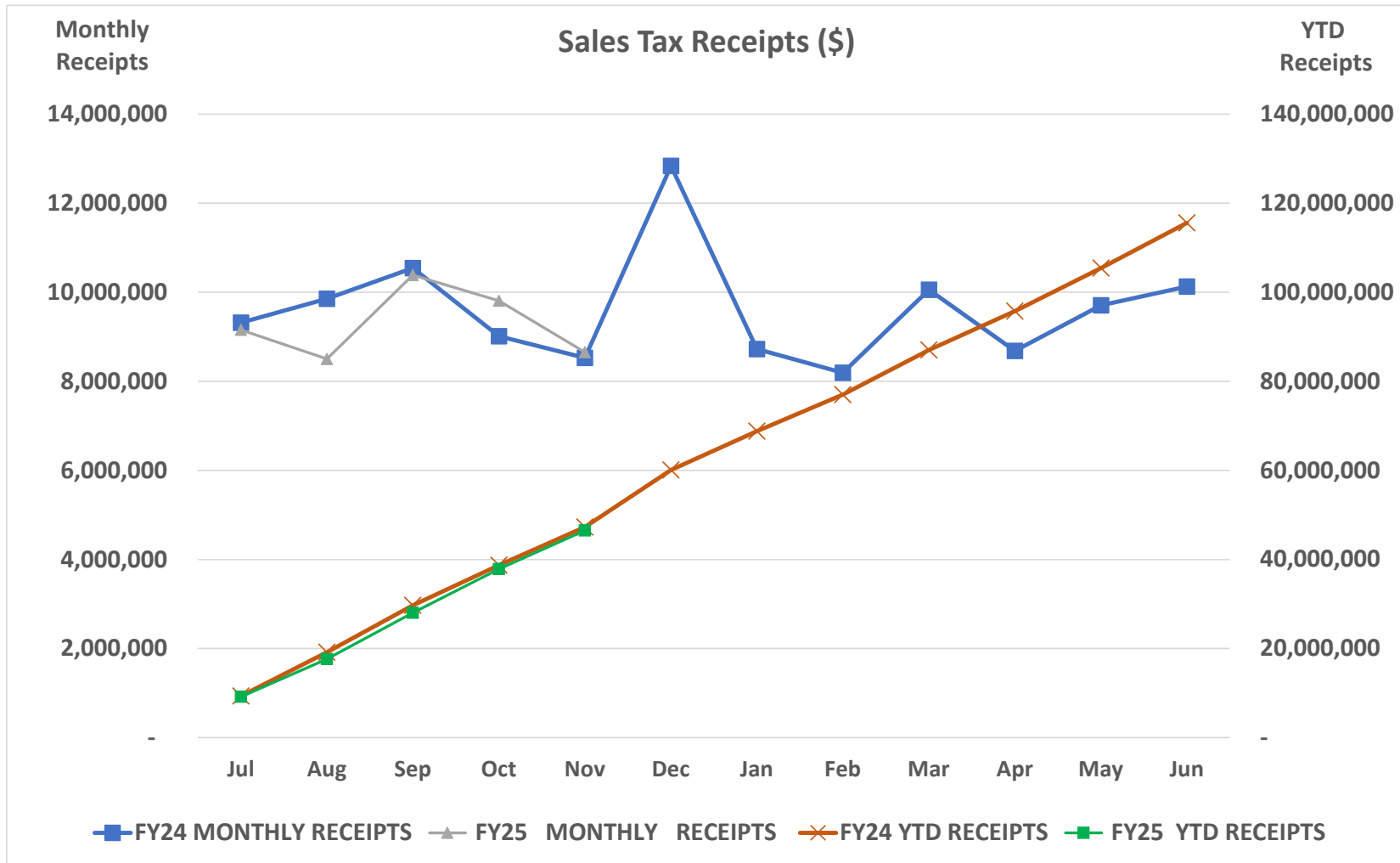
* Weighted by: Absolute Value of Principal

* 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.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2025
Measure A Sales Tax
Jan-25**



* 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

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
January 2025

Unit	Ref	Name	Amount	Method	Description
SMCTA	000282	HANSON BRIDGETT LLP	61,018.50	WIR	Operating Expenses
SMCTA	000446	PUBLIC TRUST ADVISORS	58,742.72	ACH	Operating Expenses
SMCTA	000448	POLITICO GROUP, INC	7,000.00	ACH	Operating Expenses
SMCTA	000452	PUBLIC TRUST ADVISORS	8,762.06	ACH	Operating Expenses
SMCTA	000453	KADESH & ASSOCIATES, LLC	7,500.00	ACH	Operating Expenses
SMCTA	000458	SOUTHWEST STRATEGIES LLC	225.00	ACH	Operating Expenses
SMCTA	001065	LATINOS IN TRANSIT	50.00	CHK	Operating Expenses
SMCTA	001066	PROGRESS PUBLIC AFFAIRS,LLC	2,925.00	CHK	Operating Expenses
SMCTA	000281	HANSON BRIDGETT LLP	3,060.00	WIR	Capital Programs (1)
SMCTA	000281	HANSON BRIDGETT LLP	510.00	WIR	Capital Programs (1)
SMCTA	000281	HANSON BRIDGETT LLP	12,713.75	WIR	Capital Programs (1)
SMCTA	000281	HANSON BRIDGETT LLP	2,346.00	WIR	Capital Programs (1)
SMCTA	000282	HANSON BRIDGETT LLP	1,785.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	1,530.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	255.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	3,009.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	153.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	20,043.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	2,550.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	255.00	WIR	Capital Programs (2)
SMCTA	000282	HANSON BRIDGETT LLP	408.00	WIR	Capital Programs (2)
SMCTA	000283	DEPARTMENT OF TRANSPORTATION	1,930,583.67	WIR	Capital Programs (3)
SMCTA	000445	PENINSULA TRAFFIC CONGESTION RELIEF	59,000.00	ACH	Capital Programs (4)
SMCTA	000445	PENINSULA TRAFFIC CONGESTION RELIEF	354,000.00	ACH	Capital Programs (4)
SMCTA	000447	WSP USA INC.	19,028.24	ACH	Capital Programs (5)
SMCTA	000447	WSP USA INC.	84,653.29	ACH	Capital Programs (5)
SMCTA	000449	KIMLEY-HORN AND ASSOCIATES, INC.	28,980.69	ACH	Capital Programs (6)
SMCTA	000450	WSP USA INC.	13,846.30	ACH	Capital Programs (7)
SMCTA	000451	AECOM TECHNICAL SERVICES, INC.	193,377.65	ACH	Capital Programs (8)
SMCTA	000454	WSP USA INC.	735.75	ACH	Capital Programs (9)
SMCTA	000455	AECOM TECHNICAL SERVICES, INC.	6,237.36	ACH	Capital Programs (10)
SMCTA	000455	AECOM TECHNICAL SERVICES, INC.	231,740.35	ACH	Capital Programs (10)
SMCTA	000456	WSP USA INC.	64,417.22	ACH	Capital Programs (11)
SMCTA	000456	WSP USA INC.	13,309.11	ACH	Capital Programs (11)
SMCTA	000456	WSP USA INC.	14,176.97	ACH	Capital Programs (11)
SMCTA	000456	WSP USA INC.	5,859.66	ACH	Capital Programs (11)
SMCTA	000457	KIMLEY-HORN AND ASSOCIATES, INC.	32,053.71	ACH	Capital Programs (12)
SMCTA	001063	CITY OF PACIFICA	628,432.06	CHK	Capital Programs (13)
SMCTA	001064	SAN MATEO COUNTY OFFICE OF EDUCATION	5,144.27	CHK	Capital Programs (14)

\$ 2,125,424.70

(1)	\$	3,060.00	Highway Oversight	(6)		Ped/Bike Cycle 6 - FY 23/24
		510.00	Pedestrian & Bicycle Oversight			
		12,713.75	Railroad Grade Sep Oversight	(7)		Highway Oversight
		2,346.00	TA-Caltrain Project Oversight			
	<u>\$</u>	<u>18,629.75</u>		(8)		101 Managed Lanes (Nof I-380)
(2)	\$	1,785.00	Highway Oversight	(9)		Highway Oversight
		1,530.00	101 Interchange to Broadway			
		255.00	101 Managed Lanes (Nof I-380)	(10)	\$	6,237.36 101 Interchange to Broadway
		3,009.00	Pedestrian & Bicycle Oversight			231,740.35 Moss Beach-SR1 Cong& Safe Im
		153.00	Willow Rd Ped & Bike Safety Im		<u>\$</u>	<u>237,977.71</u>
		20,043.00	Railroad Grade Sep Oversight	(11)	\$	64,417.22 Highway Oversight
		2,550.00	ACR Oversight			13309.11 Regional Transit Connections
		255.00	TA-Caltrain Project Oversight			14176.97 US 101/SR 92 Direct Connector
		408.00	Ferry Oversight			5859.66 ACR Oversight
	<u>\$</u>	<u>29,988.00</u>			<u>\$</u>	<u>97,762.96</u>
(3)			101 HOV Ln Whipple - San Bruno	(12)		Ped/Bike Cycle 6 - FY 23/24
(4)	\$	59,000.00	Commute.org Monitoring Program	(13)		Route 1/Manor Drive Overcross
		354,000.00	ACR Countywide TDM Prgm			
	<u>\$</u>	<u>413,000.00</u>		(14)		Safe Routes to School
(5)	\$	19,028.24	SMCTA Strategic Plan 2025-2029			
		84,653.29	Regional Transit Connections			
	<u>\$</u>	<u>103,681.53</u>				

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of January 31, 2025

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$2,718,313
San Mateo County/SFO BART Extension	1,359,156
Accessible Services	15,290,509
Total	\$19,367,978

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$5,870,701
<i>Local Shuttle</i>	949,991
<i>Ferry Service</i>	8,379
<i>Dumbarton</i>	8,379
Highways	952,143
Grade Separations	2,578,309
Pedestrian and Bicycle	934,087
Alternative Congestion Relief	849,427
Administrative Overhead	1,441,976
Total	\$13,593,391

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$6,812,511
Total	\$6,812,511

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$2,119,894
Transportation Demand Management	62,398
Grade Separation	0
Pedestrian and Bicycle	661,948
Regional Transit Connections	205,148
Local Safety&Congestion Relief	10,474
Administrative Overhead	116,513
Total	\$3,176,375

Original Measure Categories	Expenses
Caltrain	\$5,100,000
Highways	\$183,510
Total	\$5,283,510

Other Uses	Expenses
US 101 Express Lanes - Other (Equity Program/Other Contract)	\$2,994,769
Total	\$2,994,769

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: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Accept Capital Projects Quarterly Status Report for 2nd Quarter of Fiscal Year 2025**

Action

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

Significance

The Capital Projects Quarterly Status Report (QSR) is submitted to keep the Board informed of ongoing capital projects funded by Measure A and W funds. For this quarter, staff has updated the formatting of the Highway Program projects to improve readability and streamline reporting. However, the general information provided on the scope schedule and budget remain largely unchanged. All other program categories will be updated to the new format in future iterations of the report.

Budget Impact

There is no impact on the budget.

Background

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

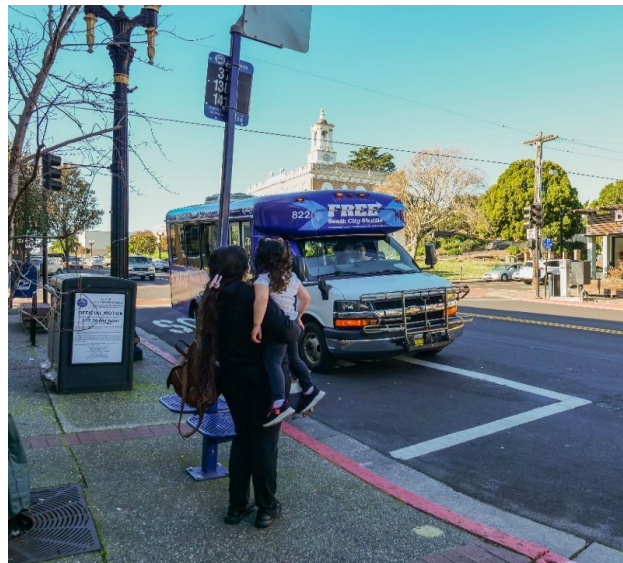
Prepared By: Leslie Fong Financial Program Manager 650-508-6332



CAPITAL PROJECTS Quarterly Status Report

FY2025 Q2: October 1, 2024 - December 31, 2024

Report prepared for the March 6, 2025 Board Meeting



Top-Left: US 101 Pedestrian Overcrossing under construction in East Palo Alto

Top-Right: Outreach Meeting #2 for the Alpine Road Corridor Improvement Project on November 13, 2024

Bottom-Left: Middle Ave Complete Streets Project in Menlo Park

Bottom-Right: South City Shuttle operated by City of South San Francisco



TABLE OF CONTENTS

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Program Category	Page #
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Caltrain - Grade Separation and Special Projects	34
Bicycle & Pedestrian	44
Ferry	47
Alternative Congestion Relief/Transportation Demand Management	48






HIGHWAY PROGRAM SUMMARY TABLE

FY 2025 Q2 - Quarterly Status Report - October 1 - December 31, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	5	●	●	●	●	●	●
000622	US 101/Willow Interchange	7	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	9	●	●	●	●	●	●
000791	US 101 Express Lanes	11	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	14	●	●	●	●	●	●
000803	Utah Avenue Overcrossing	16	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	18	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	20	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	22	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	24	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	26	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	28	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	30	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	32	●	●	●	●	●	●



**HIGHWAY PROJECTS -
PERFORMANCE STATUS DEFINITIONS**

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

Notes:

- (1) If more than one event is triggered, the worst performing light will be shown.
- (2) Status color is based on the pending milestones (completed milestones are not considered).



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

Sponsor: City of Burlingame
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: Landscaping Construction and ROW Close-Out (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Right of Way (ROW) close-out for 101/Broadway Interchange and construction phase for the interchange landscaping

STATUS OVERVIEW:

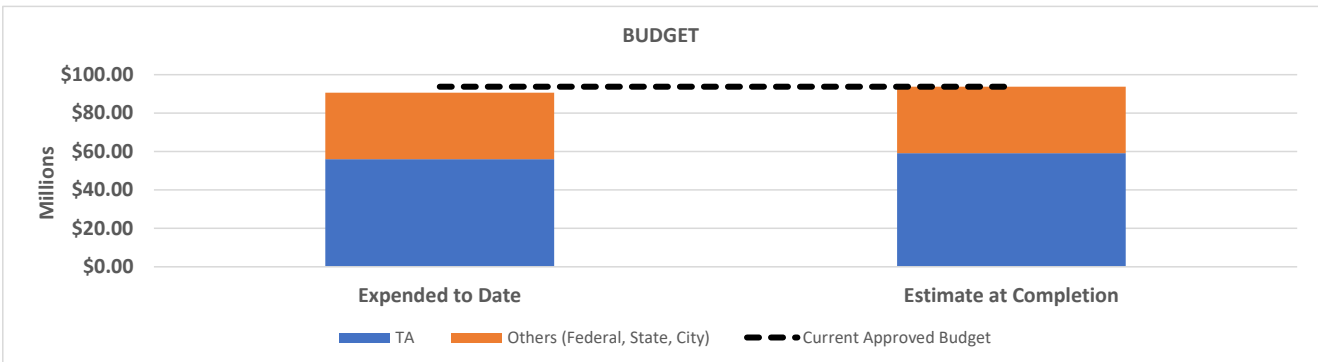
Percent Complete:		56%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
 The US 101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway and Rollins Road. The remaining tasks include installation of highway planting within State ROW and ROW Close-Out activities. Replanting will take place outside environmentally sensitive/jurisdictional areas and within Caltrans boundaries.

The purpose of the Project is to improve traffic movements and access around the US 101/Broadway interchange; accommodate future increases in traffic at intersections in and adjacent to the interchange; improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange; and increase bicyclist and pedestrian access across US 101 and around the interchange.

STATUS SUMMARY:
 While construction of the US 101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW close-out were put on hold until the completion of the US 101 Express Lanes project. With the Express Lanes project complete, TA staff re-started work for the completion of the ROW close-out and the final design of the landscaping. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The Caltrans encroachment permit for construction was obtained on May 29, 2024.

TA staff issued the Notice to Proceed for construction management services to HDR, the Notice to Proceed for Design Support During Construction to AECOM has also been completed, and the TA Board of Directors approved the construction contract in December 2024. The consultant is finalizing the Right-of-Way Record Maps and Records of Survey. Active construction is expected to begin in March 2025 and be completed in fall 2025.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$59,187,000	\$ 56,011,753	\$3,175,247	95%	\$59,187,000	\$0
Others (Federal, State, City)	\$34,551,000	\$34,551,000	\$0	100%	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,562,753	\$3,175,247	97%	\$93,738,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/06/19	06/30/20	05/01/25	10/31/28	03/04/25	10/31/28

PROGRESS THIS QUARTER:

1. Awarded construction contract.
2. Performed site visit with resident engineer (RE) and design consultant.
3. Prepared pre-construction agenda.
4. Followed up on the signing of the updated Joint Use Agreement 62664-A.

FUTURE ACTIVITIES:

1. Pre-construction meeting.
2. Start landscaping construction.
3. Obtain final signatures on the Joint Use Agreement 62664-A.
4. Finalize the Right-of-Way Record Maps and Records of Survey and submit for approval.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/31/10	N/A	12/31/13	Establishes TA as sponsor and implementing agency for PA&ED. Board Resolution No. 2010
MOU (TA, Burlingame)	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project landscaping
RESO Funding (LND CON)	6/1/2023	N/A	N/A	Board Resolution No. 2023-9
Cooperative Agreement No. 04-2875 (LND CON)	10/18/2023	N/A	N/A	Establishes TA as the sponsor and implementing agency for construction of landscaping
MOU (TA/Burlingame)	05/30/24	04/30/29	10/31/28	Construction of project landscaping



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

Sponsor: City of Menlo Park
Implementing Agency: City of Menlo Park
SMCTA Role: Funding Agency
Current Phase: Landscaping PS&E (Activity 16)
Future Funded Phases: Landscaping CON (Activity 16)

PHASE OVERVIEW:

Design and construction of US 101/ Willow Road interchange landscaping improvements

STATUS OVERVIEW:

Percent Complete:		43%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

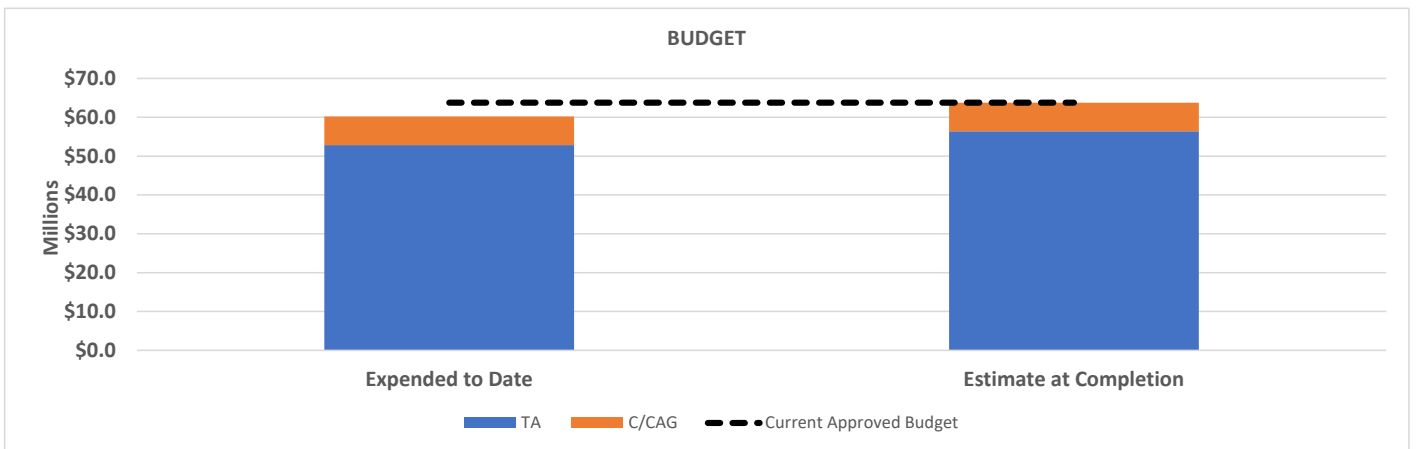
This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and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

This project will address operational deficiencies both on US 101 and Willow Road that are caused by the short weave between on- and off-ramps and result in travel time and reliability benefits. The project will also address safety and operational issues for bicycling and walking.

STATUS SUMMARY:

Construction of the interchange improvements was completed in 2019, and the highway landscaping was subsequently put on hold due to the construction of the US 101 Express Lanes. Through summer 2023, the City led conceptual design efforts for project landscaping, including gathering community and stakeholder feedback. The City, TA, and Caltrans have an agreement to finalize the design and construct the landscaping for the project. The Caltrans cooperative agreement was signed in September 2023.

The team is responding to final comments from Caltrans. Approval of this submittal is part of Caltrans' Plans, Specifications & Estimate (PS&E) checklist to obtain the encroachment permit, which will allow for construction of the project. The TA will be responsible for advertising, awarding and administering (AAA) the construction contract.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$56,400,000	\$52,857,648	\$3,542,352	94%	\$56,400,000	\$0
C/CAG (State Transportation Improvement Program)	\$7,360,534	\$7,360,534	\$0	100%	\$7,360,534	\$0
Total Project	\$63,760,534	\$60,218,182	\$3,542,352	94%	\$63,760,534	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	10/01/23	03/30/25	10/01/23	03/30/25	10/01/23	03/30/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	10/10/28	06/24/25	06/30/29

PROGRESS THIS QUARTER:

- Working on 100% plans.
- The team met with Caltrans to review the irrigation crossings and existing water meters.
- The City is working on the proposed new meter locations.

FUTURE ACTIVITIES:

- Submit 100% PS&E to Caltrans by February 2025.
- Work on the construction encroachment permit.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/TA	10/10/23	04/06/29	10/10/28	Establishes the City as the implementing agency for landscaping PS&E and the TA as the implementing agency for landscaping construction
Cooperative Agreement 04-2938 - Caltrans/City/TA	09/25/23	N/A	N/A	Establishes Caltrans as the oversight agency for landscaping activities



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: US 101/WOODSIDE ROAD (SR 84) INTERCHANGE

Project ID: 000768

Sponsor: City of Redwood City
Implementing Agency: City of Redwood City
SMCTA Role: Funding Agency
Current Phases: PS&E, ROW Support (Activities 13, 14)
Future Funded Phases: Construction (Activity 16)

PHASE OVERVIEW:
 Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) Support for US 101/Woodside Road (SR 84) interchange improvements inclusive of bicycle and pedestrian improvements

STATUS OVERVIEW:

Percent Complete:		80%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

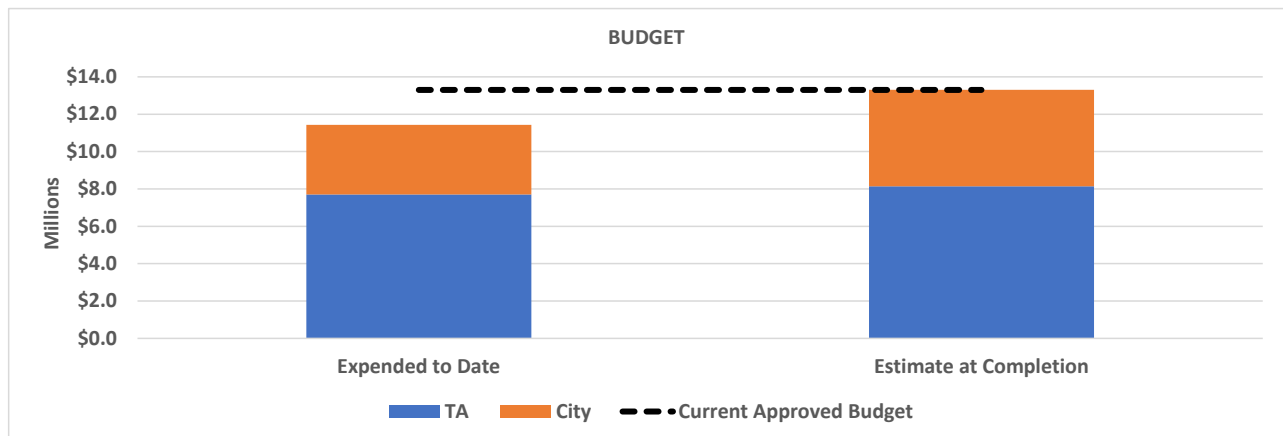
PROJECT DESCRIPTION:

The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road to increase the vertical clearance at US 101, eliminating the existing 5-legged intersection at Broadway and Woodside Road, signaling ramp intersections, adding turning lanes with longer pocket lengths, constructing direct-connect flyover ramps between Veterans Boulevard and US 101, adding new sidewalks, adding safety improvements (signals and gates) at UPRR at grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide new pedestrian and bicycle access across US 101 (which does not presently exist) and provide new and improved sidewalks and bikeways throughout the Project area. The total length of the Project is 2.3 miles, including 1.9 miles along US 101 (from Post Mile 4.6 to 6.5) and 0.40 miles along SR 84 (from Post Mile 25.3 to 25.7).

STATUS SUMMARY:

The project was awarded \$105M in INFRA funds during this period as a result of federal advocacy efforts for grant applications. The project team worked quickly with Caltrans and SMCTA to obligate the funds. The project team updated the risk register and cost estimate, updated the baseline summary project schedule, and continued to oversee PS&E and R/W support work by AECOM and AR/WS, particularly in the acquisition of ROW parcels, stormwater mitigation, and resolution of the Veterans parcel. After being awarded \$105M in INFRA funds, the project team worked with SMCTA and Caltrans to obligate \$8M of funds for the ROW phase.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,140,000	\$7,711,052	\$428,948	95%	\$8,140,000	\$0
City	\$5,160,000	\$3,714,474	\$1,445,526	72%	\$5,160,000	\$0
Total Project	\$13,300,000	\$11,425,526	\$1,874,474	86%	\$13,300,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (95%)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	03/31/25
PS&E (100%)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	12/31/25
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	12/31/25

PROGRESS THIS QUARTER:

1. Caltrans' updated stormwater capture requirements has increased from 2019. The project team continues to work on meeting the increased acreage requirements, refining the number of acres and exploring additional opportunities for on-site and off-site mitigation.
2. The Funding Implementation task team prepared the state funding application in partnership with Caltrans for the Trade Corridor Enhancement Program (TCEP).
3. The Safety Audit was conducted, but the team learned subsequently that the project did not meet the qualifications of the program, and the project is not likely to receive funding as a result of the field audit. An alternative approach will be pursued.
4. Coordinated with Caltrans for the placement of the ROW line relative to the Chestnut/Veterans Blvd at grade crossing.
5. Prepared slide deck and staff report for the City Council Study Session in December.
6. Finalized draft minutes from UPRR diagnostic plan review and site visit.
7. Coordinated with Caltrans regarding Legal Descriptions for appraisal maps.
8. Submitted offers to property owners in October, with the exception of one parcel, which requires hazardous materials investigation.

FUTURE ACTIVITIES:

1. Conduct hazardous materials testing.
2. Reach agreement with the County regarding the Veterans parcel.
3. Respond to inquiries on the ROW offers.
4. Follow up from Caltrans meetings on stormwater retention, UPRR, and the Veterans parcel.
5. Negotiate and approve purchase agreements for ROW parcels.
6. Finalize plan to mitigate stormwater run-off.
7. Prepare for and meet with the City Council.

KEY ISSUES:

UPRR approval is on the critical path; it is essential to come to an agreement with UPRR on the design of the at-grade crossings and 101 ramp structures. The City is actively engaging UPRR to advance their review and approval.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Agreement establishes Redwood City as sponsor and implementing agency for PS&E, ROW Support, and ROW Capital
FA - City/TA	08/01/17	12/31/20	09/30/20	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	12/06/19	06/30/21	12/31/20	Schedule extension due to Project Management changes
Amendment 2	02/11/21	06/30/22	12/31/21	Schedule extension for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds added by Sponsor
Amendment 4	05/17/24	06/30/26	12/31/25	Schedule extension and funds added by Sponsor



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

Sponsors: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding Agency/Co-Implementer/Co-Sponsor
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Construction for the addition of express lanes on US 101 between Santa Clara County and Interstate 380

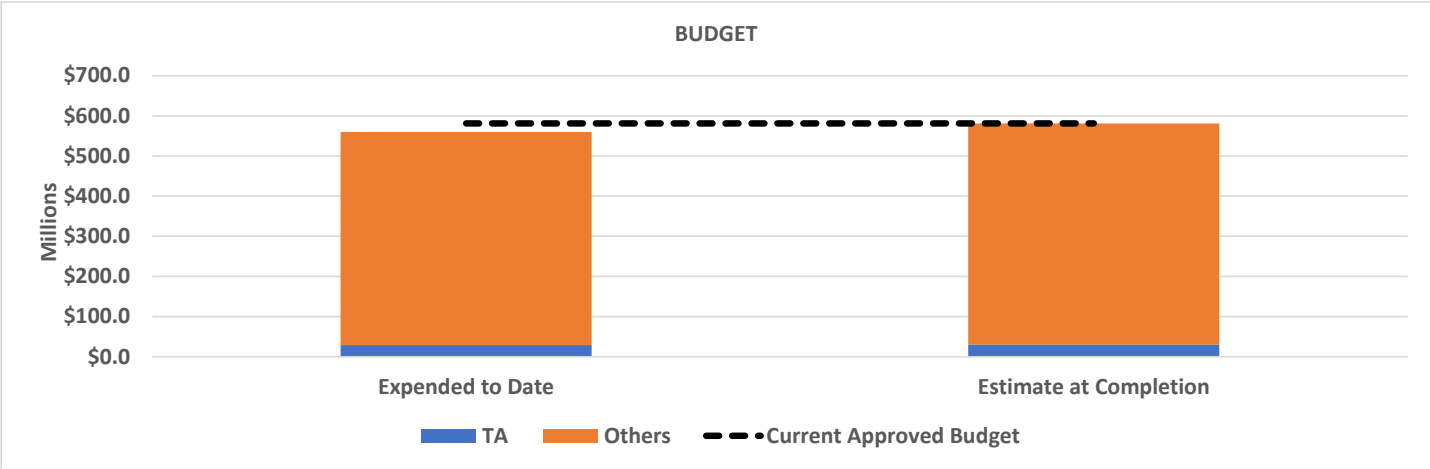
STATUS OVERVIEW:

Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
 The San Mateo 101 Express Lanes Project is a multi-year, multi-agency project initiated to reduce traffic congestion and encourage carpooling and transit use on US 101 in San Mateo County. The Project created 22 miles of express lanes in both directions on US 101 from the San Mateo County/Santa Clara County line to I-380 in South San Francisco. The San Mateo 101 Express Lanes seamlessly connect to the express lanes in Santa Clara County. The express lanes were designed to maintain speeds of 45 miles per hour or greater, resulting in reduced and more reliable travel times.

STATUS SUMMARY:
 Construction of the US 101 Express Lanes was completed and began operations in March 2023. The closeout of the construction contract is nearly final, including completion of the as-built drawings. The remaining work is for construction of the project landscaping that began in March 2023 and is anticipated to be complete by the end of 2027 including the plant establishment period.

Roadside clearing and installation of irrigation supply lines, valves, sprinkler assemblies, and irrigation controllers are complete at Embarcadero, Oregon Expressway, Whipple, University, Marsh, Rolison/2nd St, Ralston, Oxford Ct, Pebblewood Way, Hillsdale, Kehoe, and 92/101 interchange areas and they are ready for their water meter connections.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$30,500,000	\$28,974,742	\$1,525,258	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$82,424,320	\$12,575,680	\$95,000,000	\$0	87%
Loan/Future Toll	\$86,500,000	\$86,500,000	\$0	\$86,500,000	\$0	100%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$300,640,851	\$6,029,149	\$306,670,000	\$0	98%
Private	\$53,000,000	\$51,550,395	\$1,449,605	\$53,000,000	\$0	97%
Total Project	\$581,170,000	\$559,590,308	\$21,579,692	\$581,170,000	\$0	96%

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	03/31/23
Landscaping	03/03/23	12/31/27	03/03/23	12/31/27	03/03/23	12/31/27

PROGRESS THIS QUARTER:

1. Continued finalization of as-builts for the construction of the northern and southern segments. Toll system as-builts finalized and submitted to Caltrans.

Project Landscaping:

1. Completed installation of irrigation facilities at most locations. The remaining locations include Millbrae Ave. and Skyway Road. Irrigation systems are under testing to ensure compliance with specifications.
2. Completed electrical service connections for irrigation controllers at most locations. The remaining locations include Embarcadero Road, Skyway Road, and 3rd Ave. that are pending due to missing electrical service cabinets.
3. Completed placement of mulch at various locations.
4. Coordinated with the City of East Palo Alto on the University Avenue off-ramp widening to ensure any rework needed is minimized and future activities are coordinated between both construction teams.

FUTURE ACTIVITIES:

1. Continue as-built drawings.

Project Landscaping:

1. Complete irrigation and electrical work at the remaining locations. Perform irrigation functional tests and begin planting.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement - Facebook/TA	03/20/19	03/19/22	03/19/22	Establishes Facebook as a funding partner for the Construction phase per TA Resolution No. 2018-16 dated 08/02/18
Cooperative Agreement 04-2733 - Caltrans/CCAG/TA	06/06/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the South Segment
Cooperative Agreement 15777303.4 - SMCELJPA/CCAG/TA/BAIFA	06/26/19	N/A	N/A	Establishes BAIFA as responsible for the toll system design
Cooperative Agreement 04-2726 - Caltrans/CCAG/TA	11/12/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the North Segment
Funding Agreement - BAIFA/TA	11/20/19	N/A	N/A	Establishes BAIFA as a funding partner for Civil Project expenses
Cooperative Agreement 04-2767 - Caltrans/CCAG/TA	07/16/20	N/A	N/A	Establishes Caltrans as the implementing agency for the PS&E, ROW, and Construction phases for system integration work
Cooperative Agreement 04-2767 - Amendment 1	07/16/20	N/A	N/A	Adjustment of Construction Support and Construction Capital funding
Cooperative Agreement 04-2726 Amendment 1	11/02/21	N/A	N/A	Adjustment of Construction Support and ROW Support funding
Cooperative Agreement 15777303.4 Amendment 2	01/31/23	N/A	N/A	Adjustment of funding commitments for the toll system
Cooperative Agreement 04-2876	03/03/23	N/A	N/A	Establishes Caltrans as the implementing agency for landscaping



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PROJECT: US 101/UNIVERSITY AVE INTERCHANGE

Project ID: 000800

Sponsor: City of East Palo Alto
Implementing Agency: City of East Palo Alto
SMCTA Role: Funding Agency
Current Phase: Construction (Activities 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Construction of US 101/University Avenue interchange improvements inclusive of bicycle and pedestrian improvements

STATUS OVERVIEW:

Percent Complete:		55%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

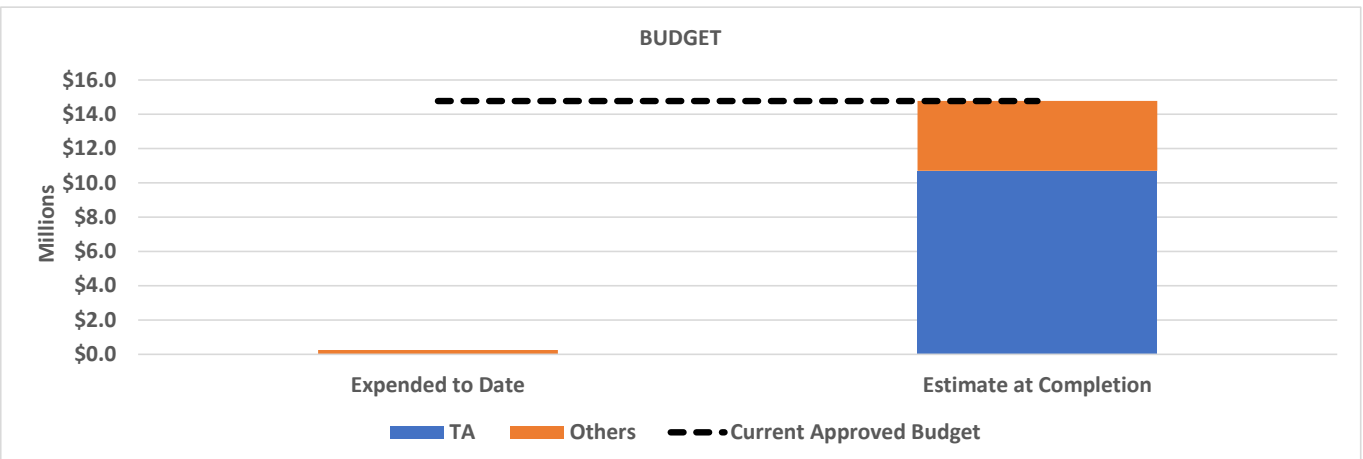
PROJECT DESCRIPTION:

The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would also widen the existing southbound US 101 to University Avenue loop off-ramp from three lanes to four lanes to include two left turn and two right turn lanes. The northbound US 101 to southbound University Avenue loop off-ramp would be realigned to square up with University Avenue with a tighter-radius-curve for pedestrian and bicyclist safety.

The project will relieve an interchange bottleneck at University Avenue and US 101. The project will also reduce intersection delay along University Avenue at both Donohoe Street and Woodland Avenue. The southbound ramp improvements will reduce queue lengths in both the AM and PM peak periods. Bicycle and pedestrian safety will be improved with a dedicated overcrossing that will eliminate bicycle and vehicle weaving conflicts on University Avenue. Combined, these improvements will create separated, comfortable facilities for people walking and biking to access nearby schools, business centers, retail areas, and transit stops.

STATUS SUMMARY:

Construction activities began in July 2023. The construction contractor has made significant progress with the pedestrian overcrossing bridge structure and lighting. The realignment of the northbound US 101 off-ramp and intersection improvements are also underway with curb, signal, and drainage work in progress.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,700,000	\$0	\$10,700,000	0%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$245,272	\$525,728	32%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$0	\$2,302,200	0%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$14,773,200	\$245,272	\$14,527,928	2%	\$14,773,200	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	07/31/25	03/01/23	06/01/25

PROGRESS THIS QUARTER:

1. Completed casting and curing of the bridge deck.
2. Placed bridge lighting anchors and electrical conduits.
3. Removed and replaced the curb for the realignment of the northbound US 101 off-ramp.
4. Placed foundations for new pedestrian flashing beacons at the northbound US 101 off-ramp.
5. Installed new median along University Avenue.

FUTURE ACTIVITIES:

1. Bridge deck post-tensioning, grouting, and removal of falsework.
2. Weekend closure of the northbound US 101 off-ramp for paving.
3. Installation of electrical signal and streetlight foundation along University Avenue.
4. Drainage system work along University Avenue.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - City/TA	02/08/23	12/31/25	07/31/25	Board Resolution No. 2021-33 dated 12/02/21



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: Utah Avenue Overcrossing

Project ID: 000803

Sponsor: City of South San Francisco
Implementing Agency: City of South San Francisco
SMCTA Role: Funding Agency
Current Phase: PS&E (Activity 13)
Future Funded Phases: None

PHASE OVERVIEW:
 Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) of the Utah Avenue Extension

STATUS OVERVIEW:

Percent Complete:		20%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

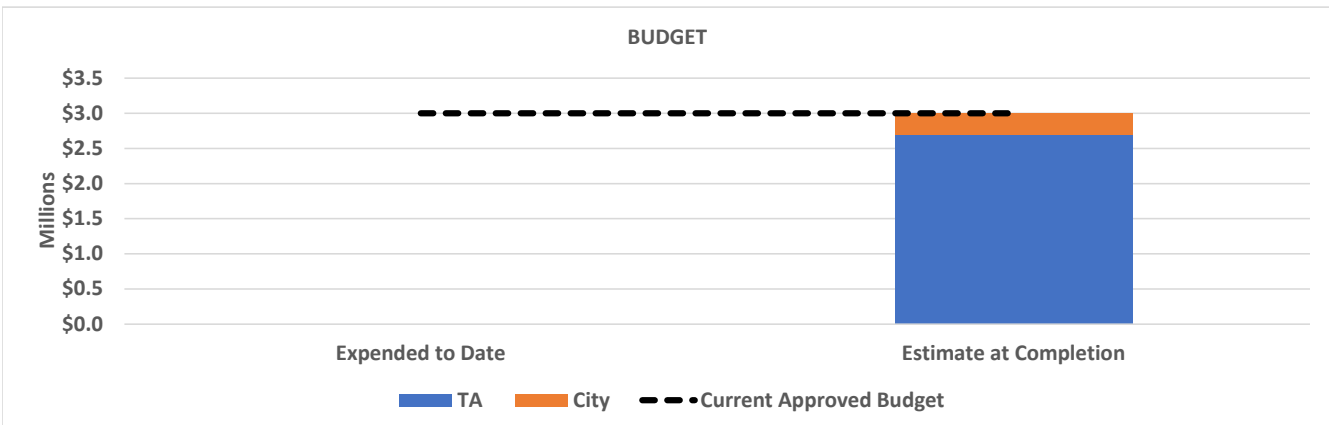
The scope of the project is to provide the design for the construction of a new US 101 overcrossing that will extend from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue. The intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would also be reconstructed to include turn lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified or reconstructed.

The purpose of the project is to provide an additional local east-west connection across US 101 that benefits all modes of transportation in the project area; and accommodate future planned growth in the City of South San Francisco and in the project vicinity.

STATUS SUMMARY:

The PA&ED phase was completed in February 2023. Since then, the project has received federal, state, and TA funding. The City Council awarded the contract for the Plans, Specifications and Estimates (PS&E) phase to AECOM.

During the Project Development Team (PDT) meeting, several Caltrans comments on the 35% design plans were clarified. Progress has been made on technical studies which were submitted and approved by Caltrans and additional meetings scheduled where needed to advance other studies. Work is currently underway to submit 65% PS&E.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,700,000	\$0	\$2,700,000	0%	\$2,700,000	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$3,000,000	\$0	\$3,000,000	0%	\$3,000,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	5/27/2024	12/31/2025	5/27/2024	12/31/2025	5/27/2024	5/27/2026

PROGRESS THIS QUARTER:

1. 35% PS&E submitted to Caltrans.
2. Geotechnical mapping completed.
3. Encroachment permit application submitted for geotechnical investigation.
4. Submitted the structures type selection report.
5. Prepared hazmat work plan.
6. Continued utility review coordination.

FUTURE ACTIVITIES:

1. Continue coordinating with utilities.
2. Complete and submit the quality management plan (QMP) to Caltrans.
3. Continue working on 65% PS&E.
4. Complete and submit hazmat investigation workplan.
5. Proceed with Geotech field investigation.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	5/30/2024	6/30/2026	12/31/2025	Board Resolution 2023-26 dated 12/7/2023



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PROJECT: HIGHWAY 92/SR 82 (EL CAMINO REAL) INTERCHANGE

Project ID: 000805

Sponsor: City of San Mateo
Implementing Agency: City of San Mateo
SMCTA Role: Funding Agency
Current Phase: Landscaping Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Construction of Highway 92/SR 82 Interchange Project, including landscaping improvements

STATUS OVERVIEW:

Percent Complete:		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

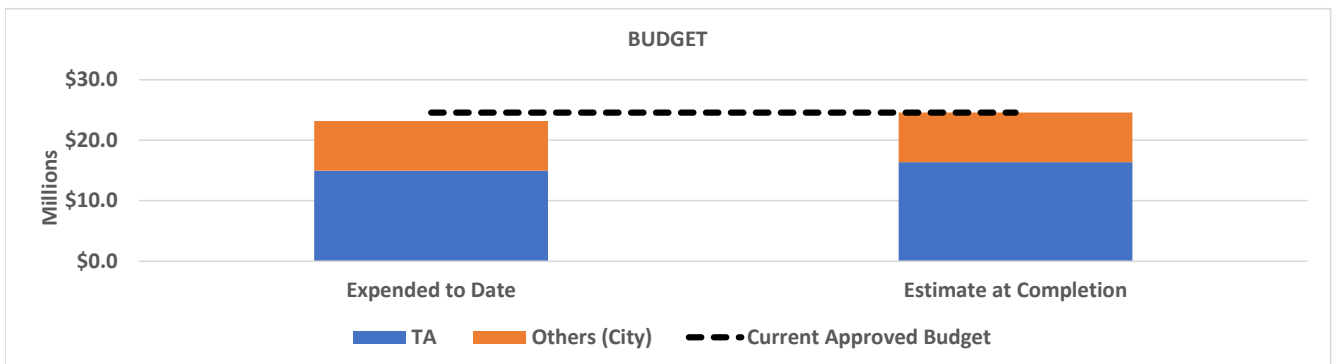
PROJECT DESCRIPTION:

This project converted the existing cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and adding bike lanes on State Route 82.

STATUS SUMMARY:

Caltrans Headquarters approved the Project Approval and Environmental Document (PAED) and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for the Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017 and Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, whose scope includes clearing and grubbing, light grading, installation of ground cover and tree planting, and irrigation improvements within the Caltrans right-of-way.

Following the preconstruction meeting held in September 2024, the contractor and resident engineer (RE) began working on the submittals. The contractor and the City agreed to pause the start of construction until after the rainy season.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$16,356,650	\$14,973,103	\$1,383,547	92%	\$16,356,650	\$0
Federal	\$1,980,000	\$1,980,000	\$0	100%	\$1,980,000	\$0
State	\$5,050,000	\$5,042,826	\$7,174	100%	\$5,050,000	\$0
City	\$1,181,535	\$1,181,535	\$0	100%	\$1,181,535	\$0
Total Project	\$24,568,185	\$23,177,464	\$1,390,721	94%	\$24,568,185	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	07/01/17	02/01/22	07/01/17	02/01/22	07/01/17	12/31/23
Construction (Landscaping)	09/01/22	12/30/27	09/01/22	12/30/27	08/01/24	08/31/28

PROGRESS THIS QUARTER:

1. Reviewed contractor submittals.

FUTURE ACTIVITIES:

1. Resume landscaping construction in spring 2025.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	04/04/22	12/30/27	12/30/27	Board Resolution No. 2015-19



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PROJECT: HIGHWAY 1 (SR 1) SAFETY AND OPERATIONAL IMPROVEMENTS

Project ID: 000823

Sponsor: City of Half Moon Bay
Implementing Agency: City of Half Moon Bay
SMCTA Role: Funding Agency
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Construction phase for safety and operational improvements along Highway 1 (SR 1)

STATUS OVERVIEW:

Percent Complete:		21%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

Project will widen Highway 1 (SR 1) from two lanes to four lanes from Silver Ave/Grand Boulevard to Grandview Boulevard. Frontage Road will be extended to connect with Terrace Avenue and a new coordinated signal will be installed at SR-1/Terrace Avenue. A multi-use side path will be installed on the north side of SR-1. Landscaping improvements will be installed in a new raised median. Bus stops will be rebuilt and connected to pathways on both sides of the highway.

The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide new pedestrian/bicycle crossing opportunities of the highway. Three residential neighborhoods on the north side of the Highway will also now be able to access downtown Half Moon Bay and multiple schools with the new side path.

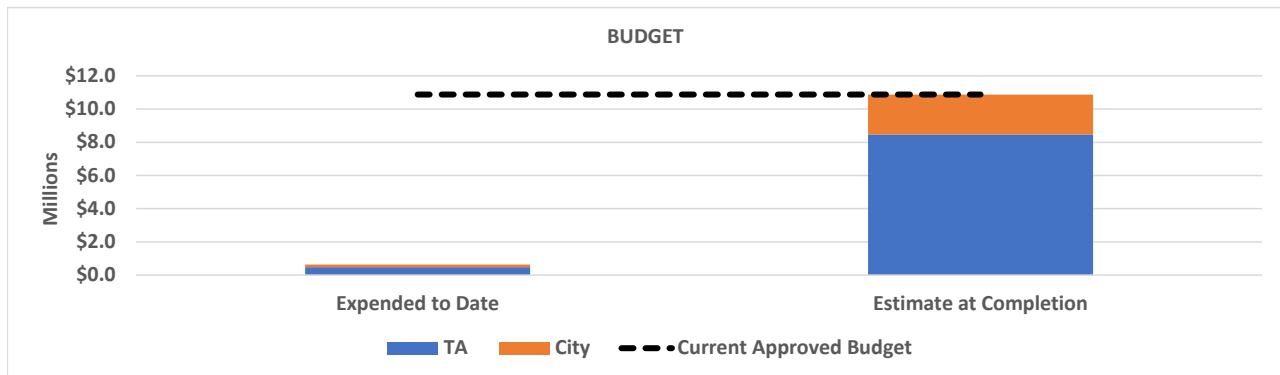
STATUS SUMMARY:

All utility relocations are completed. Comcast, PG&E, and Coastside County Water District facilities have been relocated and Notices To Owners have been issued. AT&T relocated its communications lines, removed the old poles and relocated a cabinet box which was in the area of the proposed retaining wall at the Frontage Rd intersection (west side of SR1).

The City obtained the final sign-off for the Design Standard Decision Document (DSDD) associated with realigning the bike/ped path to avoid relocation of several poles which had necessitated a new easement requirement. The City also incorporated into design the additional safety comments from Caltrans including strengthened metal beam guard rails between the mainline and the bike/ped path.

The temporary construction easement has been executed for a period of 3 years and will be extended for the duration of construction. The Water Quality Control Board issued the permit for the extension of a drainage inlet needed for the Class I path alignment. The City has prepared a new landscape plan incorporating ultra-low water need plants and increased decomposed granite areas as hardscape.

The City is pursuing the final Caltrans encroachment permit in order to advertise the project for construction.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,475,000	\$480,336	\$7,994,664	6%	\$8,475,000	\$0
City	\$2,400,000	\$158,885	\$2,241,115	7%	\$2,400,000	\$0
Total Project	\$10,875,000	\$639,221	\$10,235,779	6%	\$10,875,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Utility Relocations	08/01/22	06/30/23	08/01/22	06/30/23	08/01/22	12/31/24
ROW Certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	12/31/24
Encroachment/Regulatory Permits	05/01/20	07/30/22	05/01/20	07/30/23	12/01/22	12/31/24
Advertise/Award Construction	07/01/23	07/30/23	07/01/23	09/30/23	12/01/24	03/30/25
Construction	09/01/23	09/30/25	09/01/23	12/31/24	03/01/25	12/31/26

PROGRESS THIS QUARTER:

- All utilities have been relocated and Notice To Owners have been issued.
- AT&T encountered an issue with relocation of the poles and increase in distance between the poles resulting in a sag of the lines which does not meet the minimum clearance above Terrace Avenue. AT&T was able to revise the design to add an additional pole to reduce sag and complete the relocation.
- The City obtained Caltrans approval of DSDD for realigning the bike/ped path to avoid relocation of several poles which had necessitated a new easement requirement. The City implemented additional safety comments regarding metal beam guard rail between the mainline and the bike/pedestrian path per Caltrans requirements.
- The City continues coordinating with the upcoming Caltrans SHOPP project for Highway 1 improvements.
- The City obtained the permit from California Water Quality Control Board for a Wastewater Discharge permit at Kehoe ditch for the extension of the inlet structure to accommodate the bike/ped path.

FUTURE ACTIVITIES:

- The Funding Agreement between the TA and the City will be amended to extend the term to accommodate the revised schedule for construction.
- Ongoing coordination with Caltrans SHOPP project for scheduling and to reflect existing conditions in the City plans.
- Prepare final PS&E for construction bidding.
- Extend Temporary Construction Easement (TCE) timeline.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	10/19/22	06/30/25	12/31/24	Board Resolution 2021-33 dated December 2, 2021



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PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

Sponsor: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) to complete the managed lanes on US 101 from north of I-380 to San Mateo/San Francisco County Line

STATUS OVERVIEW:

Percent Complete:		60%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

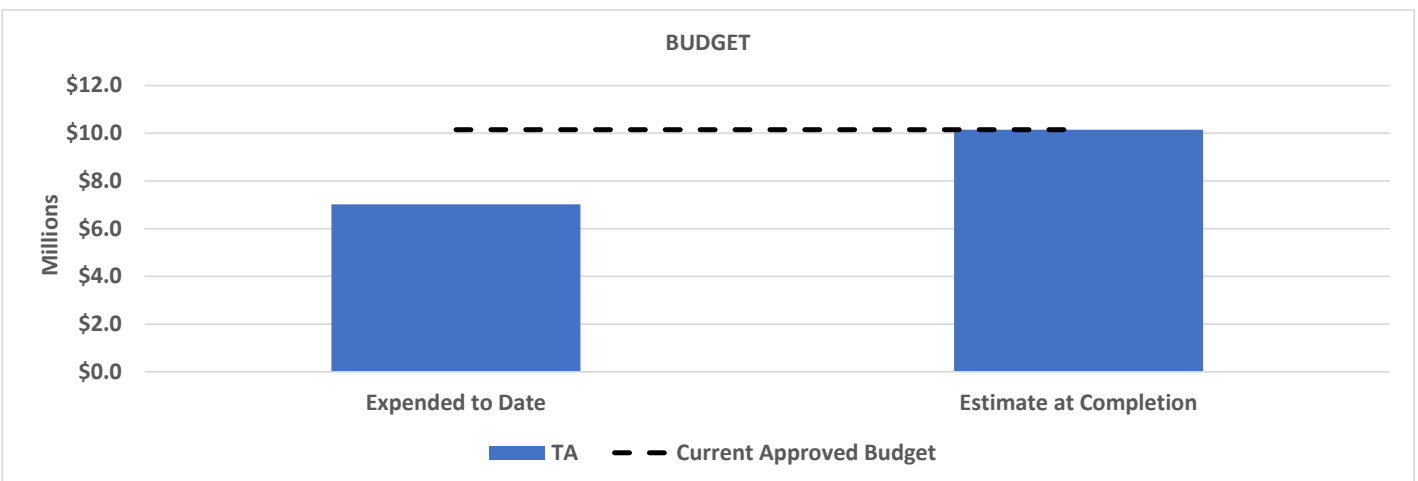
PROJECT DESCRIPTION:

The Project Approval and Environmental Document (PAED) phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange to the San Mateo/San Francisco County Line. The PAED phase of the project is studying the project alternatives (no build, lane convert, and lane add). Caltrans is the authorizing agency to approve the environmental document.

The Project will reduce delays and improve travel time and reliability by providing new tolled or standard managed lanes for use by HOV3+ (vehicles w/ 3 or more occupants), motorcycles and transit for free and potentially other vehicles for a fee. It will encourage carpooling and transit use as an alternative to driving alone, increase person throughput, and reduce adverse impacts from cut-through traffic on local streets to avoid congestion on US 101. The Project closes the gap and will complete the planned managed lane system on US 101 within San Mateo County which spans from San Francisco County to Santa Clara County with a possible extension into San Francisco County.

STATUS SUMMARY:

The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various environmental studies have received approvals from Caltrans functional units. The draft environmental document (DED) was initially scheduled for release in late 2024. However, given the complexity of the required technical studies, including traffic analysis, additional time is required to complete the work. Additional coordination with Caltrans management has improved collaboration on traffic-related work. The traffic studies will be complete in late 2025 with release of the DED for public comment in 2026.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,150,000	\$7,025,313	\$3,124,687	69%	\$10,150,000	\$0
Total Project	\$10,150,000	\$7,025,313	\$3,124,687	69%	\$10,150,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	06/30/25	11/02/20	05/27/26

PROGRESS THIS QUARTER:

1. Identified potential projects and programs for VMT mitigation.
2. Working with Caltrans Highway Operations on the 2030 and 2050 operational analyses.
3. Continued to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
4. Evaluated available traffic data received for each of the on-ramps along the US 101 study corridor to document any nonstandard design features associated with the on-ramps. Ramp Metering Fact Sheet was submitted to Caltrans review in December 2024.

FUTURE ACTIVITIES:

1. Complete Noise Abatement Decision Report.
2. Submit VMT memo Caltrans for review and concurrence.
3. Continue to work towards the approval of the Traffic Operational Analysis Report.
4. Continue to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
5. Continue to work on the Administrative Draft Project Report.

KEY ISSUES:

1. The schedule has been impacted by delays in approval of traffic operational analysis models by Caltrans. May need to deobligate PS&E funding.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PAED)	10/01/15	N/A	N/A	Board Resolution No. 2015-19 - funding for PAED
RESO Funding (PAED)	11/07/19	N/A	N/A	Board Resolution No. 2019-29 - additional funding for PAED
MOU - C/CAG (PAED)	03/06/20	07/31/22	01/31/22	Established TA and C/CAG as sponsoring, funding and implementing agencies for PA&ED phase
Cooperative Agreement No. 04-2781 (PAED)	12/18/20	N/A	N/A	Established TA and C/CAG as co-sponsors, TA as implementing agency, Caltrans as environmental lead
RESO Funding (PS&E)	12/02/21	N/A	N/A	Board Resolution No. 2021-33 - allocated \$11.323M for PS&E
RESO Funding (PAED, PS&E)	12/07/23	N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023
MOU - C/CAG - Amended & Restated (PAED)	03/06/20	12/31/25	06/30/25	Amended and Restated MOU between SMCTA and C/CAG



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

Sponsor: C/CAG, SMCTA
Implementing Agency: Caltrans
SMCTA Role: Funding Agency
Current Phase: ROW & Construction (Activities 14 and 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Right of Way (ROW) and Construction for US 101/State Route 92 Interchange Area Improvements

STATUS OVERVIEW:

Percent Complete:		18%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

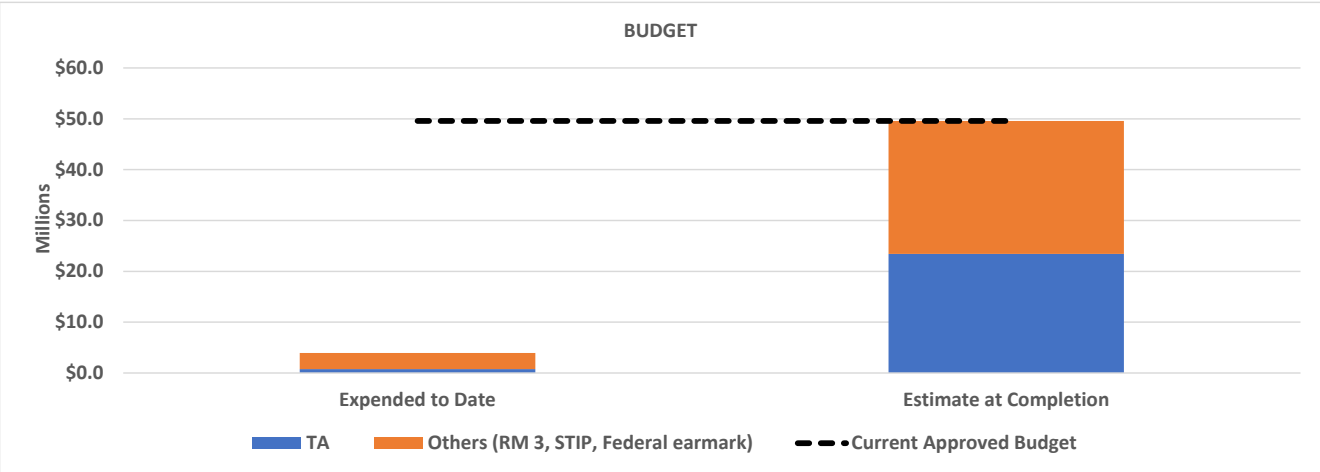
The proposed improvements will improve traffic flow and safety and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by reducing backups on US 101.

STATUS SUMMARY:

The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans completed the Project Approval-Environmental Document (PAED) phase in September 2021 and the Plans, Specifications & Estimates (PS&E) phase in December 2023.

In January 2024, the TA and the City/County Association of Governments (C/CAG) entered into agreement to establish Caltrans as the implementing agency for the construction phase. The Cooperative Agreement was amended in July 2024 to update the funding summary with additional Regional Measure 3 funding allocated by the Metropolitan Transportation Commission to replace State Transportation Improvement Program funds that are not yet available.

Caltrans advertised the construction contract in August 2024 and opened bids on November 13, 2024. Caltrans received 9 bids and is processing the award for the lowest bidder, Gordon N. Ball Incorporated.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$23,413,000	\$786,511	\$22,626,489	3%	\$23,413,000	\$0
C/CAG (State Transportation Improvement Program)	\$3,200,000	\$3,144,253	\$55,747	98%	\$3,200,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$0	\$21,962,000	0%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$49,575,000	\$3,930,764	\$45,644,236	8%	\$49,575,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	03/01/22	12/15/23
ROW	05/01/22	05/01/24	05/01/22	05/01/24	05/01/22	05/01/24
CON	06/30/24	07/31/26	06/30/24	12/31/26	06/30/24	07/31/26

PROGRESS THIS QUARTER:

1. Opened bids and received 9 bids.
2. Began processing the award for Gordon N. Ball Inc.

FUTURE ACTIVITIES:

1. Award contract.
2. Coordinate with cities of San Mateo and Foster City around construction noticing.
3. Launch project webpage and other communications tools.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW, CON)	12/02/21	N/A	N/A	Board Resolution No. 2021-33
Cooperative Agreement 04-2836 - Caltrans/CCAG/TA	03/22/22	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the PS&E and ROW phase
MOU - CCAG/TA	04/01/22	06/30/27	12/31/26	Implementation of the PS&E, R/W, and Construction Phases using Measure A and Regional Measure 3 funds
RESO Funding (CON)	12/07/23	N/A	N/A	Board Resolution No. 2023-26
Cooperative Agreement 04-2944 - Caltrans/CCAG/TA	01/22/24	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the Construction phase
RESO Funding (CON)	06/06/24	N/A	N/A	Board Resolution No. 2024-8 for additional RM3 funding and reduction in STIP funding
Cooperative Agreement 04-2944 A1- Caltrans/CCAG/TA	07/28/24	N/A	N/A	Updates the funding summary for additional RM3 funding and reduction in STIP funding



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

Sponsor: C/CAG, TA
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phases: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) for high-managed lane direct connectors between US 101 & SR 92

STATUS OVERVIEW:

Percent Complete:		19%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

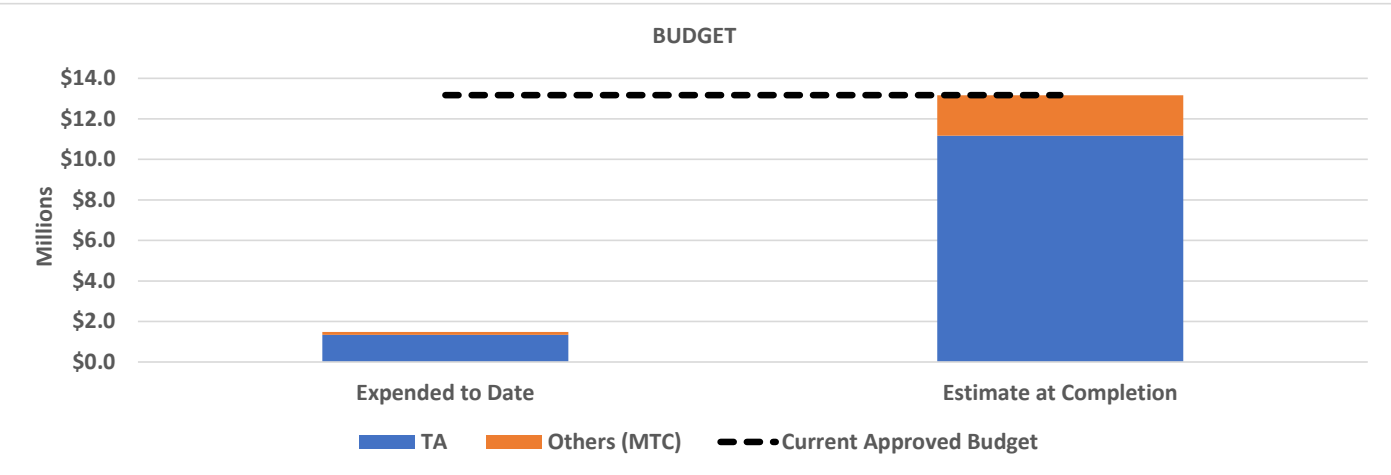
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

STATUS SUMMARY:

Caltrans approved the Project Study Report - Project Development Support (PSR-PDS) document in November 2020. The TA Board approved the transfer of \$1,000,000 in remaining funds from the PSR-PDS phase to the PAED phase for critical path technical studies including traffic engineering studies and topographic survey work. These advanced PAED studies were completed in 2021.

In August 2023, the PAED phase re-commenced with the execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document. The project team continues working on multiple engineering and environmental studies.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$11,170,776	\$1,341,793	\$9,828,983	12%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$140,651	\$1,859,349	7%	\$2,000,000	\$0
Total Project	\$13,170,776	\$1,482,444	\$11,688,332	11%	\$13,170,776	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	10/01/22	09/30/24	10/01/22	09/30/24	10/01/22	02/05/27

PROGRESS THIS QUARTER:

- Continued development of the Public Participation Plan.
- Completed assessment of potential operational improvements for the US 101 northbound on-ramp at Hillsdale.
- Continued refinement of the Existing Conditions traffic data and report.
- Conducted meeting with key Caltrans functional units staff to discuss draft geometric plans for Build Alternatives 1 and 3.
- Distributed various draft studies to Caltrans for review including the reports for the Area of Potential Effects, Hydrology and Hydromodification, Initial Site Assessment, and a Key Viewpoints memo.
- Circulated an MOU amendment to extend the scope completion date.

FUTURE ACTIVITIES:

- Develop the draft geometric plans for Build Alternative 2.
- Continue advancing the environmental and engineering studies.
- Execute MOU amendment to extend the scope completion date.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement 04-2802 - Caltrans/CCAG/TA	01/25/21	N/A	N/A	Establishes TA as implementing agency with C/CAG as co-sponsor; and Caltrans providing oversight for the PAED phase
MOU - CCAG/TA	07/20/22	03/31/25	09/30/24	Implementation of the PAED Phase using Measure A and Regional Measure 3 funds per TA Resolution No. 2021-33 dated 12/02/21



FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

Sponsor: City of Pacifica
Implementing Agency: City of Pacifica
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

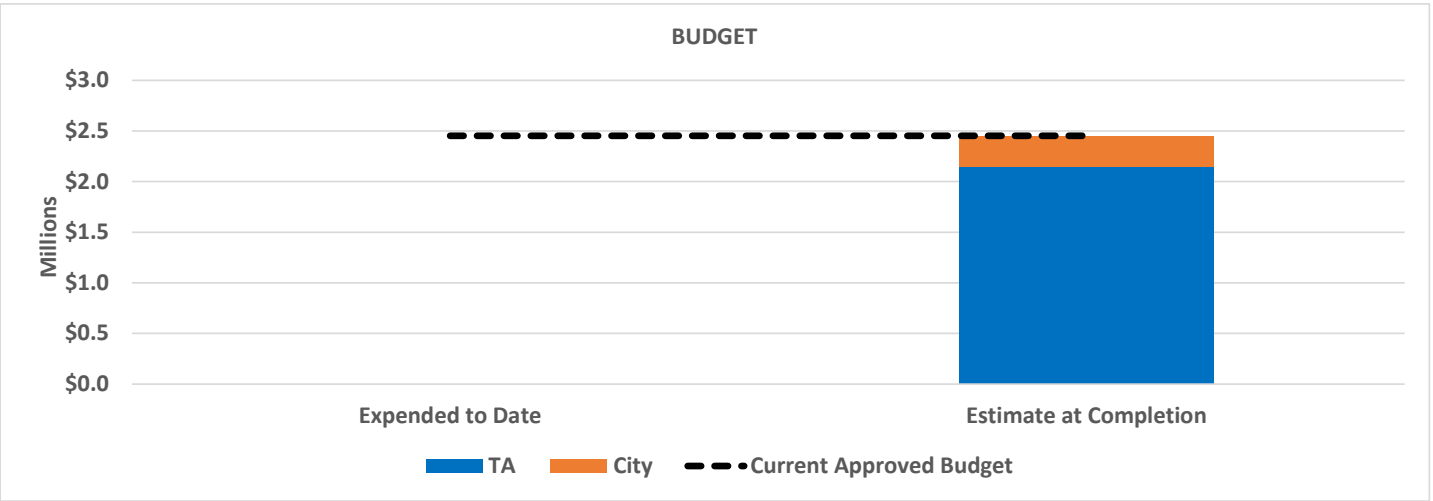
PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) phase to modify the Manor Drive overcrossing of SR 1 and associated improvements

STATUS OVERVIEW:

Percent Complete:		25%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

STATUS SUMMARY:
 The project team identified two build alternatives in the PID phase: Alternative 1, Manor Drive Overpass Improvements without On-Ramp to Milagra Drive and Alternative 2, Manor Drive Overpass Improvements with On-Ramp to Milagra Drive. The Existing Conditions Analysis and Intersection Control Assessment (ICE) reports were approved by Caltrans, and will be documented in the Traffic Operations Analysis Report (TOAR), which will be used to select the preferred alternative and support the project purpose and need. The project team is developing a plan to engage the general public and stakeholders.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,152,663	\$0	\$2,152,663	0%	\$2,152,663	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$2,452,663	\$0	\$2,452,663	0%	\$2,452,663	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/31/22	06/30/24	12/31/23	12/31/26	08/21/23	08/30/25

PROGRESS THIS QUARTER:

1. Continued working on the alternatives.
2. Followed up with Caltrans traffic scheduled/comments.
3. Continued working on the existing conditions report.
4. Completed ICE report.
5. Continued working on environmental studies.

FUTURE ACTIVITIES:

1. Continue to develop and evaluate design alternatives.
2. Continue working on the environmental studies.
3. Continue working on the engineering studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	03/09/22	12/31/24	06/24/24	Board Resolution 2021-33 dated 12/2/2021, funding for PID and PAED
Funding Agreement, Amendment 1	07/01/24	06/30/27	12/31/26	Updates funding breakdown between PID (\$547,336.80) and PAED (\$2,152,663.20) and extends the time of performance to 12/31/26



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PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

Sponsor: County of San Mateo
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) phase of congestion and safety improvements on SR 1 between 16th Street and Cypress Avenue

STATUS OVERVIEW:

Percent Complete:		12%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

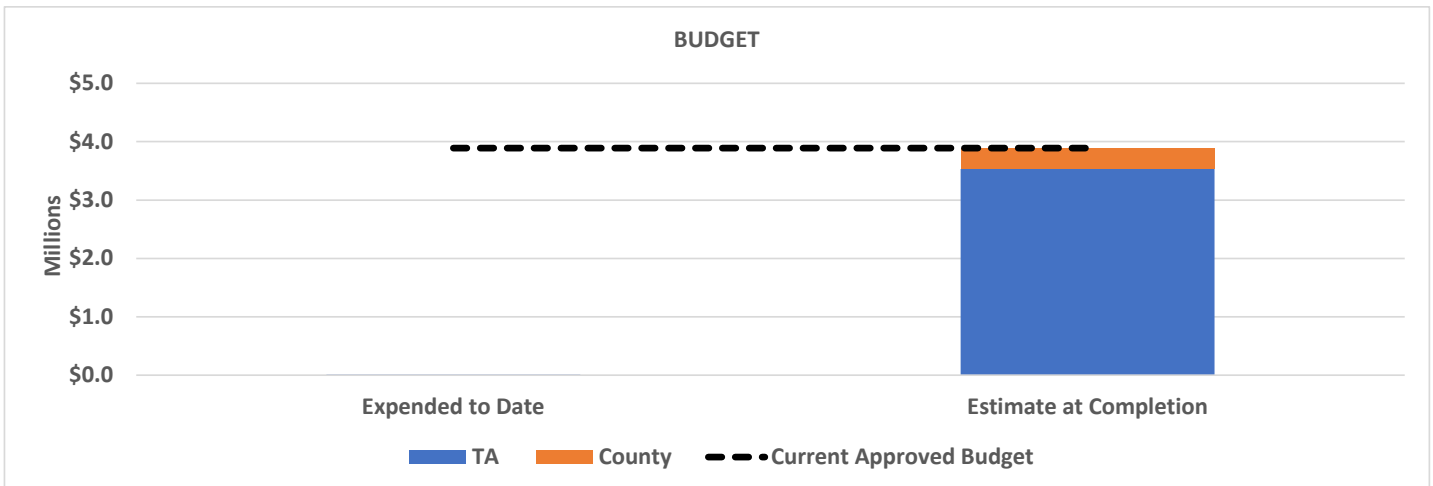
PROJECT DESCRIPTION:

The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile north of 16th Street (PM 35.9). The project will improve multi-modal traffic operations and safety along the project segment of SR 1, including at the key intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue. The project will include improvements to pedestrian and bike safety and strategies to reduce transportation impacts on the local community.

STATUS SUMMARY:

The project is sponsored by the County of San Mateo and being coordinated with Caltrans, with the TA serving as the implementing agency. The project initiation document (PID) phase started in August 2022 and was completed in February 2024 with Caltrans' approval of the Project Study Report (PSR-PDS). Three build alternatives were identified in the PSR-PDS. The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PAED) phase. This process typically takes 18 to 24 months to be approved by Caltrans.

Design alternatives have been updated based on new survey data, coordination with utilities is ongoing, several environmental studies are being conducted. Work on traffic studies is advancing in coordination with Caltrans.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,531,000	\$8,231	\$3,522,769	0.2%	\$3,531,000	\$0
County	\$359,000	\$0	\$359,000	0.0%	\$359,000	\$0
Total Project	\$3,890,000	\$8,231	\$3,881,769	0%	\$3,890,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	05/01/24	11/30/26	05/01/24	11/30/26	06/10/24	08/30/26

PROGRESS THIS QUARTER:

1. Reviewed the draft Quality Management Plan (QMP).
2. Reviewed traffic data reports.
3. Continued coordination with utility companies.
4. Submitted and received approval of TOAR methodology memo.
5. Submitted the Traffic Memo and Forecast Validation Memo.
6. Continued work on Community Outreach Plan.

FUTURE ACTIVITIES:

1. Continue to research and gather data on project utilities and coordinate with utility companies.
2. Conduct field survey to locate existing utilities.
3. Follow-up with Caltrans traffic operations.
4. Define environmental impact limits.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU Amendment	08/17/22	12/30/24	08/31/24	Schedule extension
RESO (PAED)	12/07/23	N/A	N/A	Board Resolution 2023-33
MOU (PAED)	4/1/2024	5/30/2027	11/30/2026	Board Resolution 2023-26
Cooperative Agreement No. 04-2965	3/5/2024	N/A	N/A	Establishes TA as the sponsoring and implementing agency of the PAED



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PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

Sponsor: Town of Colma, City of South San Francisco, Caltrans
Implementing Agency: Town of Colma
SMCTA Role: Funding Agency
Current Phases: PSR-PDS (Activity 11)
Future Funded Phases: PAED (Activity 12)

PHASE OVERVIEW:
 Project Study Report-Project Development Support (PSR-PDS) for bicycle and pedestrian improvements along El Camino Real (ECR)

STATUS OVERVIEW:

Percent Complete:		95%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

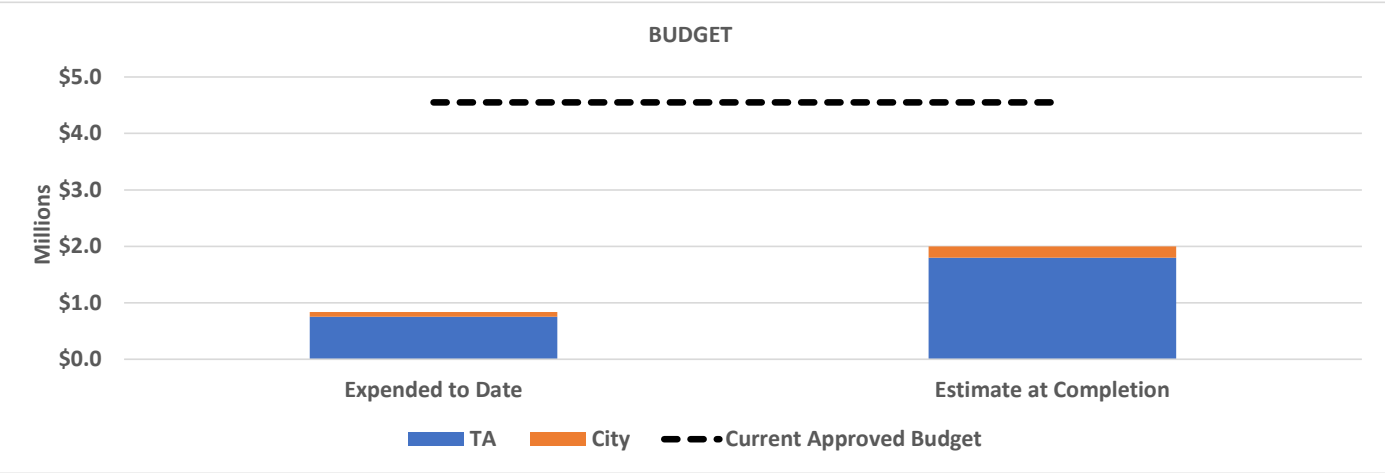
The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end, and Arlington Drive at the southerly end. The project area has been extended southward from the original limits at Arlington Drive to Hickey Boulevard in the City of South San Francisco (Segment C) to expand pedestrian and cyclist connections along the corridor. The TA approved extension of the project limits in the PSR-PDS phase.

STATUS SUMMARY:

The addition of Segment C increased the project costs by 15% which will be covered by the already approved Measure W funds awarded to the Town of Colma. Due to the inclusion of Segment "C", the project schedule has been adjusted for the PSR-PDS phase to be completed by 01/31/25.

PSR-PDS: The project team is addressing final comments received from Caltrans on the Draft PSR-PDS and Traffic Engineering Performance Assessment (TEPA) documents. The team also requested approval for the Intersection Control Evaluation (ICE) report. The TA amended the Funding Agreement completion date to March 31, 2025 to accommodate the new project schedule.

PA&ED: Project Approval and Environmental Documents (PA&ED) activities have begun with the field surveys and mapping. The traffic operational analysis and forecasting methodology is under Caltrans review. The Cooperative Agreement with Caltrans will be executed following Caltrans' approval of the PSR-PDS document and the Project Development Team (PDT) meetings will resume soon after.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA (PSR-PDS)	\$1,800,000	\$751,525	\$1,048,475	42%	\$1,800,000	\$0
City (PSR-PDS)	\$200,000	\$83,502	\$116,498	42%	\$200,000	\$0
TA (PAED)	\$2,295,000	\$78,908	\$2,216,092	3%	\$2,295,000	\$0
City (PAED)	\$255,000	\$8,767	\$246,233	3%	\$255,000	\$0
Total Project	\$4,550,000	\$922,702	\$3,627,298	20%	\$4,550,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PSR-PDS	12/15/22	05/31/24	04/03/23	03/31/25	04/03/23	01/31/25
PAED	08/05/24	09/30/25	08/07/24	12/31/25	08/07/24	12/31/25

PROGRESS THIS QUARTER:

1. Revised and resubmitted PSR-PDS as comments come in for Executive Review.
2. Worked with Caltrans highway operations team to address comments on TEPA and ICE documents.
3. Submitted the Draft PSR-PDS for Caltrans review and approval.
4. Executed the funding agreement between the TA and Town for the PAED phase of the project.
5. Conducted topographic and boundary surveys.
6. Started utility mapping and encroachment permit application.

FUTURE ACTIVITIES:

1. Caltrans to complete approval of PSR-PDS.
2. Close-out PID phase.
3. Continue with traffic technical analysis tasks and geometric updates.
4. Finalize the Coop agreement with Caltrans.
5. Start PDT meetings for the PAED phase.

KEY ISSUES:

1. Coordination between the project and Caltrans' SHOPP project to minimize duplication of effort.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement (PSR-PDS)	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021
Amendment 1 (PSR-PDS)	11/03/24	09/30/25	03/31/25	Amended the FA to extend the Term
Funding Agreement (PAED)	04/29/24	06/30/26	12/31/25	Board Resolution 2023-26 dated December 7, 2023



**CALTRAIN & GRADE SEPARATIONS
SUMMARY TABLE**

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Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS								
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	36	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	38	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	40	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	42	●	●	●	●	●	●



CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

	Event Trigger	Range & Limits	Status
Budget ⁽¹⁾	(a) CPI (Only if Progress >5%) ⁽³⁾	CPI < 0.95	Red
		CPI >= 0.95 and < 0.98	Yellow
		CPI >= 0.98	Green
	(b) EAC greater than Approved Budget	10% or more; or \$2M or more	Red
		Up to 10% or less or up to \$2M or less	Yellow
		EAC <= budget	Green
Schedule ⁽¹⁾	(a) SPI (Only if Progress >5%) ⁽³⁾	SPI < 0.95	Red
		SPI >= 0.95 and < 0.98	Yellow
		SPI >= 0.98	Green
	(b) Major Milestones delay (Forecasted vs. Baseline) ⁽²⁾	Delay > 6 months	Red
		Delay between 1-6 months	Yellow
		Early, on time, or delay < 1 month	Green
Funding ⁽¹⁾	Phase EAC ⁽⁴⁾ vs. Activated Funds	Activated Funds can only cover Projected Costs 6 months or less	Red
		Activated Funds can cover Projected Costs more than 6 months	Yellow
		Phase EAC ⁽³⁾ Equal or less than Activated Funds	Green

Notes:

1. For lights with more than one event trigger, the worst performing light will be shown.
2. Light color is based on the worst performing pending milestone (completed milestones are not considered).
3. SPI and CPI Criteria applies only after project progress exceeds 5%.
Earned Value Management has been implemented to measure project performance.
CPI (Cost Performance Index) = Earned Value / Actual Cost
SPI (Schedule Performance Index) = Earned Value / Planned Value
4. Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.



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PROJECT: SAN MATEO REPLACEMENT PARKING TRACK (25TH AVE GS)

Project ID: 000812

Sponsor: City of San Mateo
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 The project is in the Construction phase (Activity 16)

STATUS OVERVIEW:

Percent Complete:		95%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

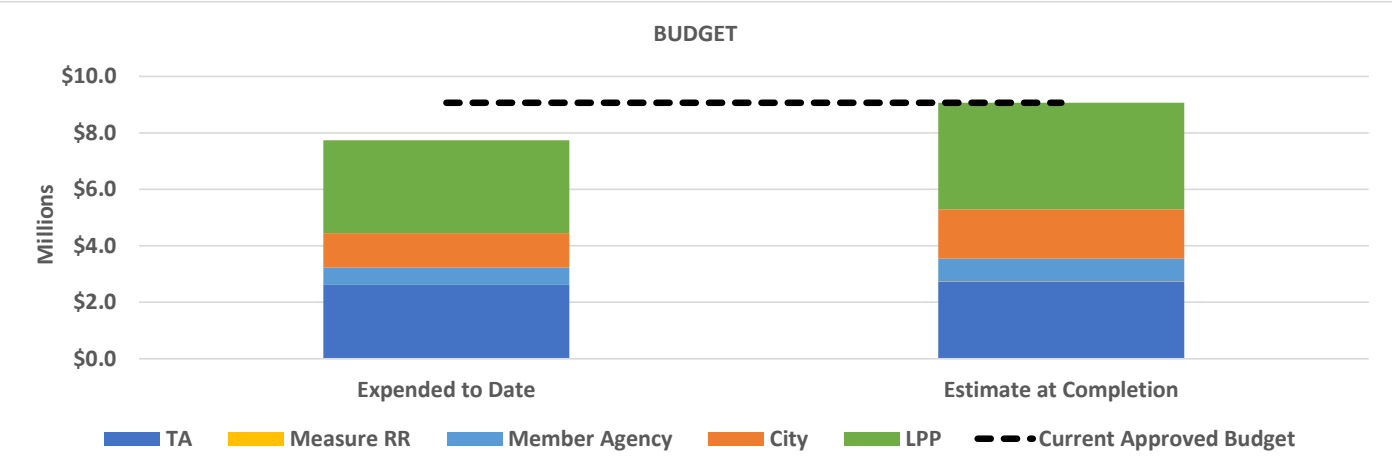
The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave. Grade Separation Project. The project will also involve the construction of an access road from 9th Avenue to 14th Avenue, a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new water service.

Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.

STATUS SUMMARY:

Stacy and Witbeck, Inc. has continued with the construction activities on schedule. Construction was substantially complete in December 2024 and final completion will occur in January 2025. Community outreach coordination is ongoing to provide Hayward Park residents updated information on the planned construction activities and schedule.

The Program Supplement Agreement (PSA) for the \$3.77M in California Transportation Commission (CTC) Local Partnership Program (LPP) funding has been executed.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,736,000	\$2,614,141	\$121,859	96%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$4,027	\$6,384	39%	\$10,411	\$0
Member Agency Funds	\$800,000	\$616,889	\$183,111	77%	\$800,000	\$0
LPP	\$3,773,000	\$3,290,474	\$482,526	87%	\$3,773,000	\$0
City	\$1,746,929	\$1,209,233	\$537,696	69%	\$1,746,929	\$0
Total	\$9,066,340	\$7,734,764	\$1,331,576	85%	\$9,066,340	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/01/23	03/31/24	03/01/24	08/31/25	03/13/24	08/31/25

PROGRESS THIS QUARTER:

1. Caltrans executed the program supplement agreement for LPP funds.
2. Track work was performed in coordination with TASI who performed the signal scope.
3. Significant ongoing activities included construction of the screen wall, the irrigation system and maintenance road among other activities.

FUTURE ACTIVITIES:

1. Among other construction activities, SWI will complete construction and painting of the screen wall.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original MOU	10/06/16	N/A	N/A	Board Resolution 2021-33 dated December 2, 2021
Amendment 4	04/11/24	2/28/2026	08/31/25	Amendment to extend date and allocate funding



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PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

Sponsor: City of Burlingame
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: PS&E (Activity 13)
Future Funded Phases: None

PHASE OVERVIEW:
 The project is currently in the Plans, Specifications, and Estimates (PS&E) phase (Activity 13)

STATUS OVERVIEW:

Percent Complete:		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

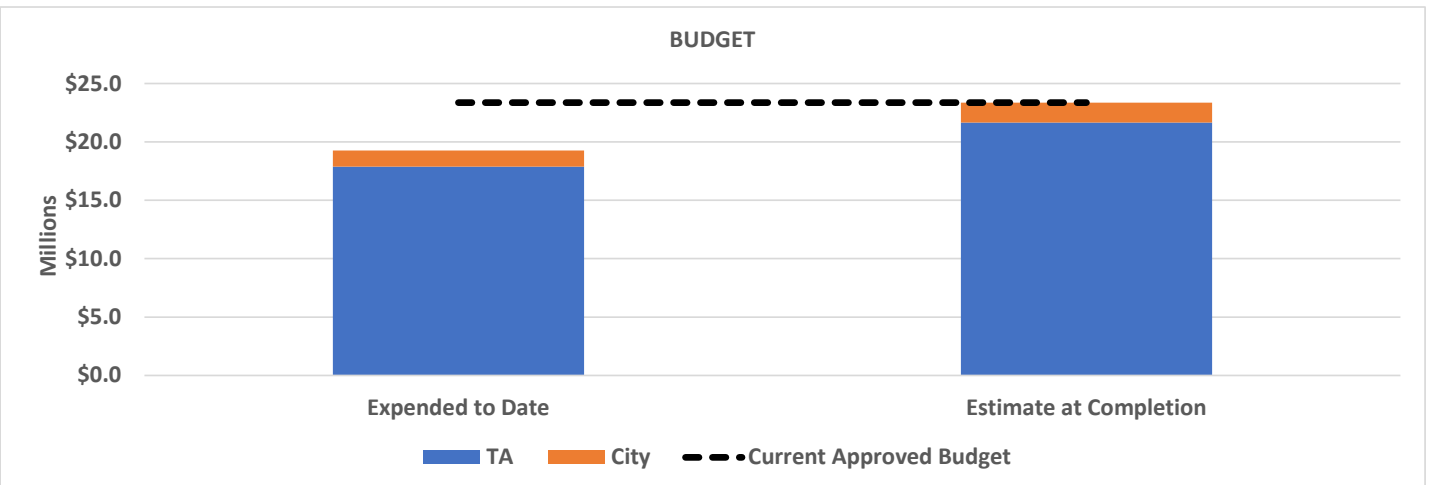
PROJECT DESCRIPTION:

The project will replace the at-grade railroad crossing with a new configuration that will grade separate the railroad crossing from the street by elevating the railroad, and include construction of a new elevated train station. The project will include multiple pedestrian and bicycle access improvements that will improve safety and promote clean modes of transportation. In addition, a new parking lot will be built south of Broadway between the tracks and Carolan Ave. The project will completely eliminate motorists/pedestrian conflicts with the trains, increase public safety, decrease congestion, improve access to the station and improve multimodal connectivity. The project also decreases greenhouse gas emissions as it eliminates idling vehicles at the gates.

The project produces tangible impacts that improve safety, improve emergency response, reduce emissions and increase resiliency, and increase connectivity and mobility for all.

STATUS SUMMARY:

The 65% design has been placed on hold and undergoing value engineering effort. The revised construction cost estimate by CMGC and ICE increased the total project cost from approximately \$325 million to over \$600 million, creating a significant funding gap. Escalated costs were attributed to design revisions, means of construction, inflation, constraints with working on the electrified railroad, as well as rising costs of materials and labor. The project team is conducting a value engineering effort to reduce project costs through optimizing the scope and schedule. The intent of this exercise is to reduce the cost for the project down to a fundable level. The initial concepts presented is on alternatives for the station. The team developed three options - keeping the center boarding platform, changing to a side boarding platform, and a no-station option. One variation would be to defer the station to a later date when additional funding is available. This information will be presented to the City Council in early 2025 to get direction for the project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*	\$21,663,000	\$17,890,200	\$3,772,800	83%	\$21,663,000	\$0
City	\$1,700,000	\$1,381,120	\$318,880	81%	\$1,700,000	\$0
Total	\$23,363,000	\$19,271,320	\$4,091,680	82%	\$23,363,000	\$0

*Includes \$1,025,000 for the design and construction associated with relocation of the PS-3 facility.

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Final Design)	N/A	N/A	01/31/20	01/31/25	01/31/20	04/30/27

PROGRESS THIS QUARTER:

1. Received comments on structural items.
2. Prepared proposals for track access/protection construction activities and Broadway closure phasing.
3. Repricing redesign (CMGC, Mark Thomas) is ongoing.
4. ROW acquisition: staff recommendation submitted and held discussions with TA, JPB Real Estate, City on path forward.
5. Prepared materials for City Council and TA Board presentations in next quarter.

FUTURE ACTIVITIES:

1. Present project updates at City subcommittee/council and TA CAC/Board.
2. Respond to JPB Engineering comments on structural proposals.
3. Hold initial discussions with JPB Operations to outline access requirements for the project.
4. Site walk to review access and workplan for required investigative work.
5. Continue build-out of CPM schedule for pre-construction. Review task logic with leadership team.
6. Discussion and consensus JPB/TA/City on path forward.
7. Complete pricing exercise for redesign effort to feed into the funding request.
8. Update project funding plan.

KEY ISSUES:

1. Estimated project cost far exceeds available funding, requiring a project redesign which will impact project schedule and cost.
2. Additional funding is needed for the redesign and future phases should project advance.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/23/14	05/07/17	N/A	TA and City of Burlingame for Project Study Phase
MOU (PS&E)	12/22/20	12/22/24	06/22/24	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU Amendment 1 (PS&E)	07/22/24	07/31/25	07/31/25	Amendment to include funding for CMGC contract and extending the term
MOU (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralleling Station Modification



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PROJECT: SOUTH LINDEN AVE AND SCOTT ST GRADE SEPARATION

Project ID: 000814

Sponsor: City of South San Francisco, City of San Bruno
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phases: PAED
Future Funded Phases: None

PHASE OVERVIEW:
 The project is currently in the Project Approval & Environmental Document phase (Activity 12)

STATUS OVERVIEW:

Percent Complete:		35%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

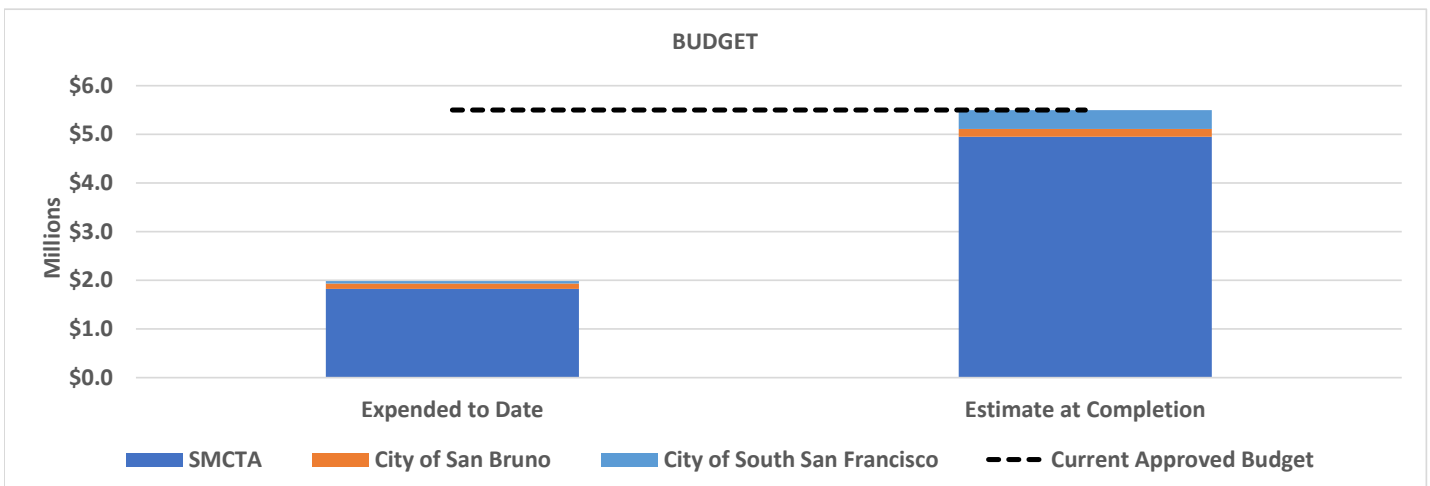
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

The project completed a value engineering (VE) study to optimize both design and construction of the selected PSR - Alt 1 and identified construction methods to lower the construction duration, reduce potential right-of-way impacts, and reduce traffic impacts during construction. The box jacking method which would keep the railroad at-grade and lower the South Linden Ave under the tracks. Caltrain recommends this change in the preferred alternative and is in the process of presenting this Optimized Alternative to the project sponsors for approval.

The original total project cost was estimated at \$450 million and the value engineering "VE" total project cost has been reduced to \$320 million. The presentations to the City Councils are scheduled in early 2025 to obtain a final consensus to pursue the Optimized Alternative.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$4,950,000	\$1,822,345	\$3,127,655	37%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$112,433	\$50,567	69%	\$163,000	\$0
City of South San Francisco	\$387,000	\$47,427	\$339,573	12%	\$387,000	\$0
Total	\$5,500,000	\$1,982,205	\$3,517,795	36%	\$5,500,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Prelim Engineering/Environmental (PAED)	05/04/23	05/31/25	05/04/23	05/31/25	05/04/23	02/04/26

PROGRESS THIS QUARTER:

1. Prepared presentations for City Council meetings in January and February 2025.
2. Supporting cities and preparing project financial reports.

FUTURE ACTIVITIES:

1. Present to City Councils in January and February 2025.
2. Present and update to the TA Board in the next quarter.
3. Project delivery workshops and recommend project delivery approach for the project.
4. Revise project schedule to reflect locally preferred alternative and project delivery approach.

KEY ISSUES:

1. Project is expected to have a funding gap for completion of the current phase.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU	04/20/16	10/20/19	05/31/22	MOU between TA, Cities of SSF and San Bruno, and PCJPB for Planning Study
Letter Agreement	05/22/19	N/A	N/A	Letter Agreement City San Bruno and PCJPB to fund Traffic Study
MOU	08/22/22	02/22/26	05/31/25	MOU between TA, Cities of SSF and San Bruno and PCJPB for PE/Environmental Phase



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PROJECT: SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

Project ID: 000824

Sponsor: City of South San Francisco
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: Closeout (Activity 18)
Future Funded Phases: None

PHASE OVERVIEW:
 The project is currently in the Closeout (Activity 18) phase

STATUS OVERVIEW:

Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

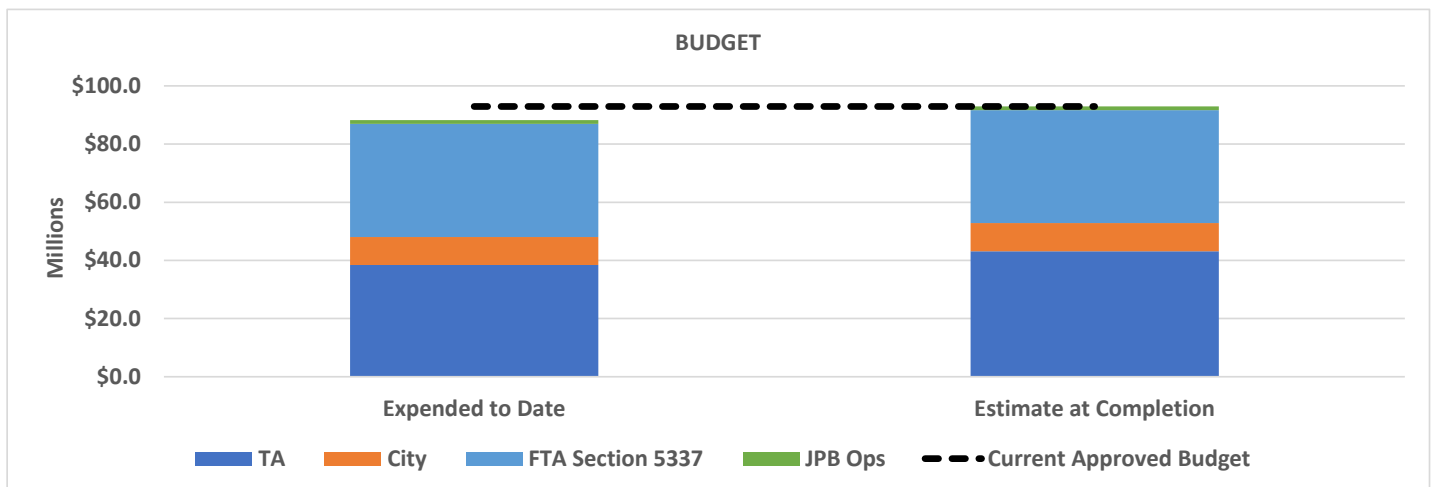
This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700-foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety and provides connectivity along Grand Avenue in South San Francisco.

Key elements of the project include:

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

STATUS SUMMARY:

The project addressed an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200 feet of yard track that UPRR lost due to construction of this project. Due to the lack of a viable location for the replacement track, Caltrain negotiated a cash settlement with UPRR committing Caltrain to pay UPRR \$5.1M to retire the obligation. The payment of \$5.1 million to UPRR has been made. With the payment to UPRR, the project will be closed out and this will be the final report on the project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
JPB Ops	\$1,300,000	\$1,299,963	\$37	100%	\$1,300,000	\$0
TA	\$43,120,451	\$38,408,890	\$4,711,561	89%	\$43,120,451	\$0
FTA Section 5337	\$38,827,600	\$38,826,529	\$1,071	100%	\$38,827,600	\$0
City	\$9,674,180	\$9,661,595	\$12,585	100%	\$9,674,180	\$0
Total	\$92,922,230	\$88,196,976	\$4,725,254	95%	\$92,922,230	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Closeout	01/03/17	04/03/18	12/21/22	06/30/25	12/21/22	06/30/25

PROGRESS THIS QUARTER:

1. Payment of \$5.1 million was made to UPRR.
2. Continued with the closeout activities of the project.

FUTURE ACTIVITIES:

1. Complete project closeout.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/09/15	NA	NA	Funding Cooperative Agreement between City of SSF and PCJPB



Pedestrian & Bicycle Program
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Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	Continued work on the traffic operations analysis and initiated development of the the conceptual layout plans.	Dec 2022	Apr 2025	Oct 2025	\$450,000	\$0	\$210,353	\$239,647
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	90% PS&E has been completed. Anticipate construction to begin in summer 2025.	Dec 2022	Dec 2025	Jul 2027	\$300,000	\$0	\$20,030	\$279,970
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Surveying has been completed at Old County Road/San Francisco Ave Walkway and designs for the plans have begun.	Dec 2022	Apr 2026	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	Working with the San Francisco Public Utilities Commission (SFPUC) to resolve licensing issues. Currently in review with SFPUC and the project has been delayed to December 2026.	Dec 2022	Dec 2026	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	The project is in the final PS&E phase.	Dec 2022	Dec 2025	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	The PS&E phase has started and the first community meeting is planned for early 2025.	Dec 2022	Dec 2025	Dec 2028	\$0	\$440,000	\$0	\$440,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	No new updates. The design phase is expected to start October 2025 after the completion of the PAED phase. An amendment to the funding agreement with SMCTA is being executed to extend the time of performance to November 2026.	Dec 2022	Oct 2026	Nov 2025	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	Continuing to complete final PS&E and coordinating with Serra Center and Ford Serramonte on easement requirements to address property access.	Dec 2022	Jun 2026	Nov 2028	\$1,831,500	\$0	\$349,623	\$1,481,877
Daly City	Mission Street Streetscape Project	PS&E, CON	No new updates. Continuing to coordinate the connection to the pedestrian streetlight. Anticipate to issue a Notice of Completion and release retention to contractor in the next quarter.	Mar 2018	Feb 2025	Jan 2024	\$810,000	\$0	\$810,000	\$0
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	No new updates. Continuing to coordinate with PG&E on the plan review.	Dec 2020	Mar 2026	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	Have released the Request for Proposal (RFP) to solicit a consultant.	Dec 2022	Jun 2026	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	Have reviewed the RFPs, selected a consultant, and executed an agreement for professional services. Kickoff meeting will commence in the next quarter.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	The 100% PS&E package was completed in November 2024 and presented to the City Public Works and Transportation Commission on December 18, 2024. Comments from the City are being incorporated into the final PS&E package.	Dec 2022	Jan 2025	Jun 2025	\$0	\$400,000	\$168,304	\$231,696
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Currently waiting for Caltrans approval of the final bridge plans, which is expected by February 2025.	Mar 2018	Mar 2025	Original: 3/2024 Extension: 4/2025	\$315,000	\$0	\$315,000	\$0
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	No new updates. Expecting to bid the project for construction in early 2025.	Dec 2022	May 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Construction is mostly complete with a few outstanding punch list items.	Apr 2014	Jan 2025	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$169,999.88	\$0.12
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Have implemented the bike lane and back-in angle parking pilot in front of Nealon Park. Continuing 70% design of traffic calming measures and permanent bike lanes.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000



Pedestrian & Bicycle Program
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Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	The scope of work for advancing the design is currently being developed. Proposals will be solicited from the consultants on Caltrain's on-call design team bench.	Dec 2020	Jan 2027	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	The project has readvertised for bids in November 2024 and bids were opened on December 2024. Anticipate executing a construction contract in the next quarter and construction to commence in March 2025.	Dec 2022	Jul 2025	Jun 2028	\$0	\$568,504	\$59,308	\$509,196
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	Have issued a Notice to Proceed (NTP) for construction to start February 3, 2025.	Dec 2020	Mar 2025	Original: 11/2024 Extension: 5/2025	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	Have issued a Notice to Proceed (NTP) for construction to start February 3, 2025.	Dec 2020	Mar 2025	Original: 9/2024 Extension: 5/2025	\$0	\$102,703	\$0	\$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	The design for a quick-build cycle track on ECR southbound from Brewster to Madison remains at 90% completion. Some design elements are being modified based on input from the Transportation Advisory Committee (TAC).	Dec 2020	Jun 2025	Mar 2026	\$300,000	\$0	\$39,125	\$260,875
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The project consultant is preparing the Vera Ave bike boulevard PS&E package for construction bidding in spring 2025. The Broadway design has progressed to 65% design.	Dec 2022	Mar 2025	Dec 2025	\$0	\$615,000	\$143,492	\$471,508
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	The construction bidding for the second part of the project has been completed. Construction contract to be approved by City Council in January 2025.	Dec 2022	Mar 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Engineering and Police staff are coordinating on daylighting law public education and also on a few high-visibility enforcement activities on Vision Zero corridors.	Dec 2022	Jun 2025	Dec 2025	\$0	\$100,000	\$3,716	\$96,284
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Completed construction of all concrete medians and pavement.	Dec 2020	Feb 2025	Apr 2027	\$1,401,000	\$0	\$978,204	\$422,796
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	A community open house was held in October and November 2024. The community feedback will be incorporated in the conceptual design and environmental review.	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$498,459	\$391,541
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	Development of 35% plans have been completed. Additional community outreach will be held to inform the community about the preferred alternative design. The project has been on hold pending the consultant contract amendment.	Dec 2020	Dec 2025	Original: 12/2023 Extension: 12/2025	\$153,000	\$0	\$0	\$153,000
San Mateo	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets Project	PAED, PS&E	A funding agreement is in process for execution.	Dec 2022	TBD	Agreement in Process	\$1,386,364	\$0	\$0	\$1,386,364
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	A Grant Funding Identification Memorandum has been completed and Memorandum #5 with the new alternative evaluation has been finalized and completed. A draft Feasibility Report has been submitted in December 2024 and the final report will be completed following the City's review.	Dec 2022	Feb 2025	Dec 2025	\$450,000	\$0	\$199,257	\$250,743



Pedestrian & Bicycle Program
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Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
South San Francisco	El Camino Real Corridor Study	PLAN	No work was completed this quarter. An amendment to the funding agreement with the TA is in process to extend the time of performance and include technical assistance from the TA to develop transportation alternatives for El Camino Real in South San Francisco.	Dec 2022	Dec 2025	Jun 2025	\$0	\$100,000	\$0	\$100,000

Notes:
1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.



Ferry Program
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Sponsor	Project Name	Funded Phase(s)	Project Scope	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Allocated	Expended Funds	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA.	Conducted regular meetings to discuss draft technical studies, draft Environmental Impact Report (EIR) project description, aesthetics, and land use sections and comments. Have also continued preparation of the draft EIR.	Jun 2022	Jun 2026	Dec 2025	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal.	No new updates. Continued working on the Environmental Clearance documents. The amendment to the funding agreement with the TA is in progress.	Jul 2020	Dec 2025	Nov 2023	\$350,000	\$155,117	\$194,883



**ACR/TDM Program
FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	California Drive Congestion Management Video Detection Project	CON	No progress has been made this quarter. Expected completion has been delayed to April 2025 due to budget shortfall and the need to re-advertise the project.	Aug 2022	Apr 2025	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	The City of Burlingame purchased and installed additional bike racks for their downtown areas to support the program. Have encountered a drop in ridership during the winter months but will continue to market through social media and City newsletters to promote ridership. The Cities plan to submit a request to the TA to extend the time of performance.	Aug 2022	Feb 2025	Sep 2025	\$0	\$400,000	\$98,186	\$301,814
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have awarded and executed a construction contract.	Aug 2022	Dec 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Continuing to work through the Maintenance Agreement terms with Caltrans.	Aug 2022	Aug 2025	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Funding agreement with SMCTA is in process.	Aug 2022	Jul 2023	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	PS&E has been finalized. Next quarter activities include issuing a Notice Inviting Bids and awarding a contract.	Aug 2022	Apr 2025	Aug 2025	\$0	\$200,000	\$0	\$200,000
Town of Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	No new updates. The design phase is expected to start in October 2025 following the completion of the PAED phase. An amendment to the funding agreement with SMCTA is being executed to extend the time of performance.	Aug 2022	Oct 2026	Aug 2025	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	No new updates this quarter. Continuing to market the program in the Town’s Livewire and conduct regular program meetings. An amendment to the funding agreement with SMCTA is being executed to extend the time of performance.	Aug 2022	Aug 2026	Aug 2025	\$0	\$67,500	\$11,893	\$55,607
Commute.org	Jefferson Union High School District (JUHSD) Workforce Housing TDM	PLAN	Commute.org encouraged participation in the October Carpool Month to continue to encourage staff and residents to carpool to work. Continued to remind residents of the remaining months of the grant and encouraged them to take advantage of the programs before the deadline on December 2024.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$10,724	\$72,276
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	No new updates this quarter. The City plans on distributing the remaining budget on e-bikes to qualified recipients.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$66,114	\$133,886
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	The Concept Plan draft is expected to be completed in February 2025 with an acceptance planned for March 2025.	Aug 2022	Mar 2025	Jun 2025	\$200,000	\$0	\$200,000	\$0
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	The Final Plan was accepted at the C/CAG and TA November 2024 Board meetings.	Aug 2022	Nov 2024	Sep 2025	\$200,000	\$0	\$199,908	\$92
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	The Professional Services Agreement has been prepared and sent to the consultant. The agreement is expected to be executed February 2025.	Aug 2022	Feb 2026	Sep 2025	\$0	\$100,000	\$0	\$100,000



**ACR/TDM Program
FY 2025 Q2 - Quarterly Status Report: October 1 - December 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	Have developed a business and implementation plan based on feedback from the Council sub-committee. Have also conducted additional outreach with developers and local jurisdictions.	Aug 2022	Jul 2025	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Have released a Public Draft Plan on October 16-November 22, 2024 for public feedback. Changes were identified and made to the Public Draft Plan and the Final Draft Plan is being prepared for consideration.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$184,777	\$15,223

1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.
2. The Redwood City Bicycle Parking Guidelines Project was completed and has been removed.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: David Covarrubias, Deputy Chief Financial Officer
Subject: **Adopting a TA Debarment Policy**

Action

Staff proposes that the Board of Directors (Board) of the San Mateo County Transportation Authority (TA):

1. Adopt the proposed Debarment Policy (Attachment A to the accompanying Resolution) to establish procedures and standards for review of contractor performance and possible debarment and/or suspension from participation in TA procurements and contracts.
2. Authorize the Executive Director or designee to take any actions necessary to implement the Debarment Policy.

Significance

Adopting the proposed Debarment Policy would provide the TA with an administrative procedure to ban contractors from applying for, being awarded, or performing work under any TA contract for a specified period of time. Debarment is separate and distinct from the process of a responsibility hearing for a single contract or limited group of contracts.

Budget Impact

There is no budget impact associated with adopting this policy.

Background

In recent years, local governments across the Bay Area have adopted or revised their debarment policies in response to issues with contractors, including fraud and corruption. Most notably, the City and County of San Francisco updated its debarment procedures in 2020 in response to a federal law enforcement investigation and subsequent corruption conviction of former Public Works Director Mohammed Nuru and public contractor executives for bribery related to public contracts. One of the companies involved in the scandal, ProVen Management Inc., had several contracts with multiple Bay Area agencies, including the Peninsula Corridor Joint Powers Board (JPB), and in 2023, the City and County of San Francisco was among the local governments that debarred ProVen Management.

Staff and legal counsel prepared this Debarment Policy at the request of the JPB Board of Directors, and are recommending adoption by the JPB, the TA, and the San Mateo County Transit District to ensure there are consistent, fair procedures and standards for review of contractor performance when debarment may be warranted. Adoption of a consistent

Debarment Policy would reflect that all three agencies take public integrity, their trusted position as stewards of taxpayer moneys, and the use of public funds, very seriously. Having a consistent approach also would allow Contracts and Procurement staff to administer the same policy across all three agencies.

As described in the proposed policy, debarment is an administrative action taken by a government agency to ban contractors from applying for or receiving government contracts, and from performing work under government contracts. The grounds for debarment typically range from conviction, admission, or civil judgment concerning fraud, embezzlement, or similar offences, to serious violations of the terms of government contracts. Debarment may require an administrative hearing before contractors accused of misconduct are prohibited from receiving government funds. Suspension is the temporary exclusion of a contractor, pending the completion of debarment procedures. Overall, the debarment and suspension process is a broader determination of irresponsibility of a contractor for the general purpose of contracting with the agency for a specified period.

The proposed policy provides specific grounds for debarment, including: 1) criminal conviction, civil judgment, or admission of serious offenses related to business integrity and honesty, such as fraud, theft, or bribery; 2) serious violation of terms of government contracts, including a history of failure to perform, a pattern or practice of disregarding terms of contracts; 3) any other serious or compelling cause reflecting an inability to perform honestly or comply with the terms of a contract; and 4) debarment by another government entity.

Additionally, the proposed policy establishes procedures for a fair review of contractors who are alleged to have engaged in misconduct that may warrant debarment. These procedures are designed to afford due process, including notice to the contractor; a hearing before a hearing officer appointed by the Executive Director (except in certain circumstances¹); timelines for the submission of documents or presentations from the contractor and the agency; an appeal process, and reconsideration for changed circumstances process. The proposed policy provides that, while debarment procedures are pending, contractors may be suspended from applying for, being awarded, or performing work on an agency contract.

Under the proposed policy, the TA may opt to continue or terminate existing contracts with debarred contractors. In the event of a termination, the contractor may only receive compensation for work completed up to the date of notice of contract cancellation. The TA may not extend or renew existing contracts with debarred or suspended contractors unless there is a compelling public interest in doing so. Finally, other contractors are prohibited from knowingly using a debarred contractor as a subcontractor; violation of this provision may

¹ The proposed policy does not require a hearing when debarment is based on a criminal conviction, judgment or admission; in case of debarment by another government entity following due process; or upon a Contractor's admission of the grounds for debarment.

subject the prime contractor to penalties, including debarment proceedings, rejection of a bid or proposal, or nonpayment for work performed by the debarred contractor.

Note that the debarment and suspension process is separate and distinct from a responsibility hearing for a single contract or identifiable group of contracts, through which an agency can determine that a contractor is not sufficiently responsible to work on a specific contract or set of contracts.

Prepared By:	Kevin Yin	Director, Contracts and Procurement	650-622-7860
	Shayna van Hoften	Legal Counsel	415-995-5880

Resolution No. 2025-

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

* * *

Adopting a TA Debarment Policy

Whereas, in recent years, local governments across the Bay Area have adopted or revised their debarment policies in response to issues with contractors, including fraud and corruption convictions; and

Whereas, a 2020 federal corruption investigation, and a subsequent criminal conviction, revealed the City and County of San Francisco's former Public Works Director Mohammed Nuru and public contractor executives engaged in bribery related to public contracts; and

Whereas, one of the companies involved in the scandal, ProVen Management Inc., had several contracts with multiple Bay Area agencies, including the Peninsula Corridor Joint Powers Board (JPB); and

Whereas, the San Mateo County Transportation Authority (TA) takes public integrity, its trusted position as a steward of taxpayer moneys, and the use of public funds very seriously; and

Whereas, staff and legal counsel have prepared the attached Debarment Policy to ensure there are fair procedures and standards for review of contractor performance when debarment may be warranted, and have proposed adoption of the same Debarment Policy by the TA, the JPB and the San Mateo County Transit District for consistent administration across the agencies; and

Whereas, debarment is an administrative enforcement procedure that authorizes a government agency to ban contractors from applying for, receiving, or performing work under government contracts for a specified period of time; and

Whereas, suspension is a temporary exclusion of a contractor for applying for, receiving, or performing work under government contracts while debarment procedures are pending; and

Whereas, debarment and suspension are separate and distinct from the process of a responsibility hearing for a single contract or specifically identified group of contracts; and

Whereas, the proposed Debarment Policy, included as Attachment A, includes specific grounds for debarment, including: 1) criminal conviction, civil judgment, or admission of serious offenses related to business integrity and honesty; 2) serious violation of terms of government contracts; 3) any other serious or compelling cause reflecting an inability to perform honestly or comply with the terms of a contract; and 4) debarment by another government entity; and

Whereas, the proposed Debarment Policy includes due process procedures to ensure a fair review of contractors who are alleged to have engaged in misconduct that warrants debarment, such as notice to the contractor, a hearing before a hearing officer (with specified exceptions), an appeal process, and reconsideration for changed circumstances process; and

Whereas, the proposed Debarment Policy also would prohibit prime contractors from knowingly using a debarred contractor as a subcontractor.

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

1. Adopts the proposed Debarment Policy as set forth in Attachment A; and
2. Authorizes the Executive Director or designee to take any actions necessary to implement the Debarment Policy.

Regularly passed and adopted this 6th day of March, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

TA Secretary

ATTACHMENT A

[PROPOSED] DEBARMENT POLICY

I. PURPOSE

The purpose of this Debarment Policy is to establish procedures and standards for review of Contractor performance and possible debarment and/or suspension from participation in San Mateo County Transit District, Peninsula Corridor Joint Powers Board, and San Mateo County Transportation Agency (singularly referred to as “Agency” and collectively referred to as “Agencies”) procurements and contracts. This Policy is intended to ensure that the Agencies award contracts to responsive and responsible Contractors and preserve and protect the credibility and integrity of the Agencies' procurements and contracting practices.

This Policy does not apply to a determination of non-responsibility for a single contract or identifiable group of contracts, but rather to the broader determination of irresponsibility of a Contractor for the general purpose of contracting with the Agencies for a specified period. Accordingly, this Policy does not preclude the Agencies from rejecting a Contractor for not being responsible based on the requirements of a specific procurement outside of the debarment process set forth in this Policy.

To the extent a source of funding requires its own debarment procedures, those procedures apply.

II. PERSONS AFFECTED

All the Agencies' employees involved in the procurement process, contractors responding to the Agencies' issued solicitations, and their subcontractors.

III. DEFINITIONS

- A. **“Adequate Evidence”** means information sufficient to support the reasonable belief that a particular act or omission has occurred.
- B. **“Affiliate”** means (a) the assignee, successor, subsidiary of, or parent company, of the Contractor; or (b) a controlling stockholder of a Contractor; or (c) a person who has the same or similar management of the debarred Contractor; or (d) a person who directly or indirectly controls, or has the power to control, Contractor, or is directly or indirectly controlled by Contractor. Indicia of control include interlocking management or ownership, identity of interests among relatives, shared facilities and equipment, and common use of employees; or (e) a business entity organized following the debarment, suspension, or proposed debarment of a Contractor which has the same or similar management, ownership or principal employees as the bidder or contractor that was debarred, suspended or proposed for debarment, or the debarred person or the business entity created after the debarment, suspension,

or proposed debarment operates in a manner designed to evade the application of this Policy or to defeat the purpose of this Policy.

- C. **“Contract”** means (a) any written agreement between the Agency and a Contractor for public works, equipment, goods, supplies, services, franchise, or consultant services, or (b) any subcontract entered into in furtherance of a contract for such goods and services.
- D. **“Contractor”** means any individual or any legal entity, including its officers and directors, that submits bids or proposals for, or may reasonably be expected to submit bids or proposals for, or be awarded, an Agency contract. The term Contractor includes a prime contractor/consultant, a subcontractor/subconsultant included in a bid or proposal for an Agency contract, vendor, franchisee, consultant, or any of their respective officers, directors, shareholders, partners, managers, employees, or other individuals acting as an agent or representative of the contractor/consultant, subcontractor/subconsultant, franchisee, consultant, or vendor.
- E. **“Debar or Debarment”** means an action taken by the Agency to exclude a Contractor or Affiliate from any of the following: bidding or proposing on an Agency contract; being awarded an Agency contract; or performing work on an Agency contract for a defined period of time. A Contractor or Affiliate so excluded is "debarred."
- F. **“Debarring Official”** means any official authorized to initiate and pursue an administrative Debarment proceeding on the Agency’s behalf. Each of the following officials may serve as a Debarring Official:
- (1) The Director of Contracts and Procurement Department;
 - (2) The General Manager/CEO, the Executive Director or designee;
 - (3) Any other official designated by the Board of Directors of the Agency to serve as a Debarring Official.
- G. **“Hearing Officer”** means the individual appointed by the General Manager/CEO or the Executive Director to oversee the debarment hearing, receive evidence and presentations of arguments, and decide on whether to debar a contractor and for how long. The hearing officer must meet the following requirements: 1) the individual was not involved in the procurement or management of the contract; and 2) the individual was not involved in the investigation or decision leading to the recommended debarment. The individuals selected as hearing officers may be Agency employees or individuals who are external to the organization.
- H. **“Preponderance of the Evidence”** means proof by information that, compared with that opposing it, leads to the conclusion that the fact at issue is more probably true than not.

- I. **“Suspend or Suspension”** means the action taken by the Agency's Director of Contracts and Procurement to temporarily exclude a Contractor or Affiliate from submitting or proposing on an Agency contract, from being awarded an Agency contract, or performing work on an Agency contract pending the completion of the Debarment Procedures set forth in this Policy.

IV. POLICY

A. Debarment

The Agency may, in the public interest, debar a Contractor for any of the grounds set forth in subsection B (Grounds for Debarment), using the procedures set forth in subsection C (Debarment Procedure). Debarment is the most severe limitation the Agency may impose upon a Contractor. The existence of grounds for debarment, however, will not necessarily require that the Agency debars a Contractor. The Agency will consider the totality of the circumstances, including the seriousness of the Contractor's acts or omissions and any mitigating factors. Staff shall establish internal guidelines to determine whether debarment is warranted and how long a period of debarment should last, and shall have the authority to amend them from time to time, subject to approval of the General Manager/CEO or the Executive Director. Debarment of a Contractor constitutes debarment of all divisions, or other organizational elements of the debarred contractor, unless otherwise specified in the debarment decision. Each individual Agency must make its own debarment decision regarding a Contractor, including a debarment on the basis of another Agency's debarment decision. (See Section IV.B(4) and Section IV.C(2).)

B. Grounds for Debarment

The Agencies may debar a Contractor for one or more of the following:

- (1) Criminal conviction, civil judgement, or admission of:
 - (i) Fraud, collusion, or any criminal offense in connection with obtaining or attempting to obtain or performing a public contract or subcontract.
 - (ii) Embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, receiving stolen property or obstruction of justice.
 - (iii) Any other offense indicating a lack of business integrity or of business honesty which offense seriously and directly affects the responsibility of the Contractor, or the Contractor's ability or capacity to honestly perform under or comply with the terms and conditions of any contract issued by one or more of the Agencies.
- (2) Violation of the terms of any government contract or subcontract when the violation is so serious as to justify debarment, including:
 - (i) History of failure to perform or of unsatisfactory performance of one or more contracts.

- (ii) A pattern or practice of repudiating or disregarding the terms or conditions of Agency contract(s) including, without limitation, repeated unexcused delays or poor performance.
 - (iii) Willful failure to perform in accordance with a contract.
- (3) Any other cause that is so serious or compelling that it affects the responsibility of a Contractor, including any conduct relevant to the Contractor's ability or capacity to honestly perform under or comply with the terms and conditions of any contract issued by one or more of the Agencies. (See also Section I.)
- (4) Debarment by a federal, state or local government entity, on grounds consistent with the grounds for debarment set forth in this subsection.

C. Debarment Procedure

(1) Notice

The Debarring Official will initiate debarment proceedings by informing the Contractor, and any known Affiliates, of the debarment recommendation by certified mail, return receipt requested. The mailed notice will include the following information: (1) the Agency is considering debarment of the Contractor and any known Affiliates; (2) the grounds for debarment pursuant to Section IV.B above; (3) the reasons for the proposed debarment in terms sufficient to notify the Contractor of the conduct or transaction upon which debarment is proposed; (4) that the Contractor may submit, within 15 calendar days of the date of the Agency's mailed notice, a written response providing information or argument in opposition to the proposed debarment; (5) a copy of the Agency's Debarment Policy; (6) if applicable, notice of opportunity for a hearing (see subsection (2), Hearing, below); (7) notification that the failure to submit a response or request a hearing will be deemed an admission of the grounds for debarment; (8) effect of debarment; and (9) notice of suspension pending debarment, if applicable.

(2) Hearing

The Agency is not required to hold a hearing in debarment actions based upon a conviction, judgment or admission as set forth in subsection B(1) above; upon debarment by a federal, state or local government entity; or upon admission of the grounds for debarment by the Contractor, such as by failing to timely submit a written response or request a hearing. In such event, the General Manager/CEO or Executive Director may proceed to issue a debarment decision. The General Manager/CEO or the Executive Director will issue the debarment decision within 45 calendar days after the date of the Agency's mailed notice. Such decision is final.

Whenever a proposed debarment action is not based upon a conviction, judgment, admission or debarment by a federal, state or local government entity, and if the Agency finds that the Contractor's response raises a genuine dispute over facts relevant to the proposed debarment, the Agency shall conduct a fact-finding hearing. The General Manager/CEO or the Executive Director shall appoint a hearing officer.

The hearing officer will notify the Contractor and Debarring Official of the scheduled hearing date, time, and place. The hearing officer has sole discretion over setting the hearing date, provided that the date must be within one hundred twenty (120) calendar days from the date the Debarring Official served the notice of proposed debarment. Discovery pursuant to the California Code of Civil Procedure and the formal rules of evidence are not applicable to this administrative procedure. Hearings may occur in person, on an electronic meeting platform if deemed necessary by the hearing officer, or in writing, as set forth below.

At the hearing, the Contractor may submit documents for consideration by the hearing officer and may present arguments. If the hearing officer determines, with the written agreement of each named Contractor and the Debarring Official, that the hearing shall be by written presentation, all final writings shall be due no later than one hundred twenty (120) days of the date the Debarring Official served the notice.

The hearing officer shall have the sole discretion to allow offers of proof, set time limitations, and limit the scope of evidence presented based on relevancy. The hearing officer may ask questions of any party. A transcript of the hearing will be prepared and made available to the Contractor at a reasonable cost, unless the Contractor and the Agency mutually waive the transcript requirement.

(3) Determination

The hearing officer will determine, by a preponderance of the evidence, whether a contractor is to be debarred and for what length of time or whether the debarment will be permanent. The hearing officer's decision will be issued, in writing, within thirty (30) calendar days of the date of the hearing.

(4) Appeal

A Contractor may appeal an adverse decision by the hearing officer to the Agency's General Manager/CEO or the Executive Director based on one or more of the following: (1) abuse of discretion; (2) a change in facts that is material to

the grounds for debarment; or (3) failure to follow the Agency's Debarment Policy. The Contractor must submit its appeal, in writing, within five (5) calendar days after the date of issuance of the debarment decision. The appeal must state the grounds for disputing the decision and must include a copy of the hearing officer's final determination.

The appeal must be sent to:

Board Secretary
San Mateo County Transit District/Peninsula Corridor Joint Powers
Board/San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070
Ref: Debarment Decision Appeal

If a notice of appeal is timely filed, a hearing shall be set before the General Manager/CEO or the Executive Director, and a written notice of the hearing specifying the location, time and date of the hearing, which shall be held no sooner than ten (10) business days from the date of such notice of hearing, shall be served on the Contractor.

The hearing before the General Manager/CEO or the Executive Director shall be a *de novo* hearing. On appeal, the General Manager/CEO or the Executive Director may consider any issue or evidence relevant to the debarment decision, in addition to the specific grounds for the appeal. However, no new evidence may be presented at the hearing before the General Manager/CEO or the Executive Director.

If the Contractor wishes to submit any written argument supporting the appeal, then Contractor shall submit the written argument to the District/Board Secretary seven (7) calendar days before the scheduled hearing. Failure to submit a written argument does not preclude a person from presenting an oral argument at the appeal hearing.

If Contractor or Contractor's representative fail to submit a valid and timely notice of appeal from a decision of the hearing officer, the decision of the hearing officer shall be final and not subject to appeal.

If the Contractor or Contractor's representative fails to appear at a hearing before the General Manager/CEO or the Executive Director, for which notice has

been served, the decision of the hearing officer shall become final, and the period of debarment or suspension shall begin immediately.

D. Suspension Pending Debarment

While debarment proceedings are pending, and/or while legal proceedings of the type described in Section IV.B (Grounds for Debarment) above are pending, the Agency's Director of Contracts and Procurement, with the approval of the General Manager/CEO or the Executive Director, may suspend a Contractor based upon a determination that it is in the public interest and adequate evidence exists to support one or more of the grounds for debarment. The Director of Contracts and Procurement may also order suspension where a Contractor is engaged in pending litigation with any of the Agencies that could impact the ability of the parties to work cooperatively with each other. Upon notice of the suspension, a Contractor may request an informal meeting with the Director of Contracts and Procurement to appeal the suspension. The decision of the Director of Contracts and Procurement regarding any suspension will be final. While debarment proceedings are pending, and/or while legal proceedings of the type described in Section IV.B (Grounds for Debarment) above are pending, the Agency shall have the right, based on a compelling public interest, to enter into an agreement with a vendor in good standing for similar work, until such time that the proceedings have ended.

E. Effect of Debarment or Suspension

Debarred or suspended Contractors and Affiliates are excluded from submitting bids, submitting responses to requests for proposal or qualifications, receiving contract awards, executing contracts, or participating as a subcontractor, employee, agent or representative of another person contracting with the Agency. Any bids, proposals, or quotations submitted in violation of this subsection will not be accepted or evaluated by the Agency and may be considered a false claim as provided in the California Government Code. Except as set forth below, the Agency will not knowingly award, approve the award of a contract, or execute a contract with a debarred or suspended Contractor or under which a debarred or suspended Contractor will participate as a subcontractor.

A Contractor will not employ, subcontract with, or purchase materials or services from a debarred or suspended Contractor. The Agency will maintain a list of all debarred and suspended Contractors. The District/Board Secretary shall submit a semi-annual report to the Director of Contracts & Procurement that includes (1) the Contractors then subject to an Order of Debarment or Suspension and the expiration dates for the respective debarment terms; (2) the status of any pending debarment or suspension matters; and (3) any Order of Debarment or Suspension received by the District/Board Secretary since the date of the last report.

The Agency may continue or terminate contracts or subcontracts it has with a debarred Contractor that are in existence at the time the Contractor is debarred and/or suspended. In the event of such cancellation, the Suspended or Debarred Contractor's recovery under the contract or grant shall be limited to compensation for work satisfactorily completed as of the date of cancellation. The Agency shall not renew or otherwise extend the duration of current contracts, or consent to subcontracts, with debarred and/or suspended Contractors, unless the General Manager/CEO or the Executive Director certifies in writing the compelling public interest for such renewal or extension.

Any Contractor who enters into a contract with the Agency during a period of suspension or debarment, shall be liable to the Agency for increased costs incurred as a result of replacing the debarred or suspended Contractor.

A Contractor may submit a written Request for Reconsideration for Changed Circumstances to the General Manager/CEO or the Executive Director once following a debarment. The Request must be accompanied by supporting documentation and provide the reason that eliminates the need for the debarment or demonstrates that a shorter debarment period will adequately protect the public interest. The General Manager/CEO's or the Executive Director's decision regarding such a request is final. Reasons to modify or lift a debarment include, without limitation, the following:

- (1) Newly discovered material evidence;
- (2) Reversal of the conviction, civil judgment or administrative decision upon which the debarment was based;
- (3) *Bona fide* change in ownership or management; or
- (4) Elimination of other grounds for which the debarment was imposed.

A person seeking a Contract or entering a Contract is prohibited from knowingly using a debarred Contractor. Violation of this provision may, as determined in the sole discretion of the Director of Contracts & Procurement, result in rejection of the bid or proposal, nonpayment by the Agency for work performed by the debarred Contractor, annulment of Contract award or termination of Contract, issuance of a stop work order, initiation of Debarment proceedings, or any other remedy provided by law.

F. Agreement Not to Bid or Submit Proposals in Lieu of Debarment

The Agency may offer a Contractor the opportunity to execute a written agreement not to bid or submit proposals or perform any work on contracts in lieu of the Agency pursuing debarment. Such an agreement does not constitute a debarment.

G. Effect on Executed Contracts

Nothing in this Policy shall be interpreted to limit or preclude the Agency from taking any other administrative or legal action against the Contractor, including enforcing

its rights and remedies under the terms and conditions of any specific contract, including contract terms regarding the Agency's right to suspend or terminate a contract for convenience, default, or breach.

Adopted: SMCTD Resolution No. 2025-XX (March __, 2025), PCJPB Resolution No. 2025-XX (March __, 2025), SMCTA Resolution No. 2025-XX (March __, 2025)

BOARD OF DIRECTORS 2025



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APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: February 27, 2025
To: TA Board of Directors
From: April Chan, Executive Director
Subject: Report of the Executive Director

Fashion Island/19th Complete Streets Project in San Mateo

The purpose of this project is to increase safety near freeway on- and off-ramps, facilitate safe crossings, enhance bicycle facilities, and integrate stormwater treatment infrastructure. The project will also consider smart corridor features, such as adaptive lighting to enhance safety for active transportation users and motorists, and enhanced signal detection to optimize throughput for motorists and bicyclists.

This project is sponsored by the City of San Mateo and funded through the Cycle 6 Pedestrian and Bicycle Program (\$1,386,364), as well as City local match (\$438,636). TA staff are providing technical assistance through consultant support to manage the environmental and design phases of this project, and to assist the City in obtaining Caltrans approval for construction.

In late 2024, the TA and City completed an extensive planning and community outreach effort that informed the preferred alternative concept for the project that includes a two-way, Class IV protected bikeway from Pacific Boulevard to 19th Avenue, and an one-way, Class IV bikeways in each direction between 19th Avenue and Mariners Island Boulevard, along with protected intersections, and new/wider sidewalks.

Active 101 Update

As part of the 101 Corridor Connect program, the TA is developing the US 101 San Mateo County Crossing Improvement Plan (Active 101) to enhance safety and access for people walking, biking, and rolling near and across US 101. Funded by a State grant, this plan supports key goals of safety, connectivity, sustainability, and inclusivity to enhance access and safety for people walking, biking, and rolling near and across US 101. All projects identified in the Active 101 Plan will be included in the overarching 101 Corridor Connect program as priority projects for the TA to help move forward through future technical assistance, collaboration with local jurisdictions, or in identifying funding opportunities.

The project team previously identified all active transportation projects within a quarter mile of the US 101 corridor. Using community feedback from Fall 2024 outreach, the project team also developed a heatmap highlighting areas for improvement based on comments from community members. Based on these inputs, the TA has proposed a north-south mobility corridor along Highway 101, designed to improve connections rather than serve as a single direct route. Collaboration with city and agency partners helped to refine this alignment to ensure local vision and needs are addressed.

To share progress and gather input, the TA has launched an interactive “[Story Map](#)” and we invite the public to explore the proposed corridor and provide feedback through March 7. The Story Map has been promoted through the TA and local jurisdictions’ social media channels and newsletters, and via posted notifications in several local newspapers. More information will be provided to the Board once this outreach concludes, and the project team moves into the next phase of the project.

Technical Assistance Update

Half Moon Bay Highway 1 Corridor Study

The City of Half Moon Bay received \$875,000 from the TA’s 2023 Highway Call for Projects, including \$200,000 for TA technical assistance, to develop the Highway 1 South Multimodal Corridor Study. Covering Highway 1 between Highway 92 and Miramontes Point Road, the study aims to provide recommendations to improve mobility, safety, and access for all users, including pedestrians, cyclists, transit riders, and motorists. This corridor is vital for residents and visitors, providing access to schools, emergency services, businesses, housing, and community services. TA staff coordinated with City staff to draft a Scope of Work, which will be released to the TA’s consultant bench in Spring 2025.

South San Francisco El Camino Study

TA staff are also supporting the City of South San Francisco on the El Camino Real Implementation Concepts Study. The City was awarded \$100,000 from the Cycle 6 Pedestrian and Bicycle program to fund an El Camino Real Master Plan and they requested the TA’s assistance to complete the project. The project will assess multimodal improvements for both near-term coordination with Caltrans maintenance projects funded through the State Highway Operation and Protection Program (SHOPP) as well as long-term integration into the SamTrans Grand Boulevard Initiative (GBI). TA and City staff have drafted a scope of work to review adopted plans, identify potential multimodal alternatives, and develop high-level conceptual designs. When finalized, it will be released to the TA’s consultant bench in Spring 2025, with work on this study expected to be complete by November 2025.

Willow Road Bike and Pedestrian Improvements

The Project will construct Class IV separated bikeways, enhance pedestrian facilities, and improve transit operations on Willow Road. The Project will add bicycle detection at the signalized intersections and install a Class II bike lane from O’Keefe Street to Chester Street in the eastbound direction where no bike lane currently exists. The total project cost is estimated to be approximately \$16.56 million. The City of Menlo Park applied and received a total of \$3.5 million for the design and construction phases and requested that the TA provide technical assistance for these phases. A total of \$250,000 was budgeted for the TA to serve as the implementing agency. The City is the lead for the current preliminary engineering and environmental clearance phase which will be completed in Summer 2025.

The project recently made first on the contingency list for \$8.9 million of construction funding for MTC's Safe Routes to Transit/Bay Trail (SR2TBT) grant program. The project will be fully funded if this SR2TBT grant is successful secured.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **US 101 Managed Lanes North of I-380 Project Schedule Update**

Action

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

Significance

The project is currently in the Project Approval & Environmental Document (PA&ED) phase, which began in fall 2020 after the completion of the Project Initiation Document (PID) in October 2019. While the TA initially expected the PA&ED phase to be complete in November 2024, the complexity of traffic modeling/forecasting, evolving state requirements related to Vehicle Miles Traveled (VMT) calculations, and potential VMT mitigation requirements have significantly prolonged the schedule. TA staff has worked with Caltrans to develop a revised schedule and expects the PA&ED phase to be completed by the end of 2026.

Additional information on the project schedule will be provided via a PowerPoint presentation.

Budget Impact

There is no budget impact associated with this item.

Background

The TA and the City/County Association of Governments of San Mateo County (C/CAG) in cooperation with Caltrans are exploring the potential of implementing a continuous managed lane on US 101 in both directions from the I-380 interchange in San Mateo County to 0.5 mile north of the San Mateo/San Francisco County line in San Francisco County. The Project is located within the cities of South San Francisco and Brisbane in San Mateo County and would construct approximately seven miles of managed lanes in the northbound direction and approximately six miles of managed lanes in the southbound direction. The Project was identified in the TA's Short-Range Highway Plan 2021-2030 (SRHP) as a project of countywide significance.

Prepared By: Vamsi Tabjulu Project Manager 650-508-7773

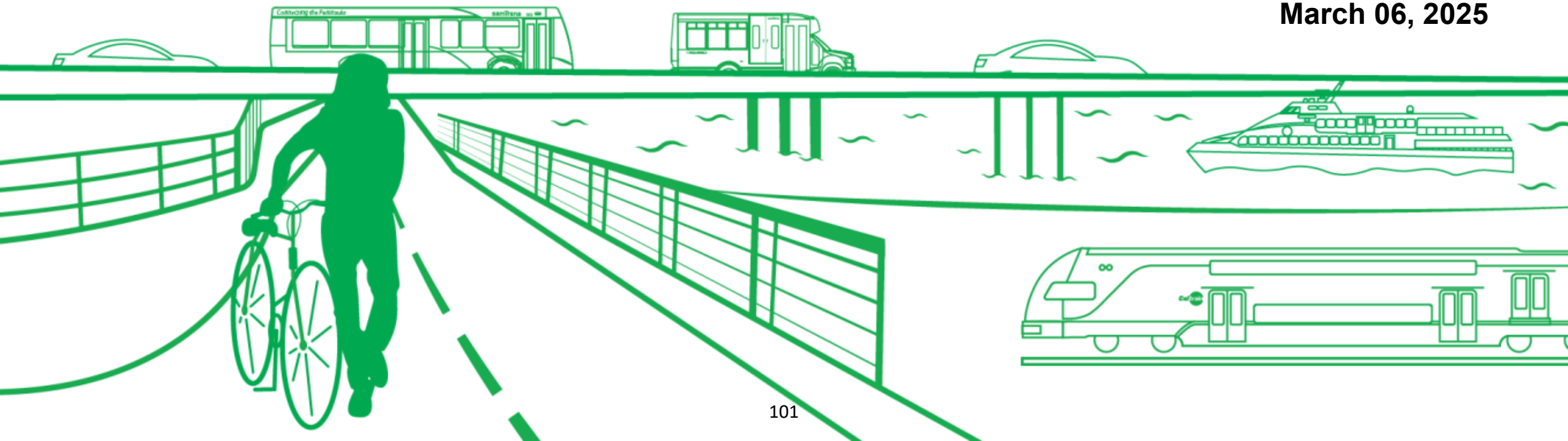


SAN MATEO COUNTY
**Transportation
Authority**

US 101 Managed Lanes North of I-380 Project Schedule Update

SMCTA Board of Directors

March 06, 2025



Agenda

- Project Overview
- Project Alternatives
- Project Schedule
- Public Outreach



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Stakeholders and Roles



Project Background

- Project Study Report (PSR-PDS) Approved in October 2019
- Goals
 - Increase Number of People Moved in the Corridor
 - Encourage Carpooling + Transit
 - Improve Travel Time Savings and Reliability for Managed Lane Users
- Environmental and Preliminary Design (PA&ED) Began in December 2020
 - Three Alternatives are Being Studied



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Project Overview

- Purpose: Provide ~ 7 miles of managed lanes on US 101 between I-380 and San Francisco County line
- Connect to 22-mile segment of express lanes between I-380 and Santa Clara County line



Project Location Map



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Project Alternatives

- **No Build**
 - Make no changes to the freeway
- **Alternative 1 “Lane Add”**
 - Adds a new managed (HOV 2+, HOV 3+, HOT) lane
- **Alternative 2 “Lane Convert”**
 - Converts an existing general-purpose lane into a managed (HOV 2+, HOV 3+, HOT) lane, with transition lanes



PA&ED Schedule

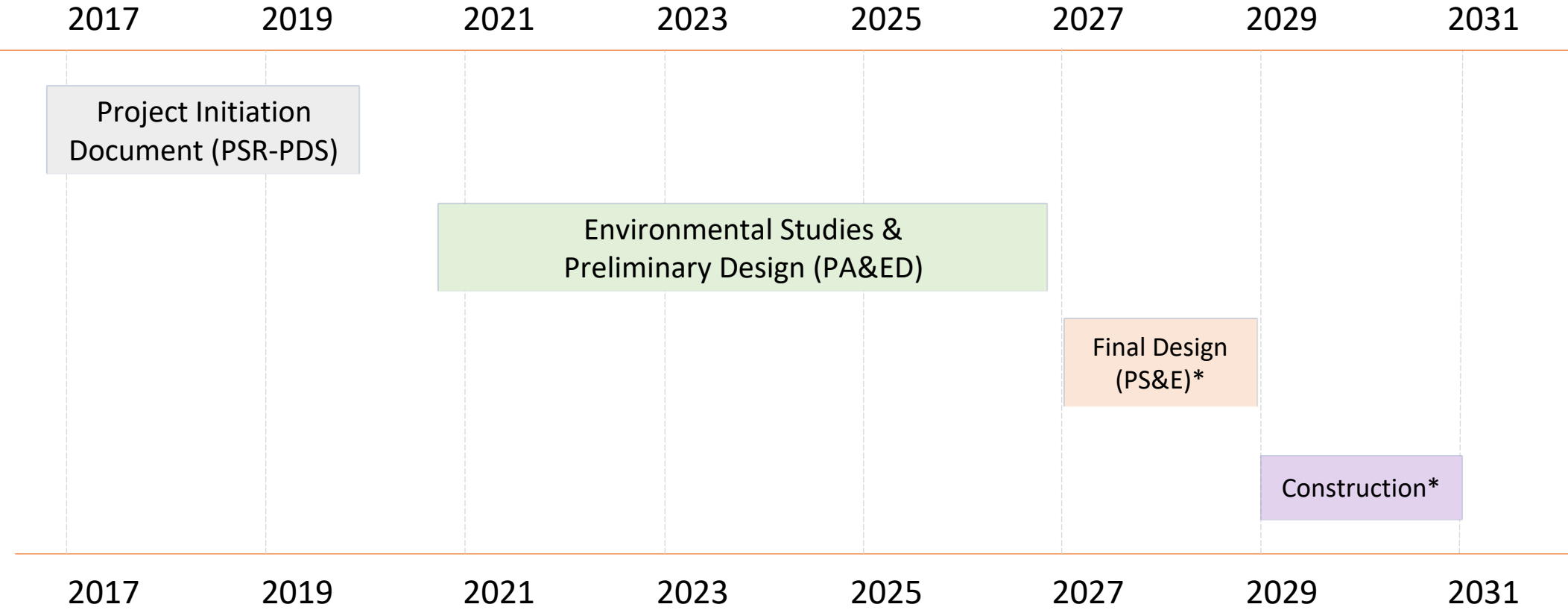
- Original completion Date: *November 2024*
- Revised completion Date: *Fall 2026*
- *Delays due to:*
 - Covid-19 impacted data collection tasks
 - Complexity of traffic modeling and forecasting
 - Evolving SB 743 guidelines on Vehicle Miles Traveled (VMT) analysis and potential mitigation
- Project team actively working with Caltrans to minimize delays



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Project Timeline



* Dates for future phases contingent upon successful completion of previous phases and funding availability for current phase



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Community Outreach to Date

- Environmental Scoping Occurred July 20 – September 3, 2021
 - Virtual meeting August 4, 2021 (English & Spanish)
 - Noticing included 12,000 postcards, 3 newspaper ads, social media, e-mail blast, City newsletters
- South San Francisco City Council Meeting on January 12, 2022
- Direct Coordination with Staff from SFCTA, South San Francisco, and Brisbane
- Project Website (101ManagedLanes.com) with FAQ etc.



Future Board Updates

2025	
• June	Public Outreach Approach
• September	Outreach Update
2026	
• March/April	Overview of Project and Environmental Process (prior to DED Release)
• May	Present DED Findings and Receive initial Feedback from Board
• June	Present Community Feedback Received During Public Comment Period and Discuss TA Preferred Alternative
• August	Board to Consider Preferred Alternative Recommendation
• December	Update on Final Project Report, Final Environmental Document & Potential Next Steps



Next Steps

- June 2025 Meeting – Discuss and Provide Input on Public Outreach Approach
- Implement Outreach Plan
- Continue Coordination with Caltrans
- Advance Technical Studies



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**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Executive Officer, Transportation Authority

Subject: **Update on Grade Separation Program and the South Linden-Scott and Broadway Grade Separation Projects**

Action

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

Significance

The purpose of the Grade Separation Program is to improve safety at railroad crossings and relieve traffic congestion. This item features a presentation on the program, with specific emphasis on the status and projected costs of the South Linden Avenue – Scott Street Grade Separation Project in South San Francisco and San Bruno, as well as the Broadway Avenue Grade Separation Project in Burlingame.

Due to substantial costs related to the delivery of these projects, staff will also be seeking guidance from the Board on how to assess future funding requests.

Additional information will be provided via PowerPoint.

Budget Impact

There is no budget impact associated with this item.

Background

The TA's Grade Separation Program provides funding for the development of new and upgrades of existing grade separations along the Caltrain and Dumbarton rail lines to improve safety and relieve local traffic congestion. The Board-adopted Grade Separation Program Guiding Principles provides funds on a first-come-first-served basis and allow the TA to fund up to 50 percent of a grade separation project's total cost. The adopted guiding principles set the framework to establish a pipeline of grade separation projects. These criteria were adopted in 2013 and updated in 2016. A copy of the guiding principles is included as Attachment A. These programming policies have established the pipeline projects to be considered for funding including: Broadway Avenue in Burlingame, South Linden Avenue - Scott Street in the cities of South San Francisco and San Bruno, and Ravenswood Avenue in Menlo Park. As part of the guiding principles, up to \$5 million in Measure A funding will be made available for the planning

of other grade separations in San Mateo County that are not included in the project pipeline. To date, only the City of Redwood City has requested planning funding to examine the potential grade separation of their remaining at-grade crossings (Whipple Avenue, Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Avenue).

Fifteen percent of Measure A (2009 – 2033) sales tax receipts are dedicated to the Grade Separation Program, which has a current balance of \$101 million available to be programmed and allocated. TA Staff estimates another \$124 million will be collected through the end of Measure A in 2033. Measure W (2019 – 2049) commits 2.5 percent of the half-cent sales tax revenue to the Grade Separation Program and has an estimated \$19 million in funding available. Another \$68 million is anticipated to be received by 2049.

Prepared By: Jessica Manzi

Director, Project Delivery

650-508-6476

ATTACHMENT A

**MEASURE A GRADE SEPARATION PROGRAM
GUIDING PRINCIPLES FOR PROJECT SELECTION**

I. FUNDING

- Focus remaining funding on the projects previously-approved by the San Mateo County Transportation Authority (TA) for pre-construction funding, but set aside up to \$5 million to assist with planning for other eligible grade separation projects listed in the Transportation Expenditure Plan that were not funded in 2013 or 2014.

II. PROGRAMMING AND ALLOCATION

- Program and allocate funds to separate project phases:
 - Planning – Study project alternatives and develop cost estimates for different options, including at least one that is consistent with the Caltrain/High-speed Rail Blended System.
 - Preliminary Engineering/Environmental Assessment – Complete necessary State and/or Federal environmental assessment for the project; project must have (a) City Council approval to move forward, and (b) Caltrain concurrence with the selected project alternative.
 - Design – Complete final design in close coordination with Caltrain to ensure railroad design standards are met and complete value engineering; project must have (a) City Council approval to proceed, and (b) Caltrain concurrence with the selected project alternative.
 - Construction - Project must have full funding plan; construction must be done by Caltrain; project must have (a) City Council approval and (b) demonstrated local community support to proceed.
- Measure A funds will only be allocated to a particular phase when project sponsor demonstrates an earlier phase has been satisfactorily completed.

III. PROJECT SELECTION PROCESS

- In general, evaluation criteria should consider:
 - Project's ability to improve safety and relieve local traffic congestion at the crossing
 - Project's ability to improve railroad's operational flexibility
 - Project readiness
 - Project effectiveness
 - Geographic equity, considering where funds from the Grade Separation Program have previously been allocated
 - Extent to which project can support economic development
 - Funding leverage: project sponsor's ability to secure, at a minimum, matching funds for the construction of the project.
- Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process.

ATTACHMENT A

- Instead of utilizing a call-for-projects process, accept funding requests for the projects on an as-needed, first come first served basis, and taking into consideration Caltrain's assessment of the proposed project in the Caltrain Grade Crossing Hazard Analysis, and the project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria listed above.
- While the TA's Board of Directors previously approved a call-for-projects selection process for the Grade Separation Program in the 2014-2019 Strategic Plan, modifying the process to accept applications on an as-needed basis would better align with the limited number of projects proceeding at varying schedules.



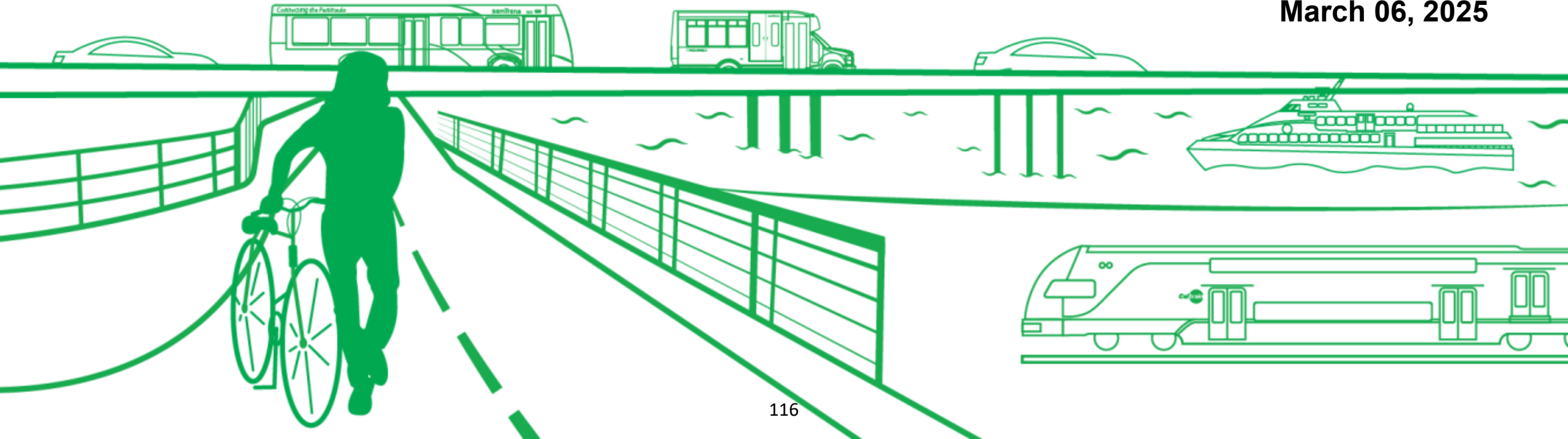
SAN MATEO COUNTY
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Authority**

Item #10.b.
3/6/2025

Grade Separation Program Update

SMCTA Board of Directors

March 06, 2025



Agenda

- Grade Separation Program Overview
- Project Updates
 - South Linden (South San Francisco) – Scott (San Bruno)
 - Broadway (Burlingame)
- Funding Status
- Policy Considerations and Questions
- Next Steps



Program Overview

- Purpose is to improve safety at railroad crossings and relieve traffic congestion
- Measure A Guiding Principles established:
 - Pipeline Projects (# Priority on CPUC Section 190 List)
 - Complete: 25th Avenue (#8*)
 - Ongoing: Broadway (#1), South Linden-Scott (#6), Ravenswood (#4*)
 - Key Principles (2016)
 - Funding: Focus funding on pipeline projects, set aside up to \$5M to assist with planning for other eligible projects
 - Programming: Allocate funds to separate project phases
 - Local Match: Maximum contribution is up to 50% of the total project cost

* Crossing is not on the current CPUC list. Ranking provided was from a previous list on which the project was listed.



South Linden Avenue and Scott Street Grade Separation Project



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Stakeholders and Roles



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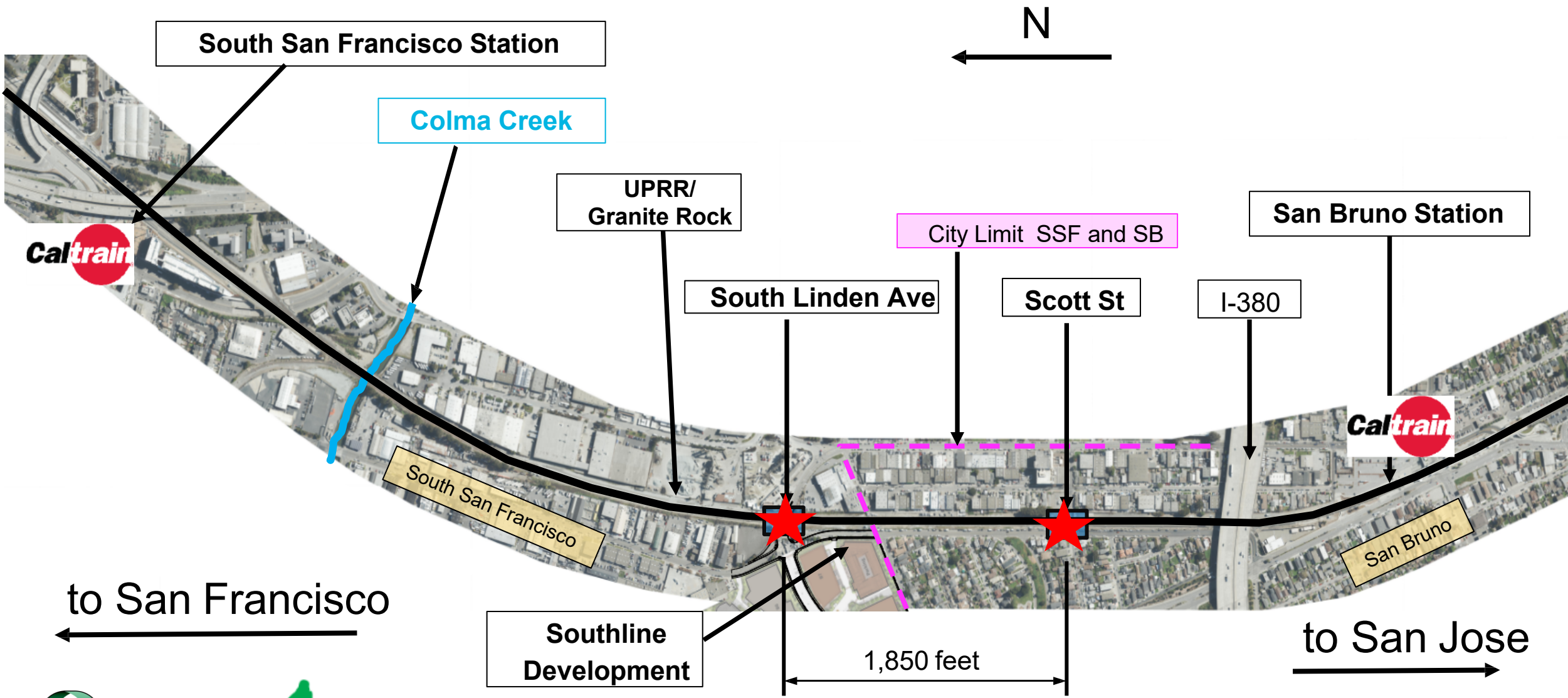


Background & Measure A Contributions

- Planning Phase (\$650,000) - Completed 2021
 - PSR - Alternative 1 selected
 - Grade separation at South Linden Avenue for all modes of travel by raising the tracks (15') and lowering South Linden Avenue (7')
 - Grade Separation at Scott Street for peds and bikes only (undercrossing)
- Preliminary Engineering/Environmental Phase – Started 2023 (\$4,950,000)
 - First Task –Value Engineering



Project Location/Key Features



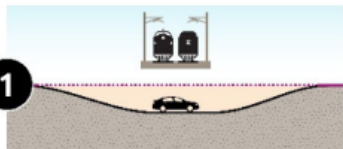
PSR Alternative 1 –Design Footprint

LEGEND

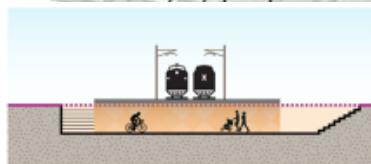
-  Railroad Corridor Footprint
-  Roadway Footprint
-  Southline Development
-  SSF/SB City Limit Line



1



South Linden Avenue
Rail Elevated – 15 ft
Road Lowered –7 ft



Scott Street
Rail Partially Elevated with a Ped/Bike Undercrossing

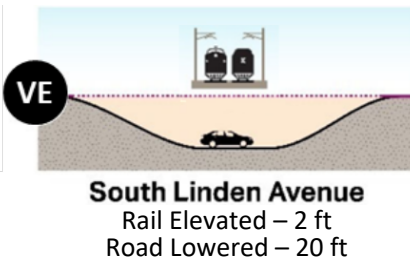
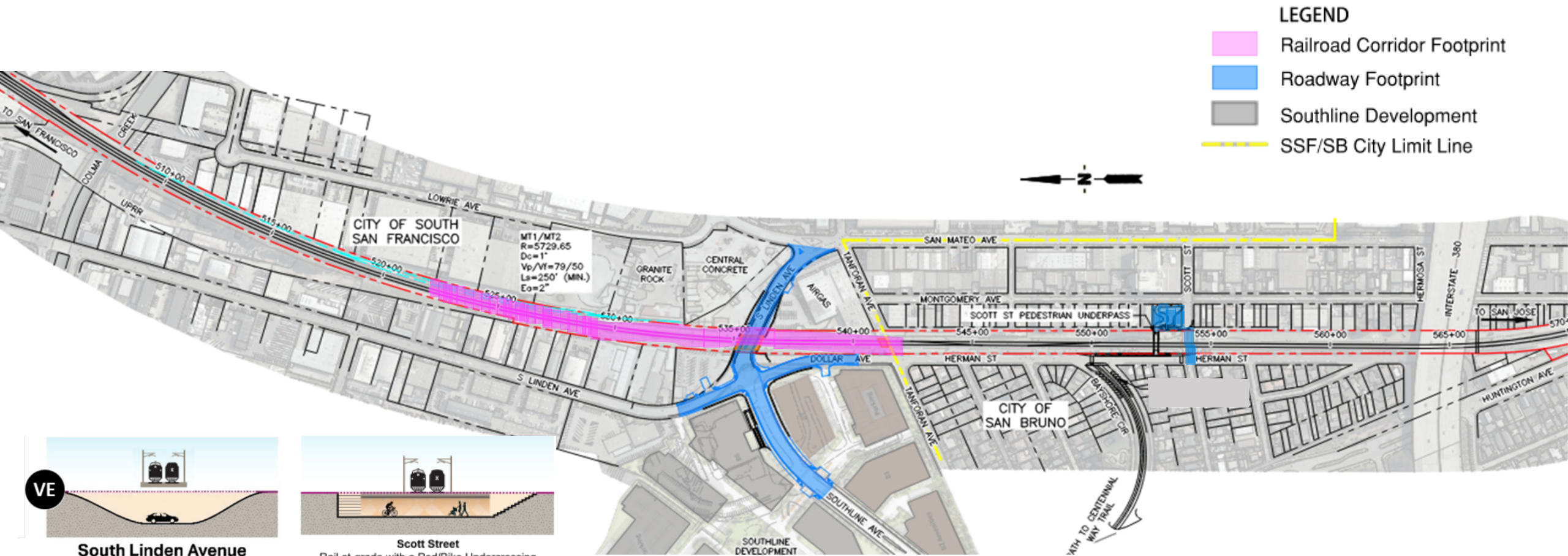
5600 ft



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Optimized Alternative – Design Footprint



Design Alternative Comparison

Project Aspect	PSR Alternative 1	Optimized Alternative
Construction Schedule	84 months	36 months
Estimated Total Project Cost ¹	\$450M	\$320M
Risk	High	Low
Environmental Effects	High	Low
Road Closures / Traffic Impacts	Long duration	Moderate duration
Railroad Operational Impacts	Extensive	Minimal
Project Footprint	Extensive	Moderate

¹ Based upon escalation of 5% to midpoint of construction in year 2032 and planning-level cost estimate.



Next Steps - South Linden - Scott GS Project

- Both Councils Endorsed the Optimized Alternative
- Continue with the Preliminary Engineering (up to 35%)
- Start the Environmental Review Process
- Project Sponsors to Seek Funding for Remaining Phases
- Complete Current Phase by August 2026



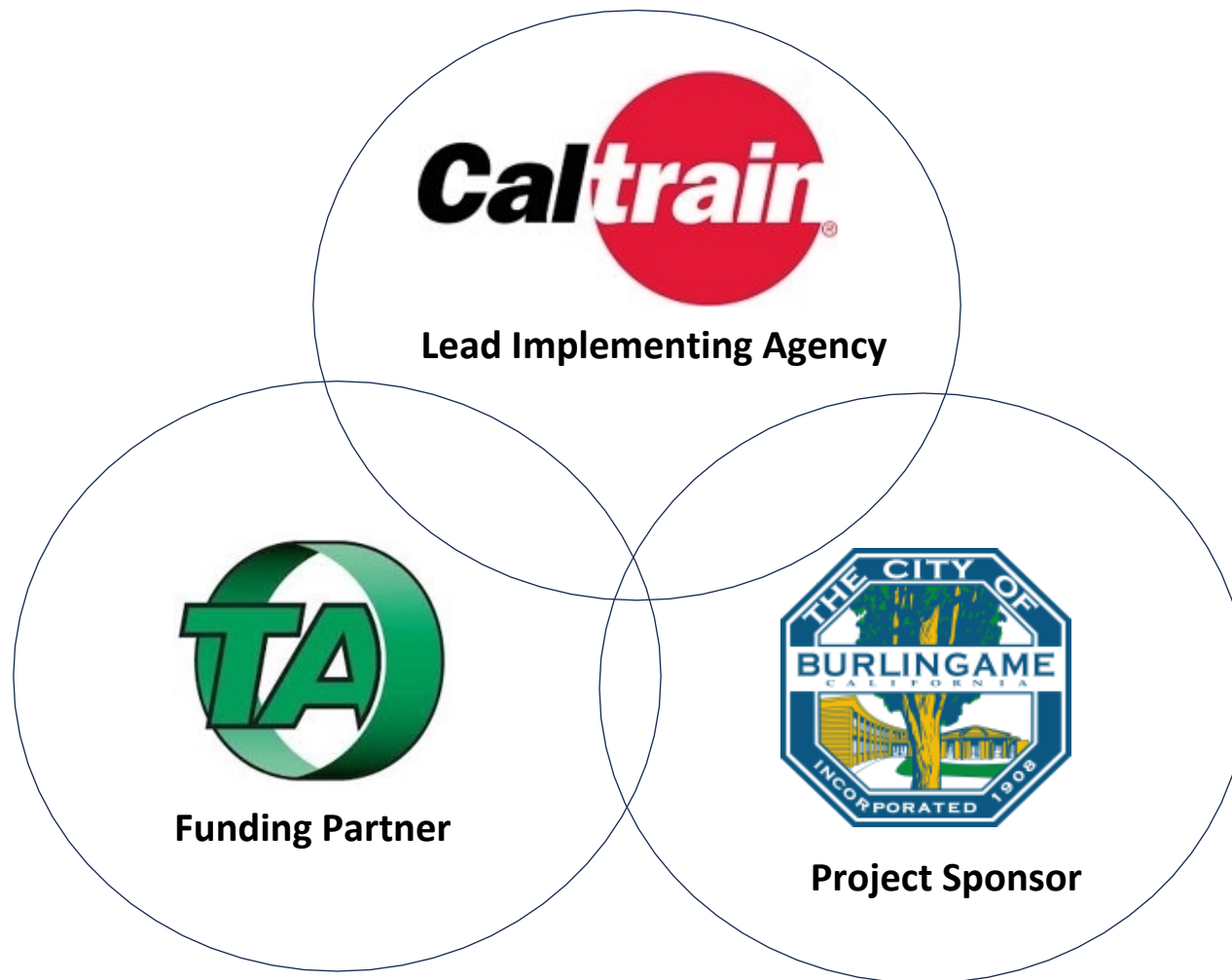
Broadway Grade Separation Project



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Stakeholders and Roles



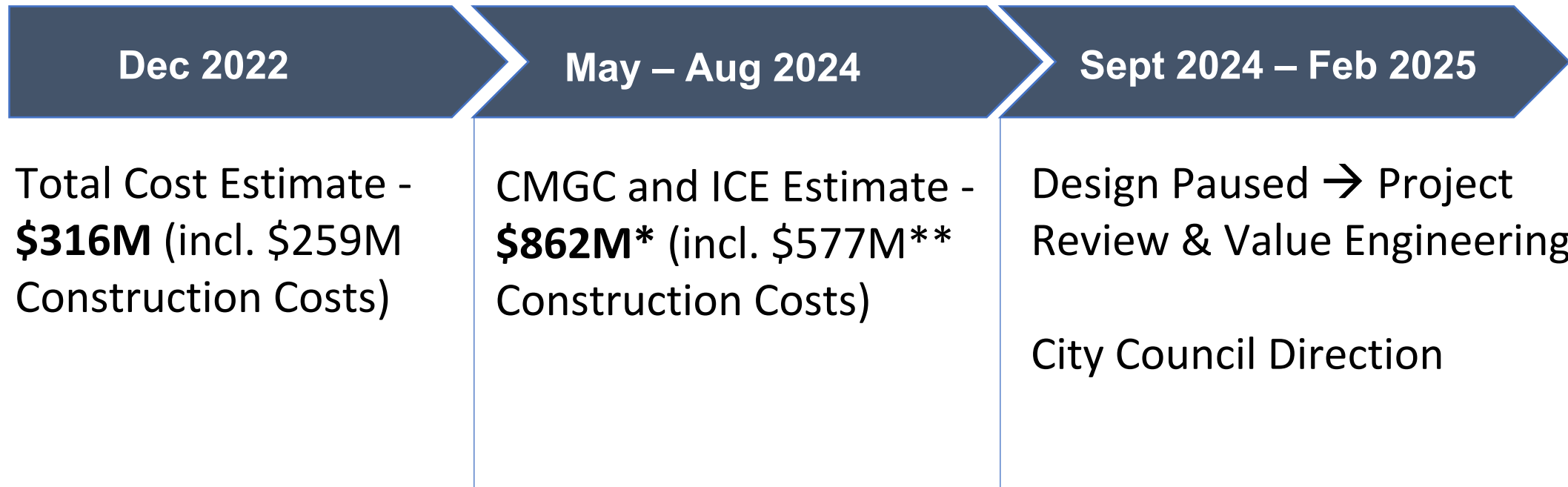
Background & Measure A Contributions

- Planning Phase (\$1,000,000) - Completed 2017
- Preliminary Engineering / Environmental Phase (\$4,050,000) - Completed 2019
- Paralleling Station (\$1,025,000)
- Design (\$18,338,000) – Expected Completion 2026
- Construction Manager-General Contractor (CMGC) (\$2,300,000) - In Progress with the Design Phase

Total Measure A Contribution: \$26.7M



Project Cost Estimates – 65% Design



* \$862M was developed in 2025 following the value engineering exercise

** \$577M is the reconciled cost following negotiations between the Construction Manager-General Contractor (CMGC) and Independent Cost Estimator (ICE)



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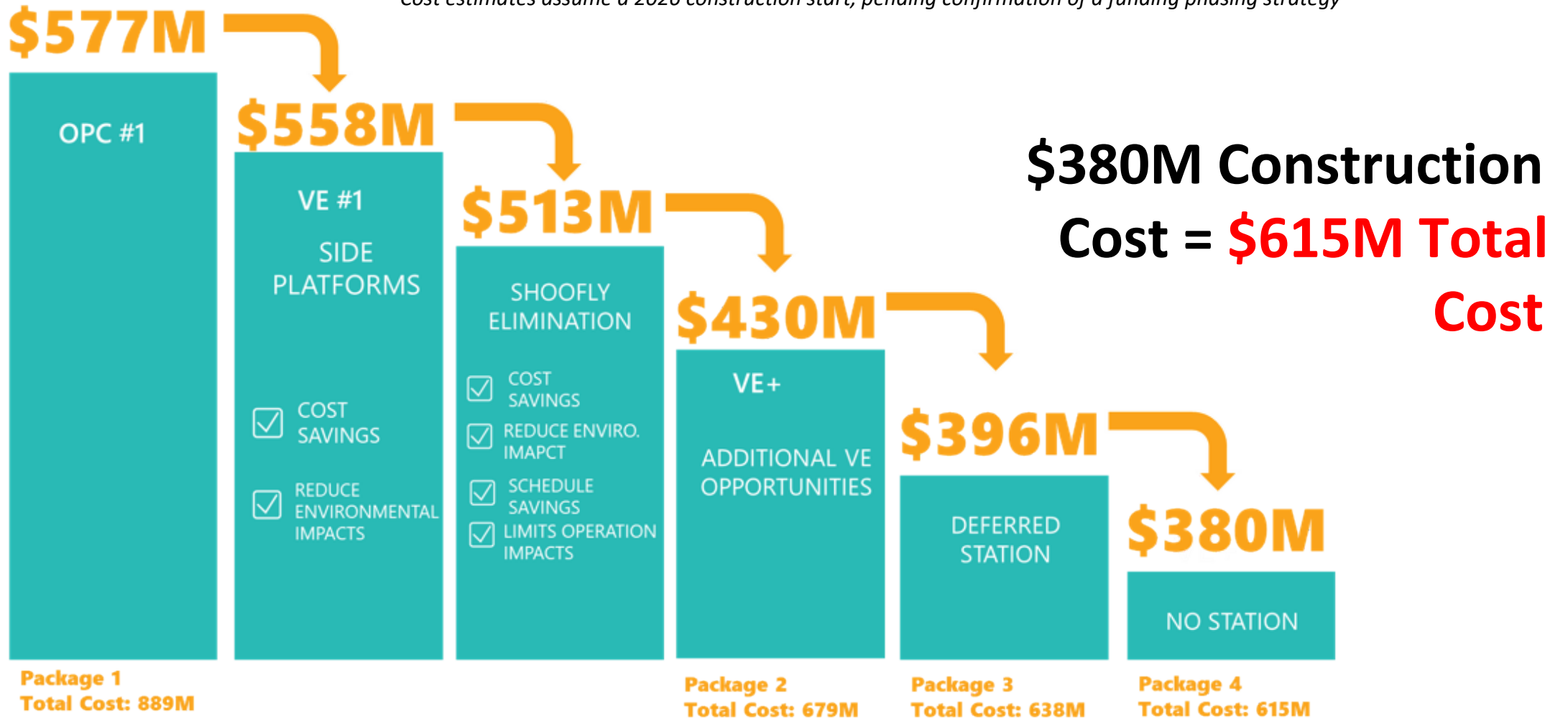
Construction Cost Increases

Environmental and Operational Constraints	<ul style="list-style-type: none">• Construction has been extended by 19-30 months due to strict environmental regulations and the need to work around live electrified infrastructure, leading to increased costs and schedule delays.
Impact of Delayed Groundbreaking	<ul style="list-style-type: none">• 17-27 months delay as compared to designer's estimate assumptions.
Mismatch Between Design and Construction Realities	<ul style="list-style-type: none">• Design Changes between 2022 and 2024• Differences between designer's schedule, scope, and cost forecasting vs. the initial commercial industry professional's construction estimates.• Design estimate assumed 5% cost escalation in 2022, but 2024 actual was 9.4%.
Post-Pandemic Construction and Labor Cost Escalation	<ul style="list-style-type: none">• Post-pandemic economic volatility has introduced unpredictable cost increases across the industry.• Any delay in schedule results in a cascading effect on cost increases.



Value Engineering Process & Preliminary Construction Cost Estimates

*Cost estimates assume a 2026 construction start, pending confirmation of a funding phasing strategy



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Next Steps – Broadway GS Project

- City Council Direction (March 3)
- Develop & Implement Funding Plan
- Request Funding for Redesign
- Complete Redesign
- Advance Early Work Packages in January 2026



Grade Separation Program Funding Status

Measure	Available Now	Estimated Future Revenue	Estimated Total Revenue through end of Measures
Measure A (15%)	\$84M	\$142M (through 2033)	\$226M
Measure W (2.5%)	\$16M	\$71M (through 2049)	\$87M
Total Measure A+W	\$100M	\$213M	\$313M



Completed Grade Separation Projects

Sponsor	Grade Separation Project	Total Measure A Allocation (\$M)	Total Project Cost (\$M)	TA Share (%)	Year Completed
South San Francisco	Oyster Point	\$11.0	\$24.2	46%	1994
Redwood City	Fifth Ave	\$10.1	\$17.0	59%	1995
San Carlos	Brittan Ave / Howard Ave	\$11.3	\$23.0	49%	1995
Millbrae	Millbrae Ave	\$13.3	\$24.0	55%	1996
Redwood City	Jefferson Ave	\$8.1	\$14.2	57%	1999
Belmont / San Carlos	Ralston Ave / Harbor Blvd / Holly St	\$60.7	\$99.6	61%	2000
San Bruno	San Bruno Ave / San Mateo Ave / Angus Ave	\$101.8	\$165.1	62%	2014
San Mateo	25 th Ave	\$97.8	\$205.9	47%	2021
Total		\$314	\$573	55%	



Funding History & Need for Pipeline Projects

Project (Phase)	Estimated Total Project Cost (estimate year)	Measure A Contributions to Date	Maximum Funding Eligibility (50%)	Minimum Estimated Local/Grant Funding Need
Broadway (Final Design)	\$615M* (2025)	\$26.7M	\$308M	\$308M
South Linden-Scott (Preliminary Design)	\$320M (2024)	\$5.6M	\$160M	\$160M
Ravenswood (Planning)	\$310-380M (2018)	\$.75M	\$190M	\$190M
<i>Total Costs</i>	<i>\$1,245 - 1,315M</i>	<i>\$33.1M</i>	<i>\$658M</i> <i>\$313M- \$658M= -\$345M</i>	<i>\$658M</i>

* Assumes lowest cost alternative



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Policy Considerations

- Insufficient funding to complete pipeline projects
- Limited city resources to close funding gaps
- Limited external grant funding available at State/Federal levels
- Costs continue to escalate above historical levels
- Reauthorization of Measure A could change funding availability



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Near-Term Policy Questions

- How should limited grade separation funding be prioritized for allocation?
 - Prioritize a single project for funding
 - Fund multiple projects to 'shovel ready' status to compete more broadly
- Should some/all Guiding Principles be revised?
 - First come, first served basis
 - Fund one phase at a time (v. early work packages)
 - Maximum 50% of project cost (v. dollar maximum)
 - \$5M set aside for non pipeline projects



Policy Questions – Potential Funding Scenarios

Project (Phase)	Estimated Total Project Cost (estimate year)	Additional Measure A & W Contributions (\$ Million)				Estimated Additional Local/Grant Funding Need
		Current Guidelines	Equal Shares to Pipeline Projects	Some Funding for All Pipeline Projects	Get All Pipeline Projects Shovel Ready*	
Broadway (Final Design)	\$615M (2025)	\$280M	\$103M	\$260M	\$40M+	\$306 - 546M
South Linden- Scott (Preliminary Design)	\$320M (2024)	\$29M	\$103M	\$25M	\$90M+	\$211 - 289M
Ravenswood (Planning)	\$310-380M (2018)	\$0	\$103M	\$2M	\$90M+	\$206-379M
Remaining Funding / Contingency		\$4M	\$4M	\$26M	\$93M	\$812 - 1,221M

* Includes work through 100% design and ROW acquisition, rounded up to nearest \$10M



Longer-Term Policy Questions

- Under what circumstances should staff borrow from future sales tax revenue?
- Should funding from the Measure A - Caltrain category be used for grade separation projects?
- How should Measure W allocations be distributed (Corridor Crossings Strategy v. define internally)?



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Next Steps

- Return to Board in April 2025 with Policy Recommendations Based on Board Input
- Consider Funding Request for Broadway Project (when submitted)



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **US 101 Express Lanes: Semiannual Update on Variable Rate Bonds and Express Lane Performance**

Action

This is an informational item. No action is required.

Significance

This semiannual presentation will provide an update on the status on the outstanding 2020 Variable Rate Demand Bonds issued by the San Mateo County Transportation Authority (TA) to finance the remaining funds needed to construct the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Express Lanes project.

The Board will receive additional information via a PowerPoint presentation, including an update on operation of the US 101 Express Lanes covering revenue generation, operations and maintenance expenses, and performance.

Budget Impact

There is no budget impact.

Background

In September 2020, the Transportation Authority issued \$50,000,000 2020 Series A Bonds and an additional \$50,000,000 Series B Bonds (together the "Bonds"). The Bonds are variable rate bonds Series A Bonds are issued with a weekly rate reset and the Series B Bonds are issued with a daily rate reset.

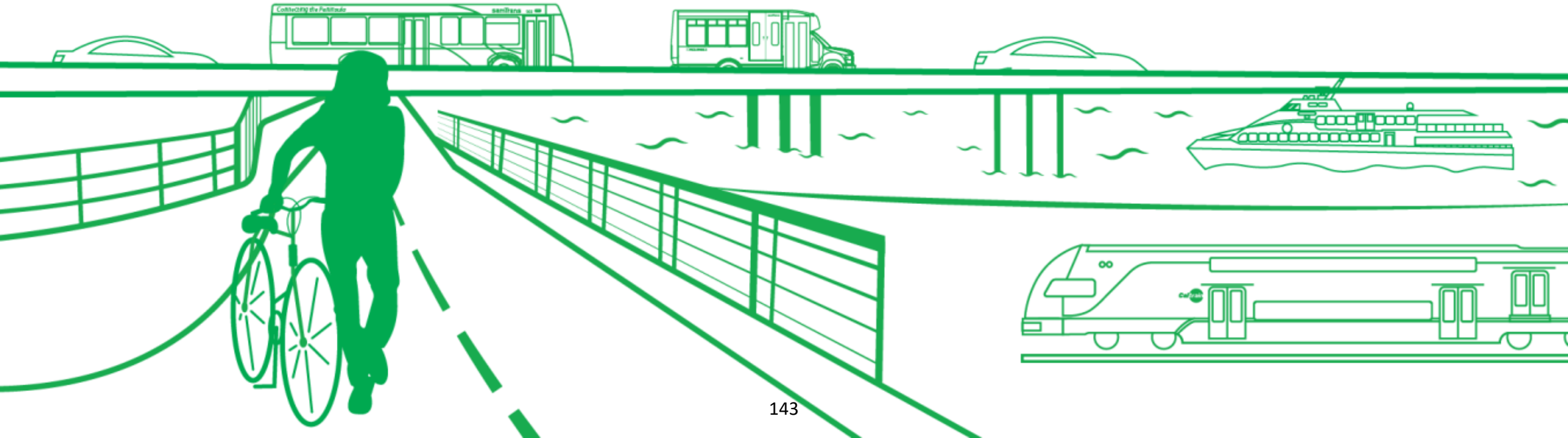
The Express Lanes Project extends over 22-miles from the San Mateo/Santa Clara County line to I-380 in South San Francisco. The Southern Segment of the Express Lanes, approximately 8 of the 22 miles, opened and has been in operation since February 11, 2022. The Northern Segment was opened for operations on March 3, 2023.

Prepared By: Julijana Taskovic Director, Treasury 650-730-0668



SAN MATEO COUNTY
**Transportation
Authority**

US 101 Express Lanes: Update on Variable Rate Bond



OVERVIEW

- **Background**
- **Interest Rates**
- **Principal Payments**
- **Outlook**



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BACKGROUND

In 2020 TA issued \$100M variable rate bonds:

- Support JPA's \$581M cost for US 101 Express Lanes (EL)
- Secured by Measures A & W sales tax
- Series A \$50M Weekly & Series B \$50M Daily

Why variable rate bonds?

- Lowest cost
- Since the issue, daily interest rate 3.7%- 0.01% average 2.24%
- Estimated Fixed Rate since the issuance = 1.34%
- Initial rates: 0.07%
- Prepayment flexibility



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INTEREST RATES

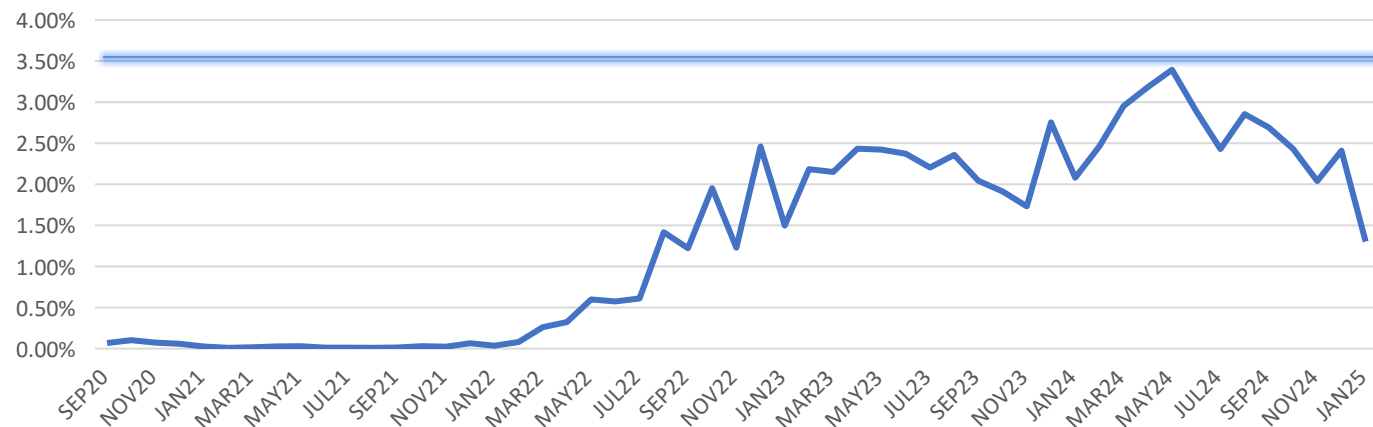
Interest Rate Overview Six Months- Aug 2024 to January 2025

Average Rate A&B combined	2.24%
Highest Rate weekly Series A reset (9/18/24)	3.39%
Highest Rate daily Series B reset (12/20/24)	4.10%
Lowest Rate weekly Series A reset (1/15/25)	0.95%
Lowest Rate Series B daily reset (Jan8&9, 2025)	0.10%

Interest Rate Overview Since Issuance

Average Rate A&B combined	1.34%
Highest Rate weekly Series A reset (1/31/2024)	3.97%
Highest Rate daily Series B reset (6/28/24)	4.45%
Lowest Rate weekly reset (7/11/2024)	0.01%
Lowest Rate daily reset (Feb 5&6, 2024)	0.01%

Interest
(A&B) Since Issuance



Fixed Rate Issuance in
Sep 2020 = 3.50%



PRINCIPAL PAYMENTS

- December 2024 principal Payment of \$6.29M from project savings
- Payment covers:
 - \$5M Principal payment for 2027 and
 - \$1.29M Principal reduction for 2030.
- Next required principal payment of \$8.71M in 2030.
- Remaining Principal: \$93.71M



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OUTLOOK

- Recent Federal Reserve rate cuts have lowered short-term borrowing costs
- Federal Reserve is cautious, interest rates may decline further into 2025
- Rapidly evolving landscape Fed policies can have an impact on rates
- Keeping an eye on proposed legislation or regulatory changes



Questions?



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San Mateo 101 Express Lanes Performance 1st Half of FY2025 (July – December 2024)

Rules of the Road

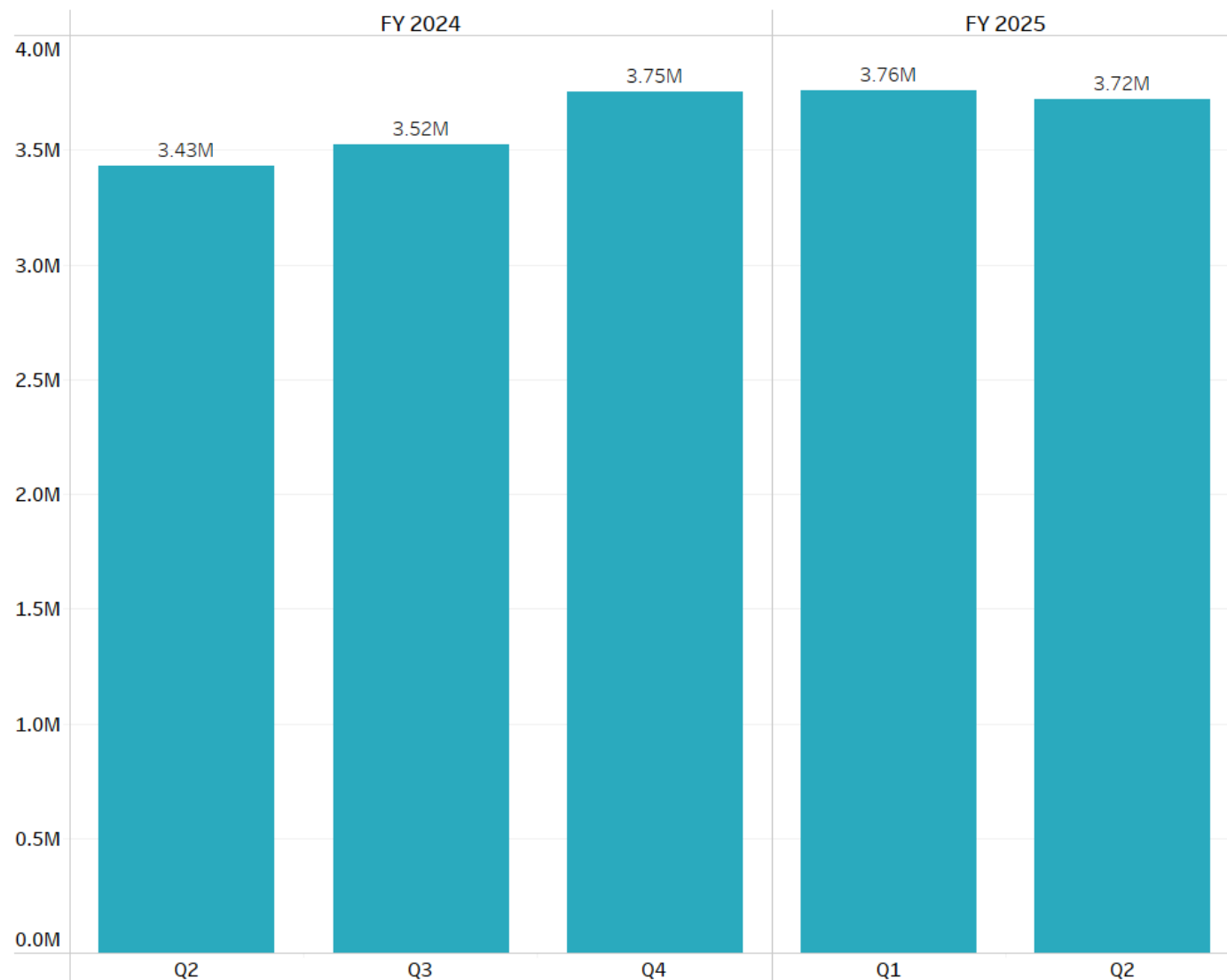
- Hours: 5 a.m. to 8 p.m. Monday – Friday
- FasTrak® required
- Carpools (HOV 3+), buses, and motorcycles travel toll-free with FasTrak® Flex toll tags
- Carpools (HOV 2) pay half-price tolls with FasTrak® Flex toll tags
- Solo drivers in eligible clean-air vehicles pay half-price toll with FasTrak® CAV toll tags



Key Performance Highlights

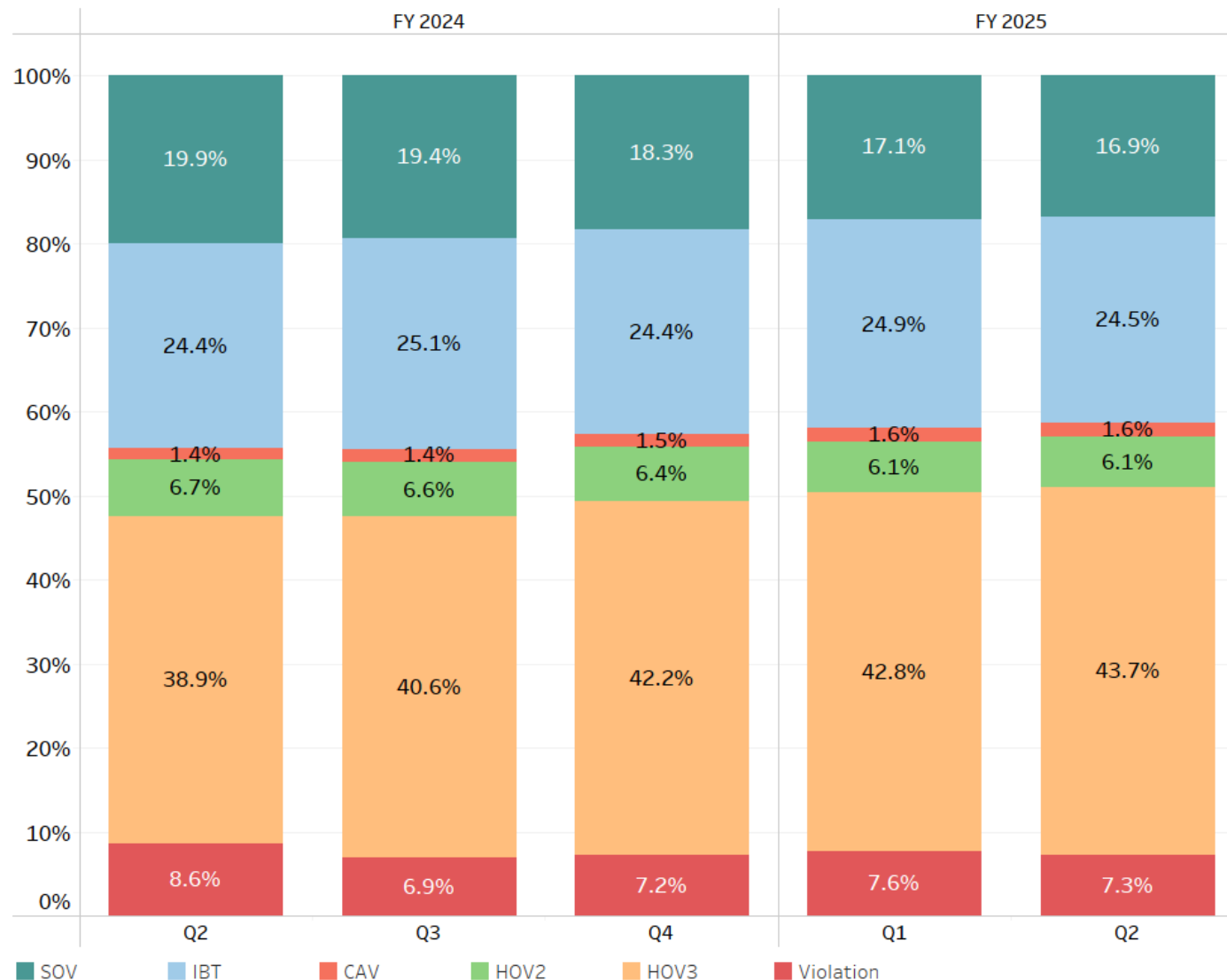
- **Consistent Trends:** Over the course of the full year of operations, observed performance has been fairly consistent.
- **Increase in Average Assessed Tolls:** Q1 and Q2 of FY25 saw a slight uptick in overall average assessed tolls for both directions compared to the Q3 and Q4 of FY24.
- **Express Lane Performance:** Both trip volume and revenue for the express lanes increased when compared to the Q3 and Q4 of FY24.
- **Express Lane Volume:** With 1 less operating day for the Q1 and Q2 of FY25, the average daily express lane volume experienced a slight increase compared to Q3 and Q4 of FY24.

Express Lane Trips



- FY25 Q1 and Q2 consisted of 127 tolling days.
- In the 6-month period of FY25 Q1 and Q2, an average of 58,876 express lane trips have been made daily, which is a 3.5% increase over the 6-month period between FY24 Q3 and Q4.
- A total of 7,477,204 trips for FY25 Q1 and Q2.

Express Lane Trip Types



Toll-free trips: 43.2%

- HOV 3+ and Non-Revenue

Tolled trips: 49.3%

- 41.7% full toll (SOV + IBT)
- 6.1% half toll (HOV 2)
- 1.6% half toll (CAV)

Violation trips: 7.4%

- Image-based Toll (IBT) trips with No FasTrak account at the time of the trip

Express Lanes Toll Revenue and Expense



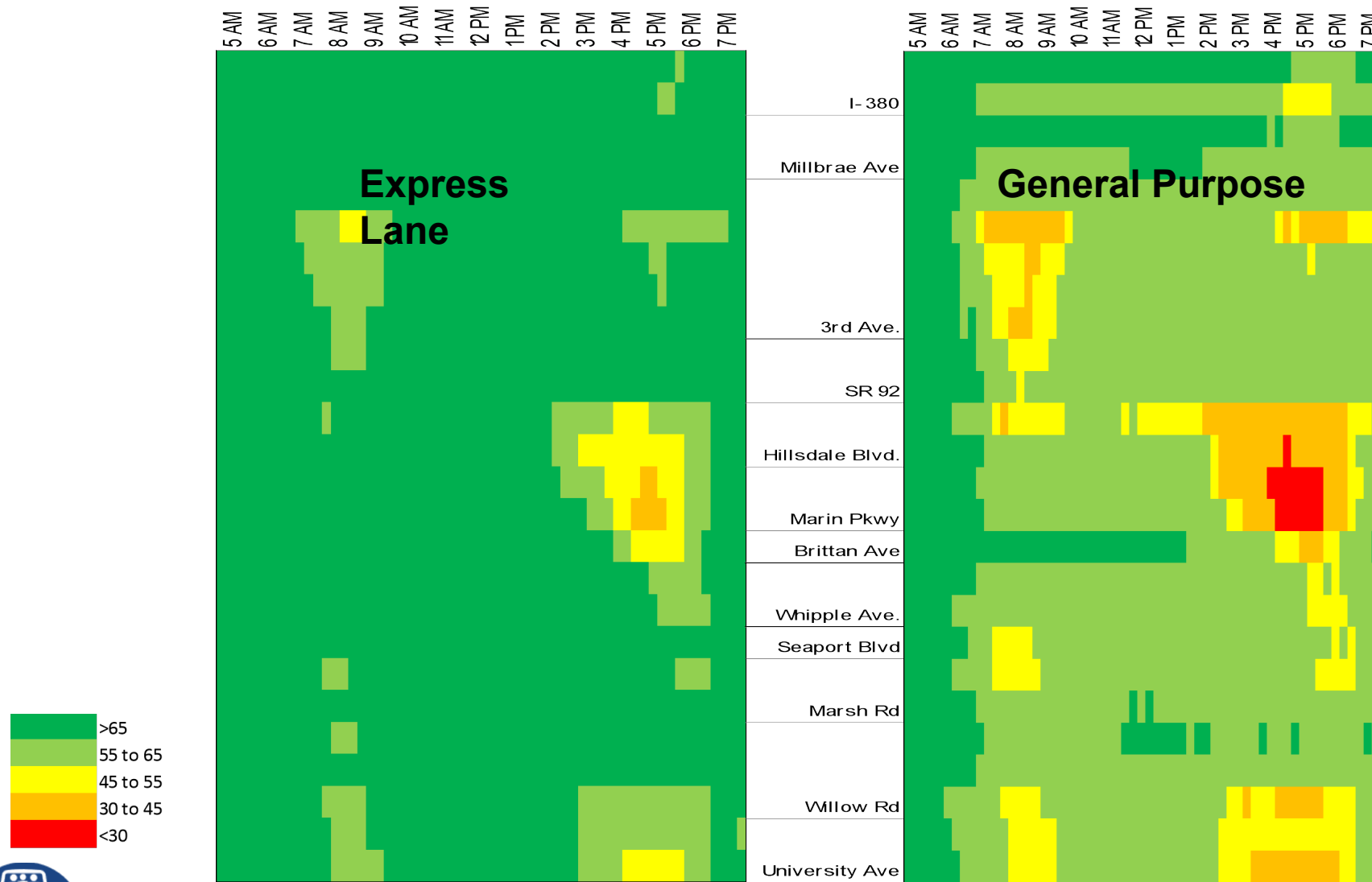
- In the first half of FY25, SMCEL-JPA has seen a 17.8% increase in toll related revenue compared to the same period in FY2024.
- In the first half of FY25, SMCEL-JPA has expended \$4.2 million in toll operations and maintenance (O&M) costs.
- SMCEL-JPA has disbursed approximately \$1.5 million in debt related payments so far this fiscal year.

Note: Data in this figure represents the latest information currently available.



■ Toll Revenue
 ■ Toll Violation, Fees and Penalties
 ■ Toll O&M
 ■ Admin Expense
 ■ Debt Related Service

Northbound Speeds by Location & Time - FY25 Q1



- Average northbound Express Lane speeds were 10 mph or greater during tolling hours.
- Average northbound **general purpose lane** speeds were lowest in the approach to SR 92 in the PM.
- Slowest times are during PM peak period (3-6pm) approaching SR-92.

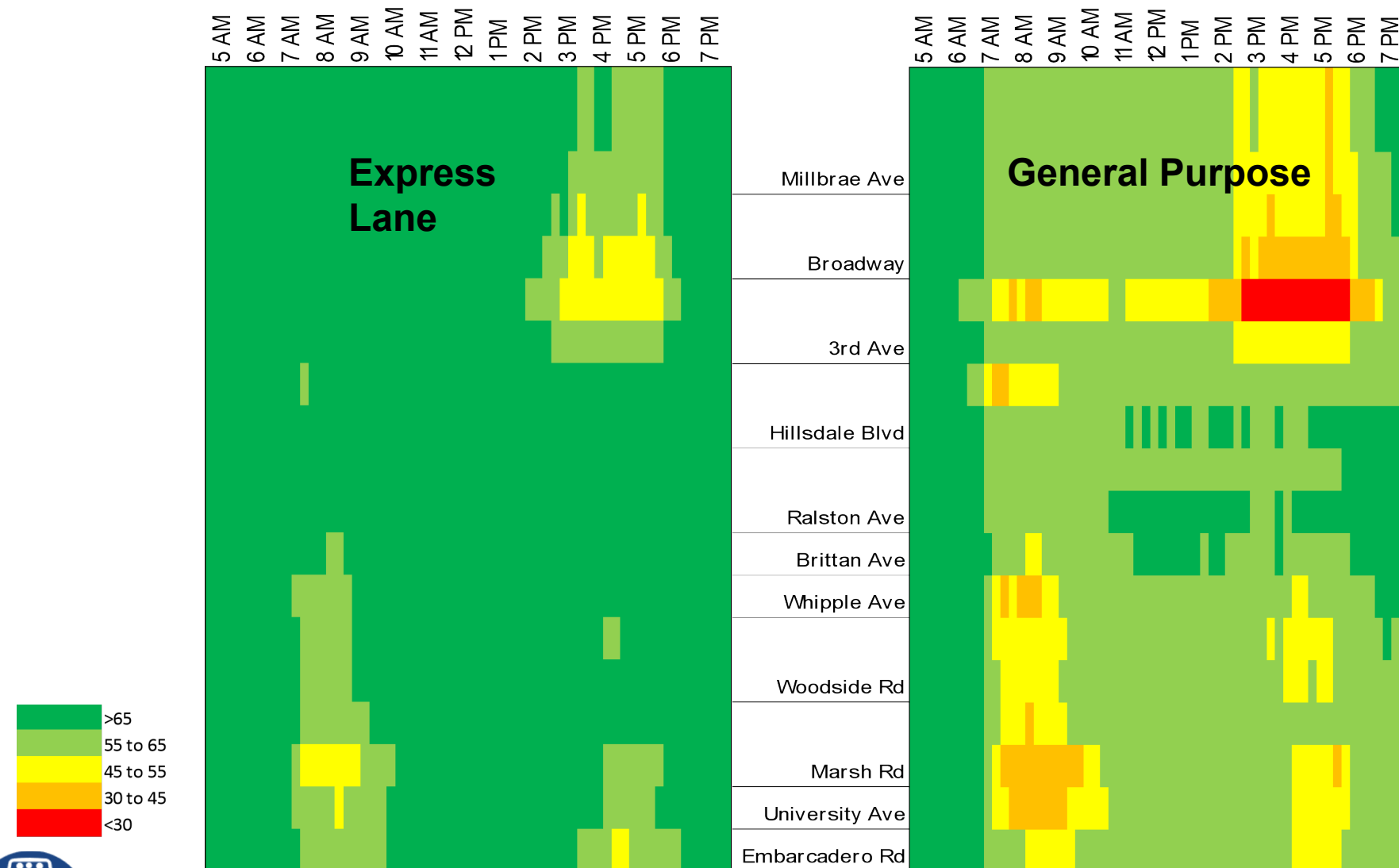


Northbound Speeds by Location & Time - FY25 Q2



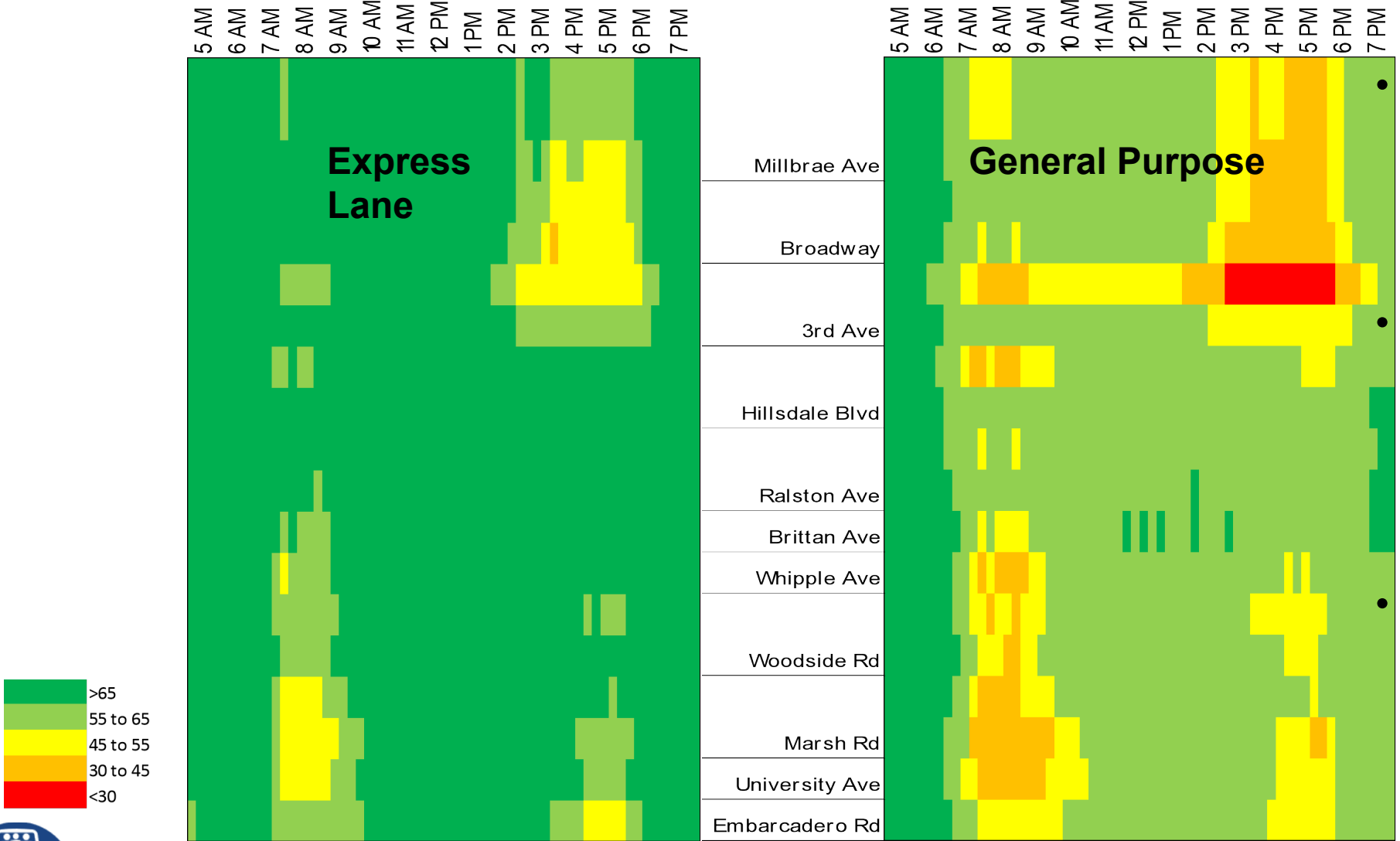
- Average northbound Express Lane speeds were 10 mph or greater during tolling hours.
- Average northbound **general purpose lane** speeds were lowest in the approach to SR 92 in the PM.
- Slowest times are during PM peak period (3-6pm) approaching SR-92.

Southbound Speeds by Location & Time – FY25 Q1



- Average southbound Express Lane speeds were 11 mph or greater during tolling hours.
- Average southbound **general purpose lane** speeds were lowest between Broadway and 3rd Ave.
- Slowest times are during PM peak period (3-6pm) approaching 3rd Ave.

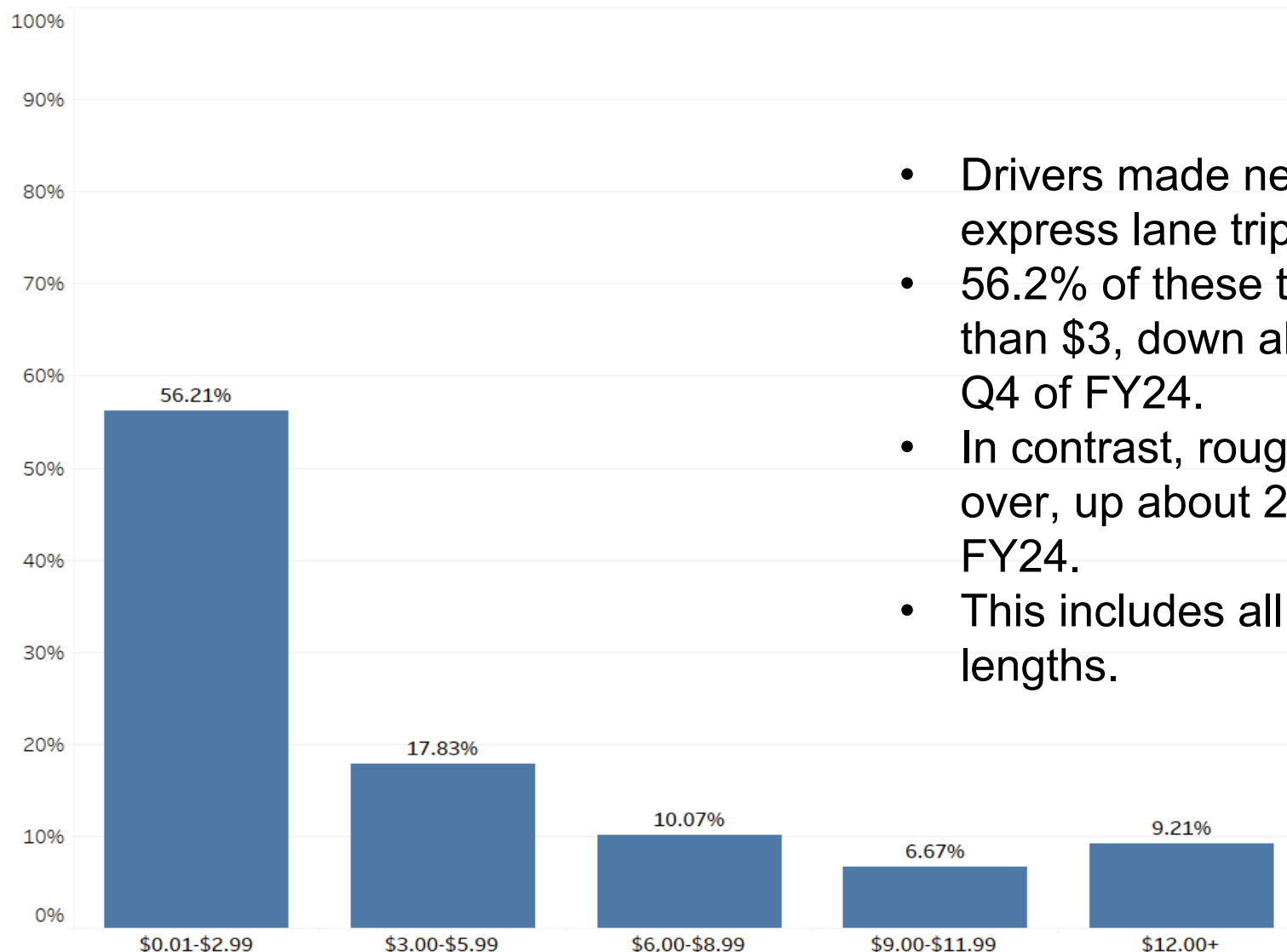
Southbound Speeds by Location & Time – FY25 Q2



- Average southbound Express Lane speeds were 11 mph or greater during tolling hours.
- Average southbound **general purpose lane** speeds were lowest between Broadway and 3rd Ave.
- Slowest times are during PM peak period (3-6pm) approaching 3rd Ave.



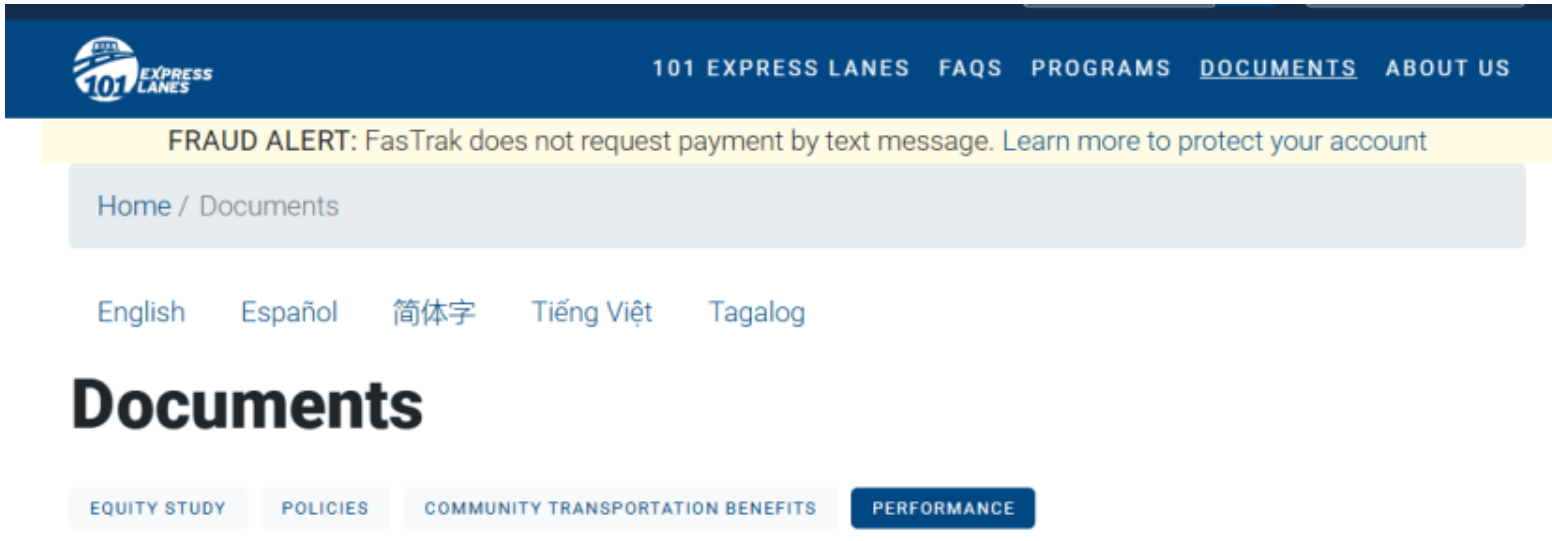
Distribution of Assessed Tolls – FY25 Q1 and Q2



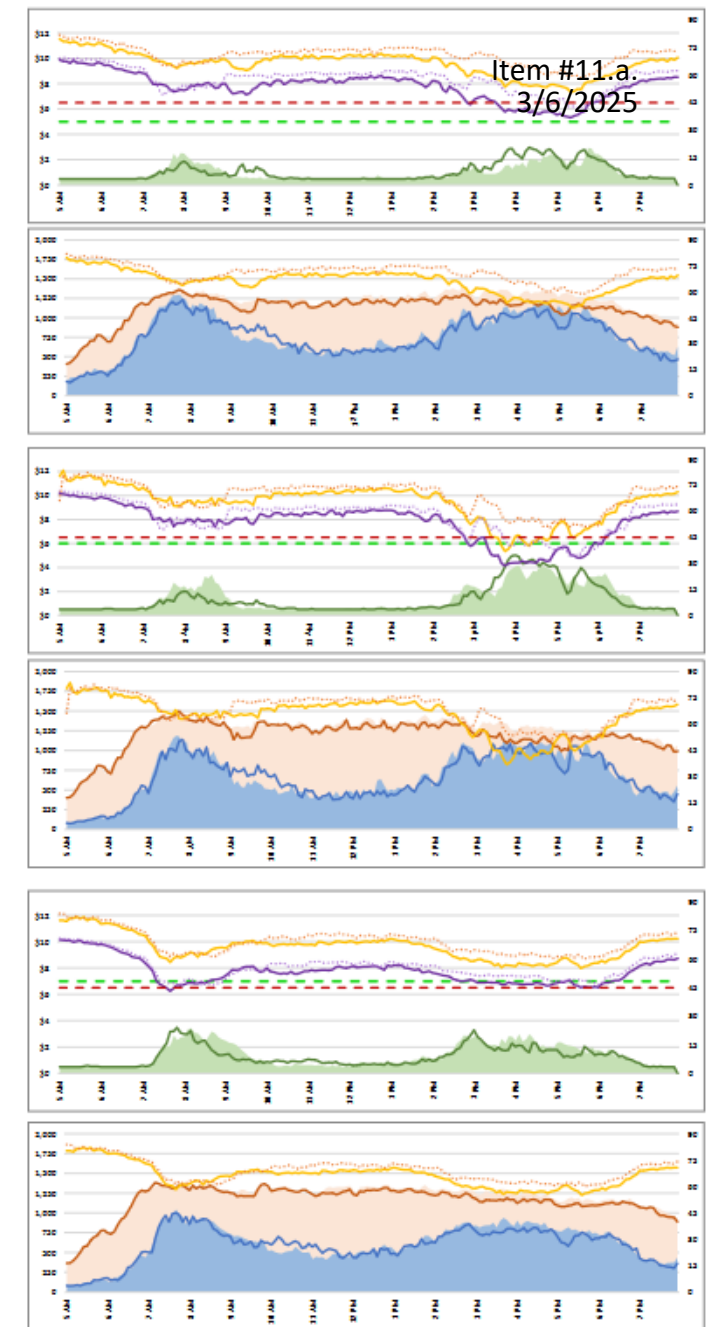
- Drivers made nearly 4 million tolled express lane trips in FY25 Q1 & Q2.
- 56.2% of these trips incurred a toll less than \$3, down about 6.9% from Q3 and Q4 of FY24.
- In contrast, roughly 9.2% were \$12 and over, up about 2% from Q3 and Q4 of FY24.
- This includes all tolled trip types and lengths.

New Reports Available Online

Visit www.101expresslanes.org for Weekly Performance Reports
Go to **Documents->Performance**



The screenshot shows the top navigation bar of the 101 Express Lanes website. It includes the logo on the left and menu items: 101 EXPRESS LANES, FAQs, PROGRAMS, DOCUMENTS (highlighted), and ABOUT US. Below the navigation bar is a yellow fraud alert banner. Underneath is a breadcrumb trail 'Home / Documents' and a language selection menu with options: English, Español, 简体字, Tiếng Việt, and Tagalog. The main heading 'Documents' is followed by a sub-menu with buttons for EQUITY STUDY, POLICIES, COMMUNITY TRANSPORTATION BENEFITS, and PERFORMANCE (which is highlighted).



For additional information, please visit: <https://101expresslanes.org>



**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 and Approve Legislative Proposal: Senate Bill 71 (Wiener)**

Action

Staff proposes the Board:

1. Receive the attached federal and state legislative updates.
2. Approve the recommended San Mateo County Transportation Authority (TA) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

Significance

The 2025 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the State Legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specifies those bills on which staff proposes that the TA take a formal position.

Prepared By: Amy Linehan Government and Community Affairs Officer 650-418-0095

SMCTA Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 63 Wiener (D) Bay Area Regional Transportation Tax Measure	1/9/25 Introduced	As introduced on January 9, this bill expresses the Legislature’s intent to adopt a legislation authorizing a revenue measure to invest in transportation and sustain and improve public transportation in the San Francisco Bay area.	Watch
SB 71 Wiener (D) CEQA Exemption for Clean Transportation	1/16/25 Introduced	As introduced on January 16, this bill deletes the 2030 sunset date for SB 922 (2022), which created a CEQA exemption for a variety of active transportation and public transit projects and plans. This bill also expands the SB 922 exemption to include plans to redesign or modify transit service networks, install transit stop shelters and lighting, and to encompass transit maintenance projects.	Recommend Support
SB 239 Arreguín (D) Brown Act: Remote Meetings: Advisory Bodies	1/30/25 Introduced	As introduced on January 30, this bill authorizes subsidiary bodies created by a legislative body to utilize remote participation in meetings that are subject to the Brown Act. Specifically, SB 239 would allow advisory body members to participate in meetings remotely without posting their home address or making it available to the public.	Watch
AB 21 DeMaio (R) Taxes: Approval thresholds	12/2/24 Introduced	As introduced on December 2, this bill states the intent of the Legislature to adopt a future constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.	Watch
AB 23 DeMaio (R) Fuel taxes and fees	12/2/24 Introduced	As introduced on December 2, this bill states the intent of the Legislature to adopt subsequent legislation to suspend all state taxes and fees on gasoline, among other changes, and provide households with \$2,500 “cost-of-living relief” rebates.	Watch

SMCTA Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
<p>AB 33 Aguiar-Curry (D)</p> <p>Autonomous vehicles</p>	<p>12/2/24</p> <p>Introduced</p>	<p>As introduced on December 2, this bill makes non-substantive changes to laws surrounding the operation of autonomous vehicles. It will be amended with substantive language prior to a policy committee hearing.</p>	<p>Watch</p>
<p>AB 259 Rubio (D)</p> <p>Brown Act: Remote Participation</p>	<p>1/16/25</p> <p>Introduced</p>	<p>As introduced on January 16, this bill eliminates the 2026 sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also indefinitely extends the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.</p>	<p>Watch</p>

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Federal Update San Mateo County Transportation Authority (Current as of February 19, 2025)

It has been a busy month in Washington. While the Senate continues to process executive branch nominations on the floor, the House and Senate have started work on the budget reconciliation process, which will be the main vehicle to implement President Trump's legislative agenda.

Budget Resolution/Reconciliation

The budget resolution/reconciliation process is really an "inside baseball" of Congressional budget procedure, but it is going to dominate what is happening on Capitol Hill from now until Memorial Day and possibly longer and - more importantly - will control how much and how fast the Trump agenda becomes law.

In short, budget reconciliation is a way to move tax/spending legislation under expedited consideration. These bills have limited debate - 20 hours - and cannot be filibustered. In exchange, the bills are limited to tax/spending and cannot include policy proposals that are "extraneous" to the budget, (i.e. have to pass the Byrd rule). The Senate parliamentarian is the sole arbiter of what violates the Byrd rule, in a process that is commonly referred to as the "Byrd bath". Expect to hear much more about the Byrd rule and the Senate parliamentarian in the coming months.

The reconciliation process - outlined in the Budget Control Act of 1974 - is that both chambers pass a budget resolution - which does not become law - that sets topline tax and spend numbers. Within this bill are reconciliation instructions to Congressional committees to draft legislation to spend or cut certain amounts within their jurisdictions reflecting the majorities' priorities. Once the committees report back on their specific changes to meet the numbers called for in the budget resolution, those recommendations are assembled into a budget reconciliation bill. Reconciliation bills - which are signed into law - are considered under the same floor rules as budget resolutions.

So far, the House and Senate budget committees have both passed their versions of the FY 2025 budget resolution.

The House bill spends approximately \$4.7 trillion to make the 2017 tax cuts permanent and fund increases defense spending, border wall, etc. This bill, which went through committee last week is a blueprint that calls for \$1 trillion in savings from cuts to Medicaid and SNAP among other cuts. The House bill would also raise the debt ceiling by \$4 trillion.

The Senate strategy, however, is to move a smaller \$300 billion bill targeted toward increased defense spending and immigration/border enforcement. This bill could be on the floor as early as this week. The Senate plans to address the expiring 2017 Trump tax cuts in a separate reconciliation bill later this year.

In a surprise, move, President Trump endorsed the House bill/process earlier this week. While the House is on recess this week, the budget resolution will be on the floor next week. The President's endorsement came after the Senate budget resolution had

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started on the floor. The Senate plans to move forward with its smaller bill – despite the President’s endorsement of the House bill – as a backup measure in case the House fails to pass or has to delay consideration of its budget resolution. Clearly, this is going to be a lengthy process which will control the start of 119th Congress and we will keep you posted.

White House/Administration

There are currently 74 legal challenges against White House/Department of Government Efficiency (DOGE) actions since inauguration day, and we expect more suits to be filed over the next few months.

The DOGE staff have been focusing on one agency at a time and appear to be at the Department of Transportation this week. It was reported recently that several probationary FAA employees have been fired. In light of the recent aviation incidents, however, this is likely to draw some non-partisan fire. We are also seeing Senators and House members start to push back as DOGE cuts impact areas of concern and especially as DOGE starts to look at domestic-oriented agencies.

Several DOGE actions – especially those focused on the Social Security Administration (SSA) and access to Internal Revenue Service records – are also drawing non-partisan ire. It remains unclear if legal action will be required. Note, a temporary stay on access to SSA information has already been granted.

We are also watching very closely the Administrations on again /off again freeze of IIJA and IRA discretionary grants. So far, it’s really been zero emission and other climate-oriented programs that have drawn the most attention. We will continue to monitor the availability of these funds moving forward.

FY 2025 Appropriations/Government Shut Down

The current continuing resolution expires on March 14. Despite several high-level meetings, leadership was unable to reach a consensus topline number required to complete the FY 2025 appropriations bills. These bills take time to draft and finalize and if Congress is going to meet the March 14 deadline, those decisions need to be finished this week.

Congress will likely use the March 14 deadline as a backstop to cut a deal on final FY 2025 numbers and then grant themselves a month extension to draft/finalize the actual bills. It should be noted, however, that a shutdown is a definite possibility.

Resolving the March 14 funding deadline and October 1 fiscal year deadline are the only real points of legislative leverage congressional Democrats have this year. So far, Democratic leadership has been unwilling to grant any concessions in light of the White House’s unilateral actions on many fronts. We expect government funding negotiations to take center stage when the House returns from the Presidents Day recess.



February 17, 2025

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group
Kiana Valentine, Partner, Politico Group

Re: **STATE LEGISLATIVE UPDATE – March 2025**

General Update

Legislative activity in Sacramento has begun to pick up, as the February 21st deadline to introduce bills rapidly approaches. Compared to prior years, bill introductions in 2025 have been somewhat slow. Capitol observers and staff have attributed the reduced pace to newly imposed caps on bill introductions. For the two-year 2025-2026 legislative session, rules in both houses have limited members to introducing a maximum of 35 bills—a significant reduction from the 50 to 60 bill limits that applied in recent sessions.

Politico Group will continue to monitor bill introductions and amendments of interest to the TA as the legislative session begins to take shape. Bills must be in print for 30 days before they can be heard in a policy committee or amended. Many bills are introduced in a non-substantive form (so-called “spot bills”) and only amended into their actual form after the 30-day print deadline. Accordingly, legislative policy committee hearings don’t typically pick up steam until late March or early April. Nearly all bills will face a May 2 deadline to be approved by legislative policy committees to continue to advance proceed in the current legislative year.

Hearings Begin on Governor’s Proposed Budget

Budget Committees have started to hold hearings on the Governor’s January budget, which was submitted to the Legislature last month. These early hearings often provide insight into the key issues that the majority party in each house will prioritize in upcoming three-party negotiations surrounding the budget. Initial hearings show significant interest in transit on the Senate side, while the Assembly is prioritizing housing and homelessness, as well as accountability and oversight.

The Senate Budget and Fiscal Review Committee held a budget overview hearing on January 30, followed by a full committee hearing focused on public transportation funding in California on February 6. Since transportation funding issues are typically the domain of the Committee’s Subcommittee No. 5, the full committee hearing on this topic highlights the importance of transit to Chair Wiener and demonstrates his willingness to use his platform to advance funding solutions for operators facing a fiscal cliff. In a related effort, public transit agencies, labor groups, and advocacy organizations are working with legislators from the Bay Area to advance a \$2 billion state General Fund transit funding request for consideration during the budget process.

The Assembly held its first full budget committee hearing on February 10, where Chair Gabriel (D-Encino) highlighted the Assembly’s prioritization of housing and homelessness funding, as well as accountability for state spending. On the latter topic, Assembly Budget Subcommittee No. 7 on

Accountability and Oversight held a hearing on February 20 focused on the impact of federal funding in California—further highlighting the significant state budget uncertainty resulting from the new federal administration’s spending priorities.

The Governor’s May Revision to his January budget proposal is due to the Legislature in mid-May. As noted in last month’s report, Politico Group anticipates significant changes to both revenue and expenditure estimates in the May Revision due to the impacts of the fires in Los Angeles County, disaster-related tax payment extensions, and significant uncertainty related to federal funding to California—both for congressionally authorized programs and anticipated fire-related disaster assistance. The Legislature must approve a balanced budget bill for FY 2025-26 by June 15.

Bills with Recommended Action

SB 71 (Wiener) CEQA Exemptions for Transit Projects – RECOMMEND SUPPORT

Senator Wiener’s SB 71 removes the sunset date and slightly expands his prior legislation providing a statutory CEQA exemption for a variety of clean transportation projects and plans. The bill is sponsored by the California Transit Association, SPUR, the Bay Area Council, and LA Metro, who note that the existing CEQA exemption has been used to help transportation agencies expedite the delivery of at least 92 sustainable transportation projects.

While many of the project types that would benefit from extending the CEQA exemption are focused on transit, the bill also applies to pedestrian and bicycle facilities and other projects and plans that are more directly relevant to the TA. The bill was referred to the Committees on Environmental Quality and Transportation and must be approved by both committees by May 2 to advance this year.

Bills of Interest

SB 239 (Arreguín) Brown Act – Advisory Bodies: Remote Participation

Senator Jesse Arreguín, a freshman legislator from Berkeley, introduced SB 239 related to the Brown Act and advisory bodies on January 30. The bill is nearly identical to last year’s AB 817 (Pacheco), which stalled in the Senate Local Government Committee. Like the prior attempt, SB 239 would allow remote meetings of advisory bodies under the Brown Act without requiring members to post their home address and make the location open to the public.

The new bill addresses some—but not all—of the issues raised by the Committee last year. Last year, the Senate Local Government Committee sought an amendment to AB 817 to require any remote meeting of a subsidiary body to also have an in-person quorum. SB 239 does *not* include this requirement. While Senator Arreguín is a member of the Local Government Committee, the Committee has the same chair as last year, Senator Durazo (D-Los Angeles). Accordingly, it is unclear whether this bill will succeed, as prior efforts stalled when stakeholders and policy committees could not reach agreement on amendments.