



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting

San Mateo County Transportation Authority

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Government Code Section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbHFjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available during or after the meeting at <https://www.smcta.com/whats happening/boardofdirectors/video.html>.

Public Comments: Members of the public are encouraged to participate remotely. 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 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_of_directorscalendar.html

Oral public comments will also be accepted during the meeting through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. 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 for two minutes or less. 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.

Thursday, April 7, 2022

5:00 pm

-
1. Call to Order
 2. Roll Call/Pledge of Allegiance

3. Public Comment For Items Not on the Agenda

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

4. Report of the Citizens Advisory Committee

5. Consent Calendar

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

5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person Resolution

5.b. Approval of Minutes of the Board of Directors Meeting of March 3, 2022 Motion

5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending February 28, 2022 Motion

5.d. Acceptance of Measure A and Measure W Semiannual Program Status Report Motion

5.e. Authorize Execution of Master Agreement and Program Supplements for State-Funded Transit Projects Resolution

6. Report of the Chair

7. San Mateo County Transit District Liaison Report

8. Joint Powers Board Liaison Report

9. Report of the Executive Director Informational

10. Finance

10.a. Program and Allocate Measure W Bicycle and Pedestrian Program Funds for the Safe Routes to School Grant Program Resolution

10.b. Measure W Citizens' Oversight Committee Report for Fiscal Year 2020 and Annual Audit of Measure W Funds for Fiscal Year 2021 Informational

11. Legislative Updates

11.a. Upcoming Funding Opportunities and TA Strategy Informational

- 11.b. State and Federal Legislative Update and Approval of Legislative Proposals: Support Senate Bill (SB) 922 (Wiener) and Assembly Bill (AB) 1944 (Lee)

Motion

12. Requests from the Authority
13. Written Communications to the Authority
14. Date and Time of Next Regular Meeting - Thursday, May 5, 2022, 5:00 pm via Zoom teleconference (additional location, if any, to be determined)
15. Report of Legal Counsel
16. Adjourn

Information for the Public

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

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

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

*Should Zoom not be operational, please check online at https://www.smcta.com/whats happening/board_of_directorscalendar.html for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely. 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_of_directorscalendar.html.

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transportation Authority
Staff Report**

To: Board Of Directors

Through: Carter Mau
Acting Executive Director

From: Joan Cassman, Legal Counsel

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

Action

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

Significance

On October 7, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until conditions change and remote meetings are no longer necessary and appropriate. The proposed action would enable the TA's Board and committees to continue to meet remotely for the next 30 days.

Budget Impact

There is no impact on the budget.

Background

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

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the

meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

Resolution No. 2022 -

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

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

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

Whereas, the San Mateo County Board of Supervisors subsequently declared a local emergency related to COVID-19, which declaration also remains in effect; and

Whereas, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

Whereas, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would

present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every thirty days during the term of the declared state of emergency; and

Whereas, on October 7, 2021, pursuant to Resolution 2021-42, the San Mateo County Transportation Authority Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

Whereas, in recognition that California had stopped recording week-over-week declines in COVID-19 cases and hospitalizations and the fact that flu season was approaching, on November 10, 2021, Governor Newsom issued Executive Order N-21-21 to extend the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022; and

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

Whereas, the Board has reviewed the findings made in Resolution 2021-42 and again concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings,

and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

Whereas, to help protect against the spread of COVID-19 and its variants, and to protect the health and safety of the public, the Board desires to take the actions necessary to continue to hold its Board and committee meetings remotely as authorized by AB 361.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority (TA) has reconsidered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote social distancing; and

Be It Further Resolved, that in light of these findings, the Board directs the Acting Executive Director and Authority Secretary to continue to agendize public meetings of the Board, and all TA committees that are subject to the Brown Act, only as online teleconference meetings; and

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

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

Regularly passed and adopted this 7th day of April, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

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

Members Present: E. Beach, D. Horsley, J. Mates, R. Medina (Chair), M. Nagales, C. Romero
Via Teleconference (Vice Chair)

Members Absent: C. Groom

Staff Present: C. Mau, A. Chan, J. Hurley, H. El-Guindy, S. van Hoften, P. Gilster,
P. Skinner, J. Williams, J. Brook, D. Seamans

1. Call to Order

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

2. Roll Call/Pledge of Allegiance

Ms. Seamans confirmed that a quorum was present. Chair Medina requested that Director Don Horsley lead the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda

There were no comments.

4. Report of the Citizens Advisory Committee

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

5. Consent Calendar

- a) **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-7**
- b) **Approval of Minutes of the Board of Directors Meeting of February 3, 2022**
- c) **Acceptance of Statement of Revenues and Expenditures for the Period Ending January 31, 2022**
- d) **Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2022**
- e) **Award of Contracts for On-call Executive Recruitment Services – Approved by Resolution No. 2022-8**

Motion/Second: Mates/Romero

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

Noes: None

Absent: Groom

6. Report of the Chair

Chair Medina noted that Phase 1 of the 101 Express Lanes opened on February 11. He announced that this would be the last meeting for Derek Hansel, Chief Financial Officer (CFO), who would be taking a new position as CFO at MTC (Metropolitan Transportation Commission). The directors, Carter Mau, Acting Executive Director, and Joan Cassman, Legal Counsel, expressed their admiration and gratitude for Mr. Hansel's efforts. Mr. Hansel said he was grateful for the opportunity to support the TA, SamTrans, and the JPB (Peninsula Corridor Joint Powers Board).

7. San Mateo County Transit District Liaison Report

Chair Medina said that the report was posted on the website and provided a brief summary of Board actions.

8. Joint Powers Board Liaison Report

Mr. Mau said the report was posted on the website. He said since the February Board meeting, an ad hoc committee of the Caltrain Board was formed to develop a term sheet that addresses many of the issues that are outstanding in the governance discussion process such as the selection process for the Caltrain executive director, how the provision of shared services will be handled, the role of SamTrans, and the repayment of SamTrans' initial purchase of the right of way. He added that there were significant differences between the proposed term sheet presented by the Caltrain ad hoc committee and the Pathway Forward proposal that had been approved by the SamTrans Board in February. He said the term sheet would eventually be developed into an MOU (Memorandum of Understanding) for approval by the participating agencies.

Director Julia Mates expressed that it would be beneficial for Mr. Mau to continue to update the TA Board regarding the status of the MOU development. Mr. Mau said that the Caltrain Board expressed that they hope to have the MOU approved within three to six months before moving to the other steps.

Director Horsley asked if most of the right of way property was in San Mateo County. Ms. Cassman said approximately 47 percent was in San Mateo County.

Chair Medina thanked SamTrans Directors Charles Stone, Jeff Gee, and Dave Pine, who also serve on the JPB, for their work on the Caltrain governance effort.

9. Report of the Executive Director

Mr. Mau said that his report was in the packet. He said he was eager to attend the South San Francisco Caltrain station ribbon-cutting on April 5.

10. Program

a) US 101 Managed Lanes North of I-380 Project

Joe Hurley, TA Director, and Jessica Epstein, Manager, Government and Community Affairs, provided the presentation.

Director Mates asked how the process differed from the scoping for the southern section of the project. Mr. Hurley said the approach is consistent with that of the southern segment, but that public outreach will be enhanced for the northern portion. He added that they have also expanded the alternatives for the northern portion. Director Mark Nagales said he was looking forward to the public outreach efforts. Director Emily Beach asked about the public outreach schedule. Ms. Epstein said they would begin the outreach efforts sooner in the process in advance of the completion of the draft EIR (environmental impact report), projected to be in Fall 2022.

Vice Chair Carlos Romero asked about environmental justice and Mr. Hurley said it was required to be part of the environmental document.

11. Finance

a) Program and Allocate \$4,950,000 in Measure A Grade Separation Category Funds for the South Linden Avenue/Scott Street Grade Separation Project – Approved by Resolution No. 2022-9

April Chan, Chief Officer, introduced the item.

Peter Skinner, Director, Grants and Fund Programming, provided the background of the project and introduced Hae Won Ritchie, Deputy Director of Public Works, City of San Bruno, who provided the presentation.

Director Nagales asked if there would be a 10 percent match in funding from the Cities of San Bruno and South San Francisco, which Ms. Ritchie confirmed.

Director Beach asked what the run rate was for accumulating money in the grade separation bucket. Ms. Chan said they have 15 percent of Measure A program funds set aside for the grade separation category, so she estimated that the run rate was a little over \$14 million for the grade separation bucket currently. She said that the funding will continue to accumulate annually through the end of Measure A in 2034.

Director Horsley said the federal government was putting a lot of money into infrastructure. He asked if it were possible to get additional funding from the federal government or the state. Ms. Chan said that the availability of funding is dependent on whether projects are shovel-ready. She expressed that funding these projects now to get the project environmentally cleared will make a better case that these projects are getting to a state of readiness.

Public Comment:

Mike Futrell, City Manager, City of South San Francisco, thanked the TA Board and staff for helping to move the project along to the next level. He said that he supported moving to shovel-ready as quickly as possible and said South San Francisco would work with the City of San Bruno and TA staff to find a way to advance the project and to draw down funds more quickly.

Jovan Grogan, City Manager, City of San Bruno, noted that a large number of grade separations had been completed in northern San Mateo County.

Chair Medina noted that the average cost of a grade separation was \$300 million.

Director Beach asked if the project was on the CPUC (California Public Utilities Commission) priority list for 2022. Bianca Liu, Project Manager and Senior Civil Engineer, City of South San Francisco, said that the project was currently Number 10 on the list.

Vice Chair Romero said getting pre-construction documents ready was crucial to be ready for funding opportunities.

Motion/Second: Romero/Beach

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

Noes: None

Absent: Groom

b) Programming and Allocation of Measure A Local Shuttle Program Funds for 28 Shuttles for Fiscal Year 2023 – Approved by Resolution No. 2022-10

Patrick Gilster, Manager, Programming and Monitoring, presented the staff report.

Motion/Second: Beach/Nagales

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

Noes: None

Absent: Groom

Chair Medina requested to hear Item #13 before Item #12

13. State and Federal Legislative Update and Approval of Legislative Proposal: Support AB 2197 (Mullin)

Casey Fromson, Chief Communications Officer, provided a summary of federal and state legislation. She said they were hoping for an omnibus bill to avoid having another continuing resolution. She anticipated that there would be a number of federal grant opportunities.

She said at the state level that there have been committee hearings on the Governor's fiscal year budget proposal. She said they anticipated that a transportation package would come together during the summer using some of the state's \$40-plus billion surplus, noting that it was important to show a strong state and local match to remain competitive for federal dollars.

The Board voted to support AB (Assembly Bill) 2197, which would provide \$260 million from the State's general fund to help fund and close the gap for the Caltrain electrification project

Motion/Second: Mates/Romero

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

Noes: None

Absent: Groom

12. New TA Website Launch

Jeremy Lipps, Digital Communications Manager, provided the presentation.

14. Requests from the Authority

There were no requests.

15. Written Communications to the Authority

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

16. Date/Time of Next Regular Meeting

Chair Medina announced that the next meeting would be on Thursday, April 7, 2022, 5:00 pm via Zoom teleconference.

17. Report of Legal Counsel

Joan Cassman, Legal Counsel, said that there was nothing to report.

18. Adjourn

The meeting adjourned at 6:34 pm.

An audio/video recording of this meeting is available online at www.smcta.com. Questions may be referred to the Authority Secretary's office by phone at 650.508.6242 or by email to board@smcta.com.

DRAFT

Report of the TA Citizens Advisory Committee Meeting of March 1, 2022

Committee Action

- Approved the Minutes of the CAC Meeting of February 1, 2022

Committee Motions Regarding TA Board Items for March 3, 2022

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- Accepted the Statement of Revenues and Expenditures for the Period Ending January 31, 2022
- Accepted the Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2022
- Approved the Award of Contracts for On-call Executive Recruitment Services
- Approved the Programming and Allocation of \$4,950,000 in Measure A Grade Separation Category Funds for the South Linden Avenue/Scott Street Grade Separation Project
- Approved the Programming and Allocation of Measure A Local Shuttle Program Funds for 28 Shuttles for Fiscal Year 2023
- Approved the Legislative Proposal to Support AB 2197 (Mullin)

Discussion Highlights

US 101 Managed Lanes North of I-380 Project Update

Joe Hurley, TA Director, and Jessica Epstein, Manager, Government and Community Affairs, provided the presentation.

Chair Barbara Arietta asked what impact would Caltrain establishing new stations on the northern end have on the project. Mr. Hurley said the traffic modelers would include the proposed stations in the plan to predict what traffic would be generated. Peter Ohtaki asked about how rideshare services such as Lyft and Uber would be studied as part of the EIR process to guide the best policy on how to handle those services on the corridor. Mr. Hurley said he would pass those questions on to the traffic modelers. Sandra Lang asked about trucking and Mr. Hurley confirmed that trucking would be included in the traffic modeling.

Rich Hedges said there is a group in South San Francisco that is trying to defeat the managed lanes project. Ms. Epstein said they have reached out to the group to explain the environmental process and the scientific analysis that is part of that process.

Program and Allocate \$4,950,000 in Measure A Grade Separation Category Funds for the South Linden Avenue/Scott Street Grade Separation Project

Peter Skinner, Director, Grants and Fund Programming, provided the background of the project and introduced Hae Won Ritchie, Deputy Director of Public Works, City of San Bruno, who

provided the presentation. Bianca Liu, Project Manager and Senior Civil Engineer, City of South San Francisco, fielded questions regarding the crossing in South San Francisco.

Mr. Ohtaki asked what the sources of funding were and if it would be beneficial to bundle projects when requesting funding. Mr. Skinner said there was nascent interest at the regional level to combine grade-separation projects.

Public commenter Drew suggested using quarters instead of months when discussing the timeline of projects in the distant future. He suggested looking at having additional under-crossings to improve connectivity for bikes and pedestrians.

Programming and Allocation of Measure A Local Shuttle Program Funds for 28 Shuttles for Fiscal Year 2023

Jennifer Williams, Administrative Analyst II, presented the staff report.

New TA Website Launch

Jeremy Lipps, Digital Communications Manager, provided the presentation.

Mr. Hedges asked if there would be apps available for download off the Caltrain and SamTrans websites. Mr. Lipps said the mobile functionality of the new sites would behave more like an app. Diana Bautista asked if there would be a seamless experience for users of multiple modes such as bus and train. Mr. Lipps said there is a trip planner that shows multiple modes in the Bay Area.

State and Federal Legislative Update and Approval of Legislative Proposal: Support AB 2197 (Mullin)

Amy Linehan, Public Affairs Specialist, provided a summary of federal and state legislation. She said that everything is now focused on the mid-term elections. She said the President would be discussing his priorities during his State of the Union address that evening.

She said the State legislature has been focused on budgetary hearings. She said AB (Assembly Bill) 2197 would provide money from the state's general fund for the Caltrain Electrification Project.

Mr. Ohtaki asked if the PEPRA (California Public Employees' Pension Reform Act) issue had been resolved. Ms. Linehan said that the Dept of Labor has been directed to not withhold any transportation funds. Ms. Epstein added that the court had ordered that grant funds be issued as if the PEPRA issue had been resolved.

Report of the Chair

Chair Barbara Arietta gave a report on Caltrain governance as discussed at the JPB (Peninsula Corridor Joint Powers Board) February 3 Board meeting.

Report from Staff

Mr. Hurley noted that the first section of the 101 Express Lanes opened at 5:00 am on February 11. He said the South San Francisco Caltrain ribbon-cutting ceremony had been scheduled for April 5.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending February 28, 2022**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of February 2022 and supplemental information.

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

Significance

Year to Date Revenues: As of February year-to-date, the Total Revenue (Page 1, line 8) is \$77.3 million less than prior year actuals. This is primarily due to the issuance of the 2020 Series A & B Sales Tax Revenue Bonds included in Other Sources – 101 EL Project (page 1, line 6) in prior year. The decreases are partially offset by the increases in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3) in current year.

Year to Date Expenditures: As of February year-to-date, the Total Expenditures (Page 1, line 28) are \$21.9 million less than prior year actuals. This is primarily due to less expenditures in Other Uses – 101 Express Lanes Project (Page 1, line 14), and a fluctuation in expenditures associated with other various capital projects.

Budget Impact

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

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

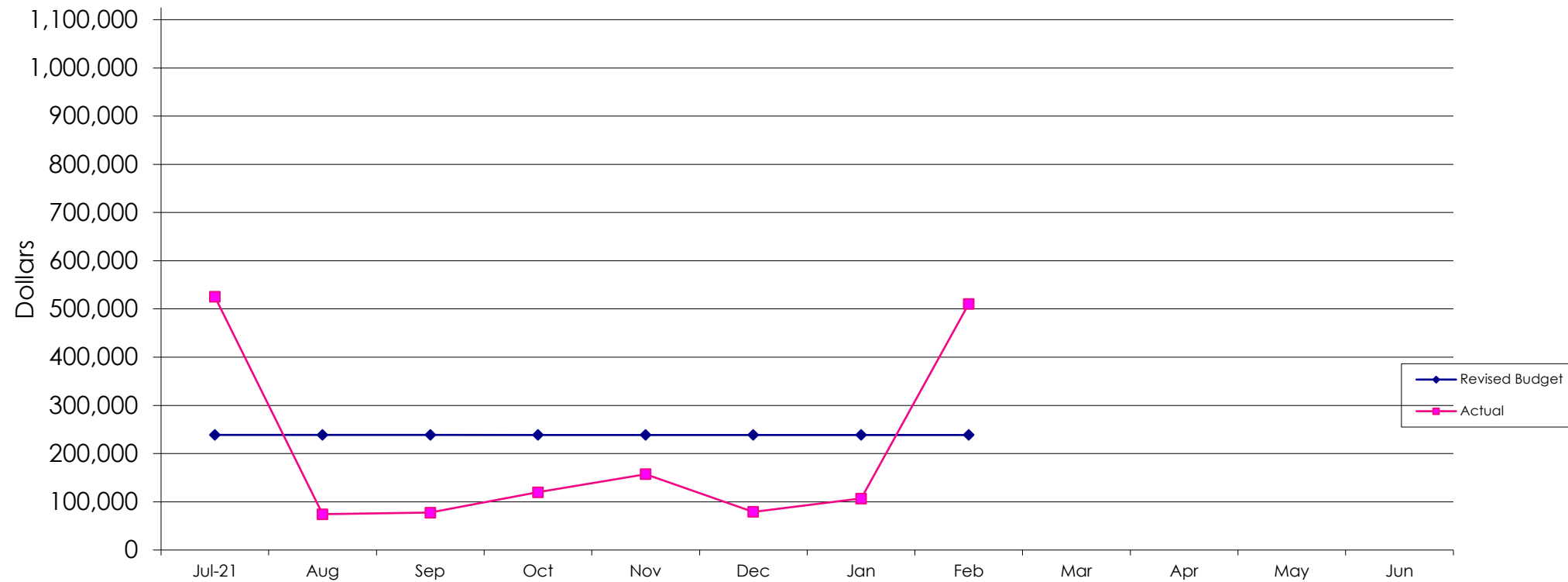
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2022
February 2022

% OF YEAR ELAPSED: 66.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
REVENUES:					
Measure A Sales Tax	56,591,028	72,011,804	15,420,776	27.2%	96,495,540
Measure W Sales Tax	28,044,484	35,949,932	7,905,449	28.2%	48,247,770
Interest Income	3,768,034	3,057,600	(710,434)	(18.9%)	4,898,970
Rental Income	693,249	754,578	61,329	8.8%	1,170,938
Other Sources-101 EL Project	100,000,000		(100,000,000)	(100.0%)	400,000
TOTAL REVENUE	189,096,795	111,773,914	(77,322,881)	(40.9%)	151,213,218
EXPENDITURES:					
Measure A Annual Allocations	20,655,728	26,284,308	5,628,580	27.2%	35,220,872
Measure A Categories	21,905,679	25,992,951	4,087,272	18.7%	68,954,919
Other Uses-101 EL Project	43,200,306	9,054,666	(34,145,640)	(79.0%)	-
			-		
Measure W Annual Allocations	5,608,895	7,190,007	1,581,112	28.2%	9,649,554
Measure W Categories	1,485	980,196	978,711	65,906.5%	43,894,518
			-		
Oversight	794,476	1,084,056	289,580	36.4%	2,250,000
			-		
Administrative			-		
Staff Support	539,826	530,733	(9,093)	(1.7%)	915,921
Measure A Info.- Others	-	-	-	0.0%	5,000
Other Admin Expenses	1,431,848	1,119,572	(312,276)	(21.8%)	1,944,028
Total Administrative	1,971,674	1,650,305	(321,369)	(16.3%)	2,864,949
TOTAL EXPENDITURES	94,138,243	72,236,489	(21,901,754)	(23.3%)	162,834,813
EXCESS (DEFICIT)	94,958,552	39,537,425	(55,421,127)	(58.4%)	(11,621,595)
BEGINNING FUND BALANCE	397,385,766	506,922,667	(1)		472,440,349
ENDING FUND BALANCE	492,344,318	546,460,092			460,818,754

(1) Restated to reflect audited fund balance. Unspent bond proceeds of \$34,482,318 was included.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar 22	Apr 22	May 22	Jun 22
MONTHLY EXPENSES												
Revised Budget	238,746	238,746	238,745	238,746	238,746	238,746	238,746	238,746				
Actual	525,159	74,377	77,471	119,877	157,093	78,975	106,762	510,591**				
CUMULATIVE EXPENSES												
Staff Projections	238,746	477,492	716,237	954,983	1,193,729	1,432,475	1,671,220	1,909,966				
Actual	525,159*	599,536	677,007	796,884	953,977	1,032,952	1,139,714	1,650,305				
Variance-F(U)	(286,413)	(122,044)	39,230	158,099	239,752	399,523	531,506	259,662				
Variance %	-119.97%	-25.56%	5.48%	16.56%	20.08%	27.89%	31.80%	13.60%				

*San Mateo County Transportation Authority recorded all insurance expenses paid in July for FY22 instead of amortizing on monthly basis.

**San Mateo County Transportation Authority recorded FY22 YTD February labor and nonlabor Inter-Agency Overhead expenses for operating projects \$417k in February 2022.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2022**

2/28/2022

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	9,046,811.68
JP Morgan Bank Checking	50,987,497.62
LAIF	65,787,267.26

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	210,414,647.47
MMF - US Bank Custodian Account	594,141.65
Cash	59,510.29
County Pool	169,594,824.90

Total

\$ 506,484,700.87

* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
 Account: PTA-San Mateo Co. Trans. Agg (257430)
 As of: 2/28/2022

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
14313FAD1	CARMX 2018-3 A3	16,356.82	06/15/2023	16,354.60	22.75	16,377.68	16,400.44
36255JAD6	GMCAR 2018-3 A3	5,865.73	05/16/2023	5,864.37	7.38	5,872.98	5,880.36
65479CAD0	NAROT 2020-B A3	472,024.01	07/15/2024	472,011.07	115.38	470,373.01	470,488.39
92348TAA2	VZOT 2020-A A1A	716,711.76	07/22/2024	716,627.83	405.14	719,571.79	719,976.94
		1,210,958.32		1,210,857.86	550.66	1,212,195.47	1,212,746.13

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	12,258.51	3,292,976.64	3,305,235.15
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	3,044.44	1,542,474.51	1,545,518.96
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	114.58	3,219,934.74	3,220,049.32
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	3,583.33	1,549,122.22	1,552,705.56
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	1,644.44	1,537,041.34	1,538,685.79
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	237.50	3,626,199.51	3,626,437.01
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	3,045.21	4,572,022.30	4,575,067.51
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	1,329.17	1,089,871.15	1,091,200.31
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	722.22	1,579,684.03	1,580,406.25
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	6,254.17	3,621,183.86	3,627,438.02
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,828.13	3,823,932.37	3,825,760.50
		30,240,000.00		30,351,283.65	34,061.70	29,454,442.68	29,488,504.38

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Cash	59,510.29	02/28/2022	59,510.29	0.00	59,510.29	59,510.29
		59,510.29		59,510.29	0.00	59,510.29	59,510.29

CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	38,912.50	1,503,225.00	1,542,137.50
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	8,069.33	1,613,990.40	1,622,059.73
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	246.67	1,611,132.80	1,611,379.47
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	248.00	1,609,788.80	1,610,036.80
		6,300,000.00		6,300,000.00	47,476.50	6,338,137.00	6,385,613.50

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	350.00	511,643.69	511,993.69
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	3,031.56	2,172,623.77	2,175,655.33
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	16,255.73	1,527,849.85	1,544,105.58
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	1,145.83	762,595.75	763,741.58
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	5,500.00	1,562,758.34	1,568,258.34

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05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	3,229.17	1,568,715.48	1,571,944.64
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	4,815.42	652,317.97	657,133.39
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	2,240.58	778,719.13	780,959.72
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	4,239.38	3,112,219.50	3,116,458.87
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	639.27	469,302.94	469,942.21
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	20,043.75	1,502,250.23	1,522,293.98
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	5,726.39	1,596,435.30	1,602,161.69
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	8,122.50	570,000.00	578,122.50
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	1,285.38	442,979.03	444,264.40
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	2,465.97	514,002.58	516,468.55
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	675.00	744,831.68	745,506.68
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	202.50	223,449.50	223,652.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	202.50	223,449.50	223,652.00
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	2,420.83	802,222.27	804,643.10
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	5,722.67	2,913,852.71	2,919,575.38
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	2,195.14	489,310.77	491,505.91
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	17,737.50	1,549,496.42	1,567,233.92
		24,745,000.00		25,139,980.55	108,247.06	24,691,026.39	24,799,273.45

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,086,597.14	1,089,289.15
3137BM6P6	FHMS K-721 A2	602,482.79	08/25/2022	607,613.31	1,551.39	605,338.32	606,889.71
3137FKK39	FHMS K-P05 A	22,065.85	07/25/2023	22,065.78	58.90	22,067.87	22,126.77
3137FQ3V3	FHMS K-J27 A1	141,630.71	07/25/2024	141,627.31	246.91	142,337.73	142,584.64
		1,821,179.35		1,878,561.87	4,549.21	1,856,341.06	1,860,890.27

MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	656.56	377,163.75	377,820.31
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	279.17	480,820.00	481,099.17
		875,000.00		875,000.00	935.73	857,983.75	858,919.48

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	594,141.65	02/28/2022	594,141.65	0.00	594,141.65	594,141.65
SM - CP N/M A	County Pool New Measure A	145,806,492.44	02/28/2022	145,806,492.44	0.00	145,806,492.44	145,806,492.44
SM - CP O/M A	County Pool Old Measure A	23,788,332.46	02/28/2022	23,788,332.46	0.00	23,788,332.46	23,788,332.46
SM - LAIF	Local Agency Investment Fund	65,787,267.26	02/28/2022	65,787,267.26	0.00	65,787,267.26	65,787,267.26
		235,976,233.81		235,976,233.81		235,976,233.81	235,976,233.81

SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AN	750,000.00	04/22/2025	750,900.00	1,679.69	724,502.27	726,181.96
		750,000.00		750,900.00	1,679.69	724,502.27	726,181.96

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	8,898.44	1,698,816.83	1,707,715.26

912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	35,953.13	8,899,090.95	8,955,044.08
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	11,578.13	2,865,808.95	2,877,387.08
912828W48	UNITED STATES TREASURY	440,000.00	02/29/2024	468,582.81	25.41	445,809.32	445,834.73
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	15,414.36	4,701,224.40	4,716,638.76
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	21,546.96	6,571,604.00	6,593,150.96
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	4,972.38	1,516,524.00	1,521,496.38
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	1,325.97	404,406.40	405,732.37
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	8,618.78	2,628,641.60	2,637,260.38
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	9,270.33	1,477,225.00	1,486,495.33
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	11,281.08	2,245,167.00	2,256,448.08
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	9,281.77	3,213,251.20	3,222,532.97
912828YY0	UNITED STATES TREASURY	1,480,000.00	12/31/2024	1,543,246.88	4,292.82	1,486,128.68	1,490,421.50
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	3,524.86	3,178,748.80	3,182,273.66
912828Z52	UNITED STATES TREASURY	375,000.00	01/31/2025	384,755.86	413.07	372,509.63	372,922.69
912828ZC7	UNITED STATES TREASURY	250,000.00	02/28/2025	259,423.83	7.64	246,396.50	246,404.14
912828ZD5	UNITED STATES TREASURY	2,030,000.00	03/15/2023	2,041,260.17	4,682.46	2,017,708.35	2,022,390.81
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	4,697.80	2,173,536.00	2,178,233.80
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	4,457.69	2,062,444.16	2,066,901.85
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	2,005.52	1,537,312.00	1,539,317.52
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	968.75	1,480,795.60	1,481,764.35
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	750.00	1,146,422.40	1,147,172.40
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	671.88	1,027,003.40	1,027,675.28
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	932.32	2,146,464.00	2,147,396.32
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	491.68	2,338,578.99	2,339,070.67
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	405.56	1,928,970.45	1,929,376.01
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	99.34	2,020,562.31	2,020,661.65
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	10.53	1,474,074.80	1,474,085.33
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	776.27	1,617,386.10	1,618,162.37
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,420.58	1,612,609.80	1,614,030.38
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	459.60	521,726.70	522,186.30
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	3,898.14	5,223,910.20	5,227,808.34
91282CAX9	UNITED STATES TREASURY	780,000.00	11/30/2022	779,939.07	243.75	775,521.24	775,764.99
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,875.00	1,903,282.00	1,905,157.00
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	984.38	999,223.05	1,000,207.43
91282CBA8	UNITED STATES TREASURY	1,235,000.00	12/15/2023	1,228,680.27	322.32	1,207,212.50	1,207,534.82
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	2,315.26	3,541,804.50	3,544,119.76
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	963.40	1,473,771.00	1,474,734.40
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	54.39	341,578.30	341,632.69
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	878.71	2,776,579.65	2,777,458.36
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	112.66	355,971.75	356,084.41
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	101.28	2,042,053.07	2,042,154.34
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	65.90	4,621,521.35	4,621,587.25
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	22.01	1,543,683.42	1,543,705.43
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	9,473.90	2,909,082.00	2,918,555.90
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	1,565.93	480,840.00	482,405.93
91282CBU4	UNITED STATES TREASURY	2,225,000.00	03/31/2023	2,221,610.35	1,161.40	2,201,012.28	2,202,173.68
91282CBU4	UNITED STATES TREASURY	1,835,000.00	03/31/2023	1,832,132.81	957.83	1,815,216.87	1,816,174.69
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	2,434.67	1,684,974.83	1,687,409.49
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	5,891.23	2,258,018.65	2,263,909.88
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	4,073.72	1,561,395.88	1,565,469.60
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	4,888.47	1,873,675.05	1,878,563.52
91282CBX8	UNITED STATES TREASURY	1,835,000.00	04/30/2023	1,831,559.38	766.70	1,812,779.99	1,813,546.68
91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	573.44	1,810,700.93	1,811,274.37
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	5,953.13	3,047,504.70	3,053,457.83

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91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	3,046.88	1,559,746.50	1,562,793.38
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	900.41	1,675,540.80	1,676,441.21
91282CCK5	UNITED STATES TREASURY	5,000,000.00	06/30/2023	4,992,187.50	1,035.91	4,926,560.00	4,927,595.91
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	212.36	1,009,944.80	1,010,157.16
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	384.58	802,763.78	803,148.36
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	500.69	4,919,530.00	4,920,030.69
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	1,276.76	2,429,670.60	2,430,947.36
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	1,276.76	2,429,670.60	2,430,947.36
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	563.28	1,071,913.50	1,072,476.78
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	425.59	809,890.20	810,315.79
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	19,420.19	5,112,987.48	5,132,407.67
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	6,576.92	1,731,585.60	1,738,162.52
91282CDR9	UNITED STATES TREASURY	1,500,000.00	12/31/2023	1,488,750.00	1,864.64	1,481,953.50	1,483,818.14
		148,625,000.00		148,592,074.40	256,297.67	145,280,018.85	145,536,316.51

Base Risk Summary - Fixed Income

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

02/01/2022 - 02/28/2022

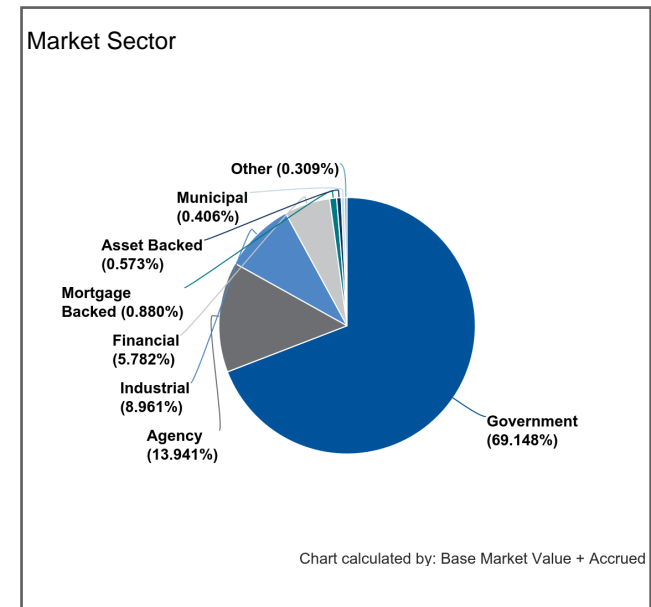
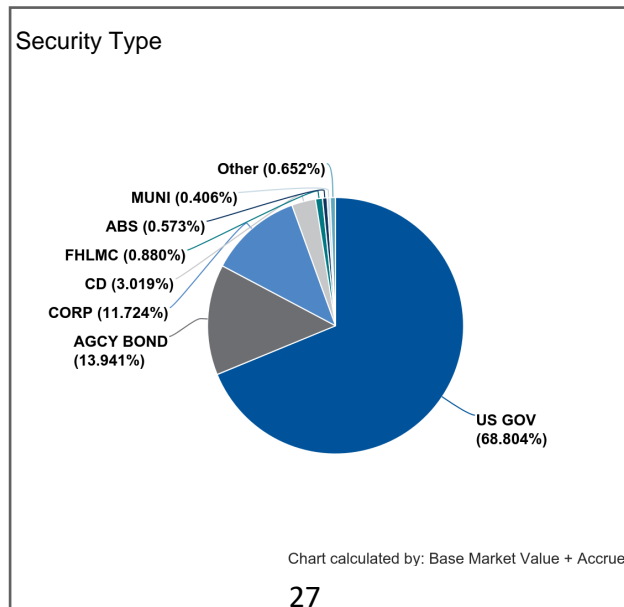
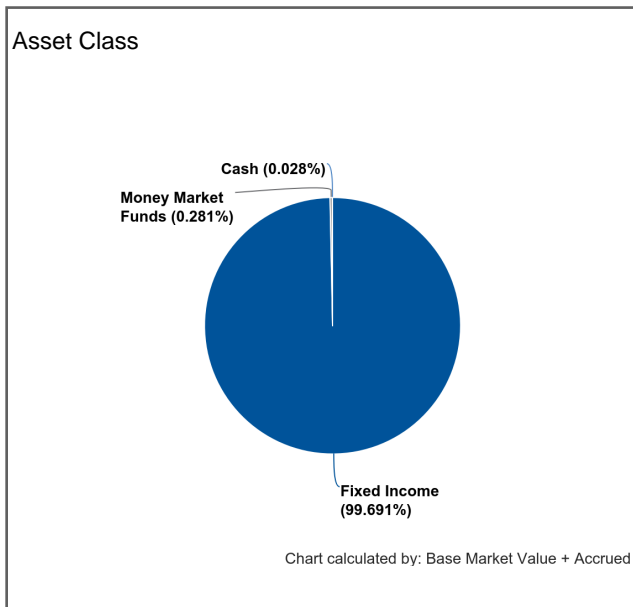
Dated: 03/07/2022

Balance Sheet	
Book Value + Accrued	216,014,314.59
Net Unrealized Gain/Loss	-4,492,216.97
Market Value + Accrued	211,522,097.62

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	59,510.29
MMFund	594,141.65
Fixed Income	210,868,445.68
Duration	2.505
Convexity	0.087
WAL	2.555
Years to Final Maturity	2.577
Years to Effective Maturity	2.554
Yield	1.520
Book Yield	0.847
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	68.804%
Other	11.431%
Federal Home Loan Mortgage Corporation	5.666%
Federal National Mortgage Association	5.339%
Toyota Motor Corporation	2.569%
Federal Home Loan Banks	2.293%
Caterpillar Inc.	2.065%
Apple Inc.	1.832%
---	100.000%

Footnotes: 1,2

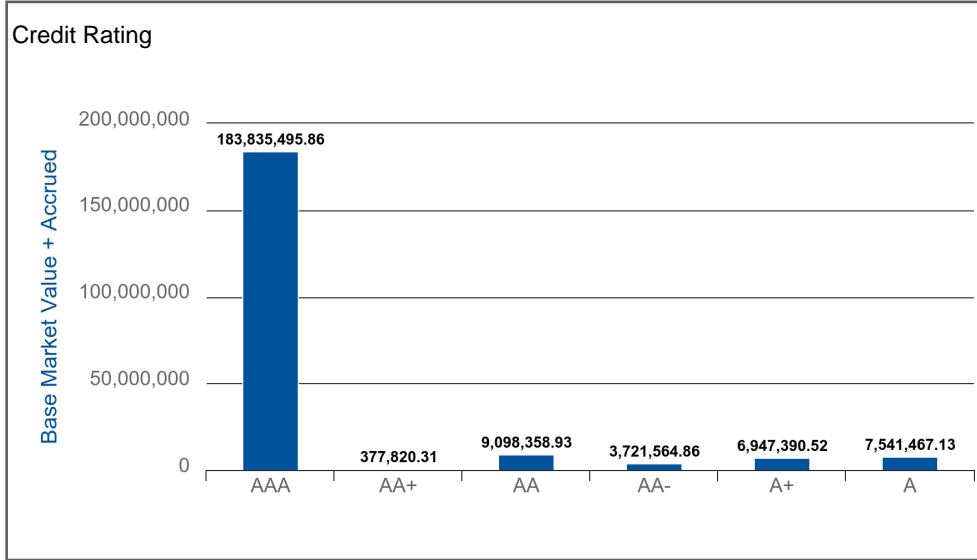


Base Risk Summary - Fixed Income

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

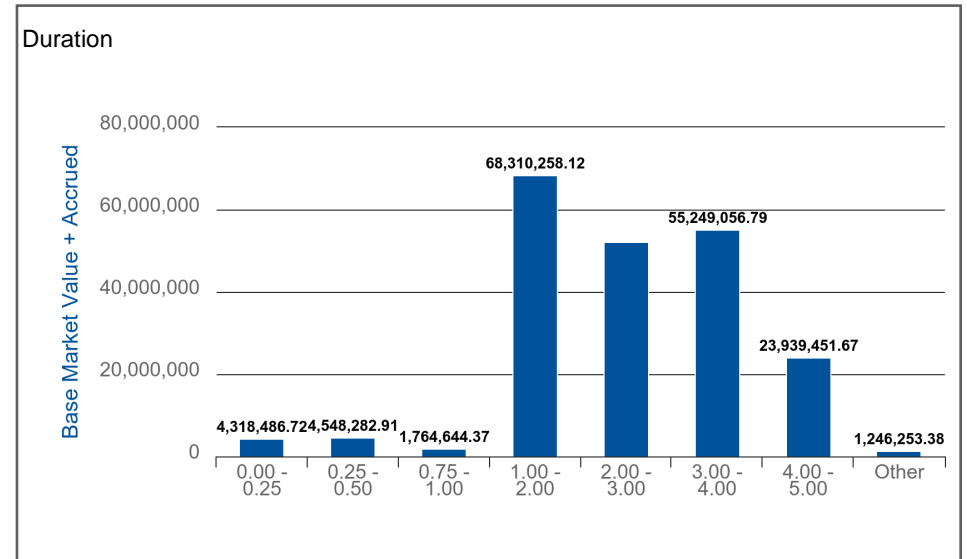
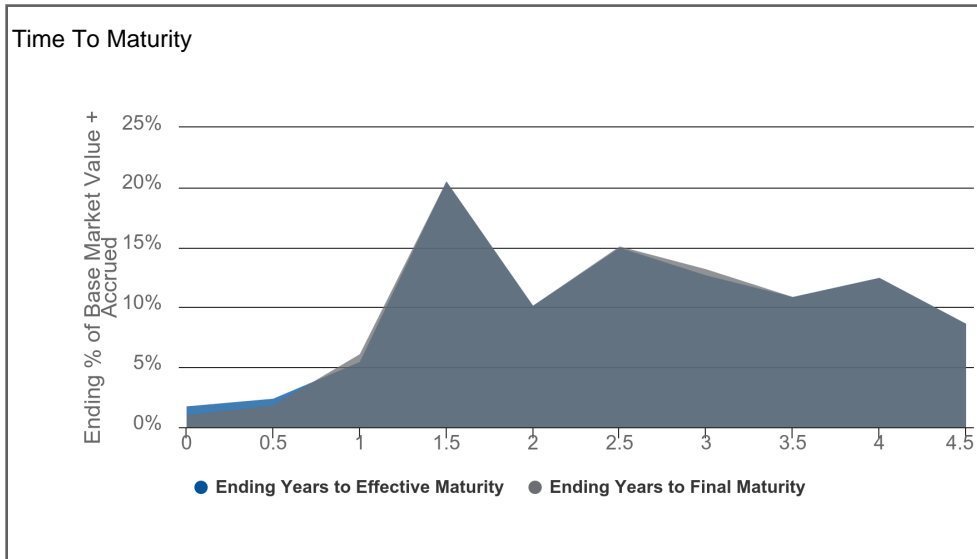
02/01/2022 - 02/28/2022

Dated: 03/07/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	1.603%	28.857%	19.246%	25.887%	11.318%	0.000%	0.000%	0.000%	0.000%
AA	3.739%	0.741%	1.760%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.273%	2.697%	3.647%	0.232%	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%

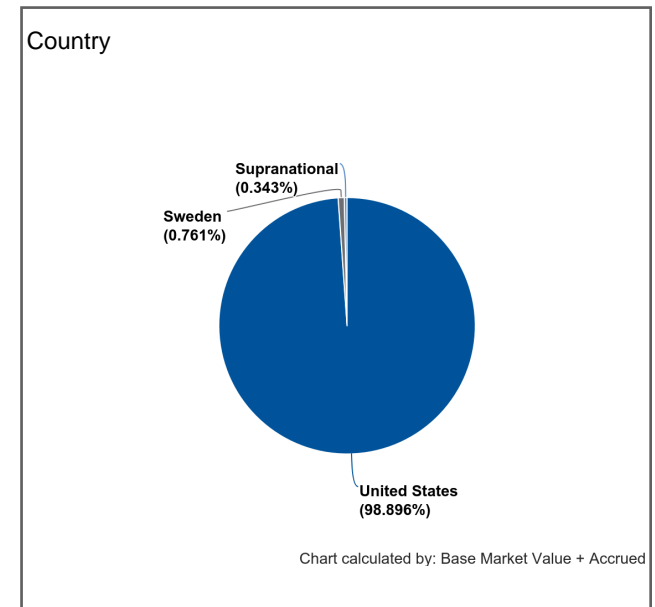
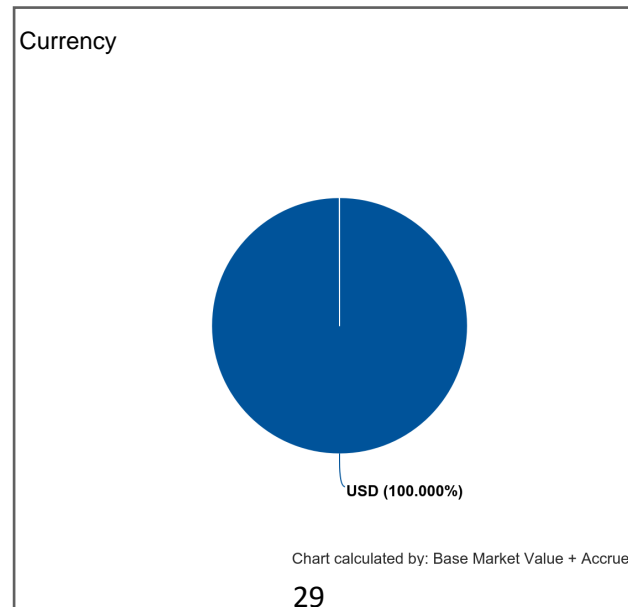
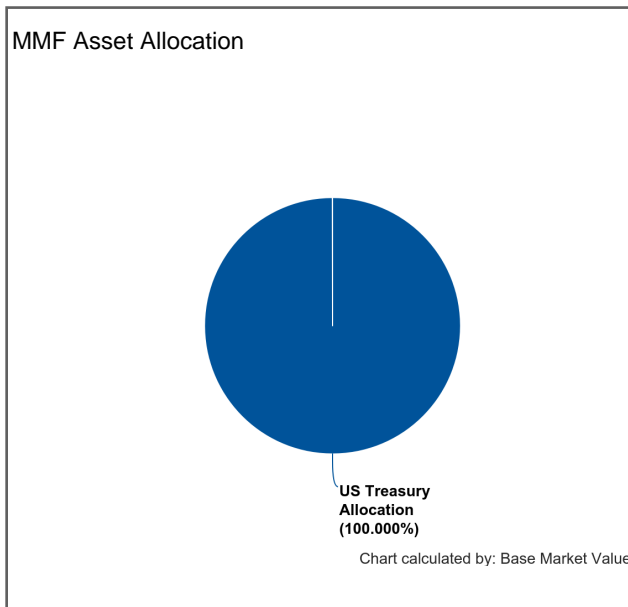
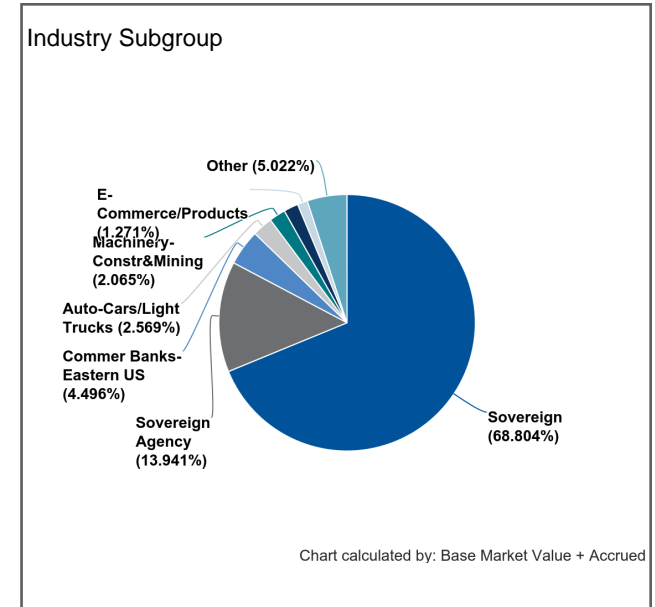
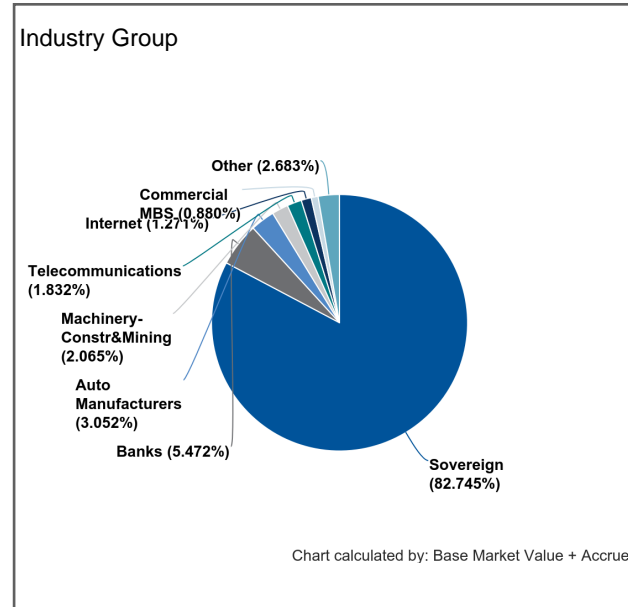
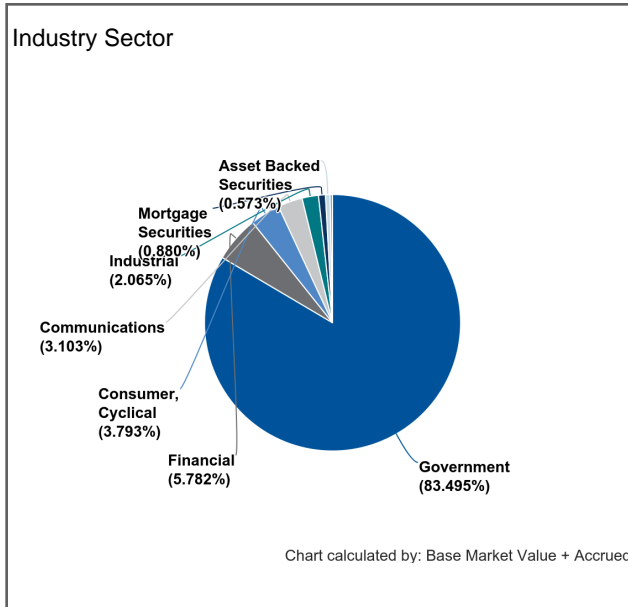


Base Risk Summary - Fixed Income

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

02/01/2022 - 02/28/2022

Dated: 03/07/2022



Base Risk Summary - Fixed Income

02/01/2022 - 02/28/2022

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

Dated: 03/07/2022

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

Additional Disclosure:

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

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

Item #5.c.
4/7/2022



Report: GAAP Trading Activity
 Account: PTA-San Mateo Co. Trans. Agg (257430)
 Date: 02/01/2022 - 02/28/2022

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
14313FAD1	CARMX 2018-3 A3	0.00	(26,559.35)	Principal Paydown	02/15/2022	02/15/2022	06/15/2023	(26,559.35)	0.00	26,559.35
3137BM6P6	FHMS K-721 A2	0.00	(41,723.37)	Principal Paydown	02/01/2022	02/01/2022	08/25/2022	(41,723.37)	0.00	41,723.37
3137FKK39	FHMS K-P05 A	0.00	(56.61)	Principal Paydown	02/01/2022	02/01/2022	07/25/2023	(56.61)	0.00	56.61
3137FQ3V3	FHMS K-J27 A1	0.00	(482.85)	Principal Paydown	02/01/2022	02/01/2022	07/25/2024	(482.85)	0.00	482.85
31846V534	FIRST AMER:US TRS MM Y	312,437.06	312,437.06	Buy	---	---	02/28/2022	312,437.06	0.00	(312,437.06)
31846V534	FIRST AMER:US TRS MM Y	(1,726.32)	(1,726.32)	Sell	---	---	02/28/2022	(1,726.32)	0.00	1,726.32
36255JAD6	GMCAR 2018-3 A3	0.00	(20,172.93)	Principal Paydown	02/16/2022	02/16/2022	05/16/2023	(20,172.93)	0.00	20,172.93
65479CAD0	NAROT 2020-B A3	0.00	(41,879.61)	Principal Paydown	02/15/2022	02/15/2022	07/15/2024	(41,879.61)	0.00	41,879.61
92348TAA2	VZOT 2020-A A1A	0.00	(83,288.24)	Principal Paydown	02/20/2022	02/20/2022	07/22/2024	(83,288.24)	0.00	83,288.24
San Mateo County TA		310,710.74	96,547.78					96,547.78	0.00	(96,547.78)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

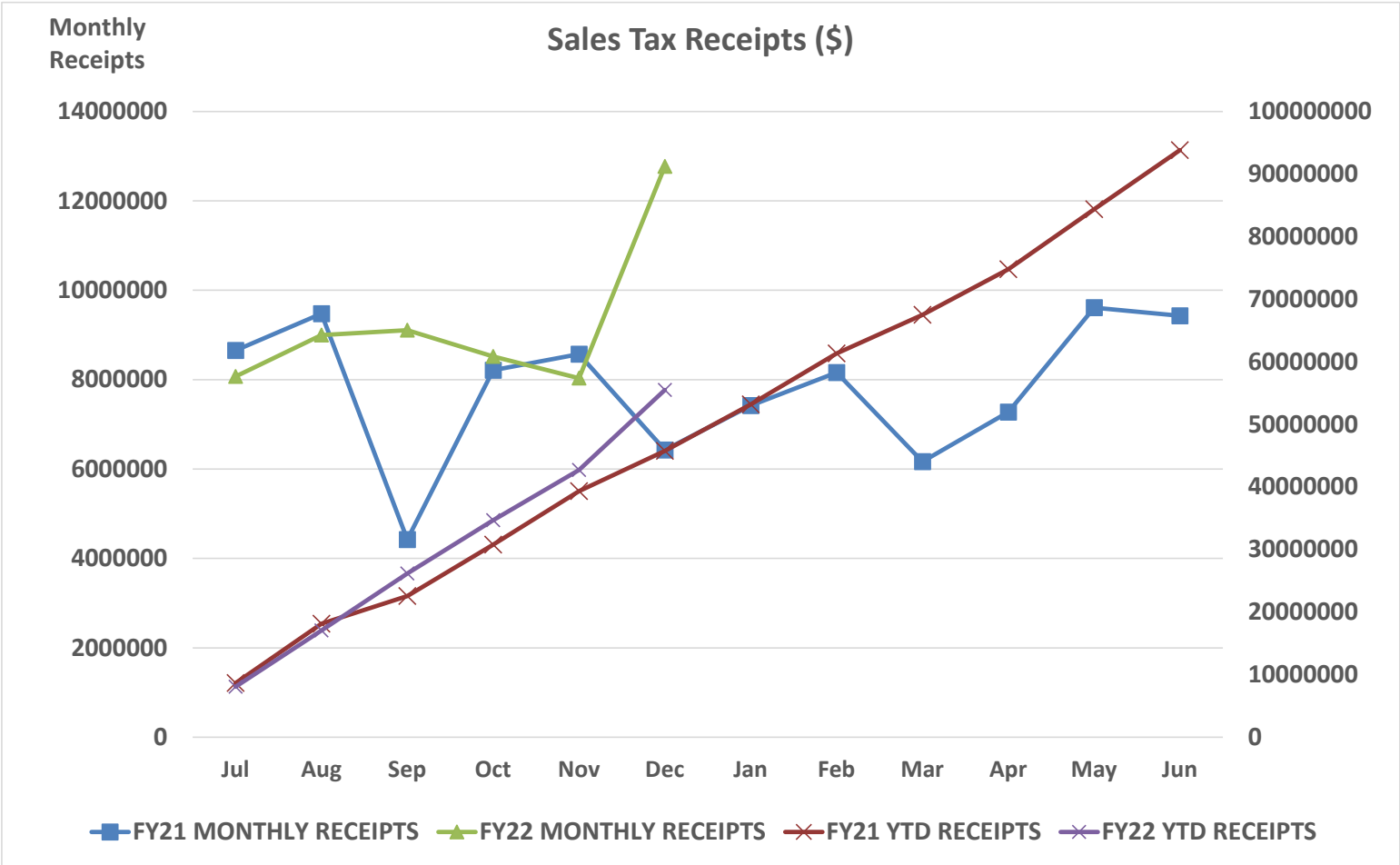
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2022
Measure A Sales Tax
February 2022**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
FEBURARY 2022

Unit	Ref	Name	Amount	Method	Description
SMCTA	000104	KHOURI CONSULTING LLC	5,500.00	ACH	Operating Expense
SMCTA	000124	HANSON BRIDGETT LLP	13,485.00	WIR	Operating Expense
SMCTA	000125	SAN MATEO COUNTY EXPRESS LANES JOINT POW	128,046.47	WIR	Operating Expense
SMCTA	000099	GRAY-BOWEN-SCOTT	2,649.28	ACH	Capital Programs (1)
SMCTA	000100	ZOON ENGINEERING, INC.	107,934.09	ACH	Capital Programs (2)
SMCTA	000102	GRAY-BOWEN-SCOTT	43,433.57	ACH	Capital Programs (2)
SMCTA	000106	ZOON ENGINEERING, INC.	116,896.10	ACH	Capital Programs (2)
SMCTA	000412	PACIFIC GAS & ELECTRIC COMPANY	252.47	CHK	Capital Programs (2)
SMCTA	000415	PACIFIC GAS & ELECTRIC COMPANY	9.52	CHK	Capital Programs (2)
SMCTA	000416	PACIFIC GAS & ELECTRIC COMPANY	118.60	CHK	Capital Programs (2)
SMCTA	000417	PACIFIC GAS & ELECTRIC COMPANY	391.26	CHK	Capital Programs (2)
SMCTA	000418	PANDORA MEDIA	14,251.63	CHK	Capital Programs (2)
SMCTA	000419	SAN MATEO DAILY JOURNAL	2,693.30	CHK	Capital Programs (2)
SMCTA	000422	NEWS FOR CHINESE INC.	6,500.00	CHK	Capital Programs (2)
SMCTA	000423	PACIFIC GAS & ELECTRIC COMPANY	357.64	CHK	Capital Programs (2)
SMCTA	000424	PACIFIC GAS & ELECTRIC COMPANY	112.99	CHK	Capital Programs (2)
SMCTA	000425	PACIFIC GAS & ELECTRIC COMPANY	234.71	CHK	Capital Programs (2)
SMCTA	000426	PACIFIC GAS & ELECTRIC COMPANY	207.99	CHK	Capital Programs (2)
SMCTA	000427	PACIFIC GAS & ELECTRIC COMPANY	65.66	CHK	Capital Programs (2)
SMCTA	000428	PACIFIC GAS & ELECTRIC COMPANY	333.01	CHK	Capital Programs (2)
SMCTA	000429	PACIFIC GAS & ELECTRIC COMPANY	22.42	CHK	Capital Programs (2)
SMCTA	000430	PACIFIC GAS & ELECTRIC COMPANY	71.62	CHK	Capital Programs (2)
SMCTA	000431	PACIFIC GAS & ELECTRIC COMPANY	318.02	CHK	Capital Programs (2)
SMCTA	000432	PALO ALTO, CITY OF	251.09	CHK	Capital Programs (2)
SMCTA	000433	UNIVISION RADIO SAN FRANCISCO, INC.	11,995.00	CHK	Capital Programs (2)
SMCTA	000434	BONNEVILLE INTERNATIONAL CORPORATION	1,300.00	CHK	Capital Programs (2)
SMCTA	000101	MARK THOMAS & COMPANY AND AECOM JV	126,345.48	ACH	Capital Programs (3)
SMCTA	000103	MARK THOMAS & COMPANY AND AECOM JV	50,078.81	ACH	Capital Programs (4)
SMCTA	000105	MARK THOMAS & COMPANY AND AECOM JV	330,737.37	ACH	Capital Programs (5)
SMCTA	000107	BELMONT, CITY OF	337,627.74	ACH	Capital Programs (6)
SMCTA	000121	HANSON BRIDGETT LLP	2,371.50	WIR	Capital Programs (7)
SMCTA	000122	PENINSULA CORRIDOR JOINT POWERS BOARD	1,956,384.64	WIR	Capital Programs (8)
SMCTA	000123	SAN MATEO COUNTY TRANSIT DISTRICT	64,291.55	WIR	Capital Programs (9)
SMCTA	000411	MENLO PARK, CITY OF	26,049.89	CHK	Capital Programs (9)
SMCTA	000126	PENINSULA CORRIDOR JOINT POWERS BOARD	266,159.86	WIR	Capital Programs (10)
SMCTA	000413	PENINSULA TRAFFIC CONGESTION RELIEF	286,267.50	CHK	Capital Programs (11)
SMCTA	000414	WSP USA INC.	17,525.76	CHK	Capital Programs (12)
SMCTA	000420	WSP USA INC.	496.50	CHK	Capital Programs (13)
SMCTA	000421	HALF MOON BAY, CITY OF	744,329.78	CHK	Capital Programs (14)
SMCTA	000435	HALF MOON BAY, CITY OF	35,079.92	CHK	Capital Programs (15)
SMCTA	000436	PORT OF REDWOOD CITY	57,494.61	CHK	Capital Programs (16)
SMCTA	000437	REDWOOD CITY, CITY OF	377,266.21	CHK	Capital Programs (17)
			<u>5,135,938.56</u>		

(1)	Express Lane Operations	(8)	597,616.29	25th Ave Grade Separation
(2)	101 HOV Ln Whipple - San Bruno		618,838.17	Broadway Grade Separation
			739,930.18	SSF Caltrain Station
(3)	\$122,261.63 101 Managed Lanes (Nof I-380)		<u>1,956,384.64</u>	
	<u>4,083.85</u> US 101/SR 92 Direct Connector	(9)		Shuttles FY21-22 Funding
	<u>\$126,345.48</u>			
(4)	\$1,833.01 101 Interchange to Broadway	(10)		Caltrain Electrification
	<u>48,245.80</u> 101 Peninsula Ave/Poplar I/C	(11)		ACR Countywide TDM Prgm
	<u>\$50,078.81</u>			
(5)	1,350.69 101 Interchange to Broadway	(12)		ACR/TDM Plan
	223,383.35 101 Managed Lanes (Nof I-380)	(13)		101 Managed Lanes (Nof I-380)
	105,275.78 101 Peninsula Ave/Poplar I/C	(14)		Hwy 1 Poplar-Wavecrest HMB
	<u>727.55</u> US 101/SR 92 Direct Connector			
	<u>330,737.37</u>	(15)		Hwy 1 Main-Kehoe HMB
(6)	2020 Bike Ped Call for Project	(16)		RWC Ferry - Business Plan
(7)	232.50 ACR Oversight	(17)		2015 Call for Proj-Ped&Bike
	1,348.50 Highway Oversight			
	325.50 Local Shuttle Oversight			
	2,836.50 Measure W - Staff Support			
	(2,836.50) Operating Expense			
	465.00 TA-Caltrain Project Oversight			
	<u>2,371.50</u>			

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: April Chan, Chief Officer, Planning,
Grants/Transportation Authority
Subject: **Acceptance of Measure A and Measure W Semiannual Program Status Report**

Action

Staff recommends the Board receive and file the semiannual Measure A Program Status Report.

Significance

The semiannual program status report provides an overview of the eight program categories under the Original Measure A, six program categories under the New Measure A and five program categories under Measure W. All three reports summarize the following:

- General program status
- Total funds collected
- Programmed funds
- Available funding for new commitments and allocations

Budget Impact

There is no impact to the budget.

Background

This report is presented to the Board around the end of every winter and summer. Since Measure W was passed in November 2018 and sales tax revenue collection commenced in July 2019, TA staff has added Measure W to the semiannual report. Reports on each fund source shows funds collected to date, programmed funds, and available funding.

Prepared By: Jennifer Williams Administrative Analyst II, 650-508-6343
 Programming and Monitoring



Measure A & Measure W Program Status Report

Semi-Annual Report

(As of December 31, 2021)

Original Measure A Program Status (1989-2008)

Item #5.d.
4/7/2022

Semi-Annual Program Status Report (As of December 31, 2021)

			In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	General Status	Total Funds Collected (1989-2008) ¹	Programmed Funds ²	Available Funding ³
1. Caltrain ⁴	21.6%	- Project close-outs and adjustments resulted in a cost savings of \$8.874M. - \$23M programmed and allocated for South San Francisco (SSF) Caltrain Station Improvement Project, which \$1.852M was funded by New Measure (Resolution 2021-18). - Other projects in process.	\$ 324,185	\$ 323,477	\$ 708
2. Paratransit	3.1%	- Program completed.	\$ 56,113	\$ 56,113	\$ -
3. Dumbarton Rail	1.7%	- Other projects in process. - Project correction to resolve previously misreported cost savings of \$2.414M.	\$ 18,317	\$ 18,317	\$ -
4. Highway ⁴	29.3%	-\$113.968M programmed and allocated for Measure A and Measure W Highway funds for Call for Projects, which \$11.275M funded in Original Measure A, \$81.773M in New Measure A and \$20.920M funded in Measure W (Resolution 2021-33). - Other projects in process.	\$ 360,730	\$ 360,111	\$ 619
5. Local Streets and Roads	20%	- Program completed.	\$ 203,264	\$ 203,264	\$ -
6. Caltrain Grade Separation ⁴	22.8%	- \$301,000 additional funds programmed and allocated for Whipple Avenue Grade Separation (Resolution 2021-23).	\$ 238,791	\$ 237,835	\$ 956
7. Bicycle Transportation	0.01%	- Program completed.	\$ 121	\$ 121	\$ -
8. Transportation System Management	0.7%	- Program completed.	\$ 7,121	\$ 7,121	\$ -
Total:			\$ 1,208,642	\$ 1,206,359	\$ 2,283

Footnotes

1 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds include interest but do not include rental income, which is now tracked separately.

As of December 31, 2021, total rental income was as follows: \$17.933M from the Caltrain Program Category, \$4.120M from the Dumbarton Program Category and \$1.092M from the Grade Separation Program Category.

2 Programmed funds represent all prior commitments.

3 Available funding represents amount available for TA Board to make new funding commitments and is the difference between Total Collected Funds and Programmed Funds.

4 "Total Funds Collected" for Caltrain, Highway and Grade Separation program categories increased, due to interest and investment income.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (December 31, 2021)

Item #5.d.

In Thousands of \$ (\$1,000)

4/7/2022

Program	Exp. Plan %	Implementation Process ¹	General Status	Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- \$23M programmed and allocated for South San Francisco (SSF) Caltrain Station Improvement Project, which \$21.147M was funded by Original Measure A (Resolution 2021-18). - Project adjustments and financial software reconciliation resulted in \$10.581M additional previously programmed funds to be included. - Projects in process	\$ 167,087	\$ 152,875	\$ 14,212
<i>Local Shuttle</i>	4%	Competitive	- Projects in process.	\$ 41,772	\$ 34,529	\$ 7,243
<i>Accessible Services</i>	4%	Agreement-Based	- Annual distribution to SamTrans for Paratransit service. - Program in progress.	\$ 41,772	\$ 41,772	\$ -
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- Program in progress	\$ 20,886	\$ 9,053	\$ 11,833
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Program in progress	\$ 20,886	\$ 20,886	\$ -
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- Measure A funding decision on hold.	\$ 20,886	\$ 6	\$ 20,880
2. Highway	27.5%	Competitive	- Several projects closed-out with a total cost savings of \$4.998M, which will be applied to future projects. - \$138,500 programmed and allocated additional funds for the design phase of Route 1 Safety and Operational Improvements Project -Main Street to Kehoe Avenue (Resolution 2021-19). - \$1.35M reprogrammed and reallocated from savings of the environmental, design and construction phases to the landscaping phase (Resolution 2021-20). - \$113.968M programmed and allocated for Measure A and Measure W Highway funds for FY 2021 Call for Projects, which \$11.275M funded in Original Measure A, \$81.773M in New Measure A and \$20.920M funded in Measure W (Resolution 2021 33). - Projects in process.	\$ 287,181	\$ 235,681	\$ 51,500
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 234,966	\$ 234,966	\$ -
4. Grade Separation	15%	Competitive	- Projects in process.	\$ 156,644	\$ 129,366	\$ 27,278
5. Ped and Bike	3%	Competitive	- Projects in process.	\$ 31,329	\$ 25,439	\$ 5,890
6. Alternative Congestion Relief	1%	Plan-Based	- \$572,535 programmed and allocated for annual Alternative Congestion Relief Work Plan for FY 22 (Resolution 2021-24). - Commute.org TDM work programs ongoing.	\$ 10,443	\$ 6,174	\$ 4,269
				\$ 1,033,852	\$ 890,747	\$ 143,105

Footnotes

1 Based on TA Board adopted Strategic Plan 2020-2024.

2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through December 31, 2021.

3 Programmed funds represent all prior commitments.

4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.

5 Interest accumulated on New Measure A funds is applied to TA Oversight budget.

Measure W Program Status (2019-2049)

Semi-Annual Program Status Report (As of December 31, 2021)

Item #5.d

Program		Exp. Plan %	Implementation Process ¹	General Status	In Thousands (\$000)		
					Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1.	Countywide Highway Congestion Improvements ⁶	21.5%	Competitive	- \$113.968M programmed and allocated for Measure A and Measure W Highway funds for Call for Projects, which \$11.275M funded in Original Measure A, \$81.773M in New Measure A and \$20.920M funded in Measure W (Resolution 2021-33). - \$10K for Short Range Highway Study scope development - Projects in process	\$ 51,169	\$ 21,117	\$ 30,052
2.	Countywide TDM ⁶	1%	Competitive	- Program in progress.	\$2,132	\$ 175	\$ 1,957
3.	Local Safety Pothole and Congestion Relief Improvements	10%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 23,689	\$ 23,689	\$ -
4.	Grade Separation	2.5%	Competitive	- Fund programming pending Caltrain Grade Separation Prioritization Study.	\$ 5,922	\$ -	\$ 5,922
5.	Bicycle and Pedestrian	5%	Competitive	- Projects in process.	\$ 11,845	\$ 3,431	\$ 8,414
6.	Regional Transit Connections	10%	Competitive	- 10K for Regional Transit Connections Study scope development. - Fund programming pending Regional Transit Connections Study.	\$ 23,689	\$ 10	\$ 23,679
					\$ 118,446	\$ 48,422	\$ 70,024

Footnotes

- 1 Based on TA Board adopted Strategic Plan 2020-2024.
- 2 Collection of funds began on July 1, 2019. The totals represent unaudited actuals through December 31, 2021.
- 3 Programmed funds represent all prior commitments.
- 4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.
- 5 Interest accumulated on Measure W funds is applied to TA Oversight budget.
- 6 Countywide TDM is a subcategory of the Countywide Highway Congestion Improvements which totals 22.5% of Measure W.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: Carter Mau
Acting Executive Director

From: April Chan
Chief Officer, Planning, Grants and Transportation Authority

Subject: **Authorize Execution of Master Agreement and Program Supplements for State-Funded Transit Projects**

Action

Staff proposes that the Board of Directors (Board) authorize the Acting Executive Director, or designee, to:

1. Execute a Master Agreement, all subsequent Program Supplements for State-funded transit projects, and any amendments thereto, with the California Department of Transportation (Caltrans); and
2. Comply with all conditions and requirements set forth in the Master Agreement, project-specific Program Supplements, and applicable statutes, regulations, and guidelines for all state-funded transit projects.

Significance

The Caltrans Division of Rail and Mass Transportation (DRMT) has prepared a new Master Agreement (MA) establishing the terms and conditions applicable to all local agencies receiving State funds for transit projects. The San Mateo County Transportation Authority's (TA) current MA with the Caltrans DRMT expired on February 28, 2022, and the TA needs to execute a new MA to ensure its eligibility to receive funding from the Caltrans DRMT. The Board previously authorized TA staff, at its April 2021 meeting, to execute a similar MA with Caltrans to receive State funding for roadway and highway projects. If transit funds are to be received by the TA, Caltrans will issue Program Supplemental agreements to provide the grants for approved projects.

Budget Impact

There is no impact to the budget. Projects funded through Caltrans DRMT will be approved by the Board as part of the adoption of and/or amendments to the annual TA Budgets.

Background

All project sponsors who receive transit funding from Caltrans are required to execute a new MA every 10 years. The terms of the new MA are substantially the same as the existing MA and have been reviewed by the TA's General Counsel.

The TA has received funding through the Caltrans DRMT in the past for Caltrain's project to retrofit rail bridge foundations at Poplar, Santa Inez, Monte Diablo, and Tilton Avenues in the City of San Mateo to bring them up to current seismic standards. This project was also programmed and allocated Measure A Caltrain funds. This project was completed in January 2012.

Prepared By: Peter Skinner Director of Grants and Fund Management 650-622-7818

Resolution No. 2022 -

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

* * *

**Authorizing Execution of a Master Agreement with the
California Department of Transportation and Program Supplements for
State-Funded Transit Projects**

Whereas, the San Mateo County Transportation Authority (TA) may receive funding from the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) now or sometime in the future for transit-related projects; and

Whereas, substantial revisions were made to the programming and funding process for the transportation projects programmed in the State Transportation Improvement Program by Chapter 622 (SB 45) of the Statutes of 1997; and

Whereas, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with Caltrans before it can be reimbursed for project expenditures; and

Whereas, Caltrans utilizes Master Agreements for State-funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

Whereas, the TA's existing Master Agreement with Caltrans expired on February 28, 2022; and

Whereas, Caltrans has presented the TA with a new 10-year Master Agreement for approval and execution to satisfy the requirements described above; and

Whereas, the terms and conditions of the new Master Agreement are substantially the same as the existing Master Agreement and have been reviewed by the TA's attorney; and

Whereas, the TA must enter into the new Master Agreement to remain eligible to receive State funding for transit projects; and

Whereas, staff recommends that the TA authorize the Acting Executive Director, or designee, to execute the Master Agreement and any subsequent project-specific Program Supplements, and any amendments thereto.

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

1. Authorizes the Acting Executive Director, or designee, to execute a Master Agreement, all subsequent Program Supplements for State-funded transit projects, and any amendments thereto, with the California Department of Transportation; and
2. Agrees to comply with all conditions and requirements set forth in the Master Agreement, project-specific Program Supplements, and applicable statues, regulations and guidelines for all State-funded transit projects.

Regularly passed and adopted this 7th day of April, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING EXECUTIVE DIRECTOR

Memorandum

Date: March 31, 2022
To: TA Board of Directors
From: Carter Mau, Acting Executive Director
Subject: Executive Director's Report

2022 ACR/TDM Program Call for Projects

With the January 2022 adoption of the Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Plan, TA staff is releasing the first ACR/TDM Program Call for Projects (CFP). The goal of this first CFP is to promote the use of sustainable transportation options and enhance mobility across San Mateo County with a focus on encouraging cities to apply for citywide TDM plans. Plans like these can help identify potential programs and projects for future funding from the ACR/TDM program. Examples of eligible competitive projects include bike parking, vanpools, wayfinding/signage, transit pass subsidies, E-bike subsidies, pedestrian/bicycle crossing treatments near transit, and more.

TA staff proposes to make approximately \$4.7 million available for the three competitive sub-categories:

- ITS (Intelligent Transportation Systems) Planning & Design: \$885,600 (Maximum request up to \$200K)
- TDM Projects/Programs: \$3,075,000 (Maximum request up to \$200K)
- TDM Planning: \$775,800 (Maximum request up to \$100K)

While a 10 percent minimum match is required of most sponsors, a reduced equity-based match of 5 percent can be requested if a project is in a Metropolitan Transportation Commission (MTC) Equity Priority Community or Reimagine SamTrans Equity Priority Area to reduce the barrier to accessing funds. The program also includes set-asides for projects in small/coastal communities to promote equitable distribution of funding across all of San Mateo County.

The CFP will be officially released following the April 7 TA Board meeting and a virtual workshop with stakeholders will be held on April 12 to communicate the guidelines and schedule. TA staff will also be conducting a mandatory pre-submittal meeting with applicants to review their

project eligibility, discuss monitoring metrics, and approve requests for use of the equity-based match. Applications are due by May 27 and will be reviewed by an evaluation committee that includes TA staff and representatives from peer agencies. The draft program of projects is slated to be presented to the TA Board in July, and a request for Board approval of the final program is projected to happen at the August meeting.

All materials and a recording of the workshop will be available on the TA's website here:

https://www.smcta.com/whats happening/Call_for_Projects.html

101 Express Lanes Operation and Equity Program Update

The southern segment of the 101 Express Lanes that runs from the Santa Clara/San Mateo County line to Whipple Avenue in Redwood City has been in operation for seven weeks. While the express lanes have not established a steady-state operating condition, staff is observing some general patterns from the daily updates on the system's performance. Drivers using the express lanes are realizing travel time savings. The speed differential between the express lanes and the general-purpose lanes is on average 10 miles per hour. Approximately 29 percent of express lane users are receiving a full or 50 percent discount. The traffic volumes in the southbound direction are higher than in the northbound direction, resulting in higher toll revenues. Toll revenue collection data lags, but preliminary data for the first week of operations (February 11-17) had average tolls of \$1.47 and \$0.77 for southbound and northbound respectively and average potential daily revenue (both directions) of \$19,700. An increase in the volume of traffic on the US 101 corridor is being observed as more businesses are having their employees return to the office. Staff will present a more comprehensive report as the system moves toward a steadier state.

At their March 11 Board meeting, the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) approved a contract to work with MTC contractor Conduent to begin providing transportation benefits to eligible San Mateo County residents to help address inequities as part of their Equity Program. The initial phase includes the option for eligible residents to receive either a Clipper card with a value of \$100 or a FasTrak toll tag transponder with a value up to \$100. Individuals will be given a choice between these benefits that best meet their transportation needs

Caltrain Electrification

Under the dark of night, in the early morning of Sunday, March 13, the Caltrain Electrification Project realized a significant milestone: after a 60-hour trip from Utah, the first electric trainsets rolled onto Caltrain property. These trainsets were designed and constructed by Stadler Rail of Switzerland under the watchful eye of Caltrain staff. The trainsets will undergo static system testing over the next six weeks in the Caltrain Central Equipment Maintenance and Operations Facility in San Jose. Static system testing includes brake actuation, horn, bell, headlight, wayside power, train radio, and software revision validation.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: April Chan, Chief Officer, Planning, Grants and the Transportation Authority
Subject: **Program and Allocate Measure W Bicycle and Pedestrian Program Funds for the Safe Routes to School Grant Program**

Action

Staff recommends the Board:

1. Program and allocate \$439,825 in Measure W Bicycle and Pedestrian Program Category funds to the San Mateo County Office of Education (SMCOE) for the Safe Routes to School (SRTS) grant program; and
2. Delegate authority to the SMCOE to award the Measure W Pedestrian and Bicycle Program Category funds to subrecipients selected through a call for projects; and
3. Authorize the Acting Executive Director, or designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the SMCOE.

Significance

The San Mateo County Transportation Authority (TA) Strategic Plan 2020-2024 directs 2.5% of the Measure W Bicycle and Pedestrian program funds to the SMCOE's SRTS grant program. Funds are provided to the program every two years, with \$202,500 in total provided previously for Fiscal Years (FY) 2021 and 2022.

With FY2023 approaching, SMCOE has requested funds for FYs 2023 and FY 2024 to support its upcoming SRTS call for projects. The programming and allocation of Measure W funds, if approved, would provide the funding needed to implement small capital projects, including but not limited to bike racks, sidewalk improvements, directional signs, school crosswalk lights and skate docks/scooter racks.

According to SMCOE, the SRTS program is equity-focused. Children from low-income areas are more likely than children from wealthier areas to walk or bike to school. In addition, they are more likely to encounter busy streets that lack pedestrian and bicycle infrastructure and/or to face crime or violence on their way to school. Below are two measurable SRTS outcomes mentioned in the SMCOE proposal:

- Increased numbers of students walking, biking, carpooling and utilizing transit as means of travelling to and from school.
- Decreased traffic and congestion around schools, one by-product of which will be improved air quality.

Based on the information provided by SMCOE, TA staff recommends the programming and allocation of funding so SMCOE can proceed with its upcoming call for projects, anticipated in spring 2022. TA staff will participate in the SRTS project selection process, along with staff from SMCOE and the City/County Association of Governments of San Mateo County (C/CAG).

Additionally, SMCOE plans to use \$100,000 of the proposed allocation to conduct walk audits at schools across San Mateo County to help develop better infrastructure and safety projects that can be funded by Measure W. SMCOE requested, and TA staff recommends, that the TA provide technical assistance for the walk audits through use of the TA's on-call transportation planning consultant bench.

SMCOE will provide the TA Board of Directors with a program update in fall 2022.

Budget Impact

Funding for this request will come from available Measure W Bicycle and Pedestrian funds. There is sufficient authority in the FY 2022 budget to allow for the programming and allocation of these funds.

Background

The TA's Strategic Plan 2020-2024, approved by the Board in December 2019, recommends that 2.5% of the Pedestrian and Bicycle category funding be set aside for the SRTS program annually.

Similar to the TA's Pedestrian and Bicycle program, SRTS releases a call for projects each spring for the following school year. SRTS then assembles a committee to review and score the projects, and award funding. In addition to TA contributions, the SRTS program is funded through grant funds provided by C/CAG and the Metropolitan Transportation Commission.

Prepared By: Jennifer Williams

Administrative Analyst II, 650-508-6343
Programming and
Monitoring

Resolution No. 2022 –

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

* * *

Programming and Allocating \$439,825 in Measure W Funds From the Pedestrian and Bicycle Program Category for the Safe Routes to School Program in San Mateo County

Whereas, on November 6, 2018, the voters of San Mateo County approved a San Mateo County Transit District's (District) ballot measure known as "Measure W" to allow the collection and distribution of a half-cent transactions and use tax for 30 years with the tax revenues to be used by the San Mateo County Transportation Authority (TA) and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

Whereas, on December 5, 2019, the TA adopted its Strategic Plan 2020-2024, which recommends that 2.5% of the funding within the Pedestrian and Bicycles category be set aside for the Safe Routes to School (SRTS) program; and

Whereas, in the coming months, the San Mateo County Office of Education (SMCOE) will issue a call for projects in order to select projects for funding under the SRTS program; and

Whereas, TA staff will participate in the call for projects evaluation process, along with staff from SMCOE and the City/County Association of Governments of San Mateo County; and

Whereas, consistent with the intent of the TA's Strategic Plan 2020-2024, staff recommends the Board of Directors program and allocate a total of \$439,825 in Measure W Pedestrian and Bicycle Program Category funding to SMCOE for the SRTS program for Fiscal Years 2023 and 2024.

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

1. Programs and allocates \$439,825 in Measure W Pedestrian and Bicycle Program Category funds to the San Mateo County Office of Education for the Safe Routes to Schools grant program; and
2. Delegates authority to the SMCOE to award the programmed and allocated Measure W Pedestrian and Bicycle Program Category funds to subrecipients selected through a call for projects; and
3. Authorizes the Executive Director or his designee to execute any necessary agreements or other documents required to give effect to this Resolution.

Regularly passed and adopted this 7th day of April, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Measure W Citizens' Oversight Committee Report for Fiscal Year 2020 and Annual Audit of Measure W Funds for Fiscal Year 2021**

Action

Staff proposes the Board receive Measure W Citizens' Oversight Committee (COC) Report for Fiscal Year (FY) 2020, and Annual Audit of Measure W Funds (Measure W Audit) for FY 2021. The COC Report for FY 2020 was approved by the COC on October 12, 2021, and the Measure W Audit for FY 2021 was reviewed by the COC on March 7, 2022.

Significance

On July 11, 2018, the San Mateo County Transit District (District) adopted and sought voter approval to implement an ordinance imposing a half-cent retail transactions and use tax to implement the San Mateo County Congestion Relief Plan (Measure W Ordinance). The County's voters approved Measure W on November 6, 2018. The Measure W Ordinance requires the District to have an independent auditor annually review the receipts and expenditures of tax proceeds under the Congestion Relief Plan. The COC must then receive and hold a public hearing on the Measure W Audit, and issue a report to provide County residents with information regarding how tax proceeds are being spent. The Measure W Audit for FY 2021 has been completed with an unmodified "clean" audit opinion, meaning that the financial statements are fairly presented, and that there are no audit findings to report.

Budget Impact

There is no impact on the Budget.

Background

The District contracts with an independent auditor, Eide Bailly LLP to conduct the Measure W Audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States of America. The Measure W Audit consists of (1) an Independent Auditor's Report, (2) Financial Statements, (3) Notes to Financial Statements, (4) Supplementary Information and (5) the Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards.

The Financial Statements, Notes to Financial Statements and Supplementary Information provide the detail as well as the perspective with which to assess the Measure W Funds' financial condition and project expenses.

Prepared By: Jennifer Ye Acting Director, Accounting 650-622-7890



San Mateo County Transit District

Report of the Measure W Citizens' Oversight Committee

Fiscal Year 2020 (July 2019 – June 2020)

Introduction and Findings of the Citizens' Oversight Committee

The Measure W Citizens' Oversight Committee (COC) is pleased to provide its annual report on the expenditure of proceeds from the San Mateo County Transit District's (District) 2018 Measure W. This report covers the 2019-2020 fiscal year, from July 1, 2019, through June 30, 2020. Principal duties of the COC are to ensure that the proceeds have been expended for the purposes set forth in the Measure W ballot language and to provide a report on the independent audit conducted pursuant to the ballot language and the District Ordinance (Ordinance) which placed Measure W on the ballot.

Measure W tasks the COC with providing information to the taxpayers of San Mateo County in the following ways:

- Receive the District's annual audit report on receipt and expenditures of Measure W tax proceeds and expenditures under the Congestion Relief Plan
- Hold an annual public hearing on the audit report
- Issue an annual report of the COC on the audit results

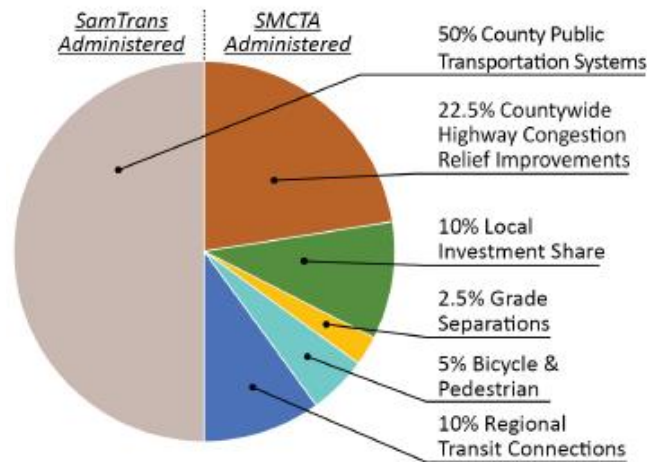
The Board of Directors of the District and the Board of Directors of the San Mateo County Transportation Authority (TA) are responsible for the prioritization and distribution of funds received pursuant to the provisions of Measure W. The independent audit conducted by the District and the COC's report are intended to provide additional accountability with respect to the expenditure of these proceeds by both the District and the TA.

The COC finds the Independent Auditor's report appropriately presents the Measure W revenues and expenditures, as contemplated by the ballot language, for the period ending June 30, 2020. The COC also is pleased with the process by which the audit was conducted and with the outcomes. The COC has asked that its report reflect the findings of the report of the Independent Auditor but in a more graphic, "user-friendly" manner. This more graphic approach is followed in this report, and links to key documents are provided at the request of the COC at the end of this report.

Purpose of Measure W

Measure W levies a one half-cent sales tax on retail sales in San Mateo County. The purpose of Measure W is to provide funding to address transportation and transit needs in San Mateo County, pursuant to a [Congestion Relief Plan](#) adopted by the District as part of the Ordinance. The funding provisions of the Congestion Relief Plan provide for investment in the following transportation related categories.

Table 1: Measure W Funding Categories



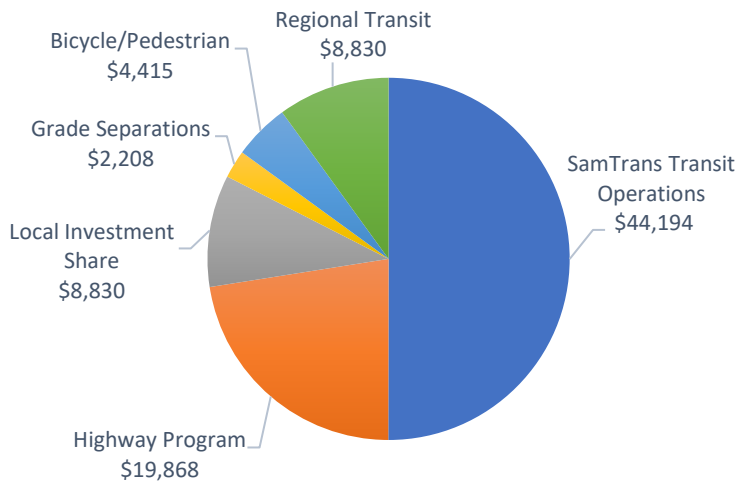
Audit Findings

The District’s annual audit report on receipt and expenditures of Measure W tax proceeds for the Fiscal Year ended June 30, 2020, was provided on June 30, 2021, by Eide Bailly, LLP, an independent accounting firm. This firm has several years of experience in conducting independent audits of the financial results of both the District and the TA. In its audit, Eide Bailly, LLP provided what is known as an unmodified opinion (what is often referred to as a “clean” opinion) on the Measure W financial statements as prepared by District staff. The COC held a [public hearing](#) on the audit report on July 22, 2021 and a copy is attached as Appendix A.

Receipt and Distribution of Funding

A total of \$88.345 million in Measure W sales tax was realized and received in Fiscal Year 2020. It is important to note the distribution of funding to District and TA programs, while technically an “expense” as noted in the audit, do not represent actual expenditures of the funds. Program expenditures are addressed in the following sections. Also, while this report breaks out the local investment share and grade separation program, these categories are combined in Measure W, and the Audit Report as “major arterials and local roadway investments”.

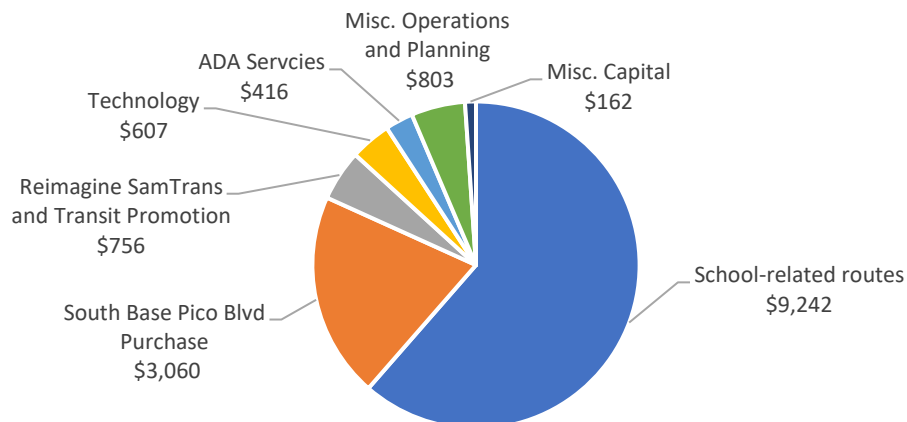
Table 2: Measure W Distribution (in thousands)



District Expenditures of Measure W

District Measure W revenues were spent on supporting SamTrans transit services in several operating areas and on several capital projects. While Measure W contributed \$44.19 million to the District, expenditures totaled \$15.05 million were spent in Fiscal Year 2020. The remaining balance of \$29.15 million has been retained for future uses. Of the funds expended, the largest share was for SamTrans routes and services adjacent to schools that are timed to match school bell schedules, referred to in the graph below as "school-related routes". Table 3 below outlines the expenditures of the District's share of Measure W funds.

Table 3: SamTrans Expenditures (in thousands)

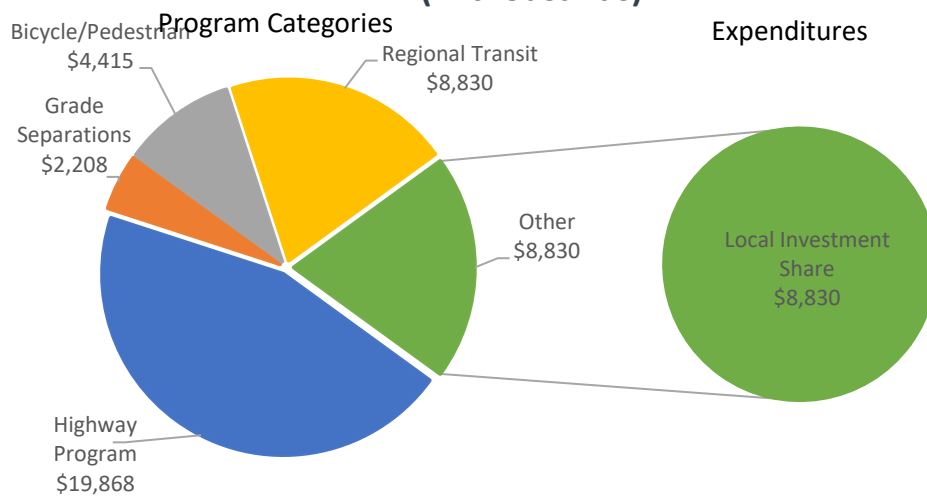


TA Expenditures of Measure W

Unlike SamTrans, which expends Measure W funds on projects and programs directly, the TA serves primarily as a granting agency and provides funds to cities and other local agencies throughout San Mateo County. The TA’s investments in each category are guided by the TA’s [Strategic Plan 2020-2024](#), which was adopted in December 2019 by the TA Board of Directors. Adoption of a Strategic Plan every 5 years is a requirement of both the TA’s [Measure A Transportation Expenditure Plan](#) and the [Measure W Congestion Relief Plan \(CFP\)](#).

With the notable exception of the local investment share, which is allocated directly to cities and the county, most of the Measure W funding is programmed and allocated through competitive calls of projects (CFP) for each of the Measure W program categories. The TA’s CFPs for each of the program categories typically occur on biennial cycles. While funds are awarded to projects in each CFP cycle by the TA Board of Directors, the expenditure of funds is based on actual reimbursements to project sponsors for eligible project expenses. In Fiscal Year 2020, ending in June 30, 2020, the TA did not conduct any CFPs to award Measure W funding. As a result, only actual expenditures for Fiscal Year 2020 are reported in the local investment share, which totals 10 percent of the Measure W funding that is directly allocated to the cities and the County (Expenditures in Table 4).

Table 4: TA Program Category Funding and Actual Expenditures (in thousands)



Equity Considerations for the Distribution of TA Funding

As part of the TA Strategic Plan 2020-2024, equity is a core evaluation principal in TA CFP processes. Projects are evaluated holistically in terms of geographic and socioeconomic equity. As funds are awarded to projects in future fiscal years, allocations will be displayed in maps in associated Measure W annual reports. These maps will show where and how these awards are distributed across San Mateo County, as well as in the various MTC Priority Equity Communities (formerly known as "communities of concern") and SamTrans Equity Zones. SamTrans Equity Zones are being established as part of the Reimagine SamTrans comprehensive route analysis study.

TA Funding Allocations and Consistency with Measure W Core Principals

The TA allocates funds to projects based on the application of the Measure W Core principles¹, as well as the Goals of Measure A², as part of the evaluation of project proposals. The Strategic Plan 2020-2024 establishes scoring criteria³ based on these principles for the following program categories: Highways, Grade Separations, Pedestrian and Bicycle, and Regional Transit Connections. Future annual COC reports will include more specific information on the application of the Measure W Core Principals and Measure A Goals to the various CFP processes so the recipients of this report will have a better understanding and appreciation of adherence to the intents of these voter-approved tax measures.

Findings of the Citizens' Oversight Committee and Future Requests

The COC finds the Independent Auditor's report appropriately presents the Measure W revenues and expenditures, as contemplated by the ballot language, for the period ending June 30, 2020. The COC also is pleased with the process by which the audit was conducted and with the outcomes. The COC has asked that its report reflect the findings of the report of the Independent Auditor but in a more graphic, "user-friendly" manner. This more graphic approach is followed in this report, and links to key documents are provided at the request of the COC (see Additional Information section below).

For future audit reports, the COC requests the following to be included:

- Geographic and Socioeconomic Distribution of funds throughout San Mateo County (both TA and the District allocation and distribution of funds)
- Discussion of how the TA provides technical assistance to jurisdictions to assist in accessing the funds
- Alignment of allocation and expenditure of funds with Measure W Core Principals
- Embedded links to tables/plans that provide guidance for expenditures and allocations by the Transportation Authority or the District

¹ [Strategic Plan 2020-2024](#), Table 3-2

² [Strategic Plan 2020-2024](#), Page 3

³ [Strategic Plan 2020-2024](#), Appendix E

Additional Information

1. FY2020 Measure W audit (attached)
2. [District FY2020 CAFR \(click on link\)](#)
3. [District FY2020 PAFR \(click on link\)](#)
4. [TA FY2020 CAFR \(click on link\)](#)
5. [Short Range Highway Plan: 2021-2030 \(click on link\)](#)



Financial Statements
Measure W Funds
For the Years Ended June 30, 2021
and June 30, 2020

San Mateo County Transit District

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Independent Auditor's Report

Governing Board and
Citizens Oversight Committee
San Mateo County Transit District
San Carlos, California

Report on the Financial Statements

We have audited the accompanying financial statements of the San Mateo County Transit District's Measure W Funds (Measure W), as of and for the year ended June 30, 2021 and June 30, 2020, and the related notes to the financial statements, which collectively comprise the Measure W's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statement in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of financial statements, whether due to error or fraud. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting principles used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure W as of June 30, 2021 and June 30, 2020 and the respective changes in financial position, and where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements of the Measure W are intended to present the financial position and the changes in financial position attributable to the transactions of that Fund. They do not purport to, and do not, present fairly the financial position of San Mateo County Transit District as of June 30, 2021 and June 30, 2020, and the results of its operations for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Management has omitted the management's discussion and analysis that the accounting principles generally accepted in the United States of America requires to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by the missing information.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Measure W's financial statements. The Measure W Allocations and Expenses, and Current Year Measure W projects are presented for purposes of additional analysis and are not a required part of the financial statements.

The Measure W Allocations and Expenses, and Current Year Measure W projects are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 17, 2022, on our consideration of the Measure W's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Measure W's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Measure W's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Eide Bailly LLP".

Menlo Park, California
February 17, 2022

Item #10.b.
 San Mateo County Transit District
 Measure W Funds
 Statement of Net Position
 June 30, 2021 and 2020 (In thousands)

	2021	2020
Current Assets		
Cash and cash equivalents	\$ 63,313	\$ 22,564
Accounts receivable	9,465	6,701
Total assets	72,778	29,265
Liabilities		
Current Liabilities		
Accounts payable	135	117
Net Position		
Restricted for Measure W projects	72,643	29,148
Total net position	\$ 72,643	\$ 29,148

Item #10.b.
 San Mateo County Transit District
 Measure W Funds

Statement of Revenues, Expenditures, and Changes in Net Position
 Years Ended June 30, 2021 and 2020 (In thousands)

	2021	2020
Revenues		
Measure W sales tax	\$ 93,198	\$ 88,345
Total operating revenues	93,198	88,345
Expenses		
District		
Transit operations	4,115	15,046
Disbursements to Transportation Authority		
Highway	20,980	19,868
Major arterial and local roadway improvements	11,655	11,038
Bicycle, pedestrian, and active transportation projects	4,662	4,415
Infrastructure and services designed to improve transit connectivity	9,324	8,830
Total expenses	50,736	59,197
Operating Income	42,462	29,148
Nonoperating Revenues (Expenses)		
Interest income	1,033	-
Total nonoperating revenues (expenses)	1,033	-
Change in Net Position	43,495	29,148
Net Position - Beginning	29,148	-
Net Position - Ending	\$ 72,643	\$ 29,148

Item #10.b.
San Mateo County ~~Transit District~~ ^{7/1/2021}
Measure W Funds
Statement of Cash Flows
Years Ended June 30, 2021 and 2020 (In thousands)

	2021	2020
Cash Flows from Operating Activities		
Cash received from California Department of Tax and Fee Administration	\$ 90,434	\$ 81,644
Payments to vendors for goods and services	(3,917)	(14,475)
Payments to employees	(181)	(453)
Disbursements to the Transportation Authority	(46,620)	(44,152)
Net Cash Provided by Operating Activities	39,716	22,564
 Cash Flows from Investing Activities		
Investment income received	1,033	-
Net cash provided by investing activities	1,033	-
 Net Change in Cash and Cash Equivalents	40,749	22,564
Cash and Cash Equivalents, Beginning of Year	22,564	-
 Cash and Cash Equivalents, End of Year	\$ 63,313	\$ 22,564
 Reconciliation of Operating Income to Net Cash Provided by Operating Activities		
Operating income	\$ 42,462	\$ 29,148
Adjustments to reconcile operating income to net cash provided by operating activities		
Accounts receivable	(2,764)	(6,701)
Accounts payable and accrued liabilities	18	117
Net Cash provided by Operating Activities	39,716	22,564

Note 1 - Summary of Significant Accounting Policies

Financial Reporting Entity

Under Measure W approved by the voters of San Mateo County in November 2018, San Mateo County Transit District (District) receives a share of the one-half percent sales tax to be used for local transportation-related expenses. The duration of the sales tax is for a period of 30 years, beginning on July 1, 2019 and ending June 30, 2049.

The financial statements of the funds do not purport to, and do not, present the financial position of the District as of June 30, 2021, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America. The activities of the Funds are reported within the District's enterprise fund. The projects funded by Measure W represent a portion of the activities of the District and, as such, are included in the District's financial statements.

Basis of Accounting

The accompanying financial statements have been prepared on the accrual basis of accounting. Under the accrual basis of accounting, revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows.

Net Position

Net position is reported on the statement of net position as "restricted net position." This category represents net position that may only be used to support activities and costs allowable per the Measure W enabling legislation.

Spending Order

The accounting policy is to first consume the most restricted resources when multiple resources are available for the same purpose.

Cash and Cash Equivalents

For purpose of the statement of cash flows, the District considers all highly liquid investments with an initial maturity of 90 days or less when purchased to be cash equivalents.

Investments

The District's investments are generally carried at fair value, as required by generally accepted accounting principles. The District adjusts the carrying value of its investments to reflect their fair value at each fiscal year end and includes the effects of these adjustments as a component of interest and investment income for that fiscal year.

Use of Estimates

The preparation of financial statements requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Actual results could differ from those estimates.

Note 2 - Cash and Investments

Policies

All of the Measure W Program’s cash and investments are deposited in the District’s Treasury pool managed by Public Financial Management and District staff. The pool is unrated. Investments in the pool are made in accordance with the District’s investment policy as approved by the Board. Investments are stated at fair value. However, the value of the pool shares in the District’s Treasury pool that may be withdrawn is determined on an amortized cost basis, which is different from the fair value of the Measure W Program’s position in the pool.

Investments Authorized by the California Government Code and the Fund’s Investment Policy

The table below identifies the investment types that are authorized for the District by the California Government Code or the District’s investment policy, whichever is more restrictive, that addresses interest rate risk and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustees that are governed by the provisions of debt agreements of the District, rather than the general provisions of the District’s investment policy.

Authorized Investment Type	Minimum Credit Rating	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
U.S. Treasury Obligations	None	15 years	100%	N/A
U.S. Agency Securities	None	15 years	100%	N/A
Banker's Acceptances	None	180 days	40%	30%
Commercial Paper (\$500 Mil. Min. Assets)	A1/P1/F1	270 days	40%	10%
Negotiable Certificates of Deposit	None	5 years	30%	N/A
Repurchase Agreements	None	1 year	100%	N/A
Reverse Repurchase Agreements	None	92 days	20%	N/A
Medium-term Notes	A	5 years	30%	10%
Shares of beneficial interest issued by diversified management companies	None	N/A	20%	10%
Local Government Investment Pools	None	N/A	100%	N/A
Asset-backed and Mortgage-backed securities	AA	5 years	20%	N/A
Municipal Obligations	None	10 years	100%	N/A
Supranational Obligations	AA	5 years	30%	N/A
Local Agency Investment Fund (LAIF)	None	N/A	None	\$75M
San Mateo County Investment Pool	None		Up to the current state limit	

Interest Rate Risk

Interest rate risk is the risk incurred when market interest rates adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the District manages its exposure to interest rate risk is by purchasing a combination of short-term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.



Supplementary Information
June 30, 2021

San Mateo County Transit District

Item #10.b.
San Mateo County ~~Transit District~~ ^{7/2021}
Measure W Funds
Allocations and Expenses
Through June 30, 2021

The following table shows the total Measure W allocations and amount reported as expended by the District and the Authority from inception to June 30, 2021.

(In thousands)	Inception to Date as of June 30, 2021		
	Measure W Allocations	Measure W Expenses	Unexpended Amounts
District			
Transit operation	\$ 90,772	\$ 19,168	\$ 71,604
Interest income	1,033	-	1,033
Disbursements to Transportation Authority			
Highway projects	40,847	214	40,633
Major arterial and local roadway improvements	22,693	18,154	4,539
Bicycle, pedestrian, and active transportation projects	9,077	-	9,077
Infrastructure and services for transit connectivity	18,154	8	18,147
Interest income	130	-	130
	<u>\$ 182,706</u>	<u>\$ 37,544</u>	<u>\$ 145,163</u>
Total - restricted for Measure W			

Item #10.b.
 San Mateo County ~~Transit District~~ ^{1/7/2021}
 Measure W Funds
 Current Year Measure W Projects
 For the year ended June 30, 2021

The tables below show the current year Measure W project expenses for the District and the Authority, respectively.

District's Measure W Projects	Amount (In thousands)
Transit Operation	
School Bus Services	\$ 899
MobileView (WiFi) Enhancement	552
FY20 Comprehensive Operation Analysis	418
SB Gas Line Replacement	391
Business Intelligence Solution	387
Upgrade District Website	263
Capital Program and Project Development	205
Technology Refresh Project	187
MB-2000 Bus Simulator System	172
ZEB Program Management	108
FY20 Shuttle Study	104
SPEAR System Improvement	82
ITS PADS Upgrade 3G to 4G	81
Energy Procurement Plan	75
Way2go	53
FY2020 ADA Subsidy	54
South Base Switchgear Replace	24
SamTrans Visioning	20
ECR Pinch Point Study	13
ADA Scheduling Software	12
Climate Adaptation Planning	8
Electric Bus Procurement	6
North and South Base Exterior	1
Promoting Senior Mobility	1
Total transit operation	<u>\$ 4,115</u>
Transportation Authority's Measure W Projects	Amount (In thousands)
Highway Projects	
FP&A Services-W-Highway	\$ 207
Major Arterial and Local Roadway Improvements	
Local investment share	9,324
Infrastructure and Services for Transit Connectivity	
FP&A Services-W-RTC	1
Total	<u>\$ 9,532</u>



Independent Auditor's Report
For the Years ended June 30, 2021
and June 30, 2020

San Mateo County Transit District

**Independent Auditor's Report on Internal Control over Financial Reporting and
on Compliance and Other Matters Based on an Audit of Financial Statements Performed
in Accordance with *Government Auditing Standards***

Governing Board and
Citizens Oversight Committee
San Mateo County Transit District
San Carlos, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the San Mateo County Transit District's Measure W Funds (Measure W) as of and for the year ended June 30, 2021 and 2020, and the related notes of the financial statements, and have issued our report thereon dated February 17, 2022.

Emphasis of Matter

As discussed in Note 1, the financial statements of the Measure W Funds are intended to present the financial position and the changes in financial position attributable to the transactions of the Funds. They do not purport to, and do not, present fairly the financial position of San Mateo County Transit District as of June 30, 2021 and 2020, and the results of its operations for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered Measure W San Mateo County Transit District's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Measure W's internal control. Accordingly, we do not express an opinion on the effectiveness of Measure W San Mateo County Transit District's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District's Measure W Funds financial statements will not be prevented or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Item #10, b
4/7/2022

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Measure W's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Menlo Park, California
February 17, 2022

None reported.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: April Chan, Acting Deputy Executive Director
Subject: **Upcoming Funding Opportunities and TA Strategy**

Action

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

Significance

Staff will provide the board with a PowerPoint Presentation detailing the Federal and State funding landscape that can potentially provide significant funding to support and complement TA investments for projects. Topics to be discussed include:

- Metropolitan Transportation Commission (MTC) Coordination
- Federal Funding Opportunities
- State Funding Opportunities
- Reimagining projects to meet State and Federal priorities

Budget Impact

There is no impact on the budget.

Background

The Bipartisan Infrastructure Law (BIL) will invest \$1 Trillion over the next five years in the nation's infrastructure, including funding for roads and bridges, rail, transit, ports, and active transportation projects among other priorities. Combined with a significant budget surplus at the State level, there are opportunities to leverage TA investments in projects across the TA's program categories.

Prepared By: Peter Skinner Director, Grants and Fund Management 650-622-7808
 Jessica Epstein Manager, Government and Community Affairs 650-400-6451

Upcoming Funding Opportunities and TA Strategy

April 2022

Agenda

Item #11.a.
4/7/2022

- Changing Landscape of Funding Programs and Priorities
- Metropolitan Transportation Commission (MTC) Coordination
- Local Prioritization Federal Opportunities
- State Funding Opportunities
- Enhancing Competitiveness—Rethinking US 101/SR 92 Area Improvements
- Next Steps



Changing Funding Landscape—Feds and BIL

Item #11.a.
4/7/2022

- \$1 trillion Bipartisan Infrastructure Law (BIL) signed into law Nov. 2021
- Provides 5 years of funding for infrastructure investments including: rail and transit, roads, bridges, and active transportation
- Invests \$350 billion in highway programs over 5 years (\$116 million over FAST Act funding)
- Includes more than a dozen new highway programs
- Focus on key infrastructure priorities:
 - Reducing carbon emissions
 - Increasing system resilience
 - Removing barriers to connecting communities
 - Improving mobility and access to economic opportunity



Earmarks

Item #11.a.
4/7/2022

- FY 2022
 - \$1 Million – 101/92 Area Improvement
 - Congresswoman Jackie Speier
 - Included in Appropriations Bill signed by the President

- FY 2023 and Beyond



State and CAPTI - Changing Funding Landscape

Item #11.a
4/7/2022

- Climate Action Plan for Transportation Infrastructure
 - Details how the state recommends investing in billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.
- Applies to all relevant State Funding Categories
 - Active Transportation Program (ATP), State Transportation Improvement Program (STIP), Transit Intercity Rail Capital Program (TIRCP), and Senate Bill 1 (SB1) competitive grants
 - Aligning with the CAPTI Guiding Principles key to competitiveness



State and CAPTI - Changing Funding Landscape

Item #11 a
4/7/2022

CAPTI Core Principles

1. Building toward an integrated, statewide rail and transit network
2. Investing in networks of safe and accessible bicycle and pedestrian infrastructure
3. Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
4. Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
5. Making safety improvements to reduce fatalities and severe injuries of all users towards zero
6. Assessing physical climate risk
7. Promoting projects that do not significantly increase passenger vehicle travel
8. Promoting compact infill development while protecting residents and businesses from displacement
9. Developing a zero-emission freight transportation system
10. Protecting natural and working lands



What is the TA's Role?

Item #11.a.
4/7/2022

- Advocate and/or apply for funding at Federal, State, and Regional levels to leverage TA investments
- Sponsor Highway Projects of Countywide Significance
 - US 101/SR 92 Area Improvement & Multimodal projects
 - US 101/SR 92 Direct Connector
 - US 101 Managed Lanes North of I-380
- Collaborate with MTC, C/CAG, Caltrans and local jurisdictions
 - Highway Projects
 - Grade Separations
 - Multi-modal projects (Active Transportation)
 - Local Infrastructure (roads, bridges)
- Provide technical assistance and manage projects on behalf of local jurisdictions



Active Large-Scale Highway Projects

Item #11.a.
4/7/2022

Project	Total Cost	Committed Funding	Funding Gap	Anticipated Construction Date
US 101/SR 92 Area Improvements & Multimodal Projects	\$59 M	TA Contribution: \$5.7 M Local: \$0.7 M STIP: \$7.2 M RM 3: TBD (shared with Direct Connector) Earmark: \$1M Total Committed: \$14.6 M	\$44.4 M	December 2023
US 101/SR 92 Direct Connector	\$195 M	TA Contribution: \$12.4 M Local: \$0.02 M RM 3: Up to \$50M (shared with Area Improvements) Total Committed: \$62.4 M	\$132.6 M	August 2026
US 101 North of I-380 Managed Lanes	\$315.6 M	TA Contribution: \$21.05 M STIP: \$7.2 M Total Committed: \$28.3	\$287.3 M	January 2026
US 101/SR 84 (Woodside Rd) Interchange	\$317 M	TA Contribution: \$81.6 M STIP: \$8 M Local: \$36.4 (includes ROW properties) Total Committed: \$126 M	\$191 M	June 2026



Active Grade Separation Projects

Item #11.a.
4/7/2022

Project	Total Cost	Committed Funding	Funding Gap	Status
Broadway Grade Separation	\$316 M	TA Contribution: \$23.4 M Local: \$2 M Total Committed: \$25.4 M	\$290.6 M	Final Design scheduled for completion June 2023
Linden/Scott Grade Separation	\$305 M	TA Contribution: \$5.6 M Local: \$0.76 M Total Committed: \$6.4M	\$298.6 M	PAED scheduled for completion in October 2024



Other Grade Separation Projects*

Item #11.a.
4/7/2022

Project	Total Cost	Committed Funding	Funding Gap	Status
Ravenswood Grade Separation	\$380 M	TA Contribution: \$750K Local: \$0 Total Committed: \$750K	\$380M	PSR Compete in 2019. Project has not progressed to next phase
Redwood City Grade Separations	To be Determined	TA Contribution: \$1M Local: \$200K Total Committed: \$1.2M	To be Determined	In planning phase. Alternatives not defined
San Mateo Downtown Grade Separations	To be Determined	None	To be Determined	Planning phase to be initiated

*TA will coordinate with Caltrain and cities to get other pipeline and planning projects ready to compete for future rounds of funding.



What is MTC's role?

Item #11.a.
4/7/2022

- Two-Pronged Approach to BIL Grants
 - Regional and local priorities
 - Focused strategy for entire Bay Area
 - MTC supporting most competitive regionally significant projects for a subset of key Federal grant opportunities

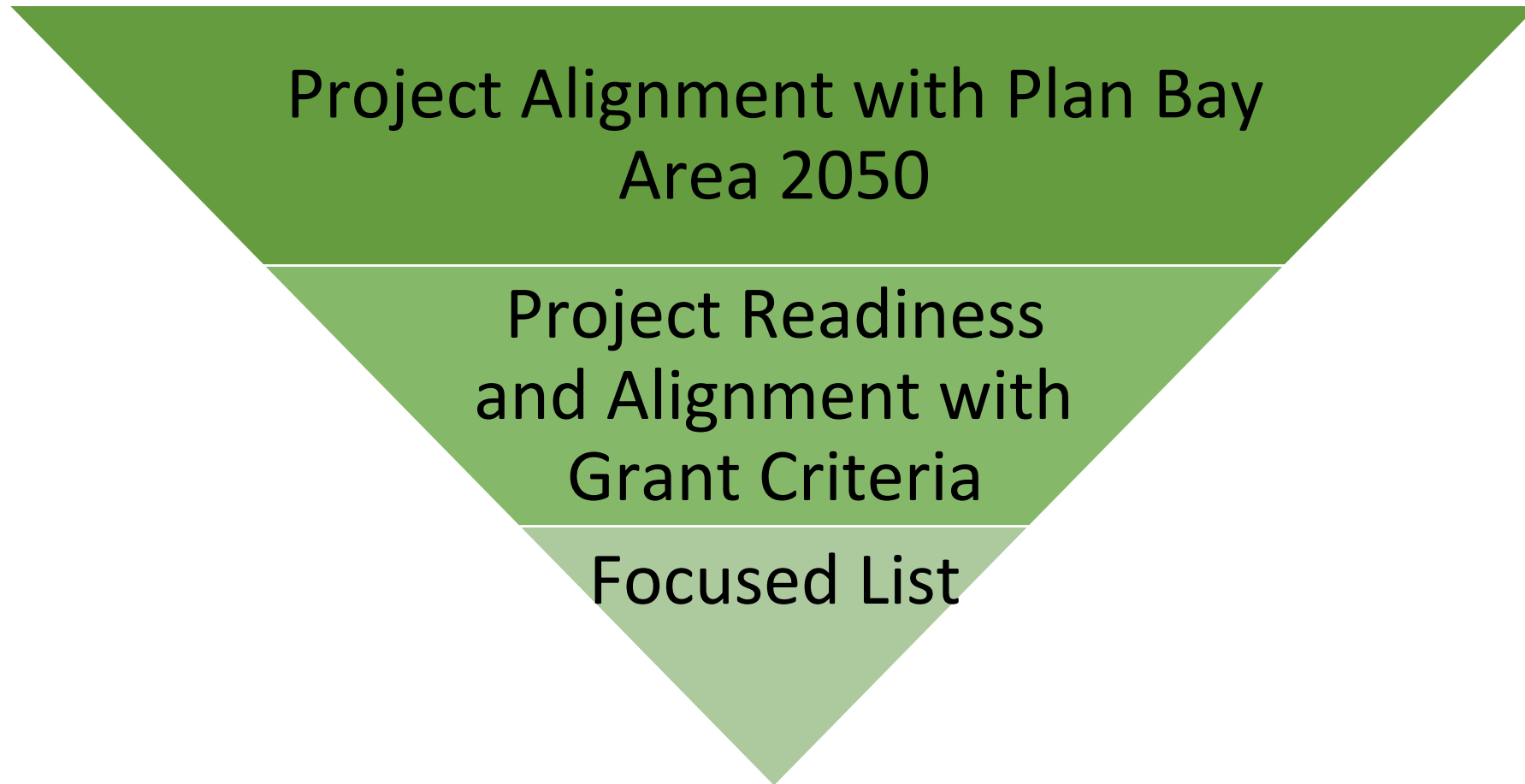
Regional
Prioritization

Local
Prioritization



MTC Coordination—Regional Prioritization

Item #11.a.
4/7/2022



MTC Coordination: Projects Selected

Item #11.a.
4/7/2022

Grant Program	Five Year Funding Amount	Projects
National Infrastructure Grants Assistance (MEGA) Grant	\$5 Billion	<ul style="list-style-type: none"> • Subject to MTC's major project advancement policy anticipated Summer 2022
INFRA	\$8 Billion	<ul style="list-style-type: none"> • No San Mateo County highway projects selected by MTC
Consolidated Rail Infrastructure Program	\$5 Billion	<ul style="list-style-type: none"> • Broadway Grade Separation • Linden Scott Grade Separation
Railroad Crossing Elimination Program	\$3 Billion	
New Starts/Core Capacity	\$18 Billion	<ul style="list-style-type: none"> • Caltrain Electrification
Federal-State Partnership for Intercity Passenger Rail	\$12 Billion	<ul style="list-style-type: none"> • Caltrain Electrification



Additional Federal Opportunities*

Item #11.a.
4/7/2022

Grant Program	Five Year Funding Amount	Eligible Project Types	TA Programs Areas
RAISE	\$7.5 Billion	Multi-Modal Projects Highway Projects Local Streets and Roads	<ul style="list-style-type: none"> Highway (101/92 AI) Bicycle/Pedestrian Grade Separations
Safe Streets and Roads for All	\$5 Billion	“Vision Zero” Planning and Implementation	<ul style="list-style-type: none"> Bicycle and Pedestrian Program
Active Transportation Infrastructure	\$1 Billion	Active Transportation networks/corridors	<ul style="list-style-type: none"> Bicycle and Pedestrian Program
Intelligent Transportation Systems Program	\$550 Million	ITS projects including autonomous vehicles	<ul style="list-style-type: none"> ACR/TDM Program
Ferry Program	\$150 Million	Ferry vehicles and Facilities	<ul style="list-style-type: none"> Ferry Program

*No regional coordination underway



Additional Federal Opportunities

Item #11.a.
4/7/2022



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**A GUIDEBOOK TO THE
BIPARTISAN INFRASTRUCTURE LAW
FOR STATE, LOCAL, TRIBAL, AND
TERRITORIAL GOVERNMENTS, AND
OTHER PARTNERS**



State Opportunities

Item #11.a.
4/7/2022

Funding Program	Current Cycle Funding	TA Program Categories	Eligible Project Examples
Active Transportation Program (ATP)	\$650 M FY24-FY27	<ul style="list-style-type: none"> Bicycle and Pedestrian 	<ul style="list-style-type: none"> 101/Holly POC
Solutions for Congested Corridors (SCCP)	\$500 M FY24-FY25	<ul style="list-style-type: none"> Highway Program Caltrain Regional Transit Connections 	<ul style="list-style-type: none"> 101/92 101 Managed Lanes
Trade Corridor Enhancement Program (TCEP)	\$600 M FY24-FY25	<ul style="list-style-type: none"> Highway Program 	<ul style="list-style-type: none"> 101/Woodside Road
Local Partnership Program (LPP) Competitive Funding	\$200M FY24-FY25	<ul style="list-style-type: none"> Highway Program Grade Separation Program Bicycle and Pedestrian 	<ul style="list-style-type: none"> 101/92 101/Holly
Transit Intercity Rail Capital Program (TIRCP)	\$600M FY22-FY26	<ul style="list-style-type: none"> Grade Separation Program* Regional Transit Connections Caltrain 	<ul style="list-style-type: none"> Transit projects that increase ridership/ reduce GHG emissions
Section 190 Program	\$15 M Annually	<ul style="list-style-type: none"> Grade Separation Program 	<ul style="list-style-type: none"> Broadway Linden/Scott

*Potential 1-time budget augmentation for grade separation projects



State Budget Surplus

Item #11.a.
4/7/2022

- \$20-30 Billion Projected Budget Surplus
- Budget negotiations underway, holdover from 2021 when no deal due to disagreement on High-Speed Rail

Governor's proposal :

- \$5.2 Billion to augment existing funding programs.
 - TIRCP: \$2 Billion
 - ATP: \$1 Billion
 - Grade Separations (TIRCP subset): \$500 Million

MTC/TA proposal:

- TIRCP: \$5 Billion
- ATP: \$2 Billion
- \$3 Billion for additional funding for operations, climate resilience, and grade separations



Enhancing Competitiveness—Rethinking 101/92

Item #11.a.
4/7/2022

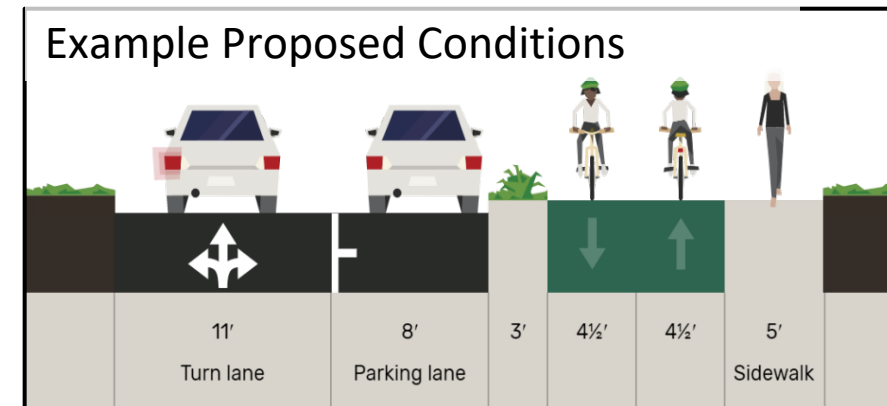
- Series of improvements to 101/92 interchange and the 101/Hillsdale exit
- Expand the loop and add an HOV lane
- Reconfigure to improve merging
- Safety improvements to the interchange and Hillsdale that benefit vehicles, bicycles and pedestrians



Rethinking 101/92 Area Improvement

Item #11.a.
4/7/2022

- Fashion Island Boulevard Multimodal Improvements
 - Bicycle corridor between San Mateo and Foster city has gaps and high stress areas.
 - Proposed improvement of Class IV Separated Bikeway with bi-directional travel.
 - Currently Sponsored by City of San Mateo



Rethinking 101/92 Area Improvement

Item #11.a.
4/7/2022

- 101/92 Mobility Hub
 - SamTrans conducted an Express Bus study to complement the US 101 Managed Lanes project since limited routes currently exist to provide regional connections
 - Construct an Express Bus Mobility Hub at the existing Caltrans Park and Ride lot.
 - Upgrades could include:
 - Drop-off/pick up areas, waiting areas, electric vehicle chargers, bike lockers, wayfinding signs, and lighting.



Next Steps

Item #11.a.
4/7/2022

- Overall:
 - Assessing potential funding opportunities
 - Continued coordination with MTC, C/CAG and Local Jurisdictions
 - Federal, State, Regional advocacy of TA funded projects
- 101/92 Area Improvement and Multimodal:
 - Working with Caltrans to include in Solutions for Congested Corridors Program
 - Applying for RAISE funding and Federal and State earmarks
- Assessing 101/92 Direct Connector and North 380 through a CAPTI lens



Questions?

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: Casey Fromson/Chief
Communications Officer
Subject: **State and Federal Legislative Update and Approval of Legislative Proposals:
Support SB 922 (Wiener) and AB 1944 (Lee)**

Action

Staff proposes the Board:

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

Significance

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

Prepared By: Amy Linehan

Government and
Community Affairs Officer

650.418.0095

Federal Update
San Mateo County Transportation Authority
March 11, 2022

Legislative schedule update and overview

The Senate finally approved the fiscal year 2022 omnibus appropriations bill on Thursday, March 10, sending it to the White House for President Joe Biden's signature and narrowly avoiding a possible government shutdown that would have been triggered at midnight on March 11.

As a reminder, the 2022 fiscal year actually began on October 1, 2021, but federal agencies have been funded by several stopgap Continuing Resolutions (CRs) approved by Congress over the last five months. This delay in finalizing FY22 spending means that the Congress will need to turn almost immediately to the FY23 budget and appropriations process, with only slightly more than six months remaining in FY22.

Infrastructure Investment and Jobs Act / Surface Transportation Reauthorization

With the enactment of the omnibus appropriations bill, DOT and other federal agencies will soon be able to launch many of the programs that have been stalled due to their interim CR funding. As reported last month, the Congressional Budget Office identified \$197 billion in infrastructure funds that could not be released until the FY22 appropriations funding is enacted.

Appropriations

The FY22 negotiations dragged on for months, and were nearly derailed multiple times. The final bill will spend approximately \$1.5 trillion, including \$13.6 billion in support for Ukraine.

At the last minute, the House had to cut \$15.6 billion from the agreement that had been requested by the Biden administration for covid-19 medicines, vaccines, and testing. Republicans had insisted that any such funding be offset, and once the agreement was unveiled, many House Democrats objected to the specific offsets that were used. House Democrats are hoping to approve a separate bill with those funds next week, but its fate in the Senate is unclear.

The division of the appropriations bill that funds the Transportation Department, Housing and Urban Development Department, and related agencies (known as the T-HUD bill) includes \$157 billion, \$20.3 billion more than the fiscal 2021 enacted level. The bulk of this funding increase (\$13.6B) will go to FHWA. The bill includes \$775 million for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary surface transportation grants, referred to in the bill as National Infrastructure Investments, which is \$225 million less than the budget request.

Earmarks: Senators voted down an amendment by Sen. Mike Braun (R-Ind.) to remove all earmarks from the bill, and with that, the earmarks will soon become law. This is the first appropriations bill to include earmarks since the 2011 ban. Rep. Jackie Speier's \$1million earmark for the 101/92 Area Improvement Project was included in the final report.

Reconciliation

Sen. Manchin has indicated that he is open to restarting negotiations on the reconciliation bill provided that the effort addresses inflation and the deficit, and it appears that House and Senate committees will hold some hearings in the coming weeks to highlight some of the options available. The political window of opportunity will likely close this summer, so we will have a better idea in the coming weeks if a revival is possible.

Earmarks: A reconciliation bill cannot contain earmarks, and we do not assume that the final Build Back Better Act will include funding to facilitate earmarks.



March 16, 2022

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

RE: STATE LEGISLATIVE UPDATE – APRIL

General Update

The second year of the 2021-22 Legislative Session is underway. Lately, the Legislature has been focused on budget committee meetings to hear the Governor’s Fiscal Year 2022-23 budget proposals. Per the Constitution, the legislature must send a balanced budget to the Governor by June 15. The budget must be signed by the Governor by June 30 and goes into effect on July 1, the start of the 2022-23 fiscal year.

In parallel to the budget review, Legislators have been busy introducing legislation, with over 4,500 combined being introduced during the 2021-22 Legislative Session.

State of Emergency Continued

The California Emergency Services Act (ESA) empowers the Governor to “proclaim a state of emergency in an area affected, or likely to be affected when specified conditions of disaster or extreme peril to the safety of persons and property exist, and either when requested to do so by a local governing authority or the Governor finds that local authority is inadequate to cope with the emergency”.

The Governor, during a state of emergency, “may suspend any regulatory statute, or statute prescribing the procedure for conduct of state business, or the orders, rules, or regulations of any state agency, as specified, where the Governor determines and declares that strict compliance with any statute, order, rule, or regulation would in any way prevent, hinder, or delay the mitigation of the effects of the emergency”.

On March 15, SCR 5 (Melendez), which would have ended the Governor’s state of emergency declaration pertaining to COVID-19, was defeated in the Senate Governmental Organization Committee, continuing the state of emergency indefinitely.

Gas Tax Proposal

As part of his budget proposal, Governor Newsom is proposing to pause the automatic inflation adjustment for the gas tax, which was incorporated into SB 1 in 2017. This pause will have an impact on funding made available to fund maintenance and congestion management on highways and repairing local streets and roads.

Though the purpose of the pause is to provide a relief to consumers at the pump, the proposal does not include any guarantee the savings would go to consumers, and the transportation impacts could be significant.

If enacted, this action is expected to decrease fuel tax revenues by \$523 million in FY 2022-23, with a plan to only backfill a portion of this. The TA has signed onto an MTC letter in opposition to the Administration's proposal.

BILLS WITH RECOMMENDED ACTION

AB 1944 (Lee) - Brown Act Meetings. This bill provides a Brown Act exemption from the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. Unlike AB 361, this bill would allow for virtual meetings to occur regardless of whether a state of emergency has been declared. **Recommend SMCTA SUPPORT this measure.**

SB 922 (Wiener) - CEQA Exemptions for Transit. This bill would permanently extend statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill would similarly permanently extend CEQA exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles; and the building of new bus and light rail stations or terminals. This bill is a follow up to SB 288 (Wiener, 2020) which the TA supported. **Recommend SMCTA SUPPORT this measure.**

BILLS OF INTEREST

AB 2449 (Rubio) - Public Meetings. This bill would allow a local agency to use teleconferencing for a public meeting if at least a quorum of members of the legislative body participate in person from a single location that is identified on the agenda and is open to the public within the local agency's jurisdiction.

SB 917 (Becker) - Seamless Bay Area. This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region's transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards.

STATEWIDE COMPETITIVE GRANT PROGRAMS

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

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5.

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually.

Trade Corridor Enhancement Program (TCEP)

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.

State Formulaic Programs

State Transportation Improvement Program (STIP)

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient), as does the State (25%). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years (currently the 2022 STIP added \$2.1 billion in new funding). The 2022 STIP Fund Estimate, however indicated a negative program capacity (-\$435 million) for the Public Transportation Account (PTA) over the Fund Estimate period. With limited PTA funding available for the STIP on an ongoing basis, transit projects programmed in the STIP will have to be eligible for other STIP fund types (SHA and Federal funds), to remain in the STIP. In October 2021, the CTC requested a \$2.5 billion augmentation from the General Fund surplus to fund additional transit projects in the STIP; however, the Governor's proposed 2022-23 budget did not fund the Commission's request.

Grade Separation Funding

Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. The proposed FY 2021-22 budget contains \$500 million in one-time General Fund money that will be administered through the Transit and Intercity Rail Capital Program. This funding is subject to an agreement on the FY 21-22 transportation budget package.

Proposition 1A

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. The legislature is currently deliberating on exhausting the remaining \$4.2 billion in appropriation authority.

SMCTA Bill Matrix – March 2022

Item #11.b.
4/7/2022

Measure	Status	Bill Summary	Recommended Position
AB 1638 Kiley (R) Motor Vehicle Fuel Tax Law: suspension of tax	1/12/2022 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	Watch
AB 1778 Garcia, C (D) State transportation funding: freeway widening	2/10/2022 Assembly Transportation	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.	Watch
AB 1909 Friedman (D) Vehicles: bicycle omnibus	2/18/2022 Assembly Transportation	This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail and would remove the authority of a local jurisdiction to prohibit class 1 (20 mph max speed and motor work only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill also extends the authorization for an electric bike to cross an intersection to a when a "WALK" sign is displayed, unless a bicycle control signal is displayed. This bill would additionally would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle.	Watch
AB 1944 Lee (D) Local government: open and public meetings	2/18/2022 Assembly Local Government	The Ralph M. Brown Act, allows for meetings to occur via teleconferencing as long as the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency's jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.	Recommend SUPPORT

SMCTA Bill Matrix – March 2022

Item #11.b.
4/7/2022

Measure	Status	Bill Summary	Recommended Position
AB 2197 Mullin D Caltrain electrification project: funding.	2/24/2022 Assembly Transportation	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	Supported on 3/3/2021
AB 2449 Rubio (D) Open meetings: local agencies: teleconferences	3/3/2022 Assembly Local Government	This bill allows a local agency to meet virtually without posting each members location, as required under the Brown Act, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities.	Watch
AB 2647 Levine (D) Local government: open meetings	3/10/2022 Assembly Local Government and Judiciary	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	Watch
AB 2594 Ting (D) Vehicle registration and toll charges	3/10/2022 Assembly Transportation	This bill would require that an issuing agency, such as the Bay Area Transportation Authority, that allows pay-by-plate tolling and also offers an alternate method of toll payment utilizing a transponder or other electronic toll payment device, to provide notification of how to enroll using an alternative method payment. It requires the issuing agency to allow sending a notice no later than 21 days after the toll violations, with a process for collections for unpaid invoices. The bill authorizes out-of-state drivers to register their vehicle for up to two weeks at a time with the agency for purposes of paying tolls. Rental car companies would be required to provide information to customers on how to register rental vehicles with the tolling agency. The Department of Motor Vehicles would be required to provide information on how to update an address change when an individual updates an address. Lastly, the bill requires that transponders be made available by the tolling agency for purchase on line or at other locations, at a cost of no more than \$5.	Watch

SMCTA Bill Matrix – March 2022

Item #11.b.
4/7/2022

Measure	Status	Bill Summary	Recommended Position
<p>ACA 1 Aguiar-Curry (D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>4/22/2021</p> <p>Assembly Local Government and Appropriations</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.</p>	<p style="text-align: center;">Supported on 2/4/2021</p>
<p>SB 771 Becker (D)</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption</p>	<p>5/26/2021</p> <p>Assembly Desk</p> <p>Two-year bill</p>	<p>This bill provides a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. This bill has been amended to provide an exemption from the state sales tax for zero emission or hybrid vehicles purchased under two programs that seek to assist income-eligible individuals purchase them. The bill could potential imoact the State Transit Assitance program, which funds transit capital and operations, and is funded by the sales tax on diesel and ¼ general sales tax, which makes up the other component of the Transportation Development Act (\$1.7 billion statewide pot).</p>	<p style="text-align: center;">Watch</p>
<p>SB 873 Newman (D)</p> <p>California Transportation Commission: state transportation improvement program: capital outlay support</p>	<p>3/9/2022</p> <p>Senate Transportation</p>	<p>This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – March 2022

Item #11.b.
4/7/2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 917 Becker (D)</p> <p>Seamless Transit Transformation Act</p>	<p>2/16/2022</p> <p>Assembly Transportation</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework. This bill would require MTC to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill is similar to AB 2057 from 2020.</p>	<p style="text-align: center;">Watch</p>
<p>SB 922 Wiener (D)</p> <p>CEQA exemptions; transportation-related projects</p>	<p>3/8/2022</p> <p>Assembly Environmental Quality</p>	<p>This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are located in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. This bill is a follow-up to SB 288 (Wiener, 2020), which SMCTA supported.</p>	<p style="text-align: center;">Recommend SUPPORT</p>
<p>SB 932 Portantino (D)</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>3/8/2022</p> <p>Senate Governance and Finance and Transportation</p>	<p>Commencing January 1, 2023, this bill would require the legislative body, upon any substantive revision of the circulation element, to ensure that a modified circulation element additionally includes bicycle and pedestrian plans and traffic calming plans. This bill would require a county or city to include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions. This bill would increase or decrease the 15-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic violence.</p>	<p style="text-align: center;">Watch</p>