



# 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](mailto: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/boardofdirectors/boardofdirectorscalendar.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.

#### **October 7, 2021 – Thursday**

**5:00 pm**

- 1) Call to Order
- 2) Roll Call/Pledge of Allegiance
- 3) 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

#### 4) 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.

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

5) Report of the Citizens Advisory Committee

6) Consent Calendar

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

a) Approval of Minutes of the Board of Directors Meeting of September 2, 2021 MOTION

b) Acceptance of Statement of Revenues and Expenditures for the Fiscal Year Ended June 30, 2021 MOTION

c) Acceptance of Statement of Revenues and Expenditures for the Period Ending August 31, 2021 MOTION

d) Reaffirm the San Mateo County Transportation Authority Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund RESOLUTIONS

e) Authorize the Filing of Highway Program Call for Projects Applications and Adopt a Resolution in Support of Three Countywide Significant Projects RESOLUTION

f) Proclamation Declaring the Month of October as Cybersecurity Awareness Month MOTION

g) Acceptance of Measure A and Measure W Semiannual Program Status Report MOTION

h) Approval of the 2022 Board of Directors Calendar MOTION

7) Report of the Chair

8) San Mateo County Transit District Liaison Report

9) Joint Powers Board Liaison Report

10) Report of the Executive Director

11) Program

a) Program Report: South San Francisco Caltrain Station Project INFORMATIONAL

b) Program Report: Pedestrian and Bicycle Program INFORMATIONAL

c) Program Report: Safe Routes to School INFORMATIONAL

12) State and Federal Legislative Update INFORMATIONAL

13) Requests from the Authority

14) Written Communications to the Authority

15) Date/Time of Next Regular Meeting: Thursday, November 4, 2021, 5:00 pm, via Zoom teleconference (additional location, if any, to be determined)

- 16) Report of Legal Counsel
- 17) Adjourn

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at <https://www.smcta.com/whats happening/boardofdirectors/boardofdirectorscalendar.html>.

Communications to the Board of Directors can be emailed to [board@smcta.com](mailto: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/boardofdirectors/boardofdirectorscalendar.html> for any updates or further instruction.

### **Public Comment**

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### **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](mailto: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: Transportation Authority

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 a resolution (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 September 16, 2021, Governor Newsom signed into law Assembly Bill (AB) 361 amending Government Code Section 54953 to allow local agencies to use teleconferencing for public meetings without requiring teleconference locations to be included on published agendas or accessible to the public, 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, during proclaimed states of emergencies.

A local agency will be allowed to meet remotely pursuant to AB 361 when the legislative body holds a meeting during a proclaimed state of emergency and:

- finds that state or local officials have imposed or recommended measures to promote social distancing; or
- the legislative body, by majority vote, determines 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.

The Governor's State of Emergency related to the COVID-19 pandemic remains active and the San Mateo County Health Officer, the California Department of Public Health, and the Department of Industrial Relations have imposed or recommended measures to promote social distancing. Compliance with these measures directly impacts the ability of the public to meet safely in person, and the TA cannot ensure social distancing recommendations are met in circumstances of in-person public meetings. Furthermore, there is a continuing threat of COVID-19 to the community, and Board and committee meetings have characteristics that give rise to risks to health and safety of meeting participants, such that meeting in person would present imminent risks to the health or safety of meeting attendees. Consequently, legal counsel recommends the TA continue to use remote teleconferencing for public meetings as permitted under AB 361 and to reconsider its determination every 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 remains in effect through September 30, 2021, at which point it expires.

On September 16, 2021, Governor Newsom signed AB 361 into law as an urgency legislation that goes into effect immediately. AB 361 amends Government Code Section 54953 to allow legislative bodies to continue to meet remotely under less restrictive teleconferencing rules during a proclaimed State of Emergency provided certain conditions are met and certain findings are made.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

**RESOLUTION NO. 2021 -**

**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, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act related to teleconferencing 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 June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remains in effect through September 30, 2021, and then expires; and

**WHEREAS**, on September 16, 2021, the Governor signed urgency legislation Assembly Bill (AB) 361 into law, causing it to go into effect immediately, thereby amending Government Code Section 54953 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**, 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 imposed or recommended measures to promote social distancing, as evidenced by:

- San Mateo County Health Department flyers posted for download encouraging social distancing (e.g., [https://www.smchealth.org/sites/main/files/file-attachments/smc\\_health\\_-\\_latinoaxcovid\\_080220\\_0.pdf?1598983434](https://www.smchealth.org/sites/main/files/file-attachments/smc_health_-_latinoaxcovid_080220_0.pdf?1598983434));
- The May 11, 2021 San Mateo County Health Order, which advised that individuals should continue to follow guidance released by the federal Centers for Disease Control and Prevention (CDC);
- The CDC's website, which includes August 5, 2021 Guidance for COVID-19 Prevention in K-12 Schools, stating that “[i]n general, CDC recommends people who are not fully vaccinated maintain physical distance of at least 6 feet from other people who are not in their household”; and
- The California Department of Industrial Relations' COVID-19 Prevention Emergency Temporary Standards, which continue to recommend social distancing and also require employers to train employees that “physical distancing, face coverings, increased ventilation indoors, and respiratory protection decrease the spread of COVID-19” and should be used in combination (Title 8, § 3205(c)(5)(D)); and



**WHEREAS**, the CDPH and the CDC have cautioned that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, that it may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others, resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

**WHEREAS**, this Board of Directors concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that 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 of Directors desires to take the actions necessary to comply with AB 361 and to continue to hold its Board and committee meetings remotely.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority has considered 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 General Manager/CEO and Board Secretary to continue to agendize public meetings of the Board, and all District 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 consider the findings in this Resolution each month and may, by motion, reaffirm these findings.

Regularly passed and adopted this 7<sup>th</sup> day of October, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070  
MINUTES OF SEPTEMBER 2, 2021**

**MEMBERS PRESENT:** E. Beach (Chair), D. Horsley, J. Mates, R. Medina (Vice Chair),  
M. Nagales, C. Romero

**Via  
Teleconference**

**MEMBERS ABSENT:** C. Groom

**STAFF PRESENT:** C. Mau, A. Chan, J. Cassman, S. van Hoften, D. Hansel, P. Gilster,  
P. Skinner, J. Williams, J. Brook, D. Seamans

## **1. CALL TO ORDER**

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

## **2. ROLL CALL/PLEDGE OF ALLEGIANCE**

Ms. Seamans confirmed that a quorum was present.

Chair Beach requested that John Ford, Chair, Commute.org, 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 Beach noted that the report was in the packet.

## **5. CONSENT CALENDAR**

- a) Approval of Minutes of the Board of Directors Meeting of August 5, 2021**
- b) Program and Allocate \$3,859,822 in Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program** –*Approved by Resolution No. 2021-22*
- c) Program and Allocate \$301,000 of Measure A Grade Separation Program Funding for Whipple Avenue Grade Separation Project Program** –*Approved by Resolution No. 2021-23*
- d) Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2021**
- e) Acceptance of Capital Projects Quarterly Status Report for 4<sup>th</sup> Quarter Fiscal Year 2021**

### Public Comment:

Tina Dubost, Manager, Accessible Services, thanked the Board for its continued support of the paratransit program.

Chair Beach said she was pleased that funds were being allocated to the Whipple Avenue grade separation project, noting that it was the fifth most dangerous at-grade railroad crossing in the State of California.

Motion/Second: Romero/Nagales

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

Noes: None

Absent: Groom

## **6. REPORT OF THE CHAIR**

Chair Beach said that TA and SamTrans staff have been working together to coordinate the joint virtual workshop on autonomous vehicles, which will focus on how agencies and local jurisdictions may need to adapt for a driverless future in the County. She also announced that there would be a ribbon-cutting event for the 25<sup>th</sup> Avenue grade separation project on September 17.

## **7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT**

Vice Chair Rico Medina said that the report was posted on the website and that he would be available for questions offline.

## **8. JOINT POWERS BOARD LIAISON REPORT**

Carter Mau, Acting Executive Director, said the report was in the packet. He noted that there was a discussion about integrating the historic Diridon Caltrain station into the major development going on in downtown San Jose.

## **9. REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Mau said that his report was in the packet. He noted that the virtual scoping meeting was held on August 4 for the 101 Express Lanes project and that they would be accepting public comments until September 3. He also said the TA was working on a call for projects for the 2021 highway projects.

## **10. PROGRAM**

### **a) Alternative Congestion Relief and Traffic Demand Management (ACR/TDM) Plan**

Patrick Gilster, Manager, Programming and Monitoring, provided the presentation.

Director Don Horsley said the Coastsides is unique in that it is low density and car-dependent. He said his Coastsides constituents note that automobile traffic is worse when school is in session.

Director Carlos Romero remarked that "sustainable transportation options" in the revised definition could be interpreted as electric cars. He said he was happy to hear that the surveys have pointed to Commute.org as the TDM entity for the County. He said TDM should be set up from a citywide perspective instead of a one-off, per-development perspective. Mr. Gilster said that there are a number of ways to address that, such as developing strategies that cities can refer to or making planning funds available to cities as part of the TA's competitive process.

## **b) Alternative Congestion Relief Program Update**

John Ford, Chair, Commute.org, provided the presentation.

Director Mark Nagales asked how they planned to entice employers and the community to stay off the roads. Mr. Ford said that it is important to capture people's attention on such needs before there can be a behavior change.

Director Julia Mates noted that there would still be hesitancy for carpooling given the current state of the pandemic. Mr. Ford said he was discouraged that some employers were telling their employees not to carpool.

Director Horsley talked about transit challenges of the Coastsides. He said that carpooling would require park-and-ride lots, which he noted the County was planning to develop, and suggested having express buses. He noted that the location of the Coastsides precludes bicycling to the Bay side of the Peninsula.

Chair Beach said she applauded the efforts of all agencies to make transit affordable, convenient, safe, and attractive to prospective riders.

## **11. FINANCE**

### **a) Program and Allocate \$572,535 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to Support the Countywide Congestion Relief Program for Fiscal Year 2022 –Approved by Resolution No. 2021-24**

Mr. Gilster presented the staff report.

Vice Chair Medina noted that those TA members who are on the Commute.org board can vote.

Motion/Second: Horsley/Romero

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

Noes: None

Absent: Groom

## **12. STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Acting Chief Communications Officer, briefly summarized the highlights of recent federal and state legislation. She said that they are monitoring the infrastructure package, which had passed the Senate but not yet the House; the reconciliation package, which has no timeline yet on the Senate side; whether or not there is a CR (continuing resolution) for the appropriations bills; and taking an action on the debt ceiling. She said at the state level, there are potential negotiations about the transportation package.

Chair Beach asked about \$4.5 billion coming into the Bay Area in formula funds. She asked if and how formula funds are allotted. Ms. Fromson said that MTC (Metropolitan Transportation Commission) has funding processes based on the type of funds.

April Chan, Chief Officer, Planning, Grants/Transportation Authority, in responding to a question Chair Beach posed regarding Plan Area 2050, remarked that funding for projects in Plan Area 2050 is done at very high level. She said that the color of funds is not necessarily attached to the programs and projects at the planning level. She

added that staff will still need to see the details that come out for the infrastructure bill before formulating funding strategies. Ms. Fromson said there are also multiple discretionary pots of funding that the TA will have access to.

### **13. REQUESTS FROM THE AUTHORITY**

There were no requests.

### **14. WRITTEN COMMUNICATIONS TO THE AUTHORITY**

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

### **15. DATE/TIME OF NEXT REGULAR MEETING**

Chair Beach announced that the next meeting would be on Thursday, October 7, 2021, 5:00 pm. She asked if there was any news about whether they would be able to meet in person. Joan Cassman, Legal Counsel, clarified that if new legislation is passed, it would extend the Governor's orders to continue virtual meetings only if emergency health orders are in place.

### **16. REPORT OF LEGAL COUNSEL**

Ms. Cassman said that there was nothing to report.

### **17. ADJOURN**

The meeting adjourned at 6:26 pm.

An audio/video recording of this meeting is available online at [www.smcta.com](http://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](mailto:board@smcta.com).

## **Report from the TA Citizens Advisory Committee Meeting of August 31, 2021**

The TA CAC meeting held on August 31 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet via cell phone service. Chair Arietta did participate by calling in from a landline.

The committee met online via a Zoom meeting with TA staff. The CAC heard presentations and reviewed reports, and there were both informational items as well as agenda items requiring a motion with roll call vote.

### **The informational items were**

- CAC Item 5a (TA board 10a)- Alternative Congestion Relief and Traffic Demand Management (ACR/TDM) Plan Update

Patrick Gilster presented the status and recent progress on the development of the ACR/TDM plan. The work is ongoing, the plan is in development with a scheduled draft review for December 2021. The expectation is the plan will be presented to the TA Board in January 2022. As part of the plan development, there has been extensive stakeholder outreach and engagement with various groups, the general public, and other government bodies. As this kind of ACR/TDM planning is a new direction for transit agencies, there is great value in understanding what others are doing, and to learn from the broader experience. Not all the jurisdictions do this planning the same way. The TA staff are finding out there are lots of individual documents that have not been coordinated, but very few coherent structured CDM plans per se. (Only 2 cities have actual TDM plans to date). This "peer review" is helpful in seeing what ideas are out there, what might work well and be incorporated into the TA plan.

The TA has clear desired outcomes for the plan reflected in sustainability, transportation and enhanced mobility. An Ad-hoc meeting has been established to help guide the development the draft plan.

- CAC Item 5b (TA Board Item 10b) Alternative Congestion Relief Program Update

Jennifer Williams and John Ford gave a presentation on the ongoing programs at the Congestion Relief Alliance ([commute.org](http://commute.org)) which are funded through Measure A. The COVID situation has provided many challenges to transit agencies. With reductions in general traffic, as employers resume in-person activity some former transit commuters may start driving to work. While there may be significant shifts to remote work in the future, roughly 59% of work activity in the county is expected to require in-person workers. How to best serve this group, through transit,

carpool programs, shuttles and incentives requires some adjustment in Commute.Org programs. This year is a good time to update the Commute.Org Mission and Vision statements.

In the last year the shuttle program has continued, but with some routes re-scheduled, some combined, and a few cancelled due to ridership. The good news is that ridership this year is up 60% compared to the lows of last year. However, this year ridership is still a fraction of pre-COVID history. John Ford summarized the situation as "providing challenges and opportunities".

- CAC Item 5e ( TA Board Item 12) - State and Federal Legislative Update

Ryan McCauley briefed the CAC on both Federal and State legislation in process. The infrastructure bill passed the Senate, this has very significant funding for transit and transportation with support as well as increased investment. This funding would include grade separations in San Mateo County and many regional transit investments. At the State level, the legislative session is essentially over, bills will be going to the Governor for 30 day review and signature.

- CAC Item 5d - Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2021

Vice-Chair Fox encouraged the CAC to examine the Statements and pass any questions to staff through Joe Hurley.

- TA item 5(i) Approval of Minutes of the Board of directors Meeting of July 1, 2021

There were no comments or suggested edits.

**There were agenda items requiring a motion and vote.**

- Approval of CAC Minutes from August 3, 2021

Minutes were approved unanimously.

- CAC item 5c, TA Board item 11(a) - Program and Allocate \$572,535 in Measure A Alternative Congestion Relief Funds to the Peninsula Congestion Relief Alliance ( [commute.org](http://commute.org)) to Support the Countywide Congestion Relief Program for Fiscal Year 2022



The presentations by Jennifer Williams and John Ford on agenda item 5(b) motivated this motion to provide the 2022 program funding. The dollar amount is based on past years and a CPI adjustment. The motion passed unanimously.

- CAC item 5(e)TA Board Item 5(b) -Program and Allocate \$3,859,822 in Measure A funds to the San Mateo County Transit District for the SamTrans Paratransit Program

Peter Skinner gave a verbal presentation on the request. The TA supports paratransit services though a 4% defined support level in the measure A Expenditure Plan. New this last year has been the agreement to allow cross-county border trips (for example, for a San Mateo county resident to travel to the VA hospital in Santa Clara County). This eliminates a transfer and two carriers for the single trip, and is a better service for these riders. The CAC, members expressed strong support for this service. There was a question and clarification on use of taxi services through this program, such services are contracted but are used in cases where the existing paratransit vehicles are completely allocated, and where efficiency in total numbers transported make using the single-rider taxi service economical as an adjunct to regular service. The motion passed unanimously.

- CAC item 5(f) TA Board Item 5(c) Program and Allocate \$301,000 of Measure A Grade Separation Program funding to Whipple Avenue Grade Separation Project

The increase expands outreach to the public, includes more streets and crossings. Redwood City is including their own \$50K as a matching contribution. This expanded funding allows the completion of a larger more comprehensive plan. The motion passed unanimously.

- CAC Item5(e), TA Board Item 5(b) - Acceptance Statement of revenues and Expenditures for period ending July 31, 2021

Joe Hurley reported that sales tax revenues for July 2021 are up 40% compared to July 2020. The motion to accept passed unanimously.

- CAC Item5(h), TA Board Item 5(e) - Acceptance Capital projects Quarterly Status Report for 4th Quarter Fiscal Year 2021

Joe Hurley reported that the TA Board had asked that the format of these reports be improved, and that Caltrain projects get better visibility. Joe says the report formats are being updated and we should see the changes during the next several quarterly cycles. The motion to accept passed unanimously.

The meeting concluded with

- Report of the Chair

Barbara Arietta told of the continuation of the Caltrain/JPB Governance meetings (an earlier meeting could not be held when the representatives from San Francisco and Santa Clara counties boycotted the meeting). This is a longstanding mess, the history goes back to 1991. There are three possible governance models that might be developed to change the existing governance:

1. Maintain the SMCTD as managing agency with increased JPB oversight over the Caltrain Executive Director and increased Caltrain oversight of services provided to the railroad by SMCTD through shared service agreements.
2. Adjust the SMCTD managing agency model to provide for greatly expanded JPB oversight and authority, including direct JPB employment of the Caltrain Executive Director and senior leadership, expansion of services provided to the railroad directly by Caltrain and establishment of purchased service agreements for remaining service provided to the railroad by SMCTD.
3. Dissolve the managing agency model altogether and replace with a separate, independent Caltrain agency to directly manage and administer the railroad, either through reorganizing the JPA or forming a new Special District.

Stakeholders in this management include JPB, MTC, and the counties. There will be more discussion of the path forward at the September 30 meeting.

- Report from Staff

Joe Hurley reported on the early planning for the 101 N Managed Lanes Project (from I-380 north to the San Francisco County line). A scoping meeting was held August 4, public comments due back September 3.

- Report from Members

Sandra Lang expressed the importance of the grade separation projects in terms of connectivity as well as safety. She voiced her recommendation for increased funding, and more rapid planning for grade separations. Her concerns were amplified by a tragic accident that occurred recently at the Broadway (Burlingame) crossing. Rich Hedges commented on a very successful commuter transit route that connects Chicago with Milwaukie, the train takes roughly an hour to connect the Chicago job market with the Milwaukie lower-cost housing markets. Some commuters use

the train time and Wi-Fi as part of their workday. Rich thinks this kind of rapid service connectivity between jobs and housing could be expanded in some parts of California.

Rich Hedges expanded on the Chair's report by summarizing the situation with the complaints of Santa Clara and San Francisco counties as "If you live in a glass house, better put down those rocks". Chair Arietta says "this point is well-taken and she wholeheartedly agrees".

Vice-Chair Fox expressed thanks to all the meeting presenters, as well as Jean Brook for her consistent skill keeping the Zoom meeting running smoothly.

The meeting was adjourned, the next meeting will be October 5.

Submitted September 2, 2021

John D. Fox

TA CAC Vice Chair

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED  
JUNE 30, 2021**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of June 2021 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 June year-to-date, the Total Revenue (page 1, line 8) is \$101.8 million higher 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), Measure A Sales Tax (page 1, line 2), and Measure W Sales tax (page 1, Line 3). The increases are partially offset by the decreases in Interest Income (Page 1, line 4).

**Year to Date Expenditures:** As of June year-to-date, the Total Expenditures (Page 1, line 29) are \$70.3 million higher than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

**Budget Amendment:**

There are no budget amendments for the month of June 2021.

Prepared by: Soe Aung, Senior Accountant– General Ledger  
Jennifer Ye, Manager – General Ledger

650-622-8020  
650-622-7890

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**

**Fiscal Year 2021**

**June 2021**

**UNAUDITED**

% OF YEAR ELAPSED: 100.0%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	REVISED BUDGET
<b>REVENUES:</b>					
Measure A Sales Tax	91,642,102	93,578,159	1,936,058	2.1%	80,000,000
Measure W Sales Tax	44,151,198	46,620,274	2,469,077	5.6%	40,000,000
Interest Income	8,185,333	5,478,520	(2,706,813)	(33.1%)	7,571,597
Rental Income	1,055,233	1,111,433	56,201	5.3%	1,031,339
Other Sources-101 EL Project	-	100,000,000	100,000,000	100.0%	100,000,000
<b>TOTAL REVENUE</b>	<b>145,033,865</b>	<b>246,788,387</b>	<b>101,754,522</b>	<b>70.2%</b>	<b>228,602,936</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	33,449,367	33,664,244	214,877	0.6%	29,200,000
Measure A Categories	49,383,383	53,368,590	3,985,206	8.1%	38,965,641
Other Uses-101 EL Project	-	65,517,681	65,517,681	100.0%	100,000,000
Measure W Annual Allocations	8,830,240	9,324,053	493,813	5.6%	8,000,000
Measure W Categories	13,585	193,240	179,655	1,322.5%	30,920,958
Oversight	1,101,321	871,414	(229,907)	(20.9%)	2,250,000
Administrative					
Staff Support	952,172	1,210,680	258,508	27.1%	1,037,829
Measure A Info.- Others	7,473	-	(7,473)	(100.0%)	5,000
Other Admin Expenses	883,861	790,561	(93,300)	(10.6%)	1,860,514
Total Administrative	1,843,506	2,001,240	157,735	8.6%	2,903,343
<b>TOTAL EXPENDITURES</b>	<b>94,621,402</b>	<b>164,940,463</b>	<b>70,319,061</b>	<b>74.3%</b>	<b>212,239,942</b>
<b>EXCESS (DEFICIT)</b>	<b>50,412,463</b>	<b>81,847,924</b>	<b>31,435,461</b>	<b>62.4%</b>	<b>16,362,994</b>
					<b>(11,435,673) (1)&amp;(2)</b>
					<b>4,927,321</b>
<b>BEGINNING FUND BALANCE</b>	<b>387,232,043</b>	<b>437,762,317 (3)</b>			<b>391,775,562</b>
<b>ENDING FUND BALANCE</b>	<b>437,644,506</b>	<b>519,610,241 (4)</b>			<b>396,702,883</b>

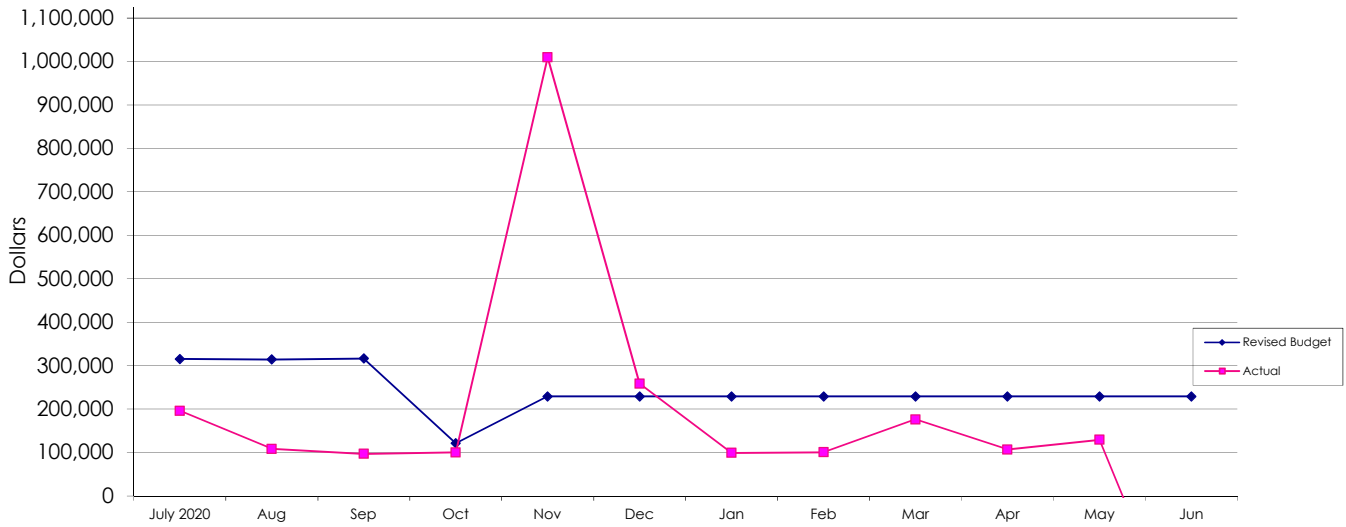
(1) The excess of FY2020 expense over FY2020 Budget for Grade Separation in the amount of \$10,784,417, is funded by balances from previous years' Measure A allocations.

(2) The excess of FY2020 expense over FY2020 Budget for San Mateo County Ferry Service in the amount of \$651,256, is funded by balances from previous years' Measure A allocations.

(3) Restated to reflect FY20 101 EL Project expenses (\$40,376,551) funded by the bond proceeds

(4) Unspent bond proceeds in the fund balance are restricted for the 101 EL Project.

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '20	Aug '20	Sep '20	Oct '20	Nov '20	Dec '20	Jan '21	Feb '21	Mar 21	Apr 21	May 21	Jun 21
<b>MONTHLY EXPENSES</b>												
Revised Budget	315,656	314,740	316,573	121,605	229,346	229,346	229,346	229,346	229,346	229,346	229,346	229,346
Actual	196,314	108,651	97,311	100,561	1,009,447	258,825	99,630	100,935	176,470	107,326	129,505	(383,734)
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	315,656	630,396	946,969	1,068,574	1,297,920	1,527,266	1,756,612	1,985,958	2,215,304	2,444,651	2,673,997	2,903,343
Actual	196,314	304,966	402,277	502,838	1,512,285*	1,771,110	1,870,739	1,971,674	2,148,143	2,255,469	2,384,974	2,001,240*
Variance-F(U)	119,342	325,430	544,692	565,735	(214,365)	(243,844)	(114,127)	14,284	67,161	189,181	289,023	902,103
Variance %	37.81%	51.62%	57.52%	52.94%	-16.52%	-15.97%	-6.50%	0.72%	3.03%	7.74%	10.81%	31.07%

\*November actuals include issuance costs of \$861,930 for the 2020 Series A & B Sales Tax Revenue Bonds.

\*The 2020 Series A & B Sales Tax Revenue Bonds issuance costs have been reclassified to Other Uses-101 EL Projects in June FS.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF JUNE 30, 2021**

6/30/2021

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	10,964,647.41
JP Morgan Bank Checking	56,845,531.60
LAIF	74,203,327.99

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	165,037,219.84
MMF - US Bank Custodian Account	687,998.76
Cash	939.74
County Pool	146,008,282.74

**Total**

**\$453,747,948.08**

\* Fund Managed by Public Trust Advisors

Report: GAAP Base Balance Sheet by Lot  
 Account: SMCTA - Agg (165727)  
 As of: 06/30/2021  
 Base Currency: USD

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
02004VAC7	ALLYA 2018-2 A3	76,958.76	11/15/2022	76,944.78	99.88	77,095.39	77,195.26
14313FAD1	CARMX 2018-3 A3	261,260.49	06/15/2023	261,224.88	363.44	263,743.50	264,106.95
36255JAD6	GMCAR 2018-3 A3	197,283.32	05/16/2023	197,237.31	248.25	198,866.55	199,114.79
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	155.22	637,022.78	637,178.00
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	813,709.91	814,162.14
		<b>1,970,502.56</b>			<b>1,319.01</b>	<b>1,990,438.13</b>	<b>1,991,757.14</b>

AGCY BOND	Description	PAR	Maturity	Cost	Interest	Value	+ Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	2,706.42	3,400,484.90	3,403,191.32
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,711.11	1,590,892.80	1,592,603.91
3133EMGX4	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,000,000.00	11/23/2022	2,994,270.00	395.83	2,998,098.00	2,998,493.83
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	2,864.58	3,290,215.50	3,293,080.08
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	1,916.67	1,598,350.40	1,600,267.07
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	311.11	1,587,990.40	1,588,301.51
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	4,987.50	3,748,798.80	3,753,786.30
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	4,665,000.00	11/27/2023	4,659,681.90	1,101.46	4,659,145.43	4,660,246.88
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	641.67	1,102,922.70	1,103,564.37
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	55.56	1,600,299.20	1,600,354.76
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	3,879.17	3,746,287.00	3,750,166.17
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,015.63	3,885,987.30	3,887,002.93
		<b>33,240,000.00</b>		<b>33,345,553.65</b>	<b>21,586.70</b>	<b>33,209,472.43</b>	<b>33,231,059.13</b>

CD	Description	PAR	Maturity	Cost	Interest	Value	+ Accrued
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	10,258.75	1,529,838.00	1,540,096.75
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	2,629.33	1,641,761.60	1,644,390.93
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	10,277.78	1,630,633.60	1,640,911.38
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	10,333.33	1,630,817.60	1,641,150.93
		<b>6,300,000.00</b>		<b>6,300,000.00</b>	<b>33,499.19</b>	<b>6,433,050.80</b>	<b>6,466,549.99</b>



<b>CORP</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Cost</b>	<b>Interest</b>	<b>Value</b>	<b>+ Accrued</b>
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	1,362.81	2,220,458.78	2,221,821.59
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	7,774.48	1,595,559.13	1,603,333.60
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	2,500.00	1,618,790.40	1,621,290.40
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	16,145.83	1,633,752.70	1,649,898.53
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	2,540.42	681,216.25	683,756.67
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	8,824.13	693,699.50	702,523.63
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	5,320.00	355,617.50	360,937.50
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	12,026.25	1,531,654.50	1,543,680.75
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	23,809.72	1,662,387.40	1,686,197.12
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	5,415.00	580,256.58	585,671.58
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	5,175.00	774,547.50	779,722.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,552.50	232,364.25	233,916.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,552.50	232,364.25	233,916.75
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	9,487.50	1,605,519.00	1,615,006.50
		<b>14,855,000.00</b>		<b>15,128,737.30</b>	<b>103,486.15</b>	<b>15,418,187.73</b>	<b>15,521,673.88</b>
<b>FHLMC</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Cost</b>	<b>Interest</b>	<b>Value</b>	<b>+ Accrued</b>
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,133,586.95	1,136,278.96
3137BM6P6	FHMS K-721 A2	791,501.28	08/25/2022	798,241.41	2,038.12	808,676.86	810,714.97
3137FKK39	FHMS K-P05 A	62,485.72	07/25/2023	62,485.53	166.78	64,034.74	64,201.52
3137FQ3V3	FHMS K-J27 A1	386,089.36	07/25/2024	386,080.09	673.08	397,062.02	397,735.10
		<b>2,295,076.35</b>		<b>2,354,062.50</b>	<b>5,569.99</b>	<b>2,403,360.56</b>	<b>2,408,930.55</b>
<b>FNMA</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Cost</b>	<b>Interest</b>	<b>Value</b>	<b>+ Accrued</b>
3136B1XP4	FNA 2018-M5 A2	19,745.74	09/25/2021	20,138.51	58.58	19,820.97	19,879.55
		<b>19,745.74</b>		<b>20,138.51</b>	<b>58.58</b>	<b>19,820.97</b>	<b>19,879.55</b>
<b>MMFUND</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Cost</b>	<b>Interest</b>	<b>Value</b>	<b>+ Accrued</b>
31846V534	FIRST AMER:US TRS MM Y	687,998.76	06/30/2021	687,998.76	0.00	687,998.76	687,998.76
SM - CP N/M A	County Pool New Measure A	118,953,893.21	06/30/2021	118,953,893.21	0.00	118,953,893.21	118,953,893.21
SM - CP O/M A	County Pool Old Measure A	27,054,389.53	06/30/2021	27,054,389.53	0.00	27,054,389.53	27,054,389.53
SM - LAIF	Local Agency Investment Fund	74,203,327.99	06/30/2021	74,203,327.99	0.00	74,203,327.99	74,203,327.99
		<b>220,899,609.49</b>		<b>220,899,609.49</b>	<b>0.00</b>	<b>220,899,609.49</b>	<b>220,899,609.49</b>

<b>MUNI</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Cost</b>	<b>Interest</b>	<b>Value</b>	<b>+ Accrued</b>
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,282.81	388,908.75	392,191.56
		<b>375,000.00</b>		<b>375,000.00</b>	<b>3,282.81</b>	<b>388,908.75</b>	<b>392,191.56</b>
<b>US GOV</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	3,014.77	1,764,507.81	1,767,522.58
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	141.47	2,521,585.94	2,521,727.41
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	635.19	11,321,406.25	11,322,041.44
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	329.14	5,866,546.88	5,866,876.02
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	12,180.84	9,083,695.31	9,095,876.15
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	3,922.64	2,925,257.81	2,929,180.46
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	13,551.97	5,100,046.88	5,113,598.85
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	5,475.54	2,060,625.00	2,066,100.54
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	10,831.44	1,595,531.25	1,606,362.69
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	7,376.19	2,369,660.16	2,377,036.35
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	23,692.26	7,611,328.13	7,635,020.38
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	252.72	4,863,609.38	4,863,862.09
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	353.26	6,798,593.75	6,798,947.01
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	81.52	1,568,906.25	1,568,987.77
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	21.74	418,375.00	418,396.74
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	141.30	2,719,437.50	2,719,578.80
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	5,686.14	2,321,718.75	2,327,404.89
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	152.17	3,330,500.00	3,330,652.17
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	18,353.59	3,288,000.00	3,306,353.59
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	12,032.61	3,259,000.00	3,271,032.61
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	2,827.87	2,239,453.13	2,242,280.99
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,010.87	1,583,500.00	1,584,510.87
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	328.21	1,524,570.31	1,524,898.52
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	254.10	1,180,312.50	1,180,566.60
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	15.29	2,210,625.00	2,210,640.29
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	716.03	1,662,812.50	1,663,528.53
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	635.25	1,964,687.50	1,965,322.75
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	37.96	3,655,156.25	3,655,194.21
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	4,575.36	2,867,414.06	2,871,989.43
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	2,969.43	2,338,984.38	2,341,953.80
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	2,016.91	3,158,132.81	3,160,149.72
		<b>103,060,000.00</b>		<b>103,070,529.39</b>	<b>133,613.78</b>	<b>105,173,980.47</b>	<b>105,307,594.25</b>

Base Risk Summary - Fixed Income

06/01/2021 - 06/30/2021

SMCTA - Agg (165727)

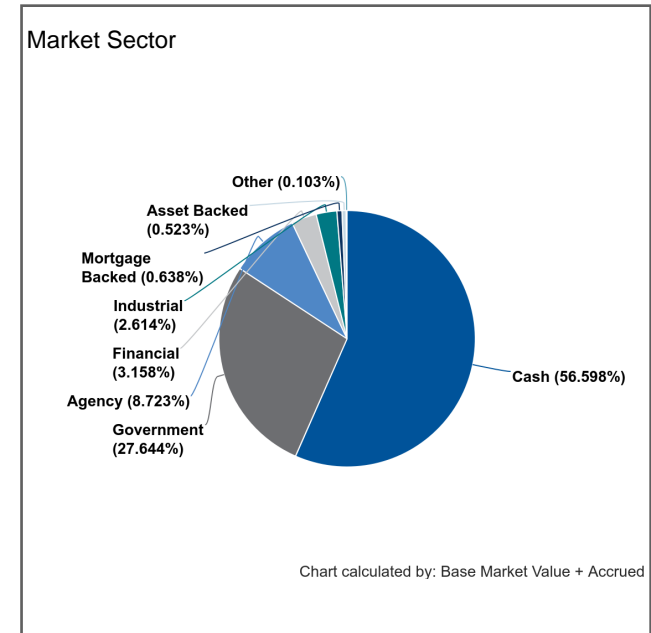
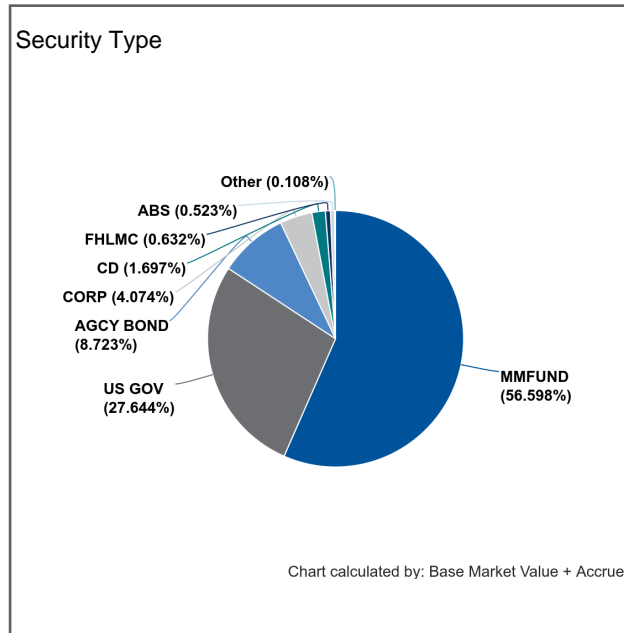
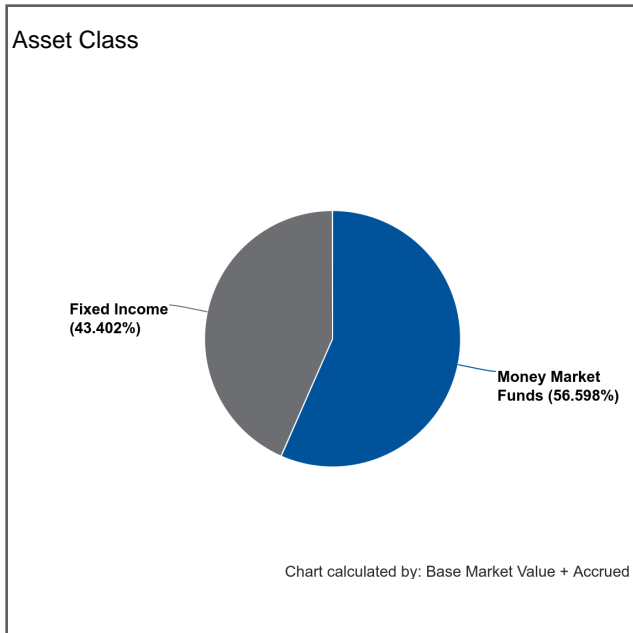
Dated: 07/07/2021

Balance Sheet	
Book Value + Accrued	378,790,884.83
Net Unrealized Gain/Loss	2,157,817.62
Market Value + Accrued	380,948,702.45

Cash and Fixed Income Summary	
Risk Metric	Value
MMFund	215,609,066.39
Fixed Income	165,339,636.06
Duration	2.605
Convexity	0.095
WAL	1.156
Years to Final Maturity	1.173
Years to Effective Maturity	1.155
Yield	0.434
Book Yield	0.576
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	29.870%
United States	27.644%
(SM - LAIF) State of California	19.463%
Other	7.890%
(SM - CP O/M A) County Pool Old Measure A	7.084%
Federal Home Loan Mortgage Corporation	3.347%
Federal National Mortgage Association	3.051%
Farm Credit System	1.652%
---	100.000%

Footnotes: 1,2

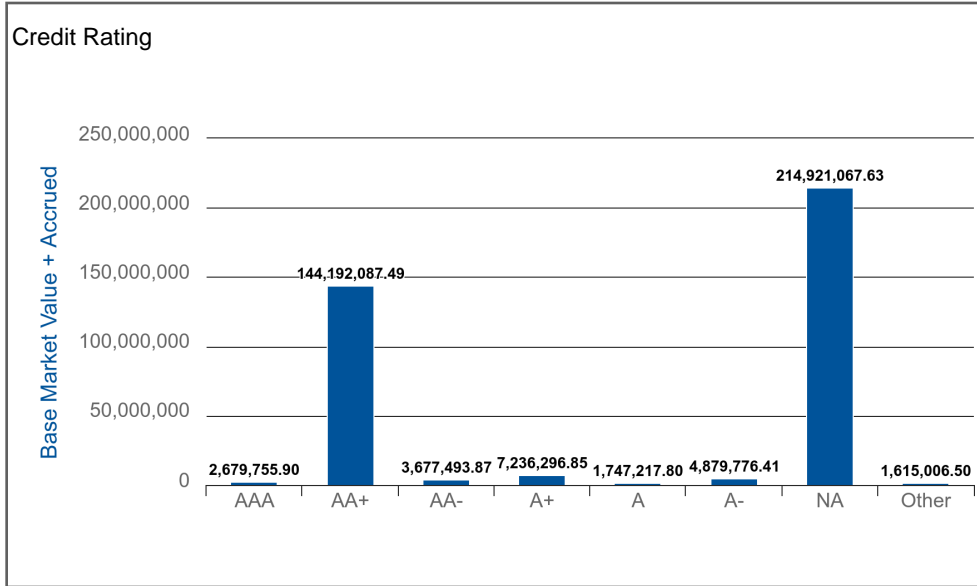


# Base Risk Summary - Fixed Income

06/01/2021 - 06/30/2021

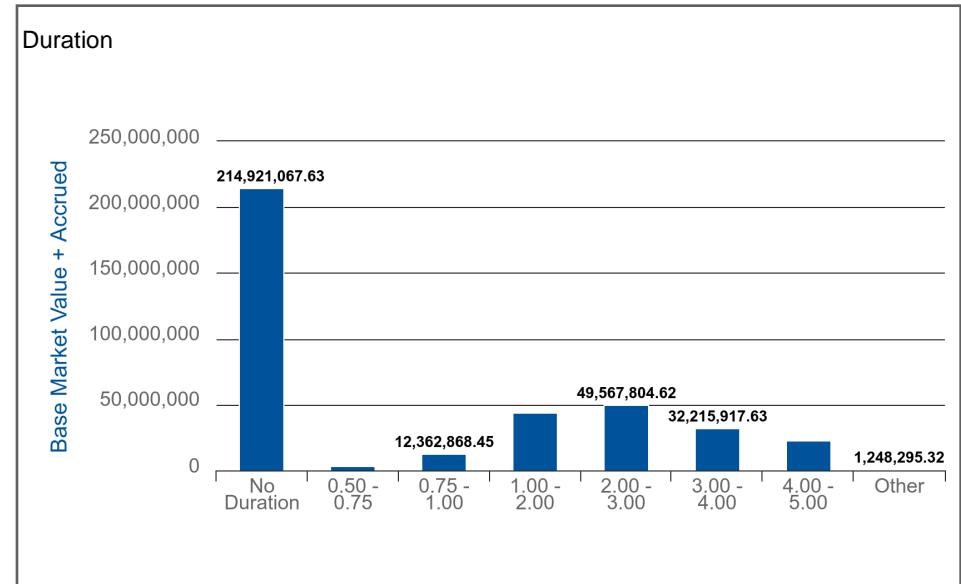
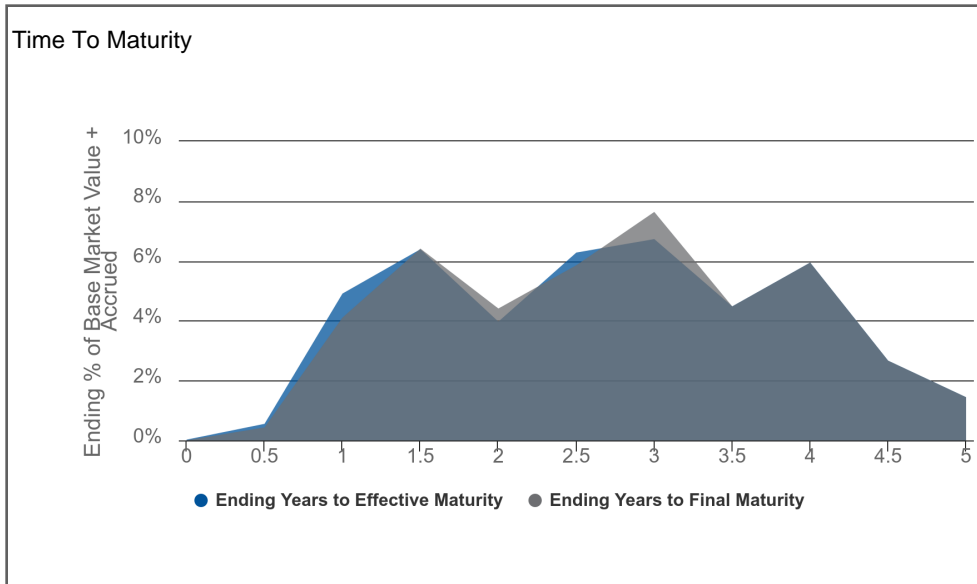
SMCTA - Agg (165727)

Dated: 07/07/2021



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.322%	0.381%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	2.846%	10.811%	11.553%	7.950%	6.080%	0.000%	0.000%	0.000%	0.000%
A	1.242%	0.431%	1.459%	0.507%	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%

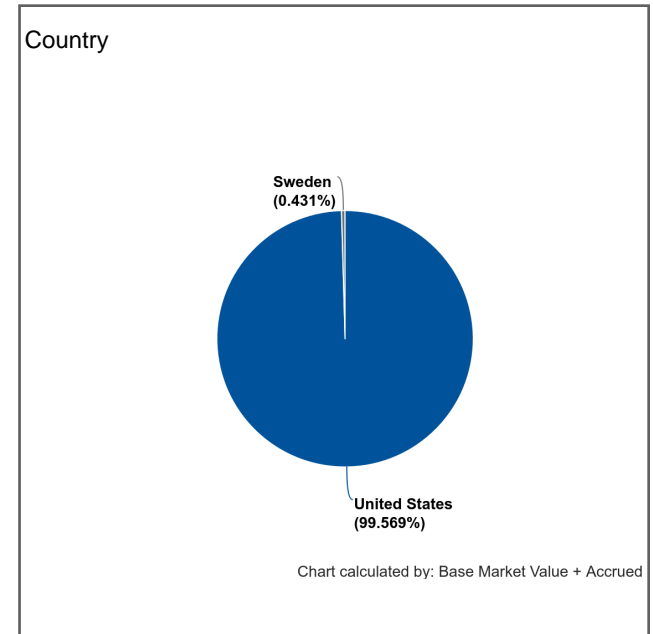
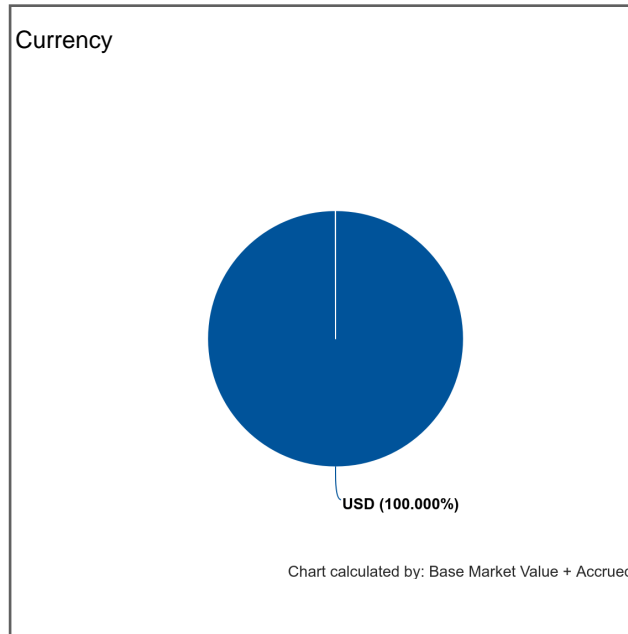
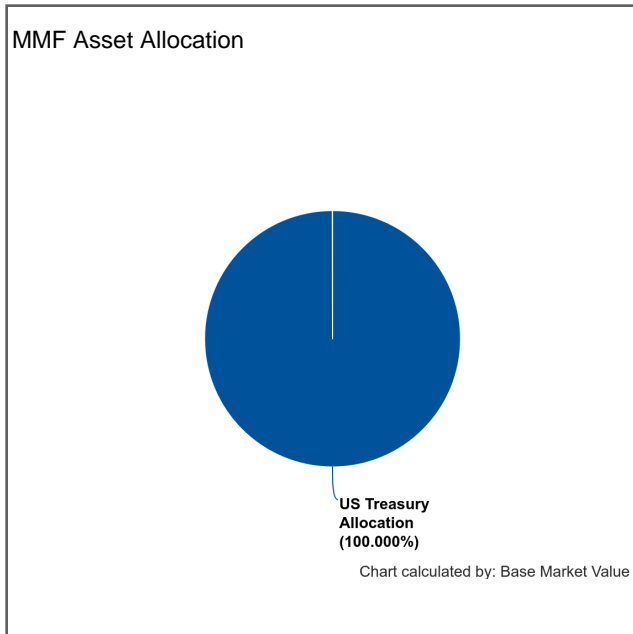
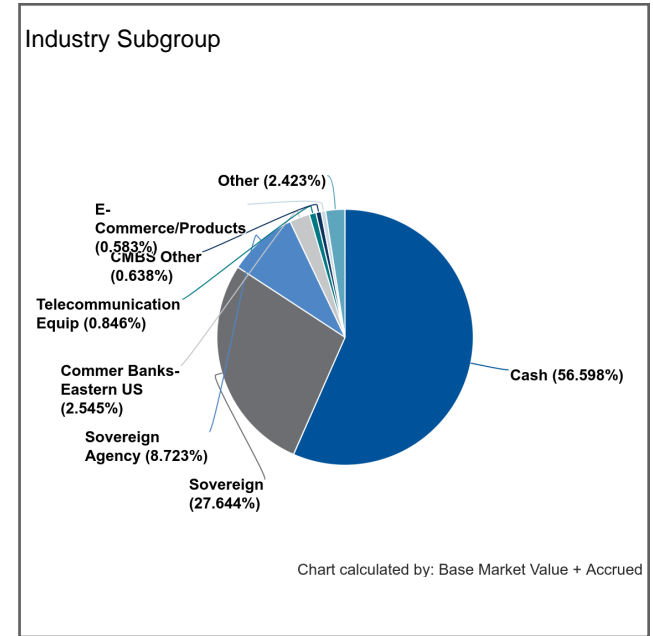
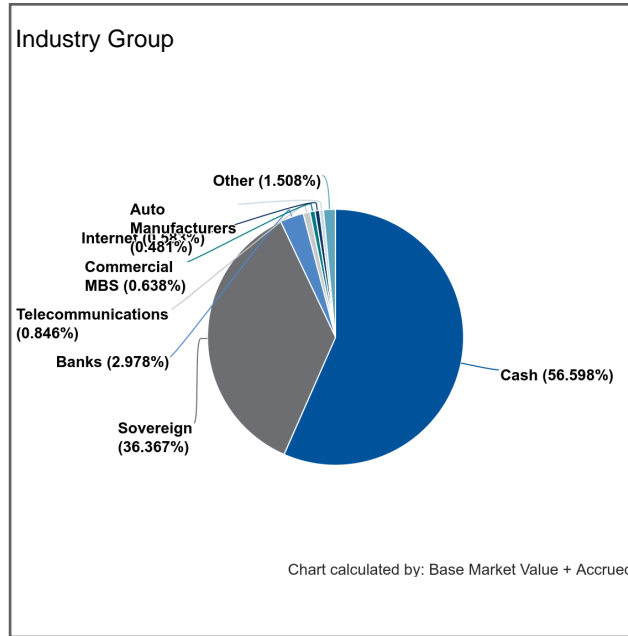
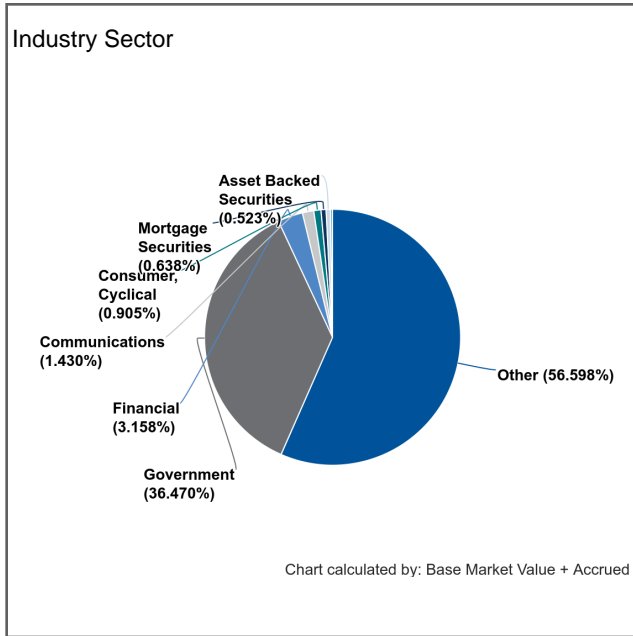


Base Risk Summary - Fixed Income

06/01/2021 - 06/30/2021

SMCTA - Agg (165727)

Dated: 07/07/2021



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# Base Risk Summary - Fixed Income

06/01/2021 - 06/30/2021

SMCTA - Agg (165727)

Dated: 07/07/2021

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



Report: GAAP Trading Activity  
 Account: SMCTA - Agg (165727)  
 Date: 06/01/2021 - 06/30/2021

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	0.00	(43,050.58)	Principal Paydown	06/15/2021	06/15/2021	11/15/2022	(43,050.58)	0.00	43,050.58
14313FAD1	CARMX 2018-3 A3	0.00	(34,883.30)	Principal Paydown	06/15/2021	06/15/2021	06/15/2023	(34,883.30)	0.00	34,883.30
3136B1XP4	FNA 2018-M5 A2	0.00	(42,212.75)	Principal Paydown	06/01/2021	06/01/2021	09/25/2021	(42,212.75)	0.00	42,212.75
3137BM6P6	FHMS K-721 A2	0.00	(1,276.98)	Principal Paydown	06/01/2021	06/01/2021	08/25/2022	(1,276.98)	0.00	1,276.98
3137FKK39	FHMS K-P05 A	0.00	(147.23)	Principal Paydown	06/01/2021	06/01/2021	07/25/2023	(147.21)	0.00	147.21
3137FQ3V3	FHMS K-J27 A1	0.00	(19,077.05)	Principal Paydown	06/01/2021	06/01/2021	07/25/2024	(19,077.05)	0.00	19,077.05
31846V534	FIRST AMER:US TRS MM Y	3,558,066.27	3,558,066.27	Buy	---	---	06/30/2021	3,558,066.27	0.00	(3,558,066.27)
31846V534	FIRST AMER:US TRS MM Y	(3,172,733.01)	(3,172,733.01)	Sell	06/09/2021	06/09/2021	06/30/2021	(3,172,733.01)	0.00	3,172,733.01
36255JAD6	GMCAR 2018-3 A3	0.00	(28,865.16)	Principal Paydown	06/16/2021	06/16/2021	05/16/2023	(28,865.16)	0.00	28,865.16
78012UEE1	Royal Bank of Canada New York Branch	(2,750,000.00)	(2,750,000.00)	Maturity	06/07/2021	06/07/2021	06/07/2021	(2,750,000.00)	0.00	2,750,000.00
89238BAD4	TAOT 2018-A A3	0.00	(16,552.50)	Principal Paydown	06/15/2021	06/15/2021	05/16/2022	(16,552.49)	0.00	16,552.49
91282CCF6	UNITED STATES TREASURY	3,175,000.00	3,175,000.00	Buy	06/08/2021	06/09/2021	05/31/2026	3,172,147.46	585.55	(3,172,733.01)
<b>San Mateo County TA</b>		<b>810,333.26</b>	<b>624,267.71</b>				<b>09/19/2022</b>	<b>621,415.20</b>	<b>585.55</b>	<b>(622,000.75)</b>

\* 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.

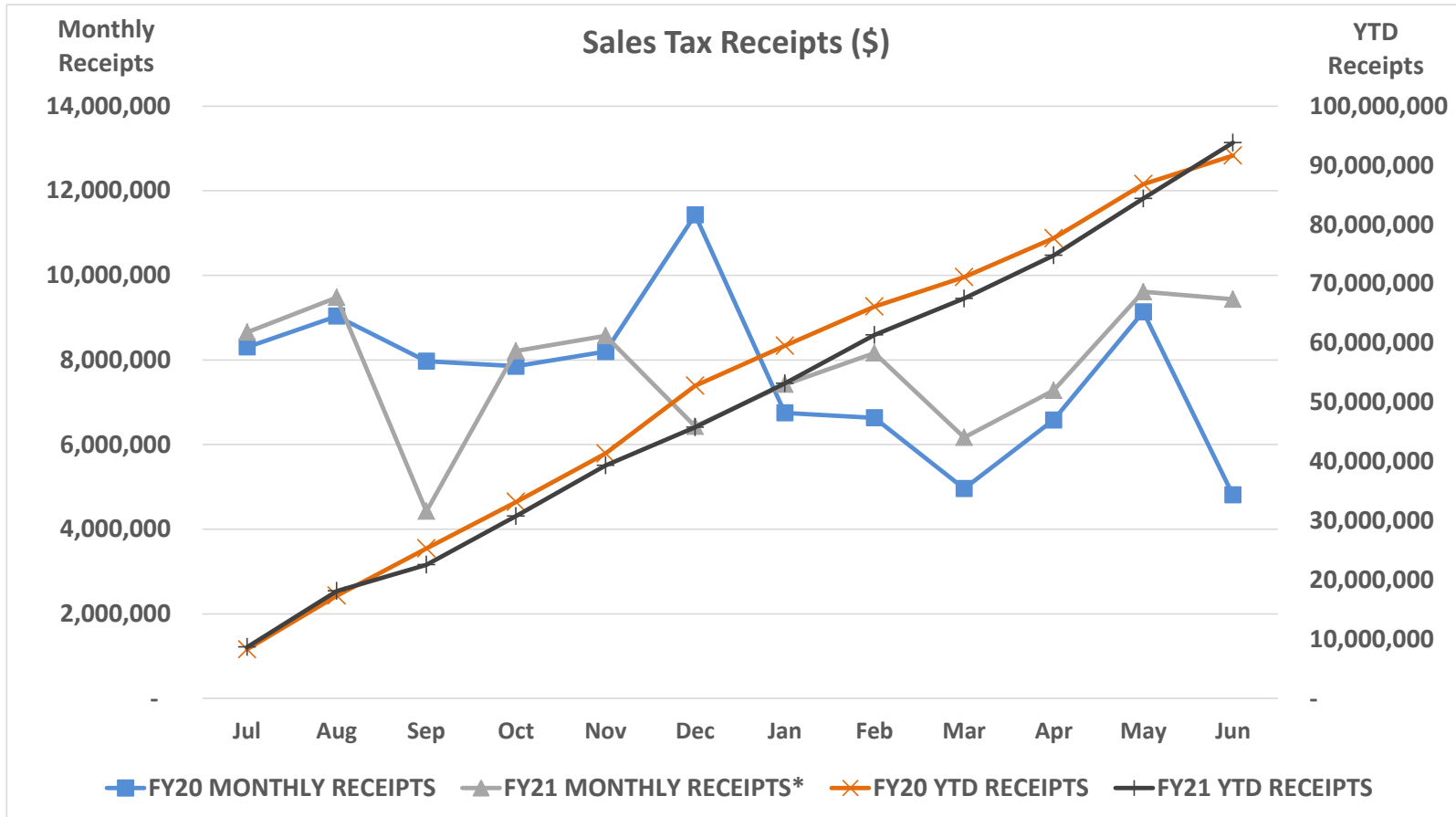
**Yield to Maturity at Market (YTM @ Market)** - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

**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  
FY2021  
Measure A Sales Tax  
June 2021**



\* 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  
JUNE 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000078	SAN MATEO COUNTY EXPRESS LANES JOINT POW	51,438.38	WIR	ELJPA Operating Funds Loan
SMCTA	000045	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000046	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	000041	MARK THOMAS & COMPANY AND AECOM JV	133,805.44	ACH	Capital Programs (1)
SMCTA	000042	GRAY-BOWEN-SCOTT	61,104.66	ACH	Capital Programs (2)
SMCTA	000080	DEPARTMENT OF TRANSPORTATION	8,165,557.22	WIR	Capital Programs (2)
SMCTA	000232	PACIFIC GAS & ELECTRIC COMPANY	195.02	CHK	Capital Programs (2)
SMCTA	000233	PACIFIC GAS & ELECTRIC COMPANY	82.37	CHK	Capital Programs (2)
SMCTA	000234	PACIFIC GAS & ELECTRIC COMPANY	10.69	CHK	Capital Programs (2)
SMCTA	000239	PACIFIC GAS & ELECTRIC COMPANY	76.11	CHK	Capital Programs (2)
SMCTA	000240	PACIFIC GAS & ELECTRIC COMPANY	165.94	CHK	Capital Programs (2)
SMCTA	000241	PACIFIC GAS & ELECTRIC COMPANY	10.69	CHK	Capital Programs (2)
SMCTA	000242	PACIFIC GAS & ELECTRIC COMPANY	10.28	CHK	Capital Programs (2)
SMCTA	000243	PACIFIC GAS & ELECTRIC COMPANY	116.42	CHK	Capital Programs (2)
SMCTA	000244	PACIFIC GAS & ELECTRIC COMPANY	10.70	CHK	Capital Programs (2)
SMCTA	000245	PACIFIC GAS & ELECTRIC COMPANY	112.69	CHK	Capital Programs (2)
SMCTA	000043	GRAY-BOWEN-SCOTT	12,295.94	ACH	Capital Programs (3)
SMCTA	000044	MARK THOMAS & COMPANY AND AECOM JV	240,815.92	ACH	Capital Programs (4)
SMCTA	000047	MARK THOMAS & COMPANY AND AECOM JV	41,852.66	ACH	Capital Programs (5)
SMCTA	000077	HANSON BRIDGETT LLP	16,400.00	WIR	Capital Programs (6)
SMCTA	000079	PENINSULA CORRIDOR JOINT POWERS BOARD	5,582,845.97	WIR	Capital Programs (7)
SMCTA	000231	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	50,000.00	CHK	Capital Programs (8)
SMCTA	000235	PENINSULA TRAFFIC CONGESTION RELIEF	143,680.65	CHK	Capital Programs (9)
SMCTA	000237	DALY CITY, CITY OF	113,781.92	CHK	Capital Programs (9)
SMCTA	000238	MENLO PARK, CITY OF	51,675.17	CHK	Capital Programs (9)
SMCTA	000236	WSP USA INC.	22,460.00	CHK	Capital Programs (10)
SMCTA	000246	WSP USA INC.	203.75	CHK	Capital Programs (11)
			<u>14,698,558.59</u>		

- (1) \$3,404.38 Interchange to Broadway; \$130,401.06 101 HOV Ln Whipple - San Bruno.  
(2) 101 HOV Ln Whipple - San Bruno  
(3) Express Lane Operations  
(4) \$123,203.55 US 101/SR 92 Direct Connector; \$117,612.37 101 HOV Ln Whipple - San Bruno.  
(5) 101 Peninsula Ave/Poplar I/C  
(6) \$2,040.00 TA-Caltrain Project Oversight; \$2,520.00 Pedestrian & Bicycle Oversight; \$320.00 Ferry Oversight; \$3,240.00 Highway Oversight; \$8,280.00 SMCTA Operating Administration.  
(7) \$2,091,165.51 25th Ave Grade Separation; \$2,612.35 Ravenswood Ave Grade Separation; \$3,489,068.11 SSF Caltrain Station.  
(8) Pedestrian & Bicycle Oversight  
(9) Shuttles FY21-22 Funding  
(10) ACR/TDM Plan  
(11) Highway Oversight

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
AUGUST 31, 2021**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of August 2021 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 August year-to-date, the Total Revenue (Page 1, line 8) is \$8.5 million higher than prior year actuals. This is primarily due to the increases in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3).

**Year to Date Expenditures:** As of August year-to-date, the Total Expenditures (Page 1, line 29) are \$2.1 million higher than prior year actuals. This is primarily due to increases in Measure A Annual Allocations (Page 1, line 12), Measure W Annual Allocations (Page 1, line 16), and a fluctuation in expenditures associated with various capital projects.

**Budget Amendment:**

There are no budget amendments for the month of August 2021.

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**  
**August 2021**

% OF YEAR ELAPSED: 16.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
<b>REVENUES:</b>					
Measure A Sales Tax	10,572,306	16,082,590	5,510,284	52.1%	96,495,540
Measure W Sales Tax	5,030,936	8,041,296	3,010,360	59.8%	48,247,770
Interest Income	556,813	574,958	18,146	3.3%	4,898,970
Rental Income	140,322	195,347	55,025	39.2%	1,170,938
Other Sources-101 Express Lanes Project	40,539	-	(40,539)	(100.0%)	400,000
<b>TOTAL REVENUE</b>	<b>16,340,915</b>	<b>24,894,191</b>	<b>8,553,276</b>	<b>52.3%</b>	<b>151,213,218</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	3,858,892	5,870,145	2,011,254	52.1%	35,220,872
Measure A Categories	744,682	153,782	(590,900)	(79.3%)	60,309,713
Other Uses-101 Express Lanes Project	-	106,992	106,992	100.0%	-
Measure W Annual Allocations	1,120,650	1,608,280	487,630	43.5%	9,649,554
Measure W Categories	-	-	-	0.0%	38,598,216
Oversight	162,152	136,892	(25,259)	(15.6%)	2,250,000
Administrative					
Staff Support	228,666	231,571	2,905	1.3%	1,481,054
Measure A Info.- Others	-	-	-	0.0%	5,000
Other Admin Expenses	299,690	367,965	68,275	22.8%	1,378,895
Total Administrative	528,356	599,536	71,180	13.5%	2,864,949
<b>TOTAL EXPENDITURES</b>	<b>6,414,732</b>	<b>8,475,627</b>	<b>2,060,896</b>	<b>32.1%</b>	<b>148,893,305</b>
<b>EXCESS (DEFICIT)</b>	<b>9,926,184</b>	<b>16,418,564</b>	<b>6,492,380</b>	<b>65.4%</b>	<b>2,319,914</b>
<b>BEGINNING FUND BALANCE</b>	<b>396,098,095</b>	<b>519,610,241 (1)</b>			<b>519,610,241 (1)</b>
<b>ENDING FUND BALANCE</b>	<b>406,024,279</b>	<b>536,028,805</b>			<b>521,930,155</b>

(1) The FY2022 beginning balance is based on the unaudited FY2021 June Financial Statement.



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF AUGUST 31, 2021**

8/31/2021

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	11,687,014.58
JP Morgan Bank Checking	38,253,571.55
LAIF	74,203,327.99

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	165,755,947.91
MMF - US Bank Custodian Account	283,212.75
Cash	939.74
County Pool	<b>142,137,933.58</b>

**Total**

	<b>\$ 432,321,948.10</b>
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\* Fund Managed by Public Trust Advisors



Report: GAAP Base Balance Sheet by Lot  
 Account: SMCTA - Agg (165727)  
 As of: 08/31/2021  
 Base Currency: USD

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
14313FAD1	CARMX 2018-3 A3	192,118.75	06/15/2023	192,092.56	267.26	193,519.67	193,786.93
36255JAD6	GMCAR 2018-3 A3	140,568.67	05/16/2023	140,535.89	176.88	141,418.08	141,594.96
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	145.52	636,854.85	637,000.37
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	811,971.41	812,423.64
		<b>1,767,687.41</b>		<b>1,767,517.37</b>	<b>1,041.88</b>	<b>1,783,764.02</b>	<b>1,784,805.91</b>
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	3,400,927.03	3,413,185.53
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	3,044.44	1,597,614.40	1,600,658.84
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	114.58	3,297,416.10	3,297,530.68
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	3,583.33	1,603,648.00	1,607,231.33
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	1,644.44	1,596,900.80	1,598,545.24
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	237.50	3,760,107.60	3,760,345.10
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	3,045.21	4,665,872.36	4,668,917.56
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	1,329.17	1,103,198.80	1,104,527.97
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	722.22	1,601,124.80	1,601,847.02
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	6,254.17	3,757,827.60	3,764,081.77
3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,828.13	3,891,189.90	3,893,018.03
		<b>30,240,000.00</b>		<b>30,351,283.65</b>	<b>34,061.70</b>	<b>30,275,827.38</b>	<b>30,309,889.08</b>
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	17,569.58	1,523,202.00	1,540,771.58
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	8,250.67	1,635,889.60	1,644,140.27
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	493.33	1,625,475.20	1,625,968.53
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	496.00	1,625,632.00	1,626,128.00
		<b>6,300,000.00</b>		<b>6,300,000.00</b>	<b>26,809.58</b>	<b>6,410,198.80</b>	<b>6,437,008.38</b>
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	3,031.56	2,224,370.33	2,227,401.89
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	16,255.73	1,590,684.25	1,606,939.98
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	5,500.00	1,617,998.40	1,623,498.40

05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	3,229.17	1,633,383.80	1,636,612.97
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	4,815.42	679,157.70	683,973.12
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	2,773.30	690,807.43	693,580.73
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	1,586.67	353,761.10	355,347.77
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	20,043.75	1,525,452.00	1,545,495.75
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	5,726.39	1,655,854.15	1,661,580.54
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	8,122.50	577,498.35	585,620.85
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	675.00	773,346.75	774,021.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	202.50	232,004.03	232,206.53
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	202.50	232,004.03	232,206.53
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	17,737.50	1,601,829.00	1,619,566.50

<b>14,855,000.00</b>	<b>15,128,737.30</b>	<b>89,901.98</b>	<b>15,388,151.31</b>	<b>15,478,053.28</b>
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<b>FHLMC</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,133,766.30	1,136,458.31
3137BM6P6	FHMS K-721 A2	763,119.26	08/25/2022	769,617.69	1,965.03	776,611.20	778,576.24
3137FKK39	FHMS K-P05 A	62,183.16	07/25/2023	62,182.97	165.98	63,479.05	63,645.03
3137FQ3V3	FHMS K-J27 A1	349,665.42	07/25/2024	349,657.03	609.58	358,284.67	358,894.26
		<b>2,229,967.83</b>		<b>2,288,713.16</b>	<b>5,432.60</b>	<b>2,332,141.23</b>	<b>2,337,573.83</b>

<b>FNMA</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
3136B1XP4	FNA 2018-M5 A2	29.71	09/25/2021	30.31	0.09	29.71	29.80
		<b>29.71</b>		<b>30.31</b>	<b>0.09</b>	<b>29.71</b>	<b>29.80</b>

<b>MMFUND</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
31846V534	FIRST AMER:US TRS MM Y	283,212.75	08/31/2021	283,212.75	0.00	283,212.75	283,212.75
SM - CP N/M A	County Pool New Measure A	118,464,544.05	08/31/2021	118,464,544.05	0.00	118,464,544.05	118,464,544.05
SM - CP O/M A	County Pool Old Measure A	23,673,389.53	08/31/2021	23,673,389.53	0.00	23,673,389.53	23,673,389.53
SM - LAIF	Local Agency Investment Fund	74,203,327.99	08/31/2021	74,203,327.99	0.00	74,203,327.99	74,203,327.99
		<b>216,624,474.32</b>		<b>216,624,474.32</b>	<b>0.00</b>	<b>216,624,474.32</b>	<b>216,624,474.32</b>



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	389,355.00	390,011.56
		<b>375,000.00</b>		<b>375,000.00</b>	<b>656.56</b>	<b>389,355.00</b>	<b>390,011.56</b>
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	9,044.31	1,765,031.25	1,774,075.56
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	8,912.87	2,515,078.13	2,523,991.00
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	40,016.98	11,292,187.50	11,332,204.48
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	20,736.07	5,851,406.25	5,872,142.32
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	36,542.52	9,074,015.63	9,110,558.15
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	11,767.93	2,922,140.63	2,933,908.56
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	27,103.94	5,098,500.00	5,125,603.94
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	10,951.09	2,060,000.00	2,070,951.09
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	89.52	1,594,339.84	1,594,429.36
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	15,921.20	4,863,609.38	4,879,530.57
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	22,255.43	6,798,593.75	6,820,849.18
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	5,135.87	1,568,906.25	1,574,042.12
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	1,369.57	418,375.00	419,744.57
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	8,902.17	2,719,437.50	2,728,339.67
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	11,372.28	2,325,234.38	2,336,606.66
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	9,586.96	3,335,000.00	3,344,586.96
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	3,826.09	3,295,000.00	3,298,826.09
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	99.45	3,267,000.00	3,267,099.45
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	4,733.61	2,247,187.50	2,251,921.11
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	2,021.74	1,589,500.00	1,591,521.74
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	984.63	1,531,351.56	1,532,336.19
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	762.30	1,185,562.50	1,186,324.80
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	962.98	2,221,171.88	2,222,134.85
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,432.07	1,672,109.38	1,673,541.44
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	3,943.10	5,325,000.00	5,328,943.10
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,905.74	1,975,625.00	1,977,530.74
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	2,391.39	3,676,691.41	3,679,082.80
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	953.80	2,884,324.22	2,885,278.02
91282CBU4	UNITED STATES TREASURY	5,325,000.00	03/31/2023	5,316,887.68	2,800.72	5,322,503.91	5,325,304.62
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	5,938.86	2,352,570.31	2,358,509.17
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	4,106.66	1,626,777.34	1,630,884.00
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	6,050.72	3,176,488.28	3,182,539.00
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	3,096.82	1,625,761.72	1,628,858.54
		<b>107,125,000.00</b>		<b>107,396,062.59</b>	<b>285,719.38</b>	<b>109,176,480.47</b>	<b>109,462,199.85</b>

# Base Risk Summary - Fixed Income

08/01/2021 - 08/31/2021

SMCTA - Agg (165727)

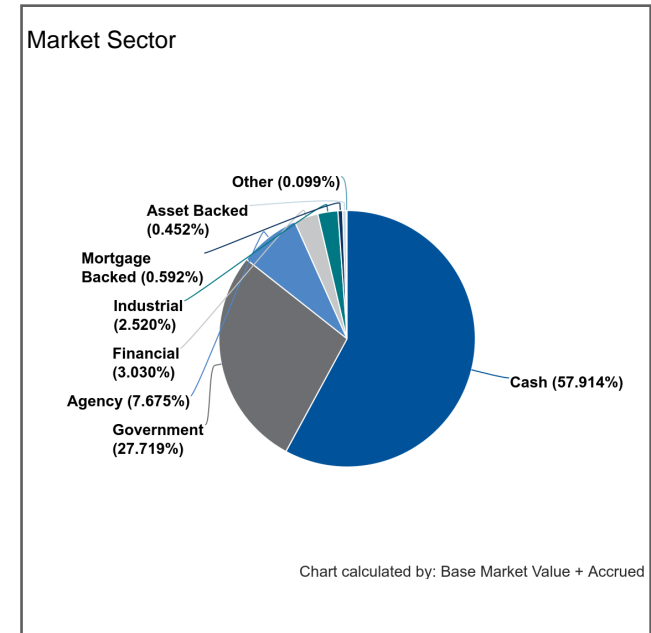
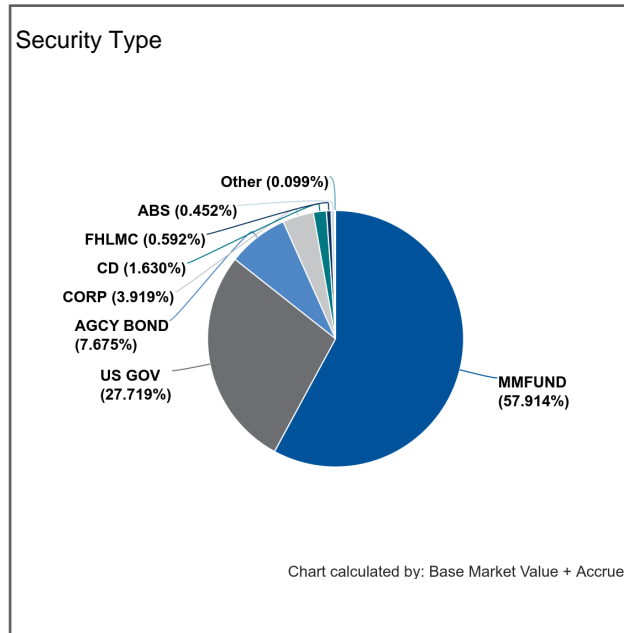
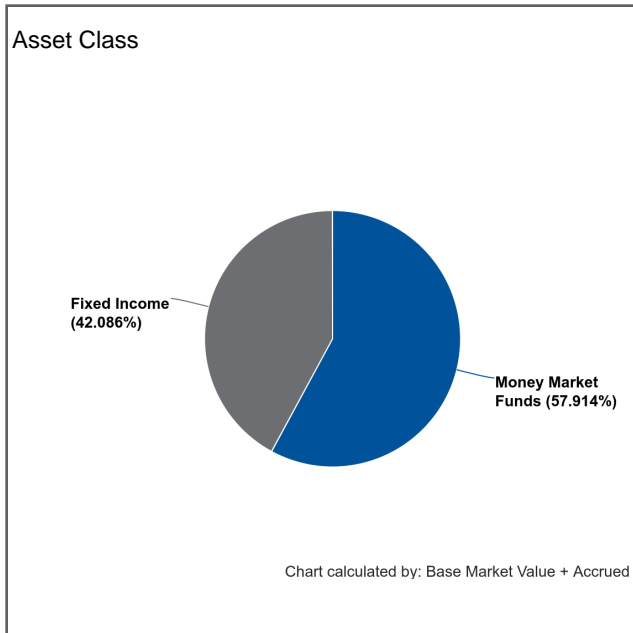
Dated: 09/03/2021

Balance Sheet	
Book Value + Accrued	392,826,035.65
Net Unrealized Gain/Loss	2,075,648.74
Market Value + Accrued	394,901,684.39

Cash and Fixed Income Summary	
Risk Metric	Value
MMFund	228,702,112.70
Fixed Income	166,199,571.69
Duration	2.589
Convexity	0.092
WAL	1.110
Years to Final Maturity	1.126
Years to Effective Maturity	1.110
Yield	0.386
Book Yield	0.500
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	32.201%
United States	27.719%
(SM - LAIF) State of California	18.790%
Other	7.007%
(SM - CP O/M A) County Pool Old Measure A	6.851%
Federal Home Loan Mortgage Corporation	3.216%
Federal National Mortgage Association	2.946%
Federal Home Loan Banks	1.270%
---	100.000%

Footnotes: 1,2

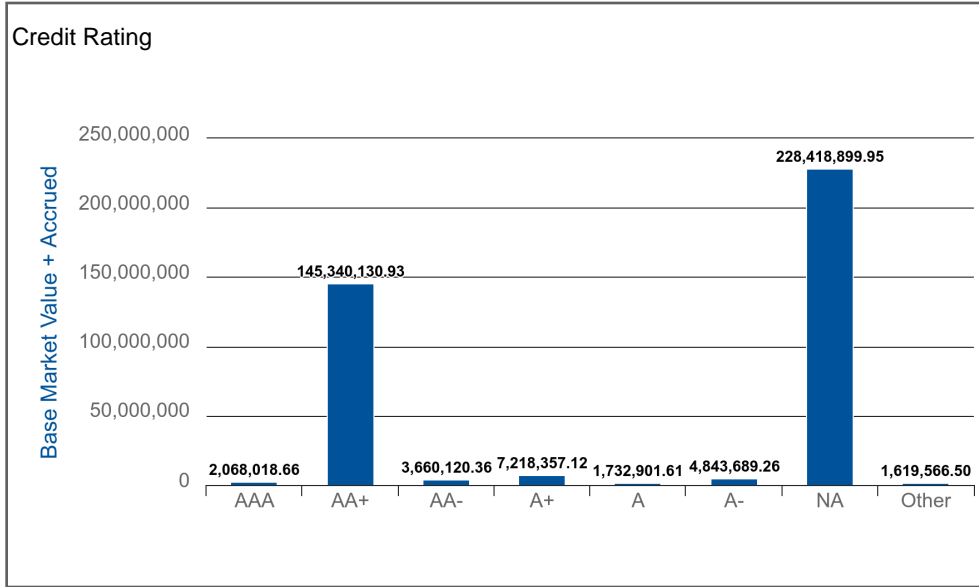


# Base Risk Summary - Fixed Income

08/01/2021 - 08/31/2021

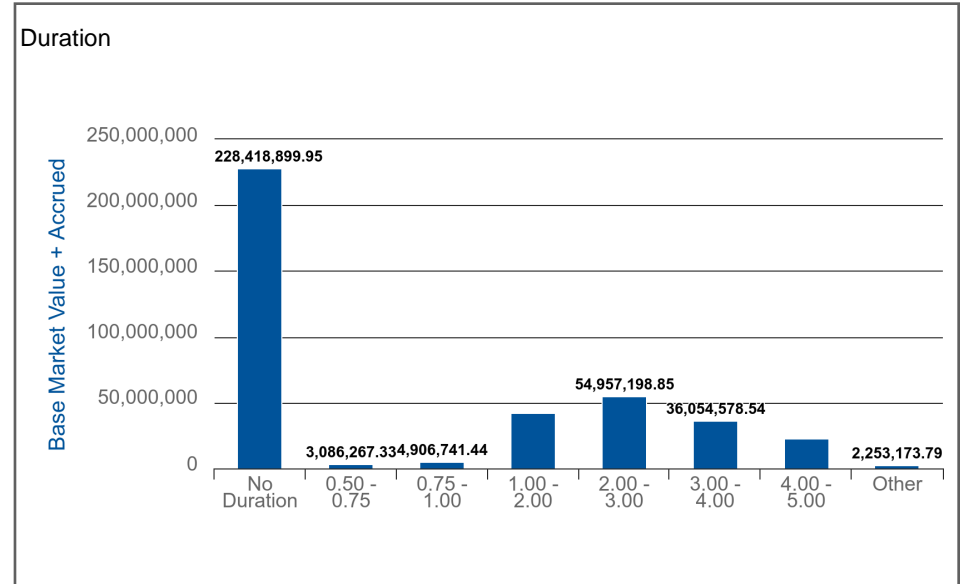
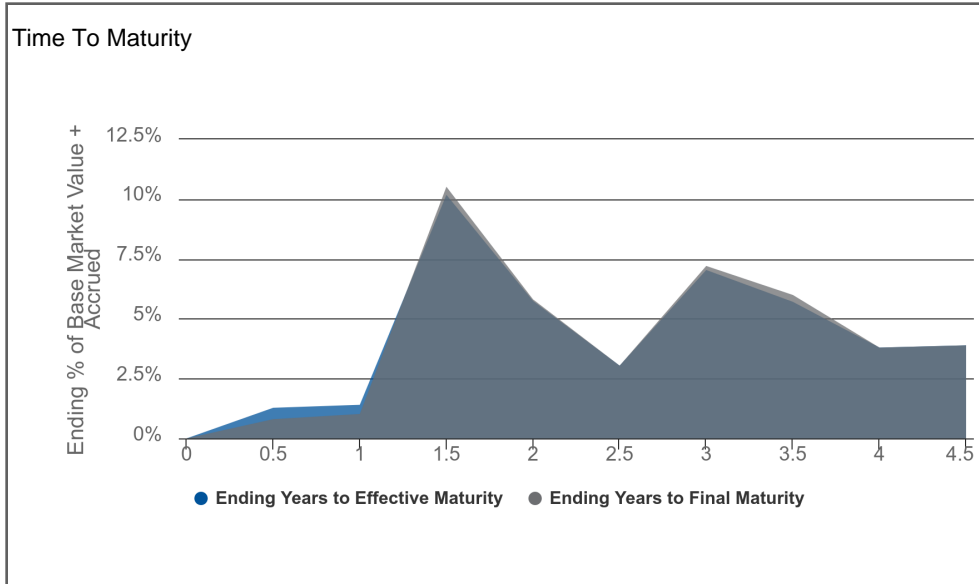
SMCTA - Agg (165727)

Dated: 09/03/2021



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.362%	0.161%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	0.625%	10.587%	12.517%	8.643%	5.769%	0.000%	0.000%	0.000%	0.000%
A	1.607%	0.000%	1.399%	0.487%	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%

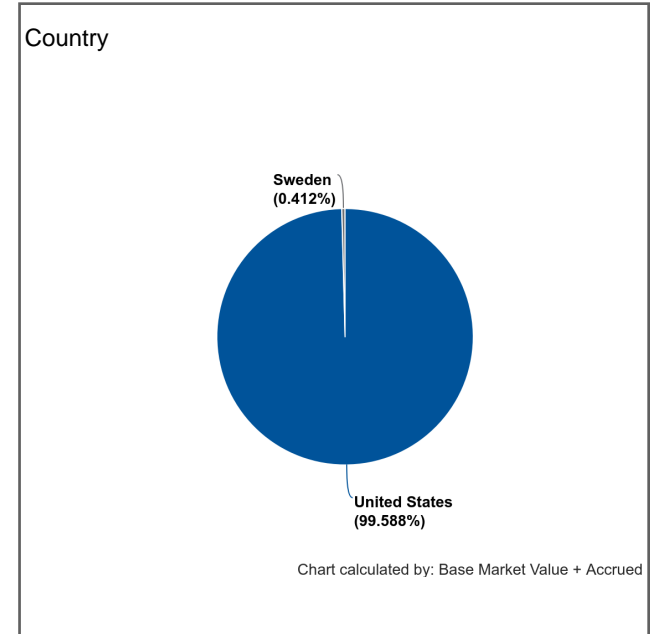
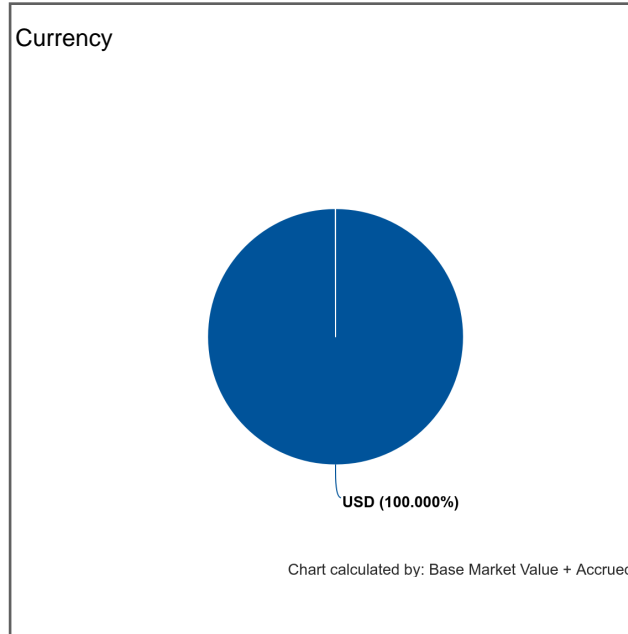
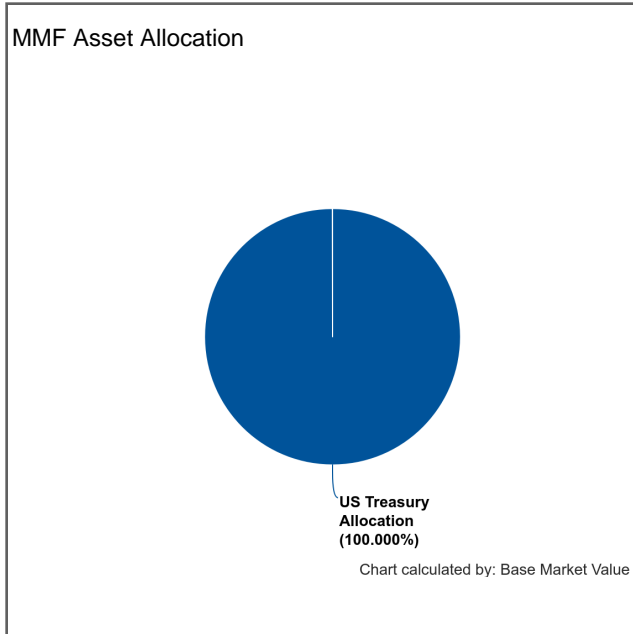
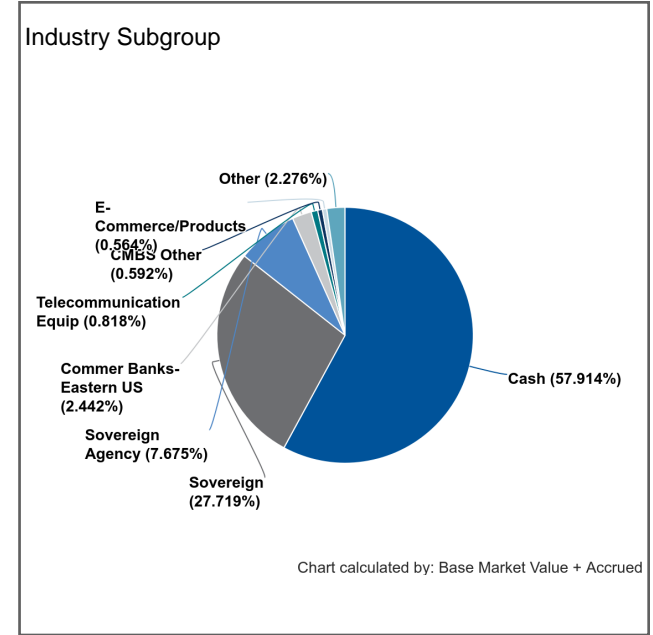
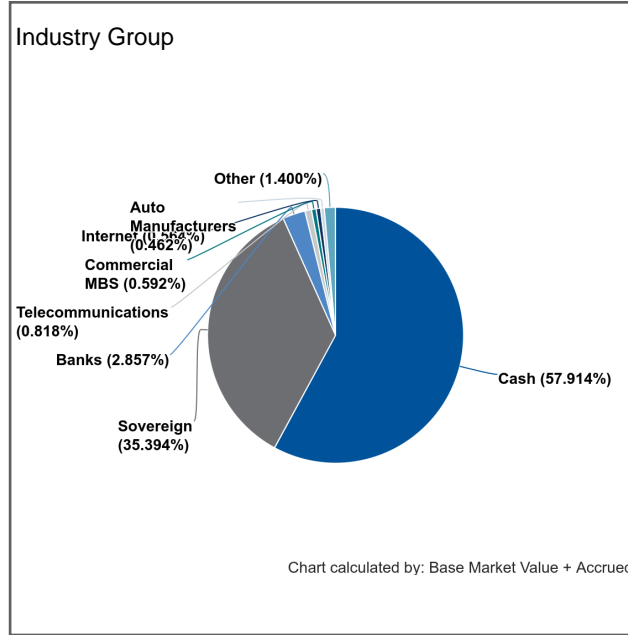
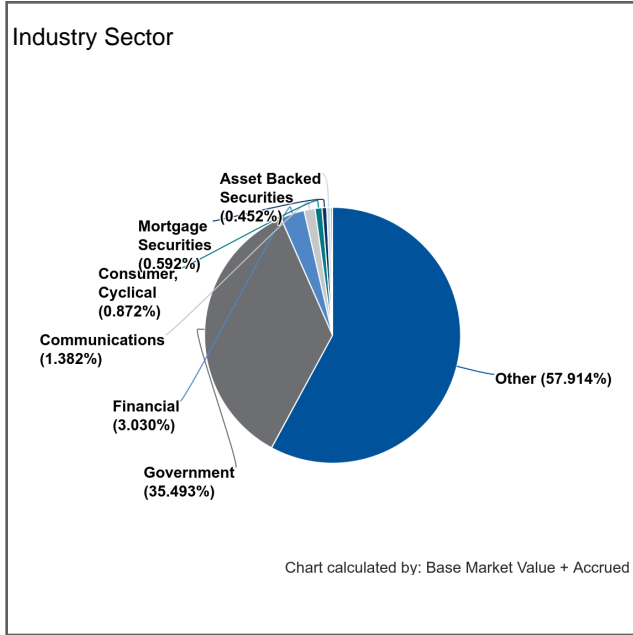


Base Risk Summary - Fixed Income

08/01/2021 - 08/31/2021

SMCTA - Agg (165727)

Dated: 09/03/2021



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# Base Risk Summary - Fixed Income

08/01/2021 - 08/31/2021

SMCTA - Agg (165727)

Dated: 09/03/2021

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



Report: GAAP Trading Activity  
 Account: SMCTA - Agg (165727)  
 Date: 08/01/2021 - 08/31/2021

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	0.00	(36,610.22)	Principal Paydown	08/15/2021	08/15/2021	11/15/2022	(36,610.19)	0.00	36,610.19
14313FAD1	CARMX 2018-3 A3	0.00	(33,506.29)	Principal Paydown	08/15/2021	08/15/2021	06/15/2023	(33,506.30)	0.00	33,506.30
3133EMGX4	FED FARM CREDIT BANKS FUNDING CORP	(3,000,000.00)	(3,000,000.00)	Sell	08/05/2021	08/09/2021	11/23/2022	(3,000,125.34)	(791.67)	3,000,917.01
3136B1XP4	FNA 2018-M5 A2	0.00	(8,375.42)	Principal Paydown	08/01/2021	08/01/2021	09/25/2021	(8,375.42)	0.00	8,375.42
3137BM6P6	FHMS K-721 A2	0.00	(1,285.47)	Principal Paydown	08/01/2021	08/01/2021	08/25/2022	(1,285.47)	0.00	1,285.47
3137FKK39	FHMS K-P05 A	0.00	(148.85)	Principal Paydown	08/01/2021	08/01/2021	07/25/2023	(148.85)	0.00	148.85
3137FQ3V3	FHMS K-J27 A1	0.00	(702.89)	Principal Paydown	08/01/2021	08/01/2021	07/25/2024	(702.89)	0.00	702.89
31846V534	FIRST AMER:US TRS MM Y	252,721.55	252,721.55	Buy	---	---	08/31/2021	252,721.55	0.00	(252,721.55)
31846V534	FIRST AMER:US TRS MM Y	(263,264.74)	(263,264.74)	Sell	08/09/2021	08/09/2021	08/31/2021	(263,264.74)	0.00	263,264.74
36255JAD6	GMCAR 2018-3 A3	0.00	(27,909.46)	Principal Paydown	08/16/2021	08/16/2021	05/16/2023	(27,909.46)	0.00	27,909.46
91282CBW0	UNITED STATES TREASURY	1,625,000.00	1,625,000.00	Buy	08/05/2021	08/09/2021	04/30/2026	1,629,760.75	3,344.94	(1,633,105.69)
91282CCF6	UNITED STATES TREASURY	1,625,000.00	1,625,000.00	Buy	08/05/2021	08/09/2021	05/31/2026	1,628,745.12	2,330.94	(1,631,076.06)
<b>San Mateo County TA</b>		<b>239,456.81</b>	<b>130,918.20</b>					<b>139,298.76</b>	<b>4,884.21</b>	<b>(144,182.97)</b>

\* 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.

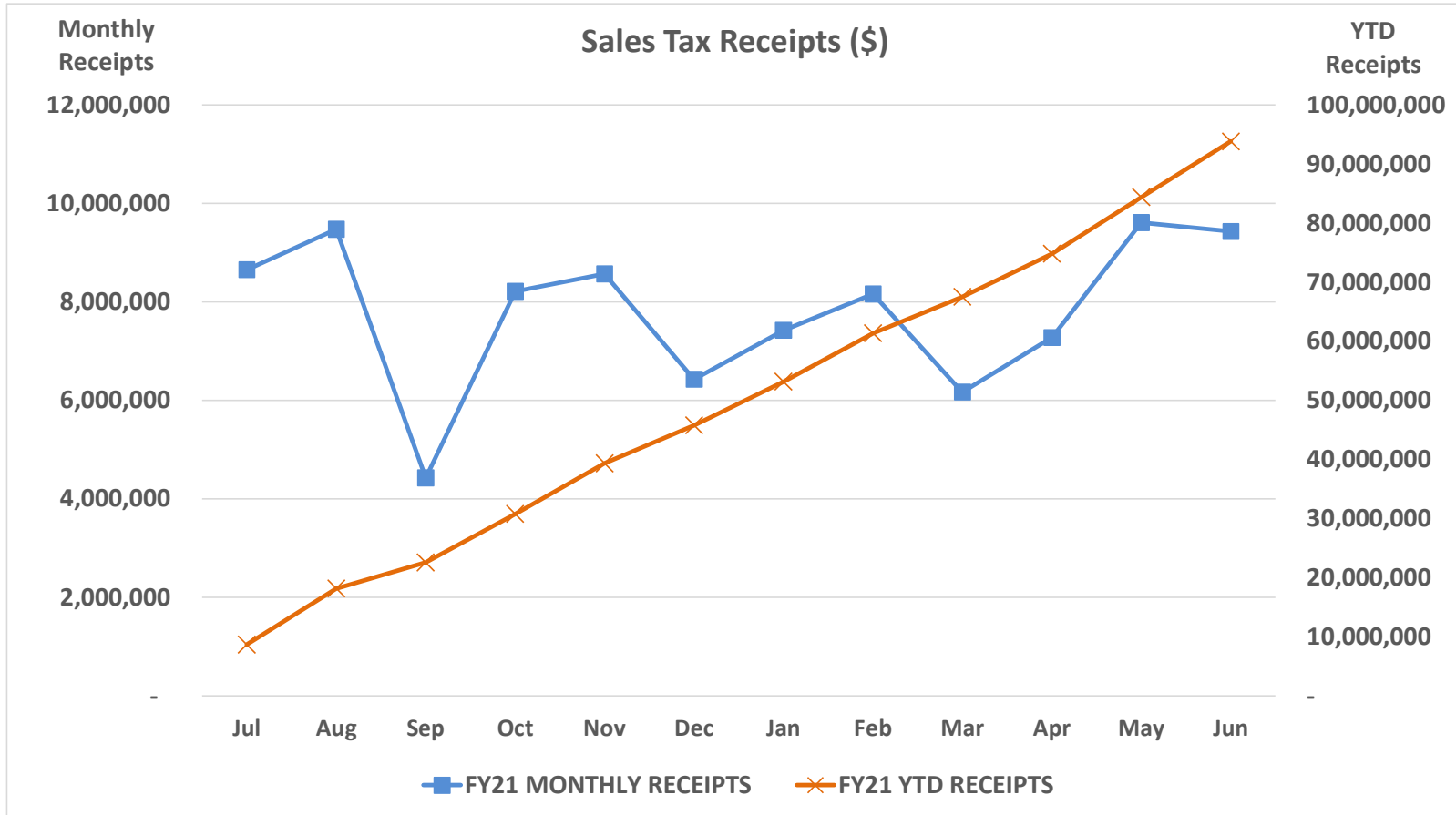
**Yield to Maturity at Cost (YTM @ Cost)** - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

**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  
August 2021**



\* 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  
AUGUST 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000053	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000056	S&P GLOBAL INC.	7,500.00	ACH	Operating Expense
SMCTA	000058	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000275	GOVERNMENT FINANCE OFFICERS ASSN	345.00	CHK	Operating Expense
SMCTA	000054	ZOON ENGINEERING, INC.	72,571.37	ACH	Capital Programs (1)
SMCTA	000057	GRAY-BOWEN-SCOTT	49,585.68	ACH	Capital Programs (1)
SMCTA	000087	DEPARTMENT OF TRANSPORTATION	7,628,321.32	WIR	Capital Programs (1)
SMCTA	000267	PACIFIC GAS & ELECTRIC COMPANY	11.05	CHK	Capital Programs (1)
SMCTA	000268	PACIFIC GAS & ELECTRIC COMPANY	188.46	CHK	Capital Programs (1)
SMCTA	000269	PACIFIC GAS & ELECTRIC COMPANY	79.66	CHK	Capital Programs (1)
SMCTA	000270	PACIFIC GAS & ELECTRIC COMPANY	232.86	CHK	Capital Programs (1)
SMCTA	000276	PACIFIC GAS & ELECTRIC COMPANY	72.12	CHK	Capital Programs (1)
SMCTA	000277	PACIFIC GAS & ELECTRIC COMPANY	168.12	CHK	Capital Programs (1)
SMCTA	000278	PACIFIC GAS & ELECTRIC COMPANY	163.83	CHK	Capital Programs (1)
SMCTA	000279	PACIFIC GAS & ELECTRIC COMPANY	13.28	CHK	Capital Programs (1)
SMCTA	000280	PACIFIC GAS & ELECTRIC COMPANY	29.03	CHK	Capital Programs (1)
SMCTA	000281	PACIFIC GAS & ELECTRIC COMPANY	60.65	CHK	Capital Programs (1)
SMCTA	000282	PACIFIC GAS & ELECTRIC COMPANY	59.46	CHK	Capital Programs (1)
SMCTA	000283	PALO ALTO, CITY OF	354.55	CHK	Capital Programs (1)
SMCTA	000059	MARK THOMAS & COMPANY AND AECOM JV	470,405.17	ACH	Capital Programs (2)
SMCTA	000090	PENINSULA CORRIDOR JOINT POWERS BOARD	251,978.50	WIR	Capital Programs (3)
SMCTA	000265	CITY OF PACIFICA	313.29	CHK	Capital Programs (4)
SMCTA	000266	HALF MOON BAY, CITY OF	1,200,968.82	CHK	Capital Programs (5)
SMCTA	000271	STANTEC CONSULTING SERVICES, INC.	9,799.07	CHK	Capital Programs (6)
SMCTA	000272	BURLINGAME, CITY OF	857,243.69	CHK	Capital Programs (7)
SMCTA	000284	FIVEPATHS, LLC	29,900.00	CHK	Capital Programs (8)
SMCTA	000055	MARK THOMAS & COMPANY AND AECOM JV	172,403.12	ACH	Capital Programs (9)
SMCTA	000086	HANSON BRIDGETT LLP	12,600.00	WIR	Capital Programs (10)
SMCTA	000088	HANSON BRIDGETT LLP	26,680.00	WIR	Capital Programs (11)
SMCTA	000089	PENINSULA CORRIDOR JOINT POWERS BOARD	4,003,165.55	WIR	Capital Programs (12)
SMCTA	000273	STANTEC CONSULTING SERVICES, INC.	16,602.13	CHK	Capital Programs (13)
SMCTA	000274	WSP USA INC.	1,027.05	CHK	Capital Programs (14)
			<u>14,822,042.83</u>		

- (1) 101 HOV Ln Whipple - San Bruno
- (2) 101 Managed Lanes (Nof I-380)
- (3) Whipple Ave Grade Sep 2017-21
- (4) San Pedro Creek/Rte 1 Bridge R
- (5) Hwy 1 Poplar-Wavecrest HMB
- (6) 101 Peninsula Ave/Poplar I/C
- (7) Call for Proj-Ped&Bike FY14/15
- (8) Express Lane Operations
- (9) \$45,690.32 - 101 Peninsula Ave/Poplar I/C; \$126,712.80 - 101 HOV Ln Whipple - San Bruno.
- (10) \$6,240.00 - TA-Caltrain Project Oversight; \$1,200.00 - Ferry Oversight; \$800.00 - Railroad Grade Sep Oversight; \$80.00 - Local Shuttle Oversight; \$4,280.00 - Pedestrian & Bicycle Oversight.
- (11) \$560.00 - 101 HOV Ln Whipple - San Bruno; \$7,560.00 - Highway Oversight; \$15,760.00 - SMCTA Operating Administration; \$2,800.00 - Highway Oversight.
- (12) \$3,180,601.99 - 25th Ave Grade Separation; \$593,236.66 - SSF Caltrain Station; \$229,326.90 - Broadway Grade Separation.
- (13) \$15,382.16 - 2020 Short Range Highway Plan; \$1,219.97 - 101 Peninsula Ave/Poplar I/C.
- (14) \$676.16 - 101 Managed Lanes (Nof I-380); \$350.89 - Highway Oversight.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **REAFFIRM THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT POLICY AND REAUTHORIZE INVESTMENT OF MONIES WITH THE  
LOCAL AGENCY INVESTMENT FUND**

**ACTION**

Staff recommends the Board:

1. Reaffirm the San Mateo County Transportation Authority (TA) Statement of Investment Policy as presented; and
2. Reauthorize the investment of TA funds in Local Agency Investment Funds (LAIF) in compliance with LAIF requirements.

**SIGNIFICANCE**

The Acting Executive Director or his designee serves as the TA's trustee for purposes of placing investments pursuant to the Investment Policy. The Board of Directors, in accordance with California Government Code Section 53646(a), may review the Investment Policy and also reauthorize the included delegations of authority on an annual basis at a public meeting.

After consideration of the existing policy, staff and the TA's investment advisor recommend no changes to the existing Investment Policy this year. Staff will continue to review the Investment Policy on a regular basis, and especially as increases in investable balances may lead to any appropriate changes. As such, the proposed action will:

- Reaffirm the Investment Policy's limitations for investment instruments consistent with the limitations set forth in *California Government Code Sections 53600 et seq.* for the TA's current portfolio and to be updated annually by the Executive Director or a designee with advice from the TA's investment advisers;
- Reauthorize the investment of TA monies in LAIF.

**BUDGET IMPACT**

Reaffirmation of the Investment Policy and reauthorization of investment in LAIF will have no impact on the TA budgets.

**BACKGROUND**

The TA's investments continue to be in accordance with sound treasury management practices and comply with the objectives of safety, liquidity, and yield in that order of priority. The TA originally adopted its Investment Policy in November of 1999 and has, from time to time, amended this policy. The TA most recently amended this policy in November of 2020 to align with State law.

Continued investments in LAIF are also consistent with the TA's investment objectives.

Prepared by: Connie Mobley-Ritter, Director Treasury

650-508-7765

**RESOLUTION NO. 2021 –**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

**\*\*\***

**REAFFIRMING THE INVESTMENT POLICY FOR THE INVESTMENT OF  
TRANSPORTATION AUTHORITY FUNDS**

**WHEREAS**, in accordance with applicable State law, the San Mateo County Transportation Authority (TA) is required to adopt an investment policy; and

**WHEREAS**, in November 1999, the TA adopted a Statement of Investment Policy for the Investment of General Funds; and

**WHEREAS**, the TA may annually render a statement of said investment policy to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

**WHEREAS**, the TA has amended or reaffirmed its Statement of Investment Policy over the years, most recently in November 2020, to align with State law; and

**WHEREAS**, in presenting the Statement of Investment Policy to the Board of Directors for this year, the Acting Executive Director recommends the Board reaffirm the policy as presented; and

**WHEREAS**, staff recommends appointment of the current permanent or Acting Executive Director, or their designee, as trustee for purposes of placing investments pursuant to the aforementioned policy.

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority takes the following actions: 1) Reaffirms the Statement of Investment Policy for the Investment of Transportation Authority Funds, attached

hereto as Exhibit A; and 2) Appoints its current permanent or Acting Executive Director, or their designee, as trustee for purposes of placing investments pursuant to said policy.

Regularly passed and adopted this 7<sup>th</sup> day of October, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

Adopted November 1999  
Amended April 2001  
Reaffirmed May 2002  
Amended May 2003  
Reaffirmed May 2004

Reaffirmed May 2005  
Reaffirmed May 2006  
Amended August 2007  
Reaffirmed August 2008  
Amended May 2009

Amended May 2010  
Reaffirmed June 2011  
Amended May 2012  
Reaffirmed May 2013  
Reaffirmed May 2014

Amended August 2016  
Reaffirmed September 2017  
Reaffirmed October 2019  
Amended November 2020  
Proposed for Reaffirmation  
October 2021

**EXHIBIT A**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**Statement of Investment Policy For The Investment of Transportation Authority Funds**

**I. PURPOSE**

This Statement of Investment Policy (Investment Policy) sets forth the investment guidelines for the prudent investment and cash management of the San Mateo County Transportation Authority (the Authority). It is the goal of this Investment Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return over an economic cycle consistent with the Authority’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the Authority’s Board of Directors at a public meeting. (*California Government Code Section 53646(a)*). Irrespective of these policy provisions, should the provisions of the Code be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

**II. OBJECTIVE**

The Authority’s cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling the Authority to invest funds to the fullest extent possible. Idle funds of the Authority shall be invested in accordance with sound treasury management and in accordance with the provisions of the *Code* and this Investment Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. Authority officials shall act in accordance with written procedures and the Investment Policy, and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The Authority's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the Authority. The third objective is to achieve a return on its invested funds.

### **III. BENCHMARKS**

Investment performance will be compared to the performance benchmark selected by the Authority, which approximates the Authority's portfolio and the specific restrictions on the Authority's portfolio in accordance with applicable current legislation by the State of California. The benchmark will be reviewed periodically to ensure it remains appropriate and consistent with the Authority's risk and return expectations.

### **IV. POLICY**

At all times, the Authority shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (including the *Code*). In addition, the Authority shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The Executive Director of the Authority, or his designee, shall serve as the Authority's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis.

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
  - a. Safety. The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The Authority shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 6, and Section 7, are deemed to constitute safe investments within the meaning of this Investment Policy.
  - b. Liquidity. An adequate percentage of the portfolio, in the approximate amount of six months' operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the Authority's investment portfolio.

- c. **Return on Investment.** The Authority’s investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles consistent with the portfolio’s benchmark as described in Section III. This benchmark takes into account the Authority’s investment risk constraints and the cash flow characteristics of the portfolio.
  
2. **Diversification.** The Authority will focus on diversification and invest in securities consistent with the diversification limits established by this policy and consistent with California Government Code.
  
3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements will be executed on a Delivery versus Pay Basis (DVP). The assets of the Authority shall be held in safekeeping by the Authority’s safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitution will not be acceptable.
  
4. **Maturity of Investments.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 “Summary of Instruments & Limitations” of this Investment Policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the “average life” of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the Authority including money paid to the Authority to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.
  
6. **Allowable Investment Instruments.** The Authority also may invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. This Policy may be more restrictive than *California Government Code* regarding the limitations of certain investment types, as shown in the table in Section 10. These investment instruments include but are not limited to:



- a. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest, pursuant to *California Government Code Section 53601(b)*.
- b. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government sponsored enterprises, pursuant to *California Government Code Section 53601(f)*.
- c. Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank. Purchases of bankers' acceptances shall not exceed 180 days' maturity or 40 percent of the agency's moneys that may be invested pursuant to this section. However, no more than 30 percent of the agency's moneys may be invested in the bankers' acceptances of any one commercial bank pursuant to this section. This subdivision does not preclude a municipal utility district from investing moneys in its treasury in a manner authorized by the Municipal Utility District Act (*California Public Utilities Code Section 11501, et seq.*). Pursuant to *California Government Code Section 53601(g)*.
- d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical rating organization (NRSRO). Eligible commercial paper shall have a maximum maturity of 270 days or less. No more than 40percent of the agency's money may be invested in eligible commercial paper. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and medium-term notes of any single issuer pursuant to *California Government Code Section 53601(h)*.
- e. Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by *California Financial Code Section 5102*), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank. Purchases of negotiable certificates of deposit shall not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(i)*.
- f. Investments in repurchase agreements or reverse repurchase agreements or securities lending agreements as defined in *California Government Code Section 53601(j)*.
- g. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by

depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of “A” or its equivalent or better by an NRSRO. Purchases of medium-term notes shall not include other instruments authorized by this section and may not exceed 30 percent of the agency’s moneys that may be invested pursuant to *California Government Code Section 53601(k)*. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer.

- h. Shares of beneficial interest issued by diversified management companies that invest in the securities and obligations as described by *California Government Code Section 53601(l)*.
- i. Local government investment pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 as described by *California Government Code Section 53601(p)*.
- j. A mortgage passthrough security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable passthrough certificate, or consumer receivable-backed bond. Securities eligible for investment under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less. Purchase of securities authorized by this subdivision may not exceed 20 percent of the agency’s surplus moneys that may be invested pursuant to this *California Government Code Section 53601(o)*.
- k. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state. Pursuant to California Government Code 53601(c).

Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California. Pursuant to *California Government Code 53601(d)*.

Bonds, notes, warrants, or other evidences of indebtedness of any local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. Pursuant to *California Government Code 53601(e)*.

- l. Supranational obligations including United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and shall not exceed 30 percent of the agency’s moneys that may be invested pursuant to *California Government Code Section 53601(q)*.
  - m. Collateral is defined in this Investment Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; or Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody’s and Standard & Poor’s.
7. **Local Agency Investment Fund & San Mateo County Investment Fund.** The Board of Directors also authorizes the Authority to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).
8. **Prohibited Investments.** The Authority shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The Authority shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the Authority may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.
9. **Portfolio Transactions.** The Authority’s investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.5*, or from a brokerage

firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the Authority. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time.

- 10. Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the Executive Director or his designee may invest in the following instruments, subject to the limits of flexibility described above and in the table below. Limitations set in this Policy may be more restrictive than required by *California Government Code*:

Instrument	Credit Rating	% of Fund	% of Fund per Issuer	Maximum Maturity
(a) U.S. Treasury Obligations		100	N/A	15 years
(b) Obligations of U.S. Agencies or Government Sponsored Enterprises		100	N/A	15 years
(c) Bankers' Acceptances		40	30	180 days
(d) Commercial Paper	A1/P1/F1	40	10	270 days
(e) Negotiable Certificates of Deposit		30	N/A	5 years
(f) Repurchase Agreements		100	N/A	1 year
Reverse Repurchase Agreements & Securities Lending		20	N/A	92 days
(g) Medium Term Corporate Notes	"A" category (split rated issues not allowed)	30	10	5 years
(h) Shares of beneficial interest issued by diversified management companies		20	10	N/A
(i) Local Government Investment Pools		100	N/A	N/A

(j) Asset-backed and mortgage-backed securities	“AA” category	20	N/A	5 years
(k) Municipal Obligations		100	N/A	10 years
(l) Supranational Obligations	“AA” category	30%	N/A	5 years
Local Agency Investment Fund				Up to current state limit
San Mateo County Investment Fund				Up to current state limit

**11. Oversight.**

- a. Quarterly, the Executive Director shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:
  - 1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the Authority;
  - 2. description of any of the Authority’s funds, investments or programs that are under the management of contracted parties, including lending programs;
  - 3. for all securities held by the Authority or under management by any outside party that is not a local agency or the State of California LAIF, a current market value as of the date of the report and the source of this valuation;
  - 4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
  - 5. statement that the Authority has the ability to meet its pool’s expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.
  
- b. Annually, the Executive Director shall perform, or cause to be performed, an independent audit of the Authority’s assets as reported for the investment program’s activities. It is to be conducted in such a way as to determine compliance with the Authority’s Investment Policy and the State Codes. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.
  
- c. If the Authority places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association, or the SMCIF (or any

combination of these three), the Executive Director can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

**RESOLUTION NO. 2021 –**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

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**REAUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FUNDS IN THE LOCAL AGENCY INVESTMENT FUND**

**WHEREAS**, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund (LAIF) was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

**WHEREAS**, staff recommends that the deposit and withdrawal of money in LAIF in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transportation Authority (TA).

**NOW THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority does hereby reauthorize the deposit and withdrawal of the TA's funds in LAIF in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

**BE IT FURTHER RESOLVED** that the then-current permanent or Acting Executive Director, or their designee, shall be authorized to order the deposit or withdrawal of TA monies in the LAIF.

Regularly passed and adopted this 7<sup>th</sup> day of October, 2021 by the following  
vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority  
THROUGH: Carter Mau  
Acting Executive Director  
FROM: April Chan  
Chief Officer, Planning, Grants and the Transportation Authority  
SUBJECT: **AUTHORIZE THE FILING OF HIGHWAY PROGRAM CALL FOR PROJECTS  
APPLICATIONS AND ADOPT A RESOLUTION IN SUPPORT OF THREE  
COUNTYWIDE SIGNIFICANT PROJECTS**

**ACTION**

Staff recommends the Board adopt a resolution of support and authorize the submittal of the following three projects for 2021 Measure A and Measure W Highway Program funding:

1. US 101/SR 92 Interchange Area Improvement;
2. US 101/SR 92 Interchange Direct Connector; and
3. US 101 Managed Lanes Project - North of I-380.

**SIGNIFICANCE**

In August 2021, the San Mateo County Transportation Authority (TA) issued the Highway Program Call for Projects (CFP), which is the fourth since the reauthorization of Measure A and the first since the passage of Measure W. Up to \$100 million will be made available to fund highway projects that best meet the evaluation criteria as outlined in the TA's Strategic Plan 2020-2024.

The recently-adopted Short Range Highway Plan 2021-2030 (SRHP) identified the three projects listed above, and detailed below, as projects of countywide significance for relieving congestion and improving safety. In addition, these projects have secured funding from other sources, including State Transportation Improvement Program and Regional Measure 3, to fulfill matching funds requirements set forth in the CFP.

As an eligible applicant of Highway Program funding, the TA must meet the same requirements as all other project sponsors, which includes requesting the Board adopt a resolution to support for the three projects listed above, dedicating existing matching funds, and authorizing staff to submit applications and apply for Measure A and W funds. The recommended action will satisfy the CFP criteria for these three projects.

### US 101/SR 92 Interchange Area Improvement

The US 101/SR 92 Interchange Area Improvement Project is a critical building block to solving one of the most congested interchanges in San Mateo County. The Area Improvement project will result in multiple near-term safety and operational improvements in the area of US 101/SR92. These improvements include the following:

- Westbound SR 92 to southbound US 101 loop ramp and structure widening improvements;
- Northbound and southbound US 101 to eastbound SR 92 merging and re-striping improvements;
- Southbound US 101 Fashion Island Boulevard off-ramp improvements; and
- Northbound US 101 at Hillsdale Boulevard off-ramp and intersection modification and widening improvements.

This Area Improvement project will go hand in hand with the proposed longer-term project known as the US 101/92 Direct Connector Project. The Area Improvement Project is an identified Key Congested Area (KCA) project in the voter-approved 2004 Measure A Transportation Expenditure Plan (TEP).

### US 101/SR 92 interchange Direct Connector

The US 101/SR 92 Interchange Direct Connector Project will redesign and rebuild a more significant portion of the interchange. The project would construct new ramps to provide direct access to the new express lanes on US 101. Collectively, the US 101/SR 92 Interchange Direct Connector and the Area Improvement projects will minimize delays and improve operational efficiency for transit and carpoolers traveling between the US 101 and SR 92 east of 101, improving the overall operation and safety of the interchange. This project is also an identified KCA project in the voter approved 2004 TEP.

### US 101 Managed Lanes Project - North of I-380

The US 101 Managed Lane Project - North of I-380 is a managed lane gap closure project that would provide continuity for the express lane project that is currently under construction. With the completion of this project, the entire US 101 corridor within San Mateo county will have managed lane access for transit and carpoolers. This project is a Supplemental Roadways Project in the 2004 TEP.

### **BUDGET IMPACT**

No impact to the budget associated with this action

### **BACKGROUND**

The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County. Measure A took effect on January 1, 2009 and expires December 31, 2033. Twenty-seven- and one-half percent of Measure A revenues is dedicated to the highway program. The TA Board of Directors (Board) made minor amendments in the 2004 TEP in

2016 and 2019, respectively, to make the TA a co-sponsor of the 101 Managed Lanes Project and 101/92 Interchange Area and Director Connector Projects.

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires June 30, 2049. Twenty-two- and one-half percent of Measure W revenues is dedicated to highway congestion improvements.

The proposed actions are consistent with Measure A and Measure W Program-wide Challenge/Opportunity 2 in the TA's Strategic Plan 2020-2024 and Sections 2.3.3 and 2.3.4 of the SRHP, adopted by the Board on December 5, 2019 and June 3, 2021, respectively.

Prepared by: Arul Edwin, Project Manager

650-508-7942

**RESOLUTION NO. 2021-**  
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATE OF CALIFORNIA**

\* \* \*

**SUPPORTING THE US 101/SR 92 INTERCHANGE AREA IMPROVEMENT PROJECT,  
US 101/SR 92 INTERCHANGE DIRECT CONNECTORS PROJECT, AND US 101  
MANAGED LANES PROJECT - NORTH OF I-380, AND AUTHORIZING SUBMITTAL  
OF THREE APPLICATIONS FOR 2021 MEASURE A AND MEASURE W  
HIGHWAY PROGRAM FUNDING**

**WHEREAS**, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 25 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

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

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

**WHEREAS**, on June 2, 2016 (Resolution No. 2016-12) and October 3, 2019 (Resolution No. 2019-25), respectively, the TA Board of Directors (Board) made minor amendments to the 2004 Measure A Transportation Expenditure Plan to make the TA an

eligible co-sponsor of the San Mateo County 101 Express Lanes Project under the Supplemental Roadways Highway Program Category and an eligible sponsor of the 101/92 Interchange Projects under the Key Congested Areas Highway Program Category; and

**WHEREAS**, the TA issued a Call for Projects for the Measure A and Measure W Highway Program funds on August 6, 2021, and

**WHEREAS**, the TA requires applicants for Measure A and/or Measure W funds to submit a resolution in support of the applications; and

**WHEREAS**, TA staff intend to submit joint, co-sponsored applications with the City/County Association of Governments of San Mateo County (C/CAG) for Measure A and/or W Highway Program funds for the following three projects:

1. the US 101/SR 92 Interchange Area Improvement Project (Area Improvement), which is listed as a countywide significant project in the Short Range Highway Plan (SRHP), and which will address traffic congestion through mitigation measures to improve traffic flow and safety to the traveling public through four modifications, including:
  - westbound SR 92 to southbound US 101 loop ramp and structure widening improvements;
  - northbound and southbound US 101 to eastbound SR 92 merging and restriping improvements;
  - southbound US 101 Fashion Island Boulevard off-ramp improvements;
  - northbound US 101 at Hillsdale Boulevard off-ramp and intersection modification and widening improvements; and

2. the US 101/SR 92 Interchange Direct Connector Project (Direct Connector), which is listed as a countywide significant project in the SRHP and will:
  - address high levels of traffic congestion at SR 92 just east of US 101, where there are no direct ramps for High Occupancy Vehicles (HOV) to connect to the US 101 express lanes;
  - provide direct flow of HOV vehicles and transit to and from the proposed US 101 express lanes; and
3. the US 101 Managed Lanes Project - North of I-380 (MLP North), which is listed in the SRHP as a project of countywide significance and is located in a portion of US 101 which exhibits severe congestion that can be relieved by continuation of the 101 Managed Lanes currently being constructed south of I-380; and

**WHEREAS**, the Area Improvement Project will cost a total of \$36.775 million for completion of the design, right of way and construction phases, which the TA and C/CAG aim to fund with \$5.075 million from the Highway Program Call for Projects and \$31.7 million in Regional Measure 3 (RM3) and State Transportation Improvement Program (STIP) matching funds; and

**WHEREAS**, the environmental review phase of the Direct Connector Project will cost \$12.2 million, which the TA and C/CAG seek to fund with \$10.2 million from the Highway Program Call for Projects and \$2 million in RM 3 matching funds; and

**WHEREAS**, the design phase of the MLP North will cost \$16.8 million, which the TA and C/CAG desire to fund through \$11.323 million from the Highway Program Call for Projects and \$5.477 in STIP matching funds; and

**WHEREAS**, the TA, in partnership with C/CAG, is committed to the completion of each of the proposed project scopes.

**NOW, THEREFORE, BE IT RESOLVED** that the San Mateo County Transportation Authority Board of Directors:

1. Directs staff to submit applications for 2021 Measure A and Measure W Highway Program funds as follows:
  - \$5.075 million for the US 101/SR 92 Interchange Area Improvements Project design and construction phases;
  - \$10.2 million for the US 101/SR 92 Interchange Direct Connector Project environmental review phase; and
  - \$26.423 million for the US 101 Managed Lanes Project - North of I-380 design and right of way phases;
2. Authorizes the Acting Executive Director, or designee, to execute agreements or other requisite documents for the projects to receive any Measure A and/or Measure W Highway Program funds awarded;
3. If the requested TA Measure A and/or Measure W Highway Program funds are awarded, commits:
  - \$31.7 million in RM 3 and STIP matching funds for the completion of the design, right of way and construction phases for the Area Improvements Project;
  - \$2 million in RM3 matching funds for the completion of the environmental phase of the Direct Connector Project; and
  - \$5.477 in STIP matching funds for the completion of the design and right of way phases of the MLP North Project; and

4. Directs TA staff to work in partnership with C/CAG to commence work on each funded project within one year of receiving an award of Measure A and/or Measure W Highway Program Funds.

Regularly passed and adopted this 7th day of October, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST

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Authority Secretary



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

FROM: Mehul Kumar  
Executive Officer, Information Technology

SUBJECT: **PROCLAMATION DECLARING THE MONTH OF OCTOBER AS CYBERSECURITY AWARENESS MONTH**

**ACTION**

Staff recommends the Board adopt the proclamation designating October as "Cybersecurity Awareness Month."

**SIGNIFICANCE**

The proclamation for "Cybersecurity Awareness Month" reaffirms the Transportation Authority's (TA) commitment to promoting secure computing and preventing the propagation of cyber-crime, including identity theft, phishing attacks, ransomware attacks and other computer-based crimes. The Information Technology departments that support the TA are actively engaged in identifying and neutralizing threats to the TA's systems and its staff. The Information Technology department will be coordinating a broad communication and education campaign with the goal of increasing awareness and equipping staff members with the tools to identify, report and eliminate cybersecurity threats.

**BUDGET IMPACT**

There is no impact on the budget. (Activities are earmarked under the FY 2022 operating budget.)

**BACKGROUND**

In October of 2004, the National Cyber Security Alliance & the U.S. Department of Homeland Security launched Cybersecurity Awareness Month. Since then, thousands of organizations have recognized every October as Cybersecurity Awareness Month. Public organizations include the Federal Government, the Multi-State Information Sharing and Analysis Center, the National Association of State Chief Information Officers and several cities and counties across the country.

More than ever before, technology plays a part in almost everything we do. Connected devices have been woven into society as an integral part of how people communicate and access services essential to their wellbeing. Despite these great advances in technology and the conveniences this provides, recent events have

shown us how quickly our lives and businesses can be disrupted when cyber-criminals and adversaries use technology to do harm. Cybersecurity Awareness Month aims to shed light on these security vulnerabilities, while offering actionable guidance surrounding behaviors anyone can take to protect themselves and their organizations. Everyone has a responsibility to do their part in securing our interconnected world.

The Information Technology department is committed to implementing the best practices and technologies to defend against cyber-crime. The observation of Cybersecurity Awareness Month will serve as an annual kickoff of the TA's efforts to further educate and prepare our employees regarding potential cyber-threats.

Prepared by: Mehul Kumar, Executive Officer of Information Technology 650.508.6206

# PROCLAMATION

## DECLARING OCTOBER AS CYBERSECURITY AWARENESS MONTH

**WHEREAS**, Cybersecurity Awareness Month was launched by the National Cyber Security Alliance & the U.S. Department of Homeland Security in October 2004 and is now recognized by thousands of organizations including the Federal Government, the Multi-State Information Sharing and Analysis Center, and the National Association of State Chief Information Officers; and

**WHEREAS**, individuals, businesses, nonprofits, government organizations, academic institutions, and the local economy have become increasingly reliant on information systems and technology to conduct business, engage in commerce, access information, communicate, and provide essential services; and

**WHEREAS**, cyber-threats continue to increase and the impact of cyber-attacks has been debilitating to individuals and organizations; and

**WHEREAS**, cybersecurity education and awareness are crucial for any individual or organization, and that cybersecurity is essential to digital inclusion; and

**WHEREAS**, maintaining the security of cyberspace is a shared responsibility in which we all have a critical role to play by making ourselves aware of cyber-threats and cybersecurity essentials and adopt industry best practices that will improve the security of the San Mateo County Transportation Authority (TA); and

**WHEREAS**, the TA recognizes it has a vital role in identifying and responding to cyber-threats that may have a significant impact on our collective security and privacy; and

**WHEREAS**, the TA has developed an effort to promote good cyber-practices through guidance and resources for the employees of the District; and

**WHEREAS**, the TA will promote innovation, strengthen cybersecurity investment, and enhance resilience across all sectors;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of the San Mateo County Transportation Authority recognizes October 2021 as "Cybersecurity Awareness Month" and officially supports national Cybersecurity Awareness Month.

**BE IT FURTHER RESOLVED** that the Board of Directors calls upon all employees and stakeholders of the TA to become educated about cybersecurity and put that knowledge into practice to keep our connected community safe from cyber-threats.

Regularly passed and adopted this 7th day of October, 2021.



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Chair, San Mateo County Transportation Authority

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants/  
Transportation Authority

Derek Hansel  
Chief Financial Officer

SUBJECT: **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 semi-annual report. Reports on each fund source shows funds collected to date, programmed funds and available funding.



**SAN MATEO COUNTY**  
***Transportation***  
***Authority***

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# **Measure A & Measure W Program Status Report**

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**Semi-Annual Report**

**(As of June 30, 2021)**

## Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 2021)

			In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	General Status	Total Funds Collected (1989-2008) <sup>1</sup>	Programmed Funds <sup>2</sup>	Available Funding <sup>3</sup>
1. Caltrain <sup>4</sup>	21.6%	-Downtown Extension project closed-out with a cost savings of \$1.473M. - Parking Expansion RC, MP, Hills project closed-out with a cost savings of \$818K. - SM Bridges Improvement Project closed-out with a cost savings of \$128K. - Other projects in process.	\$ 323,877	\$ 311,204	\$ 12,673
2. Paratransit	3.1%	- Program completed.	\$ 56,113	\$ 56,113	\$ -
3. Dumbarton Rail	1.7%	-Dumbarton Engineering Designs project closed-out with a cost savings \$2.374M. - Dumbarton Design project closed-out with a cost savings of \$40K. - Other projects in process.	\$ 18,317	\$ 15,903	\$ 2,414
4. Highway <sup>4</sup>	29.3%	-Marsh to SM/SC County Line project closed-out with a cost savings \$3.317M. - C/CAG Ramp Metering Study project closed-out with a cost savings \$157K. - Other projects in process.	\$ 360,311	\$ 348,836	\$ 11,475
5. Local Streets and Roads	20%	- Program completed.	\$ 203,264	\$ 203,264	\$ -
6. Caltrain Grade Separation <sup>4</sup>	22.8%	- \$23.8M programmed and allocated for 25th Avenue Grade Separation Project, which \$8.825M was funded from Original Measure Grade Separation category (Resolution 2021-1). - Poplar/Tilton Grade Separation project closed-out with a cost savings of \$791K for other projects. - Projects in process.	\$ 238,465	\$ 237,534	\$ 931
7. Bicycle Transportation	0.01%	- Program completed.	\$ 121	\$ 121	\$ -
8. Transportation System Management	0.7%	- Program completed.	\$ 7,121	\$ 7,121	\$ -
<b>Total:</b>			<b>\$ 1,207,589</b>	<b>\$ 1,180,096</b>	<b>\$ 27,493</b>

### 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 June 30, 2021, total rental income was as follows: \$17.361M 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 (June 30, 2021)

					In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	Implementation Process <sup>1</sup>	General Status	Funds Collected to Date <sup>2</sup>	Programmed Funds <sup>3</sup>	Available Funding <sup>4</sup>	
1. Transit							
<i>Caltrain</i>	16%	Plan-Based	- Projects in process	\$ 158,207	\$ 140,441	\$ 17,766	
<i>Local Shuttle</i>	4%	Competitive	- FY 19-20 Shuttle Program closed-out with a cost savings of \$2.517 for other projects. - FY 17-18 Shuttle Program closed-out with a cost savings of \$1.549 for other projects. - Projects in process.	\$ 39,552	\$ 34,529	\$ 5,023	
<i>Accessible Services</i>	4%	Agreement-Based	- Program in progress.	\$ 39,552	\$ 39,552	\$ -	
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- \$160K programmed and allocated for a Business Plan for a proposed new ferry terminal in Redwood City, which is lead by the Port of Redwood City (Resolution 2021-10). - Program in progress	\$ 19,776	\$ 9,053	\$ 10,723	
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Program in progress	\$ 19,776	\$ 19,776	\$ -	
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- Measure A funding decision on hold.	\$ 19,776	\$ 6	\$ 19,770	
2. Highway	27.5%	Competitive	- Projects in process.	\$ 271,919	\$ 162,584	\$ 109,335	
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 222,479	\$ 222,479	\$ -	
4. Grade Separation	15%	Competitive	-\$23.8M programmed and allocated for 25th Avenue Grade Separation Project, which \$8.825M was funded from Original Measure Grade Separation category (Resolution 2021-1). - \$1.025 programmed and allocated for the Broadway Grade Separation Project, PS-3 relocation design and construction costs. - Projects in process.	\$ 148,319	\$ 129,366	\$ 18,953	
5. Ped and Bike	3%	Competitive	- Projects in process.	\$ 29,664	\$ 25,439	\$ 4,225	
6. Alternative Congestion Relief	1%	Plan-Based	- Commute.org TDM work programs ongoing.	\$ 9,888	\$ 5,602	\$ 4,286	
				<b>\$ 978,908</b>	<b>\$ 788,827</b>	<b>\$ 190,081</b>	

### 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 June 30, 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 June 30, 2021)

				In Thousands of \$ (\$1,000)			
Program		Exp. Plan %	Implementation Process <sup>1</sup>	General Status	Funds Collected to Date <sup>2</sup>	Programmed Funds <sup>3</sup>	Available Funding <sup>4</sup>
1.	Countywide Highway Congestion Improvements <sup>6</sup>	21.5%	Competitive	- Projects in process	\$ 39,213	\$ 187	\$ 39,026
2.	Countywide TDM <sup>6</sup>	1%	Competitive	- \$350k programmed and allocated for Alternative Congestion Relief and Transportation Demand Management Plan, which \$175K was split equally and funded by Measure A Alternative Congestion Relief (ACR) oversight and Countywide TDM sales tax revenue (Resolution 2021-2). - Program in progress.	\$1,634	\$ 175	\$ 1,459
3.	Local Safety Pothole and Congestion Relief Improvements	10%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 18,154	\$ 18,154	\$ -
4.	Grade Separation	2.5%	Competitive	- Program in progress.	\$ 4,539	\$ -	\$ 4,539
5.	Bicycle and Pedestrian	5%	Competitive	- Projects in process.	\$ 9,077	\$ 3,431	\$ 5,646
6.	Regional Transit Connections	10%	Competitive	-Program in progress	\$ 18,154	\$ -	\$ 18,154
					<b>\$ 90,771</b>	<b>\$ 21,947</b>	<b>\$ 68,824</b>

### 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 June 30, 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: Dora Seamans  
Authority Secretary

SUBJECT: **2022 BOARD OF DIRECTORS MEETING CALENDAR**

**ACTION**

Staff recommends the Board approve the attached meeting calendar for 2022.

**SIGNIFICANCE**

The Board of Directors' regular meetings are scheduled for the first Thursday of each month at 5:00 pm.

**BUDGET IMPACT**

There is no impact on the budget.



## Board Meeting Calendar 2022

Thursday – 5:00 PM
January 6
February 3
March 3
April 7
May 5
June 2
July 7
August 4
September 1
October 6
November 3
December 1

The Board meets the first Thursday of the month unless otherwise noted.  
All meetings are held via Zoom (additional location, if any, to be determined), unless otherwise stated at [SMCTA Board Calendar/Meetings](#)



**BOARD OF DIRECTORS 2021**

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

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

**AGENDA ITEM #10  
OCTOBER 7, 2021**

**MEMORANDUM**

**To:** TA Board of Directors  
**From:** Carter Mau, Acting Executive Director  
**Subject:** Executive Director's Report – September 30, 2021

**25<sup>th</sup> Avenue Grade Separation in San Mateo**

On Friday, September 17, representatives from the TA, Caltrain, City of San Mateo and the California High-Speed Rail Authority and other stakeholders gathered to celebrate the completion of the 25th Avenue Grade Separation Project after nearly four years of construction. The \$205.9 million project was funded by \$97.8 million in Measure A funds in addition to contributions from the City of San Mateo, California Public Utilities Commission Section 190, and high-speed rail funds. The project brought much needed safety and local traffic flow improvements. The project grade separated the tracks and road at E. 25th Avenue, provided east-west street connections at 28th and 31st Avenues and built a new elevated Hillsdale Station approximately four blocks north of its previous location.

**Autonomous Vehicle Workshop**

The TA and SamTrans will be hosting a joint virtual workshop on November 17, 2021 from 9:00 AM to 12:00 PM aimed at better understanding how autonomous technologies may impact travel and mobility in San Mateo County. Progress toward autonomous personal and shared autonomous vehicles (AV/SAV) has been steadily increasing over the past decade. However, most of the research and communications about the technology has been centered on how vehicles themselves adapt to the environment around it, rather than presenting how cities should be preparing for the transition to a driverless future. The workshop will focus on three components: (1) provide an overview of current the current policy framework in California and beyond; (2) learn from presenters about current autonomous and connected vehicle technologies for personal, shared, and transit vehicle applications; and (3) collaborate on potential ideas for how the TA, SamTrans, and local jurisdictions can start thinking about how funding, transit, project/infrastructure, and policy decisions may need to adapt to an AV/SAV future. The event will be free and open to the public; participation at the workshop will include TA and SamTrans Board members, local elected officials, and local technical staff.

### **Route 1 Safety and Operational Improvement Project (Wavecrest Road to Poplar Street)**

This is a City of Half Moon Bay sponsored project located just south of the intersection of State Routes (SR) 1 and 92, adjacent to the Coastside Fire Station. The TA funded \$3.9 million for the design and construction of this project which will provide safety enhancement and operational improvements on SR 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection and Main Street and Higgins Canyon Road, and will modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road. Construction, which began last year, is on schedule and the City will be holding a ribbon-cutting ceremony on October 13 to celebrate the completion of this project.

### **US 101/SR 92 Interchange Area Improvement Project**

The TA in partnership with the Cities of Foster City and San Mateo and the City/County Association of Governments of San Mateo County (C/CAG), and in cooperation with the California Department of Transportation (Caltrans), is working to implement short-term improvements at the US 101/SR 92 Interchange area. The US 101/SR 92 Interchange Area Improvement Project is a critical building block to the long-term project known as the US 101/SR 92 Interchange Direct Connector project. The proposed short-term project consists of four different improvements in the interchange area that can be implemented together or independently:

1. Westbound SR 92 to the southbound US 101 loop ramp and structure widening improvements
2. Northbound and southbound US 101 to eastbound SR 92 merging and restriping improvements
3. Southbound US 101 Fashion Island Boulevard off-ramp improvements
4. Northbound US 101 at the Hillsdale Boulevard off-ramp and intersection modification and widening improvements

The project achieved a major milestone in September 2021 by completing the environmental review phase and securing project approval from Caltrans. The project is now positioned to move into the design phase, with construction to complete by November 2024, if full funding is secured.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **PROGRAM REPORT: SOUTH SAN FRANCISCO CALTRAIN STATION PROJECT**

**ACTION**

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

**SIGNIFICANCE**

At the July 1, 2021 Board meeting, the Board programmed and allocated an additional \$23 million to the South San Francisco Caltrain Station project (Project) to help fund cost increases associated with several significant Project challenges including: utility relocations; contractor productivity; changes orders and claims; and cost escalation for labor and materials. As part of the additional allocation of funds, the TA Board requested more frequent updates on the Project. This is the first update since July 2021.

At the October meeting, staff will provide information via a PowerPoint presentation related to the latest construction progress, and the resolution of contractor change orders and claims.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Per the 2004 Expenditure Plan, 16 percent of Measure A sales tax revenue is apportioned to the Caltrain category. Up to half of the funding may be used to support Caltrain operating costs with the remainder funding capital projects. The TA has historically allocated funding from the Caltrain category on an annual basis in support of programs and projects in the Caltrain Short Range Transit Plan (SRTP) and the adopted Caltrain capital and operating budgets.

# South San Francisco Caltrain Station Improvement Project

October 7, 2021  
Board of Directors



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# Project Description / Construction Progress



# Project Purpose

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- Improve station and system operations
- Improve safety
- ADA compliance
- Enhance pedestrian/bike access and improve east-west connection
- Integrate station into the fabric of Downtown South San Francisco
- Prepare station for electrification infrastructure





# Project Key Elements



- New center platform
- Track and signal work
- Pedestrian underpass
- 2 new entries/exits
- Downtown plaza
- ADA access
- Shuttle pick-up/drop-off
- Controlled intersection near eastside entry

# Project Milestones

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Activity	Date
Bid & Award	April 2017 – August 2017
Begin Construction	November 2017
Partial Suspension	April 2018 – September 2019
Complete Construction	November 2021
Project Closeout	March 2022



# Project Status

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- Current budget \$96.6M
- Project **95%+** complete (87% in July 2021)
- New platform opened: September 20, 2021 (northern access only)
- Full station access: November 2021



# Construction Update

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## Completed Work

- Shuttle Pick-Up/Drop-Off (Eastside Entry)
- Pedestrian Underpass
- 3 ADA Ramps & 2 Stairs
- New Center Platform
- West Plaza
- Track & Signal Work (JPB Main Lines & UPRR Yard Tracks)
- Testing & Commissioning of Passenger Information Systems

## Work in Progress

- Demolish Temp Station Platforms
- Refinish Parking Lot
- Mini High Installation
- Landscaping



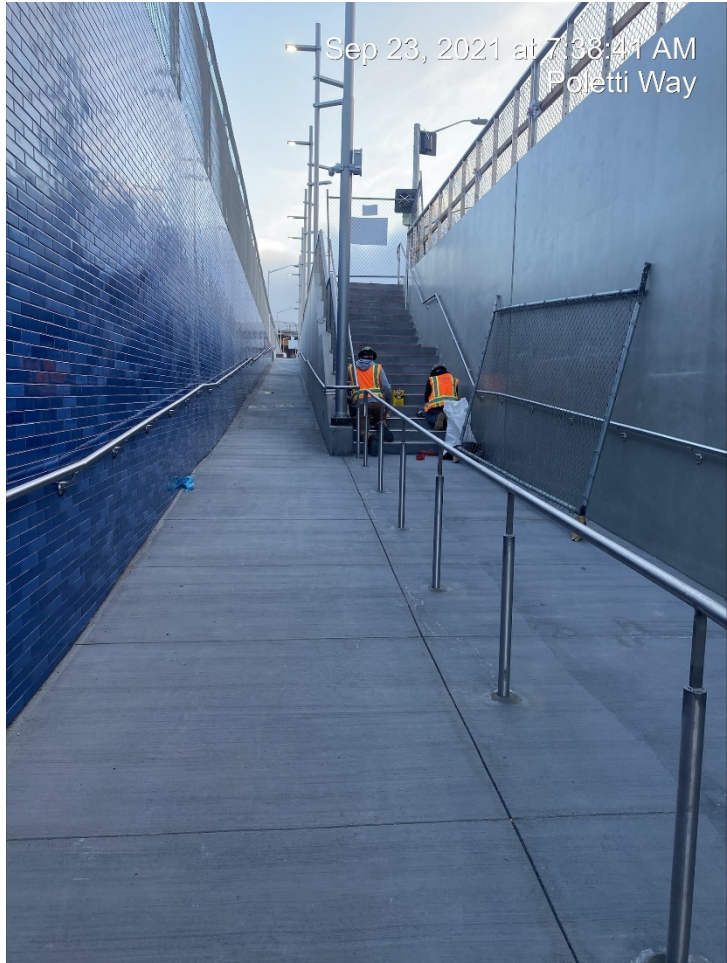
# Construction Update – Shuttle Pick-Up (East)



# Construction Update – Ramp & Stair 1 at East Entry



# Construction Update – Ramp & Stair 1 at East Entry



# Construction Update – Ramp & Stair 1 at East Entry

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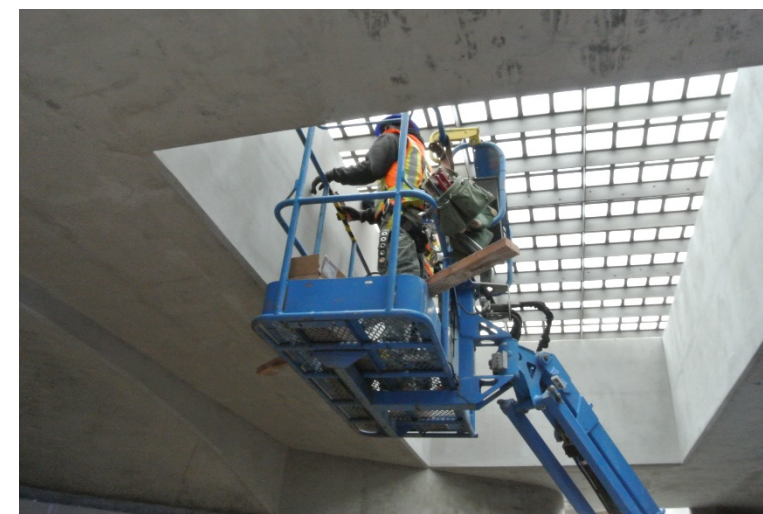
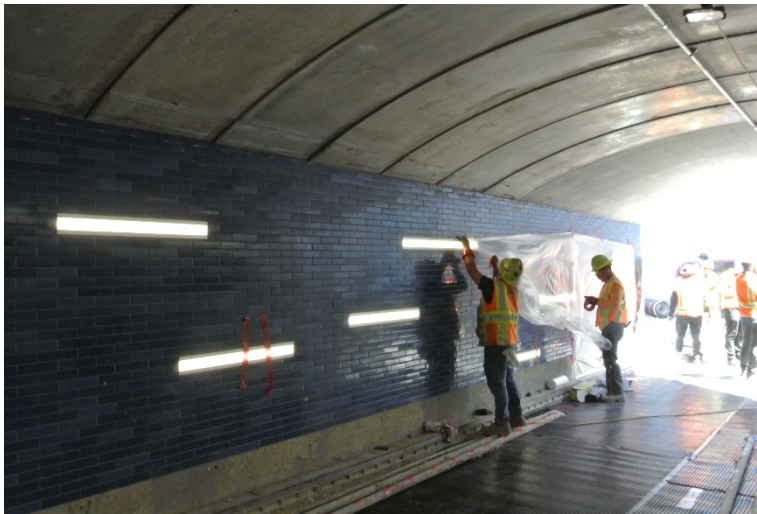
# Construction Update – Pedestrian Underpass

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Rendering of Pedestrian Underpass

# Construction Update – Pedestrian Underpass



Pedestrian Underpass During Construction

# Construction Update – Ramp & Stair 2 to Platform

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# Construction Update – New Platform

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Rendering of Center Platform

# Construction Update – New Platform



Center Platform During Construction

# Construction Update – Ramp 3 to West Plaza



# Construction Update – West Plaza

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Station West Access – West Plaza

# Construction Update – West Plaza



Construction of West Station Access



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# Project Cost and Schedule Update



# Highlights

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- Reset project cost and schedule with last quarter TA, JPB, SSF funding/budget approvals
- Productive relationship with contractors continuing
- Sustaining increased productivity levels
- 5% work remaining
- Significant milestones achieved
  - Underground civil work complete and major risks removed
  - Open commercial issues with Contractor resolved
- On track for station opening in November 2021



# Project Cost Summary (amounts shown in Millions)

Description	Current Budget	Estimate at Completion	Change
Engineering	\$2.770	\$2.770	
ROW/Utilities	\$6.440	\$6.440	
Construction	\$60.21	\$51.91	(\$8.300)
CM and DSDC	\$13.79	\$13.79	
Administration	\$8.300	\$8.300	
Procurement	\$0.155	\$0.155	
Operations Support	\$4.110	\$4.110	
Contingency	\$0.825	\$0.910	\$0.085
<b>Total</b>	<b>\$96.600</b>	<b>\$88.385</b>	<b>(\$8.215)<sup>(1)</sup></b>

**Notes:**

1 Includes \$2.0m from City of South San Francisco: subject to “last-in” use requirement



# Remaining Work and Risks

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- Remaining work
  - Demolish Temp Station Platforms
  - Refinish Parking Lot (PCEP project)
  - Mini High Installation
  - Landscaping
- Risks
  - PG&E – power to signal at Poletti Way



# Next Steps

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- November 2021
  - South San Francisco Station ribbon cutting
- March 2022
  - Project closeout



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **PROGRAM REPORT: PEDESTRIAN AND BICYCLE PROGRAM**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the San Mateo County Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. With the recent allocation of the FY 2021 and 2022 Ped/Bike Call for Projects, which included both Measure A and Measure W funding, the program update includes projects funded by both Measures.

TA staff will provide additional information via PowerPoint. This report also includes the following attachments:

- Exhibit A: Pedestrian and Bicycle Program Project Descriptions
- Exhibit B: Pedestrian and Bicycle Program Project Status Update

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The TA's pedestrian and bicycle program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A and five percent of Measure W of sales tax revenue is available to support the Pedestrian and Bicycle Programs. Project sponsors are required to submit quarterly progress reports, which the TA uses to track the performance of individual projects as well as the overall program.

## Exhibit A: Measure A Pedestrian and Bicycle Program - Project Descriptions

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### 1. Middlefield Road Class II Bike Lanes Project

*Sponsor: Town of Atherton*

*Allocated Funding: \$733,000*

Construction of wider Class II bike lanes on both sides of Middlefield Road from Ravenswood Avenue to Jennings Lane (approximate 1.5 mile segment) as well as pedestrian crossing improvements. Bikeway improvements include roadway widening in select locations to accommodate wider bike lanes and the addition of high visibility green bike lane markings at conflict zones. This project also includes the installation of a flashing LED beacon at the intersection of Middlefield and Glenwood Avenues and improved high visibility pedestrian crossings on Middlefield Road at the intersections of Marsh Road, Watkins Avenue, and Encinal Avenue.

### 2. Belmont Pedestrian and Bicycle Improvements Project

*Sponsor: Belmont*

*Allocated Funding: \$882,036*

Environmental, final design and construction phases for a suite of pedestrian and bicycle improvements at various locations along Ralston Avenue from Highway 101 to South Road. Upgrades along Ralston Corridor include high visibility pavement markings and crosswalks, green bike lanes, sharrows, wayfinding signs and pedestrian refuge islands.

### 3. Notre Dame Avenue Street Improvement Project

*Sponsor: Belmont*

*Allocated Funding: \$150,000*

Construction of pedestrian and bicycle improvements on Notre Dame Avenue between Ralston and Miller Avenue (approximately 0.3 miles) including new sidewalks to eliminate gaps, ADA-compliant curb ramps, bicycle “share the road” signs, sharrows and enhanced crosswalks.

### 4. Ralston Avenue/Highway 101 Bicycle/Pedestrian Overcrossing Project

*Sponsor: Belmont*

*Allocated Funding: \$596,696*

Construction of a bicycle and pedestrian bridge and path 900 feet north of Ralston Avenue, crossing U.S. 101 and O’Neil Slough. The project includes a Class I bicycle path/sidewalk 8 feet in width plus a 2-foot wide shoulder on each side of at-grade sections. The total length of the project is approximately 2,460 feet, consisting of 1,522 feet of bridge structures/ramps, and 938 feet of paths/sidewalks.

### 5. Burlingame Avenue Downtown Pedestrian and Bicycle Improvements

*Sponsor: Burlingame*

*Allocated Funding: \$300,000*

Planning and design for approximately 4,400 linear feet of streetscape improvements in the downtown area of Burlingame, including ADA-compliant ramps, sidewalks, crosswalk striping, bicycle racks, lighting, landscaping, curb, and gutter work along Burlingame Avenue from El Camino Real to California Drive.

### 6. Burlingame East Side Bicycle Route Improvements

*Sponsor: Burlingame*

*Allocated Funding: \$91,700*

Design and construction of approximately 9,700 linear feet of dedicated Class II bike lanes, markings, and directional signage along Airport Boulevard from Bayshore Highway to Lang Road. Installation of sharrow roadway markings and directional signage for 6,600 feet along Bayshore Highway (between Airport Boulevard and the Millbrae city limits) and for 920 feet along Beach Road (between Sanchez Creek/Bayfront Channel and Airport Boulevard).

**7. Burlingame West Side Bicycle Route Improvements**

*Sponsor: Burlingame*

*Allocated Funding: \$168,700*

Design and construction a combination of dedicated Class II bike lanes and Class III sharrow roadway markings and directional signage along a 4,000 foot segment of Hillside Drive from Alvarado Avenue to El Camino Real and 7,100 feet along Rollins Road (between Broadway and the city limit near Adrian Road).

**8. California Drive Bicycle Facility**

*Sponsor: Burlingame*

*Allocated Funding: \$800,000*

The project will construct approximately 0.75 miles of bicycle network along California Drive, between Broadway and Oak Grove Avenue, to enhance north/south connectivity across the City while improving the safety, comfort, and attractiveness of bicycling for people of varying ages and abilities. For planning & budgeting purposes, a Class II or better bicycle facility is proposed. Details of final design will be analyzed and vetted through the project design process involving community outreach and input.

**9. California Drive/Bellevue Avenue Bike-Pedestrian Roundabout**

*Sponsor: Burlingame*

*Allocated Funding: \$1,000,000*

Preliminary engineering/environmental, final design, right of way and construction for a roundabout with enhanced crosswalks and median islands, ADA- compliant curb ramps, green street/sustainable stormwater runoff control and designated bikeway improvements.

**10. Hillside Boulevard Improvements Phase I**

*Sponsor: Colma*

*Allocated Funding: \$177,541*

Construction of the following improvements as part of a larger streetscape improvement project: 2,270 linear feet of new sidewalk with ADA-compliant curb ramps, 4,727 linear feet of bicycle lanes (both sides), new enhanced crosswalks, and traffic calming including removal of one vehicular travel lane from each side of the street and sidewalk bulb-outs.

**11. Complete the Gap Trail**

*Sponsor: County of San Mateo*

*Allocated Funding: \$300,000*

Preliminary engineering, environmental review and final design to close an approximate 800 foot long trail gap on the Crystal Springs Regional Trail, which will accommodate pedestrians and bicycles, on the west side of Skyline Boulevard between Lower Crystal Springs Reservoir Dam and the existing South of Dam Trail segment. The project consists of an 8 foot wide paved trail and a 2 foot wide gravel shoulder with a k-rail on the east and a chain-link fence on the west and pathway directional signage.

**12. Complete the Gap Trail**

*Sponsor: County of San Mateo*

*Allocated Funding: \$750,000\**

Construction of an 800-foot long multi-use trail on the west side of Skyline Boulevard between the Lower Crystal Springs Reservoir Dam and the existing South of Dam Trail segment.

\*Sponsor decided not to proceed with project as designed and relinquished allocated construction funding, which will be made available for other projects in future funding cycles.

**13. Midcoast Multimodal Trail**

*Sponsor: County of San Mateo*

*Allocated Funding: \$500,000*

Preliminary engineering, environmental and design work for approximately 3,750 feet of a multi-use trail from Alto Avenue in Miramar to Coronado Street in El Granada.



**14. Enhanced Pedestrian and Bicycle Visibility Project**

*Sponsor: Daly City*

*Allocated Funding: \$337,500*

Design and construction of the installation of crosswalk warning LED light systems at various intersections and build-out of all remaining bicycle routes and lanes, to the extent feasible, from the City's Bicycle Master Plan.

**15. John Daly Boulevard Streetscape Improvements**

*Sponsor: Daly City*

*Allocation Funding: \$1,000,000*

Construction of the following improvements as part of a larger streetscape improvement project: widening of the travel way to accommodate 6 to 7 foot wide bicycle lanes on John Daly Boulevard between Mission and DeLong streets (approx. 0.3 miles), widening of pedestrian refuge islands at Santa Barbara Avenue, installation of pedestrian scale lighting on new, widened sidewalks, and installation of stamped asphalt crosswalks at Santa Barbara and Delong streets.

**16. Lake Merced Boulevard In-pavement Crosswalk**

*Sponsor: Daly City*

*Allocated Funding: \$77,000*

Construction of an in-pavement crosswalk warning system, a rectangular rapid flashing beacon, and bulb-out on Lake Merced Boulevard, approximately 280 feet north of Belmar Avenue.

**17. Mission Street Streetscape Project**

*Sponsor: Daly City*

*Allocated Funded: \$810,000*

Final design and construction work to widen an existing 3-foot wide concrete median on Mission Street to a 7 to 8-foot wide median with drought tolerant landscaping between Crocker and Templeton Avenues. Median noses will be extended further into the intersections at Goethe Street, Evergreen Avenue and Rice Street. A new pedestrian bulb-out will be provided at the intersection of Mission and Goethe Streets and high visibility crosswalks and improved pedestrian crossing signage will be provided in the project area. Existing inside vehicular travel lanes on Mission Street will be narrowed from 12 to 11 feet.

**18. Bike Transportation Plan Implementation – Class II and III Bike Facilities Project**

*Sponsor: East Palo Alto*

*Allocated Funding: \$300,000*

Construction of Class II bike lanes and Class III bike routes designated in the City's Bike Plan. Bike lanes are proposed on Newbridge Street, Bay Road, and Pulgas and Clark Avenues (total of 2.3 miles). Sharrows are proposed on 15 different local streets (total of 6.9 miles).

**19. Highway 101 Pedestrian/Bicycle Overcrossing**

*Sponsor: East Palo Alto*

*Allocated Funding: \$300,000*

Planning, preliminary design and environmental work for an overcrossing of Highway 101 that will connect at East Bayshore Road/Clarke Avenue and West Bayshore Road/Newell Road.

**20. Highway 1 Trail Extension - Ruisseau Francais to Roosevelt**

*Sponsor: Half Moon Bay*

*Allocated Funding: \$250,000*

Design and construction for the extension of the Highway 1 Bicycle/Pedestrian Trail from north of Ruisseau Francais Avenue to north of Roosevelt Boulevard with a 12-foot Class I Bike/Pedestrian path for approximately 0.5 miles.

**21. Main Street Bridge Bike and Pedestrian Improvements**

*Sponsor: Half Moon Bay*

*Allocated Funding: \$500,000\**

Design and construction of a new pedestrian and bicycle bridge in conjunction with and independently from, the rehabilitation of the existing motor vehicle bridge.

\*Sponsor decided not to proceed with project. Funding was made available to help fund other projects from the 2017 Call for Projects (per Resolution 2018-07).

**22. Pacific Coast Bikeway Connectivity North Project**

*Sponsor: Half Moon Bay*

*Allocated Funding: \$315,000*

Preliminary engineering/environmental review, final design, and construction of a Class I pedestrian/bike path on the east side of Highway 1 between Roosevelt Boulevard and Mirada Road (0.26 mile segment).

**23. Haven Avenue Streetscape Project**

*Sponsor: Menlo Park*

*Allocated Funding: \$170,000*

Design and construction of approximately 3,080 linear feet of bicycle lanes with buffer striping and green pavement treatments in vehicle-bicycle interaction zones, and pedestrian enhanced crosswalks at Haven Avenue and Haven Court.

**24. Menlo Park Bicycle and Pedestrian Enhancement Project**

*Sponsor: Menlo Park*

*Allocated Funding: \$805,600*

Final design and construction of the following pedestrian and bicycle enhancements: 1) installation of sidewalks and accessible curb ramps at the intersection of Coleman and Santa Monica Avenues and on Pierce Road from the Ringwood Avenue/101 Pedestrian-bicycle overcrossing to an alleyway east of Carlton Avenue, 2) crosswalk enhancements on Middle Avenue at Blake Street and San Mateo Drive including rapid rectangular flashing beacons, bicycle markings and accessible curb ramps, and 3) installation of sharrows and signage on San Mateo/Wallea Drive.

**25. Menlo Park-East Palo Alto Connectivity Project**

*Sponsor: Menlo Park/East Palo Alto*

*Allocated Funding: \$395,000*

Construction of the following improvements: bicycle routes and sharrows on eight separate residential streets bounded by the general area of Willow Road, US 101, University Avenue and San Francisquito Creek, adding new sidewalks to eliminate gaps on O'Connor Street and Menalto Avenue, and bicycle and pedestrian enhancements at the Willow Road/Gilbert Avenue intersection, including enhanced crosswalks, ADA-compliant curb ramps and sharrows.

**26. Middle Avenue Pedestrian and Bicycle Crossing**

*Sponsor: Menlo Park*

*Allocated Funding: \$490,000*

Preliminary engineering and environmental review for a grade separated crossing through the Caltrain Railroad from El Camino Real to Alma Street at Middle Avenue to create a pedestrian and bicycle connection between east and west Menlo Park.

**27. Middle Avenue Pedestrian/Bicycle Rail Crossing Project**

*Sponsor: Menlo Park*

*Allocated Funding: \$1,130,000*

The project will construct a pedestrian/bicycle-only grade separated structure (tunnel/underpass) and a mid-block crossing featuring raised crosswalks, signage, and flashing beacons to provide safe, direct connectivity between major Menlo Park destinations for Menlo Park students, workers, and residents east and west of the Caltrain corridor. The project is located between El Camino Real & Alma Street under Caltrain railroad tracks at approximately Middle Avenue near 500 El Camino Real.

**28. Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvements Project**

*Sponsor: Millbrae*

*Allocated Funding: \$260,000*

Preliminary engineering/environmental review, final design, and construction of Class III bike routes on Park Place between El Camino Real and Magnolia Avenue, on Magnolia Avenue from Park Place to Murchison Drive and on Richmond Drive between Magnolia and the Millbrae Spur Trail (total of approx. 2.5 miles). Existing crosswalks on Magnolia Avenue will be upgraded to high visibility ladder crosswalks and rectangular rapid flashing beacons will be installed at the intersections of Magnolia Avenue and Green Hills and Helen Drives. While the sponsor's request was for \$360,000 with \$40,000 of matching funds for a total cost of \$400,000, the application included \$100,000 of ineligible pavement rehabilitation.

**29. Pacifica Headlands Trail Project**

*Sponsor: Pacifica*

*Allocated Funding: \$360,000*

Purchase of right of way for the Headlands Trail Project, which will ultimately include approximately 5,800 feet of natural surface multi-purpose trail from San Pedro Avenue to the northern end of the Devil's Slide Tunnel Project.

**30. Alpine Road at Arastradero & Portola Road at Farm Hill Road Shoulder Widening**

*Sponsor: Portola Valley*

*Allocated Funding: \$309,500*

Planning, environmental, design and construction work for the shoulder widening of two "pinch- point" locations along Alpine (500 linear feet) and Portola (600 linear feet) roads.

**31. Rectangular Rapid Flashing Beason (RRFB) on Portola Road at Corte Madera Road**

*Sponsor: Portola Valley*

*Allocated Funding: \$102,703*

The project will relocate the existing crosswalk at Portola Road at Brookside to just south of Portola Road at Corte Madera Road with an installation of a Rectangular Rapid Flashing Beacon (RRFB) system and associated grading and pathway extensions. Improvements to this crosswalk will address safety concerns that have been raised by the community about this intersection and as documented in the Towns Pedestrian Safety Study by its Traffic Engineering consultant.

**32. Brewster Avenue Pedestrian Improvements**

*Sponsor: Redwood City*

*Allocated Funding: \$734,000*

Design and construction of 19 curb bulb-outs with accessibility ramps at existing school crosswalks on Brewster Avenue from Fulton Street to Arch Street and two curb bulb-outs with accessibility ramps at the intersection of Broadway and Arch Street.

**33. El Camino Real Corridor Safety Project**

*Sponsor: Redwood City*

*Allocated Funding: \$300,000*

The project will pilot separated bike lanes on El Camino Real from Brewster Avenue in the north to the city's southern limit. In segments where a Class IV Separated Bikeway facility is not feasible, Class II Bike Lanes will be installed. Improvements include the addition of HAWK signal(s) to increase the number of safe crossing locations for both cyclists and pedestrians. The project will advance the city's planning work on the El Camino Real corridor to the design phase and coordinate closely with Caltrans.

**34. Highway 101 Undercrossing Project**

*Sponsor: Redwood City*

*Allocated Funding: \$500,000*

Construction of an approximate 700-foot long, pedestrian and bicycle path under the US 101 overpass at Redwood Creek, between and existing path that leads to Bair Island on the north side of US 101 and Convention Way on the south side of US 101.

**35. Hudson Street Bicycle and Pedestrian Improvements**

*Sponsor: Redwood City*

*Allocated Funding: \$532,640*

Design and construction of sharrow roadway markings and directional signage along the entire length of Hudson Street (approximately 1.7 miles). Bicycle detectors and pedestrian signals also will be installed at the signalized intersection of Jefferson Avenue and Woodside Road. Installation of crosswalks and bulb-outs at the following cross streets: Roosevelt Avenue, Oak Avenue and Redwood Avenue.

**36. Jefferson/Cleveland Safe Routes to School and Peninsula Bikeway Project**

*Sponsor: Redwood City*

*Allocated Funding: \$375,000*

Final design and construction of pedestrian/bicycle improvements at the intersection of Jefferson Avenue and Cleveland Street consisting of a pedestrian hybrid beacon or full traffic signal, marked crosswalks, bulb-outs at the north and southwest corners with accessible curb ramps, and a diverter and partial road closure that limits motor vehicle movements to right-turns only onto Jefferson while allowing bicyclists to continue straight.

**37. Kennedy Safe Routes to School Project**

*Sponsor: Redwood City*

*Allocated Funding: \$500,000*

Construction of mini roundabout, signage and striping improvements at Alameda de Las Pulgas and Goodwin/Maddux. Curb extensions, expansion of bus loading zone area on Washington Avenue, signage and striping improvements at the Kennedy school intersections.

**38. Safe Routes to Schools**

*Sponsor: Redwood City*

*Allocated Funding: \$976,780*

Design and construction of high-priority traffic control devices and traffic calming features in the vicinity of Adelante, Hawes, John Gill, Roosevelt and Roy Cloud schools including, curb extensions, high visibility crosswalks, ADA-compliant curb ramps, updated school area signage, stop signs, pavement markings, and bicycle markings for signal detection.

**39. Regional Bike Share Pilot Program – Redwood City**

*Sponsor: SamTrans*

*Allocated Funding: \$80,000*

San Mateo County share of approximate 1,000 bicycle program deployed in strategic locations in San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose. Measure A Funding applied toward capital costs for the installation of bicycles and stations in Redwood City during the pilot phase of the project.

**40. El Camino Real/Angus Avenue Intersection Improvements**

*Sponsor: San Bruno*

*Allocated Funding: \$300,000*

Design and construction of enhanced crosswalks, corner bulb-outs, median refuge areas and upgraded traffic signals at the intersection of El Camino Real and Angus Avenue.

**41. Huntington Bikeway and Pedestrian Safety Project**

**Sponsor: San Bruno**

**Allocated Funding: \$1,401,000**

The project will include construction of a Class IV two-way cycle track with concrete barrier and installation of streetscape improvements that will provide added safety for pedestrians and/or bicyclists on Huntington Avenue. The project will complete the bike route connection between South San Francisco and Millbrae and creates the City's first north-south bike route on the east side of the city.

**42. Transit Corridor Pedestrian Connection Project**

*Sponsor: San Bruno*

*Allocated Funding: \$350,000*

Design and construction of bulb-outs, lighting, and directional signage on El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue, and Huntington Avenue from San Bruno Avenue to Sneath Lane.

**43. 101/Holly Street Grade Separated Path Project**

*Sponsor: San Carlos*

*Allocated Funding: \$100,000*

Preliminary design and environmental work (project approval and environmental document) for a pedestrian and bicycle bridge through the US 101/Holly Street interchange.

**44. 101/Holly Street Pedestrian and Bicycle Overcrossing**

*Sponsor: San Carlos*

*Allocated Funding: \$1,000,000*

Construction of a pedestrian and bicycle overcrossing on the south side of the US 101/Holly Street Interchange.

**45. Pedestrian Safety Improvement Plan for San Carlos Avenue**

*Sponsor: San Carlos*

*Allocation Funding: \$1,000,000*

Construction of new sidewalks on the north side of San Carlos Avenue from Devonshire Boulevard to Prospect Street with accessible curb ramps at intersections. A new traffic signal is also proposed at San Carlos Avenue and Phelps Road. Upgrade existing Class II bike lanes to high visibility green bike lanes in transition zones at Upland Avenue and near the Alameda De Las Pulgas.

**46. 28<sup>th</sup> Avenue Bike Boulevard and Implementation Project**

*Sponsor: San Mateo*

*Allocated Funding: \$380,000*

Final design and construction of traffic calming improvements and bicycle/pedestrian enhancements on 28<sup>th</sup> Avenue from Mason Lane to El Camino Real that include bicycle striping and signage, speed humps, bulb-outs at Hacienda, Garfield and Edison Streets, and high visibility crosswalks.

**47. Citywide Bicycle Striping and Signage**

*Sponsor: San Mateo*

*Allocated Funding: \$157,163*

Implementation of the City of San Mateo Bicycle Master Plan recommended on-street bicycle network including striping and signage for Class II bicycle lanes, Class bicycle routes, and III bicycle routes with sharrow roadway markings.

**48. Hillsdale/101 Bridge Project**

*Sponsor: San Mateo*

*Allocated Funding: \$480,000*

Planning work (project initiation document) for the construction of a pedestrian and bicycle overcrossing south of the Hillsdale/US 101 interchange and bicycle lanes from Norfolk Street to the San Mateo/Foster City limit.

**49. Hillsdale/101 Bridge Project**

*Sponsor: San Mateo*

*Allocated Funding: \$875,000*

Preliminary design and environmental work (project approval and environmental document) for the construction of a pedestrian and bicycle overcrossing south of the Hillsdale/US 101 interchange and bicycle lanes from Norfolk Street to the San Mateo/Foster City limit.

**50. Hillsdale Caltrain Station Bicycle Access Gap Closure**

*Sponsor: San Mateo*

*Allocated Funding: \$153,000*

The project scope includes funding for the Plans, Specifications, and Estimates (PS&E) and Environmental phases to complete the connection via a short segment of Class IV separated bike lane on 28th Avenue between Edison and El Camino Real to transition bicyclists to the north side of the roadway in an area with fewer vehicle conflict points and less congestion. Design and environmental review is requested for the Class IV Separated Bikeway, ADA ramp installation, new crosswalk and pedestrian push buttons, and signalization modification at El Camino Real intersection, including design for video detection for bicyclists and vehicles. The scope also includes coordination and permitting with Caltrans for intersection improvements.

**51. North San Mateo Drive Pedestrian and Bicycle Improvement Project**

*Sponsor: San Mateo*

*Allocated Funding: \$200,000*

Construction of a road diet on a one-mile stretch of San Mateo Drive from Peninsula Avenue to Baldwin Avenue, converting four vehicular travel lanes to two vehicular travel lanes with a mixture of two-way left turn lanes and pockets. Approximately 5,300 feet of Class II bikeways, curb extensions, striping and signage, green street features, and landscaped curb extension throughout the corridor.

**52. Sharrows and Striping Program**

*Sponsor: South San Francisco*

*Allocated Funding: \$81,200*

Installation of sharrow roadway markings on existing Class III bicycle routes and the striping of proposed Class II bicycle lanes throughout the city.

**53. Sunshine Gardens Safety and Connectivity Improvements Project**

*Sponsor: South San Francisco*

*Allocated Funding: \$504,000*

Preliminary engineering, environmental review and final design and construction of safety features in the Sunshine Gardens neighborhood, in the vicinity of Sunshine Gardens Elementary School and El Camino High School to include: advanced stop bars, high-visibility ladder cross walks, pedestrian refuge islands, ADA compliant curb ramps and a Class III bicycle route installed along Holly Avenue between Mission Road and Hillside Boulevard.

**54. Alameda de Las Pulgas Bike and Pedestrian Improvements**

*Sponsor: Woodside*

*Allocated Funding: \$275,000*

Final design and construction of the following improvements: buffered bike lanes on the Alameda de las Pulgas from Woodside Road to Fernside Street, reduction of through vehicular lanes from two to one in the southbound direction of the Alameda de las Pulgas to match the existing northbound condition, re-channelizing the approach of Fernside Street to a right angle at the Alameda de las Pulgas for southbound automobile traffic, and the removal of median curb projections in the crosswalks at the Alameda de las Pulgas/Woodside Road intersection.

**55. School Safety Improvements Project**

*Sponsor: Woodside*

*Allocated Funding: \$21,600*

Replacement of two existing in-pavement crosswalks with warning lights and a caution sign with rectangular rapid flashing beacon, adjacent to Woodside Elementary School.

## Measure W Pedestrian and Bicycle Program - Project Descriptions

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### 1. Ralston Avenue Corridor Project – Segment 3

*Sponsor: Belmont*

*Allocated Funding: \$840,000*

The project will install new high visibility crosswalks; replace existing curb ramps with ADA compliant ones; install sharrows; install new green conflict bike lane markings; install new bike lanes; new concrete bulb-outs; relocate an existing RRFB and install new RRFBs; median modifications; remove street parking stalls; and will replace deficient sidewalks and driveways.

### 2. Burlingame Station Pedestrian Improvement

*Sponsor: Burlingame*

*Allocated Funding: \$600,000*

The project will construct enhancements of pedestrian accessibility through the installation of 230 linear feet of sidewalk, four curb ramps, one curb extension with bio-retention area which will relocate and shorten the pedestrian crossing at East Lane and Burlingame Avenue; a high activity intersection that connects and provide a pedestrian network to and from the Burlingame Caltrain Station to nearby Burlingame Community Center, schools, tennis courts, aquatic center, parks, and neighborhood communities.

### 3. Santa Cruz Avenue and Alameda de las Pulgas Improvement Project

*Sponsor: County of San Mateo*

*Allocated Funding: \$700,000*

The project will implement safety & access improvements by reducing travel lanes & lane widths to calm traffic, installing dedicated Class II Bike Lanes or better for bicyclists, constructing wider sidewalks, and shorten crossings for pedestrians. Additional bicycle and pedestrian improvements include: bike boxes for turning movements, buffered green bike lanes, dashed green conflict zones, bicycle detection loops, bulb-outs, and median islands to reduce crossing widths, bicycle/pedestrian signal modifications, and rectangular rapid flashing beacon.

### 4. John Daly Boulevard/Skyline Boulevard Pedestrian Connection Project

*Sponsor: Daly City*

*Allocated Funding: \$620,800*

The project will construct a sidewalk on the north side of John Daly Boulevard between Eastgate Avenue and Skyline Boulevard to provide a pedestrian connection between the Westlake neighborhood and activity centers west of Skyline Boulevard. It will also install pedestrian-scale lighting along the sidewalk and construct an ADA-compliant curb ramp at the west end of the sidewalk.

### 5. Vision Zero Community Outreach Program (Non-Infrastructure Project)

*Sponsor: Daly City*

*Allocated Funding: \$50,000*

The Vision Zero Community Outreach Program is the next step in implementing Daly City's recently adopted Vision Zero Action Plan, the first in San Mateo County. The Action Plan requires education of the all roadway users as we work towards zero serious injuries and fatalities by 2035. With consultant help, community outreach will include branding materials for the city's program, updating of the City's website, education materials, and when allowed Vision Zero promotion at public events.

### 6. Rectangular Rapid Flashing Beacon (RRFB) on Alpine Road at Golden Oaks Drive

*Sponsor: Town of Portola Valley*

*Allocated Funding: \$58,226*

The proposed project is an installation of a Rectangular Rapid Flashing Beacon (RRFB) system and associated pavement markings, signage, and electrical conduit at the existing crosswalk on Alpine at Golden Oaks Drive. Improvements to this crosswalk will address safety concerns that have been raised by the community about this intersection since 2014 and as documented in the Towns Pedestrian Safety Study by its Traffic Engineering consultant.

## **7. Hopkins Avenue Traffic Safety Implementation**

*Sponsor: Redwood City*

*\*Allocated Funding: \$360,000*

The proposed project is an installation of a Rectangular Rapid Flashing Beacon (RRFB) system and associated pavement markings, signage, and electrical conduit at the existing crosswalk on Alpine at Golden Oaks Drive. Improvements to this crosswalk will address safety concerns that have been raised by the community about this intersection since 2014 and as documented in the Towns Pedestrian Safety Study by its Traffic Engineering consultant.

\*Due to a stringent schedule, \$840,000 of Local Partnership Program (LPP) funds were used to fund this project, while the remaining was funded by Measure W.



## EXHIBIT B

### Active Ped/Bike Projects

Sponsor	Project Name	Funded Phase(s)	Project Status	Expected Completion Date	Award Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Construction	The City and TA executed the funding agreement, 6/2021. Construction contract was awarded and work continued, which included concrete work for sidewalks, ramps, driveways and curb/gutters.	Nov-2021	Dec-2020	\$0	\$840,000	\$0	\$840,000
Burlingame	Burlingame Station Pedestrian Improvements Project	Construction	The City and TA executed the funding agreement, 5/2021. Project team obtained community feedback on design concept.	Sep-2022	Dec-2020	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Construction	The City and TA executed the funding agreement, 3/2021. Project team obtained community feedback on preliminary design.	July-2022	Dec-2020	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Final design and construction	The City and the TA executed the funding agreement, 5/2021.	June-2023	Dec-2020	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design and construction	The City executed the funding agreement for Transportation Development Act, Article 3 (TDA3) funds that are to be used for additional pedestrian safety elements. Project team reviewed potential utility conflicts, investigated concrete under medians and traffic control for concrete work on 95% design plans.	June-2022	Mar-2018	\$810,000	\$0	\$74,373	\$735,627
Daly City	Vision Zero Community Outreach Program	Program (Non-infrastructure)	The City and TA executed the funding agreement, 5/2021.	Sep-2022	Dec-2020	\$0	\$50,000	\$0	\$50,000
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Project team was preparing Notice of Completion and release of retention.	July-2021	Mar-2018	\$300,000	\$0	\$282,094	\$17,906
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	The Environmental Initial Study/Mitigated Negative Declaration (IS/MND) continued to be reviewed.	June-2023	Mar-2018	\$315,000	\$0	\$114,577	\$200,423
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	The City sent the TA a request letter to extend the schedule to complete the Scope of Work and to amend the original funding agreement, due to additional standard requirements by Caltrans. Project team finalized bid package, coordinated Heritage Tree removal permit and renewed Department of Fish and Wildlife Permit.	Sep-2022	April-2014	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project team performed a site visit to address ponding issues, updated design to address ponding issues, and finalized design for Rectangular Rapid Flashing Beacon (RRFB).	Dec-2021	Mar-2018	\$805,600	\$0	\$237,440	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Right of Way and construction	The City and TA executed the funding agreement, 5/2021.	Sep-2022	Dec-2020	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Construction	The City and TA executed the funding agreement, 3/2021.	Sep-2022	Dec-2020	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) funds have been expended but construction is still ongoing. Quarterly reports will continue until the project is completed.	Dec-2021	Mar-2016	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction	The City and TA executed the funding agreement, 7/2021.	Sep-2022	Dec-2020	\$0	\$360,000	\$0	\$360,000
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction continued. Signal system and civil work at the intersection completed.	Dec-2021	Mar-2018	\$375,000	\$0	\$313,857	\$61,143
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, right-of-way and construction	The City and TA are finalizing and executing the funding agreement.	Dec-2023	Dec-2020	\$1,401,000	\$0	\$0	\$1,401,000
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project is on hold until further funding is identified. Project must secure funding and request an extension by 02/2022 to retain TA funding.	June-2024	Mar-2016	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Preliminary design/environmental and final design	The City and TA executed the funding agreement, 6/2021. Project team commissioned finalizing Scope of Work, which included reviewing and gathering all utility data in the corridor's right-of-way.	Oct-2022	Dec-2020	\$0	\$700,000	\$0	\$700,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Construction completed the end of 06/2021. Due to curb extension grade adjustments at 28th Ave/Garfield, the intersection was repaved, which prompted a change order of \$45K, paid by the City.	Dec-2021	Mar-2018	\$380,000	\$0	\$339,500	\$40,500
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Planning, preliminary design/environmental and final design	The City and TA executed the funding agreement, 6/2021. RFP anticipated to begin in 9/2021.	Nov-2021	Dec-2020	\$153,000	\$0	\$0	\$153,000
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction continued, which included installation of Rectangular Rapid Flashing Beacon (RRFB), traffic striping and signal activation.	Dec-2021	Mar-2016	\$200,000	\$0	\$83,348	\$116,652
						<b>\$7,209,600</b>	<b>\$3,331,729</b>	<b>\$2,001,390</b>	<b>\$8,030,005</b>

**Note:**

- Two projects that were allocated funds in December 2020, are currently on hold and are not shown in the above table:  
 1) Menlo Park - Middle Ave. Ped/Bike Rail Crossing Project is contingent upon funding, due to closing a funding gap with another grant source  
 2) Redwood City - El Camino Real (ECR) Corridor Safety Project is collaborating with Caltrans about planned work on ECR and how to best leverage grant funds.

### Completed Ped/Bike Projects

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Award Date</i>	<i>Measure A Funds</i>
Atherton	**Middlefield Road Class II Bike Lanes Project	Construction	Mar-18	\$219,210
Belmont	**Belmont Pedestrian Improvement Project	PE/ENV, PS&E & Construction	Mar-16	\$882,036
Belmont	Notre Damn Avenue Street Improvement Project	Construction	Feb-14	\$150,000
Belmont	Ralston Ave. Ped/Bike Overcrossing Project	Construction	Jul-11	\$596,696
Burlingame	Burlingame Ave. Downtown Ped/Bike Project	Community Outreach, Planning, Engineering, PS&E	Jul-11	\$300,000
Burlingame	California Drive/Bellevue Avenue Bicycle/Pedestrian Roundabout	PE/ENV, PS&E ROW/Utilities & Construction	Feb-14	\$1,000,000
Burlingame	East Side Bicycle Route Improvements	Construction	Jul-11	\$91,700
Burlingame	West Side Bicycle Route Improvements	Construction	Jul-11	\$168,700
Colma	Hillside Blvd. Improvements Phase I	Construction	Jul-14	\$177,541
Daly City	**Enhanced Pedestrian and Bicycle Visibility Project	PS&E and Construction	Mar-16	\$337,500
Daly City	John Daly Boulevard Streetscape Improvements	Construction	Feb-14	\$1,000,000
Daly City	Lake Merced Blvd. In-pavement Crosswalk	Construction	Jul-11	\$77,000
East Palo Alto	Highway 101 Pedestrian and Bicycle Overcrossing Project	Final Design	Jul-11	\$300,000
Half Moon Bay	Highway 1 Trail Extension - Young to Roosevelt	Permitting, engineering & construction	Jul-11	\$250,000
Menlo Park	Middle Avenue Ped/Bike Crossing	PE/ENV	Mar-16	\$490,000
Menlo Park	MP/EPA Connectivity Project	Construction	Feb-14	\$395,000
Millbrae	Magnolia Avenue and Richmond Drive Bike/Ped Improvements Project	PS&E and Construction	Mar-18	\$260,000
Pacifica	Headlands Trail Project	Parcel Acquisition	Jul-11	\$360,000

## Completed Ped/Bike Projects

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Award Date</i>	<i>Measure A Funds</i>
Portola Valley	Alpine Road at Arastradero Road & Portola Road at Farm Road Shoulder Widening Projects	Planning, PE/ENV, PS&E, Construction	Feb-14	\$309,500
Redwood City	Brewster Ave. Improvements	PE/ENV, PS&E & Construction	Jul-11	\$734,000
Redwood City	Hudson Street Bicycle and Pedestrian Improvements Projects	PE/ENV, PS&E & Construction	Jul-11	\$532,640
Redwood City	Safe Routes to School Project	PS&E and Construction	Feb-14	\$976,780
Redwood City	**Safe Routes to School Project	Construction	Mar-16	\$421,727
San Bruno	El Camino Real/Angus Avenue Intersection Improvements	PS&E and Construction	Feb-14	\$300,000
San Bruno	Transit Corridor Pedestrian Connection Project	PS&E and Construction	Jul-11	\$350,000
San Carlos	101/Holly Street Separated Path Project	Environmental clearance	Jul-11	\$100,000
San Carlos	**Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Mar-18	\$1,000,000
San Mateo	Citywide Bicycle Striping and Signage Project	PS&E and Construction	Jul-11	\$157,163
San Mateo	Hillsdale/101 Ped/Bike Bridge Project	Project Study Report (PSR)	Jul-11	\$480,000
San Mateo	Hillsdale/101 Ped/Bike Bridge Project	Environmental Document (PA&ED)	Feb-14	\$875,000
San Mateo County	Complete the Gap Trail	PE/ENV & PS&E	Mar-16	\$300,000
San Mateo County	Midcoast Multi-Modal Trail	PE/ENV & PS&E	Feb-14	\$500,000
SamTrans	Regional Bicycle Sharing Demonstration Program	Planning	Jul-11	\$80,000
South San Francisco	Sharrows and Striping Program	Construction	Jul-11	\$81,200
Woodside	Alameda De Las Pulgas Bike & Ped Improvements	PS&E and Construction	Mar-16	\$275,000
Woodside	School Safety Improvement Project	PS&E and Construction	Jul-11	\$21,600
<b>**These projects have been completed since August 2020.</b>				<b>\$14,549,993</b>

**De-funded Ped/Bike Projects**

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Reason for De-Funding</i>	<i>Award Date</i>	<i>Measure A Funds</i>
Half Moon Bay	Main Street Bridge Bike and Pedestrian Improvements	preliminary design/engineering, final design, construction	Allocation de-funded due to loss of federal funding and community concern of Main Street Bridge registered as historic site.	Jul-11	\$500,000
County of San Mateo	Complete the Gap Trail	Construction	Given the high cost of construction, the County was unable to fully fund the project. Thus, decided to decline the funds and reallocate them to needed projects.	Mar-18	\$750,000
					<b>\$1,250,000</b>

# *Measure A and Measure W Pedestrian & Bicycle Program Update*

October 7, 2021  
Board of Directors



# OVERVIEW

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- **Program background**
- **Program allocations & delivery status**
- **Distribution of Projects**
- **Completed Projects**
- **Safe Routes to School Project Awards**
- **Next Call for Projects**



# PROGRAM BACKGROUND

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- 3% of Measure A and 5% of Measure W Programs
- Purpose: to fund capital projects that encourage and improve walking and bicycling conditions
- 2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings but other projects can be considered
- Funding awarded through a competitive Call for Projects process approximately every two years



# PROJECT ALLOCATIONS

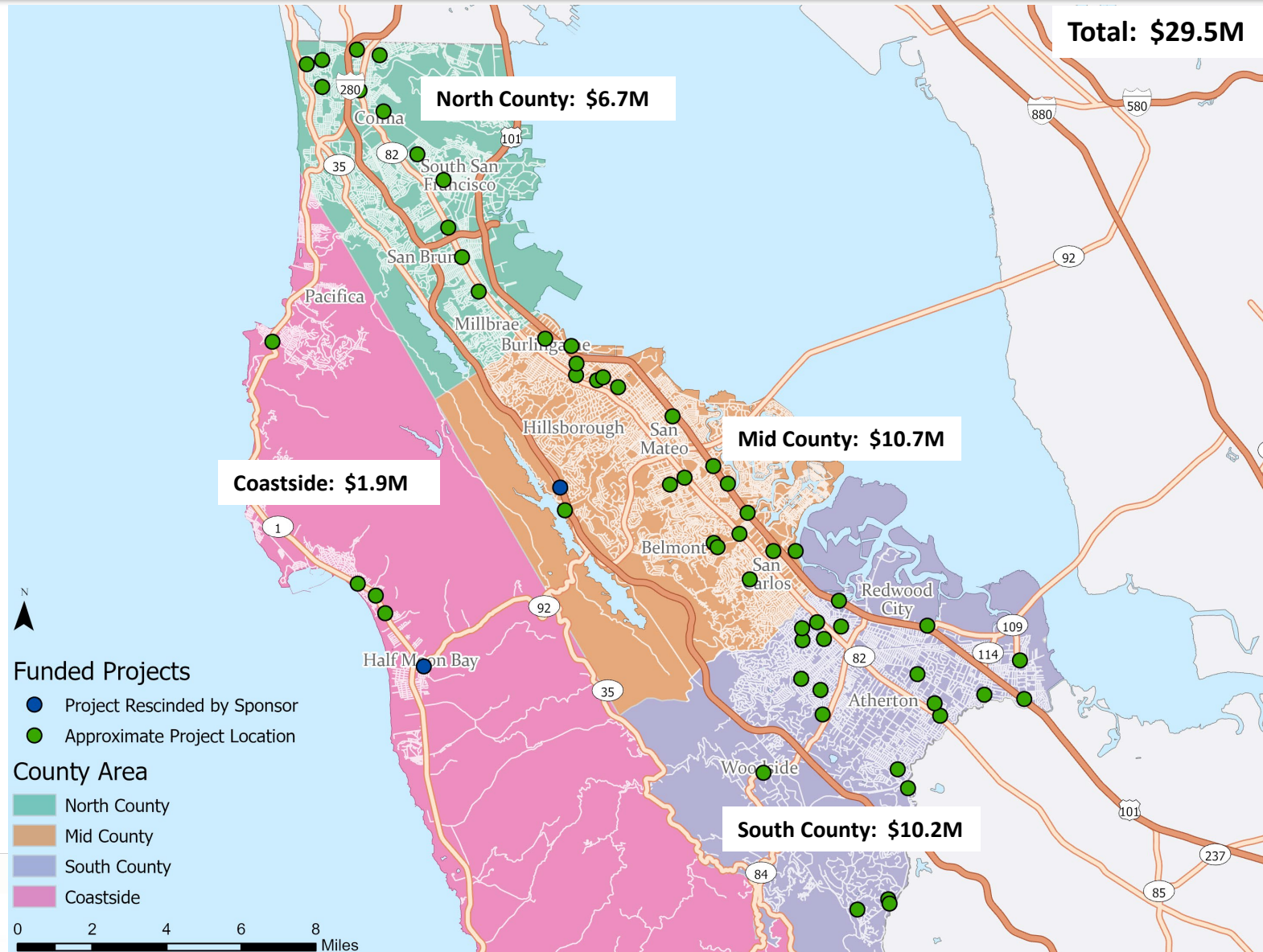
Cycle	Award Date	Award Amount	Number of Projects
Special Circumstances	2010/2011	\$0.7M	2
First	July 2011	\$4.5M	16
Second	April 2014	\$5.9M	11
Third	March 2016	\$5.0M	10
Fourth	March 2018	\$5.7M	10
*Fifth	December 2020	\$7.7M	13
<b>TOTAL</b>		<b>\$29.5M</b>	<b>62</b>



\*Allocation contains both Measure A & W funds.



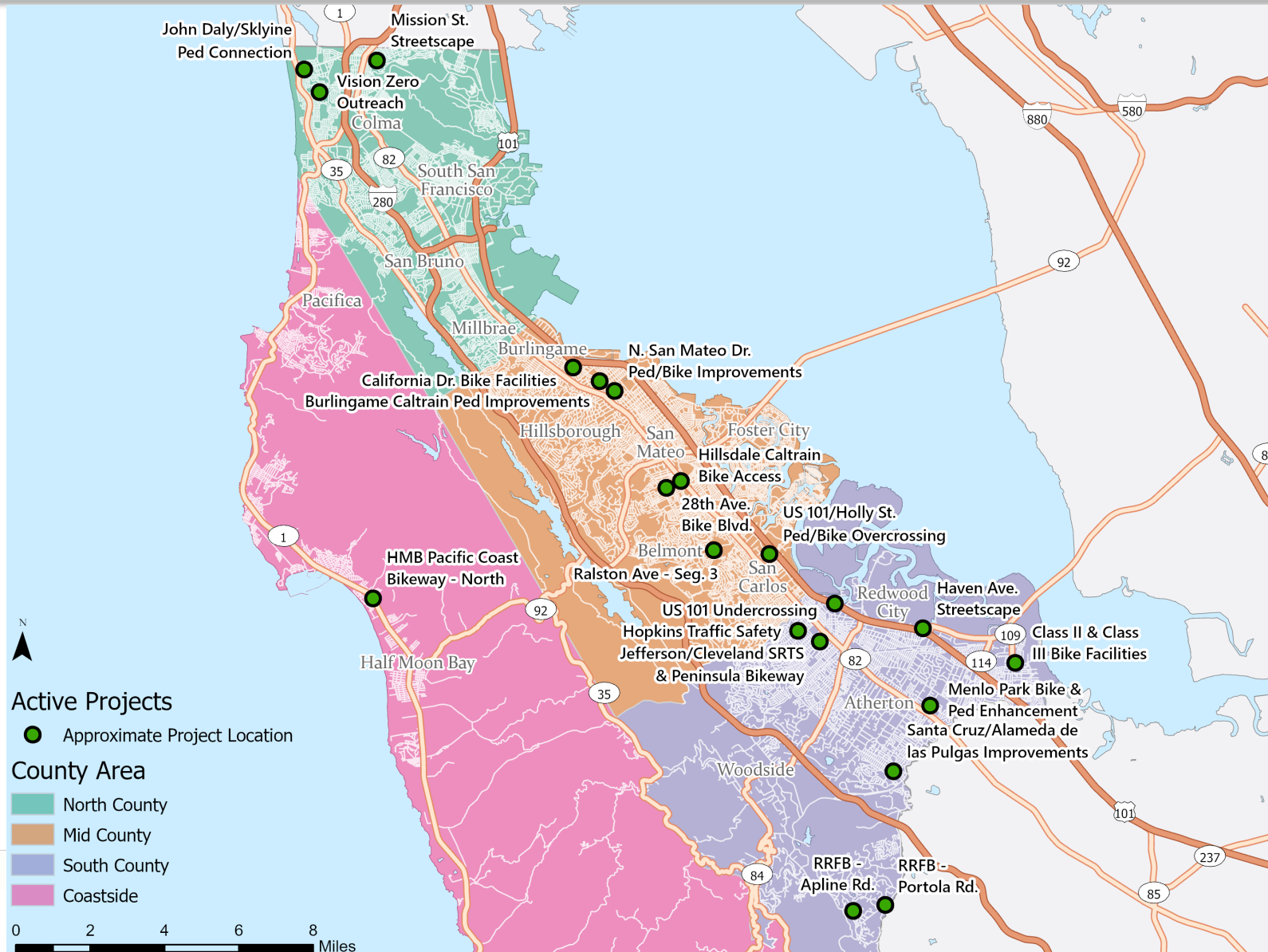
# DISTRIBUTION OF PROJECT AWARDS (MEASURE A & W)



County Sub-Area	Funding Awards
North County	14
Mid County	20
South County	23
Coastside	5
<b>Total</b>	<b>62</b>



# DISTRIBUTION OF ACTIVE PROJECTS (MEASURE A & W)



County Sub-Area	Funding Awards
North County	3
Mid County	7
South County	9
Coastside	1
<b>Total</b>	<b>20</b>



# COMPLETED PROJECTS SINCE AUGUST 2020

Sponsor	Completed Project
Town of Atherton	Middlefield Road Class II Bike Lanes Project
City of Belmont	Belmont Pedestrian Improvement Project
City of Daly City	Enhanced Pedestrian and Bicycle Visibility Project
City of Redwood City	Safe Routes to School Project
City of San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue



# PROJECT SPOTLIGHT – BEFORE & AFTER

City of Belmont – Belmont Pedestrian and Bicycle Improvements Project (Completed March 2021)



# PROJECT SPOTLIGHT – BEFORE & AFTER



# PROJECT SPOTLIGHT – BEFORE & AFTER

City of San Carlos – Pedestrian Safety Improvement Plan for San Carlos Avenue (Completed May 2021)



# PROJECT SPOTLIGHT – BEFORE & AFTER

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# SAFE ROUTES TO SCHOOL

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- In June 2020, the TA Board programmed and allocated a total of \$202,500 for FY 2021 and 2022 to the San Mateo County Office of Education (SMCOE) for the Safe Routes to School (SRTS) grant program.
- In FY 2021, thirteen (13) projects were selected and in FY 2022, nine (9) projects were selected.
- TA staff participated in the review and selection process.
- SMCOE staff will provide information on the program and selected projects as part of a separate presentation.





# **WHEN IS THE NEXT CALL FOR PROJECTS?**

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**Coming Fall 2022!**



# QUESTIONS/COMMENTS



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants, and the Transportation Authority and

SUBJECT: **PROGRAM REPORT: SAFE ROUTES TO SCHOOL**

**ACTION**

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

**SIGNIFICANCE**

Based on the adopted Strategic Plan 2020-2024, the Measure A and W Bicycle and Pedestrian program is comprised of three (3) subcategories: capital, planning/promotion, and Safe Routes to School (SRTS). The Strategic Plan directs the SRTS funding to the San Mateo County Office of Education (SMCOE) who leads a call for projects process with local schools and school districts.

In June 2020, the TA Board allocated \$202,500 for Fiscal Year's (FY) 2021 and 2022 toward the SRTS program. Since that time, the SMCOE has conducted two calls for projects that each included an evaluation committee to review, score the projects, and recommend funding awards. In FY 2021, thirteen (13) projects were selected and nine (9) projects in FY 2022. TA staff have been involved in the SRTS project selection process for both fiscal years.

A staff member from SMCOE will provide a brief overview of the program, the progress on FY2021 projects, as well as a summary of the project selections for FY 2022 via a PowerPoint presentation. A list of the SRTS projects selected are included as Attachment A to this report.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Strategic Plan 2020-2024 was approved by the Board in December 2019. The Strategic Plan recommended that 2.5% of the Pedestrian and Bicycle category funding for Measure A and W be set aside for the Safe Routes to School program.

**Measure W Safe Routes To School Project Awards for Fiscal Year 2021**

	<b>Applicant Name</b>	<b>Project Description</b>	<b>Award</b>
<b>1</b>	<b>Brisbane School District</b>	<b>Directional signs, painted routes, two way radios</b> - The project will establish clearly marked access points and routes for students who walk and bike to enter and exit all three campuses. Grantee will purchase directional signs and paint routes for students to walk. The School District will also purchase two way radios for yard supervisors to monitor start and dismissal protocols. These measures will help students who are walking and biking arrive and leave campus safely.	<b>\$600</b>
<b>2</b>	<b>Burlingame School District</b>	<b>Bike racks, scooter docks, walk audit and/or loading zone improvements</b> - Three infrastructure projects are planned for this school year. First, conduct a walk audit at the middle school to address a congested traffic flow during pick-up that can result in pedestrian-vehicle interactions. Second, make improvements to the middle school loading zone area, following the completion of the walk audit. This may include fresh paint, signage, physical barriers, and redesign of traffic flow patterns, as well as partnering with the City to address any off-campus changes that may be needed. Finally, install bike racks and scooter docks where needed at all schools. The schools goal is to fill in missing racks and docks where they are needed.	<b>\$13,000</b>
<b>3</b>	<b>Cabrillo Unified School District</b>	<b>Bike/ped safety mural and directional signs</b> - This project aims to heighten community awareness around pedestrian and bicycle safety by having students participate in creating a mural. The corner fence at the District Office is located at the busy intersection of Highway 1 and Kelly Avenue. Many students walk and bike this route on their way to/from four CUSD schools, all within one mile of the intersection. A group of students from CUSD will work with local artist to create a mural focusing on safety for bicyclists and pedestrians. As part of the effort to improve safety in this area, the School District will purchase signs to redirect the District Office employees and visitors to the side entrance to make it safer for bicyclists and pedestrians along Kelly Avenue, near the current entrance.	<b>\$6,800</b>
<b>4</b>	<b>Las Lomas Elementary School District</b>	<b>Rapid Flashing Beacon</b> - The Las Lomas Elementary School District intends to install a rapid flashing beacon at the intersection of Alameda de las Pulgas and Camino al Lago. Currently families must rely on high-speed traffic to slow or stop on their own if they happen to see families enter this double-yellow-lined busy street. Alameda de las Pulgas is a primary transportation corridor for cars traveling north or south to/from Stanford University or 101 and 280 freeways. This device will allow pedestrians to push a button that turns on a flashing crosswalk sign which alerts oncoming traffic that they are crossing.	<b>\$3,400</b>
<b>5</b>	<b>Menlo-Atherton High School (SUHSD)</b>	<b>Bike shed program and walk/bike promotion</b> - SRTS funding will help provide materials for educational programming, community outreach, and promotion of carless transport for all of our communities. Grantee will also use SRTS funds to create promotional materials for green transportation, to be posted around campus, as well as public service messaging for best practices around bike safety and bike security. Funding will also help to actively promote the schools fledgling Bike Shed program through promotional materials, participation incentives and to provide a stipend for the teacher who runs the Bike Shed program and works with students on bike repair and maintenance. Funds will also be used to purchase tools and other materials as part of the educational and training aspects of the Bike Shed program.	<b>\$8,000</b>
<b>6</b>	<b>MH Tobias Elementary School (JESD)</b>	<b>Sidewalk Improvements</b> - The grant funding will help in our school plan to open a new drop-off/pick up area, which will provide an alternate option, and help alleviate the traffic problems during drop off/ pick up in front of our school. From our observation of the sidewalk conditions, we are concerned about the condition and damage of the sidewalk on the corner of Brooklawn Avenue and Pinehaven Avenue. The sidewalk has wide cracks in the concrete and uneven pavement. This is a safety issue, which if not remedied, could result in potential accidents or injuries when our students and their families use the sidewalk.	<b>\$10,000</b>
<b>7</b>	<b>Redwood City School District (RWCS)</b>	<b>Walk audit and bike/walk map updates</b> - Henry Ford is currently the only Redwood City School District (RWCS) school without a walk and bike audit. With many local and state infrastructure grants contingent upon completed walk and bike audits, funding the walk and bike audit will help leverage resources to improve walking and biking conditions around the Henry Ford Elementary School. RWCS will also produce a set of updated walk/bike maps to help students and families better plan their route to school using relevant safety information.	<b>\$6,500</b>
<b>8</b>	<b>San Carlos School District</b>	<b>Crossing Guard Program</b> - The Crossing Guard Safety Program is essential to maintaining the safety of students on their way to and from school.	<b>\$13,000</b>
<b>9</b>	<b>Sunshine Gardens Elementary School (SSFUSD)</b>	<b>SRTS related school mural, bike shelter or crossing guard</b> - This project will help fund a Crossing Guard Safety Program, painting a mural in front of school with safety, walking, and biking scenes. Two bicycle racks will also be installed to encourage and support the usage of bikes for coming to school.	<b>\$17,000</b>



**Measure W Safe Routes To School Project Awards for Fiscal Year 2021**

	Applicant Name	Project Description	Award
10	Westlake Elementary School (JESD)	<b>Crossing Guard Program</b> - This project will help fund the Crossing Guard Safety Program near the school site to help families cross the busy, narrow street in front of the school.	<b>\$14,000</b>
11	Woodrow Wilson Elementary (JESD)	<b>Painted bicycle path</b> - This project will create an on-campus bicycle track where students and community members can learn to ride their bikes in this very dense Daly City neighborhood. The bicycle track will be painted on existing hard surfaces at the school.	<b>\$13,700</b>
12	Woodside High School (SUHSD)	<b>Bike shed program</b> - Funding will help support the operation of the Bike Shed program including promotional materials and tools to help repair bicycles.	<b>\$15,000</b>
13	Various	<b>Pop Up Grants to support slow streets around schools</b> - SMCOE will purchase portable safety items (portable signs, barricades, and traffic cones) to be provided to schools in cities/towns who agree to implement slow streets or "school streets" to support back to school travel.	<b>\$4,000</b>
		<b>TOTAL</b>	<b>\$125,000</b>

**Footnotes:**  
 Approximately \$30,000 carried over from FY21 to FY22 due to Covid related expenditure reductions.



### Measure W Safe Routes To School Project Awards for Fiscal Year 2022

	Applicant Name	Project Description	Award
1	Belmont-Redwood Shores School District	<b>Crossing Guard Program</b> - The Crossing Guard Safety Program is essential to maintaining the safety of students on their way to and from school and will encourage more students to walk or roll to school and will benefit Fox, Ralston, Cipriani, Central and Nesbit schools.	\$9,000
2	Cabrillo Unified School District	<b>Street crossing infrastructure improvements</b> - In collaboration with the city, CUSD will complete improvements at Kelly and Pilarcitos Avenues to elevate safety for students walking and "rolling" to Hatch Elementary, Pilarcitos High, and Cunha Intermediate Schools, all less than half a mile from the intersection. This City-led project would include adding and renewing high-visibility crosswalks at 3-4 legs of the intersection, updating signage, and installing two Rectangular Rapid-Flashing Beacons at the Kelly Avenue crossing.	\$14,000
3	Hillsdale High School (SMUHSD)	<b>Bike Repair and Share program</b> - Funding will help support the operation of the Bike Shed program including promotional materials, infrastructure (bike racks, bike stands), and tools to help repair bicycles. The school will also hire a recent graduate to lead the program, including leading and supervising student bike repairs, and supporting the three scheduled Hillsdale Community Bike Days. The school aims to repair 20 donated bikes to distribute to 20 low-income students and families.	\$11,295
4	La Honda-Pescadero Unified School District	<b>Walk audits / bike shed support</b> - The district aims to host an in-person Pescadero Schools walk audit to create safe travel environments for students to walk & roll to school. Additionally, the district aims to provide after-school bike mechanics workshops for middle school and high school students, including a bike mechanic instructor, container or shed with concrete foundation, and indoor bike stands and bike racks.	\$18,705
5	Martin Elementary School (SSFUSD)	<b>Sidewalk repair</b> - Sidewalk will be repaired so that it will be safe for pedestrians to walk on, bicyclists to bike, and families with strollers to push strollers on the sidewalk as opposed to the driveway.	\$20,000
6	Pacifica School District	<b>Skateboard, Scooter, and Bike Racks</b> - The district will provide skateboard/scooter racks or additional bike racks at schools to encourage active and safe transportation. Racks will be purchased from a vendor. If there is left over funding after purchasing the racks, it will be used for installation. Otherwise, the district will pay for installation.	\$5,000
7	San Mateo-Foster City School District	<b>Bicycle racks</b> - The district will provide bicycle racks for Abbott Middle School and Baywood Elementary School. Racks will be purchased from a vendor. If there is left over funding after purchasing the racks, it will be used for installation. Otherwise, the district will pay for installation.	\$8,000
8	Westlake Elementary School (JESD)	<b>Crossing Guard Program</b> - The school will hire a crossing guard, as there is currently none at this school site. The crossing guard will be stationed at Fieldcrest and Westlawn to provide a safe crosswalk for students and families.	\$14,000
9	Woodside High School (SUHSD)	<b>Bike classes and bike clubs</b> - The school aims to continue maintenance and active use of their bike shed facility, which includes an outdoor "classroom" where students from the school's Green Academy learn how to repair bicycles. Funding will help support the operation of the Bike Shed program including promotional materials and tools to help repair bicycles.	\$5,000
		<b>TOTAL</b>	<b>\$105,000</b>

**Footnotes:**

Approximately \$30,000 carried over from FY21 to FY22 due to Covid related expenditure reductions.

# Safe Routes to School

October 2021

San Mateo County Transportation Authority

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Theresa Vallez-Kelly, MPH  
Coordinator Safe Routes to School  
San Mateo County Office of Education



# Vision and Mission

## Vision

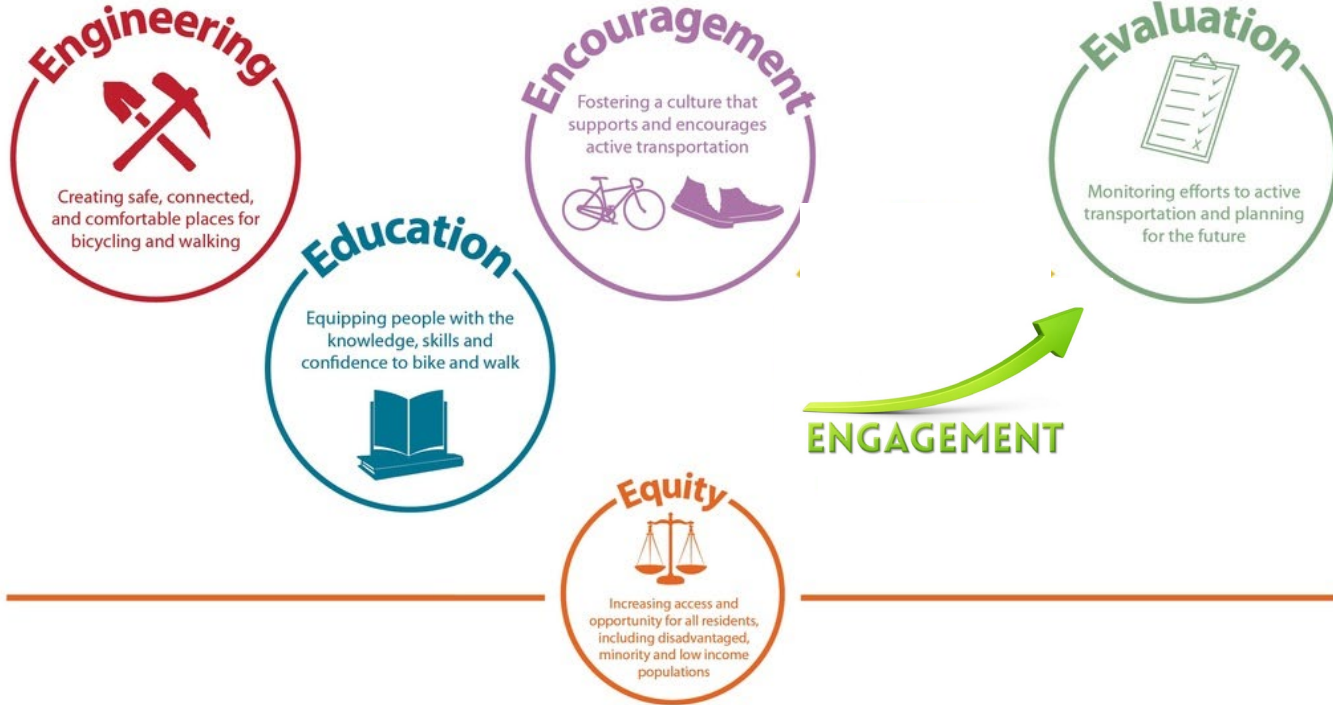
The efforts of Safe Routes to School in San Mateo County result in less traffic congestion around schools, improved air quality, a greener, healthier community and an increase in self-reliance among San Mateo County children who walk and bike to school. Safe Routes to School is the catalyst for teaching children traffic safety skills and encouraging them to take an active mode of transportation to school. San Mateo County communities support this initiative with infrastructure that provides safe passage for children.

## Mission

San Mateo County Safe Routes to School encourages and enables school children to walk and bicycle to school by implementing projects and activities that improve the health, well-being, and safety of children, which result in less traffic congestion and emissions caused by school-related travel.

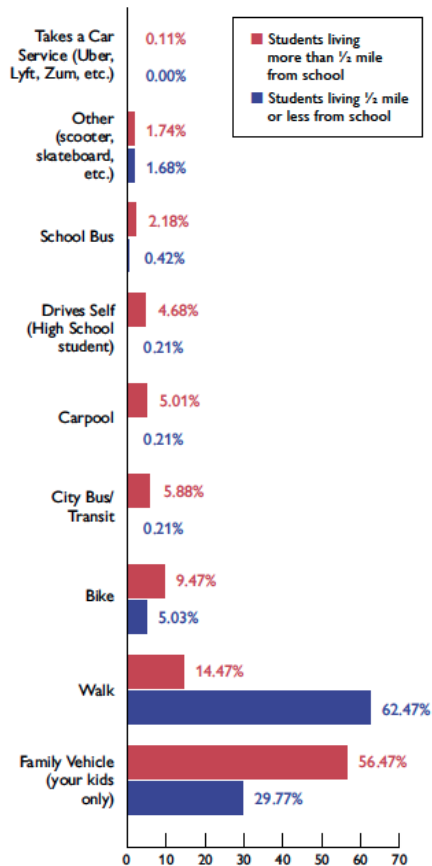


# The 6 E's of Safe Routes to School

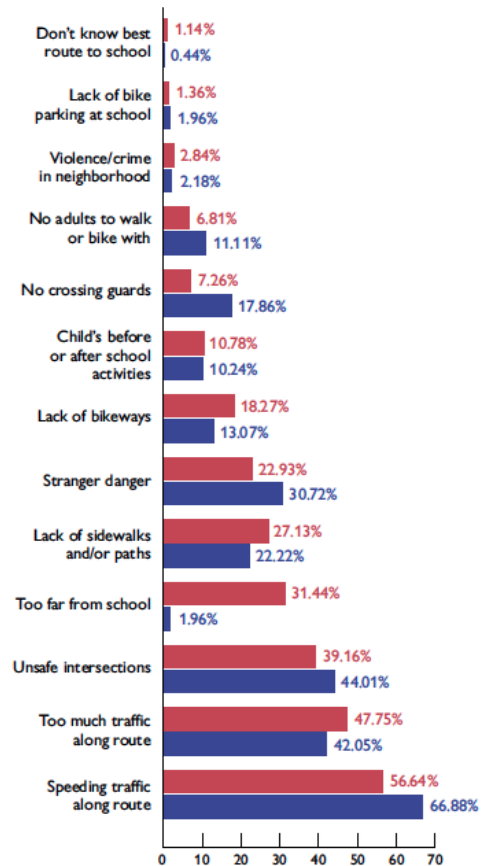


# October 2019 - March 2020

## How does your child usually travel to school?



## What are your top three concerns regarding your child or children walking and/or biking to school?



# Funders



2011- Present



2017 - Present



2020 - Present



2018 - Present

# Grant Program FY 2021 and 2022

## Available Funding

- Non-Infrastructure Funds: \$489,660
- TA Infrastructure/Special Project Funds: \$202,500

## Awards

- Non-Infrastructure Awards: 36 Projects
- TA Funded Infrastructure/Special Project Awards: 21 Projects



# 2020-2021 Projects

**Brisbane SD** - Directional signs, painted routes, two way radios

**Burlingame SD** - Bike racks, scooter docks, walk audit and/or loading zone improvements

**Cabrillo USD** - Bike/ped safety mural and directional signs

**Las Lomas SD** - Rapid Flashing Beacon

**Menlo-Atherton HS** – Bike shed program and walk/bike promotion

**Woodside HS** - Bike shed program and walk/bike promotion

**MH Tobias Elementary** - Sidewalk Improvements

**Redwood City SD** - Walk audit and bike/walk map updates

**San Carlos SD** – Crossing Guard Program

**Westlake Elementary** - Crossing Guard Program

**Sunshine Gardens Elementary** - SRTS related school mural, bike shelter, crossing guard

**Woodrow Wilson Elementary** - painted bike path

**SMCOE (Various)** - traffic cones, portable signs and barricades

# 2020-2021 Projects



Sidewalk Repair  
Bike Shed Programs

# 2021-2022 Projects

**Woodside High School** - bike shed program

**Pacifica SD** - skateboard/scooter racks or additional bike racks

**San Mateo-Foster City SD** - bike racks

**Belmont Redwood Shores SD** - crossing guard program

**Hillsdale HS** - bike shed materials, salary for bike mechanic

**Westlake Elementary** - crossing guard program

**Cabrillo USD** - infrastructure improvements at Kelly Ave and Pilarcitos Ave in HMB

**La Honda Pescadero USD** - walk audit, bike shed tools and parts, bike shed, stipend for bike mechanics instructor, bike shed or bike container with concrete foundation, indoor bike stands/racks as needed

**Martin Elementary School** - sidewalk repair in front of school

# Safe Routes to the School and the Pandemic





# Safe Routes to Zoom

Food Bank Distribution

Safe Routes to Anywhere

Story Time

Teddy Bear Challenge

Virtual Walk Audit &  
Engineering

Escape Room



# Full Page Ads in Daily Journal

COLOR THIS PAGE!


UNPLUG  
PUT ON  
YOUR MASK  
GO FOR  
A WALK

WALK TO ANYWHERE WEEK  
October 5-9, 2020

Join San Mateo County Office of Education's Safe Routes to School Program in promoting Walk to Anywhere Week! Always remember to stay safe on walks through your neighborhood. Look both ways, behind you, and at around you before crossing the street. And don't forget to put your phone in your pocket!

Color and share this page with SFTS (Safe Routes to School) in a classroom or the County Office of Education's website. Looking for more fun things to do? Sign up at [tinyurl.com/StayTimeSafeRoutes](http://tinyurl.com/StayTimeSafeRoutes) to get fun for every day this year. Walk to school, Safe Routes to School! Stay Active! Stay Safe!

Learn about the Pedestrian Challenge at [tinyurl.com/PedChallenge](http://tinyurl.com/PedChallenge)



## Safe Routes to Anywhere



Home Resources Archives C

[www.tinyurl.com/SafeRoutesSMC](http://www.tinyurl.com/SafeRoutesSMC)

## Food Bank Distribution



## Socially Distant Bike Rodeos



# San Mateo County: Supporting Back to School Travel

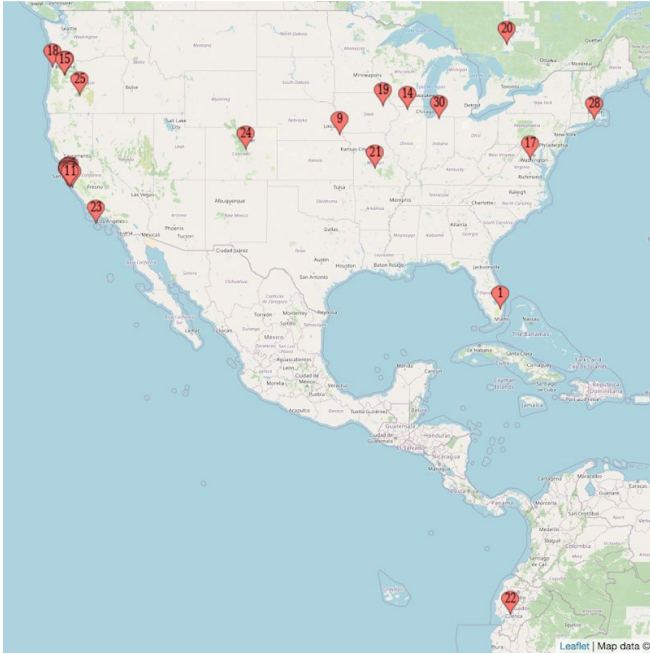


## Healthy School Travel at Sunshine Gardens Elementary



# Escape Room

[www.tinyurl.com/SRTSEscapeRoom](http://www.tinyurl.com/SRTSEscapeRoom)

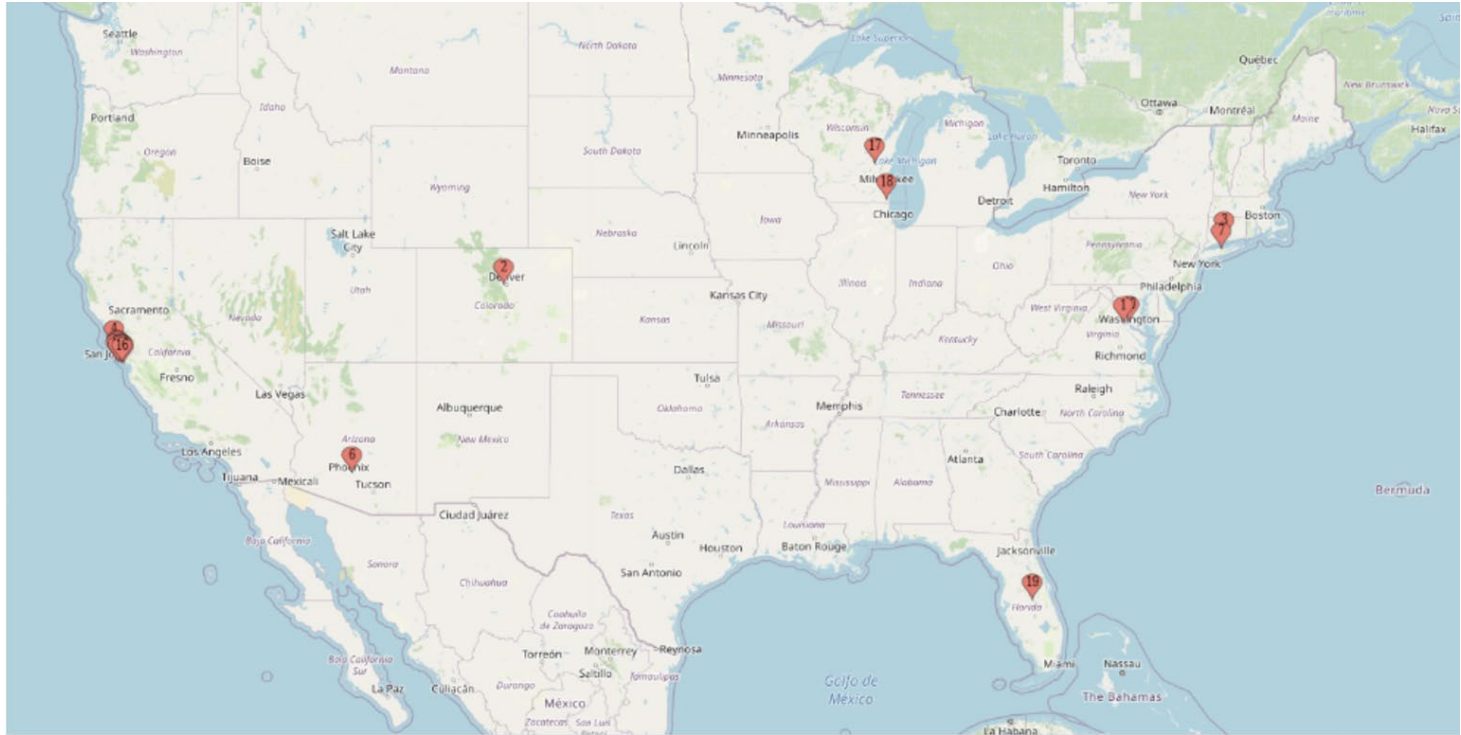


**SAFE ROUTES  
TO SCHOOL**

**Baby Yoda's Safe Journey**



# Ruby Bridges Walk to School Day



[www.tinyurl.com/RubyBridgesWalk](http://www.tinyurl.com/RubyBridgesWalk)

# Thank you for your support Transportation Authority!



Thank You!  
tvkelly@smcoe.org



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Casey Fromson  
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates.

**SIGNIFICANCE**

The 2021 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, Public Affairs Specialist

650-418-0095



# KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
As of September 10, 2021

## **Legislative schedule update and overview**

The House and Senate return to session in September with a very long to-do list and not much time to accomplish it all. Floor votes in the House will begin on Sept. 20, and the Senate resumes Sept. 13. Items on the docket include:

- The House and Senate must reach a funding agreement to avoid a potential government shutdown when the fiscal year ends Sept. 30;
- Congress must also raise or suspend the debt ceiling before it is breached, potentially as soon as October;
- Several federal programs will expire at the end of September, including the surface transportation authorization, the flood insurance program, and several Covid-19 benefit increases and credits;
- The Senate infrastructure bill is still pending in the House, where consideration will need to begin before the end of the month; and
- Committees have a deadline of completing the first stage of the reconciliation process by September 15.

## **Infrastructure Investment and Jobs Act / Surface Transportation Reauthorization**

As reported last month, the Senate approved the bipartisan infrastructure deal (now titled the Infrastructure Investment and Jobs Act, or IIJA) in early August, which includes surface transportation reauthorization along with several other infrastructure funding provisions. The bill has not yet been considered in the House, but its fate remains intertwined with the reconciliation bill: after a group of centrist Democrats resisted moving forward with reconciliation in late August, House leadership broke the logjam by imposing a deadline of Sept. 27 for the chamber to consider the IIJA.

That indicates that there is no path forward for the House-passed surface bill (the INVEST Act), and a number of House Democrats in the progressive caucus have continued to signal that they will not support the IIJA – which they had no hand in writing –until they see more progress on the reconciliation bill that funds climate and their other priorities. This cross-pressure between moderates and progressives will help make this a very complicated month on the House floor.

The IIJA does include several provisions to fund work on railway-highway crossings and grade separations, most notably reforms to the Section 130 program that would increase the federal share and remove the requirement that at least half of the funds set aside for the Section 130 program must be for the installation of protective devices at railway-highway crossings. The bill also includes a new Railroad Crossing Elimination grant program funded at \$500 million/year.

# KADESH & ASSOCIATES, LLC

*Earmarks:* As a reminder, the Senate's IIJA does not include any of the surface transportation reauthorization earmarks that the House INVEST Act had included, which is an additional concern for many House members.

## **Appropriations**

As discussed last month, the House has approved the majority of its appropriations bills for fiscal year 2022, which begins on Oct. 1. The Senate Appropriations Committee has released and marked up only some of its bills, which means there is no chance the two chambers will be able to reach agreement on full-year appropriations by the end of this month.

To avoid a government shutdown, we expect to see a continuing resolution (CR) released later this month, which will allow federal agencies to continue at current funding levels with some adjustments until a date certain. (That date has not yet been determined but may be December 2021, at which point another CR or a full-year appropriations bill will be needed.)

Among other things, that CR will likely bring with it several emergency funding provisions, including at least \$10B for Hurricane Ida response, \$14 billion for other natural disasters such as Hurricanes Laura and Delta in 2020, and additional funding for the Afghanistan withdrawal and Afghan refugee resettlement.

*Earmarks:* The status of Congressionally Directed Spending requests remains unresolved between the two chambers. A CR will not include earmarks, but that does not – by itself – indicate anything about whether they are included in a final appropriations bill for the year.

## **Reconciliation**

In the House, committees are all on pace to complete their work to approve individual pieces of a budget reconciliation package by Sept. 15, with some having already completed the committee amendment process while others will not start until closer to the deadline (such as the Transportation & Infrastructure Committee, on Sept. 14).

After each committee approves its provisions, they will be stitched together by the Budget Committee into a single piece of legislation. This will be the vehicle for much of President Biden's agenda: an expansion of Medicare benefits, prescription drug pricing reforms, universal paid family leave, and other expansions of the social safety net, along with climate, environmental, and infrastructure investments.

This reconciliation process will allow the bill to move through the Senate with only Democratic votes, by a simple majority vote. This is the same process that the American Rescue Plan went through earlier this year, as well as the tax law changes under the previous administration.

## KADESH & ASSOCIATES, LLC

Note that the \$3.5T figure that has been associated with this bill describes only one side of the ledger; it is likely that much of the cost will be paid for by tax increases, so the net effect on the budget will be lower.

All the same, moderate Democrats in the House and Senate remain skeptical about the overall dollar figure of the reconciliation bill, although they have generally not pointed to specific provisions that they would change. Sen. Joe Manchin has suggested he would prefer to pause the entire process and settle on a lower level of expenditure, but this all remains very much in flux.

As mentioned above, any pause in the consideration of -- or reduction in the size of -- the reconciliation bill will likely increase progressives' determination to block the IJA.

### **Debt ceiling**

This week, Treasury Secretary Yellen said the debt limit will be breached in October, meaning that the U.S. would not be able to make all payments for existing legal obligations on time. This is a statutory limit, meaning that Congress must take action to resolve the problem; the limit has been raised or suspended many times by congressional action over the years. However, even close calls can be problematic: the last time Congress narrowly avoided breaching the debt limit, it led to a credit downgrade of federal debt.

The debt limit could be raised in the reconciliation (majority-vote) process, but that approach has been ruled out by congressional leadership. That means that 10 Republican Senators would need to agree with all 50 Senate Democrats to raise the limit. Almost all Republican senators have pledged to vote against lifting or suspending the limit this year, however, even though Democrats joined with Republicans in suspending the debt limit when Donald Trump was in office.

## **TA Earmarks Submitted for Consideration:**

*As of September 13, 2021*

Please note, negotiations on the inclusion of earmarks in a variety of key federal legislative packages continues to evolve. It was recently announced that earmarks will not be included in the Senate's version of the surface transportation reauthorization package, which has been folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. If both Legislative Chambers do not pass all Appropriations bills by the September 30<sup>th</sup> deadline, they will need to pass a continuing resolution (CR) in the interim, which would not include earmarks.

### **THUD Appropriations**

House:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
US/101 SR 92 Area Improvement Project (Speier)	SMCTA	\$1M

### **Additional Earmarks of Note:**

#### **THUD Appropriations**

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Speier)	Caltrain	\$460,000
ZEB charging infrastructure to run an all-electric route service for East Palo Alto (Feinstein)	SamTrans	\$2.5M
Bike/Ped overcrossing (Padilla)	City of East Palo Alto	\$9.3M

#### **Surface Transportation Reauthorization (House T&I):**

TA funded projects:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
US 101 North of 380 Managed Lanes (Speier)	C/CAG	\$10M
Half Moon Bay Highway 1 North Bicycle/Pedestrian Improvement (Speier)	City of Half Moon Bay	\$1M
U.S. 101/Woodside Interchange Improvement (Speier)	City of Redwood City	\$2.5M

Other projects:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Eshoo)	Caltrain	\$306,000
Additional Mini-highs (Lofgren)	Caltrain	\$550,000
Caltrain Optimization Project (Lofgren)	Caltrain	\$315,000
Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo)	City of Menlo Park	\$6.5M
At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace (Speier)	City of San Mateo	\$3M



September 15, 2021

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

RE: **STATE LEGISLATIVE UPDATE – OCTOBER**

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**GENERAL UPDATE**

The Legislature adjourned the first year of the 2021-22 Session on September 10. The Governor has until October 10 to act on bills sent to him in the final weeks of the session. Majority vote bills go into effect January 1, 2022.

On September 14, more than 9.1 million votes were cast in the recall election of Governor Newsom. The recall effort failed by a resounding margin of 63.9% to 39.1% per unofficial results reported on the Secretary of State’s website. County elections officials must report final official results to the Secretary of State by October 15, 2021. The Secretary of State will summarize and certify the county reports in the official Statement of Vote (Official Results) on October 22, 2021.

**BILLS OF INTEREST**

**AB 1499 (Daly)**, which would extend the sunset date, from January 1, 2024 to January 1, 2034, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system has made it to the Governor’s desk. The bill is sponsored by the Self-Help Counties Coalition.

**SMCTA supports the bill.**

**ACA 1 (Aguiar-Curry)**, which would lower the vote threshold for investments into public infrastructure and housing is a two-year bill awaiting its first policy committee hearing in the Assembly Local Government Committee. **SMCTA supports the bill.**

**SB 339 (Wiener)**, which extends the ability of Road User Charge Technical Advisory Committee to continue meeting from January 1, 2023 to January 1, 2027, has made it to the Governor’s desk. The California Transportation Commission requested the extension to allow for another pilot program to be conducted, this time with actual fee collection, rather than vehicle miles traveled monitoring. **SMCTA supports the bill.**

**FY 2021-22 STATE BUDGET UPDATE**

On July 12, the Governor signed [SB 129 \(Skinner\)](#), a “Budget Bill Jr.” that amends the main budget bill, [AB 128 \(Ting\)](#), signed by Governor Newsom on June 28.

As reported last month, SB 129 includes significant investments in transportation, including \$2.7 billion in funding for zero-emission vehicles and infrastructure and \$2.5 billion for statewide Transit and Intercity Rail Capital Program (TIRCP) funding, funding for the 2028 LA Olympics, and funding for grade separations statewide.

Notably, SB 129 did not include the Governor's proposed \$4.2 billion investment in the California high-speed rail project, which is still the subject of ongoing negotiations between Legislative Leaders and Governor Newsom. Also, SB 129 dictates that a significant portion of the transportation funding (\$2.6 billion) only takes effect if subsequent legislation is approved by October 10. This ensures that if an agreement is not reached on high-speed rail, these funds will revert to the General Fund.

Given that the legislature and Governor were unable to come to an agreement on exhausting the \$4.2 billion appropriation of Proposition 1A funds for high-speed rail, General Fund money proposed for the Transit and Intercity Rail Capital Program (TIRCP) (\$2.5 billion), Active Transportation Program (\$500 million), and State and Local Climate Adaptation (\$400 million), are no longer available. Conversations are expected to be renewed in January with the release of the 2022-23 State Budget.

### **STATEWIDE COMPETITIVE GRANT PROGRAMS**

At the request of SMCTA staff, we have included 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 guidelines will be discussed later this Fall through December with guideline adoption and the calls for projects in the various programs occurring in summer of 2022, and applications being due 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 \$100 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.

### **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.

#### *State Transportation Improvement Program*

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues. In January, the STIP was estimated to have a shortfall of \$100 million. The May Revise has decreased that deficit to about \$32 million, which should not have an impact on the county's share.

#### *Proposition 1A*

This \$9.9 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 million in appropriation authority.



## SMCTA Bill Matrix – October 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">AB 5</a> <b>Fong (R)</b></p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p>	<p>3/18/2021</p> <p>Assembly Transportation Committee</p> <p><b>Two-year bill</b></p>	<p>This bill would suspend the continuous appropriation made from Cap and Trade auction proceeds to the High-Speed Rail Authority for fiscal years 2022-23 and 2024-25 and would instead require the transfer of those amounts from moneys collected by the California Air Resources Board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 43</a> <b>Friedman (D)</b></p> <p>Traffic safety.</p>	<p>9/9/2021</p> <p>Governor's Desk</p>	<p>The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 67</a> <b>Petrie-Norris (D)</b></p> <p>Sea-level Rise Working Group</p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p><b>Held in committee</b></p>	<p>This bill requires a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 361</a> <b>Rivas, Robert (D)</b></p> <p>Open meetings: local agencies: teleconferences</p>	<p>9/10/2021</p> <p>Governor's Desk</p>	<p>Executive Order No. N-29-20 suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic provided that notice and accessibility requirements are met, the public members are allowed to observe and address the legislative body at the meeting, and that a legislative body of a local agency has a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities.</p> <p>This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.</p>	<p style="text-align: center;"><b>Watch</b></p>

## SMCTA Bill Matrix – October 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">AB 703</a> <b>Rubio, Blanca (D)</b></p> <p>Open meetings: local agencies: teleconferences</p>	<p>5/3/2021</p> <p>Assembly Local Government</p> <p><b>Two-year bill</b></p>	<p>This bill is similar to AB 361 except that it would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 745</a> <b>Gipson (D)</b></p> <p>Air pollution: Clean cars 4 all program</p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p><b>Two-year bill</b></p>	<p>This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 786</a> <b>Cervantes (D)</b></p> <p>California Transportation Commission: Executive Director</p>	<p>2/25/2021</p> <p>Assembly Transportation Committee</p> <p><b>Two-year bill</b></p>	<p>This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 1499</a> <b>Daly (D)</b></p> <p>Transportation: design-build: highways</p>	<p>9/7/2021</p> <p>Governor's Desk</p>	<p>This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system. This bill is co-sponsored by the Self-Help Counties Coalition and California Professional Engineers in California Government. <u>Amendments made in Assembly Appropriations Committee added a ten-year sunset and additional review.</u></p>	<p style="text-align: center;"><b>Supported on 5/6/2021</b></p>
<p><a href="#">ACA 1</a> <b>Aguilar-Curry (D)</b></p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>12/7/2020</p> <p>Introduced</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;"><b>Supported on 2/4/2021</b></p>

## SMCTA Bill Matrix – October 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 7</a> <b>Atkins (D)</b></p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>5/21/2021</p> <p><b>Chapter 19, Statutes of 2021</b></p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified.</p> <p>This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">SB 10</a> <b>Wiener (D)</b></p> <p>Planning and zoning: housing development: density.</p>	<p>9/3/2021</p> <p>Governor's Desk</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing.</p> <p>This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.</p>	<p style="text-align: center;"><b>Watch</b></p>

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<p><a href="#"><u>SB 44</u></a> <b>Allen (D)</b></p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>9/9/2021</p> <p>Governor's Desk</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency.</p> <p>This bill requires the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#"><u>SB 66</u></a> <b>Allen (D)</b></p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>8/26/2021</p> <p>Assembly Appropriations Committee</p> <p><b>Held In Committee</b></p>	<p>This bill requires the California State Transportation Agency Secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 210</b> <b>Wiener (D)</b></p> <p>Automated license plate recognition systems: use of data</p>	<p>5/20/2021</p> <p>Senate Appropriations</p> <p><b>Held in committee</b></p>	<p>This bill would require automated license plate recognition system (ALPR) operators and end-users to conduct annual audits to review ALPR searches and require most public ALPR operators and end-users to destroy all ALPR data within 24 hours that does not match information on a "hot list." It also would require the Department of Justice (DOJ) to make available model ALPR policies and issues guidance to local law enforcement agencies</p>	<p style="text-align: center;"><b>Watch</b></p>

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<p><a href="#">SB 339</a> <b>Wiener (D)</b></p> <p>Road User Charge</p>	<p>9/9/2021</p> <p>Governor's Desk</p>	<p>Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. <u>Amendments made in Senate Appropriations Committee extended the deadlines for the mandatory reports to the Legislature by six months.</u></p>	<p><b>Supported on 4/1/2021</b></p>
<p><a href="#">SB 475</a> <b>Cortese (D)</b></p> <p>Transportation planning: sustainable communities strategies</p>	<p>4/27/2021</p> <p>Senate Transportation Committee</p> <p><b>Two-year bill</b></p>	<p>This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.</p>	<p><b>Watch</b></p>
<p><a href="#">SB 623</a> <b>Newman (D)</b></p> <p>Electronic toll and transit fare collection systems</p>	<p>3/10/2021</p> <p>Senate Judiciary Committee</p> <p><b>Two-year bill</b></p>	<p>This bill provides clarification with respect to the collection of data from electronic transmitters for bridge toll facilities. The aim is to protect privacy of subscribers to the system and make the information more readily accessible to the subscriber.</p>	<p><b>Watch</b></p>
<p><a href="#">SB 635</a> <b>Gonzalez (D)</b></p> <p>Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments</p>	<p>5/20/2021</p> <p>Senate Appropriations Committee</p> <p><b>Held in committee</b></p>	<p>This bill would require Caltrans, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. This bill would also require Caltrans to establish an advisory board in coordination with state and local agencies for the ongoing planning and coordination of cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. The bill would require each Caltrans local district to develop cleanup schedules once every two weeks and post these schedules on their internet website.</p>	<p><b>Watch</b></p>
<p><a href="#">SB 771</a> <b>Becker (D)</b></p> <p>Sales and Use Tax Law: zero emissions vehicle exemption</p>	<p>5/26/2021</p> <p>Assembly Desk</p> <p><b>Two-year bill</b></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><b>Watch</b></p>

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<p><a href="#">SB 792</a>  <b>Glazer (D)</b>                      Sales and use tax: retailers: reporting</p>	<p>9/10/2021                      Governor's Desk</p>	<p>This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure W revenues. <u>Amendments made in Senate Appropriations Committee clarify (1) what sales are required to be reported to CDTFA, (2) how a retailer would be required to report each sale and (3) the information that must be included in the report. Also, the amendments specify that sales initially transacted online, but ultimately picked up in-store by the purchaser are not subject to the reporting requirement.</u></p>	<p style="text-align: center;"><b>Watch</b></p>