



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 the [Governor's Executive Orders N-25-20 and N-29-20](#).

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 <http://www.smcta.com/about/boardofdirectors/video.html>.

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@smcta.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <http://www.smcta.com/about/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.

April 1, 2021 – Thursday

5:00 pm

Revised 3-26-2021

- 1) Call to Order
- 2) Roll Call/Pledge of Allegiance
- 3) Public Comment For Items Not on the Agenda

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

- 4) Report of the Citizens Advisory Committee

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

5) 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 March 4, 2021 MOTION
- b) Acceptance of Statement of Revenues and Expenditures for the Period Ending February 28, 2021 MOTION
- c) Acceptance of Measure A and Measure W Semiannual Program Status Report MOTION
- d) Execute Master Agreements with the California Department of Transportation RESOLUTION

6) Report of the Chair

- a) Resolution of Appreciation for Jim Hartnett MOTION
- b) Resolution on San Mateo County Transportation Authority's Commitment to Diversity, Equity, and Inclusion MOTION

~~7) San Mateo County Transit District Liaison Report~~

~~8)7) Joint Powers Board Liaison Report~~

~~9)8) Report of the Executive Director~~

~~10)9) Program~~

- a) Program Report: Transit – Ferry Program Update INFORMATIONAL

~~11)10) Finance~~

- a) Program and Allocate \$160,000 in Measure A Ferry Program Funds to the Port of Redwood City for Preparation of a Business Plan Related to a Proposed Ferry Terminal in Redwood City RESOLUTION
- b) Program and Allocate \$840,000 in Local Partnership Formula Funds to the City of Redwood City Hopkins Avenue Traffic Safety Project and Re-program and Re-allocate \$840,000 of Measure W Pedestrian and Bicycle Funds to the City of Belmont Ralston Avenue Segment 3 Project RESOLUTION
- c) Update on San Mateo County Transportation Authority's Use of Proceeds Related to the 2020 Subordinate Sales Tax Revenue Variable Rate Demand Bonds INFORMATIONAL

~~12~~11) State and Federal Legislative Update and Approval of Legislative Proposals: Support SB 339 (Wiener) MOTION

~~13~~12) Requests from the Authority

~~14~~13) Written Communications to the Authority

~~15~~14) Date/Time of Next Regular Meeting: Thursday, May 6, 2021, 5:00 pm, via Zoom teleconference

~~16~~15) Report of Legal Counsel

~~17~~16) Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

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

*Should Zoom not be operational, please check online at <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html> for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@smcta.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <http://www.smcta.com/about/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 and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF MARCH 4, 2021**

MEMBERS PRESENT: E. Beach (Chair), C. Groom (arrived at 5:08 pm), D. Horsley, J. Mates,
Via R. Medina (Vice Chair), M. Nagales, C. Romero (left at 7:10 pm)
Teleconference

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, M. Bouchard, J. Funghi, J. Hurley,
J. Cassman, S. van Hoften, D. Hansel, P. Gilster, P. Skinner, J. Epstein,
J. Sharma, J. Brook, D. Seamans

1. CALL TO ORDER

Chair Emily Beach called the meeting to order at 5:01 pm.

2. SWEARING-IN

a) San Mateo County Northern Cities Representative

Mark Nagales was sworn into office with a term ending 12-31-2022.

3. ROLL CALL/PLEDGE OF ALLEGIANCE

Ms. Seamans confirmed that a quorum was present.

Chair Beach requested that Director Nagales lead the Pledge of Allegiance.

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Drew said he appreciated the improved formatting of the website subscriber notices.

Director Carole Groom joined the meeting at 5:08 pm.

5. REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Beach noted that the report was in the packet.

6. CONSENT CALENDAR

a) Approval of Minutes of the Board of Directors Meeting of February 4, 2021

**b) Acceptance of Statement of Revenues and Expenditures for the Period Ending
January 31, 2021**

Director Don Horsley noted that Measure A sales tax was down but that Measure W tax was up and asked why there was a disparity. Derek Hansel, Chief Financial Officer, said the variance is due to adjustments in Measure A revenues.

Motion/Second: Horsley/Medina
Ayes: Beach, Groom, Horsley, Mates, Medina, Romero
Abstentions: Nagales
Noes: None
Absent: None

7. REPORT OF THE CHAIR

Chair Beach said she appreciated the look-ahead meetings with staff.

8. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Jim Hartnett, Executive Director, said that the report was posted on the website.

Vice Chair Rico Medina noted that Mr. Hartnett had given a detailed background of each of the award recipients. He remarked that he had recently visited the South Base Maintenance Yard.

9. JOINT POWERS BOARD LIAISON REPORT

Mr. Hartnett said that the report had been posted to the website. He noted the federal relief acts that have been passed since the start of the pandemic. He said they were anticipating another federal relief bill that would provide \$30 billion for public transit nationwide.

10. REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said that his report was in the packet.

11. PROGRAM

a) Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2021

Joe Hurley, TA Director, said that the TA is working to improve the reporting of key project indicators in a meaningful way.

Director Nagales said he thought that it would be useful to have projected completion dates and asked if the pandemic had had any impacts on construction projects. Mr. Hurley said that the construction workers are considered essential workers, so work has not been adversely impacted.

Director Julia Mates requested that projects that have issues be flagged.

Director Carlos Romero asked how TA oversight of grade separation was different from the oversight on the 101/Willow Road overpass. Mr. Hurley said there was a TA representative assigned to the interchange project but not grade separations. April Chan, Chief Officer, Planning, Grants/Transportation Authority, said that the TA is working on how it can be part of the team to provide oversight on some of the larger projects.

Chair Beach asked what the difference between "notable" and "significant." Mr. Hurley said there are specific thresholds defined at the back of the report that trigger the traffic light designations.

Public Comment:

Drew suggested that for long-term projects, there should be more public transparency on a quarterly or monthly basis.

Motion/Second: Medina/Mates

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

Noes: None

Absent: None

b) Short-Range Highway Plan Update

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

Chair Beach said she appreciated the staff effort in prioritizing projects.

Director Romero asked when certain metrics such as Vehicle Miles Traveled fit into project selection. Mr. Gilster said they had a tool that handled that and provides raw scores. Director Romero asked if scoring happens on all 12 core principles, and Mr. Gilster said yes, when applicable.

Director Horsley noted that the ad hoc committee tried to come up with a fair process for rating projects.

Chair Beach asked if they differentiated between jurisdictions that had or had not previously received project funding. Director Horsley said they focused on which projects affect the most people in the greatest number of communities, and Mr. Gilster concurred. Director Medina said they also tried to have equity between the north and south parts of the County. Director Nagales said that he was supportive of the equity process.

Public Comment:

Drew remarked that the barriers near the weave area between Hillsdale Avenue and the Highway 92/101 interchange are some of the worst in the county.

c) Program Report: South San Francisco Caltrain Station Improvement Project Update

Ms. Chan said the TA had previously approved \$60 million for the project. Michelle Bouchard, Chief Operating Officer, Rail, provided a brief project update.

Mr. Hartnett discussed the Caltrain electrification process as it relates to the capacity of the TA to consider future requests. He noted a Senate bill that would provide \$1.7 billion for transit projects around the country, including a line item that would provide \$46.5 million for the Caltrain electrification project.

d) 101 Express Lanes Equity Study Update: Equity Program Alternatives

Ms. Chan introduced Matt Click, Policy Program Manager, San Mateo County Express Lanes JPA (Joint Powers Authority), who provided a presentation.

Director Mates asked about the criteria for selection of the alternatives. Mr. Click said that their goal was to have the alternative provide meaningful benefit soon.

Director Nagales asked how they would define communities of concern for place-based improvements. Mr. Click said there are many attributes including income and ethnicity.

Director Romero acknowledged that they are trying to reduce single-occupancy vehicle trips and subsequently greenhouse gases, but thought that place-based improvements made the most sense. Mr. Click acknowledged that there is more need than they can address.

Director Carole Groom suggested the managedlanes.com website as great resource to keep up to date on the express lanes project.

Director Horsley noted that there is a very large amount that needs to be paid back to the TA and the amount of revenue from the project is still an unknown.

Mr. Click said that the proposed equity program is one of a very few in the country that provide direct funding.

Director Romero left the meeting at 7:10 pm.

12. FINANCE

a) Program and Allocate Measure A Grade Separation Category Funds for the Broadway Grade Separation Project in the City of Burlingame

Joy Sharma, Senior Project Manager, provided the presentation.

Director Mates asked what the community concerns were when PS3 (Paralleling Station 3) was initially relocated to the east side of the tracks. John Funghi, Chief Officer, Caltrain Planning/CalMod, said that the overall goal is to build it once, not twice. He said the paralleling station needs to be in a specific location, currently on the east side. He said there is no other location they can move it to without having to rebuild it later. He said the goal is to minimize the adverse effects on all parties.

Syed Murtuza, Public Works Director, City of Burlingame, said they have been working with the Caltrain to relocate PS3 as well as some trees.

Chair Beach asked if any money left over after funding the project would return to the grade separation category; Mr. Funghi said yes.

Public Comment:

Drew suggested that an analysis should be done to determine how to get people off the platform safely in an emergency.

Approved by Resolution No. 2021-6:

Motion/Second: Mates/Groom

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

Noes: None

Absent: Romero

13. STATE AND FEDERAL LEGISLATIVE UPDATE

Jessica Epstein, Government and Community Affairs Officer, briefly summarized the highlights of recent federal legislation, which included approval of President Biden's \$1.9 trillion pandemic rescue plan.

She said on the state side that more than 2,500 bills were introduced that focus heavily on pandemic relief and response. She noted that there are several items in the budget trailer bill relating to the Transportation Development Act (TDA).

14. REQUESTS FROM THE AUTHORITY

There were no requests.

15. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

16. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, April 1, 2021 5:00 pm, via Zoom teleconference.

17. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

18. ADJOURN

The meeting adjourned at 7:42 pm.

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

Report from the TA Citizens Advisory Committee Meeting of March 2, 2021

The TA CAC meeting held on March 2 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.

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

- **Item 4 (CAC Only)** Update on the SMCTD Website Replacement Project Update

We heard a presentation from Jeremy Lipps, Manager of Digital & Social Media, and from Jens-Peter Jungclaussen, Eric Leland, and Inke Noel, who are part of the project team at FivePaths. This was a very detailed presentation on the existing web platform used by the SMCTD, and the ambitious plans to modernize it. The new direction is to build the functionality as an app for the mobile (phone) platforms, it will run better this way for mobile users. There is still functionality for web browser-based users.

The presentation included research interviews within the TA and SMCTD community, as well as outside transit users. It is clear that users want many things, the design plan is to focus on the most requested functions with the most direct click path. The presenters are very clear they see a need to address the diverse community, young and old, and have a theme of showing graphics, photographs and maps to convey information (so less text). They also are working on themes to show taking transit as a way to travel efficiently, save time, save stress, save energy and participate in a diverse community (even sometimes have fun). There are options to include real-time bus and train information, it was mentioned that besides the phone GPS location, bus stops and stations could use QR scan codes which the app can scan via a photo and get location and service information. There are many possibilities to consider as the design progresses.

The general CAC reception was enthusiastic; all want to see this implemented. The questions included "what about users with minimal flip-phones, how can they be helped?" A public comment suggested that incorporating all transit agencies, (e.g. BART) in this this trip planning functionality would be best (it should be a seamless transportation tool, so you don't have to hop from app to app or website to website). There was a practical question on "who maintains this and keeps it up-to-date after the design team delivers", the answer is that Jeremy Lipps and internal

resources at SMCTD are expecting to take over for the operational phase. This will require commitment from the team to have adequate skilled staff and resources.

- Item 11b Short Range Highway Plan Update

We heard from the Patrick Gilster, Manager of Programming and Monitoring, on the plan, and the progress. One component of the plan is to use data metrics to identifying critical gaps or routes to invest limited resources. Examples were presented showing how data on delays, and accident rates, can highlight areas of concern. We will be getting future updates as the plan progresses.

- Item 11c - Program Report: South San Francisco Caltrain Station Improvement Project Update

Michelle Bouchard, Chief Operating Officer, Rail presented updates and current status on the South San Francisco Station Project. There was discussion on the progress, and a public comment about the long platform, and the number of service ramps to get passengers on/off the platforms from the stations via tunnels. The concern was in an emergency situation where one of the two paths are blocked or unavailable, is there sufficient capacity to quickly evacuate the platform?

- Item 11d - 101 Express Lanes Equity Study Update

The CAC heard from April Chan, Chief Officer on this study, due to the late hour there was limited discussion. The CAC is eager to follow this study, we look forward to a future presentation and progress report. The CAC was provided a list of upcoming meetings regarding the equity study and were encouraged to participate.

- TA Board item 13 - State and Federal Legislative Update

The CAC had a status update from Ryan McCauley, Government Affairs Specialist, on how the new administration is organizing transit funding and areas for investment, also how this can tie with State programs. Peter Ohtaki had several questions on how the TA is positioned to have "shovel-ready" projects should there be new calls for projects and new opportunities opened up. Peter Skinner said that the TA agrees with this goal, there are internal plans to respond flexibly as the new Federal/state transportation funding is defined.

- Approval of Minutes of the Board of directors Meeting of February 4, 2021

There were no comments or suggested edits.

There were agenda items requiring a motion and vote.

- Approval of CAC Minutes from February 2, 2021

Minutes were approved without edits or additions.

- Item 11a Acceptance of Capital projects Quarterly Status Report for 2nd Quarter Fiscal Year 2021

Joe Hurley, Director TA Program gave a short verbal summary, because of the lengthy meeting, there was little discussion among the CAC on the report. Fox encouraged the CAC members to check the report on their own and express any questions to Joe Hurley. This motion passed unanimously.

- Item 12a - Measure and Allocate Measure A Grade Separation Category funds for the Broadway Grade Separation Project

The CAC had a presentation from Peter Skinner, Director of Programming and Monitoring, and Joy Sharma, Senior Project Manager, JPB, on the overall state of the project, some of the ongoing design issues to resolve, and on the funding short-falls. Joy Sharma's presentation had many points on value engineering, and options to change the height profiles of the bridges, roadways, etc. are in evaluation to see if costs can be controlled through careful design. There is an issue with re-locating a parallel -station for the electrified rail system, this is a big task involves coordination with the City of Burlingame. Peter Skinner fielded questions on the plan for the City to get funding for their match contribution, what happens to the TA funds if the City doesn't get grants or is successful in finding funding? The short answer is the TA wouldn't claw back the funds advanced on the project, but he also thinks the City is in a good position to get the funding. The new administration and interest in rail investments, transportation investments may help on this. This motion passed unanimously.

The CAC unanimously supported the programming and allocation of an additional \$1,025,000 to the City of Burlingame for the design and construction cost to minimize if not avoid the conflicts between the Caltrain Electrification and Broadway Grade Separation projects.

- Item 6 (b) Acceptance of Statement of Revenues and Expenditures for the Period Ending January 31, 2021

Joe Hurley offered a quick verbal summary, because of the late hour there was little discussion. This motion passed unanimously. Fox encouraged the CAC members to check the report on their own and express any questions to Joe Hurley.

The meeting concluded with

- Report of the Chair

Barbara Arietta commented on local traffic and her hope that the new Transportation Secretary, Pete Buttigieg, will bring energy, vision and most importantly advocacy for transit needs in San Mateo County. She is hopeful the new administrations infrastructure investments will help with needs here as well as nationwide.

- Report from Staff

Joe Hurley reported for the TA.

- Report from Members

At this late hour, the comments were to take good care during the pandemic and thanks were expressed to all the meeting presenters, as well as Jean Brook for her consistent skill keeping the Zoom meeting, with multiple public comments, running smoothly.

Submitted March 4, 2021

John D. Fox

TA CAC Vice Chair

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
FEBRUARY 28, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of February 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 February year-to-date, the Total Revenue (page 1, line 8) is \$83.0 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). The increases are partially offset by the decreases in Measure A Sales Tax (Page 1, line 2), Measure W Sales Tax (Page 1, line 3), and Interest Income (Page 1, line 4).

Year to Date Expenditures: As of February year-to-date, the Total Expenditures (Page 1, line 29) are \$41.5 million higher than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment:

On February 4, 2021, the Board approved the FY2021 Revised Budget which is reflected in the February Financial Statement.

Prepared By:

Soe Aung, Senior Accountant– General Ledger
Jennifer Ye, Manager – General Ledger

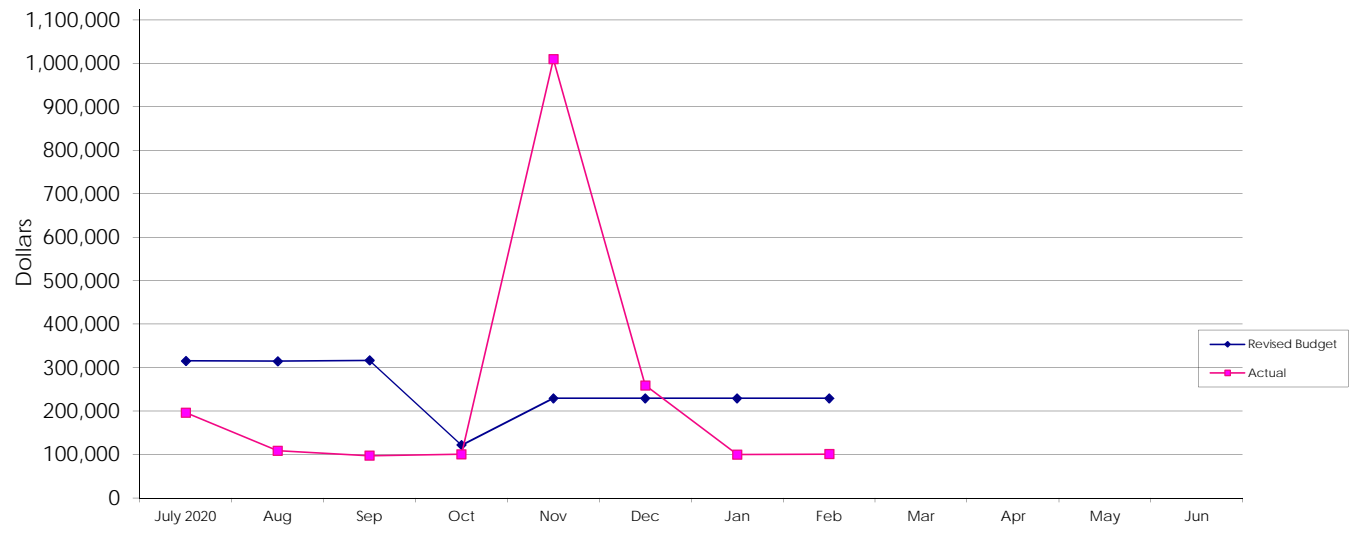
650-622-8020
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2021
February 2021

% OF YEAR ELAPSED: **66.7%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
REVENUES:					
Measure A Sales Tax	67,947,412	56,591,028	(11,356,384)	(16.7%)	80,000,000
Measure W Sales Tax	32,613,241	28,044,484	(4,568,758)	(14.0%)	40,000,000
Interest Income	5,008,729	3,768,034	(1,240,695)	(24.8%)	7,571,597
Rental Income	634,785	693,249	58,464	9.2%	1,031,339
Other Sources-101 EL Project	82,388	100,224,007	100,141,620	121,549.4%	100,000,000
TOTAL REVENUE	106,286,555	189,320,802	83,034,247	78.1%	228,602,936
EXPENDITURES:					
Measure A Annual Allocations	24,800,805	20,655,728	(4,145,077)	(16.7%)	29,200,000
Measure A Categories	19,995,433	21,905,679	1,910,246	9.6%	38,965,641
Other Uses-101 EL Project	-	43,200,306	43,200,306	100.0%	100,000,000
Measure W Annual Allocations	6,066,667	5,608,895	(457,772)	(7.5%)	8,000,000
Measure W Categories	-	1,485	1,485	100.0%	30,920,958
Oversight	632,910	794,476	161,566	25.5%	2,250,000
Administrative					
Staff Support	694,404	539,826	(154,578)	(22.3%)	1,037,829
Measure A Info.- Others	7,473	-	(7,473)	(100.0%)	5,000
Other Admin Expenses	428,761	1,431,848	1,003,087	234.0%	1,860,514
Total Administrative	1,130,638	1,971,674	841,035	74.4%	2,903,343
TOTAL EXPENDITURES	52,626,453	94,138,243	41,511,790	78.9%	212,239,942
EXCESS (DEFICIT)	53,660,102	95,182,559	41,522,457	77.4%	16,362,994
					(11,435,673) (1) & (2)
					4,927,321
BEGINNING FUND BALANCE	387,232,043	397,385,766	(3)		391,775,562
ENDING FUND BALANCE	440,892,145	492,568,325	(4)		396,702,883
(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 audited fund balance.					
(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
MONTHLY EXPENSES												
Revised Budget	315,656	314,740	316,573	121,605	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				
CUMULATIVE EXPENSES												
Staff Projections	315,656	630,396	946,969	1,068,574	1,297,920	1,527,266	1,756,612	1,985,958				
Actual	196,314	304,966	402,277	502,838	1,512,285*	1,771,110	1,870,739	1,971,674				
Variance-F(U)	119,342	325,430	544,692	565,735	(214,365)	(243,844)	(114,127)	14,284				
Variance %	37.81%	51.62%	57.52%	52.94%	-16.52%	-15.97%	-6.50%	0.72%				

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2021**

2/28/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	7,567,688.24
JP Morgan Bank Checking	102,295,102.16
LAIF	74,067,408.57

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	164,977,338.65
MMF - US Bank Custodian Account	373,019.06
Cash	34,203.13
County Pool	124,070,758.21

Total

\$ 473,385,518.02

* Fund Managed by Public Trust Advisors

clearwater

Report: GAAP Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 02/28/2021
 Base Currency: USD

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
02004VAC7	ALLYA 2018-2 A3	263,563.80	11/15/2022	263,515.94	342.05	265,156.26	265,498.31
14313FAD1	CARMX 2018-3 A3	415,633.36	06/15/2023	415,576.71	578.19	421,862.79	422,440.98
36255JAD6	GMCAR 2018-3 A3	319,617.18	05/16/2023	319,542.65	402.19	323,216.16	323,618.34
47788CAC6	JDOT 2018 A3	12,158.11	04/18/2022	12,157.24	14.37	12,169.15	12,183.52
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	145.52	637,858.63	638,004.15
89238BAD4	TAOT 2018-A A3	108,186.02	05/16/2022	108,184.78	112.99	108,503.88	108,616.87
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	817,942.35	818,394.58
		2,554,158.47		2,553,866.23	2,047.54	2,586,709.21	2,588,756.75

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	3,415,392.70	3,427,651.21
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	3,044.44	1,593,844.80	1,596,889.24
3133EMGX4	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,000,000.00	11/23/2022	2,994,270.00	1,020.83	2,997,231.00	2,998,251.83
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	114.58	3,291,637.80	3,291,752.38
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	3,583.33	1,600,673.60	1,604,256.93
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	1,644.44	1,587,516.80	1,589,161.24
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	237.50	3,743,152.00	3,743,389.50
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	3,110.00	4,659,234.06	4,662,344.06
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	1,933.33	1,605,784.00	1,607,717.33
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	722.22	1,601,164.80	1,601,887.02
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	6,175.00	3,738,804.80	3,744,979.80
3137EAHEY1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,828.13	3,884,673.00	3,886,501.13
		33,740,000.00		33,845,343.65	35,672.33	33,719,109.36	33,754,781.69

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	34,203.13	02/28/2021	34,203.13	0.00	34,203.13	34,203.13
		34,203.13		34,203.13	0.00	34,203.13	34,203.13

CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
2253CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	38,794.58	1,542,573.00	1,581,367.58
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	8,069.33	1,651,710.40	1,659,779.73
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	246.67	1,639,764.80	1,640,011.47
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	20,790.00	2,774,266.00	2,795,056.00
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	08/26/2022	1,600,000.00	248.00	1,640,003.20	1,640,251.20
		9,050,000.00	223,501.00	9,050,000.00	68,148.58	9,248,317.40	9,316,465.98

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	5,500.00	1,613,331.20	1,618,831.20
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	3,229.17	1,643,444.85	1,646,674.02
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	1,684.38	175,582.23	177,266.60
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	4,043.29	402,612.40	406,655.69
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	4,815.42	683,831.20	688,646.62
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	2,773.30	698,919.89	701,693.18
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	1,586.67	358,747.20	360,333.87
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	5,750.50	633,728.34	639,478.84
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	20,043.75	1,544,881.50	1,564,925.25
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	625,000.00	03/15/2021	624,306.25	8,357.64	625,655.63	634,013.26
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	875,000.00	03/15/2021	871,298.75	11,700.69	875,917.88	887,618.57
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	5,726.39	1,680,802.95	1,686,529.34
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	8,122.50	584,220.36	592,342.86
71344DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	7,668.89	1,016,372.28	1,024,041.17
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	8,711.81	968,303.20	977,015.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	675.00	770,164.50	770,839.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	202.50	231,049.35	231,251.85
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	202.50	231,049.35	231,251.85
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	14,575.00	1,201,666.80	1,216,241.80
		15,540,000.00		15,558,648.65	115,369.38	15,940,281.09	16,055,650.46

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,144,326.85	1,147,018.86
3137BM6P6	FHMS K-721 A2	796,864.66	08/25/2022	803,650.46	2,051.93	821,726.84	823,778.77
3137FKK39	FHMS K-P05 A	105,881.59	07/25/2023	105,881.27	282.62	108,760.51	109,043.12
3137FQ3V3	FHMS K-J27 A1	439,026.82	07/25/2024	439,016.28	765.37	453,488.36	454,253.73
		2,396,773.06		2,455,803.48	5,791.92	2,528,302.56	2,534,094.48

FNMA	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136AJ7G5	FNA 2014-M6 A2	517,436.07	05/25/2021	527,906.07	1,154.96	518,859.02	520,013.99
3136B1XP4	FNA 2018-M5 A2	140,841.79	09/25/2021	143,643.27	417.83	142,130.49	142,548.32
		658,277.86		671,549.34	1,572.80	660,989.51	662,562.30

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	373,019.06	02/28/2021	373,019.06	0.00	373,019.06	373,019.06
SM - CP N/M A	County Pool New Measure A	97,155,382.43	02/28/2021	97,155,382.43	0.00	97,155,382.43	97,155,382.43
SM - CP O/M A	County Pool Old Measure A	26,915,375.78	02/28/2021	26,915,375.78	0.00	26,915,375.78	26,915,375.78
SM - LAIF	Local Agency Investment Fund	74,067,408.57	02/28/2021	74,067,408.57	0.00	74,067,408.57	74,067,408.57
		198,511,185.84		198,511,185.84	0.00	198,511,185.84	198,511,185.84

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	390,866.25	391,522.81
		375,000.00		375,000.00	656.56	390,866.25	391,522.81

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	8,898.44	1,776,285.16	1,785,183.59
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	8,629.14	2,538,046.88	2,546,676.02
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	38,743.09	11,395,312.50	11,434,055.59
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	20,075.97	5,904,843.75	5,924,919.72
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	35,953.13	9,132,093.75	9,168,046.88
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	11,578.13	2,940,843.75	2,952,421.88
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	26,886.57	5,129,437.50	5,156,324.07
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	10,863.26	2,072,500.00	2,083,363.26
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	88.06	1,606,968.75	1,607,056.81
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	14,634.06	2,382,794.53	2,397,428.60
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	47,004.49	7,653,515.63	7,700,520.11
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	15,414.36	4,897,757.81	4,913,172.18
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	21,546.96	6,846,328.13	6,867,875.09
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	4,972.38	1,579,921.88	1,584,894.25
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	1,325.97	421,312.50	422,638.47
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	8,618.78	2,738,531.125	2,747,150.03
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	11,281.08	2,332,968.75	2,344,249.83
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	9,281.77	3,348,500.00	3,357,781.77
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	3,524.86	3,302,000.00	3,305,524.86
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	97.83	3,270,000.00	3,270,097.83
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	4,697.80	2,242,265.63	2,246,963.43
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	2,005.52	1,584,500.00	1,586,505.52
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	968.75	1,525,296.88	1,526,265.63
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	750.00	1,180,875.00	1,181,625.00
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	932.32	2,212,031.25	2,212,963.57
91282CAN1	UNITED STATES TREASURY	2,600,000.00	09/30/2022	2,599,390.64	1,357.14	2,599,593.75	2,600,950.89
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,420.58	1,663,609.38	1,665,029.96
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,875.00	1,966,562.50	1,968,437.50
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	2,315.26	3,658,066.41	3,660,381.67
		97,210,000.00		97,293,960.06	315,740.70	99,902,763.28	100,218,503.98

Base Risk Summary - Fixed Income

02/01/2021 - 02/28/2021

SMCTA - Agg (165727)

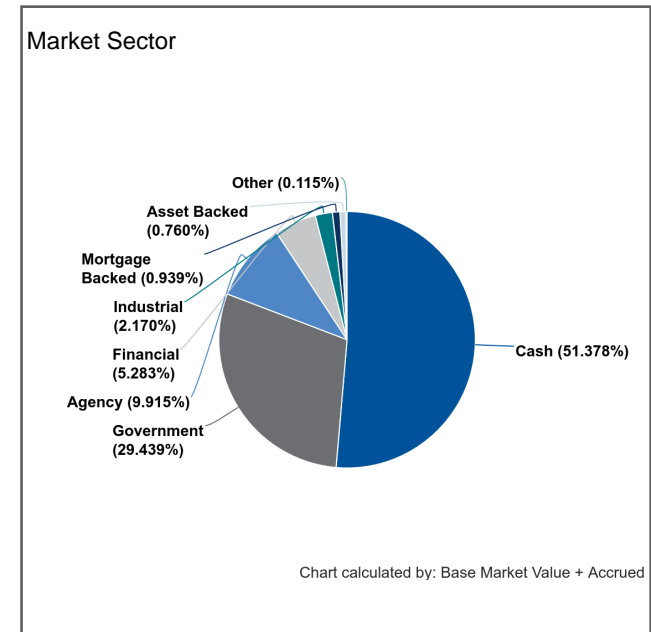
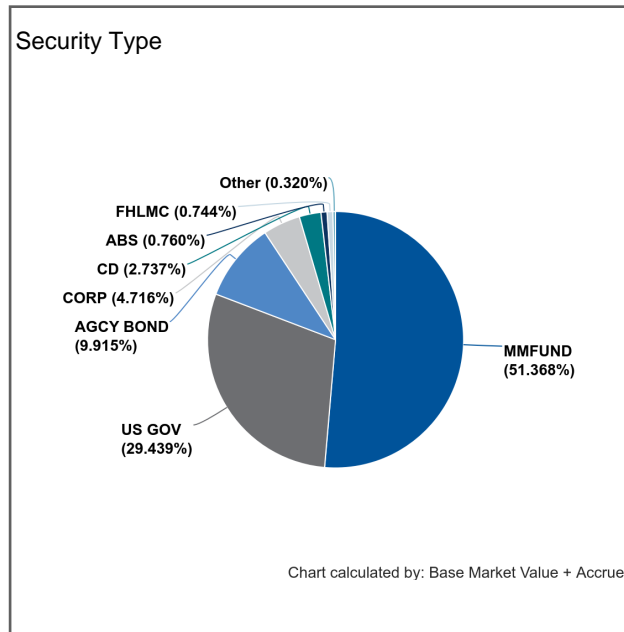
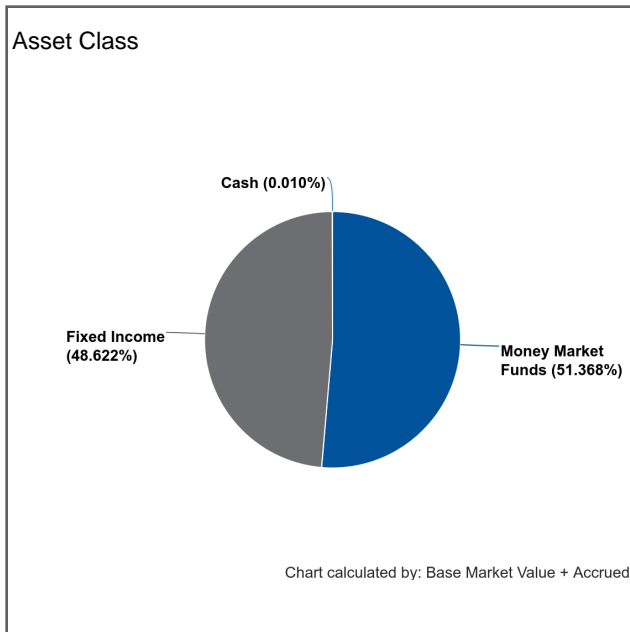
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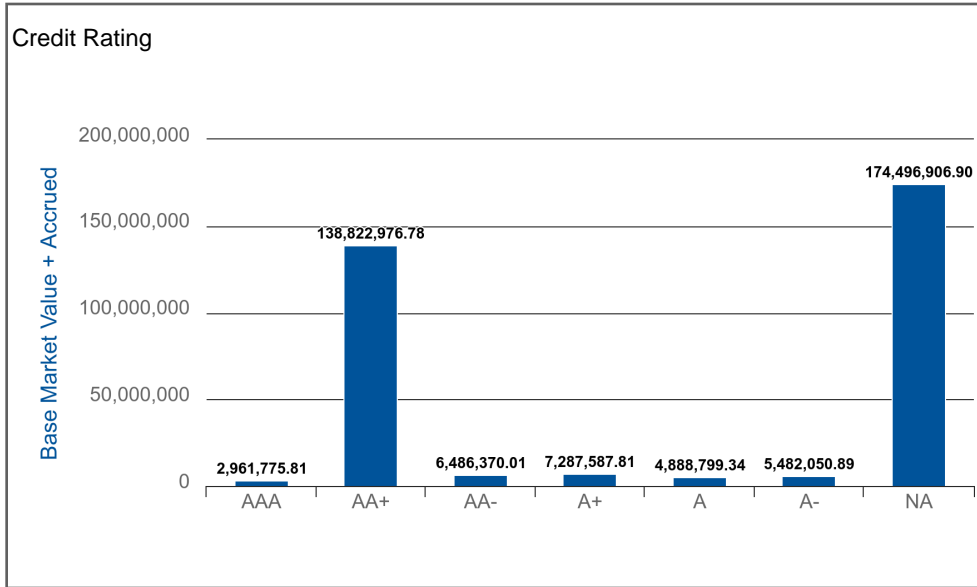
Balance Sheet		
Book Value + Accrued	---	
Net Unrealized Gain/Loss	---	
Market Value + Accrued	---	

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	34,203.13
MMFund	174,869,925.96
Fixed Income	165,522,338.46
Duration	2.635
Convexity	0.098
WAL	1.306
Years to Final Maturity	1.330
Years to Effective Maturity	1.305
Yield	0.395
Book Yield	0.703
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	29.439%
(SM - CP N/M A) County Pool New Measure A	27.176%
(SM - LAIF) State of California	16.176%
Other	9.924%
(SM - CP O/M A) County Pool Old Measure A	7.906%
Freddie Mac	3.929%
Federal National Mortgage Association	3.602%
Farm Credit System	1.848%
---	100.000%

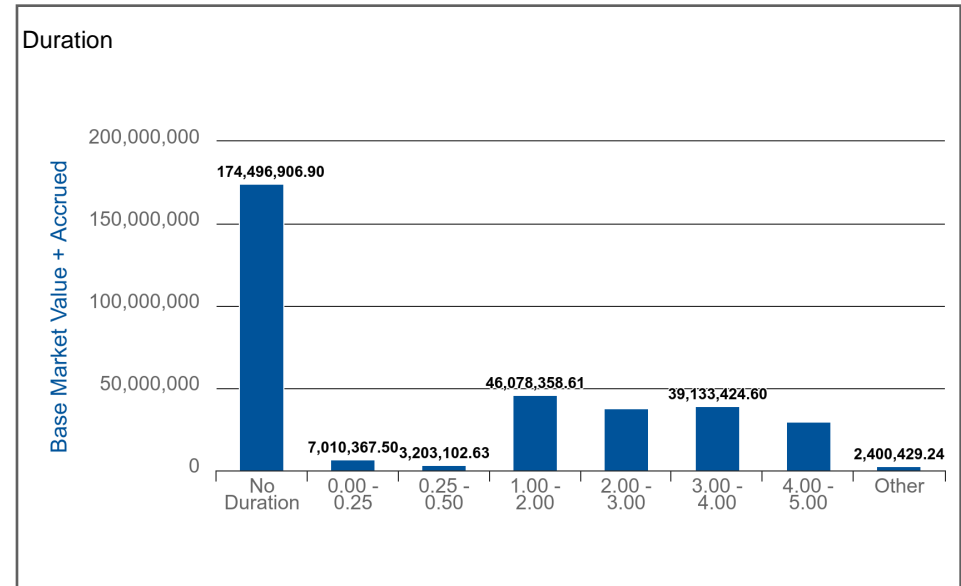
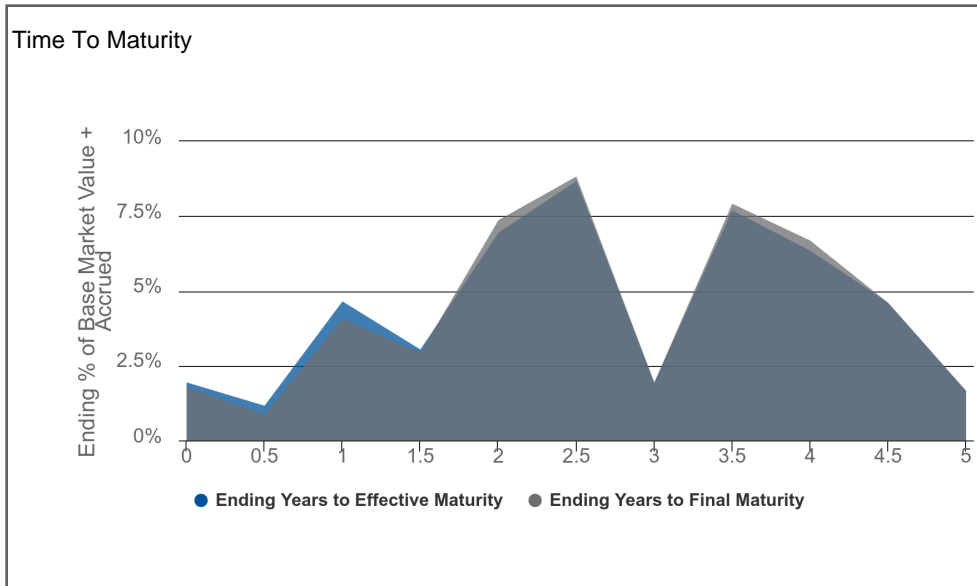
Footnotes: 1,2





Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.442%	0.428%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	1.026%	11.702%	10.714%	10.447%	8.797%	0.000%	0.000%	0.000%	0.000%
A	2.237%	1.406%	0.495%	1.048%	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%

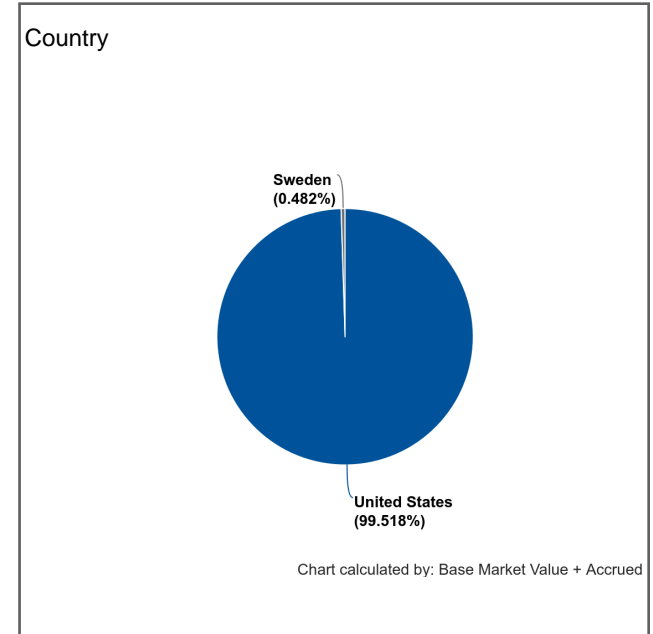
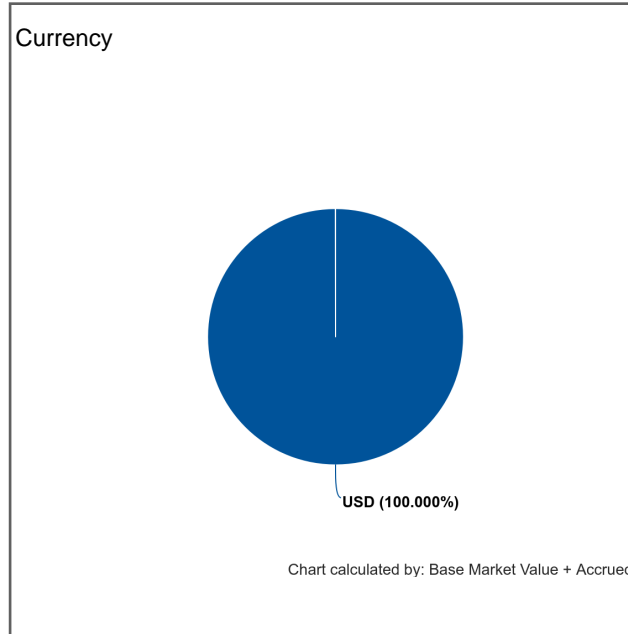
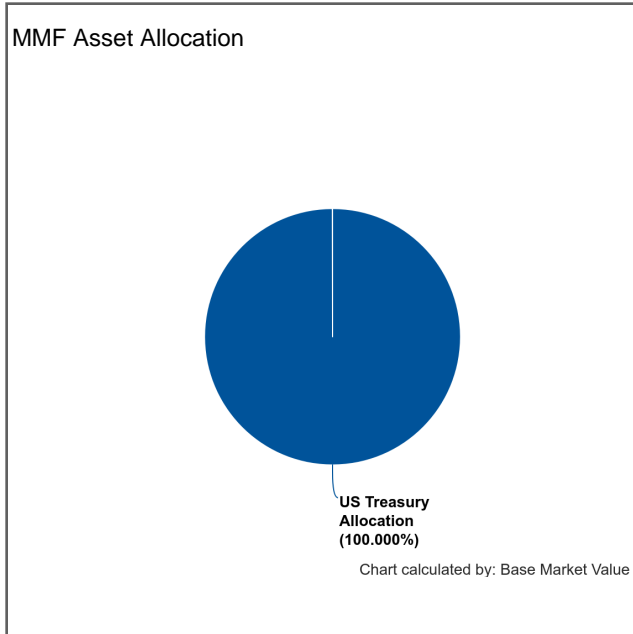
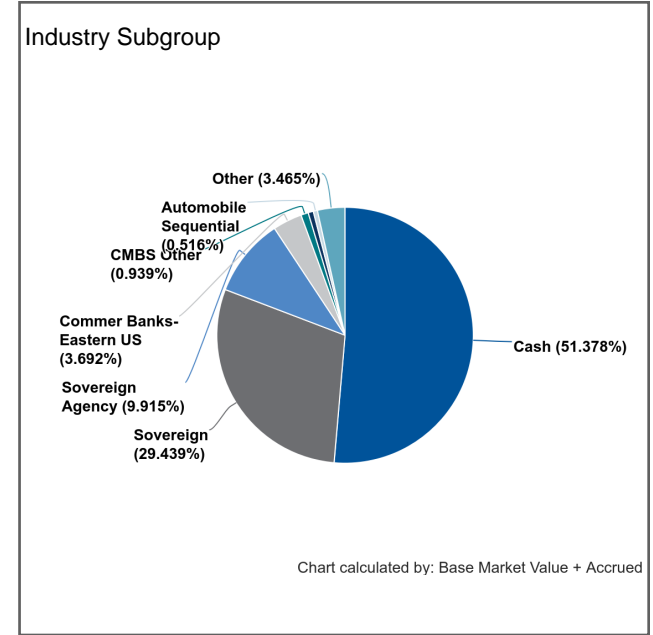
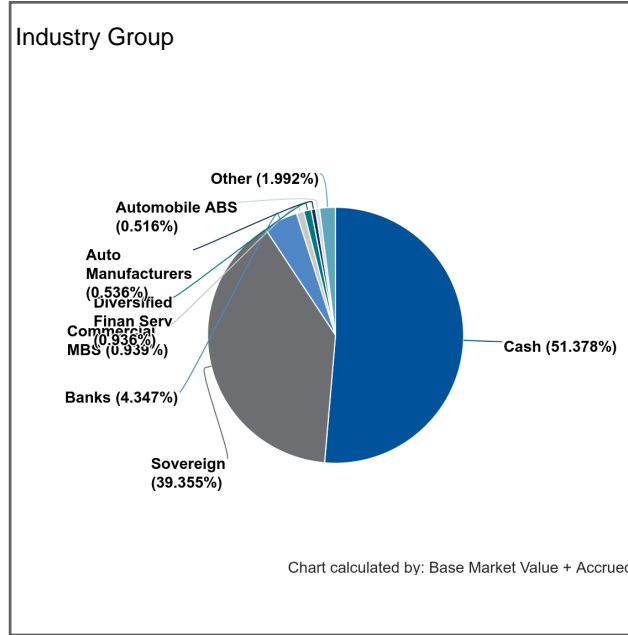
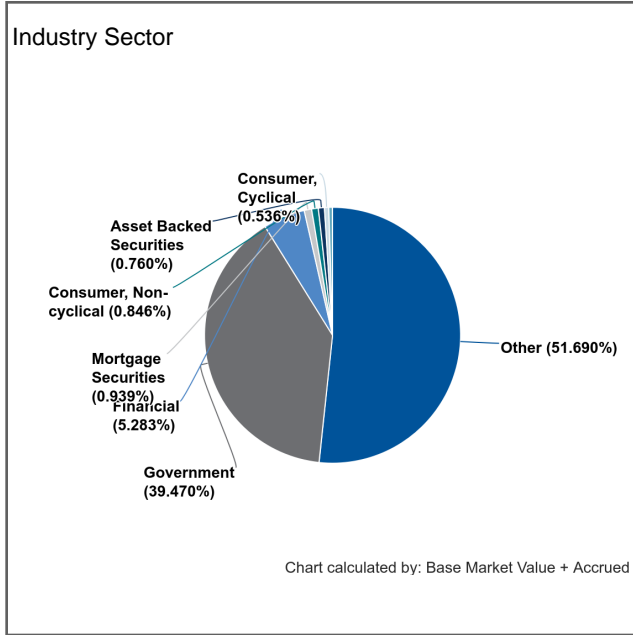


Base Risk Summary - Fixed Income

02/01/2021 - 02/28/2021

SMCTA - Agg (165727)

Dated: 03/04/2021



Base Risk Summary - Fixed Income

02/01/2021 - 02/28/2021

SMCTA - Agg (165727)

Dated: 03/04/2021

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



Report: GAAP Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 02/01/2021 - 02/28/2021

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	(51,556.33)	Principal Paydown	02/15/2021	02/15/2021	11/15/2022	(51,556.34)	0.00	51,556.34
14313FAD1	CARMX 2018-3 A3	0.00	(38,399.74)	Principal Paydown	02/15/2021	02/15/2021	06/15/2023	(38,399.74)	0.00	38,399.74
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	3,300,000.00	Buy	02/22/2021	02/26/2021	02/26/2024	3,298,812.00	0.00	(3,298,812.00)
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSN	(1,600,000.00)	(1,600,000.00)	Sell	02/04/2021	02/05/2021	01/11/2022	(1,637,968.00)	(2,800.00)	1,640,768.00
3136AJ7G5	FNA 2014-M6 A2	0.00	(236,680.28)	Principal Paydown	02/01/2021	02/01/2021	05/25/2021	(236,680.28)	0.00	236,680.28
3136B1XP4	FNA 2018-M5 A2	0.00	(5,269.97)	Principal Paydown	02/01/2021	02/01/2021	09/25/2021	(5,269.97)	0.00	5,269.97
3137BM6P6	FHMS K-721 A2	0.00	(3,135.34)	Principal Paydown	02/01/2021	02/01/2021	08/25/2022	(3,135.34)	0.00	3,135.34
3137FKK39	FHMS K-P05 A	0.00	(143.94)	Principal Paydown	02/01/2021	02/01/2021	07/25/2023	(143.93)	0.00	143.93
3137FQ3V3	FHMS K-J27 A1	0.00	(798.25)	Principal Paydown	02/01/2021	02/01/2021	07/25/2024	(798.25)	0.00	798.25
31846V534	FIRST AMER:US TRS MM Y	518,894.58	518,894.58	Buy	---	---	02/28/2021	518,894.58	0.00	(518,894.58)
31846V534	FIRST AMER:US TRS MM Y	(513,906.86)	(513,906.86)	Sell	---	---	02/28/2021	(513,906.86)	0.00	513,906.86
36255JAD6	GMCAR 2018-3 A3	0.00	(33,245.52)	Principal Paydown	02/16/2021	02/16/2021	05/16/2023	(33,245.51)	0.00	33,245.51
47788CAC6	JDOT 2018 A3	0.00	(24,426.77)	Principal Paydown	02/15/2021	02/15/2021	04/18/2022	(24,426.77)	0.00	24,426.77
89238BAD4	TAOT 2018-A A3	0.00	(31,161.06)	Principal Paydown	02/15/2021	02/15/2021	05/16/2022	(31,161.05)	0.00	31,161.05
912828TJ9	UNITED STATES TREASURY	(2,250,000.00)	(2,250,000.00)	Sell	02/24/2021	02/26/2021	08/15/2022	(2,299,921.88)	(1,111.02)	2,301,032.90
912828W71	UNITED STATES TREASURY	(3,275,000.00)	(3,275,000.00)	Sell	02/24/2021	02/26/2021	03/31/2024	(3,463,184.58)	(28,487.55)	3,491,672.13
912828ZL7	UNITED STATES TREASURY	1,600,000.00	1,600,000.00	Buy	02/24/2021	02/26/2021	04/30/2025	1,594,437.50	1,955.80	(1,596,393.30)
91282CAG6	UNITED STATES TREASURY	(2,600,000.00)	(2,600,000.00)	Sell	02/24/2021	02/26/2021	08/31/2022	(2,600,609.39)	(1,607.04)	2,602,216.43
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	2,000,000.00	Buy	02/04/2021	02/05/2021	11/30/2025	1,993,906.26	1,380.49	(1,995,286.75)
91282CBC4	UNITED STATES TREASURY	3,725,000.00	3,725,000.00	Buy	02/24/2021	02/26/2021	12/31/2025	3,686,440.44	2,199.50	(3,688,639.94)
San Mateo County TA		904,987.72	480,170.54					152,082.89	(28,469.82)	(123,613.07)

* 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.

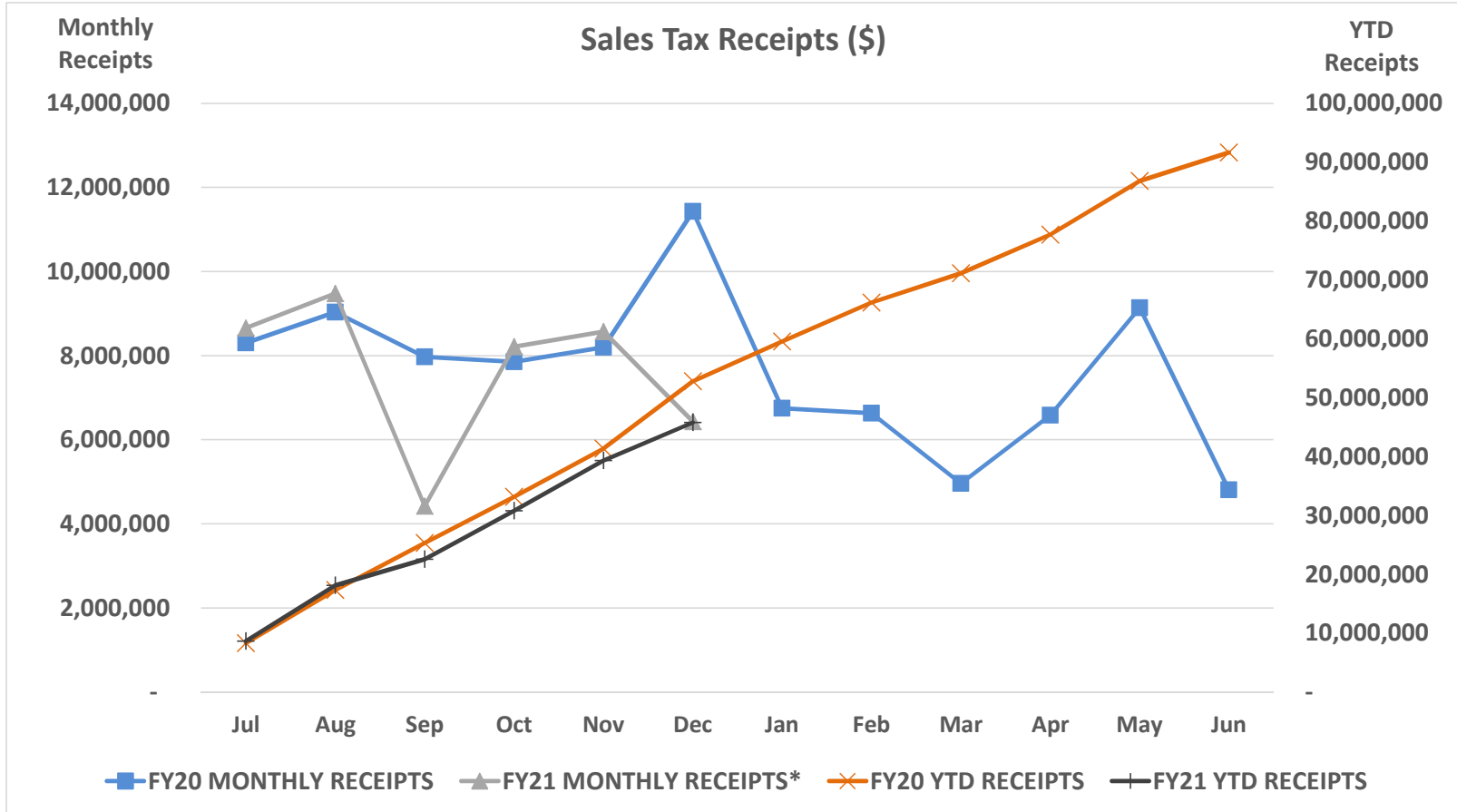
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
February 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
February 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000050	SAN MATEO COUNTY TRANSIT DISTRICT	3,517,385.22	WIR	Operating Expense
SMCTA	000159	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Operating Expense
SMCTA	000164	PUBLIC TRUST ADVISORS	7,072.27	CHK	Operating Expense
SMCTA	000053	HANSON BRIDGETT LLP	9,800.00	WIR	Operating Expense
SMCTA	000012	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	000051	SAN MATEO COUNTY EXPRESS LANES JOINT POW	700,576.18	WIR	ELJPA Loan
SMCTA	000154	STANTEC CONSULTING SERVICES, INC.	20,056.13	CHK	Capital Project (1)
SMCTA	000165	STANTEC CONSULTING SERVICES, INC.	49,201.68	CHK	Capital Project (1)
SMCTA	000167	WSP USA INC.	2,506.51	CHK	Capital Programs (2)
SMCTA	000156	PACIFIC GAS & ELECTRIC COMPANY	10.35	CHK	Capital Programs (3)
SMCTA	000161	PACIFIC GAS & ELECTRIC COMPANY	10.29	CHK	Capital Programs (3)
SMCTA	000010	MARK THOMAS & COMPANY AND AECOM JV	134,747.69	ACH	Capital Programs (3)
SMCTA	000014	ZOON ENGINEERING, INC.	106,264.29	ACH	Capital Programs (3)
SMCTA	000163	PACIFIC GAS & ELECTRIC COMPANY	10.70	CHK	Capital Programs (3)
SMCTA	000155	PACIFIC GAS & ELECTRIC COMPANY	167.40	CHK	Capital Programs (3)
SMCTA	000160	PACIFIC GAS & ELECTRIC COMPANY	121.66	CHK	Capital Programs (3)
SMCTA	000052	DEPARTMENT OF TRANSPORTATION	4,197,131.98	WIR	Capital Programs (3)
SMCTA	000166	PALO ALTO, CITY OF	52.00	CHK	Capital Programs (3)
SMCTA	000008	GRAY-BOWEN-SCOTT	23,465.28	ACH	Capital Programs (3)
SMCTA	000162	PACIFIC GAS & ELECTRIC COMPANY	10.70	CHK	Capital Programs (3)
SMCTA	000009	GRAY-BOWEN-SCOTT	33,314.00	ACH	Capital Programs (4)
SMCTA	000049	PENINSULA CORRIDOR JOINT POWERS BOARD	2,281,608.25	WIR	Capital Programs (5)
SMCTA	000157	PENINSULA TRAFFIC CONGESTION RELIEF	262,305.50	CHK	Capital Programs (6)
SMCTA	000054	DEPARTMENT OF TRANSPORTATION	1,845.00	WIR	Capital Programs (7)
SMCTA	000013	MARK THOMAS & COMPANY AND AECOM JV	46,707.29	ACH	Capital Programs (8)
SMCTA	000158	STANTEC CONSULTING SERVICES, INC.	10,734.19	CHK	Capital Programs (8)
SMCTA	000048	HANSON BRIDGETT LLP	5,600.00	WIR	Capital Programs (9)
SMCTA	000011	MARK THOMAS & COMPANY AND AECOM JV	42,803.81	ACH	Capital Programs (10)
SMCTA	000153	REDWOOD CITY, CITY OF	382,854.91	CHK	Capital Programs (11)
			11,846,213.28		

- (1) 2020 Short Range Highway Plan
- (2) \$1,209.70 Street and Highways Oversight; \$1,296.81 101 Managed Lanes (Nof I-380)
- (3) 101 HOV Ln Whipple - San Bruno
- (4) Express Lane Operations
- (5) 25th Ave Grade Separation
- (6) ACR Countywide TDM Prgm
- (7) US 101 INTERCHANGE - WILLOW
- (8) 101 Peninsula Ave / Poplar Interchange
- (9) \$3,600 Streets and Highways Oversight; \$680 Pedestrian and Bicycle Oversight; \$1,000 Railroad Grade Separations Oversight; \$320 Local Shuttle Oversight
- (10) US 101/SR 92 Direct Connector
- (11) 84/101 Interchange

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

Measure A & Measure W Program Status Report

Semi-Annual Report

(As of December 31, 2020)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2020)

			In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	General Status	Total Funds Collected (1989-2008) ¹	Programmed Funds ²	Available Funding ³
1. Caltrain ⁴	21.6%	- \$4.125M was programmed and allocated for the Atherton Caltrain Station Closure project, which was funded by cost savings of closed projects. Thus, there is no impact to the budget (Resolution 2020-27). - \$358K in cost savings from the completed Burlingame/Broadway Station Platform Track Design and the Atherton Boarding Platform projects made available for future projects. - Projects in process.	\$ 323,744	\$ 313,623	\$ 10,121
2. Paratransit	3.1%	- Program completed.	\$ 56,113	\$ 56,113	\$ -
3. Dumbarton Rail	1.7%	- Program completed.	\$ 18,317	\$ 18,317	\$ -
4. Highway ⁴	29.3%	- Projects in process.	\$ 360,130	\$ 352,310	\$ 7,820
5. Local Streets and Roads	20%	- Program completed.	\$ 203,264	\$ 203,264	\$ -
6. Caltrain Grade Separation ⁴	22.8%	- Projects in process. ⁵	\$ 238,325	\$ 229,500	\$ 8,825
7. Bicycle Transportation	0.01%	- Program completed.	\$ 121	\$ 121	\$ -
8. Transportation System Management	0.7%	- Program completed.	\$ 7,121	\$ 7,121	\$ -
Total:			\$ 1,207,135	\$ 1,180,369	\$ 26,766

Footnotes

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

As of December 31, 2020, total rental income was as follows: \$16.831M 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 from FY 20 to FY 21, due to interest and investment income.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2020)

					In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	Implementation Process ¹	General Status	Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴	
1. Transit							
<i>Caltrain</i>	16%	Plan-Based	- Annual allocation of 50% for Operations and 50% for Capital Projects (Resolution 2020-24). - Projects in process	\$ 150,516	\$ 138,855	\$ 11,661	
<i>Local Shuttle</i>	4%	Competitive	- Projects in process.	\$ 37,629	\$ 38,595	\$ 2,334	
<i>Accessible Services</i>	4%	Agreement-Based	- Annual distribution to SamTrans for Paratransit service. - Program in progress.	\$ 37,269	\$ 37,269	\$ -	
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- \$350K programmed and allocated for South San Francisco Feasibility Study for new Ferry Terminal (Resolution 2020-15). - Program in progress	\$ 18,815	\$ 8,893	\$ 9,922	
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Program in progress	\$ 18,815	\$ 18,815	\$ -	
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- Measure A funding decision on hold.	\$ 18,815	\$ 6	\$ 18,809	
2. Highway	27.5%	Competitive	- \$375K programmed and allocated for Short Range Highway Plan, which was split equally and funded from Measure A & W (Resolution 2020-17). - \$440K programmed and allocated for construction phase of State Route 1 Safety and Operational Improvements, Poplar to Wavecrest (Resolution 2020-18). - \$1.0M reprogrammed and reallocated for PA/ED phase of US101/SR 92 Director Connector Project, which was funded by cost savings of previous project. Thus, there is no impact to the budget (Resolution 2020-28). - Projects in process.	\$ 258,699	\$ 162,584	\$ 96,115	
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 211,663	\$ 211,663	\$ -	
4. Grade Separation	15%	Competitive	- Projects in process. ⁶	\$ 141,109	\$ 113,366	\$ 27,743	
5. Ped and Bike	3%	Competitive	- \$7.714M programmed and allocated for Pedestrian and Bicycle Program categories for Measure A & Measure W, which \$4.485M was funded from Measure A (Resolution 2020-28). - Projects in process.	\$ 28,222	\$ 25,439	\$ 2,783	
6. Alternative Congestion Relief	1%	Plan-Based	-\$524,611 programmed and allocated for annual Alternative Congestion Relief Work Plan for FY 21 (Resolution 2020-21). - Commute.org TDM work programs ongoing.	\$ 9,407	\$ 5,602	\$ 3,805	
				\$ 930,959	\$ 761,087	\$ 173,172	

Footnotes

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

2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through December 31, 2020.

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.

6 \$23.8M for 25th Avenue Grade Separation project was programmed and allocated in January 2021 and will be reflected in the next semi-annual report. \$8.825M will be deducted from the 1988/Original Measure A, and the balance from the 2004/New Measure A.

Measure W Program Status (2019-2049)

Semi-Annual Program Status Report (As of December 31, 2020)

				In Thousands of \$ (\$1,000)			
Program		Exp. Plan %	Implementation Process ¹	General Status	Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1.	Countywide Highway Congestion Improvements ⁶	21.5%	Competitive	- \$375K programmed and allocated for Short Range Highway Plan, which \$187,500 was split equally and funded from Measure A & W (Resolution 2020-17). - Projects in process	\$ 28,829	\$ 187	\$ 28,642
2.	Countywide TDM ⁶	1%	Competitive	- Program in progress.	\$1,201	\$ -	\$ 1,201
3.	Local Safety Pothole and Congestion Relief Improvements	10%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 13,347	\$ 13,347	\$ -
4.	Grade Separation	2.5%	Competitive	- Program in progress.	\$ 3,337	\$ -	\$ 3,337
5.	Bicycle and Pedestrian	5%	Competitive	- \$202,500 programmed and allocated for Safe Routes to School program, administered by San Mateo County Office of Education for FY 21 & 22 (Resolution 2020-14). - \$7.714M programmed and allocated for Pedestrian and Bicycle Program categories for Measure A & Measure W, which \$3.229M was funded from Measure W (Resolution 2020-28).	\$ 6,673	\$ 3,431	\$ 3,242
6.	Regional Transit Connections	10%	Competitive	-Program in progress	\$ 13,347	\$ -	\$ 13,347
					\$ 66,734	\$ 16,965	\$ 49,769

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 Dember 31, 2020.

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: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **EXECUTE MASTER AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION**

ACTION

Staff recommends the Board:

1. Authorize the Executive Director, or his designee, to execute Master Agreements for the Transportation Authority to receive State and Federal funding from the California Department of Transportation (Caltrans) and take any actions necessary to give effect to this action; and
2. Agree to comply with all conditions and requirements set forth in the Master Agreements, and applicable statues, regulations and guidelines for all State and Federally funded projects.

SIGNIFICANCE

Since the passage of the original Measure A in 1988, the Transportation Authority's (TA) responsibilities have evolved and the TA now plays a more significant role in regional highway projects as a project sponsor and an implementer. Examples of these expanded TA responsibilities include sponsoring and leading the delivery of projects, such as the US 101 Express Lanes and the 101/92 Interchange projects, either individually or in partnership with agencies such as Caltrans and the City/County Association of Governments of San Mateo County (C/CAG).

To continue facilitating regional transportation projects, TA staff is looking to further enhance its responsibilities by directly leading Highway Program projects, from project initiation through possible construction in the future. The first step in this process was the adoption of a more comprehensive Procurement Policy that is compliant with State and Federal regulations, which the Board achieved at the February 2021 Board meeting. The TA is currently procuring general engineering consultant (GEC) services, which will serve as an extension of TA staff and be a resource for delivering various phases of the project development process.

With the new Procurement Policy in place and a GEC contract poised to be awarded later this summer, TA staff recommends the Board authorize staff to execute two Master Agreements with Caltrans that will allow the TA to directly receive State and Federal funds. These agreements establish the general terms and conditions applicable to all local agencies that receive State and Federal funds from Caltrans.

If the TA receives State or Federal grant funds, Caltrans will issue Program Supplemental Agreements, which provide the mechanism for the TA to receive funding from Caltrans to implement projects. Execution of any Program Supplemental Agreements and the receipt of funding will require additional Board actions.

Common State highway funding sources available through the Master Agreements include: Senate Bill 1 Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and State Transportation Improvement Program (STIP). Examples of Federal funding include, but are not limited to: the Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) Program, and the Infrastructure for Rebuilding America (INFRA) program. Additional Federal funding opportunities may become available through the next transportation re-authorization bill or other stimulus programs proposed by Congress or the White House.

Executing the Master Agreements does not obligate the TA to apply directly for funding; rather, the recommended action will provide the TA with additional flexibility to apply for funding. TA staff, as part of the development process for individual projects, will carefully consider whether the grant award, overall cost, and complexity of a project warrant incurring additional administrative costs to directly manage State and/or federal funding.

BUDGET IMPACT

There is no impact to the budget associated with the recommended action.

BACKGROUND

The purpose of the TA Highway Program is to improve safety, provide congestion relief, reduce travel times, and improve operations and safety on highway and roadway facilities in San Mateo County.

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

RESOLUTION NO. 2021 –

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

* * *

AUTHORIZING EXECUTION OF MASTER AGREEMENTS
WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR
STATE AND FEDERAL FUNDING

WHEREAS, the San Mateo County Transportation Authority (TA) may apply for and receive funding from the State of California now or in the future for TA administered projects; and

WHEREAS, implementing agencies using State or Federal funding for projects must execute an agreement with the California Department of Transportation (Caltrans) before the agencies can be reimbursed for project expenditures; and

WHEREAS, Caltrans utilizes Master Agreements (MA) for State and Federally funded projects, along with associated Program Supplement Agreements, to administer and reimburse state and federal funds to local agencies; and

WHEREAS, Caltrans has presented the TA with two MAs for approval and execution to satisfy the requirements described above; and

WHEREAS, staff recommends that the TA Board authorize the Executive Director, or his designee, to execute MAs to receive State and Federal funding from Caltrans, and agree to comply with all conditions and requirements set forth in the MAs and applicable statutes, regulations and guidelines for State and Federally funded Highway Program projects.

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

1. Authorizes the Executive Director, or his designee, to execute Master Agreements for the San Mateo County Transportation Authority to receive State and Federal funding from the California Department of Transportation and take any actions necessary to give effect to this action; and
2. Agrees to comply with all conditions and requirements set forth in the Master Agreements, and applicable statutes, regulations and guidelines for all State and Federally funded projects.

Regularly passed and adopted this 1st day of April, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2021 – 8

EXPRESSING APPRECIATION TO

JIM HARTNETT

FOR HIS OUTSTANDING PUBLIC SERVICE AS EXECUTIVE DIRECTOR OF THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, JIM HARTNETT was named to the position of Executive Director of the San Mateo County Transportation Authority in 2015; and

WHEREAS, during **JIM HARTNETT's** tenure, he has been a leader and an advocate, dedicated to fulfilling the Transportation Authority's mission and improving the lives of San Mateo County residents; and

WHEREAS, JIM HARTNETT supported the approval of the San Mateo 101 Express Lanes Project, which will help transit to be more effective, moving more people through the US 101 corridor, reducing congestion, prioritizing transit and shrinking our carbon footprint; and

WHEREAS, JIM HARTNETT presided over the construction of the 25th Avenue Grade Separation Project, which will reduce traffic impacts and improve public safety in San Mateo, as well as reinventing and revitalizing the neighborhood by providing both a modern Caltrain station and new, convenient connections into Bay Meadows; and

WHEREAS, JIM HARTNETT is a devoted shuttle advocate, promoting their use to provide first mile/last mile connections for other transit systems; and

WHEREAS, JIM HARTNETT has supported bike and pedestrian projects throughout San Mateo County, making sure that everyone can navigate their communities safely and easily; and

WHEREAS, JIM HARTNETT has advocated for the Safe Routes to School program, which has assisted school districts with the logistical challenges of getting their students to and from school safely and securely; and

WHEREAS, JIM HARTNETT has led the agency with grace and dignity throughout the challenge of coronavirus (COVID-19), fighting to make sure staff were protected and keeping programs on track during a time of confusion and chaos; and

WHEREAS, JIM HARTNETT has always advocated for the needs of disadvantaged communities in San Mateo County, fighting to ensure that all people have equal access to transportation funds and the benefits that they provide; and

WHEREAS, JIM HARTNETT has been a leader in all capacities, and has comported himself with honor, integrity and competence throughout his tenure, inspiring the men and women of the Transportation Authority to serve the people of this county to the best of their ability; and

NOW, THEREFORE, BE IT RESOLVED that the TA Board of Directors hereby commends and expresses its sincere appreciation to **JIM HARTNETT** for his outstanding service to the TA, her many accomplishments as Executive Director, and for his visionary leadership on matters of public transit. Regularly passed and adopted this 1st day of April, 2021.

Emily Beach, Chair
San Mateo County Transportation Authority



RESOLUTION NO. 2021 –

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

* * *

**RESOLUTION ON SAN MATEO COUNTY TRANSPORTATION AUTHORITY’S COMMITMENT TO
DIVERSITY, EQUITY, AND INCLUSION**

WHEREAS, the San Mateo County Transportation Authority believes every person has the freedom to feel valued and respected, and condemns racism, sexism, and xenophobia in rhetoric or action; and

WHEREAS, the Transportation Authority serves a diverse population that continues to experience bias, discrimination, and unequal outcomes and/or treatment in numerous sectors including housing, employment, education, health and safety, and criminal justice; and

WHEREAS, the Transportation Authority condemns the growing number of bullying, harassment, and hate crimes against Asian Americans, Pacific Islanders, and all people of color; and

WHEREAS, the Transportation Authority supports the Asian American and Pacific Islander communities in San Mateo County and all communities of color; and

WHEREAS, the Transportation Authority recognizes the long history of inequity and racism in transit that has excluded, targeted, or oppressed people due to their color, race, national origin, gender, income, housing status, sexual orientation, disability status, and immigration status; and

WHEREAS, the Transportation Authority will continue to work in making our services and programs accessible and open to all individuals; and

WHEREAS, the Transportation Authority believes in the public sector for the public good, and advancing equity and inclusion is critical to the success of our communities; and

WHEREAS, the Transportation Authority will continue its membership with the Government Alliance on Race and Equity to advance racial equity through mindful governance practices, review neutral policies and its impacts, conduct an internal assessment of racial equity knowledge within the Transportation Authority and provide training opportunities; and

WHEREAS, the Transportation Authority commits to providing an inclusive community for employees and those within its service area by denouncing discrimination, harassment, bullying, and hate speech; and

WHEREAS, the Transportation Authority Board remains committed to the mission of promoting equity and protecting public health and will continue to advance the cause of diversity, access, equity, and inclusion in its policies, programs, and practices; and

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority Board of Directors condemns racism and discrimination, and reaffirms its commitment to diversity, equity, access, and inclusion.

Regularly passed and adopted this 1st day of April, 2021.

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary



AGENDA ITEM #98
APRIL 1, 2021

MEMORANDUM

Date: March 23, 2021
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – April 1, 2021

San Mateo 101 Express Lanes Equity Study Update

On March 18, the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) hosted a virtual public meeting to receive public comments regarding a pilot equity program designed to improve mobility options for underserved communities in San Mateo County. This meeting provided a forum for local residents and community members to learn more about the equity study and provide input on the proposed pilot equity program alternatives. The equity program will be funded by tolls collected from express lane users.

The SMCEL-JPA Board commissioned the study in 2020, and the goal of the equity study is to learn more about potential mobility improvements that the San Mateo 101 Express Lanes project can help address in historically underserved communities in San Mateo County. At the end of the study, the Board will consider recommendations to launch a pilot equity program to address some of those needs.

Over 50 participants attended the virtual meeting. In an effort to reach out to as many residents as possible, the meeting was simultaneously interpreted in Spanish, Mandarin, and Cantonese. The JPA Board is scheduled to adopt the pilot equity program later this Spring.

More information is available at [San Mateo 101 Express Lanes Project Equity Study](#).

Appointment of New Caltrans District 4 Director Dina A. El-Tawansy

Since the departure of California Department of Transportation (Caltrans) District 4 Director Tony Tavares in December 2020, Dina A. El-Tawansy has been filling that role on an interim basis while Caltrans searched for a permanent replacement. On March 4, Ms. El-Tawansy was officially appointed as the District 4 Director.

Ms. El-Tawansy has 23 years of service with Caltrans and her leadership experience spans three districts and multiple divisions. While much of her career has been in District 4 (Bay Area) and District 7 (Los Angeles), Dina also served in District 12 (Orange County), as the Deputy District Director of Operations and Maintenance.

In her new capacity, Ms. El-Tawansy will manage a \$2 billion budget of in-house and oversight investments, as well as lead nearly 3,500 staff. Dina possesses a B.S. degree in Civil Engineering from Cal Poly Pomona and an M.S. degree from Long Beach State University in Construction Management. She is a licensed Professional Engineer (PE) and Project Management Professional (PMP).

The TA partners with Caltrans either as part of an integrated team or in an oversight capacity on all state highway projects in San Mateo County. We look forward to working with Ms. El-Tawansy to advance important transportation projects that enhance mobility and improve safety.

US 101/ Peninsula Avenue Interchange Project

The City of San Mateo (City), in coordination with the TA, City of Burlingame, and Caltrans, began the environmental phase of the project, which proposes to relocate the existing U.S. 101 southbound on- and off-ramps from East Poplar Avenue to Peninsula Avenue to create a full-access interchange at Peninsula Avenue and Airport Boulevard. As part of the collaboration effort with project stakeholders, City staff will provide a project update at the Burlingame City Council meeting on April 19.

An Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA) for the project. The EIR will analyze the potential environmental impacts of the proposed project, inform stakeholders and the public of those impacts, recommend mitigation measures, and analyze the proposed alternatives. As the owner and operator of the state highway facility, Caltrans is going to initiate a public review period to allow the public and stakeholders to provide comments on the proposed scope and content of the EIR. A Notice of Preparation (NOP) containing information about the project scope and planned environmental studies will be issued.

Caltrans is scheduled to host a virtual scoping meeting at 6:00 pm on Wednesday, April 28. Project team members will be available at the meeting to clarify information about the project and the process for submitting comments. All comments must be submitted in writing by email or postal mail to Caltrans before 5:00 pm on May 23, and will become a part of the public record. Detailed information about the scoping meeting and the NOP will be available at www.cityofsanmateo.org/peninsula.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: TRANSIT – FERRY PROGRAM UPDATE**

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 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.

This item features a presentation highlighting the status of the Transit – Ferry Program, with a report on the Redwood City Feasibility Study and Cost Benefit Analysis (CBA) findings. In May 2018, the TA Board programmed and allocated \$450,000 of Measure A Transit - Ferry Program Category funds, supplemented by a \$60,000 match from the City, to prepare a financial feasibility study and cost-benefit analysis (CBA) for the development of a new ferry terminal and to explore the viability of bringing public ferry service to Redwood City. The City led the proposed work effort in conjunction with the Port of Redwood City and the Water Transportation Emergency Authority (WETA).

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Two percent funding share of Measure A sales tax receipts are to be made available for financial assistance as local match for cost-effective ferry service to South San Francisco and Redwood City. Both cities previously have approved a 50/50 funding share split of this revenue, which was estimated to be a total of \$30 million at the time the Expenditure Plan was approved (2004).

Prepared By: Jennifer Williams, Administrative Analyst II

650-508-6343

(a)

APRIL 1, 2021

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM AND ALLOCATE \$160,000 IN MEASURE A FERRY PROGRAM FUNDS
TO THE PORT OF REDWOOD CITY FOR PREPARATION OF A BUSINESS PLAN
RELATED TO A PROPOSED FERRY TERMINAL IN REDWOOD CITY**

ACTION

Staff recommends the Board:

1. Program and allocate \$160,000 of Measure A Ferry Program Category funds to the Port of Redwood City to complete a Business Plan for a new ferry terminal in Redwood City; and
2. Authorize the Executive Director, or his designee, to execute any necessary documents, and to take any additional actions necessary, to give effect to this action.

SIGNIFICANCE

In May 2018, the San Mateo County Transportation Authority (TA) Board of Directors (Board) programmed and allocated \$450,000 of Measure A Transit - Ferry Program Category funds, supplemented by a \$60,000 match from the City of Redwood City (City), to prepare a financial feasibility study and cost-benefit analysis (CBA) for the development of a new ferry terminal, and to explore the viability of bringing public ferry service to the City. The City led the proposed work effort in conjunction with the Port of Redwood City (Port) and the Water Emergency Transportation Authority (WETA).

The feasibility study and CBA were adopted by the WETA Board and the Port of Redwood City in November 2020. The documents were subsequently adopted by the City Council on January 11, 2021. The results of the study indicated that ferry service is feasible, and commute alternatives to and from the mid-Peninsula are needed and could be provided by ferry service. Additional information on the results of the study will be provided to the Board via a PowerPoint presentation through a separate item on this agenda.

The next step in the project development process is to undertake a business plan for the ferry service, which is consistent with the project planning required for the South San Francisco Ferry Project completed in May 2012.

The Port will lead the business plan development along with City transportation planning and WETA staff. The Port has submitted a letter to the TA requesting \$160,000 in Measure A funds to prepare the business plan. A copy of the letter is included as Attachment A. If the TA Board approves the programming and allocation request, the business plan development work will be performed by a consulting firm with oversight from the project stakeholders.

Once the business plan is complete, City, Port and WETA staff will present the results to the TA Board. The business plan is anticipated to be complete at the end of 2021. The next step for this project would be preliminary engineering and environmental clearance, which would include a preliminary cost estimate for the construction of a ferry terminal as well as associated site and access improvements.

BUDGET IMPACT

There is no impact to the budget. Funding will come from the Fiscal Year 2021 and prior year adopted budgets from the Measure A Transit-Ferry category.

BACKGROUND

A two-percent funding share of Measure A sales tax receipts is to be made available for financial assistance as a local match for cost-effective ferry service to South San Francisco and Redwood City. Both cities have approved a 50/50 funding share split of this revenue, which was estimated to be a total of \$30 million at the time the Expenditure Plan was approved in 2004.

Prepared By: Jennifer Williams, Administrative Analyst II

650-508-6343

RESOLUTION NO. 2021 –

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

* * *

**PROGRAMMING AND ALLOCATING \$160,000 IN
MEASURE A FERRY PROGRAM FUNDS TO THE PORT OF REDWOOD CITY FOR PREPARATION
OF A BUSINESS PLAN RELATED TO A PROPOSED FERRY TERMINAL IN REDWOOD CITY**

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

WHEREAS, the 2004 Transportation Expenditure Plan includes a two-percent funding share to provide financial assistance as a local match for cost-effective ferry service to South San Francisco and Redwood City; and

WHEREAS, the cities of South San Francisco and Redwood City have approved a 50/50 funding share split, equivalent to \$15 million (2004 dollars) in Measure A funds to each city over the 25-year life of the Measure A; and

WHEREAS, the Port of Redwood City (Port) has submitted a request for \$160,000 in Measure A funds to prepare a business plan for a proposed new ferry terminal in Redwood City; and

WHEREAS, the Port will be the lead for the proposed work effort in conjunction with the City of Redwood City and the Water Emergency Transportation Authority (WETA); and

WHEREAS, the business plan will provide project development of a public ferry service expansion to Redwood City, which is the next milestone in developing a new ferry terminal.

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

1. Programs and allocates \$160,000 in Measure A Ferry Program Category funds to complete a business plan for a new ferry terminal in Redwood City for the operation of public transportation service; and
2. Authorizes the Executive Director or his designee to execute any necessary documents or agreements and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 1st day of April, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary



**REDWOOD CITY FERRY
FINANCIAL FEASIBILITY
STUDY, COST-BENEFIT AND
ECONOMIC IMPACT ANALYSIS**





Presentation Outline

- Introduction
- Study Purpose
- Findings
 - Operations (Routes and Ridership)
 - Engineering (Terminal and Vessels)
 - Financial
- Recommendations
- Next steps

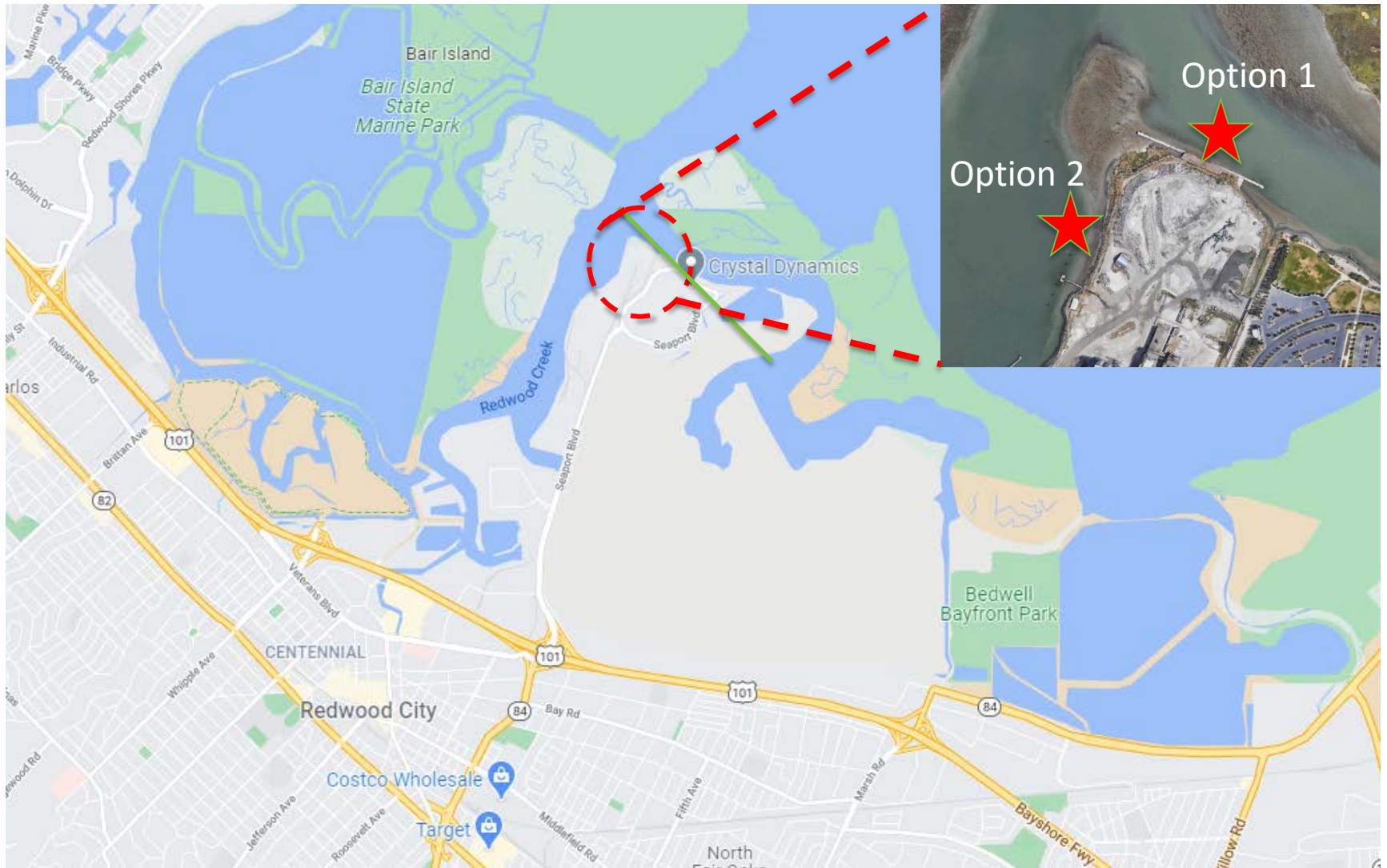


Introduction



- Collaboration between City, Port, and Water Emergency Transportation Authority (WETA)
- Thanks to TA, staff and consultant team
- Prior actions
 - WETA Board approved (November 2020)
 - Port Commission approved (December 2020)
 - City Council approved (January 2021)

Project Location



Study Purpose

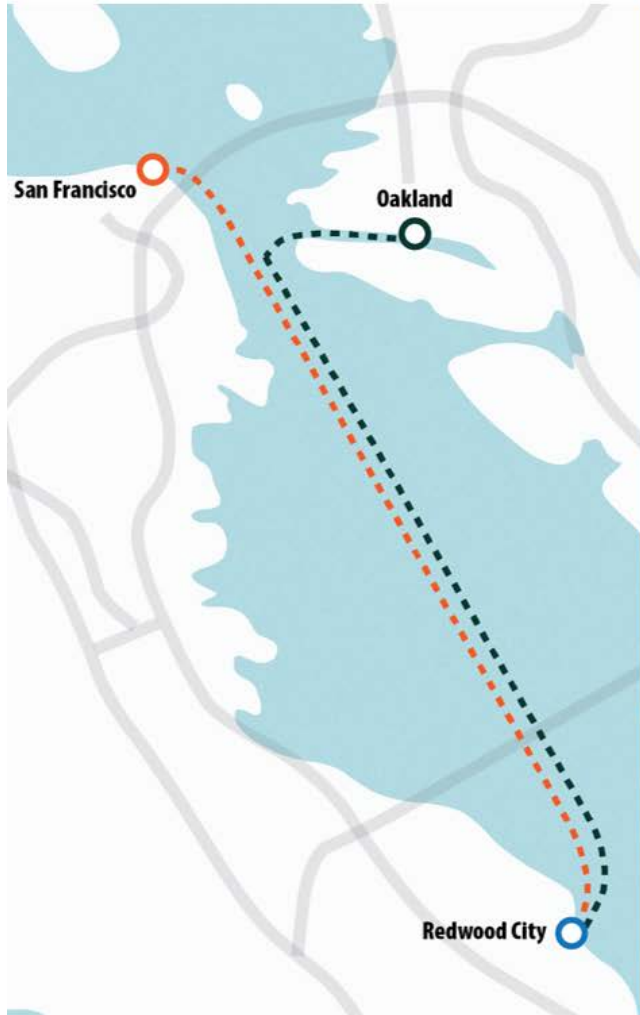


Previous Planning

- **Existing Conditions Analysis**
 - Port of Redwood City Ferry Terminal Locational Analysis, Environmental Assessment, & Conceptual Design (2007)
 - Redwood City Ferry Terminal - Site Feasibility Report (2012)
- **Redwood City Plans and Goals**
 - Circulation Element of the General Plan (2010)
 - Citywide Transportation Plan RWCMoves (2018)
 - “Signature Project”
- **WETA’s Plans**
 - Strategic Plan (2016)
 - Expand Ferry Service to the South Bay
 - Short Range Transit Plan (2020)



Operations - Routes and Ridership Estimates



	2019			2040		
	Peak	Reverse	Daily Total	Peak	Reverse	Daily Total
OAK - RWC	381	45	852	756	181	1,874
SF - RWC	441	206	1,294	730	363	2,186
Both	822	251	2,146	1,486	544	4,060

Operations - Ridership Considerations and Concerns

- **First/Last Mile Costs and Responsibilities**
 - The location of the ferry terminal means good first/last mile connections are essential
 - Potential providers include:
 - Public transit (SamTrans)
 - Employer-based Transportation Management Associations
 - Privately funded shuttles (like Facebook Pilot Ferry Service shuttle)
 - Public shuttle service (commute.org)
 - Currently Operate 2 Shuttles to the Ferry Study Area
 - *Redwood City Seaport Centre (\$325k annual operating costs)*
 - *Pacific Shores (\$1m annual operating cost covered by Google until March of last year)*



Engineering - Terminal Configuration Options

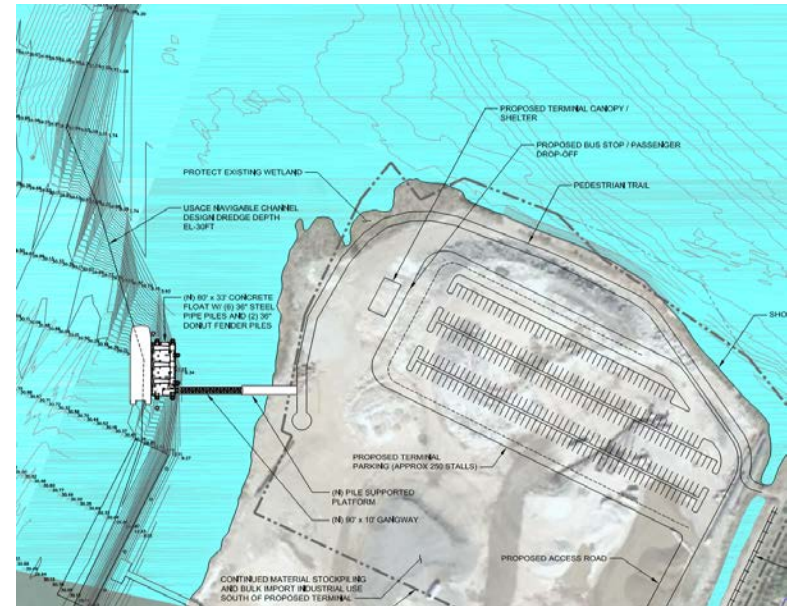
■ Option 1: North Side

- Estimated Cost in FY 2019
\$20 M



■ Option 2: West Side

- Estimated Cost in FY 2019
\$15 M



Engineering - Vessel Needs

- **Dorado Class Vessel**

- Cost \$16 million (FY19)
- Higher speeds – water jet propulsion -- required for long distance routes
- 320 passenger capacity
- Each route would need 2 vessels, plus a portion of a spare (\$40 million)
- Combined Route would need 5 vessels (\$80 million)



Financial - Operating Metrics

Item	OAK/RWC	SF/RWC	Combined
Operating Metrics (2019/20 Dollars)			
<i>Expenses</i>			
Year 1 (2025)	\$6,100,000	\$6,700,000	\$12,800,000
Year 10 (2034)	\$8,200,000	\$9,000,000	\$17,200,000
<i>Revenues</i>			
Year 1 (2025)	\$3,200,000	\$4,500,000	\$7,700,000
Year 10 (2034)	\$5,800,000	\$7,300,000	\$13,100,000
<i>Subsidy Gap</i>			
Year 1 (2025)	\$2,900,000	\$2,200,000	\$5,100,000
Year 10 (2034)	\$2,400,000	\$1,700,000	\$4,100,000
Farebox Recovery Ratio			
Year 1 (2025)	52%	67%	60%
Year 10 (2034)	71%	81%	76%

Economics - Benefit Cost Analysis

■ **User Benefits**

- Ferry services provide a pleasant alternative to a grueling drive around the SF Bay or up and down the Peninsula
- Attracting drivers to ferry services removes vehicles from the roadway network resulting in:
 - Reduced vehicle miles traveled
 - Reduces vehicle operating costs, crashes, and emissions
- Avoided parking fees and bridge tolls benefit users
- On-ferry time can be valued as a benefit due to the multitasking opportunities afforded by ferry rides

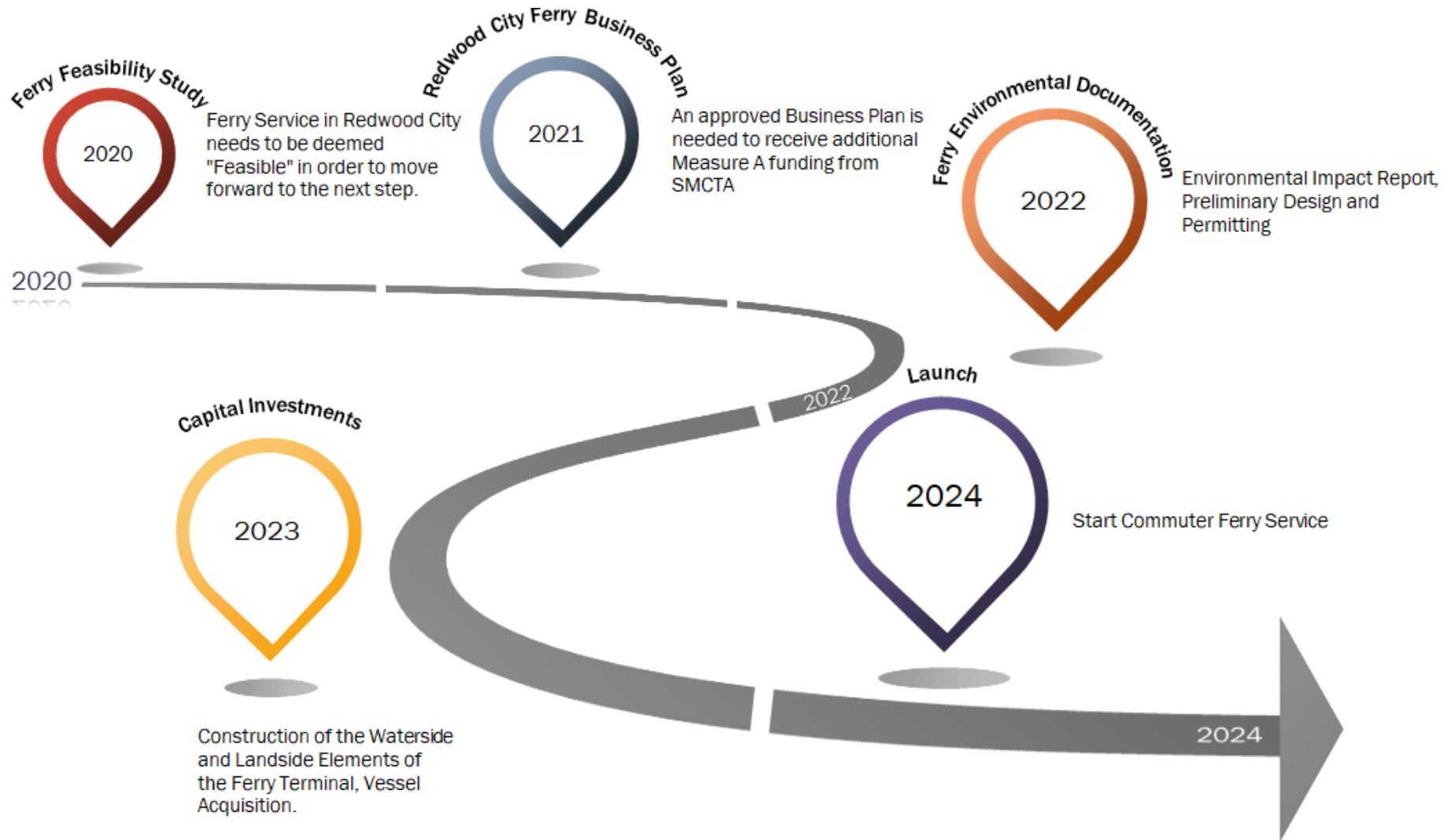
■ **Net benefits**

- Net benefits after costs are relatively close for both route alternatives, given identical capital outlays, and similar Operations and Maintenance (O&M) costs
- The economic feasibility results are nearly identical, with a slight favor towards the SF/RWC route

Feasibility Findings & Recommendations

Area of Feasibility	Is it Feasible
<i>Consistency: with broader Redwood City and WETA plans?</i>	Yes
<i>Operations: can demand be accomodated?</i>	Yes
<i>Engineering: can a terminal facility be built?</i>	Yes
<i>Financial: are farebox revenues sufficient and are other operational funds available?</i>	Yes
<i>Economics: do user benefits outweigh public investment/operation costs?</i>	Yes

Next Steps



Redwood City Ferry Business Plan

- Introduction & Purpose
- Organization & Governance
- Ferry Service, Operations, Vessels and Facilities
- Ridership Projections
- Equity Analysis
- 10-year Operating & Capital Budget
- First/Last Mile Plan
- Findings/Key Action Items



QUESTIONS & ANSWERS





PORT OF REDWOOD CITY

Serving Silicon Valley

Port Commissioners
Richard S. Claire
Richard "Dick" Dodge
R. Simms Duncan
Ralph A. Garcia, Jr.
Lorianna Kastrop

March 10, 2021

Ms. April Chan
Executive Officer, Planning and Development
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

RE: City of Redwood City Ferry Project

Dear Ms. Chan:

The Port of Redwood City (Port) requests \$160,000 in Measure A funds to prepare the business plan for the Redwood City Ferry Terminal. The Port is the project sponsor and will lead the effort with the City of Redwood City (City) and the Water Emergency Transportation Authority (WETA) to construct a ferry terminal and bring public ferry transit service to Redwood City.

The 2009-2033 Measure A Expenditure Plan identified \$30 million in funds available for cost effective ferry service to South San Francisco and Redwood City. Most recently, the Port, the City, and WETA have accepted the findings in the Ferry Financial Feasibility Study & Cost-Benefit and Economic Impact Analyses, as prepared by CDM Smith. Pursuant to a Memorandum of Understanding between the parties, the next initiative is a business plan.

The Port is seeking \$160,000 in Measure A funds administered by the San Mateo County Transportation Authority (SMCTA) to conduct the business plan. The completed feasibility study and cost benefit analysis will serve as a foundation and supporting documentation for the business plan. The parties anticipate utilizing the services of CDM Smith for this subsequent chapter, as their historical relationship with the ferry project will seamlessly advance this next stage of the project.

Thank you for your consideration of the Port's request. Your continued funding commitment enables the parties to advance the business plan phase of the project for a ferry terminal.

Ms. April Chan
March 10, 2021
Page 2

We look forward to continuing our efforts with the SMCTA to increase mobility throughout the County. If you have any questions or need additional information, please feel free to contact me at 650.306.4150.

Sincerely,



Kristine A. Zortman
Executive Director
Port of Redwood City

Enc: Scope Outline including estimated costs

cc: Board of Port Commissioners
 Jessica Manzi, Senior Transportation Coordinator, City
 Kevin Connolly, Planning & Development Manager, WETA
 Chad Mason, Senior Planner, WETA

(b)

APRIL 1, 2021

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM AND ALLOCATE \$840,000 IN LOCAL PARTNERSHIP FORMULA FUNDS TO THE CITY OF REDWOOD CITY HOPKINS AVENUE TRAFFIC SAFETY PROJECT AND RE-PROGRAM AND RE-ALLOCATE \$840,000 OF MEASURE W PEDESTRIAN AND BICYCLE FUNDS TO THE CITY OF BELMONT RALSTON AVENUE SEGMENT 3 PROJECT**

ACTION

Staff proposes the Board of Directors (Board):

1. Request the California Transportation Commission program and allocate \$840,000 of the Transportation Authority's share of Local Partnership Program (LPP) Funds to the City of Redwood City's Hopkins Avenue Traffic Safety Project; and
2. Re-program and re-allocate \$840,000 of Measure W Pedestrian and Bicycle Program Category funds from the Redwood City Hopkins Avenue Traffic Safety Project to the City of Belmont Ralston Avenue Segment 3 Project; and
3. Authorize the Executive Director or his designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

SIGNIFICANCE

In August 2020, the TA issued its fifth Pedestrian and Bicycle Program Call-for-Projects (CFP), announcing the availability of up to \$8.1 million in Measure A and Measure W funds. This is the first Pedestrian and Bicycle CFP to include funds from both measures. Nineteen applications were received from 11 jurisdictions. The total funding request exceeded \$17.1 million, resulting in a CFP that was oversubscribed by approximately \$9 million.

In December 2020, pursuant to Resolution No. 2020-28, the TA Board awarded \$7,714,729 of the available Measure A and Measure W funding to 12 projects. Previously, in June 2020, pursuant to Resolution No. 2020-14, the TA Board also

programmed \$202,500 of the available funding to the San Mateo County Office of Education Safe Routes to School Program. In total, \$7,917,229 of the available funding was programmed and allocated.

In January 2021, TA staff were informed that \$840,000 of the TA's Fiscal Year 2020 LPP formula funds were still available to be programmed and allocated through June 2021. The available funding provides the opportunity to help the next unfunded project from the oversubscribed Pedestrian and Bicycle CFP: the City of Belmont's Ralston Avenue Segment 3 Project.

Due to stringent schedule and match requirements of the LPP funding program, the funding cannot be awarded directly to Belmont. Rather, TA staff recommends providing the LPP funds to the City of Redwood City's Hopkins Avenue Traffic Safety Project while simultaneously re-allocating \$840,000 of Measure W funding to the City of Belmont's Ralston Avenue Segment 3 Project. This funding is critical to help the City of Belmont ensure it does not lose federally-awarded funds on its project in the near-term, and closes a significant portion of the project's current funding gap.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The purpose of the Measure A and Measure W Pedestrian and Bicycle Programs is to fund specific projects to encourage and improve bicycling and walking conditions. Funding can be used for non-infrastructure programs or infrastructure project development and construction of pedestrian and bicycle facilities within San Mateo County.

As defined in the 2004 Transportation Expenditure Plan, Measure A provides the Pedestrian and Bicycle Program category with a three-percent share of the sales tax revenues collected. Similarly, as defined in the 2018 Congestion Relief Plan, Measure W provides the Bicycle and Pedestrian Improvement Program category with a five-percent share of the sales tax revenues collected.

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the LPP. The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements, such as Measure A and Measure W. The LPP funds are distributed through a 40 percent statewide competitive component and a 60 percent formulaic component to the eligible counties.

The LPP formula funds can be provided to projects at the discretion of the TA, but must be programmed and allocated by the California Transportation Commission.

Prepared By: Patrick Gilster, Manager of Programming and Monitoring 650-622-7853

RESOLUTION NO. 2021 –

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

* * *

PROGRAMMING AND ALLOCATING \$840,000 IN LOCAL PARTNERSHIP PROGRAM
FORMULA FUNDS TO THE CITY OF REDWOOD CITY HOPKINS AVENUE TRAFFIC SAFETY
PROJECT AND RE-PROGRAMMING AND RE-ALLOCATING \$840,000 OF MEASURE W
PEDESTRIAN AND BICYCLE FUNDS TO THE CITY OF BELMONT
RALSTON AVENUE SEGMENT 3 PROJECT

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 sales tax in San Mateo County for 20 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 New Measure A half-cent sales 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 one-half 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, the TA prepared and adopted a Strategic Plan in December 2019 to address the requirements of both measures and provide a policy framework for the implementation of the New Measure A and Measure W programs; and

WHEREAS, the Strategic Plan 2020-2024 designates three percent of New Measure A funds, in accordance with the 2004 Transportation Expenditure Plan, and five percent of Measure W funds, in accordance with the Congestion Relief Plan approved by voters, to fund pedestrian and bicycle projects; and

WHEREAS, in August 2020, the TA issued a competitive call for pedestrian and bicycle projects with up to \$8.1 million in Measure A and Measure W funding available, which yielded 19 applications from 11 sponsors requesting over \$17.1 million; and

WHEREAS, the total funding request exceeded \$17.1 million, resulting in a call for projects that was oversubscribed by approximately \$9 million; and

WHEREAS, in December 2020, the TA Board of Directors (Board) programmed and allocated \$7,714,729 of Measure A and Measure W funds to the 12 top-ranked projects, including the City of Redwood City Hopkins Avenue Traffic Safety Project; and

WHEREAS, in January 2021, the TA was notified that \$840,000 of Fiscal Year 2020 Senate Bill 1 Road Repair and Accountability Act Local Partnership Program (LPP) Formula Funds was available to be programmed and allocated through June 2021; and

WHEREAS, due to stringent schedule and match requirements of the LPP funding program, the funding cannot be awarded directly to the City of Belmont, which submitted the highest-rank project proposal that was not awarded funds as part of the TA's December programming and allocation action resulting from the 2020 call for projects described above; and

WHEREAS, staff recommends that the Board request the California Transportation Commission program and allocate \$840,000 of the Transportation Authority's share of

LPP Formula Funds to the City of Redwood City's Hopkins Avenue Traffic Safety Project;
and

WHEREAS, staff also recommends that the Board re-program and re-allocate \$840,000 in Pedestrian and Bicycle Measure W funds from the City of Redwood City Hopkins Avenue Traffic Safety Project to the City of Belmont Ralston Avenue Segment 3 Project.

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

1. Request the California Transportation Commission program and allocate \$840,000 of the Transportation Authority's share of Local Partnership Program Funds to the City of Redwood City's Hopkins Avenue Traffic Safety Project; and
2. Re-programs and re-allocates \$840,000 of Measure W Pedestrian and Bicycle Program Category funds from the City of Redwood City Hopkins Avenue Traffic Safety Project to the City of Belmont Ralston Avenue Segment 3 Project; and
3. Authorizes the Executive Director or his designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

Regularly passed and adopted this 1st day of April, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

(c)

APRIL 1, 2021

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **UPDATE ON SAN MATEO COUNTY TRANSPORTATION AUTHORITY'S USE OF
PROCEEDS RELATED TO THE 2020 SUBORDINATE SALES TAX REVENUE
VARIABLE RATE DEMAND BONDS**

ACTION

Staff proposes the Board to review, accept, and enter into the record the presentation providing an update on the Use of Proceeds Related to 2020 Subordinate Sales Tax Revenue Variable Rate Demand Bonds for San Mateo County Transportation Authority.

SIGNIFICANCE

On Sep 1, 2020, the San Mateo County Transportation Authority (TA) authorized the issuance of 2020 Subordinate Sales Tax Revenue Variable Rate Demand Bonds in the aggregate principal amount of \$100 million; this issuance was split into two series of bonds, 2020 Series A bonds and 2020 Series B bonds, both in the aggregate principal amount of \$50 million. This issuance is secured by and payable from a lien on revenues of (i) the Measure A Sales Tax revenues pursuant to the Bay Area County Traffic and Transportation Funding Act, and (ii) the Measure W Sales Tax Revenues pursuant to the San Mateo County Transit District Act.

BUDGET IMPACT

As this reports on the use of proceeds related to the 2020 Subordinate Sales Tax Revenue Variable Rate demand Bonds, there is no budget impact.

BACKGROUND

Per the financing plan for the 2020 Subordinate Sales Tax Revenue Variable Rate Demand Bonds, the San Mateo County Transportation Authority is obligated to use the proceeds of this debt in the following manner:

- (i) Fund costs of the project, as defined below
- (ii) Fund certain estimated interest and fees with respect to the 2020 Bonds
- (iii) Pay the costs of issuing the 2020 bonds, as defined below

The deposit of the proceeds of the 2020 Bonds constitute a loan to the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) to fund a portion of the cost of equipping and installing approximately 22 miles of managed lanes in both directions on US 101 between the San Mateo County/Santa Clara County line (to the south) and interstate 380 (to the north) and a contribution to SMCELJPA's equity programs, such as means-based toll rate discounts. At the time of the issuance of this debt, the overall cost of this project was estimate at approximately \$580 million and other funding sources include: Regional Measure 3 bridge tolls, a variety of State grants, local funds and Federal and private sector funds

For San Mateo County Transportation Authority, the estimated sources and use of proceeds of the 2020 bonds are shown below:

Estimated Use of Funds	2020 Series A Bonds	2020 Series B Bonds	Total
Project Loan	46,170,437	46,167,633	92,338,070
Deposit to Subordinate Interest Fund	3,400,000	3,400,000	6,800,000
Cost of Issuance	429,563	432,367	861,930
Total	50,000,000	50,000,000	100,000,000

Discussion

The aforementioned allocation for project loan/project fund, \$92,338,070 is to fund a portion of the cost of the project and all the funds were deposited with Bond Trustee, Bank of New York Mellon. As of March 01, 2021, the staff has submitted three drawdown requests from the project loan/project fund account to pay for the reimbursement of Department of Transportation (DOT) - Caltrans cost of construction and required deposits for this project. Fees for the Standby Letter of Credit have been paid out of the Capitalized Interest Fund. A reconciliation of all current funds held by Bond Trustee can be found below.

Sources:

Bond Proceeds \$ 100,000,000

Uses:

Project Fund Deposits: \$ 92,338,070
Req 1 - COI overage - Special Counsel Services (2,068)
Req 2 - SMCTA - Reimburse DOT cost of construction and deposits (57,848,111)
Req 3- SMCTA - Reimburse DOT Caltrans cost of construction (6,440,348)
\$ 28,047,544

Other Fund Deposits:

Capitalized Interest Fund \$ 6,000,000
Standby LOC Fees (Sep 2020) (18,029)
Standby LOC Fees (Oct-Dec 2020) (78,984)
Standby LOC Fee (Dec 2020) (350)
\$ 5,902,637

Credit Enhancement Fee \$ 800,000
\$ 800,000

Date of Delivery Expenses:

Cost of Issuance \$ 735,000
Req 1 - COI Advisory Services (696,828)
Req 2 - COI Special Counsel Services (5,172)
Req 3 - COI Advisory Services (30,000)
Req 4 - COI Printing Services (2,447)
\$ 553

Underwriter's Discount \$ 126,930
Paid at close (126,930)
\$ -

Total currently held by Trustee: \$ 34,750,734

The remainder of the project funds, \$28,047,544 will continue to be drawn as the project expenses are incurred and reimbursement requests will be submitted to the Bond Trustee, Bank of New York Mellon.

Furthermore, the San Mateo County Transportation Authority debt was issued as

variable rate coupon instruments - also known as Variable Rate Debt Obligations (VRDOs) and with the debt service based on the current interest rate environment. The 2020 Series A bonds, with an aggregate total of \$50 million, is based on an interest rate that resets weekly and the 2020 Series B Bonds, with an aggregate total of \$50 million, interest rate resets daily.

At the time of the issuance, the interest rate assumption of 2% was used to base the debt service for this entire debt issuance with FY21 expected interest cost to be around \$1.45 million; however, with the historically low interest rate environment, both series A & B interest rates are currently at 1 basis point. Additionally, as of Feb 28th, 2021, the total interest cost for the entire \$100 million has been \$28,191 (\$17,410 for 2020 Series A and \$10,781 for 2020 Series B)

Prepared by: Jayden Sangha, Manager - Treasury

650-508-6405



Update on the Use of Proceeds
2020 Subordinate Sales Tax Revenue Variable
Rate Demand Bonds



San Mateo County Transportation
Authority

2020 Series A & Series B Bonds

- Sep 01, 2020, SMCTA board authorized the issuance of \$100 million Variable Rate Demand Bonds backed by Sales tax Measure A & Measure W proceeds
- Funding a portion of the cost of equipping and installing approximately 22 miles of managed lanes in both directions on US 101
- The proceeds of the 2020 Bonds constitute a loan to the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA)
- Use of Proceeds:

Estimated Use of Funds	2020 Series A Bonds	2020 Series B Bonds	Total
Project Loan	46,170,437	46,167,633	92,338,070
Deposit to Subordinate Interest Fund	3,400,000	3,400,000	6,800,000
Cost of Issuance	429,563	432,367	861,930
Total	50,000,000	50,000,000	100,000,000

Use of Project Funds

As of March 01, 2021

- From the debt proceeds, set aside in the project fund (\$92,338,070), the staff has submitted three drawdown requests to pay for the reimbursement of Caltrans cost of construction and required deposits for this project
- The aggregate total of these drawdowns was \$64,290,527

Uses:

Project Fund Deposits:	\$	92,338,070
Req 1 - COI overage - Special Counsel Services		(2,068)
Req 2 - SMCTA - Reimburse DOT cost of construction and deposits		(57,848,111)
Req 3- SMCTA - Reimburse DOT Caltrans cost of construction		(6,440,348)
	\$	<u>28,047,544</u>

Interest Cost of Capital – 2020 Series A & B

- Variable Rate debt Obligation with the debt service based on 2% interest rate assumption
- The historical low interest rate environment has been very favorable to the debt service, currently with 2020 Series A @ .01% reset weekly, and 2020 Series B @ .01% reset daily
- As of Feb 28, 2021, our interest cost for the entire issuance has been \$28,191

*

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT SB 339 (WIENER)**

ACTION

Staff proposes the Board:

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

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 District take a formal position.

Prepared By: Amy Linehan, Public Affairs Specialist

650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
March 12, 2021

The American Rescue Plan (ARP) has been signed into law. This is the \$1.9 trillion COVID response bill that includes \$30.5 billion of emergency transit funding. While implementation of this new law is underway, and vaccine rollout ramps up, infrastructure will likely be the next big push from the Biden administration. The size and scope of that effort is unclear, as are the possible paths forward to enact an infrastructure bill.

We would not be surprised if additional details for the Biden infrastructure plan coincide with budget information being released. We are still anticipating not receiving the full FY22 budget request until early May – May 3 seems to be the target date – and we are hearing the “skinny budget” will be delayed until the end of the month.

In the meantime, the Hill has seen a flood of legislation being introduced – or being prepared to be introduced – as placeholders for an infrastructure bill. Transportation & Infrastructure Committee Chairman DeFazio has also raised the idea of adding earmarks or specific projects to the infrastructure package. That discussion took a back seat while Congress passed the ARP, but we expect to hear more shortly. The Senate majority could again use the reconciliation process to move infrastructure, but it is unclear if there are votes for that process. The administration has indicated it wants to move infrastructure in bipartisan way which would require 60 Senate votes.

The current surface transportation bill expires on September 30. Chairman DeFazio has started the bill drafting process this year and is soliciting earmark requests from his members. He has released guidance and set April 14 as the deadline for member submissions. Many members will have their own internal deadlines coming up. The House is expected to draw heavily from last year’s Moving Forward Act in crafting its new bill, which we understand Chairman DeFazio intends to markup in May.

On the Senate side, Chairman Carper is in the process of soliciting input from members for portions of the bill under the EPW jurisdiction (highways) and has set Memorial Day as his target for introduction of a bill. Senate Banking (transit) and Commerce (rail) have not made similar announcements.

The House has already announced its plans for appropriations earmarks, including guidance on which accounts are eligible for earmarks. Many members have already set their internal deadlines for earmark requests and the full committee has set April 14 as its deadline for member requests under the “Community Project Funding” initiative.

We understand Senate Appropriations leaders Leahy and Shelby have reached an earmark agreement, supported by leadership on both sides, but a sizeable component of Senate Republicans are opposed to the plan. Until that impasse is resolved, Senate earmarks will continue to be moving target. Most Senate offices are holding off on setting deadlines, but Senator Feinstein’s deadline is April 9.



March 15, 2021

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

RE: STATE LEGISLATIVE UPDATE – APRIL

On January 8, Governor Newsom released his proposed FY 2021-22 State Budget. The 2021-22 Budget, which contains \$164 billion in General Fund spending (\$227 billion with special funds) is projected to have a healthy one-time surplus of \$34 billion.

Of this amount, the reserves include: \$15.6 from the Proposition 2 Rainy Day Fund; \$450 million from the Safety Net reserve; \$3 billion from the Public School System Stabilization Account; an \$2.9 billion from the state's operating reserve, which helps to solve a \$54.3 billion deficit due to the COVID-19 pandemic induced recession. In addition, over \$10 billion in anticipated federal assistance will help close the deficit.

Budget subcommittees are in the process of conducting informational hearings and must submit a budget to the Governor by June 15. Governor Newsom then has until June 30 to sign it into law.

The 2021-22 State Budget also includes \$300 million in one-time General Fund revenues for the most critical statewide deferred maintenance, including greening of state infrastructure. This proposal is intended to create jobs in California while achieving the state's climate goals. Projects include the installation of electric vehicle charging stations at state-owned facilities. An additional \$1.5 billion investment is included to accelerate the state's progress toward these goals while creating jobs. The package builds upon Executive Order N-79-20, which mandates no gas-powered passenger vehicle sales by 2035, which will force a conversion to an alternative fuel source.

On February 23, Governor Newsom signed a package of bills that provides nearly \$6.8 billion in relief for small businesses, families and individuals to help ease the economic burden of the COVID pandemic. This includes \$3.4 billion in payments of \$600 to 5.7 million Californians (those making below \$75,000), \$2.1 billion for grants of up to \$25,000 to small businesses, \$740 million to waive license fees to bars, restaurants, and cosmetology establishments, \$400 million for childcare, and \$100 million for low-income community college students.

Impact on Transportation Funding

The lack of fuel consumption due to the Governor's shelter in place executive order has resulted in an estimated \$1.5 billion reduction of gas tax receipts through FY 2024-25, which will undoubtedly impact funding for local streets and roads, the State Highway Operations and Protection Program (SHOPP), which focus on maintaining our state highway system, and the State Transportation Improvement Program (STIP), which provides funding for future multi-modal transportation improvements throughout California. For FY 2020-21 through FY 2023-24, \$17.4 billion is programmed for the SHOPP and \$2.4 billion for the STIP.

The federal stimulus package will provide some much-needed relief for public transportation operations (\$2 billion) and highway projects (\$912 million). The state has also received over \$500 million in the redistribution of unused funding from other states. This is in addition to the \$3.7 billion that was received last year through the CARES Act to help transit agencies.

The California Transportation Commission (CTC) is currently in the process of holding workshops to determine the distribution of the \$912 million in federal stimulus funds. The purpose of the money is to backfill shortfalls attributable to the Governor's shelter in place order, which resulted in less gas consumption. Traditionally, these funds have been split 60/40 between the state and local transportation agencies, respectively. If maintained, this would result in roughly \$365 million being transferred to local agencies, and \$547 million going to the state. The state funds will most likely go towards the State Highway Operations and Protection Program (SHOPP) to help maintain the state highway system and provide active transportation linkages.

Several regions have expressed a preference that the local share be distributed through the Surface Transportation Block Grant, which provides a direct, flexible allocation to help expedite project delivery. The CTC has suggested that distributions go through the State Transportation Improvement Program (STIP), in order to help with the construction of the 2022 STIP, which is expected to have a shortfall of \$100 million for the cycle. The STIP allocation results in more funding for the county (\$6.5M vs \$3.2M). The CTC is expected to address the item at its March 24 meeting.

Governor's Climate Action Plan for Transportation Infrastructure (CAPTI)

The California State Transportation Agency in collaboration with the Governor's Office of Planning and Research (OPR) and California Air Resources Board (CARB) is in the process of adding guidance to implement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure. The plan being developed is named the Climate Action Plan for Transportation Infrastructure (CAPTI), with the latest draft being released on March 10.

The current CAPTI draft encourages investments to be made that account for improvements for disadvantaged communities, making safety improvements that reduce fatalities on roadways and transit systems, factor in climate risk for transportation infrastructure projects, prioritize projects that reduce vehicle miles traveled reduction and investments into passenger rail over highways, particularly capacity projects. While the adopted SMCTA 2021 State Legislative Platform is supportive of many of these objectives, it may be challenging for many small urban/rural areas to refrain from making highway capacity project improvements, particularly where reductions in vehicle miles traveled may not be possible given the motoring public that the county serves, and capacity issues on commuter rail services.

Many regions are asking the state to consider geographic areas where capacity expansion is necessary to address climate adaptation and resiliency or completing gap closures on evacuation or parallel routes (US 101), and east-west connectors (SR 92), in case of natural disasters or other climate events.

The draft CAPTI policy could require SMCTA to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measures A and W since CAPTI implies there will be less state investment made on the state highway system. While the state cannot make adjustments to locally approved sales tax expenditure plans, it is the owner/operator of the state highway system, and reserves the right to place local funds on a state-owned asset and authorize the availability of state resources, which could call into the question the leveraging power of local sales tax revenues to deliver certain projects.

SMCTA has historically always supported multi-modal options such as bike and pedestrian projects, and bus, ferry and rail service and there are several solutions to consider designed to improve air quality, reduce congestion, and provide greater mobility options. This includes operational investments such as the increase of broadband access to encourage telecommuting, ability of transit agencies to utilize vanpools and high-occupancy vehicle lanes to provide more frequent and cost-effective service, shipment of more freight via rail to ease congestion and enhance safety, creation of greater incentives for businesses to expand or relocate to help reduce vehicle miles traveled, and accelerating the installation of zero-emission charging stations and providing incentives for zero-emission vehicle purchases, particularly for low-income people.

The California State Transportation Agency will be holding a workshop on March 18 to discuss further with the hope of adoption of the CAPTI in June. SMCTA staff continues to participate in the workshops and will actively engage with CALSTA as it works toward adoption of the CAPTI.

BILLS WITH RECOMMENDED ACTION

SB 339 (Wiener) Road User Charge

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.

Position: Recommend SUPPORT.

STATEWIDE COMPETITIVE GRANT PROGRAMS

At the request of SMCTA staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

Active Transportation Program (ATP)

Important Dates:

- Quick-build projects application deadline: July, 15, 2020
- All other project applications due: Sept 15, 2020
- Staff recos posted-Quick- build projects: Sept 15, 2020
- Quick-Build Project Adoption: Dec 2-3, 2020
- Statewide, small urban, and rural project adoption: March 2021

- Deadline for draft MPO programming recos to CTC: April 2021
- Final MPO recos to CTC: May 14, 2021
- CTC adopts MPO selected projects: June 2021

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP was created to fund capital improvements to modernize California’s intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-emission buses. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Important Dates:

April 2020 – CalSTA Award Announcement

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.

Important Dates:

December 2-3, 2020 – Program Adoption

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.

Important Dates:

December 2-3, 2020 – Program Adoption

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.

Important Dates:

December 2-3, 2020 – Program Adoption

Zero-Emission Bus Funding

At the request of SMCTA Staff, we have included in this report a list of current and future grant programs administered by State and local entities that fund zero-emission buses and charging infrastructure.

Volkswagen Environmental Mitigation Trust (\$65 million in FY 2019-20)

The Volkswagen (VW) Mitigation Trust provides incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW.

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)
Status: [Funding cycle open](#)

Carl Moyer (\$50 million in FY 2019-20)

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)
Status: [Funding cycle open](#)

Future Opportunities

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$142 million in FY 2019-20)

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#); an update to the guidelines for FY 2019-20 is pending
Status: [Funding cycle is currently oversubscribed](#)

Alternative and Renewable Fuel and Vehicle Technology Program – Medium and Heavy-Duty Zero-Emission Vehicle and Infrastructure Concept (Up to \$47.5 million in FY 2019-20)

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In 2019, the California Energy Commission circulated a funding concept, which could provide up to \$47.5 million to public and private transit agencies and truck fleets for new installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as "make-ready" infrastructure).

Current Guidelines: Concept found [here](#)
Status: Concept under review, solicitation expected Q1 2020

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.

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.

Transit and Intercity Rail Capital Program

The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

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.

SMCTA Bill Matrix –April 2021

Measure	Status	Bill Summary	Recommended Position
<p>AB 5 Fong (R)</p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p>	<p>1/11/2021</p> <p>Assembly Transportation Committee</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 2021–22 and 2022–23 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;">Watch</p>
<p>AB 43 Friedman (D)</p> <p>Traffic safety.</p>	<p>1/11/2021</p> <p>Assembly Transportation Committee</p>	<p>This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would also require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes, upon appropriation of state funds for this purpose. Lastly, 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;">Watch</p>
<p>AB 67 Petrie-Norris (D)</p> <p>Sea-level Rise Working Group</p>	<p>1/11/2021</p> <p>Assembly Natural Resources Committee</p>	<p>This bill would require 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;">Watch</p>
<p>AB 361 Rivas, Robert (D)</p> <p>Open meetings: local agencies: teleconferences</p>	<p>2/12/2021</p> <p>Assembly Local Government</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;">Watch</p>

SMCTA Bill Matrix –April 2021

Measure	Status	Bill Summary	Recommended Position
AB 703 Rubio, Blanca (D) Open meetings: local agencies: teleconferences	2/25/2021 Assembly Local Government	This bill is similar to AB 361 except that would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.	Watch
AB 745 Gipson (D) Air pollution: Clean cars 4 all program	2/25/2021 Assembly Transportation Committee	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.	Watch
AB 786 Cervantes (D) California Transportation Commission: Executive Director	2/25/2021 Assembly Transportation Committee	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. Existing law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission.	Watch
AB 1499 (Daly) Transportation: design-build: highways	2/19/2021	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.	Watch
AB 339 Lee (D) State and Local government: Open meetings:	1/28/201 Introduced	Existing law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation, as provided, and requires translation services to be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized, except as specified. The bill would require instructions on how to attend the meeting to be posted at the time notice of the meeting is publicized, as specified. This bill contains other related provisions and other existing laws.	Watch

SMCTA Bill Matrix –April 2021

Measure	Status	Bill Summary	Recommended Position
<p>ACA 1 Aguiar-Curry (D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>12/7/2020 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;">Supported on 2/4/2021</p>
<p>SB 339 Wiener (D)</p> <p>Vehicles: road usage charge pilot program</p>	<p>2/17/2021 Senate Committee on Transportation Hearing Set: 4/13/2021</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.</p>	<p style="text-align: center;">Recommend Support</p>
<p>SB 7 Atkins (D)</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>3/1/2021 Assembly Rules</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;">Watch</p>

SMCTA Bill Matrix –April 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 10 Wiener (D)</p> <p>Planning and zoning: housing development: density.</p>	<p>2/24/2021</p> <p>Senate Housing Committee</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>Watch</p>
<p>SB 44 Allen (D)</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>3/3/2021</p> <p>Senate Environmental Quality Committee</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 would require 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>Watch</p>

SMCTA Bill Matrix –April 2021

Measure	Status	Bill Summary	Recommended Position
SB 66 Allen (D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	2/25/2021 Introduced	This bill would require 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.	Watch
SB 475 Cortese (D) Transportation planning: sustainable communities strategies	2/17/2021 Senate Rules Committee	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.	Watch
SB 623 Newman (D) Electronic toll and transit fare collection systems	3/10/2021 Senate Transportation Committee Set for April 13	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.	Watch
SB 635 Gonzalez (D) Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments	3/10/2021 Senate Rules Committee	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.	Watch

SMCTA Bill Matrix –April 2021

Measure	Status	Bill Summary	Recommended Position
SB 771 Becker (D) Sales and Use Tax Law: zero emissions vehicle exemption	3/3/2021 Senate Governance & Finance Committee	This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure W revenues if the state did not reimburse local entities for lost revenues. The requested amendment would be to restore the local reimbursement for lost revenues.	Watch
SB 792 Glazer (D) Sales and use tax: retailers: reporting	3/3/2021 Senate Governance & Finance Committee	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.	Watch