



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> for audio/visual capability or by calling **1-669-900-9128**, **Webinar ID: 974 8973 6685** 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.

October 1, 2020 – Thursday

5:00 pm

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

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

- 4) Report of the Citizens Advisory Committee

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 September 3, 2020 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for the Period Ending June 30, 2020
 - c) Acceptance of Statement of Revenues and Expenditures for the Period Ending August 31, 2020 MOTION
 - d) Acceptance of Measure A Semiannual Program Status Report MOTION
 - e) Approval of the 2021 Board of Directors Calendar MOTION
- 6) Report of the Chair
- 7) Joint Powers Board Liaison Report
- 8) Report of the Executive Director
- 9) Program
- a) US 101/Produce Avenue Project Update INFORMATIONAL
 - b) Paratransit Program Update INFORMATIONAL
- 10) Finance
- a) Allocation of \$18,097,344 in Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program and Caltrain RESOLUTION
- 11) State and Federal Legislative Update INFORMATIONAL
- 12) Requests from the Authority
- 13) Written Communications to the Authority
- 14) Date/Time of Next Regular Meeting: Thursday, November 5, 2020, 5:00 pm, via Zoom teleconference
- 15) Report of Legal Counsel
- 16) Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Date and Time of Regular and 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 AUGUST 6, 2020**

MEMBERS PRESENT: E. Beach (Chair), C. Groom, D. Horsley, J. Mates, K. Matsumoto,
R. Medina (Vice Chair), C. Romero
Via
Teleconference

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften,
D. Hansel, C. Gayotin, P. Skinner, A. Edwin, J. Williams, A. Linehan, J.
Brook, D. Seamans

1. CALL TO ORDER

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

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Chair Beach led the Pledge of Allegiance.

Authority Secretary Seamans confirmed that a quorum was present and reviewed how attendees may use the Zoom raise the hand feature for public comment.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

4. REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Beach noted that the report was in the packet.

5. CONSENT CALENDAR

- a) Approval of Minutes of the Board of Directors Meeting of August 6, 2020
- b) Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2020
- c) Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2020

Motion/Second: Medina/Romero

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

Absent: None

6. REPORT OF THE CHAIR

Chair Beach noted that the California High Speed Rail Authority had published its draft environmental document for the project section between San Francisco and San Jose. She added that the deadline for members of the public to submit comments on the document was September 9.

7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Chair Beach said that the report had been posted to the website.

Director Karyl Matsumoto said ridership had been down 85 percent and the District is facing new challenges as it enters recovery mode.

Director Carole Groom concurred that it was a grim situation.

8. JOINT POWERS BOARD LIAISON REPORT

Jim Hartnett, Executive Director, said that the report had been posted to the website.

He noted that the JPB Board chose not to adopt the balance of the annual budget for the rest of the fiscal year at their meeting earlier that morning. He added that they would consider adopting a second quarter budget, rather than a full-year budget, at their October meeting. He said they are looking at a variety of ways to cure the projected \$18.5 million budget deficit.

Mr. Hartnett said that the Board also received a comprehensive report on and voted to enact a connectivity recovery plan that addresses equity.

9. REPORT OF THE EXECUTIVE DIRECTOR

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

10. STATE AND FEDERAL LEGISLATIVE UPDATE

Amy Linehan, Public Affairs Specialist, summarized highlights of recent federal and state legislation. She noted that Congress is still at an impasse regarding passage of the next COVID-19 stimulus bill and that it was unlikely to hear more news about a federal funding package until after the November election. She said that on the state level, the Governor has approximately 400 bills crossing his desk upon which he must act by September 30, including SB (Senate Bill) 288 regarding transit-related projects and SB 1159 concerning compensation for employees who have contracted COVID-19.

11. PROGRAM

a) San Mateo County Transit District Shuttle Study Update

April Chan, Chief Officer, Planning, Grants/Transportation Authority, said that the TA provides 4 percent of the new Measure A Program funding to support the shuttle program. She said the study was commissioned by Caltrain and SamTrans to determine the most effective shuttle program.

Daniel Shockley, Senior Planner, provided the presentation.

Director Julia Mates asked if other shuttle services in the state or nationally are meeting some of the identified challenges. Mr. Shockley said they are seeking industry examples of similar shuttle programs on an ongoing basis.

Daniel Jacobson, Project Manager, Fehr & Peers, said the shuttle programs in San Mateo and Santa Clara counties are among the largest in the country. He said that this has made it a challenge to compare to East Coast programs that have a more concentrated center of businesses and lack the first/last mile challenges of the local program.

Director Carlos Romero asked how the service vision includes management of the 34 percent private sector funding. Mr. Shockley said they are still working on an approach with the Executive Team and other stakeholders.

Ms. Chan said they are focusing on the best way of operating the shuttle in San Mateo County. She added that Commute.org is a very important partner in that effort.

Director Romero asked who would be part of developing the shuttle service vision. Ms. Chan said Commute.org. Mr. Shockley said they had the staff working group, including both internal and external groups such as C/CAG (City/County Association of Governments of San Mateo County) and VTA (Santa Clara Valley Transportation Authority). Director Romero asked if there would be any representation from private sector employers. Mr. Shockley said they have reached out to the larger employers in San Mateo County, but that there is no representative from private interests.

Director Romero asked if they had discussed where the funding might come from to scale up the program. Ms. Chan said they reviewing the various funding sources and were actively seeking private sector sources.

Director Karyl Matsumoto said that the biotech employers in South San Francisco have said that they are not happy with their shuttle options. Mr. Jacobson said they have been talking with Genentech and says he believes the South San Francisco sector is a key piece of the shuttle program.

Director Don Horsley said the biotech companies are part of BayBio (Bay Area Bioscience Association) and it would be advantageous to receive their input.

Director Groom said that it is important to gather and speak to local business leaders about what their employees want.

Chair Beach asked how city routes are incorporated in the program. Mr. Shockley said they do not have a formal program to involve cities. Mr. Jacobson said they had talked with staff from most of the cities in San Mateo County.

Chair Beach asked if the shuttle study includes VTA or just San Mateo County. Mr. Shockley said that VTA had less of a role in the program. Mr. Jacobson said that Santa Clara County shuttles are managed and some operated by Caltrain. He said that Santa Clara County does not have a dedicated first/last mile program.

Chair Beach asked if the study incorporates the possibility of autonomous vehicles in the future. Mr. Shockley said that once funding is decided, then more conversation can center around how the service is delivered.

Director Horsley said he had seen a presentation on autonomous vehicles on El Camino Real in conjunction with new residential development.

Director Romero asked if the study took into consideration the reduction in commuting since the start of the pandemic. Mr. Shockley said it was difficult to capture what is happening in real time. Mr. Jacobson said it is not easy to predict what will happen in the future, but that it is important to plan different timelines with different scenarios.

b) Alternative Congestion Relief Program Update

Peter Skinner, Director of Grants and Funds Management, introduced John Ford, Executive Director, Commute.org, provided the presentation.

Director Romero asked Mr. Ford to share the direction that Commute.org might be going in. Mr. Ford said it was too early to share any breaking news. He said that Commute.org had been providing information to the shuttle study.

Vice Chair Medina asked if staffing was proving difficult due to the competition from other agencies. He also inquired about COVID-19 cleaning protocols. Mr. Ford said the vendor has historically had issues with hiring drivers, but now the program is sufficiently staffed. He said that the protocols for cleaning to address COVID-19 are in place.

Public Comment:

Rich Hedges commended Mr. Ford and the Commute.org organization.

12. FINANCE

a) Allocation of \$524,611 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to Support the Countywide Congestion Relief Program for Fiscal Year 2021

Mr. Skinner provided the staff report.

Director Groom said she thought the program was one of the best programs to take care of the working population.

Approved by Resolution No. 2020-21:

Motion/Second: Groom/Mates

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

Absent: None

b) Reprogramming and Reallocation of \$1,000,000 in Measure A Funds from the Project Initiation Document Phase to Project Approval/Environmental Document Phase of the US 101/SR 92 Direct Connector Project

Arul Edwin, Project Manager, provided the staff report.

Approved by Resolution No. 2020-22:

Motion/Second: Groom/Medina

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

Absent: None

c) Public Hearing: Adoption of the Fiscal Year 2021 Budget in the Amount of \$212,055,740

1. Chair Beach opened the public hearing.
2. Derek Hansel, Chief Financial Officer, presented the staff report and provided a presentation.

He announced that they had just posted the preliminary official statement for the sale of \$100 million of TA sales tax revenue bonds and anticipated that those bonds would be sold and closed the following week. He noted that March and April sales tax revenues were significantly down but came back strongly in May.

Director Horsley asked about the two allocations for Caltrain – for general operations and for general maintenance. Mr. Hansel confirmed that one allocation is for operations and one is for capital. He said the allocations are pursuant to the Measure A ballot measure, which was confirmed by Joan Cassman, Legal Counsel.

Mr. Hartnett said that even if the ballot measure passes, the allocation may need to be accumulated over a period of time and invested.

Director Romero asked if the \$16.5 million provided enough of a cushion. Mr. Hartnett said the money is being put into buckets but that money is not necessarily being spent. He added that they true up on an annual basis as receipts come in.

Chair Beach asked if the Measure A categories were meant to be competitive and suggested some clarifying language be added to the budget.

Chair Horsley commended Mr. Hansel on the clarity and conciseness of his presentation.

3. Chair Beach called for any public comment.

There were no comments.

4. Chair Beach made a motion to close the public hearing.

The Board vocally agreed to close the public hearing.

5. Chair Beach asked for further comments from the Board.

There were no further comments from the Board.

Approved by Resolution No. 2020-23:

Motion/Second: Horsley/Groom

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

Absent: None

13. REQUESTS FROM THE AUTHORITY

Director Mates said that she looked forward to the Board receiving a quarterly budget update from staff.

14. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

15. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, October 1, 2020, 5:00 pm, via Zoom teleconference.

16. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

17. ADJOURN

The meeting adjourned at 7:00 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 September 1, 2020

The TA CAC meeting held on September 1 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet and cell phone service. Chair Arietta did participate by calling in from a landline.

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

The informational items were

- State and Federal legislative update

We heard a report from Ryan McCauley on both State and Federal actions. There was discussion on the impact of a likely federal Continuing Resolution this fall before the election.

- San Mateo County Transit District Shuttle Study Update

Daniel Shockley gave the committee a PowerPoint presentation on how the shuttle program is evolving, and how it might change going forward. Ridership on the shuttles is down, consistent with ridership on Caltrain and the SamTrans routes. The impact of telework and COVID-19 shelter-in-place health orders has had a very dramatic impact on commuters and commutes in general.

There was discussion on the user experience with the shuttles, challenges with online schedules and online shuttle location information. An example of user challenge – many of the shuttle stops (particularly on private property) have no signage to indicate this is a stop, some do not have a sidewalk or paved safe place for passengers to load and unload, particularly difficult for passengers with mobility issues.

This study is looking at how the program might evolve and integrate with the larger changes in transit systems.

- Alternative Congestion Relief Program Update

Jennifer Williams (staff) and John Ford (CEO of Commute.org) presented on the current state of the congestion relief program. One aspect of this year's program is the inclusion of telework, work from home, etc. as a component of the Commute.org portfolio and promotional materials. The shuttle ridership and carpooling participation is down during the pandemic, creative things such as transforming "bike to work day" into "bike to anywhere day" are in place.

The committee discussed the situation with cycling as a transit alternative, one thread was that to be more successful in attracting a wider range of cyclist commuters, the medium and small scale workplaces, retail establishments, etc. have to help with making bike features, parking much more visible (e.g. feature bike parking right in front of a store, visible from the street, etc.).

- Approval of Minutes of the Board of directors Meeting of August 6, 2020

There were no comments or suggested edits

There were agenda items requiring a motion and vote.

- Approval of CAC Minutes from July 7, 2020

Minutes were approved without edits or additions

- TA Board Item 12(a) Allocation in Support Funding in Support of Commute.Org's FY2021 program

The discussion was led by Peter Skinner (staff). The funding for the next cycle is down compared to this year's but is still a significant program. Motion passed unanimously

- TA Board Item 12b. Reprogramming and Reallocation of Funding from the PID phase of the 101/92 Direct Connector project

The discussion was led by Arul Edwin (staff), This motion passed unanimously after brief discussion.

- TA Board Item 12(c) Adoption of FY2021 budget

The proposed budget and structure was presented by Derek Hansel (staff). There was considerable discussion within the CAC on estimates for future Sales Tax revenues, and how conservative the TA should be forecasting in this COVID pandemic. Mr. Hansel's opinion was to look over a several year interval, and he commented that the most recent revenue was trending upward each year. His observation was that even in the pandemic, revenues were consistent with 2017 and 2018 trends. He thinks the current budget is a careful balance. Motion passed unanimously

- TA Board Item 5(b) Acceptance of Statement of Revenues and expenditures for July 2020

The discussion was brief, some observations that the State sales tax submission deadlines for information and actual funds had been relaxed and so it really wasn't known what last quarter's revenues were, we will know better in the future. The Motion passed Unanimously.

- TA Board Item 5 (c) Acceptance of Capital projects Quarterly status Report for 4th Quarter FY2020

Joe Hurley (staff) commented on the projects that are flagged with red and yellow concerns, and general progress on the major capital projects. Motion passed Unanimously

The meeting concluded with

- Report of the Chair

Barbara Arietta reported on the updated situation with Caltrain funding, ballot measure and announced a series of meetings with groups seeking more unified bay area transit approaches (Friends of Caltrain and Seamless Bay Area)

- Report from Staff

Joe Hurley reported for the TA. Much of the update was on the Broadway interchange project, also the approval of a loan by SMCEL-JPA for the Express Lanes Project. Bike/Ped proposals are due September 21, he encouraged the CAC to remind local cities to have their proposals submitted.

- Report from Members

Rich Hedges reported on a proposal from transit agencies in Los Angeles to explore a fare-free program for portions of the public transit network, and the arguments for such an approach.

Submitted September 2, 2020

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
JUNE 30, 2020**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of June 2020 and supplemental information.

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

SIGNIFICANCE

Year to Date Revenues: As of June year-to-date, the Total Revenue (page 1, line 9) is \$39.6 million higher than prior year actuals. This is primarily due to the new Measure W Sales Tax (Page 1, line 3) and Grant Proceeds (Page 1, line 7). Grant Proceeds mainly consist of \$4.3 million from Facebook Inc. for the 101 Express Lanes Project. The increases are partially offset by decreases in Measure A Sales Tax (Page 1, line 2). The accruals for sales tax revenues have been adjusted to reflect the decline due to covid-19 pandemic.

Year to Date Expenditures: As of June year-to-date, the Total Expenditures (Page 1, line 30) are \$1.8 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment: There are no budget amendments for the month of June 2020.

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 2020

June 2020

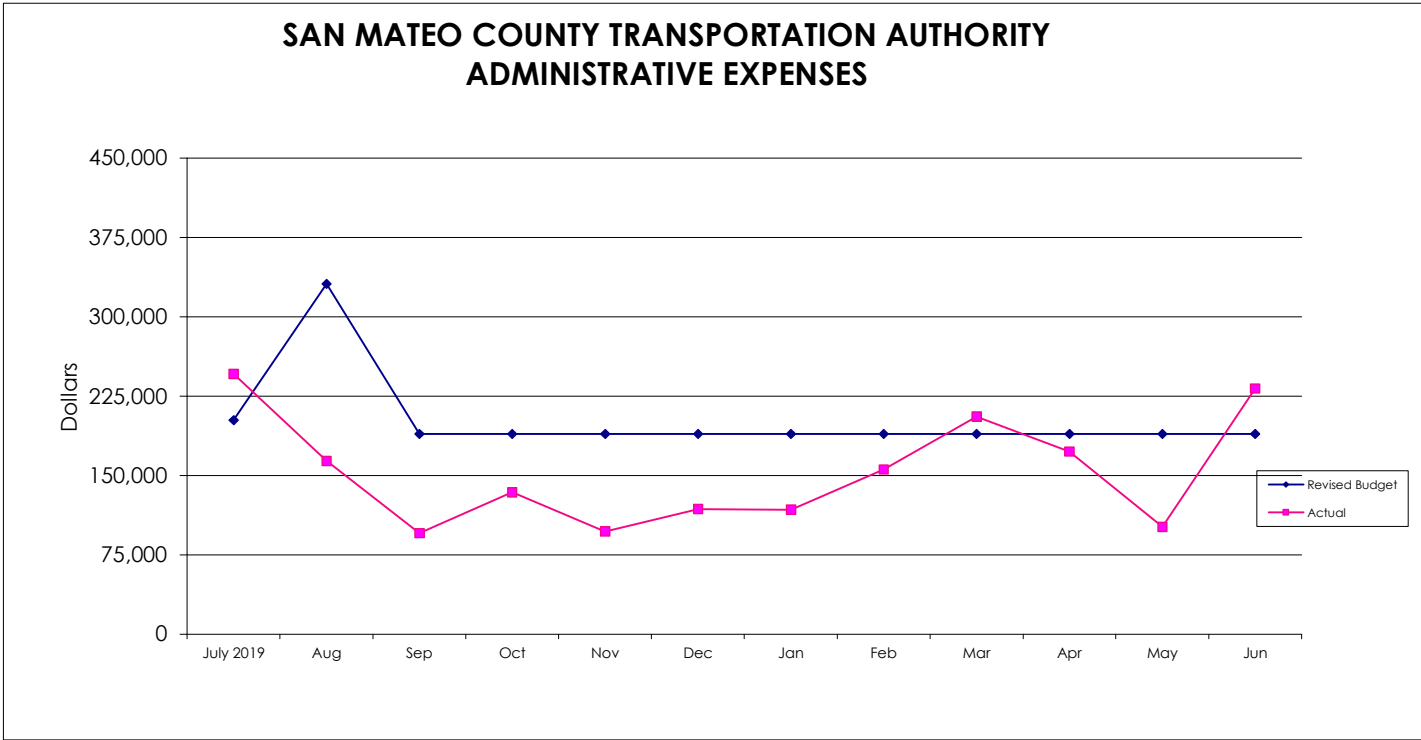
UNAUDITED

% OF YEAR ELAPSED: 100%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
REVENUES:					
Measure A Sales Tax	100,728,384	91,642,102	(9,086,282)	(9.0%)	91,000,000
Measure W Sales Tax	-	44,151,198	44,151,198	100.0%	45,500,000
Interest Income	8,286,405	8,185,333	(101,071)	(1.2%)	8,673,040
Miscellaneous Income	-	-	-	0.0%	-
Rental Income	653,814	1,055,233	401,419	61.4%	911,951
Grant Proceeds	65,782	4,301,963	4,236,181	6,439.7%	-
TOTAL REVENUE	109,734,385	149,335,828	39,601,443	36.1%	146,084,991
EXPENDITURES:					
Measure A Annual Allocations	37,726,258	33,421,806	(4,304,452)	(11.4%)	33,215,000
Measure A Categories	96,350,391	90,764,895	(5,585,496)	(5.8%)	47,945,709
Measure W Annual Allocations	-	8,830,240	8,830,240	100.0%	9,100,000
Measure W Categories	-	13,585	13,585	100.0%	36,400,000
Oversight	1,499,025	1,099,619	(399,406)	(26.6%)	2,250,000
Administrative					
Staff Support	1,664,011	952,172	(711,839)	(42.8%)	1,250,868
Measure A Info.- Others	978	7,473	6,495	664.2%	15,000
Other Admin Expenses	578,876	881,326	302,450	52.2%	1,160,720
Total Administrative	2,243,865	1,840,970	(402,894)	(18.0%)	2,426,588
TOTAL EXPENDITURES	137,819,540	135,971,116	(1,848,424)	(1.3%)	131,337,297
EXCESS (DEFICIT)	(28,085,155)	13,364,712	41,449,867	(147.6%)	14,747,694
					(15,470,000) (1)
					(722,306)
BEGINNING FUND BALANCE	407,684,194	387,232,043 (2)			387,232,043
ENDING FUND BALANCE	379,599,039	400,596,755			386,509,737

(1) Previously allocated \$13,650,000 of future years' budget in the 25th Avenue Grade Separation Project and \$1,820,000 of future years' budget to South San Francisco Ferry Terminal.

(2) Restated to reflect audited fund balance.



Current Year Data

	Jul '19	Aug '19	Sep '19	Oct '19	Nov '19	Dec '19	Jan '20	Feb '20	Mar 20	Apr 20	May 20	Jun 20
MONTHLY EXPENSES												
Revised Budget	202,216	331,277	189,309	189,310	189,309	189,310	189,309	189,310	189,309	189,310	189,310	189,310
Actual	246,168	163,810	95,574	134,229	97,182	118,396	117,794	155,858	205,784	172,552	101,375	232,249
CUMULATIVE EXPENSES												
Staff Projections	202,216	533,493	722,802	912,112	1,101,421	1,290,731	1,480,040	1,669,350	1,858,659	2,047,969	2,237,278	2,426,588
Actual	246,168	409,978	505,552	639,781	736,963	855,359	973,153	1,129,011	1,334,795	1,507,346	1,608,721	1,840,970
Variance-F(U)	(43,952)	123,515	217,250	272,331	364,458	435,372	506,887	540,339	523,865	540,623	628,558	585,618
Variance %	-21.74%	23.15%	30.06%	29.86%	33.09%	33.73%	34.25%	32.37%	28.19%	26.40%	28.09%	24.13%

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JUNE 30, 2020**

6/30/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	8,567,168.57
JP Morgan Bank Checking	29,967,906.06
LAIF	69,560,288.56

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	163,475,917.83
MMF - US Bank Custodian Account	1,651,041.19
Cash	939.74
County Pool	157,106,140.60

Total

\$ 430,329,402.55

* Fund Managed by PFM Investment Advisor

391,793,388.18

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 06/30/2020
 Base Currency: USD

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
36255JAD6	GMCAR 2018-3 A3	617,473.05	05/16/2023	617,329.05	628,298.55	629,075.54
14313FAD1	CARMX 2018-3 A3	741,867.16	06/15/2023	741,766.05	757,697.17	758,729.19
02004VAC7	ALLYA 2018-2 A3	714,865.47	11/15/2022	714,735.65	722,679.04	723,606.78
89238BAD4	TAOT 2017-A A3	399,600.71	05/16/2022	399,596.12	402,691.34	403,108.70
89190BAD0	TAOT 2017-B A3	385,496.63	07/15/2021	385,467.06	386,054.91	386,356.45
47788CAC6	JDOT 2018 A3	216,188.59	04/18/2022	216,173.04	217,842.83	218,098.41
02007HAC5	ALLYA 2017-2 A3	37,163.16	08/16/2021	37,158.78	37,181.45	37,210.85
43814PAC4	HAROT 2017-3 A3	135,945.67	09/18/2021	135,930.94	136,347.74	136,435.61
47788BAD6	JDOT 2017-B A3	120,774.44	10/15/2021	120,765.59	120,994.41	121,092.10
14041NFU0	COMET 2019-2 A	2,800,000.00	09/15/2022	2,799,294.96	2,877,278.11	2,879,418.56
17305EGK5	CCCIT 2018-A1 A1	1,500,000.00	01/20/2021	1,499,792.40	1,518,018.59	1,534,722.34
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	819,722.81	820,175.03
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	635,362.52	635,372.22
		9,104,374.87	09/26/2022	9,102,898.57	9,260,169.47	9,283,401.78

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3135G0N82	FEDERAL NAT'L MORTGAGE ASSN	825,000.00	08/17/2021	822,177.68	834,881.03	838,719.57
3135G0N82	FEDERAL NAT'L MORTGAGE ASSN	2,675,000.00	08/17/2021	2,664,166.25	2,707,038.48	2,719,484.66
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	07/14/2021	3,180,540.80	3,231,075.20	3,247,775.20
3135G0U92	FEDERAL NAT'L MORTGAGE ASSN	1,600,000.00	01/11/2022	1,598,848.00	1,658,748.80	1,678,582.13
3135G0T60	FEDERAL NAT'L MORTGAGE ASSN	900,000.00	07/30/2020	897,273.00	900,969.30	906,631.80
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	09/28/2020	363,828.35	366,060.33	367,356.84
3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	990,000.00	09/29/2020	988,208.10	993,513.51	997,624.76
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,603,948.80	1,605,615.47
3135G03U5	FEDERAL NAT'L MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	1,613,468.80	1,615,329.91
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	1,604,040.00	1,604,940.00
3135G04Z3	FEDERAL NAT'L MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	1,602,521.60	1,602,788.27
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,598,299.20	1,598,354.76
		18,555,000.00	10/17/2022	18,495,154.18	18,714,565.04	18,783,203.35

Identifier	Certificate of Deposits	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22535CDV0	Credit Agricole Corporate & Investment Bank, NY	1,500,000.00	04/01/2022	1,500,000.00	1,500,000.00	1,510,140.83
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	1,600,000.00	1,610,360.00
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	08/26/2022	1,600,000.00	1,600,000.00	1,610,416.00
86565BPC9	Sumitomo Mitsui Banking Corp., NY Branch	1,550,000.00	10/16/2020	1,547,892.00	1,549,690.60	1,560,783.43
87019U6D6	Swedbank AB (publ)	3,100,000.00	11/16/2020	3,100,000.00	3,089,720.99	3,098,517.24
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	1,600,000.00	1,602,629.33
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	2,756,158.36	2,762,098.36
		13,700,000.00	10/13/2021	13,697,892.00	13,695,569.94	13,754,945.19

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
06051GGS2	BANK OF AMERICA CORP	965,000.00	10/01/2021	965,000.00	968,887.99	974,504.29
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	707,257.02	716,081.15
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	409,491.60	411,202.22
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	364,425.95	369,745.95
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,689,168.30	1,712,978.02
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	589,865.64	595,280.64
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	1,558,192.50	1,570,218.75
02665WCZ2	AMERICAN HONDA FINANCE CORP	1,550,000.00	06/27/2024	1,547,892.00	1,626,122.05	1,626,535.38
38141EC23	GOLDMAN SACHS GROUP INC	1,500,000.00	07/08/2024	1,569,870.00	1,653,928.50	1,681,680.58
6174467P8	MORGAN STANLEY	3,150,000.00	07/24/2020	3,516,187.50	3,160,376.10	3,235,932.35
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	1,647,372.55	1,663,518.38
254687FK7	WALT DISNEY CO	1,550,000.00	08/30/2024	1,543,676.00	1,604,956.80	1,614,224.51
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	09/04/2020	1,099,076.00	1,102,830.30	1,109,444.05
931142EA7	WALMART INC	1,550,000.00	12/15/2020	1,547,752.50	1,561,807.90	1,563,116.79
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	683,184.45	685,724.87
44932HAG8	IBM CREDIT LLC	1,500,000.00	02/05/2021	1,499,265.00	1,520,688.00	1,536,808.83
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	625,000.00	03/15/2021	624,306.25	635,140.00	640,476.81
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	875,000.00	03/15/2021	871,298.75	889,196.00	896,667.53
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	1,220,905.20	1,229,980.20
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	1,027,879.34	1,032,164.89
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	178,063.73	178,982.48
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,631,238.40	1,633,738.40
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	645,340.50	647,836.00
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	05/17/2021	1,549,736.50	1,585,650.00	1,592,043.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	774,690.75	779,865.75
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	986,587.05	990,071.77
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	232,407.23	233,959.73
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	232,407.23	233,959.73
		29,955,000.00	08/17/2022	30,397,104.15	30,888,061.06	31,156,743.79

Identifier	Commercial Paper	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
62479LJ14	MUFG Bank Ltd. (New York Branch)	1,700,000.00	09/01/2020	1,676,285.00	1,694,554.33	1,694,554.33
62479LK61	MUFG Bank Ltd. (New York Branch)	3,100,000.00	10/06/2020	3,058,615.00	3,084,965.00	3,084,965.00
63873JK90	Natixis, New York Branch	4,500,000.00	10/09/2020	4,441,812.50	4,478,125.00	4,478,125.00
		9,300,000.00	10/01/2020	9,176,712.50	9,257,644.33	9,257,644.33

Identifier	FHMS	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3137BM6P6	FHMS K-721 A2	800,000.00	08/25/2022	806,812.50	827,904.00	829,964.00
3137FKK39	FHMS K-P05 A	387,567.63	07/25/2023	387,566.47	401,659.59	402,694.07
3137FQ3V3	FHMS K-J27 A1	470,786.69	07/25/2024	470,775.39	486,402.68	487,223.42
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	1,158,896.40	1,161,588.41
		2,713,354.31	01/16/2024	2,772,409.83	2,874,862.67	2,881,469.90

Identifier	FNMA	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3136B1XP4	FNA 2018-M5 A2	561,141.88	09/25/2021	572,303.55	570,518.56	572,183.28
3136AJ7G5	FNA 2014-M6 A2	1,409,691.08	05/25/2021	1,438,215.30	1,428,284.90	1,431,431.46
		1,970,832.96	06/29/2021	2,010,518.85	1,998,803.46	2,003,614.74

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	395,726.25	399,009.06
		375,000.00	08/01/2024	375,000.00	395,726.25	399,009.06

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
912828TJ9	UNITED STATES TREASURY	4,450,000.00	08/15/2022	4,263,308.59	4,587,671.88	4,614,888.39
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	2,407,603.91	2,414,980.10
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	7,733,203.13	7,756,895.38
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	2,569,437.50	2,569,578.97
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	11,536,250.00	11,536,885.19
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	5,977,875.00	5,978,204.14
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	9,223,359.38	9,235,540.22
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	2,970,234.38	2,974,157.02
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	5,185,125.00	5,198,676.97
912828VP2	UNITED STATES TREASURY	500,000.00	07/31/2020	516,321.31	500,703.13	504,878.95
912828L32	UNITED STATES TREASURY	335,000.00	08/31/2020	341,432.19	335,680.47	337,220.06
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	2,095,000.00	2,100,475.54
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	4,976,953.13	4,977,205.84
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	6,957,031.25	6,957,384.51
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	1,605,468.75	1,605,550.27
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	428,125.00	428,146.74
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	2,782,812.50	2,782,953.80
912828Q78	UNITED STATES TREASURY	970,000.00	04/30/2021	950,751.56	979,700.00	981,947.08
912828R77	UNITED STATES TREASURY	3,500,000.00	05/31/2021	3,409,082.04	3,538,281.25	3,542,357.41
		73,040,000.00	03/29/2023	72,116,984.55	76,390,515.63	76,497,926.59

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
31846V534	FIRST AMER:US TRS MM Y	1,651,041.19	06/30/2020	1,651,041.19	1,651,041.19	1,651,041.19
SM - CP N/M A	County Pool New Measure A	122,235,791.15	06/30/2020	122,235,791.15	122,235,791.15	126,712,442.56
SM - CP O/M A	County Pool Old Measure A	30,393,698.04	06/30/2020	30,393,698.04	30,393,698.04	30,393,698.04
SM - LAIF	Local Agency Investment Fund	69,560,288.56	06/30/2020	69,560,288.56	69,560,288.56	69,560,288.56
		223,840,818.94	06/30/2020	223,840,818.94	223,840,818.94	228,317,470.35

Summary	TOTALS	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
		382,554,381.08	06/17/2021	525,795,527.03	387,316,736.77	392,335,429.09

- * Grouped by: Security Type
- * Groups Sorted by: Security Type
- * Weighted by: Base Market Value + Accrued
- * Holdings Displayed by: Lot

Base Risk Summary - Fixed Income

06/01/2020 - 06/30/2020

SMCTA - Agg (165727)

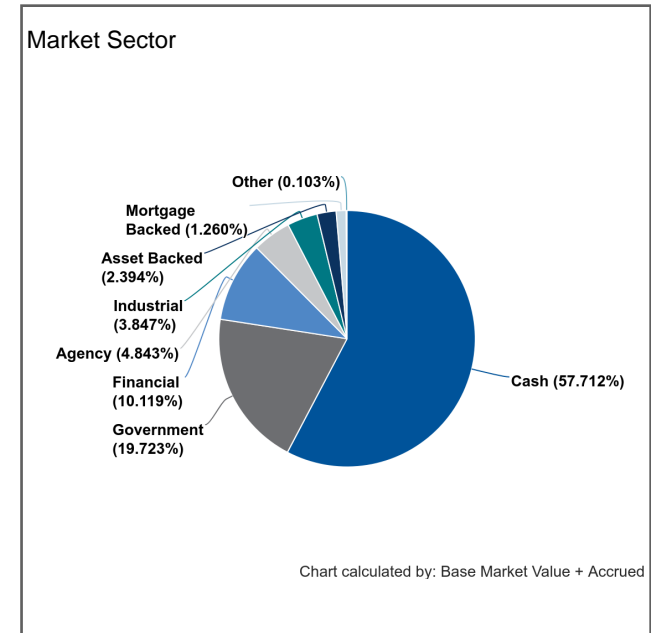
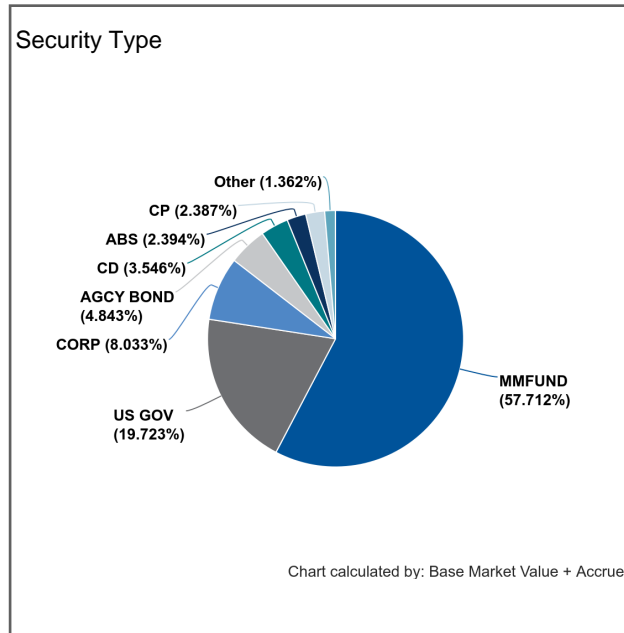
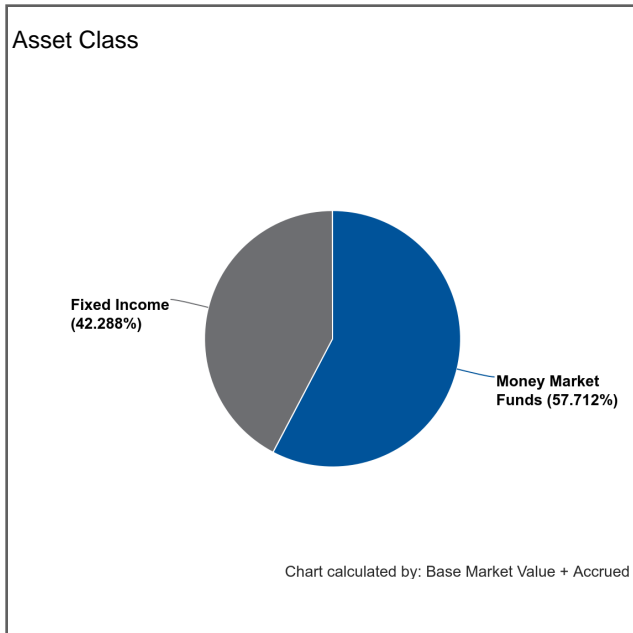
Dated: 07/07/2020

Balance Sheet	
Book Value + Accrued	382,740,128.61
Net Unrealized Gain/Loss	5,118,649.93
Market Value + Accrued	387,858,778.54

Cash and Fixed Income Summary	
Risk Metric	Value
MMFund	223,840,819.80
Fixed Income	164,017,958.74
Duration	2.042
Convexity	-0.203
WAL	0.926
Years to Final Maturity	0.965
Years to Effective Maturity	0.926
Yield	0.618
Book Yield	0.857
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	31.516%
United States	19.723%
(SM - LAIF) State of California	17.934%
Other	16.888%
(SM - CP O/M A) County Pool Old Measure A	7.836%
Federal National Mortgage Association	2.930%
Freddie Mac	1.826%
Federal Home Loan Banks	1.346%
---	100.000%

Footnotes: 1,2

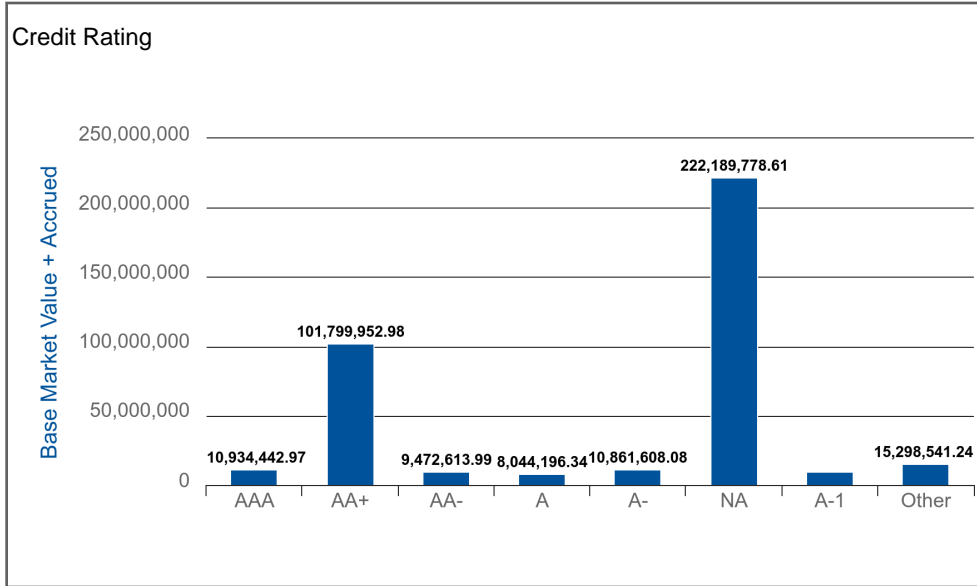


Base Risk Summary - Fixed Income

06/01/2020 - 06/30/2020

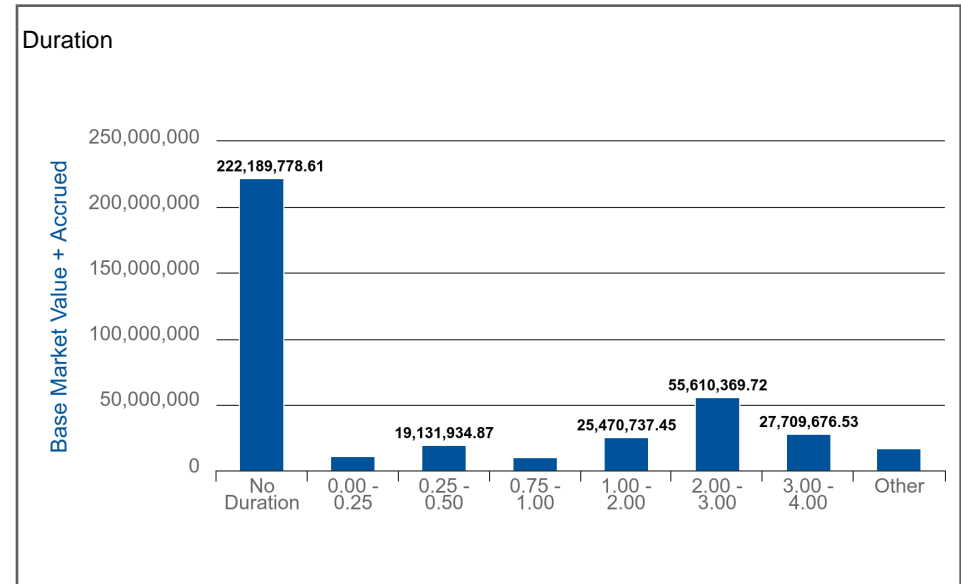
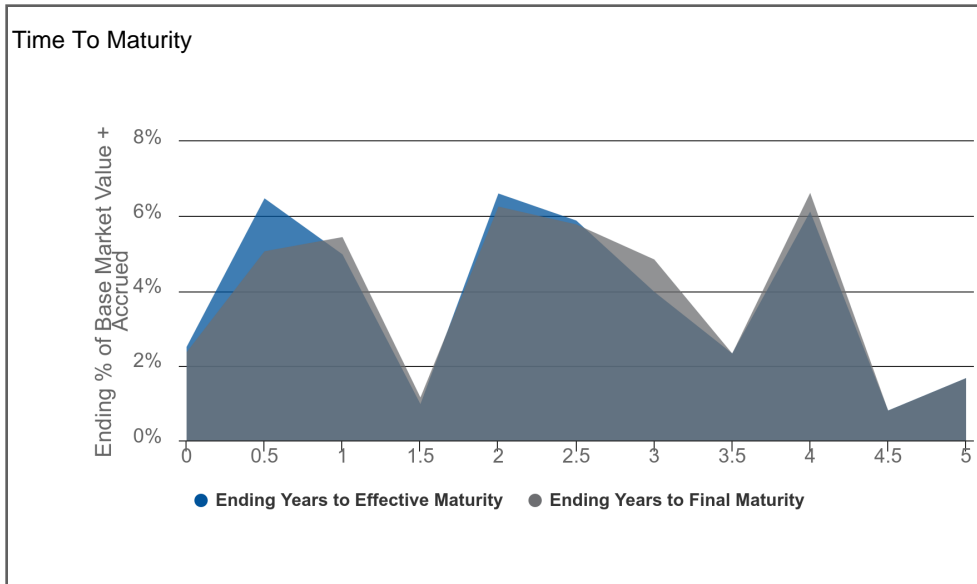
SMCTA - Agg (165727)

Dated: 07/07/2020



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	1.702%	0.211%	0.906%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	4.400%	5.128%	11.296%	6.725%	1.543%	0.000%	0.000%	0.000%	0.000%
A	5.277%	1.228%	1.702%	0.419%	0.499%	0.000%	0.000%	0.000%	0.000%
BBB	1.245%	0.000%	0.434%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

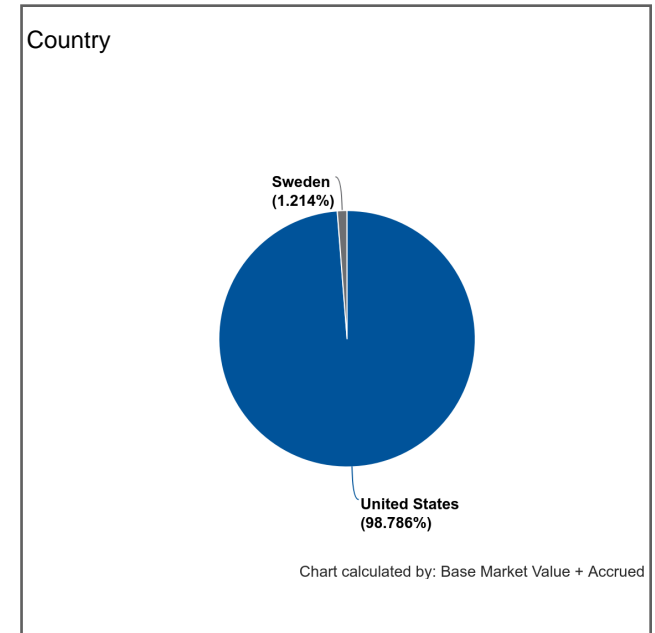
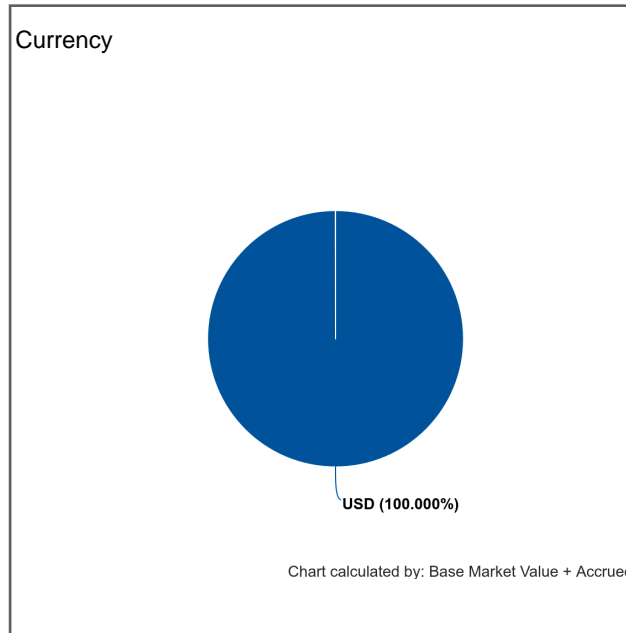
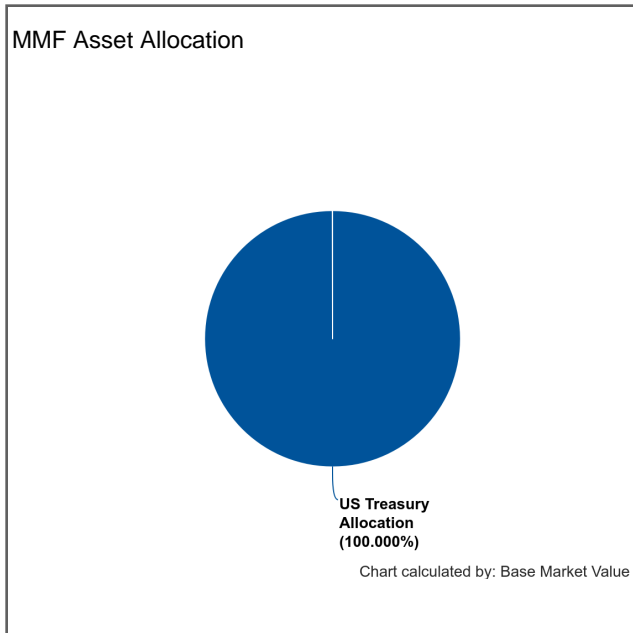
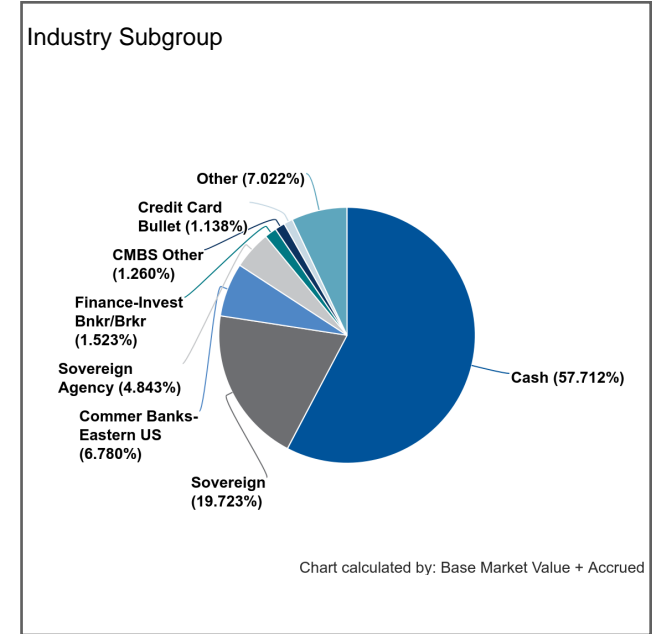
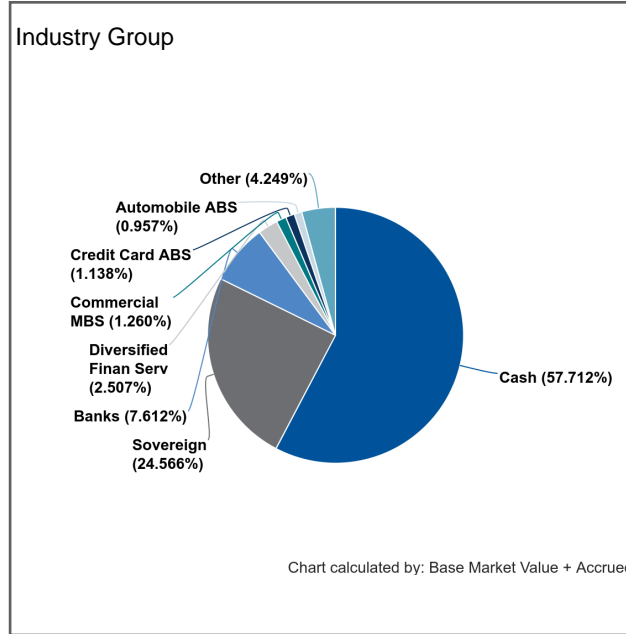
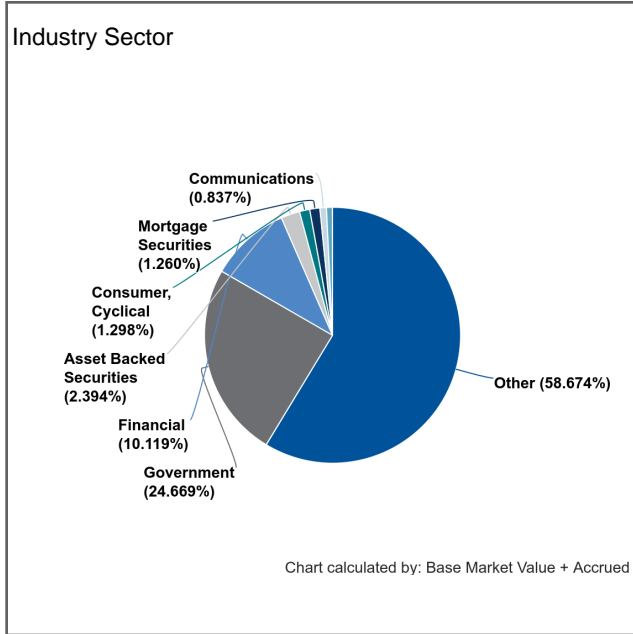


Base Risk Summary - Fixed Income

06/01/2020 - 06/30/2020

SMCTA - Agg (165727)

Dated: 07/07/2020



Base Risk Summary - Fixed Income

06/01/2020 - 06/30/2020

SMCTA - Agg (165727)

Dated: 07/07/2020

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

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	(57,463.29)	Principal Paydown	06/15/2020	06/15/2020	11/15/2022	(57,463.30)	0.00	57,463.30
02007HAC5	ALLYA 2017-2 A3	0.00	(75,768.17)	Principal Paydown	06/15/2020	06/15/2020	08/16/2021	(75,768.17)	0.00	75,768.17
06417GU22	Bank of Nova Scotia, Houston Branch	(1,600,000.00)	(1,600,000.00)	Maturity	06/05/2020	06/05/2020	06/05/2020	(1,600,000.00)	0.00	1,600,000.00
14313FAD1	CARMX 2018-3 A3	0.00	(8,132.84)	Principal Paydown	06/15/2020	06/15/2020	06/15/2023	(8,132.84)	0.00	8,132.84
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	1,600,000.00	Buy	06/17/2020	06/19/2020	06/17/2025	1,596,688.00	0.00	(1,596,688.00)
3136AJ7G5	FNA 2014-M6 A2	0.00	(106,329.35)	Principal Paydown	06/01/2020	06/01/2020	05/25/2021	(106,329.35)	0.00	106,329.35
3136B1XP4	FNA 2018-M5 A2	0.00	(12,882.66)	Principal Paydown	06/01/2020	06/01/2020	09/25/2021	(12,882.66)	0.00	12,882.66
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	1,600,000.00	Buy	06/24/2020	06/26/2020	06/26/2023	1,595,328.00	0.00	(1,595,328.00)
3137FKK39	FHMS K-P05 A	0.00	(50,827.85)	Principal Paydown	06/01/2020	06/01/2020	07/25/2023	(50,827.85)	0.00	50,827.85
3137FQ3V3	FHMS K-J27 A1	0.00	(772.05)	Principal Paydown	06/01/2020	06/01/2020	07/25/2024	(772.05)	0.00	772.05
31846V534	FIRST AMER:US TRS MM Y	3,412,854.10	3,412,854.10	Buy	---	---	06/30/2020	3,412,854.10	0.00	(3,412,854.10)
31846V534	FIRST AMER:US TRS MM Y	(3,467,884.84)	(3,467,884.84)	Sell	---	---	06/30/2020	(3,467,884.84)	0.00	3,467,884.84
34531EAD8	FORDO 2017-A A3	0.00	(18,342.00)	Principal Paydown	06/15/2020	06/15/2020	06/15/2021	(18,342.01)	0.00	18,342.01
36255JAD6	GMCAR 2018-3 A3	0.00	(38,436.77)	Principal Paydown	06/16/2020	06/16/2020	05/16/2023	(38,436.77)	0.00	38,436.77
437076BQ4	HOME DEPOT INC	(750,000.00)	(750,000.00)	Maturity	06/05/2020	06/05/2020	06/05/2020	(750,000.00)	0.00	750,000.00
43814PAC4	HAROT 2017-3 A3	0.00	(25,403.29)	Principal Paydown	06/18/2020	06/18/2020	09/18/2021	(25,403.29)	0.00	25,403.29
47788BAD6	JDOT 2017-B A3	0.00	(32,527.93)	Principal Paydown	06/15/2020	06/15/2020	10/15/2021	(32,527.94)	0.00	32,527.94
47788CAC6	JDOT 2018 A3	0.00	(23,009.08)	Principal Paydown	06/15/2020	06/15/2020	04/18/2022	(23,009.08)	0.00	23,009.08
65479CAD0	NAROT 2020-B A3	635,000.00	635,000.00	Buy	06/23/2020	06/30/2020	07/15/2024	634,982.60	0.00	(634,982.60)
89190BAD0	TAOT 2017-B A3	0.00	(122,195.69)	Principal Paydown	06/15/2020	06/15/2020	07/15/2021	(122,195.68)	0.00	122,195.68
89238BAD4	TAOT 2017-A A3	0.00	(39,457.17)	Principal Paydown	06/15/2020	06/15/2020	05/16/2022	(39,457.17)	0.00	39,457.17
912828VF4	UNITED STATES TREASURY	(180,000.00)	(180,000.00)	Maturity	05/31/2020	05/31/2020	05/31/2020	(180,000.00)	0.00	180,000.00
San Mateo County TA		1,249,969.26	638,421.13				08/27/2021	630,419.70	0.00	(630,419.70)

* Weighted by: Absolute Value of Base 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.

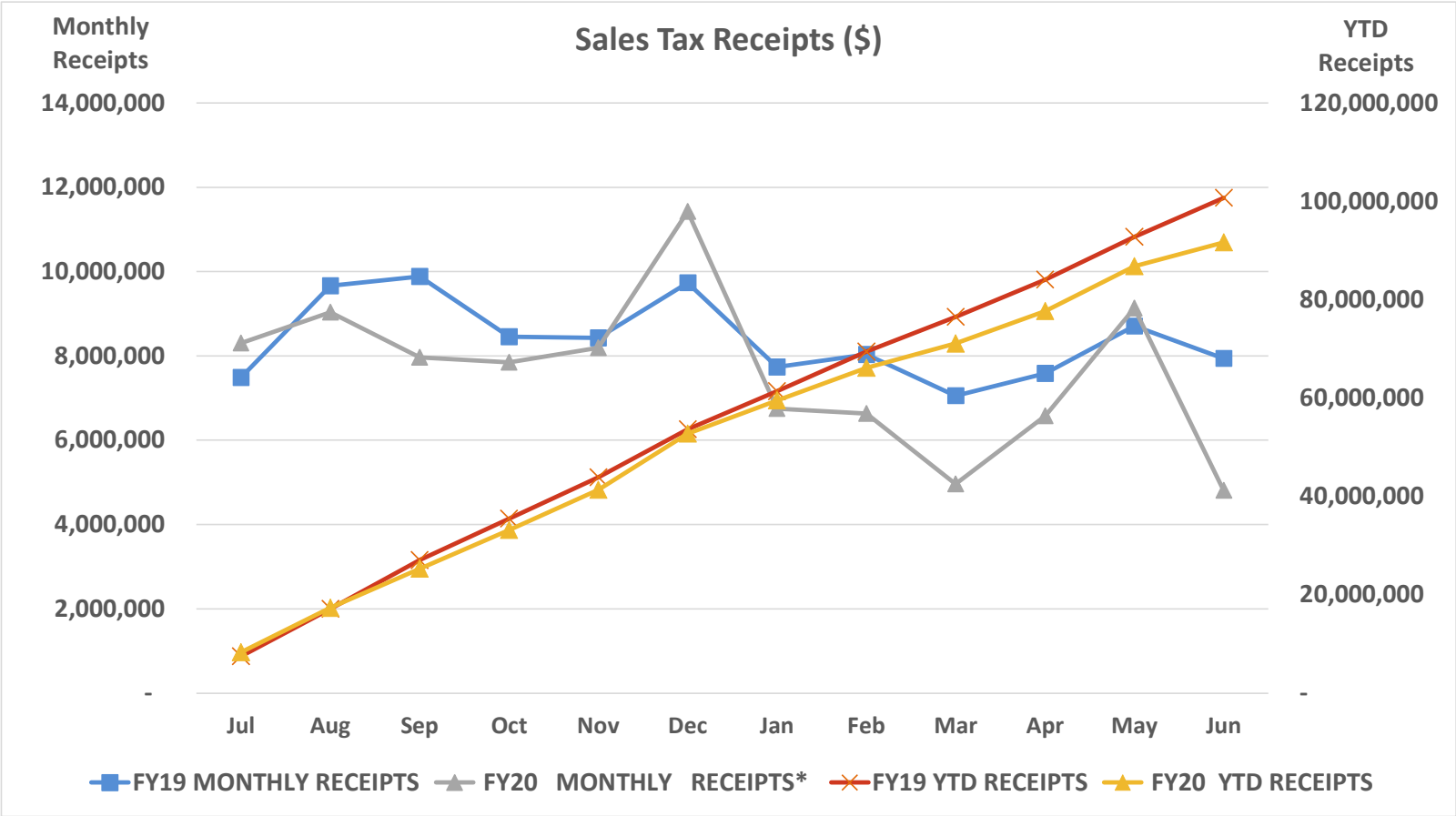
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2020
Measure A Sales Tax
June 2020**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
June 2020

Unit	Ref	Name	Amount	Method	Description
SMCTA	005236	SAN MATEO, COUNTY OF	545.10	CHK	ELJPA Operating Expense
SMCTA	005227	SAN MATEO DAILY JOURNAL	352.00	CHK	ELJPA Operating Expense
SMCTA	000357	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	900213	SAN MATEO COUNTY TRANSIT DISTRICT	3,297,164.55	WIR	Operating Expense
SMCTA	005229	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Operating Expense
SMCTA	000358	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	900211	HANSON BRIDGETT LLP	8,927.00	WIR	Operating Expense
SMCTA	005243	THE WINVALE GROUP, LLC	542.40	CHK	Operating Expense
SMCTA	005242	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Operating Expense
SMCTA	005235	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Operating Expense
SMCTA	900212	PENINSULA CORRIDOR JOINT POWERS BOARD	1,222.77	WIR	Operating Expense
SMCTA	005244	ZOON ENGINEERING, INC.	99,438.14	CHK	Capital Project (1)
SMCTA	005225	PALO ALTO, CITY OF	76.94	CHK	Capital Project (2)
SMCTA	900215	HANSON BRIDGETT LLP	22,808.00	WIR	Capital Project (3)
SMCTA	005237	GRAY-BOWEN-SCOTT	75,289.28	CHK	Capital Project (4)
SMCTA	005222	CITY OF DALY CITY	53,253.80	CHK	Capital Project (5)
SMCTA	005224	NORTH AMERICAN TITLE	1,050.00	CHK	Capital Project (6)
SMCTA	900210	DEPARTMENT OF TRANSPORTATION	1,101.14	WIR	Capital Project (7)
SMCTA	005233	SOUTH SAN FRANCISCO, CITY OF	93,901.73	CHK	Capital Project (8)
SMCTA	900216	PENINSULA CORRIDOR JOINT POWERS BOARD	442,331.96	WIR	Capital Project (9)
SMCTA	900217	DEPARTMENT OF TRANSPORTATION	5,246.45	WIR	Capital Project (10)
SMCTA	005223	MENLO PARK, CITY OF	676,726.08	CHK	Capital Project (11)
SMCTA	005226	REDWOOD CITY, CITY OF	17,719.82	CHK	Capital Project (12)
SMCTA	005231	REDWOOD CITY, CITY OF	1,621,637.63	CHK	Capital Project (13)
SMCTA	005228	PENINSULA TRAFFIC CONGESTION RELIEF	311,882.74	CHK	Capital Project (14)
SMCTA	005230	REDWOOD CITY, CITY OF	17,564.99	CHK	Capital Project (15)
SMCTA	005232	SAN CARLOS, CITY OF	19,418.80	CHK	Capital Project (16)
SMCTA	005238	GRAY-BOWEN-SCOTT	2,889.63	CHK	Capital Project (17)
SMCTA	005239	PACIFIC GAS & ELECTRIC COMPANY	199.74	CHK	Capital Project (18)
SMCTA	005234	ZOON ENGINEERING, INC.	87,775.11	CHK	Capital Project (19)
SMCTA	900214	DEPARTMENT OF TRANSPORTATION	24,200.00	WIR	Capital Project (20)
SMCTA	005240	PACIFIC GAS & ELECTRIC COMPANY	10,446.93	CHK	Capital Project (21)
SMCTA	900218	PENINSULA CORRIDOR JOINT POWERS BOARD	1,036,314.19	WIR	Capital Project (22)
SMCTA	005241	PALO ALTO, CITY OF	76.51	CHK	Capital Project (23)

7,963,703.43

- (1) 101 HOV Ln Whipple - San Bruno
- (2) 101 HOV Ln Whipple - San Bruno
- (3) Street and Highways Oversight \$596; 101 HOV Ln Whipple - San Bruno \$1,760; 101 Managed Lanes (Nof I-380) \$46; Express Lane Operations \$11,160; Pedestrian and Bicycle Oversight \$606; Operating Expenses \$8,640
- (4) 101 HOV Ln Whipple - San Bruno
- (5) Call for Proj - Ped & Bike FY12/13
- (6) US 101 INTERCHANGE - BROADWAY
- (7) 101 HOV Ln Whipple - San Bruno
- (8) Shuttles FY19-20 Funding
- (9) SSF Caltrain Station
- (10) 101 HOV Ln Whipple - San Bruno
- (11) 2017 Bike/Ped Call for Project \$32,450.08; Ravenswood Ave. Grade Sep \$644,276
- (12) 2017 Bike/Ped Call for Project
- (13) 84/101 Interchange
- (14) Shuttles FY19-20 Funding
- (15) 2017 Bike/Ped Call for Project
- (16) Shuttles FY19-20 Funding
- (17) Express Lane Operations
- (18) 101 HOV Ln Whipple - San Bruno
- (19) 101 HOV Ln Whipple - San Bruno
- (20) US 101 INTERCHANGE - BROADWAY
- (21) 101 HOV Ln Whipple - San Bruno
- (22) 25th Ave Grade Separation
- (23) 101 HOV Ln Whipple - San Bruno

**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
AUGUST 31, 2020**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of August 2020 and supplemental information.

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

SIGNIFICANCE

Year to Date Revenues: As of August year-to-date, the Total Revenue (page 1, line 8) is \$8.1 million less than prior year actuals. This is primarily due to the decrease in Measure A Sales Tax (Page 1, line 2), Measure W Sales Tax (Page 1, line 3), and interest income (Page 1, line 4). The accruals for sales tax revenues have been adjusted to reflect the decline due to covid-19 pandemic.

Year to Date Expenditures: As of August year-to-date, the Total Expenditures (Page 1, line 31) are \$3.2 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment: There are no budget amendments for the month of August 2020.

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
August 2020

% OF YEAR ELAPSED: 16.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
REVENUES:					
Measure A Sales Tax	15,166,666	10,572,306	(4,594,360)	(30.3%)	80,000,000
Measure W Sales Tax	7,583,333	5,030,936	(2,552,397)	(33.7%)	40,000,000
Interest Income	1,555,746	556,813	(998,933)	(64.2%)	7,571,597
Rental Income	140,211	140,322	111	0.1%	1,031,339
Other Sources- 101 Express Lanes Project	21,864	40,539	18,674	85.4%	100,000,000
TOTAL REVENUE	24,467,820	16,340,915	(8,126,906)	(33.2%)	228,602,936
EXPENDITURES:					
Measure A Annual Allocations	5,535,833	3,858,892	(1,676,941)	(30.3%)	29,200,000
Measure A Categories	1,780,290	744,682	(1,035,608)	(58.2%)	38,564,327
Other Uses- 101 Express Lanes Project	-	-	-	0.0%	100,000,000
Measure W Annual Allocations	1,516,666	1,120,650	(396,016)	100.0%	8,000,000
Measure W Categories	-	-	-	0.0%	32,000,000
Oversight	188,986	162,152	(26,834)	(14.2%)	2,250,000
Administrative Staff Support	312,963	228,666	(84,297)	(26.9%)	1,112,453
Measure A Info.- Others	6,000	-	(6,000)	(100.0%)	5,000
Other Admin Expenses	91,016	76,300	(14,716)	(16.2%)	923,960
Total Administrative	409,978	304,966	(105,013)	(25.6%)	2,041,413
TOTAL EXPENDITURES	9,431,753	6,191,341	(3,240,412)	(34.4%)	212,055,740
EXCESS (DEFICIT)	15,036,068	10,149,574	(4,886,494)	(32.5%)	16,547,196
					(11,435,673) (1) & (2)
					5,111,523
BEGINNING FUND BALANCE	387,232,043	400,596,755			391,775,562
ENDING FUND BALANCE	402,268,111	410,746,329			396,887,085

(1) The FY2021 adopted budget for Grade Separation was reduced by \$10,784,417. This is the balance that was previously included in budgets in FY2017 per resolution 2016-25 for the 25th Ave Grade Separation Projects.

(2) The FY2021 adopted budget for San Mateo Ferry Service was reduced by \$651,256. This is the balance that was previously included in budgets in FY2010 per resolution 2019-09 for the San Francisco Ferry Terminal.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF AUGUST 31, 2020**

8/31/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	7,804,660.88
JP Morgan Bank Checking	68,478,345.01
LAIF	69,814,127.63

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	157,330,543.97
MMF - US Bank Custodian Account	8,112,803.31
Cash	939.74
County Pool	135,721,787.99

Total

\$ 447,263,208.53

* Fund Managed by PFM Investment Advisor



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 08/31/2020
 Base Currency: USD

ABS								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
02004VAC7	ALLYA 2018-2 A3	594,467.69	11/15/2022	594,359.73	771.49	601,286.06	602,057.54	
14041NFU0	COMET 2019-2 A	2,800,000.00	09/15/2022	2,799,294.96	2,140.44	2,875,205.07	2,877,345.51	
14313FAD1	CARMX 2018-3 A3	653,377.36	06/15/2023	653,288.30	908.92	666,029.36	666,938.28	
17305EGK5	CCCIT 2018-A1 A1	1,500,000.00	01/20/2021	1,499,792.40	4,253.75	1,512,874.09	1,517,127.84	
36255JAD6	GMCAR 2018-3 A3	540,790.30	05/16/2023	540,664.18	680.49	550,649.47	551,329.96	
43814PAC4	HAROT 2017-3 A3	83,538.13	09/18/2021	83,529.08	54.00	83,444.66	83,498.66	
47788BAD6	JDOT 2017-B A3	56,558.01	10/15/2021	56,553.87	45.75	56,620.20	56,665.95	
47788CAC6	JDOT 2018 A3	165,694.25	04/18/2022	165,682.34	195.89	166,859.77	167,055.66	
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	135.82	635,221.67	635,357.49	
89190BAD0	TAOT 2017-B A3	132,641.74	07/15/2021	132,631.56	103.76	132,711.41	132,815.17	
89238BAD4	TAOT 2018-A A3	317,811.46	05/16/2022	317,807.81	331.94	319,879.95	320,211.88	
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	821,637.52	822,089.74	
		8,279,878.93		8,278,493.16	10,074.46	8,422,419.23	8,423,493.70	

AGCY BOND								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	07/14/2021	3,180,540.80	4,700.00	3,226,950.40	3,231,650.40	
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	09/28/2020	363,828.35	2,132.97	365,341.64	367,474.61	
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	3,000.00	1,606,392.00	1,609,392.00	
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	3,527.78	1,615,608.00	1,619,135.78	
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	1,600.00	1,605,110.40	1,606,710.40	
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSN	825,000.00	08/17/2021	822,177.68	401.04	833,670.75	834,071.79	
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSN	2,675,000.00	08/17/2021	2,664,166.25	1,300.35	2,703,114.25	2,704,414.60	
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	01/11/2022	1,598,848.00	5,833.33	1,653,315.20	1,659,148.53	
3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	990,000.00	09/29/2020	988,208.10	6,792.50	991,153.35	997,945.85	
3137EAEJ6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	1,900.00	1,606,352.00	1,608,252.00	
3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	722.22	1,601,068.80	1,601,791.02	
		17,655,000.00		17,597,881.18	31,910.19	17,808,076.79	17,839,986.98	

CD								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	17,451.67	1,500,000.00	1,517,451.67	
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	8,250.67	1,600,000.00	1,608,250.67	
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	493.33	1,600,000.00	1,600,493.33	
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	20,790.00	2,755,038.66	2,775,828.66	
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	08/26/2022	1,600,000.00	496.00	1,600,000.00	1,600,496.00	
86565BPC9	Sumitomo Mitsui Banking Corp, New York Branch	1,550,000.00	10/16/2020	1,547,892.00	20,142.25	1,549,869.88	1,570,012.13	
87019UGD6	Swedbank AB (publ)	3,100,000.00	11/16/2020	3,100,000.00	20,915.53	3,094,339.09	3,115,254.62	
		13,700,000.00		13,697,892.00	88,539.44	13,699,247.63	13,787,787.07	

CORP								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	05/17/2021	1,549,736.50	15,112.50	1,579,022.20	1,594,134.70	
02665WCZ2	AMERICAN HONDA FINANCE CORP	1,550,000.00	06/27/2024	1,547,892.00	6,613.33	1,640,789.70	1,647,403.03	
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	5,500.00	1,641,718.40	1,647,218.40	
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	3,229.17	1,656,237.00	1,659,466.17	
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	1,684.38	177,607.68	179,292.05	
06051IGGS2	BANK OF AMERICA CORP	965,000.00	10/01/2021	965,000.00	9,360.50	964,997.11	974,357.61	
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	4,043.29	408,006.40	412,049.69	
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	4,815.42	692,746.60	697,562.02	
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	09/04/2020	1,099,076.00	10,005.42	1,100,095.70	1,110,101.12	
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	2,773.30	706,430.91	709,204.21	
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	1,586.67	363,544.30	365,130.97	
254687FK7	WALT DISNEY CO	1,550,000.00	08/30/2024	1,543,676.00	75.35	1,611,384.65	1,611,460.00	
38141EC23	GOLDMAN SACHS GROUP INC	1,500,000.00	07/08/2024	1,569,870.00	8,502.08	1,657,207.50	1,665,709.58	
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	5,750.50	642,737.34	648,487.84	
44932HAG8	IBM CREDIT LLC	1,500,000.00	02/05/2021	1,499,265.00	2,870.83	1,515,163.50	1,518,034.33	
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	20,043.75	1,564,306.50	1,584,350.25	
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	625,000.00	03/15/2021	624,306.25	8,357.64	633,571.88	641,929.51	
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	875,000.00	03/15/2021	871,298.75	11,700.69	887,000.63	898,701.32	
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	5,726.39	1,693,506.75	1,699,233.14	
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	8,122.50	590,672.19	598,794.69	
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	7,668.89	1,024,452.70	1,032,121.58	
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	8,711.81	982,978.92	991,690.72	
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	675.00	784,546.50	785,221.50	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	202.50	235,363.95	235,566.45	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	202.50	235,363.95	235,566.45	
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	14,575.00	1,216,796.40	1,231,371.40	
931142EA7	WALMART INC	1,550,000.00	12/15/2020	1,547,752.50	6,217.22	1,557,568.65	1,563,785.87	
		26,805,000.00		26,880,916.65	174,126.62	27,763,817.98	27,937,944.60	
CP								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
62479LJ14	MUFG Bank Ltd. (New York Branch)	1,700,000.00	09/01/2020	1,676,285.00	0.00	1,700,000.00	1,700,000.00	
62479LK61	MUFG Bank Ltd. (New York Branch)	3,100,000.00	10/06/2020	3,058,615.00	0.00	3,094,575.00	3,094,575.00	
63873JK90	Natixis, New York Branch	4,500,000.00	10/09/2020	4,441,812.50	0.00	4,491,687.50	4,491,687.50	
		9,300,000.00		9,176,712.50	0.00	9,286,262.50	9,286,262.50	
FHLMC								
Identifier	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	1,159,086.30	1,161,778.31	
3137BM6P6	FHMS K-721 A2	800,000.00	08/25/2022	806,812.50	2,060.00	830,704.00	832,764.00	
3137FKK39	FHMS K-P05 A	386,183.81	07/25/2023	386,182.65	1,030.79	397,757.74	398,788.53	
3137FQ3V3	FHMS K-J27 A1	457,363.93	07/25/2024	457,352.95	797.34	471,711.43	472,508.77	
		2,698,547.74		2,757,603.57	6,580.14	2,859,259.47	2,865,839.61	

FNMA								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
3136AJ7G5	FNA 2014-M6 A2	1,208,801.03	05/25/2021	1,233,260.36	2,698.15	1,221,868.17	1,224,566.32	
3136B1XP4	FNA 2018-M5 A2	455,880.66	09/25/2021	464,948.59	1,352.45	462,080.64	463,433.08	
		1,664,681.69	88,805.00	1,698,208.95	4,050.60	1,683,948.81	1,687,999.41	

MMFUND								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
31846V534	FIRST AMER:US TRS MM Y	8,112,803.31	08/31/2020	8,112,803.31	0.00	8,112,803.31	8,112,803.31	
SM - CP N/M A	County Pool New Measure A	122,235,791.15	08/31/2020	122,235,791.15	0.00	122,235,791.15	108,991,503.00	
SM - CP O/M A	County Pool Old Measure A	30,393,698.04	08/31/2020	30,393,698.04	0.00	30,393,698.04	26,730,284.99	
SM - LAIF	Local Agency Investment Fund	69,814,127.63	08/31/2020	69,814,127.63	0.00	69,814,127.63	69,814,127.63	
		230,556,420.13		230,556,420.13	0.00	230,556,420.13	213,648,718.93	

MUNI								
Identifier	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	395,441.25	396,097.81	
		375,000.00		375,000.00	656.56	395,441.25	396,097.81	

US GOV								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	8,912.87	2,562,929.69	2,571,842.56	
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	40,016.98	11,507,031.25	11,547,048.23	
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	20,736.07	5,962,734.38	5,983,470.45	
912828Q78	UNITED STATES TREASURY	970,000.00	04/30/2021	950,751.56	4,494.16	978,032.81	982,526.97	
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	36,542.52	9,209,531.25	9,246,073.77	
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	11,767.93	2,965,781.25	2,977,549.18	
912828R77	UNITED STATES TREASURY	3,500,000.00	05/31/2021	3,409,082.04	12,228.48	3,532,265.63	3,544,494.11	
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	27,103.94	5,178,937.50	5,206,041.44	
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	10,951.09	2,092,500.00	2,103,451.09	
912828TJ9	UNITED STATES TREASURY	4,450,000.00	08/15/2022	4,263,308.59	3,340.52	4,578,632.81	4,581,973.34	
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	14,752.38	2,402,131.25	2,416,883.63	
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	47,384.51	7,715,625.00	7,763,009.51	
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	15,921.20	4,969,687.50	4,985,608.70	
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	22,255.43	6,946,875.00	6,969,130.43	
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	5,135.87	1,603,125.00	1,608,260.87	
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	1,369.57	427,500.00	428,869.57	
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	8,902.17	2,778,750.00	2,787,652.17	
		72,205,000.00		71,259,231.05	291,815.70	75,412,070.31	75,703,886.01	

SUMMARY								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
		383,239,528.48		382,278,359.20	607,753.71	387,886,964.10	371,587,016.61	

* Weighted by: Base Market Value + Accrued

* Holdings Displayed by: Lot

Base Risk Summary - Fixed Income

08/01/2020 - 08/31/2020

SMCTA - Agg (165727)

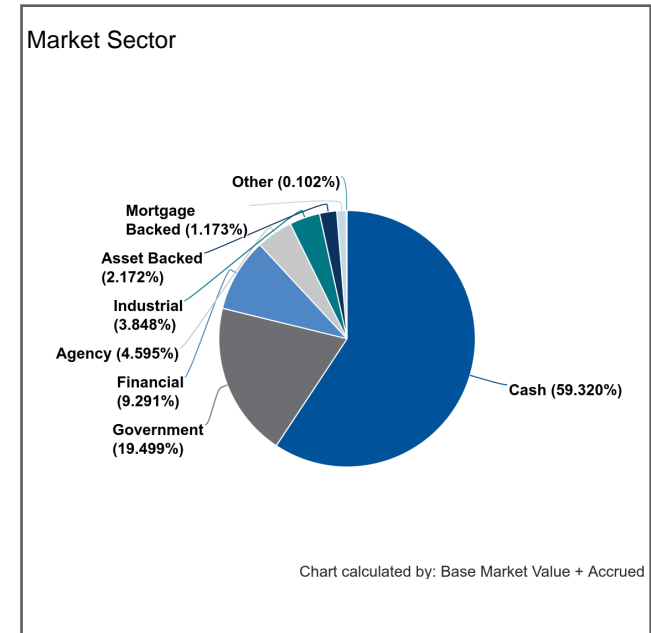
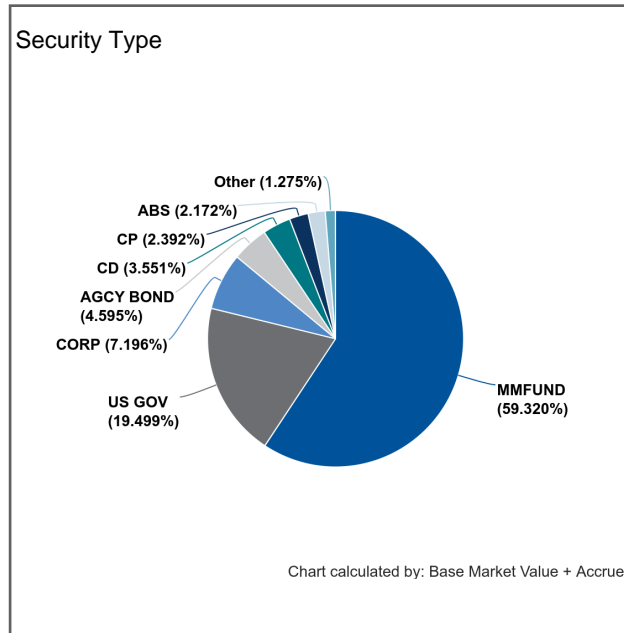
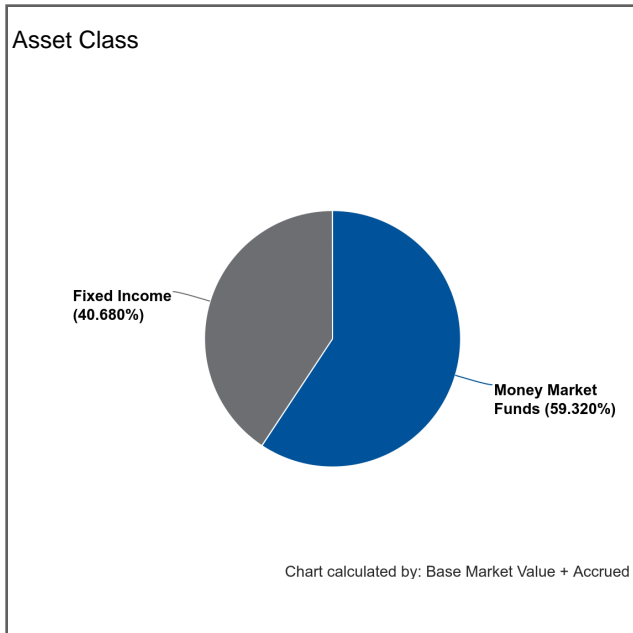
Dated: 09/08/2020

Balance Sheet	
Book Value + Accrued	383,284,299.71
Net Unrealized Gain/Loss	4,956,579.89
Market Value + Accrued	388,240,879.60

Cash and Fixed Income Summary	
Risk Metric	Value
MMFund	230,302,581.92
Fixed Income	157,938,297.68
Duration	1.876
Convexity	-0.214
WAL	0.857
Years to Final Maturity	0.890
Years to Effective Maturity	0.856
Yield	0.528
Book Yield	0.849
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	31.485%
United States (SM - LAIF) State of California	19.499%
Other (SM - CP O/M A) County Pool Old Measure A	7.829%
Federal National Mortgage Association	2.604%
U.S. Bancorp	2.090%
Freddie Mac	1.822%
---	100.000%

Footnotes: 1,2

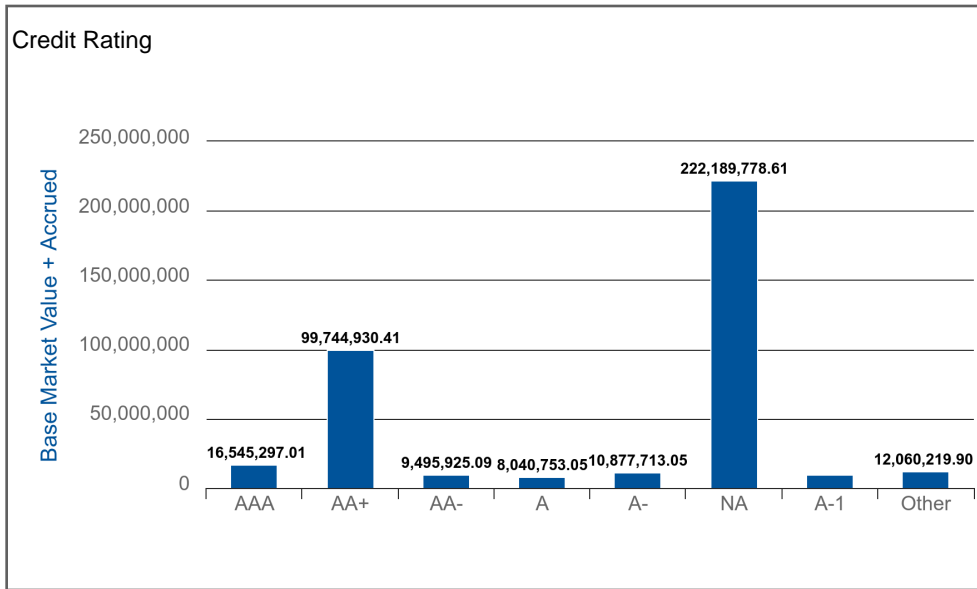


Base Risk Summary - Fixed Income

08/01/2020 - 08/31/2020

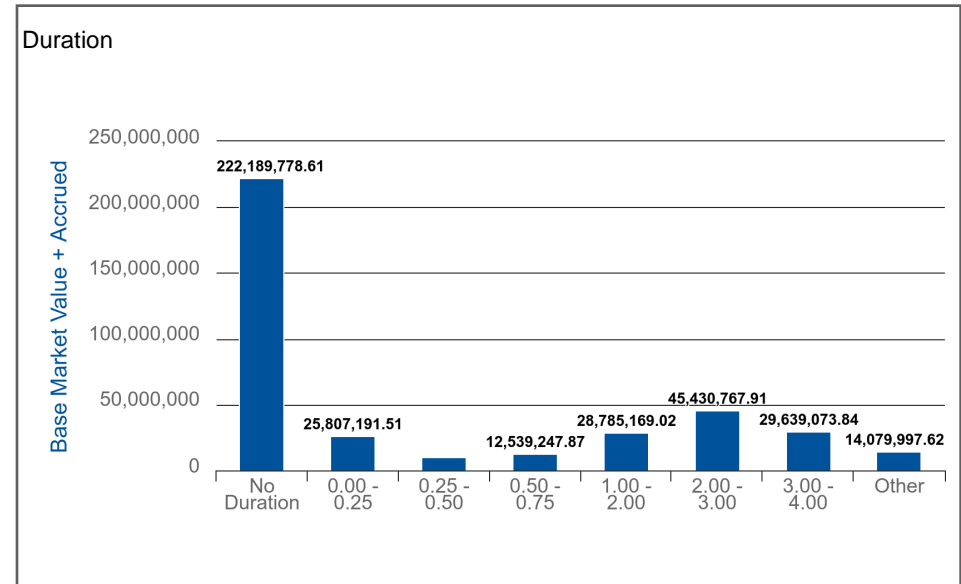
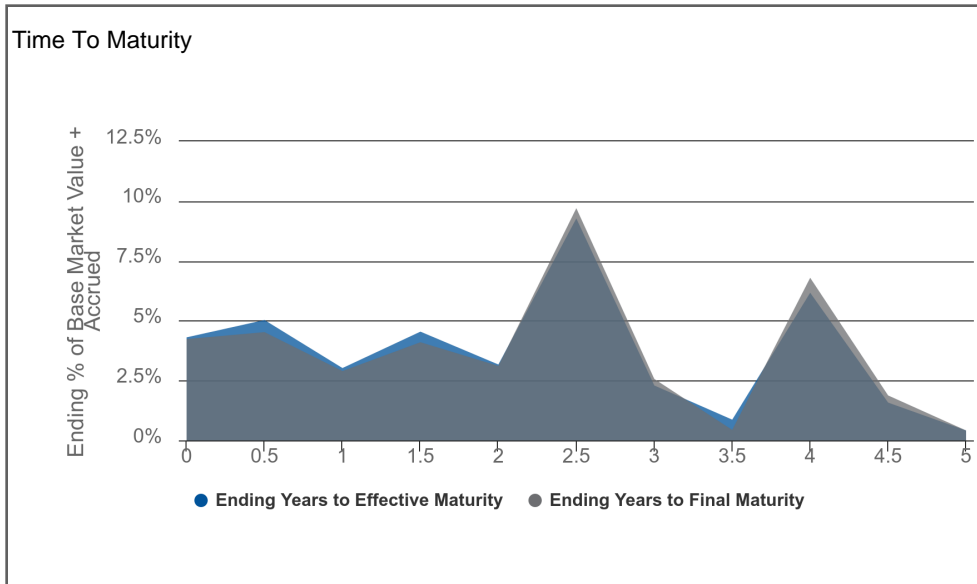
SMCTA - Agg (165727)

Dated: 09/08/2020



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.145%	0.375%	0.741%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	5.616%	4.959%	9.689%	7.030%	1.245%	0.000%	0.000%	0.000%	0.000%
A	5.279%	2.080%	0.842%	0.604%	0.324%	0.000%	0.000%	0.000%	0.000%
BBB	0.411%	0.000%	0.429%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



Base Risk Summary - Fixed Income

08/01/2020 - 08/31/2020

SMCTA - Agg (165727)

Dated: 09/08/2020

Industry Sector

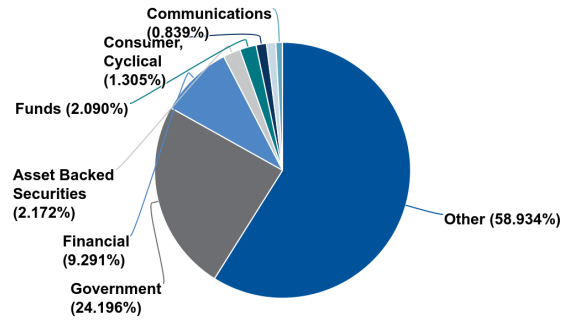


Chart calculated by: Base Market Value + Accrued

Industry Group

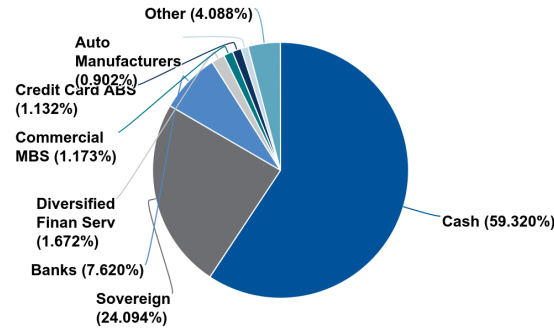


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

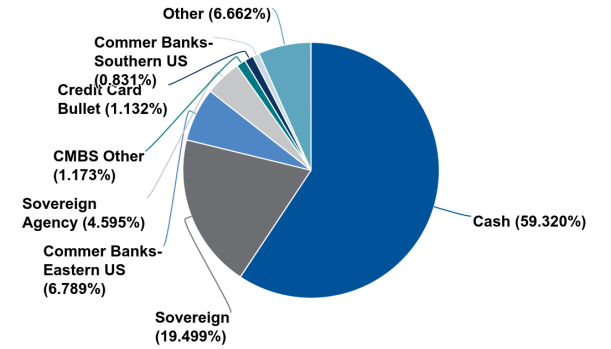


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

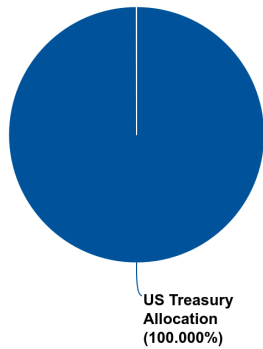


Chart calculated by: Base Market Value

Currency

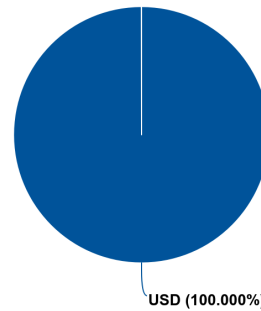


Chart calculated by: Base Market Value + Accrued

Country

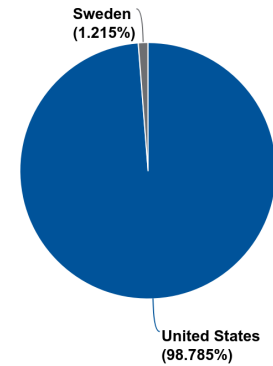


Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

08/01/2020 - 08/31/2020

SMCTA - Agg (165727)

Dated: 09/08/2020

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

clearwater

Report: GAAP Base Trading Activity
Account: SMCTA - Agg (165727)
Date: 08/01/2020 - 08/31/2020
Base Currency USD

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	(60,839.43)	Principal Paydown	08/15/2020	08/15/2020	11/15/2022	(60,839.43)	0.00	60,839.43
14313FAD1	CARMX 2018-3 A3	0.00	(44,935.54)	Principal Paydown	08/15/2020	08/15/2020	06/15/2023	(44,935.55)	0.00	44,935.55
3136AJ7G5	FNA 2014-M6 A2	0.00	(198,433.44)	Principal Paydown	08/01/2020	08/01/2020	05/25/2021	(198,433.44)	0.00	198,433.44
3136B1XP4	FNA 2018-M5 A2	0.00	(64,525.44)	Principal Paydown	08/01/2020	08/01/2020	09/25/2021	(64,525.44)	0.00	64,525.44
3137FKK39	FHMS K-P05 A	0.00	(676.99)	Principal Paydown	08/01/2020	08/01/2020	07/25/2023	(676.99)	0.00	676.99
3137FQ3V3	FHMS K-J27 A1	0.00	(12,540.92)	Principal Paydown	08/01/2020	08/01/2020	07/25/2024	(12,540.92)	0.00	12,540.92
31846V534	FIRST AMER:US TRS MM Y	1,191,678.10	1,191,678.10	Buy	---	---	08/31/2020	1,191,678.10	0.00	(1,191,678.10)
36255JAD6	GMCAR 2018-3 A3	0.00	(38,768.48)	Principal Paydown	08/16/2020	08/16/2020	05/16/2023	(38,768.48)	0.00	38,768.48
43814PAC4	HAROT 2017-3 A3	0.00	(26,337.35)	Principal Paydown	08/18/2020	08/18/2020	09/18/2021	(26,337.35)	0.00	26,337.35
47788BAD6	JDOT 2017-B A3	0.00	(35,973.04)	Principal Paydown	08/15/2020	08/15/2020	10/15/2021	(35,973.03)	0.00	35,973.03
47788CAC6	JDOT 2018 A3	0.00	(28,161.17)	Principal Paydown	08/15/2020	08/15/2020	04/18/2022	(28,161.17)	0.00	28,161.17
89190BAD0	TAOT 2017-B A3	0.00	(123,511.62)	Principal Paydown	08/15/2020	08/15/2020	07/15/2021	(123,511.63)	0.00	123,511.63
89238BAD4	TAOT 2018-A A3	0.00	(40,930.87)	Principal Paydown	08/15/2020	08/15/2020	05/16/2022	(40,930.88)	0.00	40,930.88
912828L32	UNITED STATES TREASURY	(335,000.00)	(335,000.00)	Maturity	08/31/2020	08/31/2020	08/31/2020	(335,000.00)	0.00	335,000.00
San Mateo County TA		856,678.10	181,043.81					181,043.79	0.00	(181,043.79)

* Weighted by: Absolute Value of Base 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.

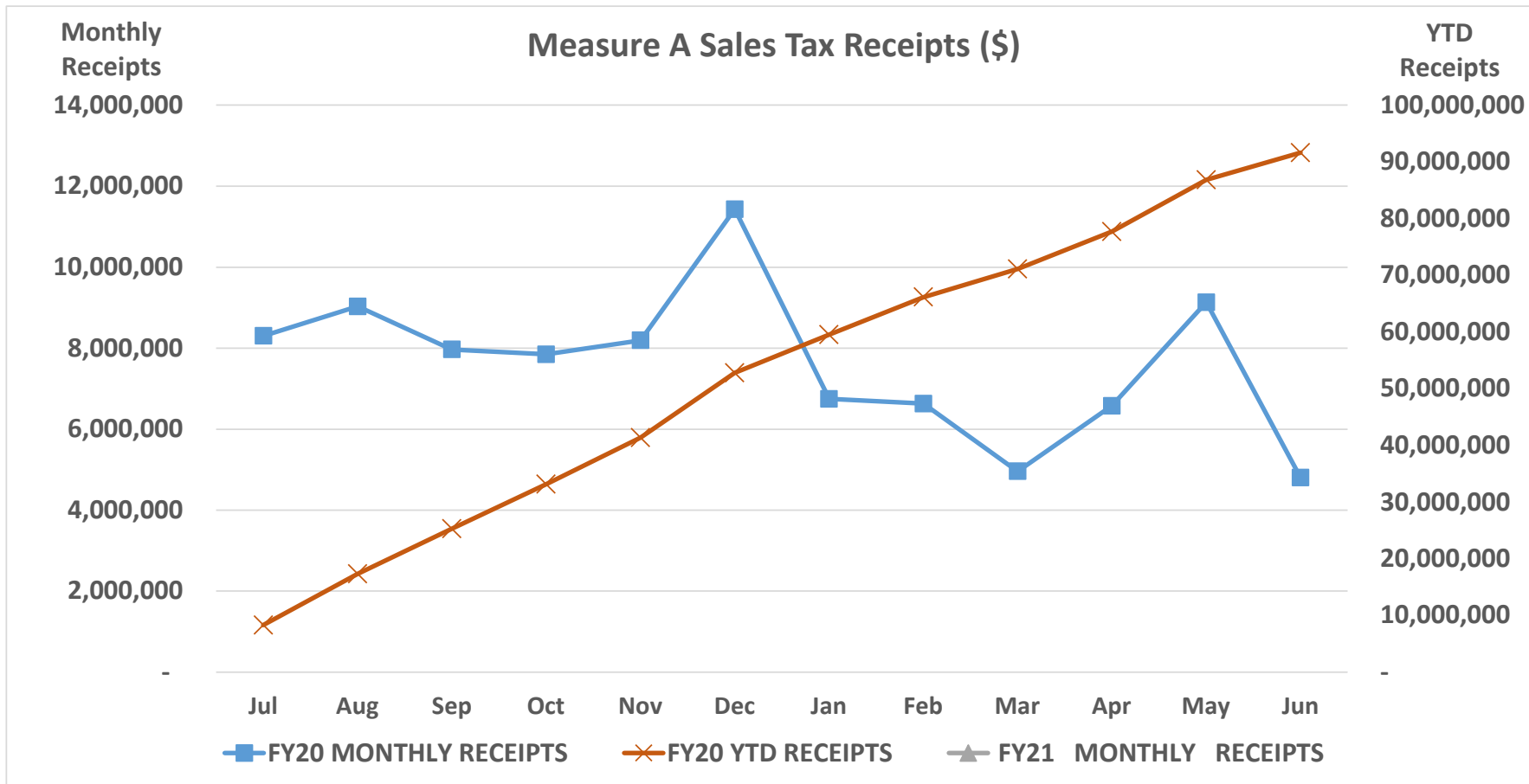
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
AUGUST 2020**



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
August 2020

Unit	Ref	Name	Amount	Method	Description
SMCTA	000007	SAN MATEO COUNTY TRANSIT DISTRICT	3,313,988.38	WIR	Operating Expense
SMCTA	000012	USI INSURANCE SERVICES LLC	624.25	WIR	Operating Expense
SMCTA	005255	HNTB CORPORATION	26,845.75	CHK	ELJPA Operating Expense
SMCTA	005254	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	16,505.32	CHK	ELJPA Operating Expense
SMCTA	000029	MARK THOMAS & COMPANY AND AECOM JV	12,468.11	CHK	Capital Programs (1)
SMCTA	000023	HNTB CORPORATION	18,126.85	CHK	Capital Programs (2)
SMCTA	000024	PACIFIC GAS & ELECTRIC COMPANY	619.35	CHK	Capital Programs (3)
SMCTA	000006	PENINSULA CORRIDOR JOINT POWERS BOARD	1,001,237.63	WIR	Capital Programs (4)
SMCTA	000030	PALO ALTO, CITY OF	73.23	CHK	Capital Programs (5)
SMCTA	000026	MARK THOMAS & COMPANY AND AECOM JV	164,068.72	CHK	Capital Programs (6)
SMCTA	000034	SOUTH SAN FRANCISCO, CITY OF	81,535.18	CHK	Capital Programs (7)
SMCTA	000035	SOUTH SAN FRANCISCO, CITY OF	90,363.20	CHK	Capital Programs (8)
SMCTA	000025	CITY OF PACIFICA	2,066.38	CHK	Capital Programs (9)
SMCTA	000031	REDWOOD CITY, CITY OF	437,934.57	CHK	Capital Programs (10)
SMCTA	000027	PACIFIC GAS & ELECTRIC COMPANY	4,879.96	CHK	Capital Programs (11)
SMCTA	000010	PENINSULA CORRIDOR JOINT POWERS BOARD	189,682.74	WIR	Capital Programs (12)
SMCTA	000032	MARK THOMAS & COMPANY AND AECOM JV	414,579.53	CHK	Capital Programs (13)
SMCTA	000036	ZOON ENGINEERING, INC.	100,384.68	CHK	Capital Programs (14)
SMCTA	000005	HANSON BRIDGETT LLP	10,360.00	WIR	Capital Programs (15)
SMCTA	000028	PACIFIC GAS & ELECTRIC COMPANY	10.01	CHK	Capital Programs (16)
SMCTA	000008	DEPARTMENT OF TRANSPORTATION	16,028.73	WIR	Capital Programs (17)
SMCTA	000009	HANSON BRIDGETT LLP	1,622.00	WIR	Capital Programs (18)
SMCTA	000011	DEPARTMENT OF TRANSPORTATION	8,640.80	WIR	Capital Programs (19)
SMCTA	000033	PACIFIC GAS & ELECTRIC COMPANY	8,962.73	CHK	Capital Programs (20)
			<u>5,921,608.10</u>		

- (1) 101 HOV Ln Whipple - San Bruno
- (2) 101 Peninsula Ave / Poplar Interchange
- (3) 101 HOV Ln Whipple - San Bruno
- (4) Broadway Grade Sep \$141,184.53; 25th Ave Grade Separation; \$774,472.32; CBOSS/PTC Project (Recollectible Project) \$85,580.78
- (5) 101 HOV Ln Whipple - San Bruno
- (6) 101 HOV Ln Whipple - San Bruno \$153,212.38; US 101 Interchange - Broadway \$10,856.34
- (7) 101 Produce Ave. Interchange
- (8) Shuttles FY19-20 Funding
- (9) San Pedro Creek /Route 1 Bdge Replace Project
- (10) 84/101 Interchange
- (11) 101 HOV Ln Whipple - San Bruno
- (12) SSF Caltrain Station \$129,692.53; S. Linden Ave - Scott St Grade Sep \$59,990.21
- (13) US 101/SR 92 Direct Connector \$126,337.70; 101 HOV Ln Whipple - San Bruno \$288,241.83
- (14) 101 HOV Ln Whipple - San Bruno
- (15) US 101 Interchange - Broadway \$80, Operating Expense \$7,480; 101 Managed Lanes (Nof I-380) \$360; 101 HOV Ln Whipple - San Bruno \$2,440
- (16) 101 HOV Ln Whipple - San Bruno
- (17) 101 HOV Ln Whipple - San Bruno \$9,537.22; US 101/SR 92 Direct Connector \$6,491.51
- (18) Local Shuttle Oversight \$1,422; Pedestrian and Bicycle Oversight \$200
- (19) 101 HOV Ln Whipple - San Bruno \$5,654.97; US 101/SR 92 Direct Connector \$2,985.83
- (20) 101 HOV Ln Whipple - San Bruno

**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 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 and six program categories under the New Measure A. The report summarizes 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. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.



SAN MATEO COUNTY
***Transportation
Authority***

Measure A Program Status Report

Semi-Annual Report

(As of June 30, 2020)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 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%	- Projects in process. ☐	\$ 323,477	\$ 313,981	\$ 9,496
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.	\$ 359,768	\$ 352,310	\$ 7,458
5. Local Streets and Roads	20%	- Program completed.	\$ 203,264	\$ 203,264	\$ -
6. Caltrain Grade Separation ⁴	22.8%	- Projects in process.	\$ 238,043	\$ 229,500	\$ 8,543
7. Bicycle Transportation	0.01%	- Program completed.	\$ 121	\$ 121	\$ -
8. Transportation System Management	0.7%	- Program completed.	\$ 7,121	\$ 7,121	\$ -
Total:			\$ 1,206,224	\$ 1,180,727	\$ 25,497

Footnotes

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

As of June 30, 2020, total rental income was as follows: \$16.33M 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 19 to FY 20, due to interest and investment income.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of June 30, 2020)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- Projects in process	\$ 143,194	\$ 125,458	\$ 17,736
<i>Local Shuttle</i> ⁵	4%	Competitive	- \$8.6M programmed and allocated for 28 shuttles in May 2020 from the San Mateo County Shuttle Program Call for Projects for FY 21 & 22 (Resolution 2020-08). ⁶ - Projects in process.	\$ 35,798	\$ 38,595	\$ 503
<i>Accessible Services</i>	4%	Agreement-Based	- Program in progress.	\$ 35,798	\$ 31,570	\$ 4,228
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- Program in progress	\$ 17,899	\$ 8,543	\$ 9,356
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Program in progress	\$ 17,899	\$ 17,899	\$ -
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- Measure A funding decision on hold.	\$ 17,899	\$ 6	\$ 17,893
2. Highway	27.5%	Competitive	- Projects in process.	\$ 246,115	\$ 161,957	\$ 84,158
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 201,367	\$ 201,367	\$ -
4. Grade Separation ⁵	15%	Competitive	- Projects in process.	\$ 134,244	\$ 113,366	\$ 20,878
5. Ped and Bike	3%	Competitive	- Projects in process.	\$ 26,849	\$ 20,953	\$ 5,896
6. Alternative Congestion Relief	1%	Plan-Based	- Commute.org TDM work programs ongoing.	\$ 8,950	\$ 5,078	\$ 3,872
				\$ 886,012	\$ 724,792	\$ 164,520

Footnotes

- 1 Based on TA Board adopted Strategic Plan 2020-2024.
- 2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through June 30, 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 Previous shuttle cycle has not been closed-out due to existing invoices, which leaves Shuttle Program "Available Funding" an approximate number.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
Executive Director

FROM: Dora Seamans
Authority Secretary

SUBJECT: **2021 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the attached meeting calendar for 2021.

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.



Board Meeting Calendar 2021

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

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

All meetings are held via Zoom or at 1250 San Carlos Avenue, Baccioco Auditorium, 2nd Floor, San Carlos, CA, unless scheduled or stated otherwise at <https://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>

Dates may be subject to change.



BOARD OF DIRECTORS 2020

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

JIM HARTNETT
EXECUTIVE DIRECTOR

**AGENDA ITEM #8
OCTOBER 1, 2020**

MEMORANDUM

Date: September 22, 2020
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – October 1, 2020

San Mateo 101 Express Lanes Project

The civil work for the southern segment of the Project, running from the Santa Clara County Line to Whipple Avenue, is now complete. All civil construction activity resources have now shifted to the northern segment, from Whipple Avenue to Interstate 380. Current work included shoulder widening, removal and the replacement of three sound walls along northbound 101 in the city of San Mateo. The northernmost of the three sound walls, located between Dore and East Poplar, has been reconstructed with the other two walls scheduled to be completed by February 2021. The project team continues to coordinate closely with residents and businesses to minimize disruptions associated with the construction work.

Toll system design was recently completed and installation of the tolling equipment is scheduled to begin mid-October for the southern segment. Operation of the southern segment of the express lanes is scheduled to begin operations in late 2021, coinciding with the opening of VTA's 101 express lanes south of the County Line. The northern segment is scheduled to open one year later in late 2022. Finally, in preparation for the opening of the express lanes, an equity study is underway to identify inequities and explore strategies to mitigate them.

State Route (SR) One Safety and Operational Improvement Project in Half Moon Bay

On October 1, 2020, the City of Half Moon Bay will break ground for construction of this project. The City has awarded the construction contract to Redgwick Construction, who is the low-bidder. The Transportation Authority has allocated a total of \$3,640,000 towards construction of this project that includes a recent allocation of \$440,000 to partially mitigate the budget shortfall due to higher bids than expected.

This Project proposes safety enhancements and operational improvements on the scenic SR 1 and its intersecting city streets generally from Wavecrest Road to Poplar Street. The Project includes improved lane reconfiguration along SR 1 between

Wavecrest Road and Seymour Street, as well as traffic signals, lightings, landscaping and roadway improvements at the intersections of SR 1/Poplar Street and SR 1/Main Street/Higgins Canyon Road. This project will improve the safety of pedestrians and bicyclists in addition to the safety and operational improvement to the vehicular traffic.

The construction is expected to be completed by the end of 2021.

Pedestrian and Bicycle Program Call for Projects

On August 7, 2020, the TA released its fifth pedestrian and bicycle call for projects. With the addition of Measure W funding along with the existing Measure A funds, there is over \$8 million available, compared to \$5.7 million in Cycle 4. This competitive program will help fund capital projects as well as planning studies and promotional programs. A call for projects workshop was held on August 12, 2020 and applications were due on September 21, 2020. Seventeen applications were received and the proposed projects will be scored against the evaluation criteria in the Strategic Plan 2020-2024. The project scoring committee will meet in October, and draft recommendations will be presented to the Board in November with final recommendations being presented in December of this year.

**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: **US 101/ PRODUCE AVENUE PROJECT 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 San Mateo County Transportation Authority's (TA) six Measure A program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – is featured individually throughout the year.

For this month, staff from the City of South San Francisco and its consultant are providing an update on the progress of the Project Approval/ Environmental Document (PA/ED) phase for US 101/ Produce Avenue Project.

The purpose of the project is to provide an additional local east-west connection across US 101 that provides benefit to all modes of transportation in the project area and accommodate future planned growth in the City of South San Francisco and vicinity of the project area. In June 2020, the City obtained approval from Caltrans on the Purpose and Need statement that is part of the Environmental Document.

The project scope has been modified to include two alternatives, a No-Build alternative and one Build alternative. The Build alternative would construct a new overcrossing extending from Utah Avenue westerly over US 101 to connect with San Mateo Avenue. The intersections at South Airport Boulevard/ Utah Avenue and San Mateo Avenue/ Utah Avenue would also be reconstructed to include turning lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified. The alignment of Utah Avenue is shifted towards the north to minimize impacts to the Produce Market property and the Park 'N Fly business. Several meetings were held with individual business and property owners and their comments were taken into account into this design. This Build alternative was the only one of the six Build alternatives supported by Caltrans. Caltrans deemed the remaining

five alternatives to not provide regional benefits and as a result, they will not be included for further consideration in the environmental review process.

Achieving the approval on the Purpose and Need statement and narrowing down the alternatives will allow the Project to continue through the PA/ED phase and eventually receive approval of the Environmental Document, currently anticipated in Fall 2021.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The City of South San Francisco, in partnership with TA, completed a Project Initiation Document (PID) in August 2015. Four out of nine build alternatives in the PID, along with a no-build alternative, were selected for further review.

In response to the 2015 call for projects, the City requested that the TA provide Measure A funds to complete the subsequent phase, PA/ED. In October 2015, TA Board programmed and allocated \$3,050,000, including the TA support costs. Due to changes in City staff, the solicitation of bids, interviews and award processes for the PA/ED phase was delayed. In September 2017, the City on-boarded a consultant team to begin developing preliminary design, environmental and traffic studies. The first community open house hosted by the City was held in October 2018.

Prepared by: Michelle Cheung, TA Assistant Project Manager

650-622-7897

US 101 / Produce Avenue Project

October 1, 2020
Board of Directors
Item #9(a)



Presentation Overview

- Stakeholders
- Funding
- Timeline
- Location Map
- Existing Configuration
- Need
- Status
- Alternatives
- Public Outreach Effort
- Estimated Cost
- Schedule
- Next Steps



Stakeholders



Oversight, NEPA and CEQA Lead Agency



Project Sponsor, Funding and Implementing Agency



Funding Agency

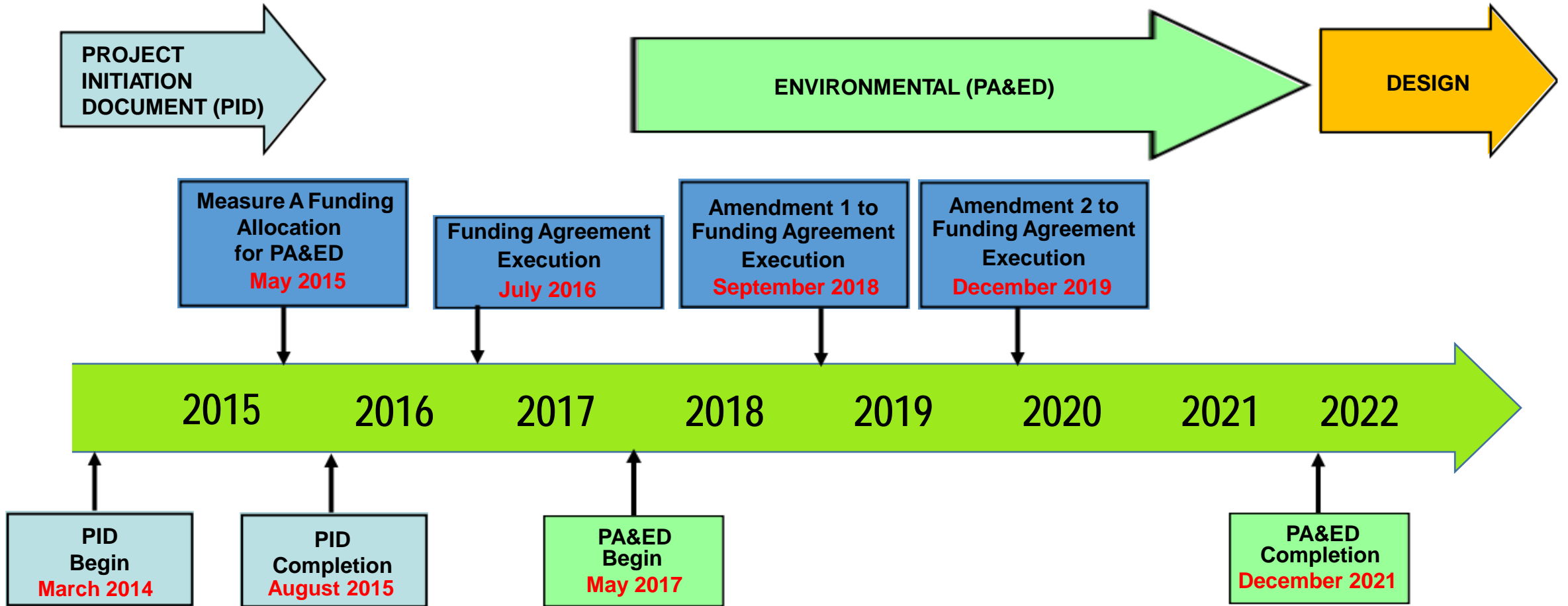


Funding

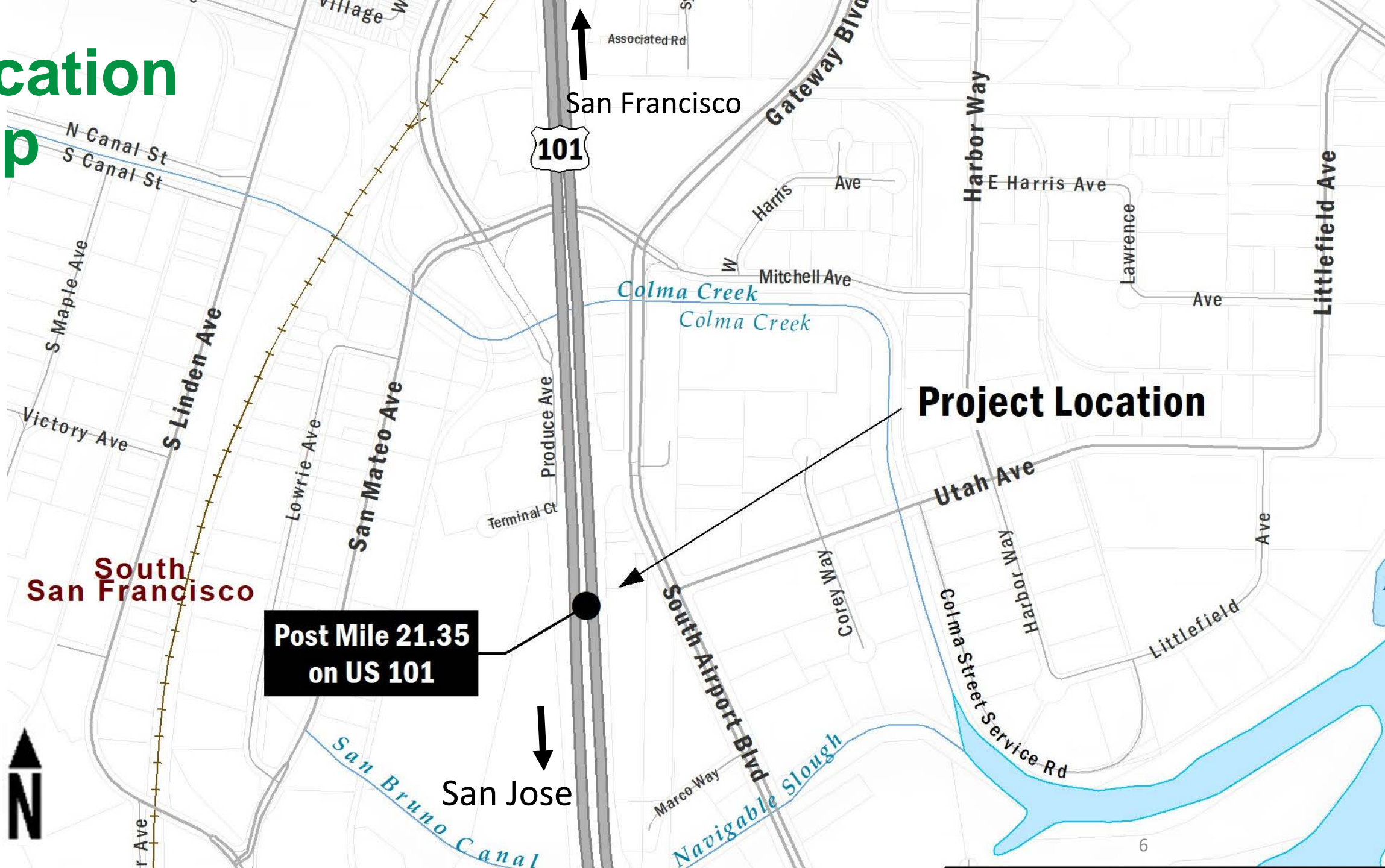
- 2012 - TA Board allocation of \$500,000 for the Project Initiation Document (PID) Phase
- 2015 - TA Board allocation of \$3,050,000 for the Project Approval Environmental Document (PA&ED) Phase to supplement contribution of \$150,000 from the City



Timeline



Location Map



Existing Configuration



US 101/S. Airport Blvd Undercrossing



Travelodge looking from US 101



Need

- East of US 101: over 13 million square feet of mostly office and research & development space, roughly doubling its daytime population to over 55,000 employees expected in the next two decades.

(City of South San Francisco, Mobility 2020, East of 101 Transportation Plan, June 2019)



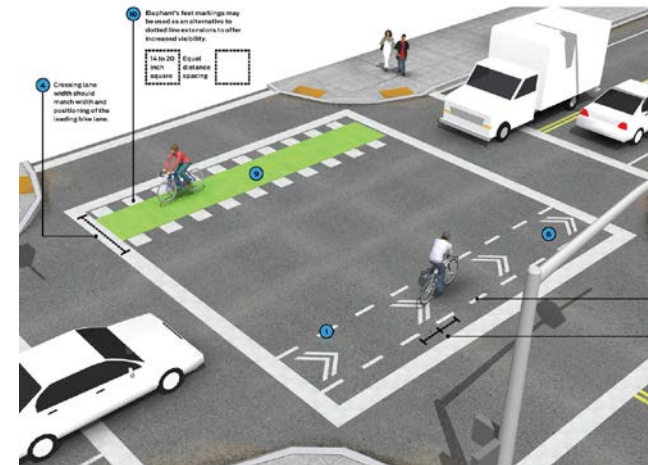
- West of US 101: significant amount of development that includes 11 developments either completed or entitled for multi-story residential buildings and hotels comprised of 1,783 units and a 4 story 7,000 square foot clinic.

(South San Francisco Development and Construction Map, updated April 24, 2020)



Overview

- Provide an additional local east-west connection across US 101 that provides benefit to all modes of transportation in the project area.
- Accommodate future planned growth in the City of South San Francisco and vicinity of the project area.
- Enhance safety and improve circulation and traffic operations of local streets in vicinity of overcrossing.
- Provide new pedestrian and bicycle facilities with connectivity to existing facilities.



Status

- Project initially considered a No Build and Six Build alternatives.
- Project Development Team (PDT) approved advancing one of the six project build alternatives.
- The other five build alternatives have been considered but have been eliminated by the PDT.
- The updated Purpose and Need statement for the PA&ED phase was approved in June 2020.



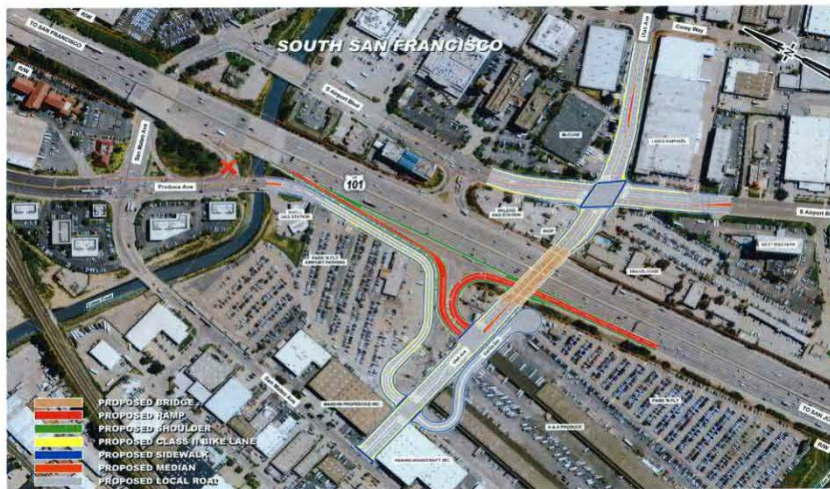
Alternatives Considered (PID Phase)



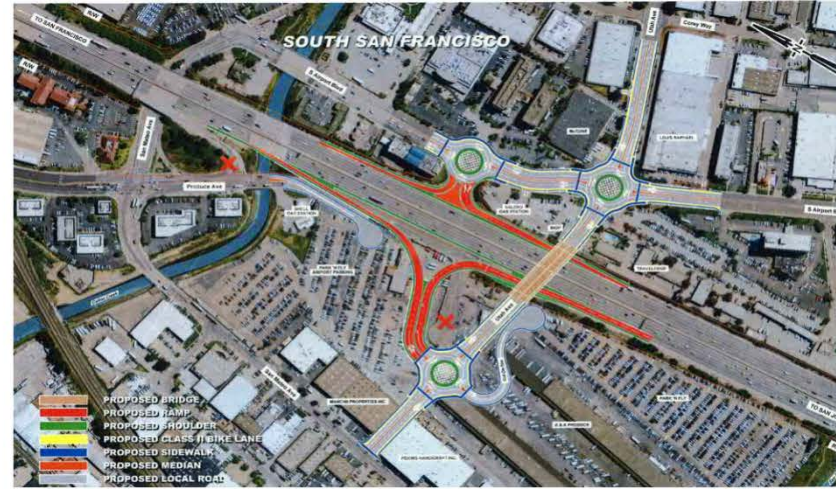
Braided U.S. 101 SB Off Ramp



Tight Diamond with Braided Ramps



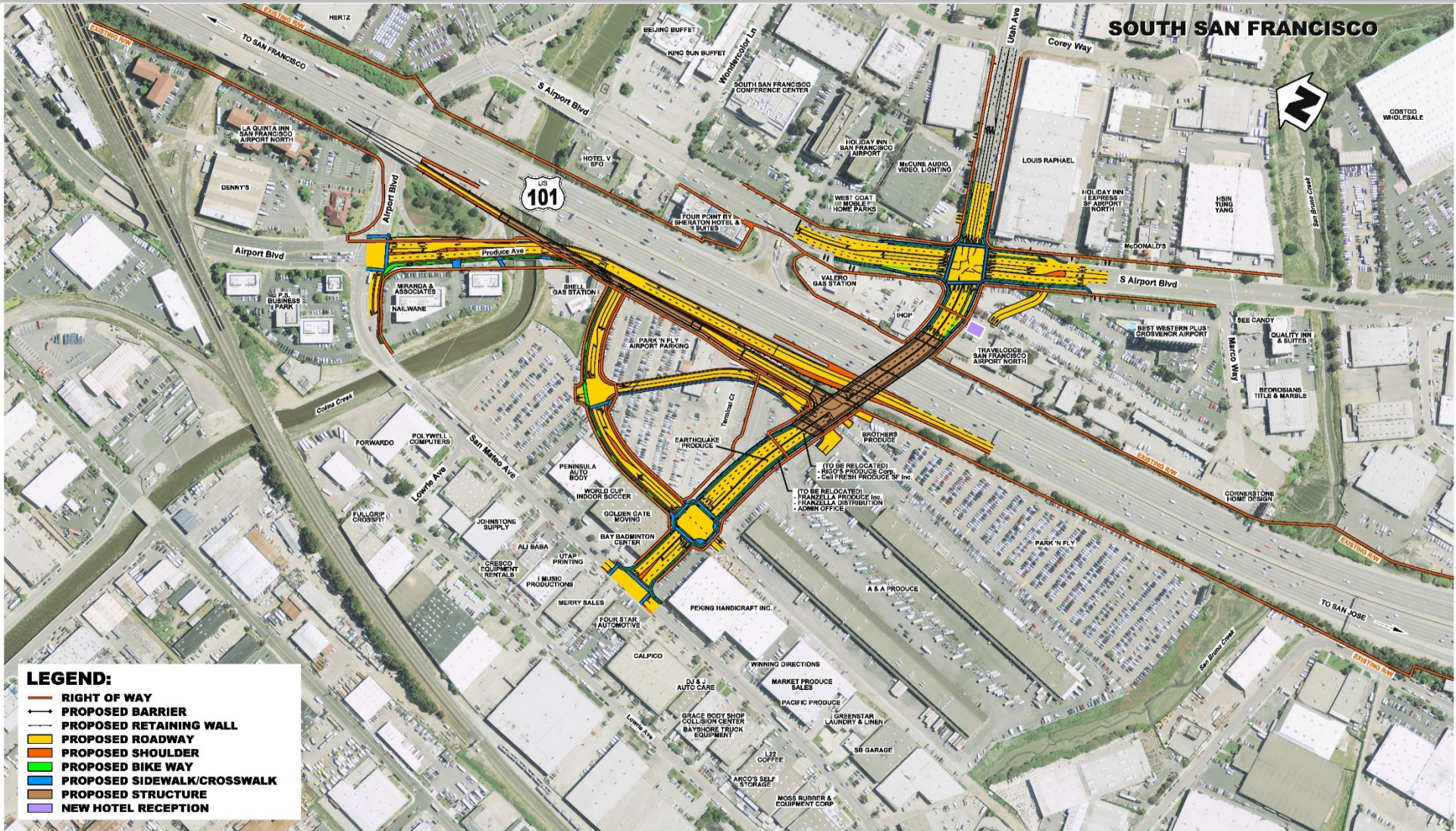
Modified Partial Cloverleaf



Roundabout Intersections



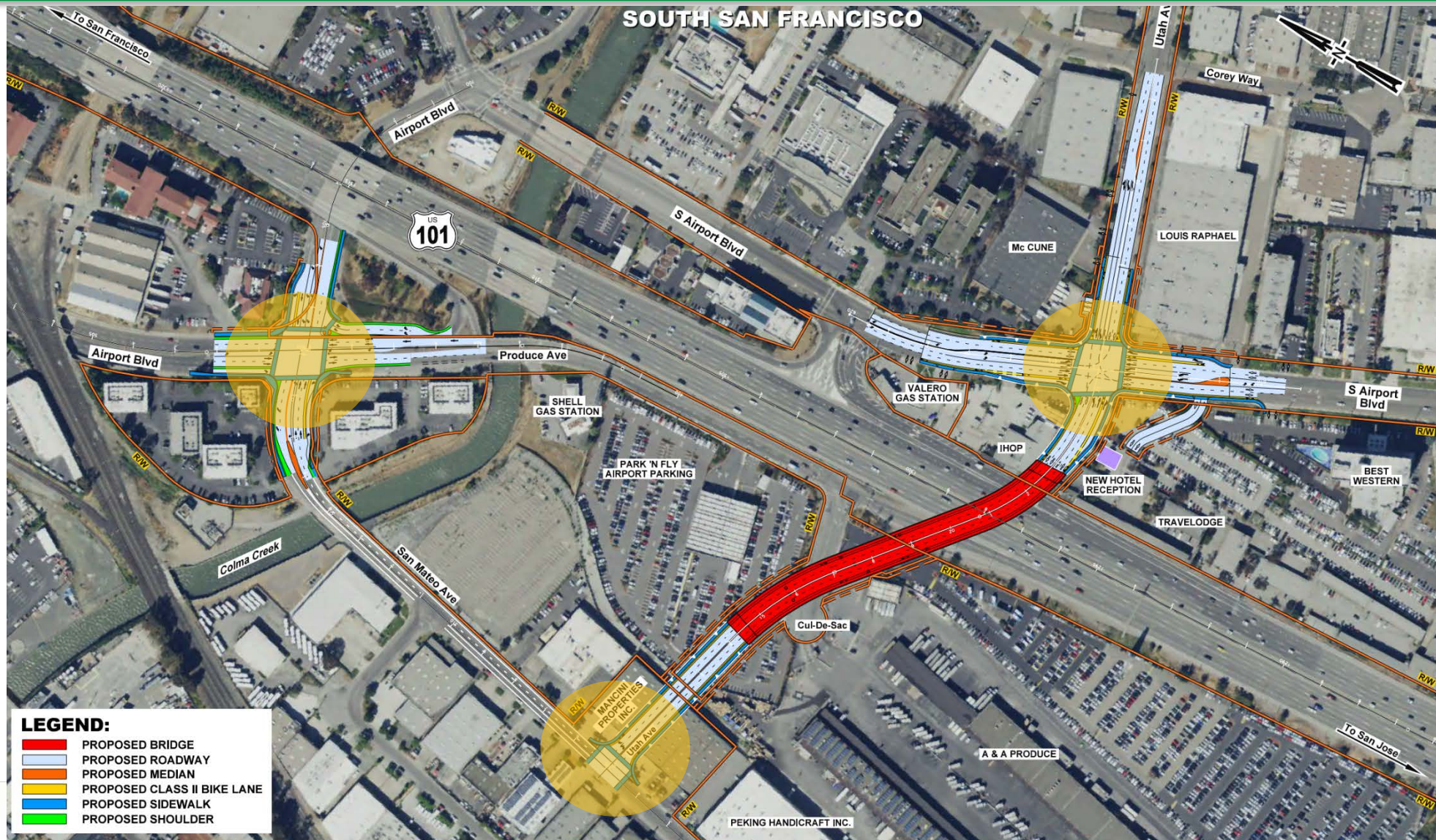
Additional Alternative Considered (PA&ED Phase)



Braided US 101 SB Off Ramp



Project Build Alternative



Build Alternative Features

- New overcrossing over US 101.
- Intersection improvements at 3 locations:
 1. Utah Avenue / South Airport Boulevard
 2. Utah Avenue / San Mateo Avenue
 3. Airport Boulevard/ Produce Avenue / San Mateo Avenue
- Bicycle and pedestrian ADA compliant facilities
- Accommodates future US 101 Managed Lanes project.
- Accommodates future ramp improvements.



Public Outreach Effort

- City hosted a community meeting and open house on Tuesday October 9th, 2018.
- Separate meetings were held at various times with individual business and property owners.
- Comments received during these meetings were captured and taken into account in the revision of the project.
- New alternatives were developed to reduce the ROW impacts.



Estimated Cost (In 2020 Dollars)

- Estimated Right-of-Way Cost = \$38.0 Million
- Estimated Construction Cost = \$36.0 Million
- Estimated Support Cost = \$20 Million
 - ❖ Estimated PA&ED Support Cost = \$3 Million
 - ❖ Estimated PS&E Support Cost = \$8 Million
 - ❖ Estimated R/W Support Cost = \$1 Million
 - ❖ Estimated Construction Support Cost = \$8 Million
- Total Estimated Project Cost = \$94.0 Million



Schedule

	Begin	End
Environmental	07/2017	12/2021
Design	03/2022	03/2024
Construction	07/2024	07/2026



Next Steps

Timeline	Activity
Sep - Dec 2020	<ul style="list-style-type: none">• Submittal of Geometric Drawings, Draft Environmental Reports, Draft Traffic Reports to Caltrans
Jan - Sep 2021	<ul style="list-style-type: none">• Reports Finalization• Submittal of Draft Environmental Reports, Project Report to Caltrans• Public Circulation of Draft Environmental Document• Public Meeting
Oct - Dec 2021	<ul style="list-style-type: none">• Submittal of Project Approval and Environmental Document to Caltrans



US 101 / Produce Avenue Project



**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: **PARATRANSIT 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 six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report on the Paratransit Program under the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Paratransit is a service provided for persons with disabilities who are unable to independently use fixed-route bus service. The San Mateo County Transit District (SamTrans) provides paratransit using Redi-Wheels on the bayside of the County and RediCoast on the Coastsides. Since 1989, the Transportation Authority has provided critical funding to support paratransit service in San Mateo County. The Original Measure A created a Paratransit Trust Fund to be maintained in perpetuity. Over the 20 year period that the TA administered the fund, \$32 million of Measure A funds were provided to paratransit. In 2009, as part of the FY2010 TA Budget, the Board took an action to transfer the Paratransit Trust Fund to the San Mateo County Transit District. Interest from the Trust Fund continues to support Paratransit service.

The New Measure A continues the investment in Paratransit by providing 4 percent of the total sales tax revenue to help meet the special mobility needs of the county through paratransit and other accessible services. The TA Board will consider allocating

\$3,200,000 of Measure A funding for SamTrans Paratransit services as part of a separate item on this agenda.

This month's presentation will be presented via PowerPoint.

Prepared by: Jennifer Williams, Administrative Analyst II, 650-508-6343

SamTrans Paratransit Service

Presentation to TA Board
October 1, 2020
Item #9(b)

ADA Paratransit Service

- ADA – Americans with Disabilities Act
- Paratransit Customers
- COVID-19 Response
- Operating Statistics
- Funding Sources
- Summary



SamTrans ADA Paratransit Service

- Required by Americans with Disabilities Act of 1990
- Paratransit service provides equal opportunity for mobility to people with disabilities who are not able to use conventional fixed-route transit
- SamTrans commitment to paratransit pre-dates ADA

SamTrans ADA Service Enhancements

- SamTrans provides service beyond ADA minimum requirements
 - Customers are served beyond the ADA's minimum $\frac{3}{4}$ -mile distance from fixed-route service
 - Days and hours of service are not restricted to fixed-route bus service
 - Low-income fare (life-line)
 - Provide agency services (reservation for larger groups)
 - Fare is less than the allowable 2X fixed route fare

Paratransit Customers

- Approximately 7,600 eligible paratransit customers
- 76% are 65 years or older
- 20% are non-ambulatory
- 28% have cognitive disabilities
- 19% have visual disabilities
- 28% receive fare assistance



Paratransit Trips

- Providing essential trips during COVID-19 outbreak
- 16% to dialysis centers (2,500 trip/mo.)
- Adult day care centers closed
- Other key destinations include hospitals, doctor's appointments, senior housing, grocery stores and pharmacies

Paratransit – Eligibility Process

- All Redi-Wheels and RediCoast riders must be certified as eligible for ADA Paratransit service
- During the COVID-19 pandemic the eligibility contractor implemented a paper application process versus in-person

COVID-19 Safety Actions

- Increased cleaning and sanitizing (facilities and vehicles)
- Issued masks, gloves, eye goggles and hand sanitizer to drivers and staff
- Posted signs on vehicles – facial covering and social distancing required
- Messages on reservations phone systems
- “Silence is safer” – discourage unnecessary conversation



Consequences from COVID

- Paratransit ridership has decreased approximately 65%
 - Average trip lengths are shorter
 - Maintained essential trips to dialysis (2,500 trips/mo.) and hospital and doctor appointments (1,500 trips/mo.)
 - Passengers/hour is lower

SERVICE DELIVERY

How Service is Delivered

- Redi-Wheels and RediCoast are provided by 3rd party contractor with oversight by SamTrans
 - Redi-Wheels services provided by First Transit
 - RediCoast services provided by MV Transportation
- SamTrans owns and maintains the fleet of vehicles (53 cutaways, 24 minivans)
- District fleet is supplement with contractors' cutaways, sedans and taxis



Paratransit Trips

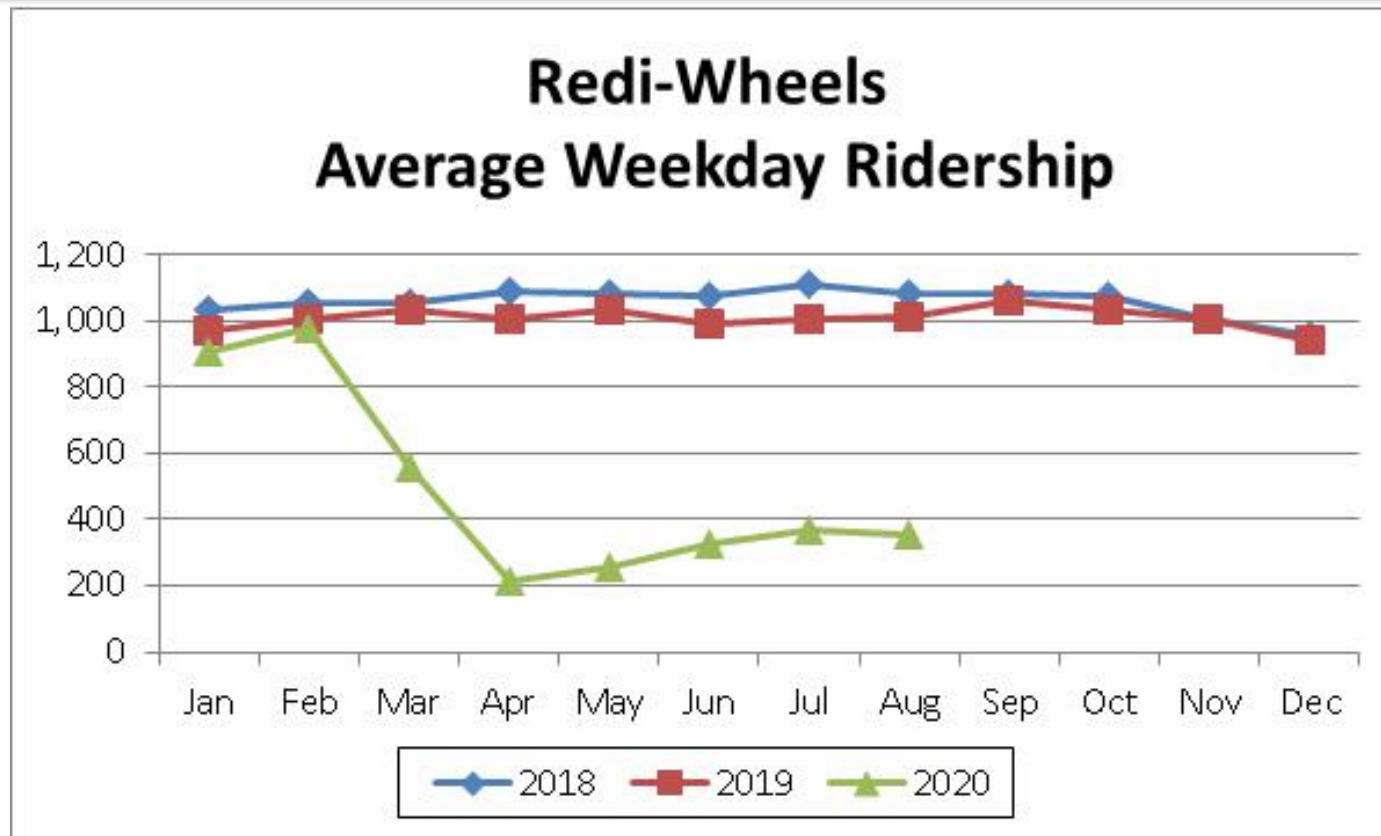
- ADA requires transit agencies to plan to meet demand for paratransit service (zero denial)
 - 5 million trips provided since August 2004
- Eligible customers are offered a trip within one hour of the requested pick-up time

Redi-Wheels Operations Center

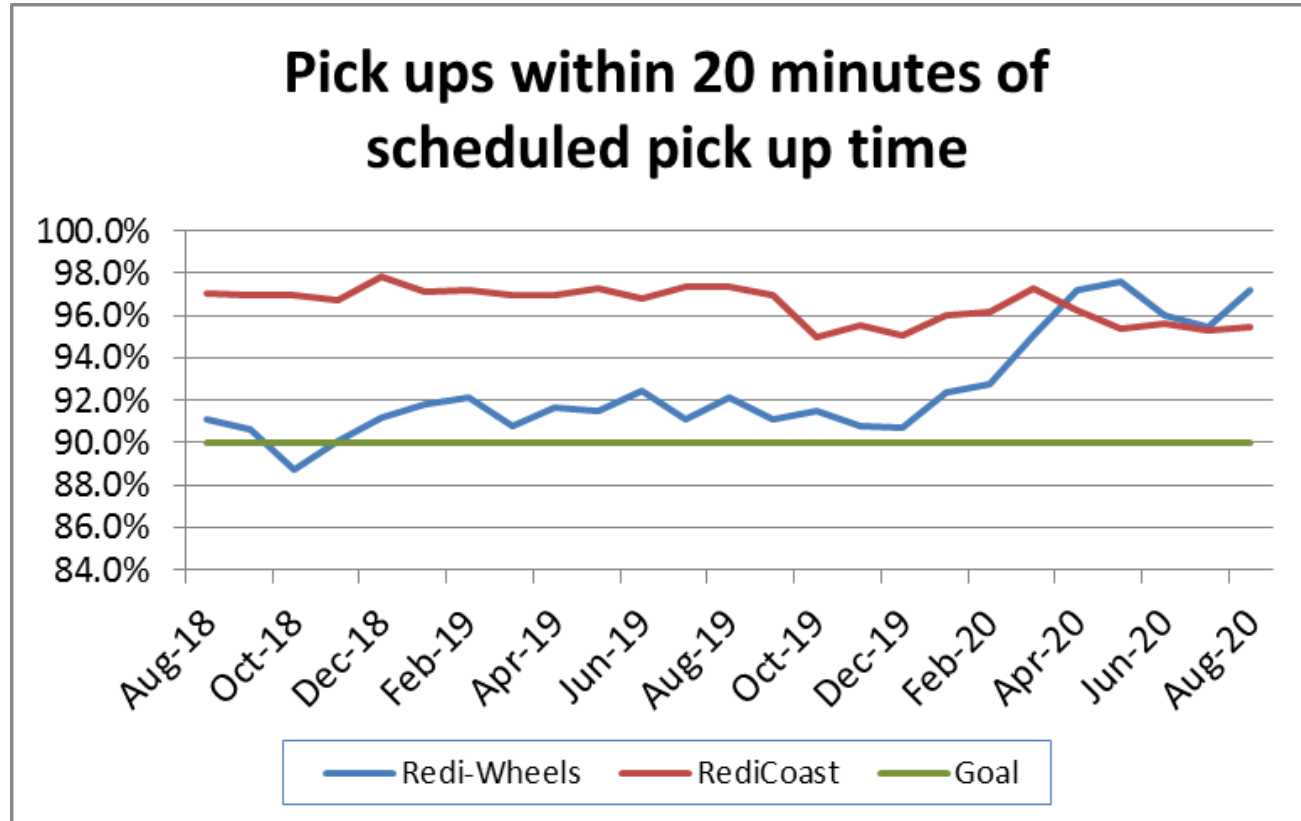
- Brewster facility - reservations, scheduling, and dispatching



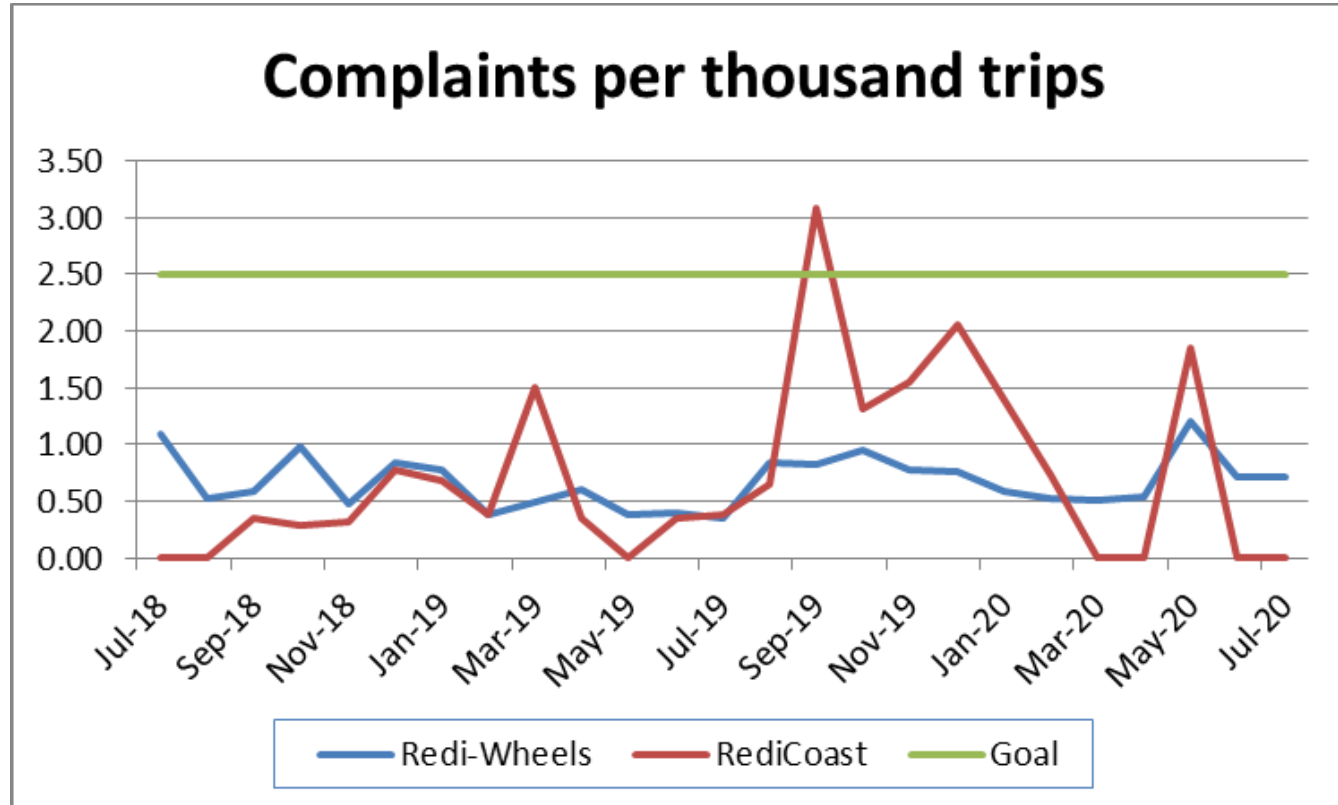
Paratransit Average Weekday Ridership



On Time Performance



Customer Satisfaction



FUNDING SOURCES

How Service is Funded

- San Mateo County Transportation Authority
 - Paratransit funding
 - Original Measure A (1988)
 - Established \$25 million trust fund to support paratransit services
 - New Measure A (2008)
 - 4% of measure, approximately \$3.2 million/year designated “...to meet the special mobility needs of county residents through paratransit and other accessible services.”

Paratransit Funding Sources

FY 2021 Budget

▪ San Mateo County TA Measure A	\$3.2 million
▪ Transportation Development Act funds	2.5
▪ Operating grants	2.1
▪ District sales tax	9.0
▪ Interest income – paratransit fund	0.5
▪ Measure M (Motor Vehicle Reg. Fee)	1.6
▪ Passenger fares	0.2
	<hr/>
	\$19.1 million

Paratransit Next Steps

- New software for reservations, scheduling, and dispatching
 - Benefits: Real time passenger information, limited same-day service, and improved vehicle utilization
- Continue vehicle replacements
 - 13 Cutaways with on-board cameras
 - 14 Minivans with on-board cameras
- “Ride Now” pilot program for seniors and ADA passenger

Summary

- Service quality is high
 - Very low complaint rate
 - OTP rate above 90% goal
- Paratransit service is a Federal mandate and contributes to SamTrans structural deficit
- During COVID-19 pandemic, SamTrans continues to provide high-quality ADA service for essential trips
- Ongoing evaluation and implementation of health orders

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

April Chan
Chief Officer, Planning/Grants
and Transportation Authority

SUBJECT: **ALLOCATION OF \$18,097,344 IN MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR THE SAMTRANS PARATRANSIT PROGRAM AND CALTRAIN**

ACTION

Staff proposes the Board:

1. Allocate \$7,500,000 in Measure A funds from the Caltrain Program category to the San Mateo County Transit District (District) for San Mateo County's share of local match for the Peninsula Corridor Joint Powers Board's (JPB) Fiscal Year (FY) 2021 Capital Budget;
2. Allocate \$7,397,344 in Measure A funds from the Caltrain Program category to the District for San Mateo County's share of the JPB's FY2021 Operating Budget;
3. Allocate \$3,200,000 in Measure A funds from the Paratransit Program category to the District for its Paratransit Program in FY2021; and
4. Authorize the Executive Director or his designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

SIGNIFICANCE

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), up to one-half of the available funding in the Caltrain Program category, or 8 percent of the annual sales tax revenues, may be utilized by the District to support Caltrain capital costs. The total local match required for Caltrain's Capital Program in FY2021 is \$22.5 million, of which San Mateo County's share is \$7.5 million. Of the \$7.5 million required, \$6,400,000 can be funded from anticipated FY2021 Measure A revenues in the Caltrain Category. The additional \$1,100,000 required is available from prior years' Measure A unallocated balances reserved for the same category. Responsibility for the local match needed for the JPB's FY2021 Capital Budget is equally shared by the three JPB member agencies. The proposed allocation of Measure A funds, combined

with San Francisco and Santa Clara Counties' shares of local match, will be used to leverage Federal and State grants to fund capital improvements necessary to rebuild and upgrade Caltrain, and make other system-wide infrastructure improvements.

In accordance with the 2004 TEP, up to one-half of the available funding in the Caltrain Program category, or 8 percent of the annual sales tax revenues, may be utilized by the District to support Caltrain operating costs. In FY2021, San Mateo County's share for the JPB's Operating Budget is \$8,876,887. Of this amount, \$6,400,000 can be funded from anticipated FY2021 Measure A revenues in the Caltrain Category, \$997,344 can be funded from prior years' Measure A unallocated balances reserved for the same category and the balance, \$1,479,543, can be funded by the District's sales tax.

The 2004 TEP also provides that 4 percent of sales tax revenues, or \$3,200,000 in FY2021, will be allocated to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in the County. The District will be using the \$3,200,000 to provide paratransit service for eligible seniors and people with disabilities through Redi-Wheels and other accessible services.

BUDGET IMPACT

The proposed allocation of \$7,500,000 to the District for San Mateo County's share of local matching funds for the Caltrain Capital Budget is included in the TA's FY2021 Adopted Budget and previous years' budgets as the San Mateo Local Share JPB Capital Improvement Program project (TA Project #907) under the Caltrain Program category.

The proposed allocations to the District of \$7,397,344 for a major portion of San Mateo County's local share of the Caltrain Operating Budget, and \$3,200,000 for the Paratransit Program, are included in the TA's FY2021 Adopted Budget and previous years' budgets under the Expenditures category under Annual Allocations.

BACKGROUND

The TA's 2004 TEP sets the program categories and percentage splits of the sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit. The 2004 TEP also provides for allocation of funds remaining in the Original Measure A Program for projects outlined in the 1988 Measure A Transportation Expenditure Plan, including Caltrain improvements. The TA's Strategic Plan was approved by the Board of Directors to provide a policy framework for guiding programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocations are consistent with the Strategic Plan.

Prepared By: Daniel Srour, Budget Analyst

650-508-6302

RESOLUTION NO. 2020 –

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

* * *

**ALLOCATING \$18,097,344 IN MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT
DISTRICT FOR THE SAMTRANS PARATRANSIT PROGRAM AND FOR CALTRAIN**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

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 Measure A (New Measure A) half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (2004 TEP) beginning January 1, 2009; and

WHEREAS, the 2004 TEP provides for Measure A funding for various program categories and percentage splits of the sales tax revenue for these program categories; and

WHEREAS, the TA designates Measure A revenues to fund the San Mateo County Transit District's (District) share of the Peninsula Corridor Joint Powers Board's (JPB) annual Caltrain Capital Program, which, when combined with San Francisco and Santa Clara Counties' equal shares, provides a portion of the annual Caltrain Capital Program, which funds are then leveraged to attain other Federal and State financial support; and

WHEREAS, the TA designates up to 8 percent of Measure A revenues for Caltrain to support the operating costs for which the District is responsible; and

WHEREAS, the TA designates 4 percent of Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

WHEREAS, the Executive Director proposes that the TA allocate a total of \$18,097,344 in Measure A funds, as follows:

1. \$7,500,000 from the Caltrain Program category to the District for San Mateo County's share of local match for the Peninsula Corridor Joint Powers Board's Fiscal Year (FY) 2021 Capital Budget;
2. \$7,397,344 from the Caltrain Program category to the District to fund a portion of San Mateo County's share of the JPB's FY 2021 Operating Budget;
3. \$3,200,000 from the Paratransit Program category to the District for its Paratransit Program in FY 2021; and

WHEREAS, the proposed allocations are consistent with amounts approved in current and prior year budgets and meet the intent of the 2004 TEP.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby allocates a total of \$18,097,344 in Measure A funds to the San Mateo County Transit District as detailed above.

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary agreements or other documents, and take any other actions necessary, to encumber the subject funding.

Regularly passed and adopted this 1st day of October, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

This report is for information only. No Board action is required.

SIGNIFICANCE

The 2020 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.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
September 11, 2020

The Senate returned to Washington this week and attempted to pass a very pared-down COVID relief bill. This effort failed and, as of now, the only pending COVID relief legislation is the HEROES Act passed by the House in May. The Senate bill did not contain any additional funding for transit or transportation priorities. When asked, Congressional leadership and the White House both say that additional COVID legislation can be passed, however, no meaningful negotiations are underway. Clearly, this is a fluid situation and we will keep staff apprised of developments.

Negotiations are underway relating to a continuing resolution to keep the government funded past the September 30 deadline. The duration of the CR has not been finalized. Appropriations committee staff have been working on potential dates ending in November, December, February, and most recently March. With the upcoming elections and the prospect that control of the Senate and/or the White House may switch parties, there are competing interests in controlling the FY21 spending cycle. This goes directly to the length of the CR. In positive news, however, all sides agree that a CR is needed.

Recall, the House has passed 10 of the 12 FY21 appropriations bills. The Senate has not acted on any. Senate subcommittees still plan to post their bills online sometime in October, however, that date might be slipping.

Lastly, the Department of Transportation has sent advance notice to the Hill on the latest round of BUILD grants. The only winning applications from California were projects located in Stockton and Tulare.



September 10, 2020

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

RE: STATE LEGISLATIVE UPDATE – OCTOBER

General Update

On June 15, the legislature approved SB 74 and a handful of trailer bills, meeting its constitutional deadline of submitting the FY 2020-21 State Budget to the Governor. The \$143 billion spending package is intended to be a placeholder--until revenues, including personal income tax and capital gains receipts, come in by July 15--to address a \$54.3 billion deficit. The plan includes rejecting funding for new and expanded programs (\$6 billion), the suspension of business tax credits (\$4.4 billion), drawing down on the Rainy Day Fund and other reserves (\$11 billion), and hoping for at least \$14 billion in assistance from the federal governments to offset cuts to education, health and human services, and pension obligation payments. While Governor Newsom signed the package with modifications to assume additional revenues, the legislature will continue to revisit the budget through the end of the 2019-2020 Session. It is possible that a Special Session may be called by the Governor. The current class of legislators can meet until November 30. The 2021-22 class will be sworn in on December 7.

What does this mean for transportation? Senate Bill 1 (SB1) competitive programs are primarily funded by the vehicle registration fee, which provides for a more predictable, stable funding source as opposed to the volatility of the gas tax. While Caltrans has cash reserves, and SB 1 provides a continuous source of funding, the anticipated \$1.8 billion decline in gas consumption will impact programs like the Statewide Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP). Governor Newsom has requested that the federal government consider a \$1 trillion plan to bail out state and local governments. The continuance of a shelter in place order will most certainly increase deficits to the STIP and SHOPP, which may force the California Transportation Commission to administer an allocation plan.

Governor's Transportation Action Plan

The California State Transportation Agency in collaboration with the Governor's Office of Planning and Research and California Air Resources Board in is the process of adding additional guidance to supplement 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, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure. The policy could require SMCTA to reassess

investments made in the expenditure plans for Measure A and W since OPR wants to have the final say on investments made on the state highway system. While tolling/ congestion pricing is identified as a continued strategy, this may impact or require innovation for the completion of the 101 HOT lanes to the San Francisco City/County border and efforts to address congestion on Highway 92. There is a conscious effort to discourage the use of single-occupant, gas powered vehicles. CalSTA is contemplating holding a workshop in October to discuss further. Prospective implementation of the Transportation Action Plan could occur by December.

Bills of Interest

SB 288 (Wiener) would provide CEQA exemptions for delivering public transportation projects, such as bus rapid transit, and regional rail services on public rail or highway rights of way, whether or not it is presently used for public transit, and projects that establish or increase passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities. Recent amendments also exempt zero-emission fueling stations and chargers, and projects for pedestrian and bicycle facilities. The bill is currently on the Governor’s desk. *SMCTA has a support position.*

SB 1351 (Beall) would establish the Transportation Improvement Fee Finance Committee, made up of the State Treasurer, the State Controller, and the Director of Finance, to authorize revenue bonds to be issued to Caltrans to expedite transportation maintenance projects on the state’s highway system. The revenue bonds would be backed by a portion of revenues from the Transportation Improvement Fee (TIF), which was created by SB 1. Certain off-the-top program allocations would be made first (TIRCP, SB 1 State of Good Repair, Solutions for Congested Corridors) and the remainder of the funds would be directed to a newly created subaccount—the Transportation Improvement Fee Subaccount—where it would be divided evenly between the state and local agencies. The state’s share would then be deposited into another account—State Highway and SHOPP TIF Account—where it could then be used for bonding. For agencies with local sales taxes, this could reduce flexibility within SB 1’s Local Partnership Program. Senator Beall did take an amendment to hold harmless the funding that goes to the competitive programs and state of good repair funds. Only the portion used to fund the SHOPP and LSR will be used for bonding capacity. SMCTA is maintaining a neutral position as the bill is being contemplated on the Governor’s desk.

California Transportation Commission Update

On April 30, the California Transportation Commission (CTC) took action to delay the deadlines for submission of applications for the SB 1 Cycle 2 competitive programs. The new deadlines are as follows:

Timeline	Local Partnership	Solutions for Congested Corridors	Trade Corridor Enhancement
Call for Projects	March 25, 2020	January 29, 2020	March 25, 2020
Applications Due	June 30, 2020	July 17, 2020	August 3, 2020
Staff Recommendations	November 12, 2020	November 12, 2020	November 12, 2020
Program Adoption	December 2-3, 2020	December 2-3, 2020	December 2-3, 2020

The deadlines for the Active Transportation Program are as follows:

Quick-build projects application deadline	All other project applications due	Staff recos posted- Quick-build projects	Staff recos posted for statewide, small urban, rural projects	Quick-Build Project Adoption	Statewide, small urban, and rural project adoption	Deadline for draft MPO program ming recos to CTC	Final MPO recos to CTC	CTC adopts MPO selected projects
July, 15, 2020	Sept 15, 2020	Sept 15, 2020	Feb 15, 2021	Dec 2-3, 2020	Mar 2021*	April 2021*	May 14, 2021	June 2021*

*Exact dates will coincide with CTC scheduled meetings.

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. Timelines for CTC administered programs will be revisited in May and may be altered.

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:

- January 2020 – Applications Due
- 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:

- October 2019 – Guidelines Adopted
- July 17, 2020 – Applications Due
- 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:

- October 2019 – Guidelines Adopted

June 30, 2020 – Applications Due
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:

January 2020 – Guidelines Adopted
August 3, 2020 – Applications Due
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 – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2730 Cervantes (D)</p> <p>Paratransit Services</p>	<p>9/1/2020</p> <p>Governor's Desk</p>	<p>This bill would allow a county to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. Last amended on 8/25/2020</p>	<p style="text-align: center;">Watch</p>
<p>SB 146 Beall (D)</p> <p>Brown Act Exemptions: SCS Planning</p>	<p>9/9/2020</p> <p>Governor's Desk</p>	<p>This bill would provide an exemption from in-person meetings as required by the Brown Act, through January 1, 2023, in order to allow for virtual public participation for informational hearings related to the construction of a sustainable communities strategy by metropolitan planning organizations.</p>	<p style="text-align: center;">Watch</p>
<p>SB 288 Wiener (D)</p> <p>CEQA Modifications for Transit</p>	<p>9/4/2020</p> <p>Governor's Desk</p>	<p>This bill provides CEQA streamlining for delivering public transportation projects, such as bus rapid transit, and regional rail services on public rail or highway rights of way, whether or not it is presently used for public transit, and projects that establish or increase passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities.</p> <p>This bill would exempt from the requirements of CEQA projects for zero-emission fueling stations and chargers and projects for pedestrian and bicycle facilities. Last amended 8/12/2020</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">8/6/2020</p>
<p>SB 1291 Committee on Transportation</p> <p>Federal Statewide Transportation Improvement Program: Filing Waiver for 2020</p>	<p>9/4/2020</p> <p>Governor's Desk</p>	<p>Under existing law, each metropolitan planning organization and transportation planning agency is required, by no later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program (FSTIP) to Caltrans for incorporation into the Federal Statewide Transportation Improvement Program, which existing law requires Caltrans to submit to the United States Secretary of Transportation (USDOT) by not later than December 1 of each even-numbered year.</p> <p>This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a FSTIP to Caltrans, and Caltrans is not required to submit the Federal Statewide Transportation Improvement Program to USDOT for 2020. Last amended on 4/3/2020</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 1351 Beall (D)</p> <p>Transportation Planning</p>	<p>9/4/2020</p> <p>Governor's Desk</p>	<p>This bill would allow for a portion of the Transportation Improvement Fee that is dedicated for the SHOPP and Local Streets and Roads funds to be used as collateral for the issuance of a revenue bond to expedite projects for the SHOPP. Last amended on 8/11/2020</p>	<p style="text-align: center;">Watch</p>
<p>Previously Tracked Bills That Are No Longer Active</p>			
<p>AB 148 Quirk-Silva (D)</p> <p>Regional Transportation Plans: Sustainable Communities Strategy</p>	<p>1/31/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires:</p> <ul style="list-style-type: none"> • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	<p style="text-align: center;">Watch</p>
<p>AB 1350 Gonzalez</p> <p>Free Youth Transit Passes: Eligibility for Transit Funding</p>	<p>1/28/2020</p> <p>Senate Rules Committee</p> <p>Failed Passage*</p>	<p>This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 1839 Bonta (D)</p> <p>California New Green Deal</p>	<p>5/7/2020</p> <p>Assembly Natural Resources Committee</p> <p>Failed Passage*</p>	<p>This bill has been amended to insert <i>various spending rules for the COVID-19 recovery, including adopting spending measures that prohibit businesses, organizations, or agencies from accepting public funds for any long-term projects that prolong the emission of greenhouses gases or lead to the expansion of fossil fuel projects and ensuring that recovery spending includes specific measures for California populations and communities most negatively impacted by COVID-19.</i> More information is needed to assess the impact on local sales tax measure expenditure plans.</p>	Watch
<p>AB 1992 Friedman (D)</p> <p>Caltrans Asset Management Plan: California Transportation Plan / Climate Change</p>	<p>3/12/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law requires Caltrans to prepare the California Transportation Plan for submission to the Governor and legislature, to complete the 3rd update to the plan by December 31, 2025 and to update every five years thereafter, as a long-range planning document that incorporates various subject areas pertaining to the movement of goods and people, and includes environmental protection.</p> <p>This bill is a placeholder to establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require Caltrans, in consultation with the California Transportation Commission to update the plan by December 31, 2022, and to forecast the impacts of transportation impacts to climate change. The bill would also require the Strategic Growth Council to provide a forecast in the report.</p>	Watch
<p>AB 2012 Chu (D)</p> <p>Free Senior Transit Passes: Eligibility for Transit Funding</p>	<p>2/14/20</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p>	Watch
<p>AB 2057 Chiu (D)</p> <p>Seamless Bay Area</p>	<p>2/20/20</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework.</p>	Watch

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2121 Friedman (D)</p> <p>Vision Zero</p>	<p>2/20/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law establishes the California Traffic Safety Program, which consists of a comprehensive plan in conformity with the laws of this state to reduce traffic accidents and deaths, injuries, and property damage resulting from accidents. Existing law requires the program to include provisions to improve driver performance, including, driver education, driver testing to determine proficiency to operate motor vehicles, and driver examinations and licensing, and provisions to improve bicyclist and pedestrian education and performance.</p> <p>This bill would 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. The bill would also allow for speed limits to be adjusted along a section of a highway if there has been an increase in traffic-related crashes.</p>	<p>Supported</p> <p>4/2/2020</p>
<p>AB 2176 Holden (D)</p> <p>Free College Student Transit Passes: Eligibility for Funding</p>	<p>2/27/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>	<p>Watch</p>
<p>AB 2237 Berman (D)</p> <p>Bay Area County Transportation Authorities: Contracting</p>	<p>2/27/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority.</p> <p>This bill would require each Bay Area county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.</p>	<p>Sponsor</p>
<p>AB 2323 Freidman (D)</p> <p>CEQA: Exemptions for TODs</p>	<p>6/9/2020</p> <p>Senate Rules Committee</p>	<p>This bill would provide a CEQA exemption to allow community plans, as defined, to serve as the basis for exemption of residential, mixed-use and employment center projects near transit. Last amended on 6/4/2020.</p> <p>This bill no longer specifically applies to CEQA exemptions for transit priority projects and is therefore no longer relevant.</p>	<p>Watch</p> <p>N/A</p>

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2824 Bonta (D)</p> <p>San Francisco-Oakland Bay Bridge: Public Transit / Greenhouse Gas</p>	<p>5/5/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>This bill was a spot bill that would now require MTC Caltrans, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require a report to the legislature, on or before January 1, 2022, on a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor. The bill would require Caltrans to obtain federal approval or waivers, as necessary, to implement these provisions. Amended on 5/4/2020</p>	<p style="text-align: center;">Watch</p>
<p>AB 2832 Garcia (D)</p> <p>Carbon Neutrality</p>	<p>3/2/2020</p> <p>Assembly Natural Resources Committee</p> <p>Failed Passage*</p>	<p>This bill would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the California Air resources Board (CARB) to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by CARB and other specified agencies to include sequestration targets consistent with achieving carbon neutrality and would impose other requirements on state agencies relating to working toward carbon neutrality.</p>	<p style="text-align: center;">Watch</p>
<p>AB 2995 Chiu (D)</p> <p>San Francisco Bay Area Water Emergency Transportation Authority</p>	<p>5/5/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>This bill has been amended to specify that the San Francisco Bay Area Water Emergency Transportation Authority has exclusive authority, rather than authority and control, over public transportation ferries within the San Francisco Bay area region. The bill would expand the definition of “public transportation ferries” to also include ferryboats landed at any facility operated, sponsored, funded, or subsidized by any public agency, but would exclude sightseeing ferries and ferries that do not provide point-to-point service from that definition. Amended on 5/4/2020</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 25 Caballero (D)</p> <p>CEQA: Qualified Opportunity Zones</p>	<p>7/8/2019</p> <p>Assembly Natural Resources Committee</p> <p>Failed Passage*</p>	<p>This bill would, until January 1, 2025, establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by specified funds. The bill would require the Judicial Council by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals 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 those projects located in a qualified opportunity zone.</p> <p>The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. Last Amended on 4/30/19.</p>	<p style="text-align: center;">Watch</p>
<p>SB 43 Allen (D)</p> <p>Carbon Taxes</p>	<p>1/31/2020</p> <p>Assembly Revenue & Taxation Committee</p> <p>Failed Passage*</p>	<p>This bill would require the California Air resources Board (CARB), by no later than January 1, 2022, to submit a report to the Legislature on the findings of a study to propose, and to determine the feasibility and practicality of, assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law. Last amended on 7/1/19.</p>	<p style="text-align: center;">Watch</p>
<p>SB 50 Wiener (D)</p> <p>Planning and Zoning: Housing Development & Equitable Communities Incentive</p>	<p>1/30/2020</p> <p>Senate Floor</p> <p>Failed Passage*</p>	<p>This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would provide counties with a populations greater than 600,000 that are eligible for an equitable communities incentive receive to receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also delay implementation of this bill in sensitive communities, as defined, until July 1, 2026, as provided. Last Amended on 1/6/20.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 278 Beall (D)</p> <p>Metropolitan Transportation Commission</p>	<p>6/18/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission (MTC) as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential.</p> <p>This bill would also require MTC to determine that those transportation projects are a priority for the region.</p> <p>This bill is spot bill for FASTER. Last amended on 3/28/19. Given the legislative recess until May 5, it is no longer feasible to meet the June 24 deadline for placement on the November ballot. This effort will not be pursued further this year.</p>	<p style="text-align: center;">Watch</p>
<p>SB 664 Allen (D)</p> <p>Electronic Toll and Transit Fare Collection Systems</p>	<p>9/10/2019</p> <p>Assembly Floor</p> <p>Failed Passage*</p>	<p>This bill would clarify that existing law permits toll operators statewide to enforce toll policies and issue toll violations in accord with existing privacy protections. Last amended on 8/13/19</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">9/5/19</p>
<p>SB 757 Allen (D)</p> <p>State Highways: Relinquishments</p>	<p>1/30/2020</p> <p>Assembly Rules Committee</p> <p>Failed Passage*</p>	<p>The bill would require Caltrans, not later than April 1, 2021, and biennially thereafter, to make a specified report to the California Transportation Commission (CTC) on which state highway routes or segments primarily serve regional travel and do not facilitate interregional movement of people and goods. The bill would also authorize Caltrans to identify in the report which of those routes and segments are the best candidates for relinquishment.</p> <p>Rather than needing piece meal bills for each jurisdiction, the bill would also authorize the CTC to relinquish a portion of a state highway to a county or city, if Caltrans and the county or city concerned have entered into an agreement providing for the relinquishment of a portion of a state highway, within the territorial limits of the county or city, that is not an interstate highway and does not facilitate the interregional movement of people and goods, as determined in the report. The bill would also require that the relinquishment of those routes and segments is subject to certain conditions, including that Caltrans complete a specified cost-benefit analysis and that the CTC hold a public hearing on the proposed relinquishment.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 795 Beall (D)</p> <p>Housing: Climate Change Infrastructure</p>	<p>5/6/2020</p> <p>Senate Governance and Finance Committee</p>	<p>This bill originally included language, which SMCTA supported, to create a program to encourage transit-oriented development but has since been amended to focus solely on housing production and is no longer applicable.</p>	<p>Supported Introduced version</p> <p>4/2/2020</p> <p>N/A</p>
<p>SB 988 McGuire (D)</p> <p>Aviation Fuel</p>	<p>3/4/2020</p> <p>Senate Governance & Finance Committee</p> <p>Failed Passage*</p>	<p>This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to the California Department of Tax and Fee Administration to a penalty of \$5,000. SMCTA is monitoring the impacts of this bill due to pending federal action on diverting local sales tax revenue generated from the consumption of aviation fuel.</p>	<p>Watch</p>
<p>SB 1283 Beall (D)</p> <p>Bus on Shoulder Statewide Pilot Program</p>	<p>3/26/2020</p> <p>Senate Rules Committee</p> <p>Failed Passage*</p>	<p>This bill would authorize Caltrans to establish a pilot program authorizing transit operators to have transit buses on the shoulders of state highways, under a project selected under the program. The pilot would include eight projects statewide and require the applicable agency to pay for any incurred costs. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project. Last amended on 3/26/2020</p>	<p>Watch</p>
<p>SB 1330 Umberg (D)</p> <p>Sales Tax Exemption for Electric Vehicles</p>	<p>3/26/2020</p> <p>Senate Rules Committee</p> <p>Failed Passage*</p>	<p>This bill, on or after January 1, 2021, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. The bill would also remove the requirement that the state reimburse local governments for the revenue loss of the tax collection. Last amended on 3/26/2020</p>	<p>Watch</p>

SMCTA Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 1363 Allen (D)</p> <p>Regional Transportation Plans: Sustainable Communities Strategies / Greenhouse Gas Emissions and Vehicle Miles Traveled Reduction Targets</p>	<p>3/18/2020</p> <p>Senate Environmental Quality Committee</p> <p>Failed Passage*</p>	<p>This bill would require the California Air Resources Board (CARB) to provide, by no later than December 31, 2022, each affected region with greenhouse gas emission (GHG) targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified.</p> <p>This bill would require each metropolitan planning organization (MPO) to work with the CARB until CARB approves or rejects the accuracy of the technical methodology used to estimate the GHG and vehicle miles traveled reductions in the metropolitan planning organization’s sustainable communities strategy.</p> <p>This bill would require metropolitan planning organizations to additionally submit monitoring mechanisms, forecasted development patterns and transportation measures, policies supported by measurable local and regional commitments of funding, incentives technical assistance, education, collaborative planning actions, and drafts of their sustainable communities strategies to CARB as specified.</p>	<p style="text-align: center;">Watch</p>

* *This bill is not moving forward due to limitations in place on bills under consideration due to COVID-19.*