



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> 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 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.

September 3, 2020 – Thursday

5:00 pm

- 1) Call to Order
- 2) Roll Call
- 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 August 6, 2020 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2020 MOTION
 - c) Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2020 MOTION
- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) State and Federal Legislative Update INFORMATIONAL
- 11) Program
- a) San Mateo County Transit District Shuttle Study Update INFORMATIONAL
 - b) Alternative Congestion Relief Program Update INFORMATIONAL
- 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 RESOLUTION
 - 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 RESOLUTION
 - c) Public Hearing: Adoption of the Fiscal Year 2021 Budget in the Amount of \$212,055,740 RESOLUTION
 - 1. Open Public Hearing
 - 2. Present Staff Report
 - 3. Hear Public Comment
 - 4. Close Public Hearing
 - 5. Board Discussion
- 13) Requests from the Authority
- 14) Written Communications to the Authority
- 15) Date/Time of Next Regular Meeting: Thursday, October 1, 2020, 5:00 pm, via Zoom teleconference

- 16) Report of Legal Counsel
- 17) Adjourn

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at 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 first Thursday of the month 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 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, J. Williams, C. Fromson, J. Brook,
D. Seamans

1. CALL TO ORDER

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

Authority Secretary Dora Seamans reviewed how attendees may use the Zoom raise the hand feature for public comment.

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Authority Secretary Seamans called the roll and confirmed that a quorum was present.

Chair Beach led the Pledge of Allegiance.

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 July 9, 2020**
- b) **Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending June 30, 2020**
- c) **Adoption of Updated San Mateo County Transportation Authority Conflict of Interest Code -- Approved by Resolution No. 2020-19**
- d) **Information on Statement of Revenues and Expenses for the Period Ending June 30, 2020**

Motion/Second: Mates/Medina

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

Absent: None

6. REPORT OF THE CHAIR

Chair Beach gave an update of most recent meeting of the San Mateo County Express Lanes Joint Powers Authority's Finance Committee.

7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

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

Director Karyl Matsumoto provided an update of the SamTrans August 5 Board meeting. She said that the Board supported the Caltrain sales tax resolution.

Jim Hartnett, Executive Director, noted that the report was in the packet. He emphasized that SamTrans is trying to provide as much flexibility as possible in working with both the school districts and the general riding public.

8. JOINT POWERS BOARD LIAISON REPORT

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

Mr. Hartnett said that there had been a lengthy discussion on the sales tax measure at the JPB Board meeting that morning.

Director Don Horsley opined that he did not agree with the proposal to change JPB governance.

9. REPORT OF THE EXECUTIVE DIRECTOR

The report was provided in the packet.

10. PROGRAM

a) San Mateo County US 101 Express Lanes Project Quarterly Update

April Chan, Chief Officer, Planning, Grants/Transportation Authority, introduced Leo Scott, Co-Project Manager, Gray-Bowen-Scott, who provided the presentation.

Director Rico Medina inquired about risk assessment. Mr. Scott said they are assessing risk associated with buried objects or unanticipated sub-surface conditions, and potential contract extensions. Director Medina asked if contractors are following COVID-19 safety procedures. Mr Scott responded that they have done a good job of policing themselves in that regard.

Chair Beach asked if there were safety issues on the project due to the construction. Mr. Scott said there have been accidents that are unrelated to the contractor.

Director Carole Groom said she appreciated the level of detail in the report.

Director Carlos Romero asked if they anticipated any supply constraints other than with the CMU (concrete masonry unit) blocks for the soundwalls. Mr. Scott said they had no other known impacts related to material supplies due to COVID-19.

Chair Beach commended the management of the southern section of the project and said she anticipated the same for the northern section.

b) Measure A Pedestrian and Bicycle Program Update

Peter Skinner, Director of Grants and Funds Management, provided the staff report and presentation.

Director Romero asked if the TA anticipated that some of the projects currently in development might be coming back for additional construction money. Mr. Skinner said they had not received requests from existing projects for additional funds. He said they

may come in, however, during the next call-for-projects.

c) Pedestrian and Bicycle Program Call for Projects for FY 2021 and 2022

Mr. Skinner provided the presentation.

Director Romero asked who would be scoring the proposals. Mr. Skinner said the scoring panel would include a member of the C/CAG (City/County Association of Governments of San Mateo County) Bike/Ped Advisory Committee, a C/CAG staff person, a staff person from the County Public Health Department, and TA staff.

Chair Beach asked if the point values assigned to each category were driven by the Strategic Plan. Mr. Skinner said that the score sheet does come directly from the Strategic Plan. Chair Beach asked if the wording on the score sheets was also from the Plan; Mr. Skinner said yes. She said she was concerned that matching funds would be difficult for high-need cities that are struggling financially.

Chair Beach said she was pleased that a high point value was assigned to projects that makes people of all abilities feel safer.

Director Romero suggested reviewing the composition of the review teams to be more equitable in the future.

d) State and Federal Legislative Update

Casey Fromson, Director, Government and Community Affairs, summarized highlights of recent federal and state legislation.

She said that in July, MTC (Metropolitan Transportation Commission) took care of the remaining CARES (Coronavirus Aid, Relief, and Economic Security) Act funding. She said the House passed the HEROES (Health and Economic Recovery Omnibus Emergency Solutions) Act, which has significant transit funding, while the Senate introduced the HEALS (Health, Economic Assistance, Liability Protection and Schools) Act, which has no provision for transportation.

Ms. Fromson requested the Board's support for California Senate Bill 288 (SB 288), which calls for further exemptions from lead agencies on projects to complete an Environmental Impact Report under CEQA (California Environmental Quality Act). The bill would further exempt a few types of projects, including new rapid transit bus or light rail services.

Chair Beach said she wanted to ensure that the passage of SB 288 would not negatively impact any of the TA's planned projects.

Public Comment:

Rich Hedges said he supported the bill and encouraged the Board to support it as well.

Motion/Second: Horsley/Medina

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

Absent: None

11. FINANCE

a) Establishing the Appropriations Limit for Fiscal Year (FY) 2021

Derek Hansel, Chief Financial Officer, presented the staff report.

Approved by Resolution No. 2020-20:

Motion/Second: Medina/Horsley

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

Absent: None

b) Call for a Public Hearing at the September 3, 2020 Meeting on the Preliminary Fiscal Year 2021 Budget

Mr. Hansel said he wanted the Board to vote on the public hearing following the preliminary budget presentation.

c) Review of the Preliminary Fiscal Year 2021 Budget

Mr. Hansel provided the presentation.

Director Matsumoto asked if the Measure A annual allocation on Attachment B "Transfer to SMCTD for Caltrain" could get reallocated for a purpose other than Caltrain if the one-eighth-cent sales tax measure passes in November. Mr. Hansel said that while there may be a provision that would allow it to be reallocated, he believed that it is pursuant to the expenditure plan that was in Measure A itself. He added that he was not sure if the money would be available for other purposes.

Mr. Hartnett noted that since it is not known what will happen with the tax or if funds will still be needed, or what will happen with the budget, it was currently speculative.

Director Julia Mates said she liked the slide showing the sales tax revenue by industry. Mr. Hansel said they would update the Board on a regular basis.

Director Romero asked about the recovery projections. Mr. Hansel said that he predicted that the numbers would be lower in September.

Chair Beach asked about the ferry percentage. Ms. Chan said that the TA is paying down what was previously allocated to the project.

Mr. Hansel said that the numbers tend to lag, so it may be difficult to make predictions.

The Board made a motion to approve the call for public hearing:

Motion/Second: Groom/Medina

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

Absent: None

12. REQUESTS FROM THE AUTHORITY

There were no requests.

13. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

14. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, September 3, 2020, 5:00 pm, via Zoom teleconference.

15. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

16. ADJOURN

The meeting adjourned at 6:53 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.

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
JULY 31, 2020**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of July 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 July year-to-date, the Total Revenue (page 1, line 9) is \$4.2 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 July year-to-date, the Total Expenditures (Page 1, line 31) are \$0.7 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 July 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
July 2020

% OF YEAR ELAPSED: 8.3%

	YEAR TO DATE				July - September
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
REVENUES:					
Measure A Sales Tax	7,583,333	5,603,322	(1,980,011)	(26.1%)	20,900,000
Measure W Sales Tax	3,791,667	2,801,661	(990,006)	100.0%	10,450,000
Interest Income	1,555,746	281,142	(1,274,604)	(81.9%)	1,892,899
Miscellaneous Income	-	-	-	0.0%	-
Rental Income	65,336	68,436	3,100	4.7%	257,835
Grant Proceeds	-	-	-	0.0%	70,000,000
TOTAL REVENUE	12,996,082	8,754,561	(4,241,521)	(32.6%)	103,500,734
EXPENDITURES:					
Measure A Annual Allocations	2,767,917	2,045,213	(722,704)	(26.1%)	7,628,500
Measure A Categories	187,908	229,465	41,557	22.1%	10,176,292
Measure W Annual Allocations	758,333	773,469	15,136	100.0%	2,090,000
Measure W Categories	-	-	-	0.0%	8,360,000
Oversight	69,129	62,998	(6,131)	(8.9%)	562,500
Administrative Staff Support	207,894	162,900	(44,995)	(21.6%)	354,683
Measure A Info.- Others		-	-	0.0%	1,250
Other Admin Expenses	39,374	33,415	(5,959)	(15.1%)	591,036
Total Administrative	247,268	196,314	(50,954)	(20.6%)	946,969
TOTAL EXPENDITURES	4,030,555	3,307,459	(723,096)	(17.9%)	29,764,261
EXCESS (DEFICIT)	8,965,527	5,447,102	(3,518,424)	(39.2%)	73,736,473
					(11,544,831) (1) & (2)
					62,191,642
BEGINNING FUND BALANCE	387,232,043	395,702,042			409,643,752
ENDING FUND BALANCE	396,197,570	401,149,144			471,835,394

(1) The FY2021 preliminary budget for Grade Separation was reduced by \$10,880,733. 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 preliminary budget for San Mateo Ferry Service was reduced by \$664,098. 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 JULY 31, 2020**

7/31/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	17,471,359.85
JP Morgan Bank Checking	33,798,346.02
LAIF	69,814,127.63

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	158,564,026.29
MMF - US Bank Custodian Account	6,921,125.21
Cash	939.74
County Pool	146,449,956.27

Total

	\$ 433,019,881.01
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* Fund Managed by PFM Investment Advisor

381,749,235.40



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 07/31/2020
 Base Currency: USD

ABS							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
36255JAD6	GMCAR 2018-3 A3	579,558.78	05/16/2023	579,423.62	729.28	590,089.40	590,818.68
14313FAD1	CARMX 2018-3 A3	698,312.90	06/15/2023	698,217.72	971.43	712,558.87	713,530.30
02004VAC7	ALLYA 2018-2 A3	655,307.12	11/15/2022	655,188.11	850.44	663,170.58	664,021.03
89238BAD4	TAOT 2017-A A3	358,742.33	05/16/2022	358,738.21	374.69	361,338.28	361,712.97
47788CAC6	JDOT 2018 A3	193,855.42	04/18/2022	193,841.48	229.18	195,397.79	195,626.97
43814PAC4	HAROT 2017-3 A3	109,875.48	09/18/2021	109,863.58	71.02	110,153.93	110,224.95
47788BAD6	JDOT 2017-B A3	92,531.05	10/15/2021	92,524.28	74.85	92,678.58	92,753.43
14041NFU0	COMET 2019-2 A	2,800,000.00	09/15/2022	2,799,294.96	2,140.44	2,878,419.19	2,880,559.64
17305EGK5	CC CIT 2018-A1 A1	1,500,000.00	01/20/2021	1,499,792.40	1,141.25	1,515,551.99	1,516,693.24
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	821,322.26	821,774.48
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	155.22	635,481.88	635,637.10
89190BAD0	TAOT 2017-B A3	256,153.36	07/15/2021	256,133.71	200.37	256,401.07	256,601.44
---	---	8,679,336.44	10/07/2022	8,677,907.00	7,390.40	8,832,563.82	8,839,954.22

AGCY BOND							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	08/17/2021	822,177.68	4,697.92	834,342.30	839,040.22
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	08/17/2021	2,664,166.25	15,232.64	2,705,291.70	2,720,524.34
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	01/11/2022	1,598,848.00	2,333.33	1,656,441.60	1,658,774.93
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	09/28/2020	363,828.35	1,714.74	365,685.47	367,400.21
3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	990,000.00	09/29/2020	988,208.10	5,451.88	992,277.99	997,729.87
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	2,333.33	1,609,275.20	1,611,608.53
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	2,694.44	1,618,665.60	1,621,360.04
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	1,400.00	1,606,382.40	1,607,782.40
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	933.33	1,608,070.40	1,609,003.73
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	388.89	1,600,937.60	1,601,326.49
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	07/14/2021	3,180,540.80	1,700.00	3,229,257.60	3,230,957.60
---	---	17,655,000.00	11/29/2022	17,597,881.18	38,880.50	17,826,627.86	17,865,508.36

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	13,796.25	1,500,000.00	1,513,796.25
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	12,908.89	1,600,000.00	1,612,908.89
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	08/26/2022	1,600,000.00	12,978.67	1,600,000.00	1,612,978.67
86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	1,550,000.00	10/16/2020	1,547,892.00	15,617.54	1,549,780.24	1,565,397.78
87019U6D6	Swedbank AB (publ)	3,100,000.00	11/16/2020	3,100,000.00	14,855.89	3,092,030.04	3,106,885.93
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	5,440.00	1,600,000.00	1,605,440.00
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	13,365.00	2,755,598.51	2,768,963.51
---	---	13,700,000.00	10/13/2021	13,697,892.00	88,962.24	13,697,408.78	13,786,371.02

CORP								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
06051GGS2	BANK OF AMERICA CORP	965,000.00	10/01/2021	965,000.00	7,488.40	967,972.20	975,460.60	
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	1,260.59	707,297.44	708,558.03	
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	2,876.96	408,986.40	411,863.36	
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	653.33	364,437.50	365,090.83	
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,205.56	1,699,681.95	1,700,887.51	
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	6,768.75	592,065.84	598,834.59	
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	16,035.00	1,566,745.50	1,582,780.50	
02665WCZ2	AMERICAN HONDA FINANCE CORP	1,550,000.00	06/27/2024	1,547,892.00	3,513.33	1,645,337.40	1,648,850.73	
38141EC23	GOLDMAN SACHS GROUP INC	1,500,000.00	07/08/2024	1,569,870.00	3,689.58	1,658,293.50	1,661,983.08	
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,660,053.10	1,679,428.10	
254687FK7	WALT DISNEY CO	1,550,000.00	08/30/2024	1,543,676.00	11,528.13	1,623,226.65	1,634,754.78	
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	09/04/2020	1,099,076.00	8,309.58	1,101,442.10	1,109,751.68	
931142EA7	WALMART INC	1,550,000.00	12/15/2020	1,547,752.50	3,763.06	1,559,220.95	1,562,984.01	
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	690,020.50	693,698.42	
44932HAG8	IBM CREDIT LLC	1,500,000.00	02/05/2021	1,499,265.00	19,433.33	1,517,223.00	1,536,656.33	
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE C	625,000.00	03/15/2021	624,306.25	6,847.22	635,130.00	641,977.22	
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE C	875,000.00	03/15/2021	871,298.75	9,586.11	889,182.00	898,768.11	
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	11,825.00	1,217,920.80	1,229,745.80	
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	5,977.22	1,025,377.36	1,031,354.58	
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	1,301.56	177,858.98	179,160.54	
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,647,524.80	1,651,524.80	
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	4,123.00	643,984.11	648,107.11	
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	05/17/2021	1,549,736.50	10,753.13	1,582,395.00	1,593,148.13	
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	783,931.50	790,231.50	
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	6,098.26	985,054.63	991,152.89	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	235,179.45	237,069.45	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	235,179.45	237,069.45	
--	--	26,805,000.00	11/14/2022	26,880,916.65	180,170.02	27,820,722.10	28,000,892.12	
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	1,697,277.17	1,697,277.17	
62479LK61	MUFG Bank Ltd. (New York Branch)	3,100,000.00	10/06/2020	3,058,615.00	0.00	3,089,770.00	3,089,770.00	
63873JK90	Natixis, New York Branch	4,500,000.00	10/09/2020	4,441,812.50	0.00	4,484,906.25	4,484,906.25	
--	--	9,300,000.00	10/01/2020	9,176,712.50	0.00	9,271,953.42	9,271,953.42	
FHLMC								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
3137BM6P6	FHMS K-721 A2	800,000.00	08/25/2022	806,812.50	2,060.00	826,816.00	828,876.00	
3137FKK39	FHMS K-P05 A	386,860.80	07/25/2023	386,859.64	1,032.60	400,230.70	401,263.30	
3137FQ3V3	FHMS K-J27 A1	469,904.85	07/25/2024	469,893.57	819.20	485,604.37	486,423.57	
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,160,067.45	1,162,759.46	
--	--	2,711,765.64	01/16/2024	2,770,821.18	6,603.81	2,872,718.52	2,879,322.33	
FNMA								
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	

3136B1XP4	FNA 2018-M5 A2	520,406.10	09/25/2021	530,757.50	1,543.87	527,972.81	529,516.68
3136AJ7G5	FNA 2014-M6 A2	1,407,234.47	05/25/2021	1,435,708.98	3,141.08	1,423,952.42	1,427,093.49
---	---	1,927,640.57	06/27/2021	1,966,466.49	4,684.95	1,951,925.22	1,956,610.17

MMFUND

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	6,921,125.21	07/31/2020	6,921,125.21	0.00	6,921,125.21	6,921,125.21
SM - CP N/M A	County Pool New Measure A	122,235,791.15	07/31/2020	122,235,791.15	0.00	122,235,791.15	122,235,791.15
SM - CP O/M A	County Pool Old Measure A	30,393,698.04	07/31/2020	30,393,698.04	0.00	30,393,698.04	30,393,698.04
SM - LAIF	Local Agency Investment Fund	69,560,289.42	07/31/2020	69,560,289.42	0.00	69,560,289.42	69,560,289.42
---	---	229,110,903.82	07/31/2020	229,110,903.82	0.00	229,110,903.82	229,110,903.82

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	3,939.38	393,555.00	397,494.38
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,939.38	393,555.00	397,494.38

US GOV

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828TJ9	UNITED STATES TREASURY	4,450,000.00	08/15/2022	4,263,308.59	33,375.00	4,586,281.25	4,619,656.25
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	11,064.28	2,405,779.69	2,416,843.97
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	35,538.38	7,727,343.75	7,762,882.13
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	4,527.17	2,568,289.06	2,572,816.24
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	20,326.09	11,531,093.75	11,551,419.84
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	10,532.61	5,975,203.13	5,985,735.73
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	24,361.68	9,226,125.00	9,250,486.68
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	7,845.29	2,971,125.00	2,978,970.29
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	20,327.96	5,188,992.19	5,209,320.14
912828L32	UNITED STATES TREASURY	335,000.00	08/31/2020	341,432.19	1,927.62	335,314.06	337,241.68
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	8,213.32	2,096,562.50	2,104,775.82
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	8,086.96	4,982,765.63	4,990,852.58
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	11,304.35	6,965,156.25	6,976,460.60
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	2,608.70	1,607,343.75	1,609,952.45
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	695.65	428,625.00	429,320.65
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	4,521.74	2,786,062.50	2,790,584.24
912828Q78	UNITED STATES TREASURY	970,000.00	04/30/2021	950,751.56	3,370.62	978,942.19	982,312.81
912828R77	UNITED STATES TREASURY	3,500,000.00	05/31/2021	3,409,082.04	8,152.32	3,535,546.88	3,543,699.20
---	UNITED STATES TREASURY	72,540,000.00	04/04/2023	71,600,663.24	216,779.72	75,896,551.56	76,113,331.28

Summary

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
---	---	382,804,646.47	07/05/2021	381,855,164.06	547,411.01	387,674,930.11	388,222,341.11

* Grouped by: Security Type

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

Base Risk Summary - Fixed Income

07/01/2020 - 07/31/2020

SMCTA - Agg (165727)

Dated: 08/13/2020

Balance Sheet

Book Value + Accrued	383,015,230.51
Net Unrealized Gain/Loss	5,207,110.61
Market Value + Accrued	388,222,341.11

Cash and Fixed Income Summary

Risk Metric	Value
MMFund	229,110,903.82
Fixed Income	159,111,437.29
Duration	1.951
Convexity	-0.238
WAL	0.890
Years to Final Maturity	0.928
Years to Effective Maturity	0.890
Yield	0.540
Book Yield	0.851
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	31.486%
United States	19.606%
(SM - LAIF) State of California	17.918%
Other	16.873%
(SM - CP O/M A) County Pool Old Measure A	7.829%
Federal National Mortgage Association	2.680%
Freddie Mac	1.825%
U.S. Bancorp	1.783%

--- 100.000%

Footnotes: 1,2

Asset Class

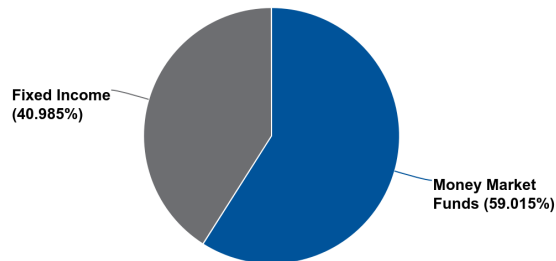


Chart calculated by: Base Market Value + Accrued

Security Type

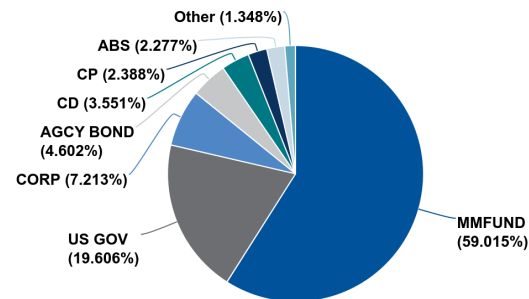


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Market Sector

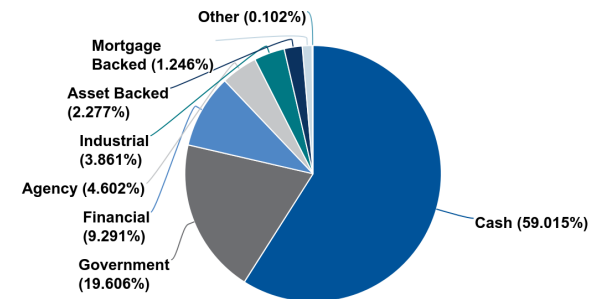


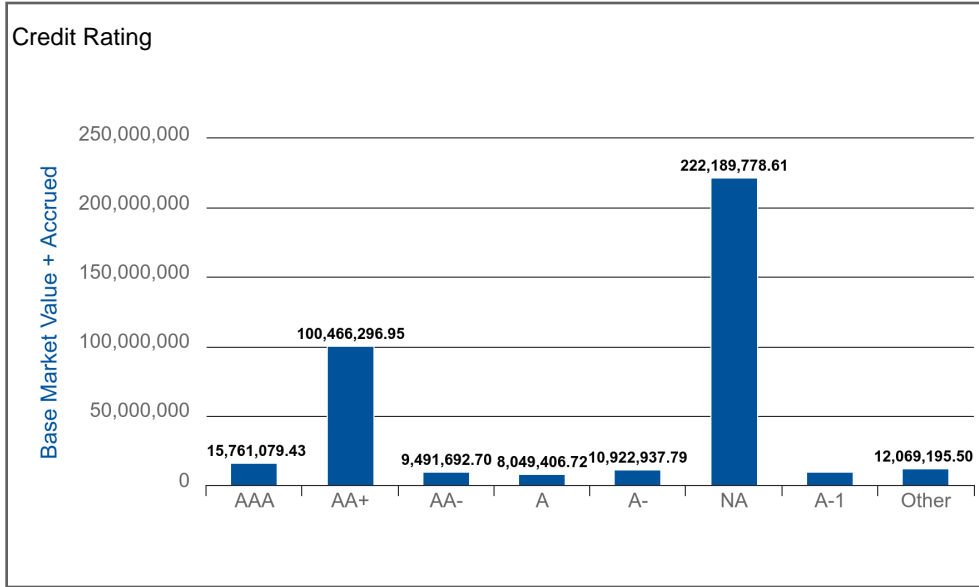
Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

07/01/2020 - 07/31/2020

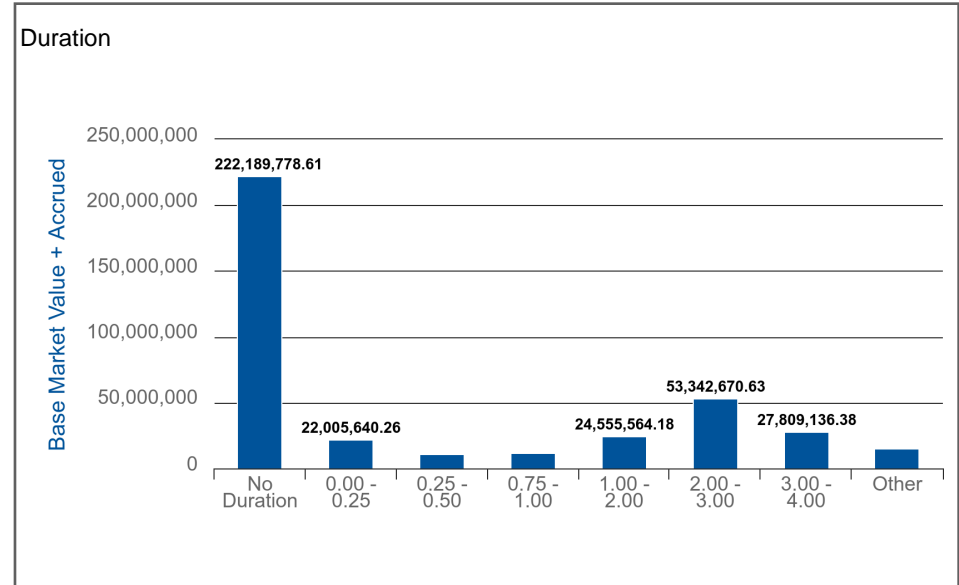
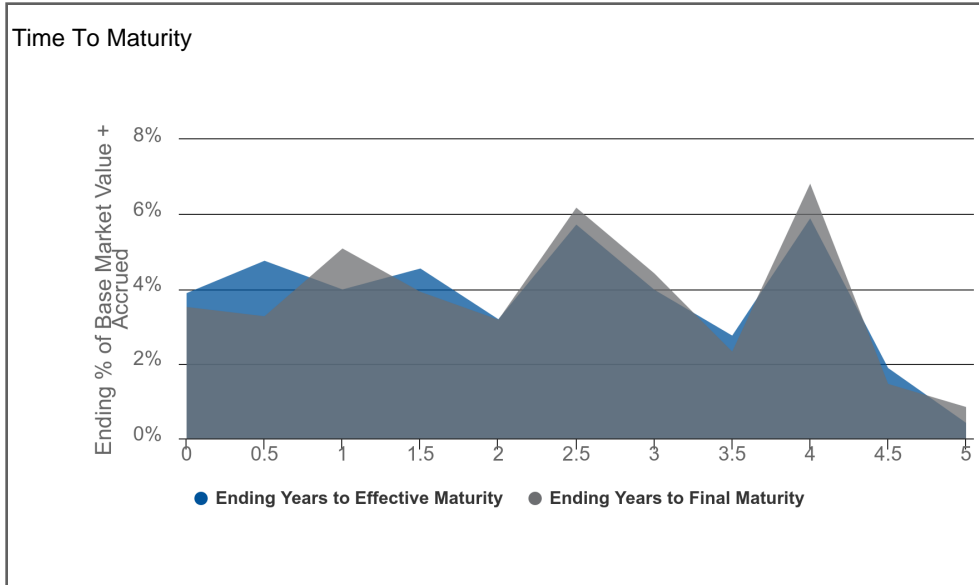
SMCTA - Agg (165727)

Dated: 08/13/2020



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	2.942%	0.375%	0.742%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	4.857%	4.283%	11.301%	6.738%	1.547%	0.000%	0.000%	0.000%	0.000%
A	5.278%	1.667%	1.269%	0.425%	0.504%	0.000%	0.000%	0.000%	0.000%
BBB	0.410%	0.000%	0.428%	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

07/01/2020 - 07/31/2020

SMCTA - Agg (165727)

Dated: 08/13/2020

Industry Sector

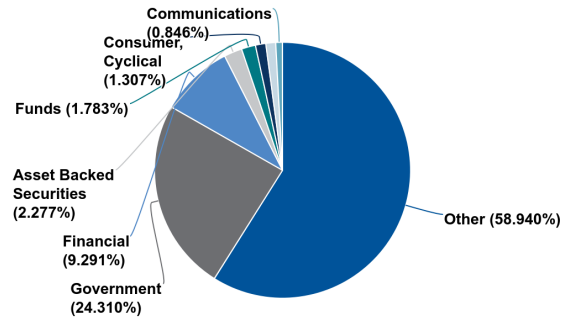


Chart calculated by: Base Market Value + Accrued

Industry Group

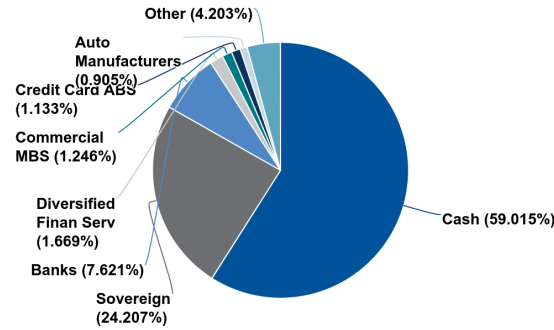


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

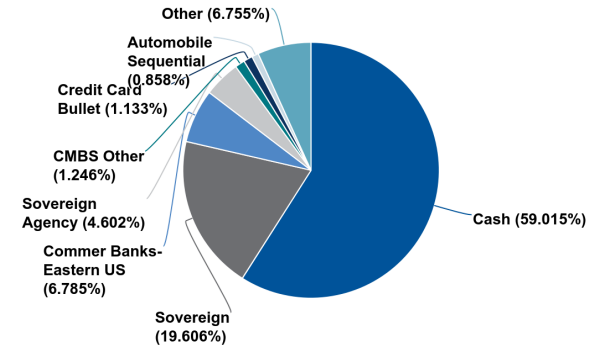


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

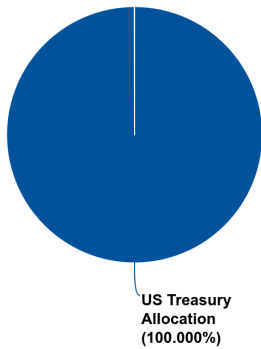


Chart calculated by: Base Market Value

Currency

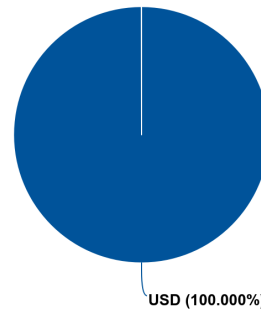


Chart calculated by: Base Market Value + Accrued

Country

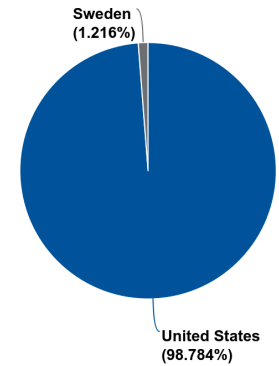


Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

07/01/2020 - 07/31/2020

SMCTA - Agg (165727)

Dated: 08/13/2020

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



Report: GAAP Base Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 07/31/2020
 Base Currency: USD

Identifier	Description	Base Original	Base Current	BS		Trade Date	Settle Date	Final Maturity	Base Original	Base Net Total	Base Market	Base Market
		Units	Units	Security Type	Class				Cost	Unrealized Gain/Loss	Value	Value + Accrued
02004VAC7	ALL YA 2018-2 A3	1,100,000.00	655,307.12	ABS	LT	04/24/2018	04/30/2018	11/15/2022	655,188.11	7,892.31	663,170.58	664,021.03
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	1,550,000.00	CORP	ST	05/14/2018	05/17/2018	05/17/2021	1,549,736.50	32,458.47	1,582,395.00	1,593,148.13
02665WCZ2	AMERICAN HONDA FINANCE CORP	1,550,000.00	1,550,000.00	CORP	LT	06/27/2019	06/28/2019	06/27/2024	1,547,892.00	97,005.20	1,645,337.40	1,648,850.73
037833DT4	APPLE INC	1,600,000.00	1,600,000.00	CORP	LT	05/11/2020	05/13/2020	05/11/2025	1,603,216.00	44,445.26	1,647,524.80	1,651,524.80
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	1,550,000.00	CORP	LT	08/01/2019	08/05/2019	08/01/2024	1,552,573.00	107,961.28	1,660,053.10	1,679,428.10
06051GFW4	BANK OF AMERICA CORP	175,000.00	175,000.00	CORP	ST	11/01/2017	11/03/2017	04/19/2021	176,358.00	2,502.51	177,858.98	179,160.54
06051GGS2	BANK OF AMERICA CORP	965,000.00	965,000.00	CORP	LT	09/13/2017	09/18/2017	10/01/2021	965,000.00	2,972.20	967,972.20	975,460.60
06051GHH5	BANK OF AMERICA CORP	400,000.00	400,000.00	CORP	LT	05/14/2018	05/17/2018	05/17/2022	400,000.00	8,986.40	408,986.40	411,863.36
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	650,000.00	CORP	LT	01/21/2020	01/28/2020	10/24/2024	652,860.00	37,447.88	690,020.50	693,698.42
14041NFU0	COMET 2019-2 A	2,800,000.00	2,800,000.00	ABS	LT	08/28/2019	09/05/2019	09/15/2022	2,799,294.96	78,916.45	2,878,419.19	2,880,559.64
14313FAD1	CARMX 2018-3 A3	750,000.00	698,312.90	ABS	LT	07/18/2018	07/25/2018	06/15/2023	698,217.72	14,276.92	712,558.87	713,530.30
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	1,100,000.00	CORP	ST	09/05/2017	09/07/2017	09/04/2020	1,099,076.00	1,481.55	1,101,442.10	1,109,751.68
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	375,000.00	MUNI	LT	11/06/2019	12/05/2019	08/01/2024	375,000.00	18,555.00	393,555.00	397,494.38
17305EGK5	CCCIT 2018-A1 A1	1,500,000.00	1,500,000.00	ABS	ST	01/25/2018	01/31/2018	01/20/2021	1,499,792.40	15,589.29	1,515,551.99	1,516,693.24
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	1,500,000.00	CD	LT	04/03/2019	04/04/2019	04/01/2022	1,500,000.00	0.00	1,500,000.00	1,513,796.25
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	1,600,000.00	CD	LT	12/04/2019	12/06/2019	12/02/2022	1,600,000.00	0.00	1,600,000.00	1,605,440.00
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	685,000.00	CORP	LT	03/10/2017	03/15/2017	01/06/2022	681,979.15	23,561.74	707,297.44	708,558.03
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	350,000.00	CORP	LT	01/04/2019	01/10/2019	01/10/2022	349,664.00	14,602.79	364,437.50	365,090.83
254687FK7	WALT DISNEY CO	1,550,000.00	1,550,000.00	CORP	LT	09/03/2019	09/06/2019	08/30/2024	1,543,676.00	78,530.00	1,623,226.65	1,634,754.78
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	3,200,000.00	AGCY BOND	ST	07/14/2016	07/15/2016	07/14/2021	3,180,540.80	35,441.23	3,229,257.60	3,230,957.60
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	365,000.00	AGCY BOND	ST	09/07/2017	09/08/2017	09/28/2020	363,828.35	768.87	365,685.47	367,400.21
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	1,600,000.00	AGCY BOND	LT	04/15/2020	04/16/2020	04/14/2025	1,592,064.00	16,753.03	1,609,275.20	1,611,608.53
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	1,600,000.00	AGCY BOND	LT	04/22/2020	04/24/2020	04/22/2025	1,596,704.00	21,785.83	1,618,665.60	1,621,360.04
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	1,600,000.00	AGCY BOND	LT	06/17/2020	06/19/2020	06/17/2025	1,596,688.00	11,305.46	1,608,070.40	1,609,003.73
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	825,000.00	AGCY BOND	LT	08/17/2016	08/19/2016	08/17/2021	822,177.68	10,297.25	834,342.30	839,040.22
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	2,675,000.00	AGCY BOND	LT	08/17/2016	08/19/2016	08/17/2021	2,664,166.25	33,958.76	2,705,291.70	2,720,524.34
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	1,600,000.00	AGCY BOND	LT	01/09/2019	01/11/2019	01/11/2022	1,598,848.00	57,006.92	1,656,441.60	1,658,774.93
3136AJ7G5	FNA 2014-M6 A2	3,450,000.00	1,407,234.47	FNMA	ST	12/12/2016	12/15/2016	05/25/2021	1,435,708.98	(11,673.64)	1,423,952.42	1,427,093.49
3136B1XP4	FNA 2018-M5 A2	1,025,000.00	520,406.10	FNMA	LT	04/11/2018	04/30/2018	09/25/2021	530,757.50	5,188.51	529,972.81	529,516.68
3137BGK24	FHMS K-043 A2	1,055,000.00	1,055,000.00	FHLMC	LT	03/19/2020	03/25/2020	12/25/2024	1,107,255.47	56,737.21	1,160,067.45	1,162,759.46
3137BM6P6	FHMS K-721 A2	800,000.00	800,000.00	FHLMC	LT	04/04/2018	04/09/2018	08/25/2022	806,812.50	24,340.96	826,816.00	828,876.00
3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	990,000.00	990,000.00	AGCY BOND	ST	09/28/2017	09/29/2017	09/29/2020	988,208.10	2,407.43	992,277.99	997,727.87
3137EAEK6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	1,600,000.00	AGCY BOND	LT	05/05/2020	05/07/2020	05/05/2023	1,599,328.00	7,001.53	1,606,382.40	1,607,782.40
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	1,600,000.00	AGCY BOND	LT	06/24/2020	06/26/2020	06/26/2023	1,595,328.00	5,457.08	1,600,937.60	1,601,326.49
3137FKK39	FHMS K-P05 A	775,000.00	386,860.80	FHLMC	LT	12/06/2018	12/17/2018	07/25/2023	386,859.64	13,547.38	400,230.70	401,263.30
3137FQ3V3	FHMS K-J27 A1	615,000.00	469,904.85	FHLMC	LT	11/20/2019	11/26/2019	07/25/2024	469,893.57	15,699.06	485,604.37	486,423.57
31846V534	FIRST AMER-US TRS MM Y	6,921,125.21	6,921,125.21	MMFUND	CE	---	---	07/31/2020	6,921,125.21	0.00	6,921,125.21	6,921,125.21
36255JAD6	GMCAR 2018-3 A3	700,000.00	579,558.78	ABS	LT	07/11/2018	07/18/2018	05/16/2023	579,423.62	10,574.13	590,089.40	590,818.68
38141EC23	GOLDMAN SACHS GROUP INC	1,500,000.00	1,500,000.00	CORP	LT	07/08/2019	07/11/2019	07/08/2024	1,569,870.00	102,409.67	1,658,293.50	1,661,983.08
427866BA5	HERSHEY CO	630,000.00	630,000.00	CORP	ST	05/03/2018	05/10/2018	05/15/2021	629,565.30	14,102.22	643,984.11	648,107.11
43814PAC4	HAROT 2017-3 A3	580,000.00	109,875.48	ABS	LT	09/25/2017	09/29/2017	09/18/2021	109,863.58	280.34	110,153.93	110,224.95
44932HAG8	IBM CREDIT LLC	1,500,000.00	1,500,000.00	CORP	ST	02/01/2018	02/06/2018	02/05/2021	1,499,265.00	17,367.97	1,517,223.00	1,536,656.33
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	1,500,000.00	CORP	LT	03/15/2019	03/22/2019	04/01/2023	1,500,000.00	66,745.50	1,566,745.50	1,582,780.50
47788BAD6	JDOT 2017-B A3	1,000,000.00	92,531.05	ABS	LT	07/11/2017	07/18/2017	10/15/2021	92,524.28	148.27	92,678.58	92,753.43
47788CAC6	JDOT 2018 A3	485,000.00	193,855.42	ABS	LT	02/21/2018	02/28/2018	04/18/2022	193,841.48	1,545.12	195,397.79	195,626.97
62479LJ14	MUFG Bank Ltd. (New York Branch)	1,700,000.00	1,700,000.00	CP	ST	12/06/2019	12/06/2019	09/01/2020	1,676,285.00	0.00	1,697,277.17	1,697,277.17
62479LK61	MUFG Bank Ltd. (New York Branch)	3,100,000.00	3,100,000.00	CP	ST	01/10/2020	01/13/2020	10/06/2020	3,058,615.00	0.00	3,089,770.00	3,089,770.00
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANC	625,000.00	625,000.00	CORP	ST	02/21/2018	02/26/2018	03/15/2021	624,306.25	10,289.32	635,130.00	641,977.22
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANC	875,000.00	875,000.00	CORP	ST	04/12/2018	04/19/2018	03/15/2021	871,298.75	15,052.86	889,182.00	898,768.11
63873JK90	Natixis, New York Branch	4,500,000.00	4,500,000.00	CP	ST	01/16/2020	01/17/2020	10/09/2020	4,441,812.50	0.00	4,484,906.25	4,484,906.25
65479CAD0	NAROT 2020-B A3	635,000.00	635,000.00	ABS	LT	06/23/2020	06/30/2020	07/15/2024	634,982.60	498.66	635,481.88	635,637.10
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	1,600,000.00	CD	LT	08/27/2019	08/29/2019	08/26/2022	1,600,000.00	0.00	1,600,000.00	1,612,908.89
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	1,550,000.00	CORP	LT	02/12/2019	02/15/2019	01/23/2024	1,561,036.00	141,712.73	1,699,681.95	1,700,887.51
69371RP75	PACCAR FINANCIAL CORP	570,000.00	570,000.00	CORP	LT	02/22/2019	03/01/2019	03/01/2022	569,498.40	22,336.00	592,065.84	598,834.59
713448DX3	PEPSICO INC	1,015,000.00	1,015,000.00	CORP	ST	10/05/2017	10/10/2017	04/15/2021	1,014,797.00	10,426.55	1,025,377.36	1,031,354.58

78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	2,750,000.00	CD	ST	06/07/2018	06/08/2018	06/07/2021	2,750,000.00	5,598.51	2,755,598.51	2,768,963.51
808513AW5	CHARLES SCHWAB CORP	965,000.00	965,000.00	CORP	ST	05/17/2018	05/22/2018	05/21/2021	964,971.05	20,056.88	985,054.63	991,152.89
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	1,600,000.00	CD	LT	08/29/2019	09/03/2019	08/26/2022	1,600,000.00	0.00	1,600,000.00	1,612,978.67
86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	1,550,000.00	1,550,000.00	CD	ST	10/16/2018	10/18/2018	10/16/2020	1,547,892.00	0.00	1,549,780.24	1,565,397.78
87019U6D6	Swedbank AB (publ)	3,100,000.00	3,100,000.00	CD	ST	11/16/2017	11/17/2017	11/16/2020	3,100,000.00	(7,969.96)	3,092,030.04	3,106,885.93
89190BAD0	TAOT 2017-B A3	3,100,000.00	256,153.36	ABS	ST	05/09/2017	05/17/2017	07/15/2021	256,133.71	249.18	256,401.07	256,601.44
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	750,000.00	CORP	LT	05/20/2020	05/26/2020	02/13/2025	757,327.50	26,870.79	783,931.50	790,231.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	225,000.00	CORP	LT	05/20/2020	05/26/2020	02/13/2025	227,198.25	8,061.24	235,179.45	237,069.45
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	225,000.00	CORP	LT	05/21/2020	05/26/2020	02/13/2025	228,132.00	7,162.49	235,179.45	237,069.45
89238BAD4	TAOT 2017-A A3	700,000.00	358,742.33	ABS	LT	01/23/2018	01/31/2018	05/16/2022	358,738.21	2,596.77	361,338.28	361,712.97
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	1,200,000.00	CORP	ST	03/19/2018	03/22/2018	03/22/2021	1,193,868.00	19,400.71	1,217,920.80	1,229,745.80
912828L32	UNITED STATES TREASURY	335,000.00	335,000.00	US GOV	ST	07/07/2016	07/12/2016	08/31/2020	341,432.19	70.65	335,314.06	337,241.68
912828N30	UNITED STATES TREASURY	2,450,000.00	2,450,000.00	US GOV	LT	12/12/2018	12/13/2018	12/31/2022	2,389,324.22	155,245.41	2,568,289.06	2,572,816.24
912828N30	UNITED STATES TREASURY	11,000,000.00	11,000,000.00	US GOV	LT	01/07/2019	01/10/2019	12/31/2022	10,841,445.31	629,232.47	11,531,093.75	11,551,419.84
912828N30	UNITED STATES TREASURY	5,700,000.00	5,700,000.00	US GOV	LT	01/30/2019	01/31/2019	12/31/2022	5,609,601.56	331,942.34	5,975,203.13	5,985,735.73
912828Q78	UNITED STATES TREASURY	970,000.00	970,000.00	US GOV	ST	01/03/2017	01/05/2017	04/30/2021	950,751.56	14,131.52	978,942.19	982,312.81
912828R69	UNITED STATES TREASURY	8,850,000.00	8,850,000.00	US GOV	LT	03/04/2019	03/06/2019	05/31/2023	8,528,841.80	594,361.95	9,226,125.00	9,250,486.68
912828R69	UNITED STATES TREASURY	2,850,000.00	2,850,000.00	US GOV	LT	05/01/2019	05/03/2019	05/31/2023	2,781,421.87	169,375.11	2,971,125.00	2,978,970.29
912828R77	UNITED STATES TREASURY	3,500,000.00	3,500,000.00	US GOV	ST	03/15/2017	03/17/2017	05/31/2021	3,409,082.04	62,069.27	3,535,546.88	3,543,699.20
912828T91	UNITED STATES TREASURY	4,950,000.00	4,950,000.00	US GOV	LT	07/05/2019	07/08/2019	10/31/2023	4,907,074.22	271,589.05	5,188,992.19	5,209,320.14
912828T91	UNITED STATES TREASURY	2,000,000.00	2,000,000.00	US GOV	LT	10/02/2019	10/04/2019	10/31/2023	2,011,484.38	87,347.04	2,096,562.50	2,104,775.82
912828TJ9	UNITED STATES TREASURY	4,450,000.00	4,450,000.00	US GOV	LT	09/05/2018	09/07/2018	08/15/2022	4,263,308.59	235,416.65	4,586,281.25	4,619,656.25
912828X47	UNITED STATES TREASURY	2,335,000.00	2,335,000.00	US GOV	LT	01/03/2018	01/04/2018	04/30/2022	2,305,356.44	84,601.03	2,405,779.69	2,416,843.97
912828X47	UNITED STATES TREASURY	7,500,000.00	7,500,000.00	US GOV	LT	05/03/2018	05/07/2018	04/30/2022	7,260,351.56	339,726.90	7,727,343.75	7,762,882.13
912828XX3	UNITED STATES TREASURY	4,650,000.00	4,650,000.00	US GOV	LT	11/01/2019	11/06/2019	06/30/2024	4,744,089.84	253,106.40	4,982,765.63	4,990,852.58
912828XX3	UNITED STATES TREASURY	6,500,000.00	6,500,000.00	US GOV	LT	12/02/2019	12/05/2019	06/30/2024	6,597,500.00	381,213.29	6,965,156.25	6,976,460.60
912828XX3	UNITED STATES TREASURY	1,500,000.00	1,500,000.00	US GOV	LT	01/02/2020	01/07/2020	06/30/2024	1,522,089.84	87,962.61	1,607,343.75	1,609,952.45
912828XX3	UNITED STATES TREASURY	400,000.00	400,000.00	US GOV	LT	02/03/2020	02/07/2020	06/30/2024	410,859.38	18,924.98	428,625.00	429,320.65
912828XX3	UNITED STATES TREASURY	2,600,000.00	2,600,000.00	US GOV	LT	03/02/2020	03/06/2020	06/30/2024	2,726,648.44	71,106.38	2,786,062.50	2,790,584.24
92348TAA2	VZOT 2020-A A1A	800,000.00	800,000.00	ABS	LT	01/21/2020	01/29/2020	07/22/2024	799,906.32	21,396.44	821,322.26	821,774.48
931142EA7	WALMART INC	1,550,000.00	1,550,000.00	CORP	ST	10/11/2017	10/20/2017	12/15/2020	1,547,752.50	9,567.01	1,559,220.95	1,562,984.01
SM - CP N/M A	County Pool New Measure A	122,235,791.15	122,235,791.15	MMFUND	CE	---	---	07/31/2020	122,235,791.15	0.00	122,235,791.15	122,235,791.15
SM - CP O/M A	County Pool Old Measure A	30,393,698.04	30,393,698.04	MMFUND	CE	---	---	07/31/2020	30,393,698.04	0.00	30,393,698.04	30,393,698.04
SM - LAIF	Local Agency Investment Fund	69,560,289.42	69,560,289.42	MMFUND	CE	---	---	07/31/2020	69,560,289.42	0.00	69,560,289.42	69,560,289.42
---	---	391,355,903.82	382,804,646.47	---	---	---	---	07/05/2021	381,855,164.06	5,207,110.61	387,674,930.11	388,222,341.11

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.

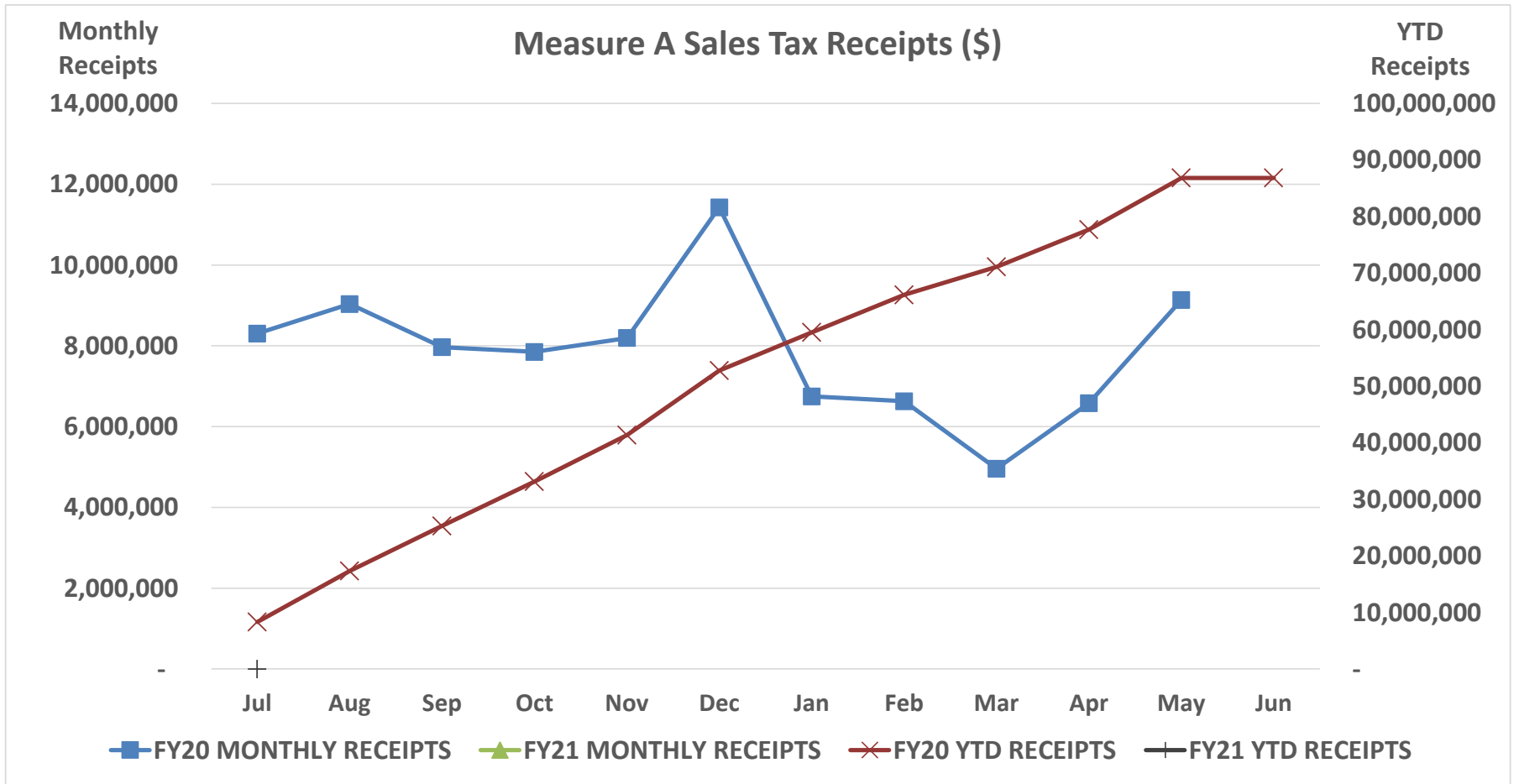
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
JULY 2020**



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
July 2020

Unit	Ref	Name	Amount	Method	Description
SMCTA	000002	EIDE BAILLY, LLP	10,000.00	CHK	Operating Expense
SMCTA	000017	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,250.00	CHK	Operating Expense
SMCTA	000013	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Operating Expense
SMCTA	000016	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Operating Expense
SMCTA	000005	SELF-HELP COUNTIES COALITION	4,400.00	CHK	Operating Expense
SMCTA	000020	THE WINVALE GROUP, LLC	542.40	CHK	Operating Expense
SMCTA	000021	USI INSURANCE SERVICES LLC	268,817.25	CHK	Operating Expense
SMCTA	005245	HNTB CORPORATION	43,958.25	CHK	ELJPA Operating Expense
SMCTA	005246	SAN MATEO, COUNTY OF	5,095.50	CHK	ELJPA Operating Expense
SMCTA	005248	ARUP NORTH AMERICA LTD	19,822.50	CHK	ELJPA Operating Expense
SMCTA	005249	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	64,704.83	CHK	ELJPA Operating Expense
SMCTA	005250	GUILLES, MIMA	35.94	CHK	ELJPA Operating Expense
SMCTA	005251	SAN MATEO, COUNTY OF	11,423.40	CHK	ELJPA Operating Expense
SMCTA	005252	ARUP NORTH AMERICA LTD	18,180.00	CHK	ELJPA Operating Expense
SMCTA	005253	HNTB CORPORATION	56,672.75	CHK	ELJPA Operating Expense
SMCTA	005247	MARK THOMAS & COMPANY AND AECOM JV	76,789.16	CHK	Capital Programs (1)
SMCTA	000001	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	46,068.00	CHK	Capital Programs (2)
SMCTA	000007	GRAY-BOWEN-SCOTT	85,860.31	CHK	Capital Programs (3)
SMCTA	000008	GRAY-BOWEN-SCOTT	4,694.58	CHK	Capital Programs (4)
SMCTA	000001	HANSON BRIDGETT LLP	4,640.00	WIR	Capital Programs (5)
SMCTA	000002	HANSON BRIDGETT LLP	7,504.00	WIR	Capital Programs (6)
SMCTA	000014	MARK THOMAS & COMPANY AND AECOM JV	111,335.66	CHK	Capital Programs (7)
SMCTA	000009	MARK THOMAS & COMPANY AND AECOM JV	11,032.48	CHK	Capital Programs (8)
SMCTA	000018	MARK THOMAS & COMPANY AND AECOM JV	667,478.92	CHK	Capital Programs (9)
SMCTA	000003	MARK THOMAS & COMPANY AND AECOM JV	8,548.98	CHK	Capital Programs (10)
SMCTA	000004	MENLO PARK, CITY OF	281,191.00	CHK	Capital Programs (11)
SMCTA	000015	MENLO PARK, CITY OF	122,156.17	CHK	Capital Programs (12)
SMCTA	000010	PACIFIC GAS & ELECTRIC COMPANY	9.31	CHK	Capital Programs (13)
SMCTA	000011	PALO ALTO, CITY OF	62.27	CHK	Capital Programs (14)
SMCTA	000003	PENINSULA CORRIDOR JOINT POWERS BOARD	188,404.90	WIR	Capital Programs (15)
SMCTA	000012	SAN CARLOS, CITY OF	23,152.88	CHK	Capital Programs (16)
SMCTA	000019	SAN MATEO COUNTY COMM COLLEGE DISTRICT	65,213.87	CHK	Capital Programs (17)
SMCTA	000004	SAN MATEO COUNTY TRANSIT DISTRICT	234,574.96	WIR	Capital Programs (18)
SMCTA	000006	SPERRY CAPITAL, INC.	1,557.50	CHK	Capital Programs (19)
SMCTA	000022	ZOON ENGINEERING, INC.	106,961.54	CHK	Capital Programs (20)

2,566,989.31

- (1) US 101/SR 92 Direct Connector \$1,024.24; US 101/SR 92 Direct Connector \$75,764.92
- (2) Street and Highways Oversight
- (3) 101 HOV Ln Whipple - San Bruno
- (4) Express Lane Operations
- (5) 101 Interchange to Broadway \$120; 101 HOV Ln Whipple - San Bruno \$80; Express Lane Operations \$4,440
- (6) 101 Managed Lanes (Nof I-380) \$1,064; Operating Expenses \$6,440
- (7) 101 Interchange to Broadway \$31,355.07; 101 HOV Ln Whipple - San Bruno \$79,980.59
- (8) 101 Interchange to Broadway
- (9) 101 HOV Ln Whipple - San Bruno
- (10) 101 Peninsula Ave / Poplar Interchange
- (11) 2015 Call for Proj-Ped&Bike
- (12) Shuttles FY19-20 Funding
- (13) 101 HOV Ln Whipple - San Bruno
- (14) 101 HOV Ln Whipple - San Bruno
- (15) Whipples Avenue Grade Sep
- (16) Shuttles FY19-20 Funding
- (17) Shuttles FY19-20 Funding
- (18) 101 HOV Ln Whipple - San Bruno
- (19) FP&A Services-W-RTC
- (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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT 4TH QUARTER
FISCAL YEAR 2020**

ACTION

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

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board informed as to the scope, budget, and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the status of capital projects.

Capital Projects

Quarterly Status Report

4th Quarter FY2020: April 01 - June 30, 2020

Report prepared for the September 03, 2020 TA Board Meeting

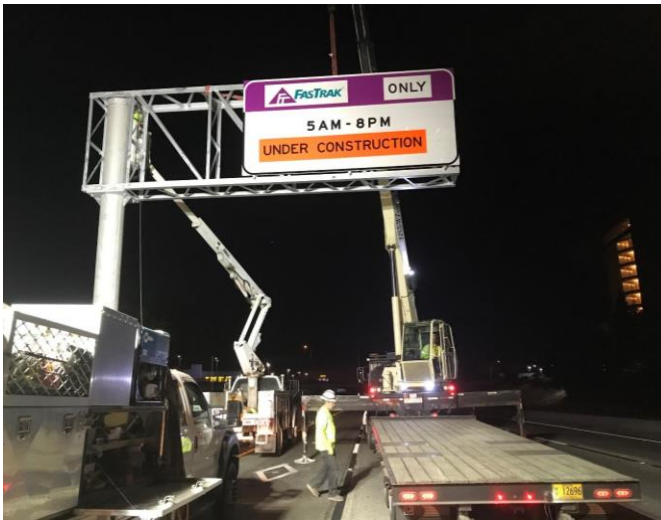




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Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q3 FY20	Q4 FY20	Q3 FY20	Q4 FY20	Q3 FY20	Q4 FY20	Q3 FY20	Q4 FY20	
Highways									2
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	G	G	G	9
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report (PEER)	G	G	G	G	G	G	G	G	13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	R	R	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	19
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	21
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	G	G	G	23
00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	25
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	27
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	31

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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

Level 2 Projects **Highways**

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and Highway Planting Design

Sponsor: City of Burlingame

Scope:



The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans is the implementation agency for the construction phase, and is responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way will be part of a subsequent contract following completion of the current roadway construction contract.

Project Status Summary:

Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project is in right-of-way closeout stage and proceeding to 95% highway planting design.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	06/03/20*	05/06/19	10/03/20*

Progress This Quarter:

- (1) Continued addressing Caltrans' comments on right-of-way record maps.
- (2) Continued addressing Caltrans' comments on 65% submittal.
- (3) Began to prepare 95% submittal.
- (4) Conducted focus highway planting meetings with Caltrans and obtained input.
- (5) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.
- (6) Sent Section 83 Quitclaim deed package for right-of-way transfers to City to obtain approval.

Future Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps.
- (2) Submit highway planting 95% submittal.
- (3) City to obtain approval on Section 83 Quitclaim deed package.
- (4) City to execute Maintenance Agreement with Caltrans.

Issues:

*The San Mateo Express Lanes Project is utilizing the project area for staging until Spring 2022. Based on discussion with Caltrans, the construction of the highway planting will tentatively begin in summer 2022. There are on-going maintenance responsibilities discussions for highway planting. Depending upon who will maintain the highway planting, a revision to design may be necessary. Schedule will be updated once concurrences from Caltrans and City are received.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,219,182	97%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,859,898	97%	\$93,738,000	100%

Issues:

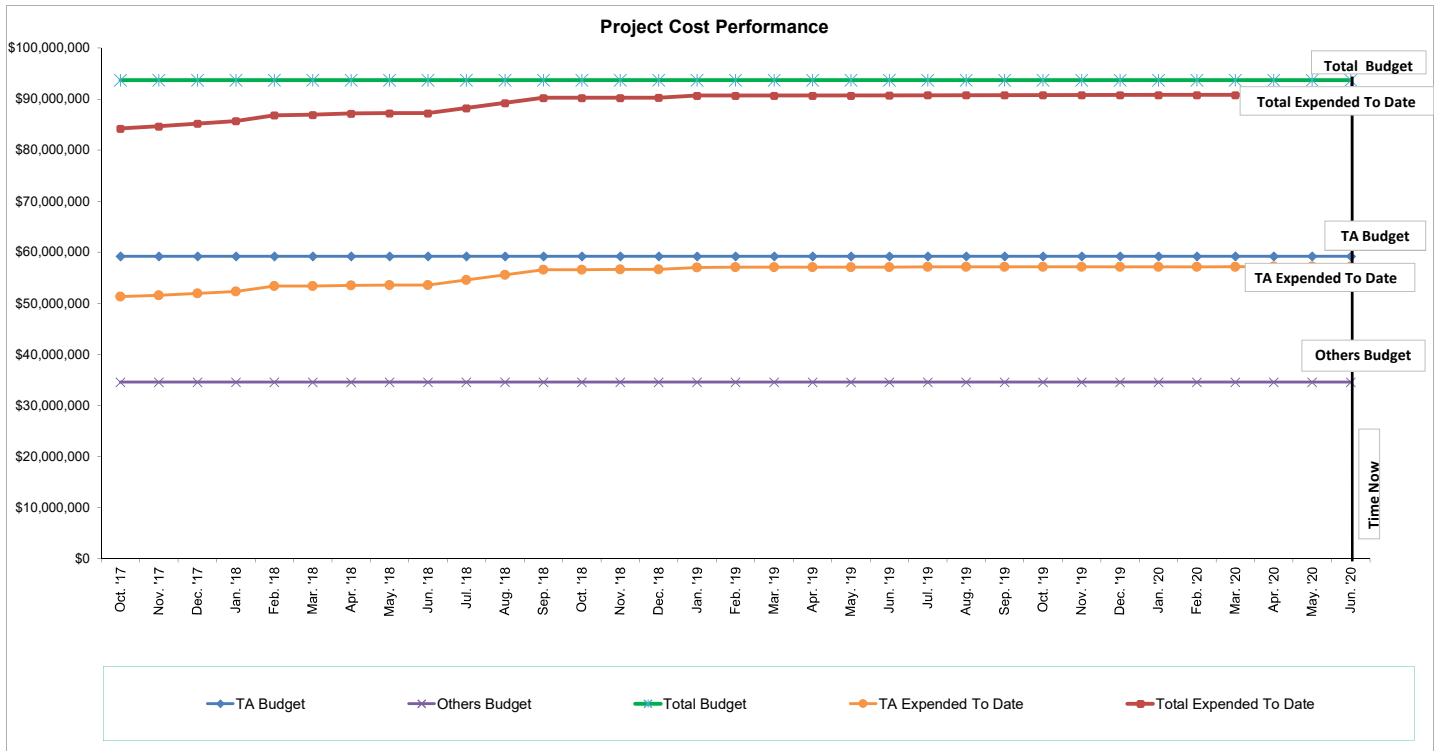
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,219,182	\$1,967,818	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,859,898	\$2,878,102	\$93,738,000	\$0

Note: The current budget includes the cost for subsequent highway planting work.



* Cost incurred from the beginning of roadway construction and current highway planting phases.

Issues:

None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency
Sponsor: City of Menlo Park

Scope:



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

Project Status Summary:

Summary:

TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park (City) for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The construction is complete. The project is in closeout stage and the City has revised the concept highway planting design to accommodate excess excavated soil from the U.S. 101 Express Lanes Project. Caltrans has begun to review claims received and discuss with contractors.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	12/31/18	05/08/17	10/31/19

Progress

This Quarter:

- (1) Continued to closeout construction phase with Caltrans.
- (2) Caltrans began to review claims with contractors.
- (3) Continued coordination with the U.S. 101 Express Lanes Project.
- (4) City continued to discuss maintenance responsibilities/ agreement with City of East Palo Alto (EPA) and Caltrans.
- (5) City revised and submitted concept plans and cost estimate to reflect grading changes to Caltrans to review.
- (6) City prepared visual simulations of revised concept design.
- (7) City submitted a funding application for Urban Greening Grant.

Future

Activities:

- (1) City to review revised concept landscape plans and visual simulations with Caltrans and EPA staff.
- (2) City to continue to discuss funding requirements and maintenance responsibilities/agreements with Caltrans, EPA.
- (3) City to present concept plans to the City Council for consideration and approval.
- (4) City to continue identifying additional funding for landscape construction and ongoing long term maintenance.
- (5) Caltrans to settle claims with contractors.

Issues:

Schedule for highway planting final design will be provided once the City obtain the approval to proceed from City Council and Caltrans. Caltrans has begun to review claims received and discuss with contractors. Additional funding may be needed to closeout the construction. Caltrans, City, and the TA are working together to analyze the funding situation.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$56,400,000	84%	\$49,553,073	88%	\$56,400,000	85%
Others						
State	\$10,400,000	16%	\$8,301,964	84%	\$9,900,000	15%
Total	\$66,800,000	100%	\$57,855,037	87%	\$66,300,000	100%

Issues:

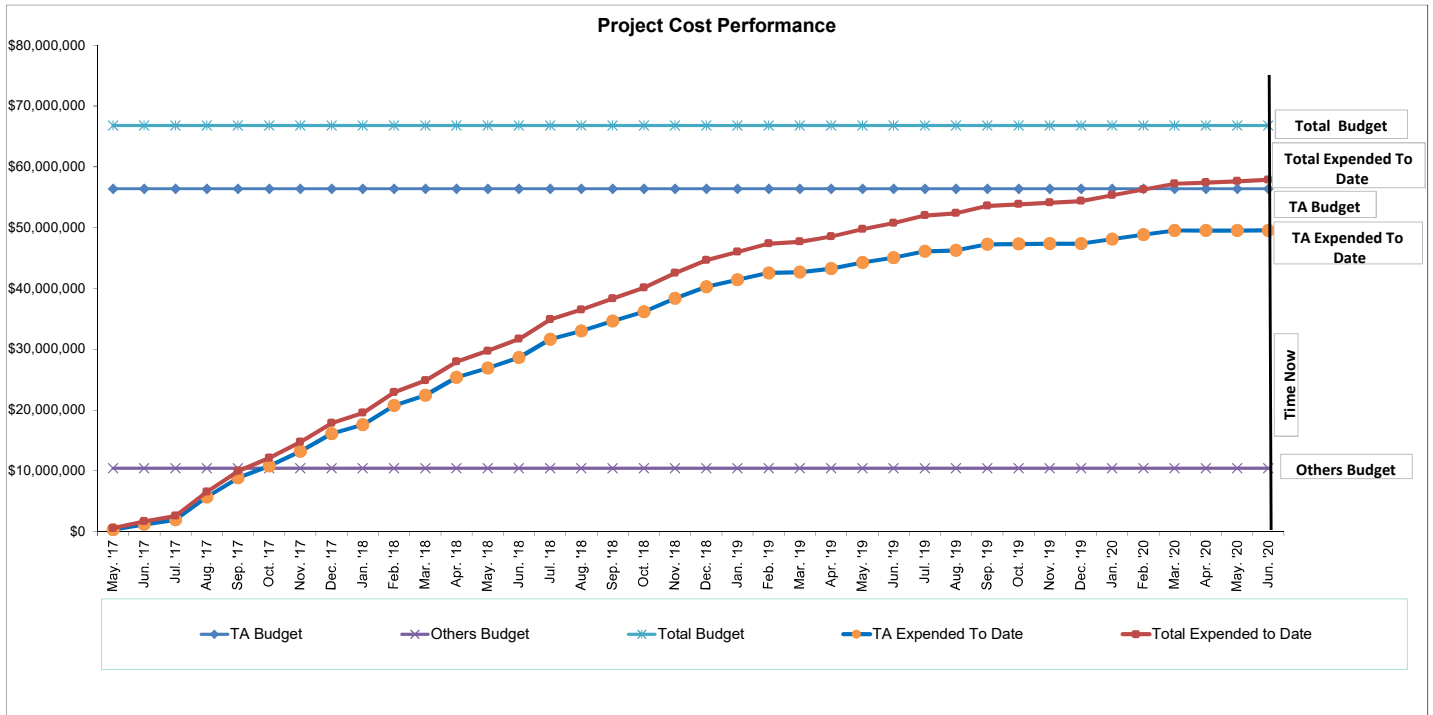
TA advanced \$10.4 M Measure A funds for construction support to be reimbursed by Caltrans. TA will submit the second STIP funds reimbursement request (\$4M) to CTC in 2021. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table. Caltrans has begun to review claims received and discuss with contractors. Additional funding may be needed to closeout the construction. Caltrans, City, and the TA are working closely to analyze the funding situation.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$49,553,073	\$6,846,927	\$56,400,000	\$0
State	\$10,400,000	\$8,301,964	\$1,598,036	\$9,900,000	\$500,000
Total Project	\$66,800,000	\$57,855,037	\$8,444,963	\$66,300,000	\$500,000

Note: Budget is for construction phase only. Construction cost saving may be made available to fund standard landscaping construction. The City is funding the highway planting design work and is not included in this table.



* Cost incurred from the beginning of current construction phase.

Issues: None

000768 - U.S. 101/ WOODSIDE ROAD INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realignment of freeway ramps. The project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

Project Status Summary:

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The City received comments on 95% PS&E package and is reviewing and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20*
Right-of-way	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20*

Progress This Quarter:

- (1) Began to review and document Caltrans comments and discussions.
- (2) Continued to work on utility identification and verification.
- (3) Began to update utility plans.
- (4) Continued to address comments received from California Public Utilities Commission (CPUC).
- (5) Began to review UPRR comments and provide information requested.
- (6) Scheduled review meeting with UPRR and CPUC in July.
- (7) Updated right of way hazardous materials investigation plan.
- (8) Completed incorporating comments from Caltrans on the Project HazMat. Report.

Future Activities:

- (1) Conduct review meeting with UPRR and CPUC.
- (2) Obtain approval from UPRR and CPUC.
- (3) City to submit formal notification, scope, schedule and budget to complete to TA.

Issues: *In consultation with Caltrans and TA, the City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The City is reviewing and documenting discussions on addressing Caltrans comments, and developing a scope, schedule and budget to complete the remaining tasks. The schedule will be updated once the City finish the analysis.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$6,373,844	78%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,112,459	53%	\$2,110,000	21%
Total	\$10,250,000	100%	\$7,486,304	73%	\$10,250,000	100%

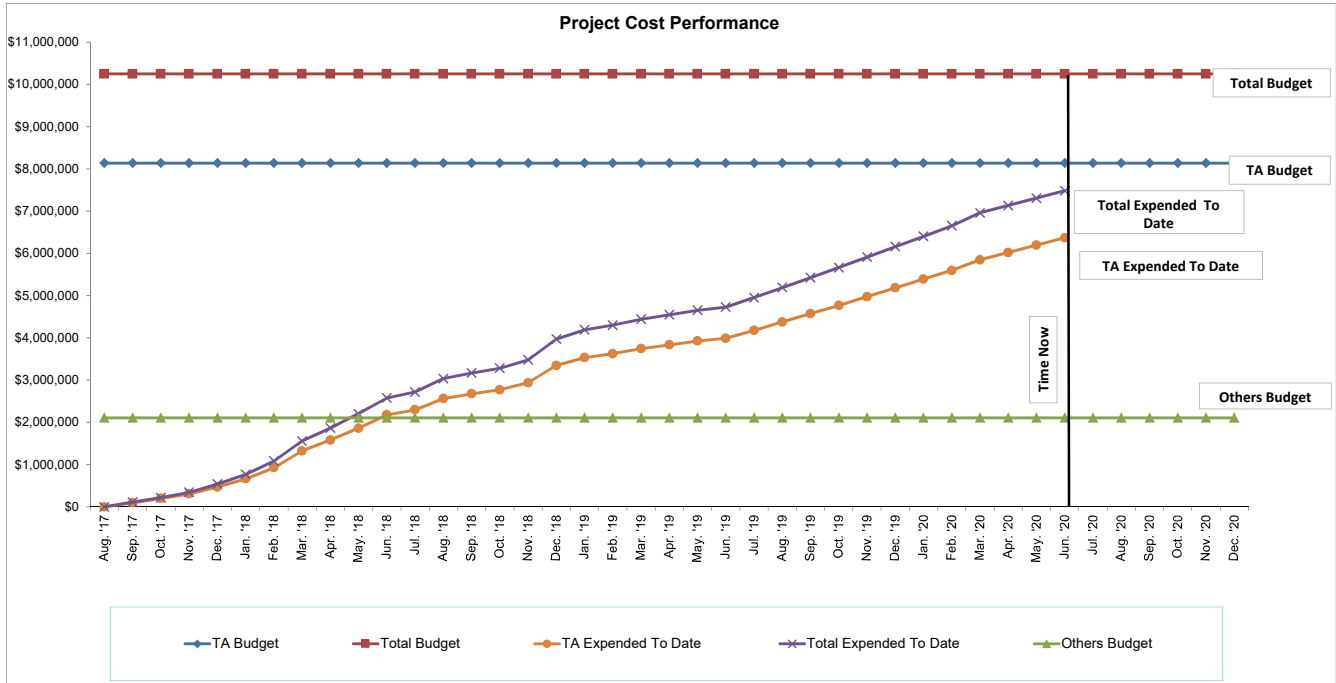
Issues: The City is working to develop a full funding plan for the right-of-way capital and construction phases. Funding is for PS&E and right-of-way support phases.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,373,844	\$1,766,156	\$8,140,000	\$0
City	\$2,110,000	\$1,112,459	\$997,541	\$2,110,000	\$0
Total Project	\$10,250,000	\$7,486,304	\$2,763,696	\$10,250,000	\$0

Note: Budget is for PS&E and right-of-way support phases only.



* Cost incurred from the beginning of current PS&E and right-of-way phases.

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



The project replaced the existing San Pedro Creek Bridge on State Route 1 with a longer and higher structure. The project also widened San Pedro Creek bed in the vicinity of the bridge. The limits of work on State Route 1 are from 0.3 miles south of the Linda Mar Intersection to the Linda Mar Intersection in Pacifica, CA.

Project

Status

Summary:

The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans. The 2019 Annual Monitoring Report shows that the overall survivorship, vigor, and percent cover of seeded areas exceeded success criteria, and remained stable.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/20	01/01/18	12/31/20

Progress

This Quarter:

(1) Continued Phase II biological monitoring.

Future

Activities:

(1) Continue Phase II biological monitoring.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,724,207	99.9%	\$7,735,075	50%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	29%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,421,406	99.9%	\$15,432,273	100%

Issues:

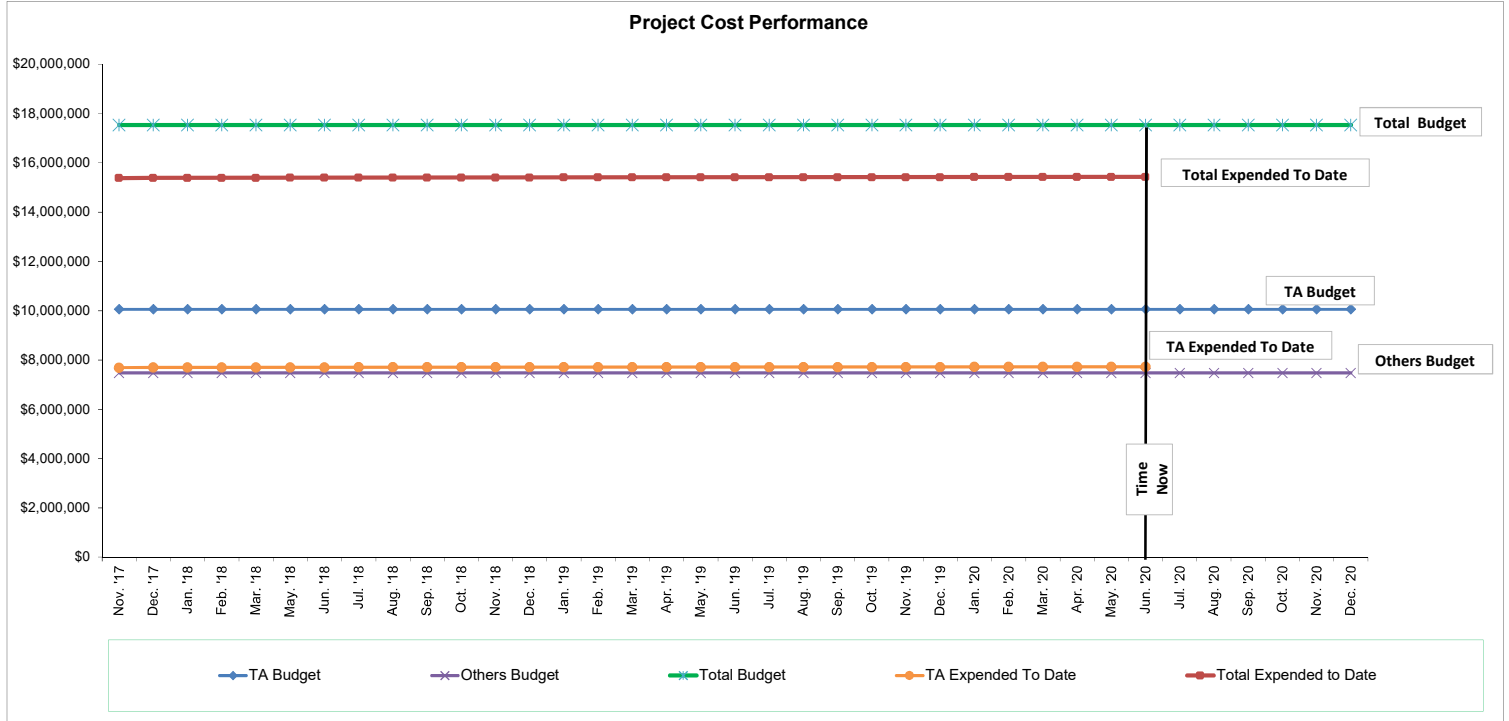
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,724,207	\$10,867	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,421,406	\$10,867	\$15,432,273	\$2,412,108

Note: Budget for PS&E, construction, plant establishment and a 3-year biological monitoring period.



* Cost incurred from the beginning of current biological monitoring phase.

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

TA Role: Funding Agency / Co-Implementer / Co-Sponsor

Sponsors: C/CAG and TA

Scope: This project will provide Express Lanes in both northbound and southbound directions of US 101 from the proposed Express Lanes in Santa Clara County to I-380 in San Mateo County.



Project Status Summary: The PSR-PDS was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. In February 2017, the project began a series of meetings to inform the City's staff (located in the vicinity of the project limits) about the project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018. In February 2018, TA Board programmed and allocated \$22,000,000 for PS&E, right-of-way and construction. Allocation for construction conditioned on completion of PS&E and right-of-way. Based on comments received on the DED, it was determined that modifications of some sections of the DED is necessary. To provide ample opportunity for public input, a 30-day partial recirculation was established. The partial recirculation of the PA&ED phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019. The construction contract of the northern segment was awarded in November 2019 and construction began in March 2020.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	06/30/22

Progress

This Quarter:

- (1) Continued to review and issue Contract Change Orders.
- (2) Continued punch list of items and close out of southern civil project.
- (3) Continued to advance Toll Systems design and cost estimates.
- (4) All grubbing and tree removal completed in April avoiding bird nesting schedule impacts
- (5) Completed demolition of three sound walls in the city of San Mateo .
- (6) Prepared for the sewer line relocation work.
- (7) Continued to finalize Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (8) Continued to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities.

Future Activities:

- (1) Closeout civil construction for the southern segment.
- (2) Begin reconstruction of sound walls.
- (3) Reconcile cost estimate for Toll Systems with BAIFA.
- (4) Execute Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (5) Finalize Operations and Maintenance Agreements.
- (6) Continue outside widening to accommodate new lanes.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$26,923,496	88%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$0	0%	\$95,000,000	16%
Loan/Future Toll	\$86,470,000	15%	\$40,376,551	47%	\$86,470,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$124,600,735	41%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$3,907,556	7%	\$53,000,000	9%
Total	\$581,140,000	100%	\$205,308,338	35%	\$581,140,000	100%

* \$8M from SAMCEDA and \$45M from Facebook Funding Agreements.

** For tracking purposes going forward consistent with the reported project cost of \$581 million the total does not include the \$2 million earlier allocation from the TA for the PID phase.

Issues:

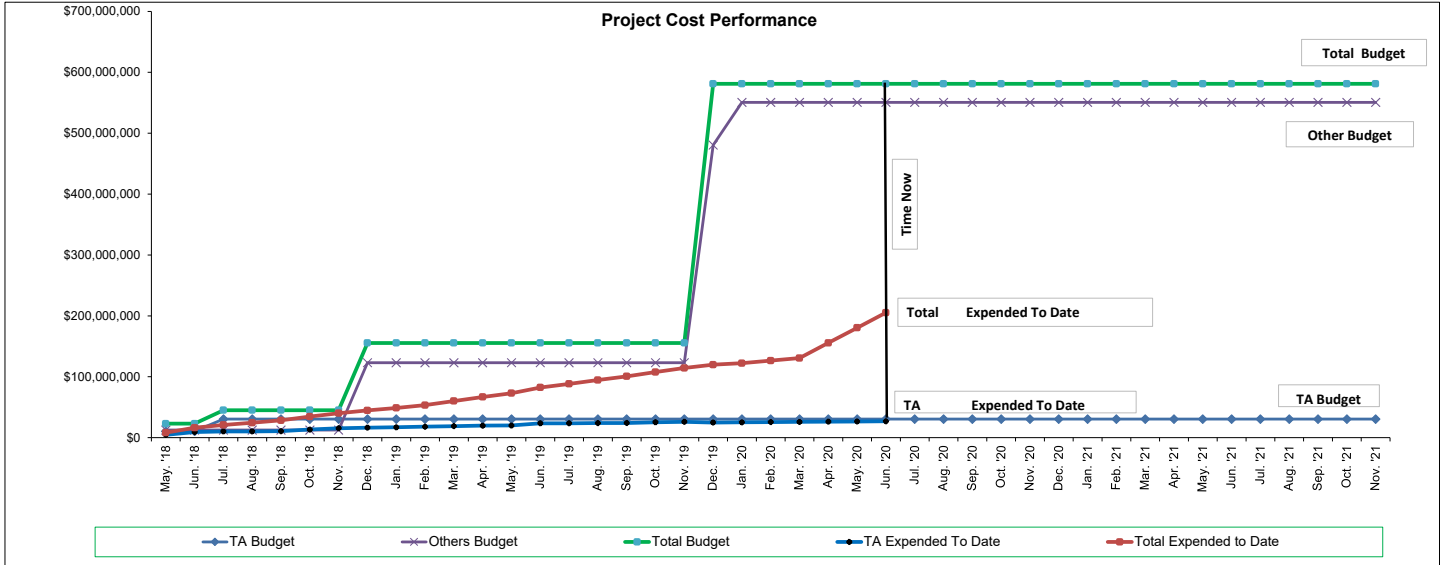
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$26,923,496	\$3,576,504	\$30,500,000	\$0
Others	\$550,640,000	\$178,384,842	\$372,255,158	\$550,640,000	\$0
Total Project	\$581,140,000	\$205,308,338	\$375,831,662	\$581,140,000	\$0

Note: Budget is for PA&ED, PS&E, ROW and construction phases for both southern and northern segment.



** For tracking purposes going forward consistent with the reported project cost of \$581 million the total does not include the \$2 million earlier allocation from the TA for the PID phase.

Issues:

An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work. An additional \$22M of Measure A funds were added to the project budget in July 2018. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018. \$36.03M of design funding for Cooperative Agreement was added to the project budget. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

000793 - HIGHWAY 1 SAFETY & OPERATIONAL PROJECT (GRAY WHALE COVE)

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

Scope:



Safety and mobility improvement to relieve traffic congestion, improve throughput, and enhance safety for motorists, bicyclists and pedestrians along a 7-mile stretch of Highway 1 from Gray Whale Cove to Miramar. Scope of project includes Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.

Project Status

Summary:

The Final PPS was issued on August 31, 2015. Improvements were grouped into five general locations with two or three alternatives evaluated for each location. Four public outreach meetings were held on the coast. Project delivery recommendations are included in the final PPS report. The project stakeholders are in favor of the Gray Whale Cove improvement location. In November 2016, the Gray Whale Cove improvement alternative was selected to move forward as a standalone project under the Caltrans PEER process. The PEER will serve as the Project Initiation Document (PID) and Project Approval document to enter the Caltrans Encroachment Permit process. In September 2017, TA and the County of San Mateo entered a Memorandum of Understanding to begin work associated with the PEER phase and Notice-to-proceed was issued to design consultant on September 27, 2017. The project is on hold until the County of San Mateo has staff available to prepare and attend the Planning Commission Meeting.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	04/30/20	09/27/17	11/30/19*

Progress

(1) Continued coordination with County and Caltrans for the Planning Commission Meeting.

This Quarter:

- (2) Provided information to support Caltrans' review on PEER package.
- (3) County continued to pursue funding sources for construction phase.

Future

Activities:

- (1) Conduct hazardous materials investigation.
- (2) County to work with Caltrans to schedule to attend the Planning Commission Meeting.
- (3) County to continue pursue funding sources for construction phase.

Issues:

*The project is on hold. Schedule will be updated once County of San Mateo has staff available to prepare and attend the Planning Commission Meeting. The Planning Commission Meeting date is to be determined. Hazardous materials field work is postponed due to Shelter in Place Ordinance issued by County of San Mateo and shall begin when the project resume.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%

Issues:

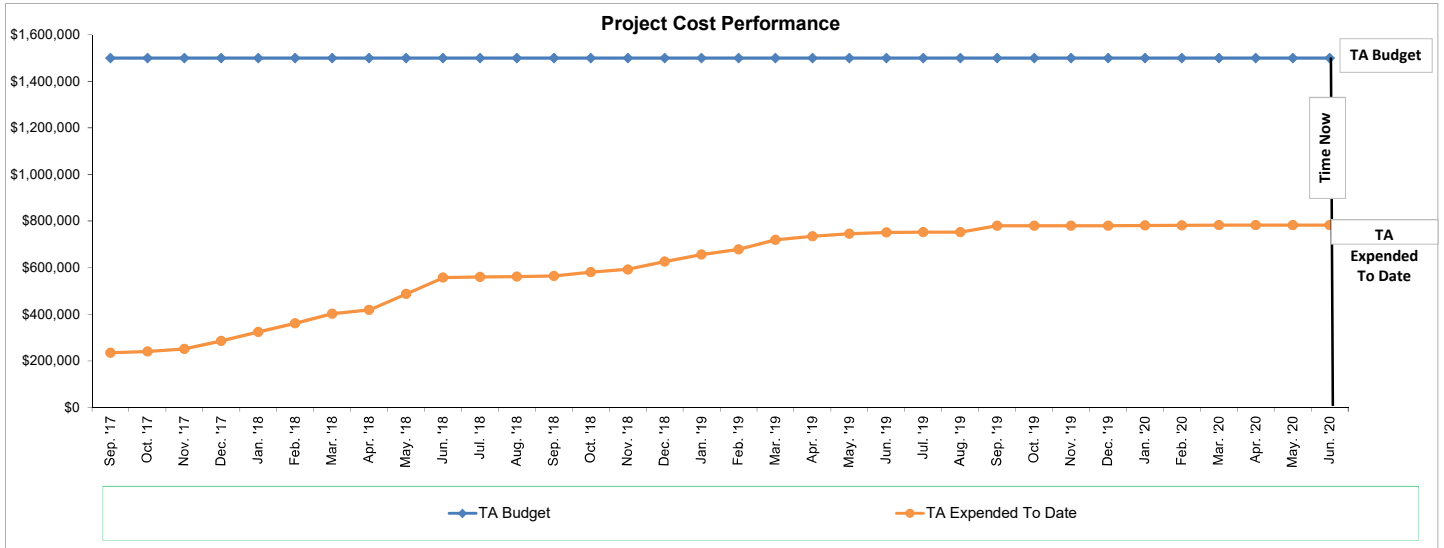
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0

Note: Budget is for PPS, PEER and construction phases. Any cost saving from PEER phase will be made available for subsequent construction phase.



* Cost incurred from the beginning of current PEER phase.

Issues: None

000795 - U.S. 101/ HOLLY STREET INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

Scope: This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks with the addition of bike lanes.

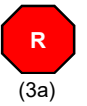


Project Status Summary: The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertized the interchange project with the pedestrian overcrossing as a single construction project with a one-year construction delay clause and which includes some scope of work shifted from the U.S. 101 Express Lanes Project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. 8 bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the POC element of the Project. The City is updating the design based on value engineering and pursuing additional funding sources.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	7/31/22*



Progress This Quarter:

- (1) City met with Caltrans to discuss value engineering proposals.
- (2) City submitted revised structure type selection based on Caltrans' comments.
- (3) TA submitted LPP grants application on behalf of the City for the pedestrian overcrossing component of the project.
- (4) City continued to address Caltrans' comments and obtain approval on PS&E.

Future Activities:

- (1) City to obtain Caltrans' approval on value engineering proposals.
- (2) City to apply for additional funding sources.
- (3) City to submit ATP grants application.
- (4) City to submit revised 95% submittal.

Issues: *City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval on PS&E package. The City is conducting value engineering to explore cost saving opportunities along with pursuing additional funding sources which includes the next cycle of ATP funding schedule to be available March 2021. If successful, the City intends to re advertise the Project in May 2021. The work that was proposed to be shifted to the project will now remain and be completed as part of the U.S. 101 Express Lanes Project.

Funding:

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	80%	\$2,858,776	95%	\$3,000,000	80%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$763,063	20%	\$710,117	93%	\$763,063	20%
Total	\$3,763,063	100%	\$3,568,892	95%	\$3,763,063	100%



Issues: The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

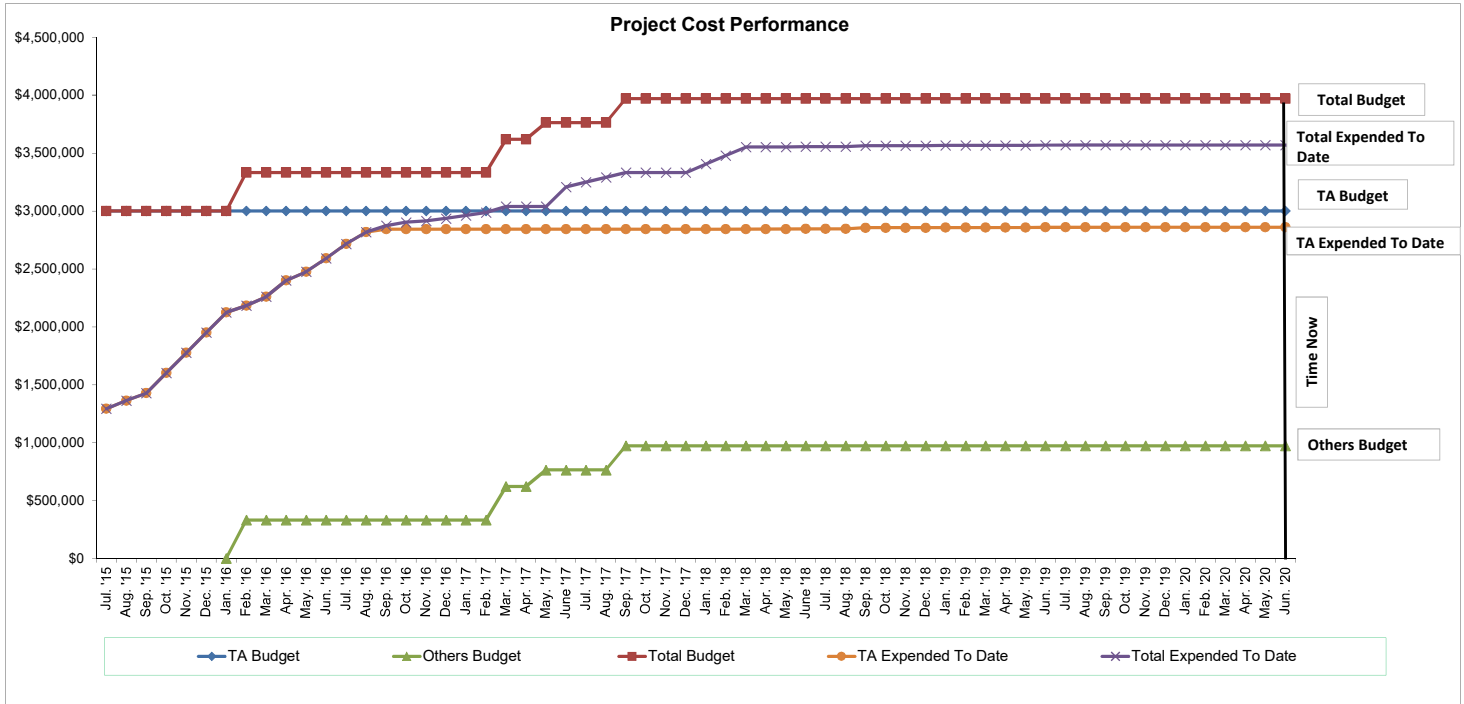
Budget:



(2a)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
Total Project	\$3,763,063	\$3,568,892	\$194,171	\$3,763,063	\$0

Note: Budget is for PA&E and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study and the \$1,000,000 fund provided for the construction of the Pedestrian Overcrossing.



* Cost inception from the beginning of current phase.

Issues:

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds. In November 2019, TA Board programmed and allocated an additional \$2.6 M to accommodate one-year construction delay and scope shifting from the Express Lanes Project to the Holly Project. Since work will remain with Express Lanes Project, TA to seek Board authorization to reallocate the associated fund back to Express Lanes Project.

000801 - U.S. 101/ PENINSULA AVE INTERCHANGE PROJECT

TA Role: Implementing Agency and Funding Agency

Sponsor: City of San Mateo

Scope: The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.

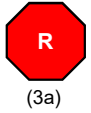


Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed in May 2015. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. The project is currently in traffic operational analysis. Other environmental and technical studies are currently on hold until traffic study is complete. TA is working with City of San Mateo on scope of work for new work directive to complete PA&ED phase.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	02/18/14	06/30/15	02/18/14	06/30/15	02/18/14	05/22/15
PA&ED	06/01/16	TBD*	06/01/16	TBD*	06/01/16	TBD*



Progress This Quarter: (1) Coordinated with City of San Mateo on scope of work encompassing a more robust and COVID-19 consistent public outreach plan for new work directive to complete PA&ED process as current consultant work directive has expired.

Future Activities: (1) Review and complete work directive negotiations and issue NTP to consultant team.
 (2) Resume Project Development Team meetings with Caltrans and cities.
 (3) Schedule follow up public outreach meetings to present traffic study results.

Issues: *Additional traffic studies and enhanced public outreach impacted the project schedule. It is the desire of City of San Mateo as the project sponsor to move forward into the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. Baseline schedule for PA&ED will be developed once the review with City of San Mateo and negotiation with consultant team are completed.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,805,920	52%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$1,805,920	52%	\$3,500,000	100%

Issues: Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach. The City of San Mateo and TA staff are working to quantify the additional cost and resources to bridge the funding gap.

Budget:

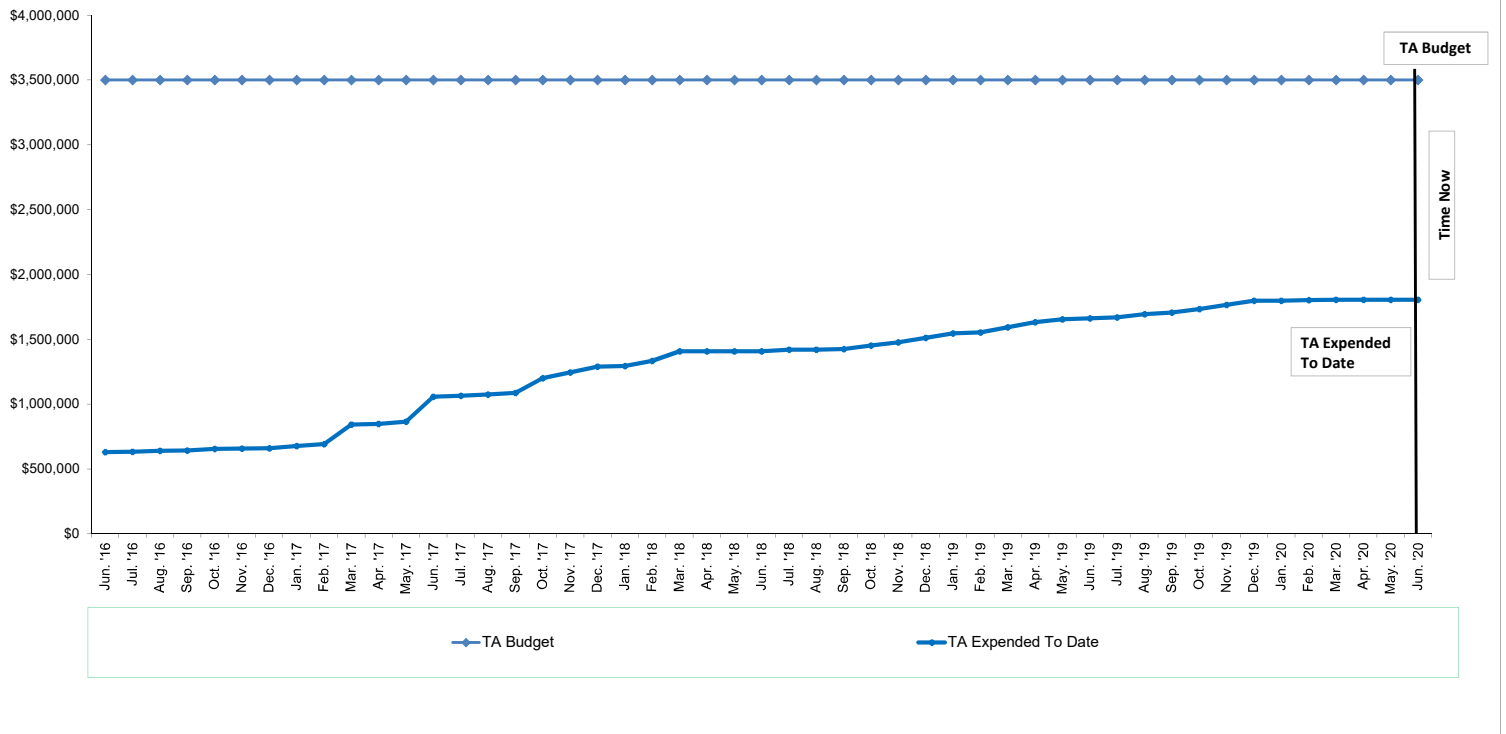


(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,805,920	\$1,694,080	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,805,920	\$1,694,080	\$3,500,000	\$0

Note: Budget is for PID and PA&ED phases.

Project Cost Performance



* Cost inception from the beginning of current PA&ED phase.

Issues: Cost associated with additional traffic studies and enhanced public outreach will require additional funding to complete the environmental phase of the project.

000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

Scope:



Project scope is to study alternatives for a new interchange and street that connect from Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

Project Status

Summary:

The Project Study Report – Project Development Support (PSR – PDS) was approved on August 31, 2015. During the PA&ED phase of the project, the PSR design alternatives and two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities begun in October 2018. The properties impacted by the design alternatives have been identified. Caltrans and the City will soon decide on the preferred alternative(s).

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	10/30/15
PA&ED	05/15/17	09/15/19	07/20/17	12/31/21	07/20/17	12/31/21

Progress

This Quarter:

- (1) Revised the travel demand forecast memo based on Caltrans' comments.
- (2) Prepared response to Caltrans' comments on the traffic demand sensitivity traffic analysis.
- (3) Updated the "Overcrossing Only" alternative.
- (4) Completed the "Purpose and Need" statement and submitted to Caltrans.
- (5) Attended Caltrans' coordination conference calls
- (6) Updated Alternative 6 based on stakeholders including business owners.
- (7) Provided memorandum to the City Council on project status
- (8) Prepared cost estimate for "overcrossing" only alternative.

Future

Activities:

- (1) Continue to update the CPM Design Schedule.
- (2) Prepare and attend a PDT with Caltrans on 7/28/20.
- (3) Update and submit the Project Schedule to Caltrans.
- (4) Update and submit the Project Description to Caltrans.
- (5) Update and submit the Project Geometry and nonstandard features to Caltrans.
- (6) Prepare and submit a status memo to City Manager

Issues:

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,845,474	52%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$85,662	29%	\$300,000	8%
Total	\$3,850,000	100%	\$1,931,137	50%	\$3,850,000	100%

Note: Budget is for PSR-PDS and PA&ED phases.

Issues:

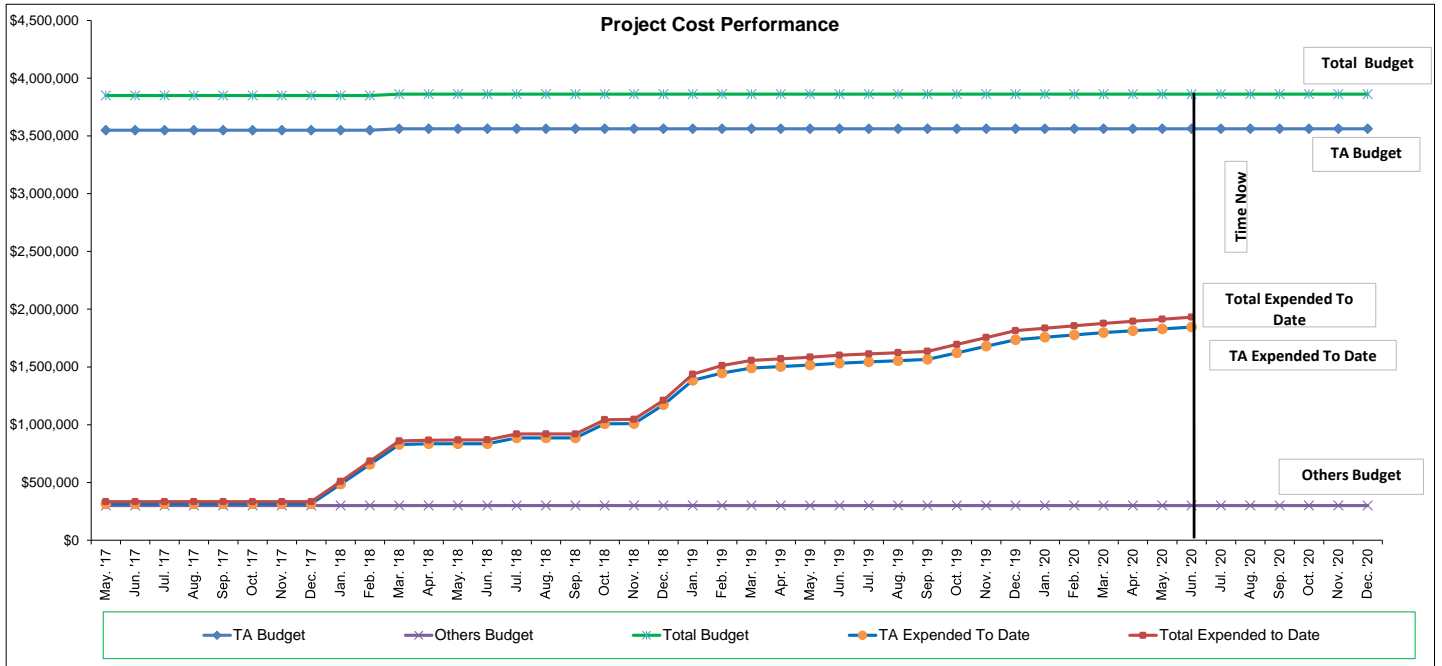
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,845,474	\$1,704,526	\$3,550,000	\$0
Others	\$300,000	\$85,662	\$214,338	\$300,000	\$0
Total Project	\$3,850,000	\$1,931,137	\$1,918,863	\$3,850,000	\$0

Note: Budget is for PSR-PDS and PA&ED phases.



* Cost inception from the beginning of current PA&ED phase.

Issues: None

000805 - HIGHWAY 92 / SR 82 (EL CAMINO REAL) INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Mateo

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



Project Status Summary: Caltrans completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway planting final design.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Highway Planting Design	09/01/19	07/30/20	09/01/19	07/30/20	09/01/19	06/30/21

Progress This Quarter: (1) Closed out roadway project
(2) Reached agreement with Caltrans on transfer of remaining construction funds towards landscap project

Future Activities: (1) Complete public outreach plan and conduct public outreach.
(2) Finalize landscape design based on input from public outrach meetings.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,162,220	93%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$4,899,198	97%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,186,901	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,228,319	95%	\$26,611,535	100%

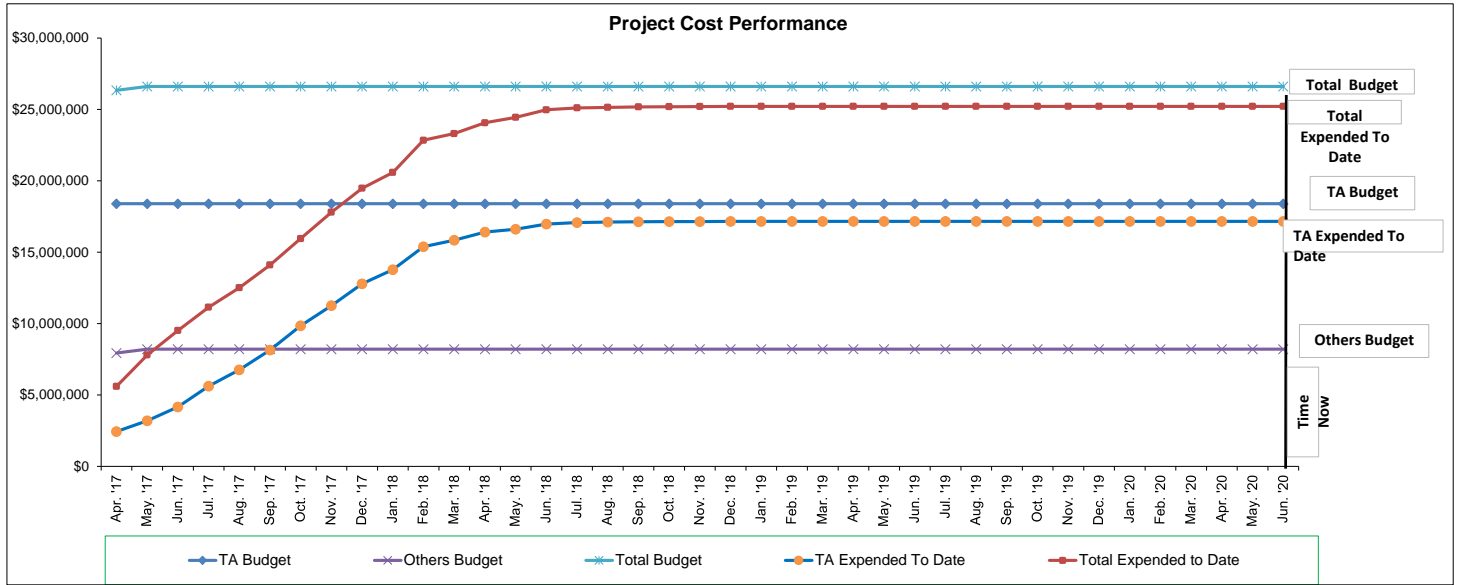
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,162,220	\$1,237,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,066,100	\$145,435	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,228,319	\$1,383,216	\$26,611,535	\$0

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases. Construction cost saving may be made available to fund standard landscaping construction.



* Cost inception from the beginning of construction phase.

Issues: None

000822 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

TA Role: Funding Agency

Sponsor: City of Half Moon Bay (Implementing Agency)

Scope: This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

Project Status Summary: Caltrans approved the Permit Engineering Evaluation Report (PEER) in December 2017 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is relocating PG&E and Comcast utility lines to underground in preparation of construction.

Issues:

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction	07/01/20	09/30/21	07/01/20	09/30/21	09/15/20	09/30/21

Progress This Quarter:

- (1) Undergrounded the PG&E and Comcast overhead utilities.
- (2) Prepared a construction bid package and invited construction bids on May 7, 2020.
- (3) Opened bids on June 4, 2020.

Future Activities:

- (1) Execute amendment to funding agreement with the TA and award construction contract.
- (2) Prepare construction contract as well as consultant contracts for construction management, design support, landscape architecture, and materials testing.
- (3) Obtain bond/insurance and execute construction contract.
- (4) Conduct pre-construction meeting with contractor reps and Caltrans Resident Engineer.
- (5) Receive and review construction schedule, obtain contractor material submittals and begin construction.
- (6) Obtain TA Board approval for \$440,000 towards paying for higher bids than the engineers estimate/budget.
- (7) Obtain City Council approval to award the contract.

Issues: None.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	84%	\$300,000	9%	\$3,500,000	84%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$650,000	16%	\$383,338	59%	\$650,000	16%
Total	\$4,150,000	100%	\$683,338	16%	\$4,150,000	100%

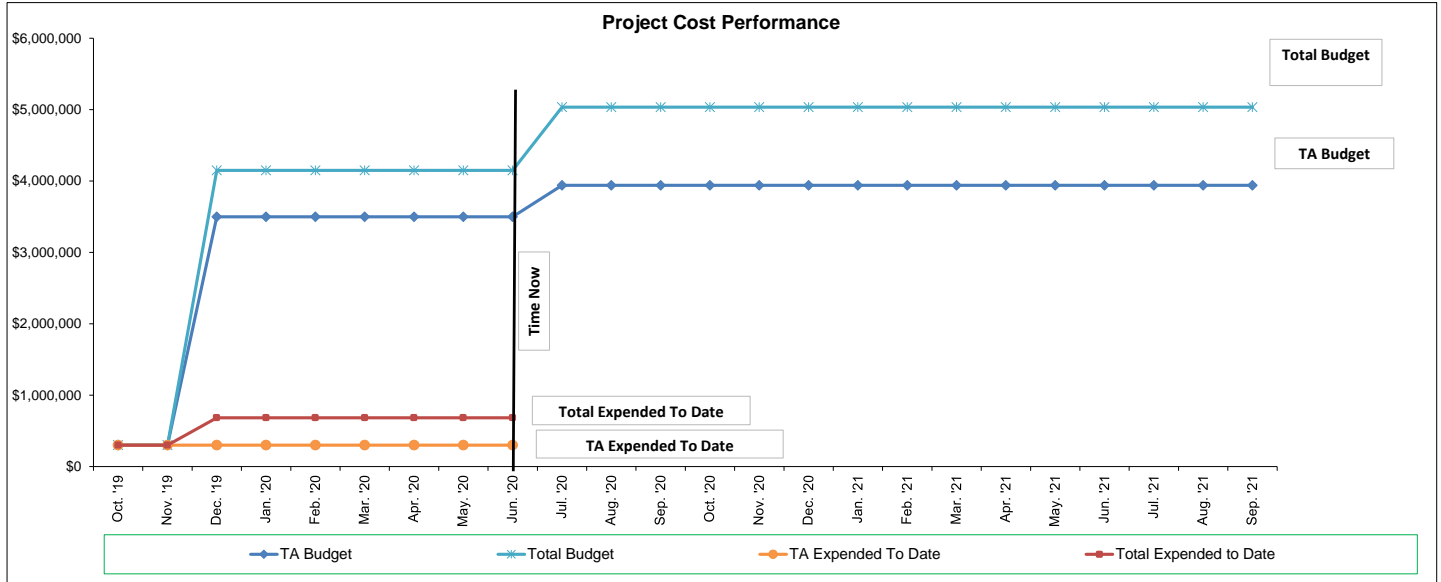
Note: Funding is \$300,000 for design and \$3,200,000 for construction

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$300,000	\$3,200,000	\$3,500,000	\$0
Others	\$650,000	\$383,338	\$266,662	\$650,000	\$0
Total Project	\$4,150,000	\$683,338	\$3,466,662	\$4,150,000	\$0



Issues: Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

000822 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

TA Role: Funding Agency

Sponsor: City of Half Moon Bay (Implementing Agency)

Scope: This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

Project Status Summary: Caltrans approved the Permit Engineering Evaluation Report (PEER) in December 2017 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is relocating PG&E and Comcast utility lines to underground in preparation of construction.

Issues:

Schedule:

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction	07/01/20	09/30/21	07/01/20	09/30/21	09/15/20	09/30/21

Progress This Quarter:

- Undergrounded the PG&E and Comcast overhead utilities.
- Prepared a construction bid package and invited construction bids on May 7, 2020.
- Opened bids on June 4, 2020.

Future Activities:

- Execute amendment to funding agreement with the TA and award construction contract.
- Prepare construction contract as well as consultant contracts for construction management, design support, landscape architecture, and materials testing.
- Obtain bond/insurance and execute construction contract.
- Conduct pre-construction meeting with contractor reps and Caltrans Resident Engineer.
- Receive and review construction schedule, obtain contractor material submittals and begin construction.
- Obtain TA Board approval for \$440,000 towards paying for higher bids than the engineers estimate/budget.
- Obtain City Council approval to award the contract.

Issues: None.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,200,000	83%	\$300,000	9%	\$3,200,000	83%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$650,000	17%	\$383,338	59%	\$650,000	17%
Total	\$3,850,000	100%	\$683,338	18%	\$3,850,000	100%

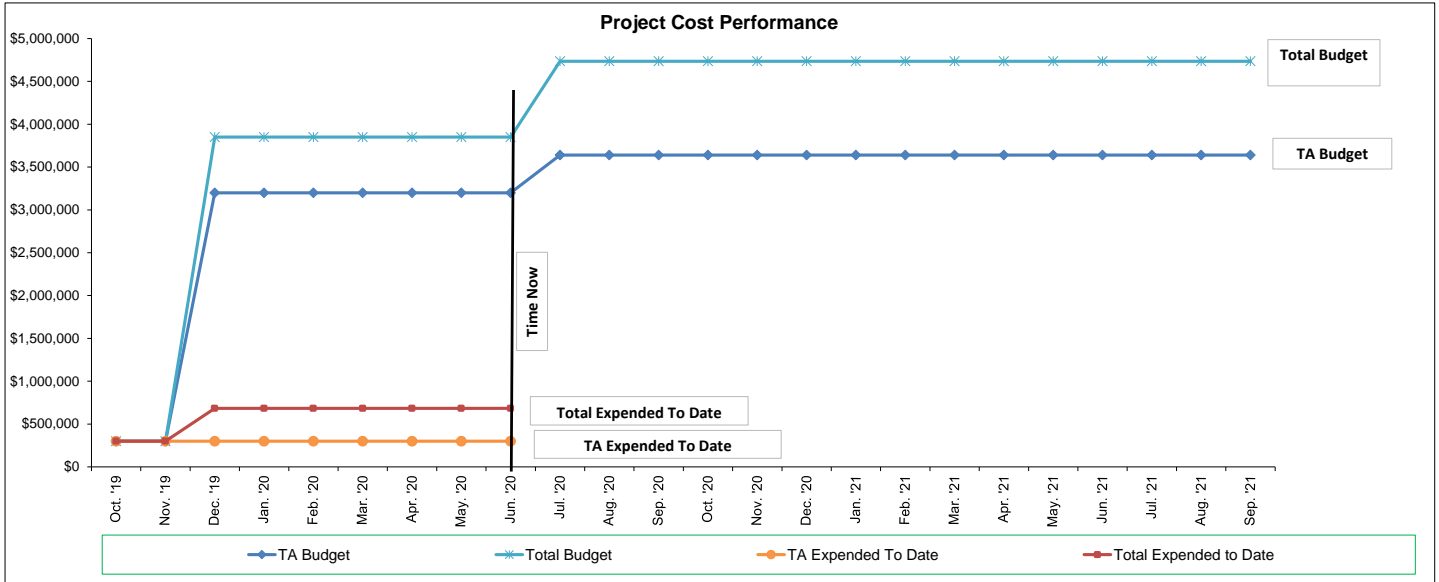
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,200,000	\$300,000	\$2,900,000	\$3,200,000	\$0
Others	\$650,000	\$383,338	\$266,662	\$650,000	\$0
Total Project	\$3,850,000	\$683,338	\$3,166,662	\$3,850,000	\$0

Note: Budget is for construction phase only.



Issues:

Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

000823 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

Scope:



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Main Street to Kehoe Avenue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection at Terrace Avenue. The existing Frontage Road will be extended south to connect with Grand Boulevard. SR 1 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

Project Status Summary:

The City has received the result of the geotechnical investigation. Sixty-five percent design is being prepared and will be submitted to Caltrans in the next quarter. Due to Covid-19, the utility investigation and pot-holing is on hold.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/20	06/15/20	12/31/20

Progress This Quarter:

- (1) Completed 65% Plans and Estimate.
- (2) Completed ADL investigations, design of retaining walls, and Right-of-Way plans.
- (3) Began 95% Plans, Specifications and Estimates.

Future Activities:

- (1) Complete storm drain design and utility investigations.
- (2) Complete landscape design.
- (2) Complete preliminary construction cost estimate.

Issues: Due to Covid-19 issues, the schedule has been delayed by approximately three months.

Funding :



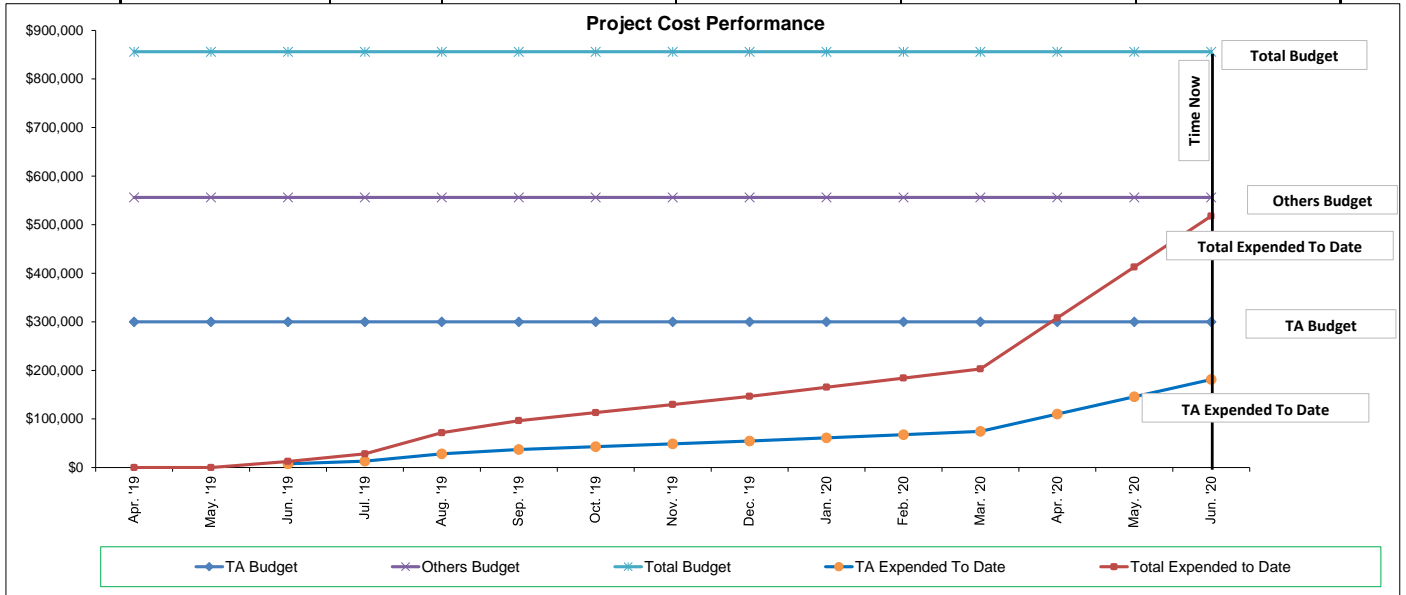
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$181,234	60%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$336,576	61%	\$556,185	65%
Total	\$856,185	100%	\$517,810	60%	\$856,185	100%

Issues: Approximately \$3 Million will be required during construction phase.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$181,234	\$118,766	\$300,000	\$0
Others	\$556,185	\$336,576	\$219,609	\$556,185	\$0
Total Project	\$856,185	\$517,810	\$338,375	\$856,185	\$0



Issues: None

100302 - U.S. 101 MANAGED LANES NORTH PROJECT

TA Role: Funding Agency / Co-Implementer/ Co-Sponsor

Sponsor: C/CAG and TA (In Coordination With SFCTA)

Scope:



This project will provide Managed Lanes on US 101 and I 280 from the terminus of US 101 Managed Lanes project in San Mateo County near the I-380 interchange into downtown San Francisco at the terminus of I 280 at 5th Street/ King Street. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Initiation Document (PID) will refine the alternatives for managed lanes based on inputs from the San Francisco Freeway Corridor Management Study Phase 2 in San Francisco County.

Project Status Summary:

A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the environmental phase of within San Mateo County (from I-380 to the San Mateo- San Francisco County line), and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. TA is working with SFCTA to close out the PID phase. Initiated a meeting with Caltrans to develop an integrated team for the next phase, Project Approval-Environmental Document (PA/ED). Preliminary schedule for the PA/ED has been developed.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	06/22/20	03/31/22	09/15/20	03/31/22

Progress (1) Completed draft Cooperative Agreement.
This Quarter: (4) Developed draft integrated team cost sharing proposal
 (5) Initiated Negotiations with Caltrans on scope sharing

Future Activities: (1) Execute agreements with Caltrans and C/CAG for PAED phase.
 (4) Initiate PA/ED phase

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$710,444	100%	\$710,444	56%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$560,705	100%	\$560,705	44%
Total	\$1,750,000	100%	\$1,271,149	100%	\$1,271,149	100%

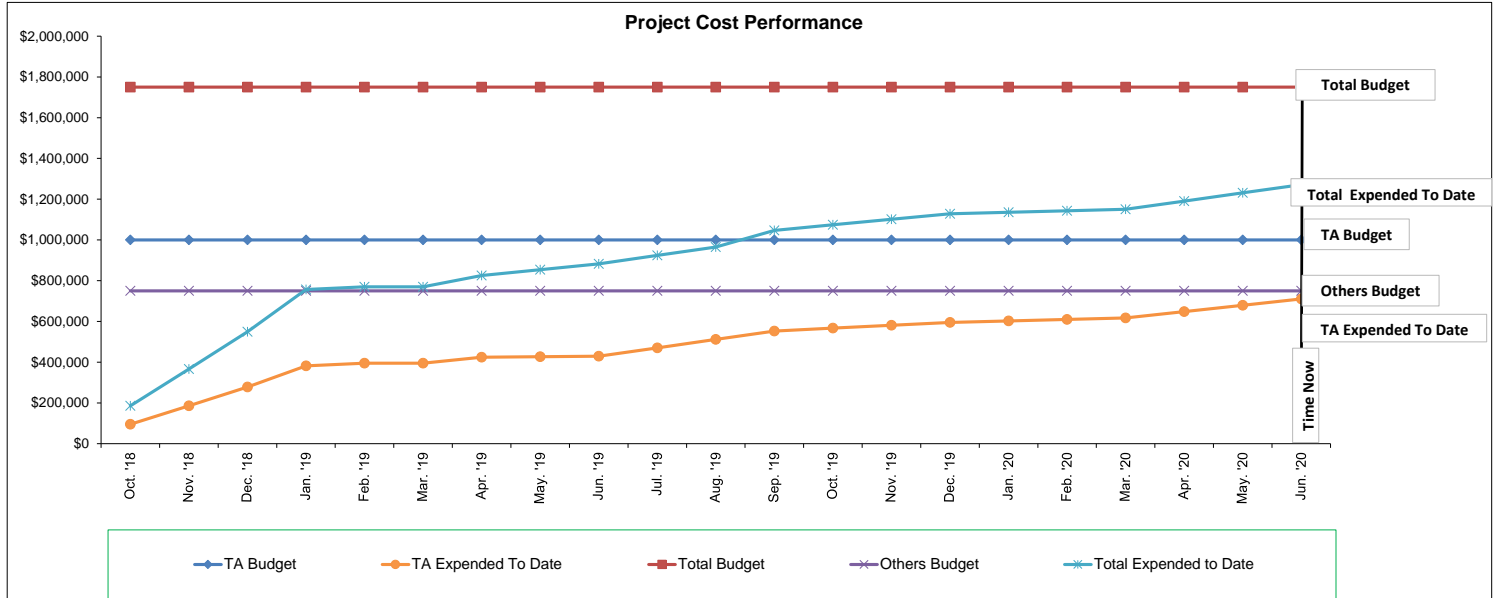
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$710,444	\$0	\$710,444	\$289,556
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$1,750,000	\$1,271,149	\$0	\$1,271,149	\$478,851

Note: Budget is for PID phase only.




Issues: None

100318 - U.S. 101 / SR 92 INTERCHANGE AREA IMPROVEMENTS PROJECT


TA Role: Cosponsors with C/CAG

Cosponsors: TA and C/CAG

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

Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	10/29/19
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21


Progress This Quarter:

- (1) Closed out PID phase with Cities of Foster City and San Mateo.
- (2) Began PAED phase.
- (3) CT scheduled first project development team meeting on July 30th.
- (4) CT sent study requests to functional units for Environmental, Utilities, Surveying, Traffic, Right of Way, and Operations for investigation and analysis.

Future Activities:

- (1) Conduct first project development team meeting.
- (2) Begin technical studies.

Issues: None

Funding: 

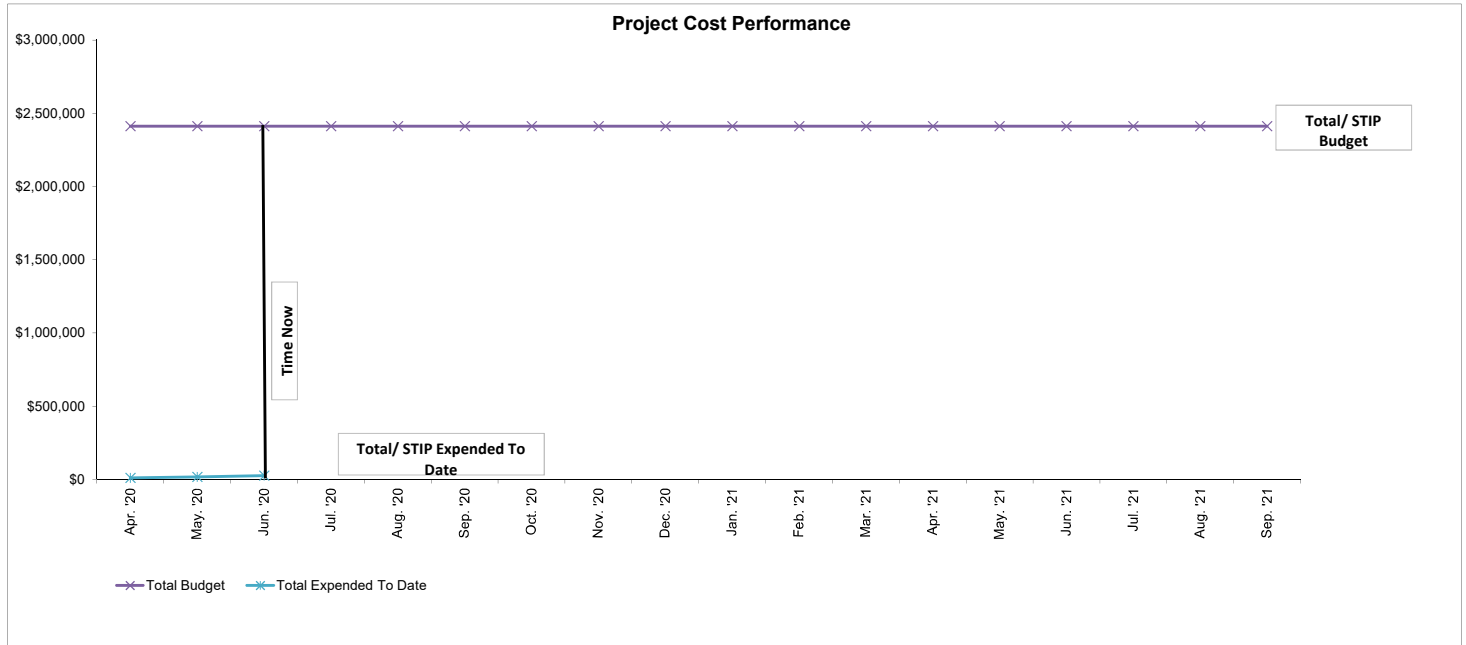
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$2,411,000	100%	\$0	0%	\$2,411,000	100%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$2,411,000	100%	\$0	0%	\$2,411,000	100%

Issues: None

Budget:




Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$0	\$2,411,000	\$2,411,000	\$0
Total Project	\$2,411,000	\$0	\$2,411,000	\$2,411,000	\$0



Issues: None


100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

TA Role: Implementing and Funding Agency
Sponsor: City of Foster City, City of San Mateo

Scope:  The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 Bridge over Seal Slough.

Project Status Summary: (1) The alternative analysis and technical studies for the Project Study Report (PSR) has been completed.
 (2) A draft PSR was submitted to Caltrans for review and Caltrans provided comments.
 (3) Currently, the PSR is being revised to incorporate the comments from Caltrans.
 (4) The Approval of a PSR will serve as a Project Initiation Document (PID) to advance the project to "Project Approval/Environmental Document (PA/ED) phase of the Project.

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	06/30/20	10/01/18	09/30/20

Progress This Quarter: (1) Addressed Caltrans comments and returned the PSR-PDS document to Caltrans for signature.
 (2) Updated Traffic Report, and Storm Water Data Report in response to Caltrans' comments
 (3) Updated project cost estimates

Future Activities: (1) Obtain approval from the Board to transfer funds remaining from the PID phase to PA/ED phase.
 (2) Refine scope/cost/schedule of the project considering full funding will be available only after the Short Range Highway Plan.
 (3) Provide Work Directive to the Joint Venture consultant for critical path items and jump-start the PA/ED phase.

Issues: None

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$883,777	41%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$7,447	33%	\$22,309	1%
Total	\$2,230,000	100%	\$891,224	41%	\$2,163,000	100%

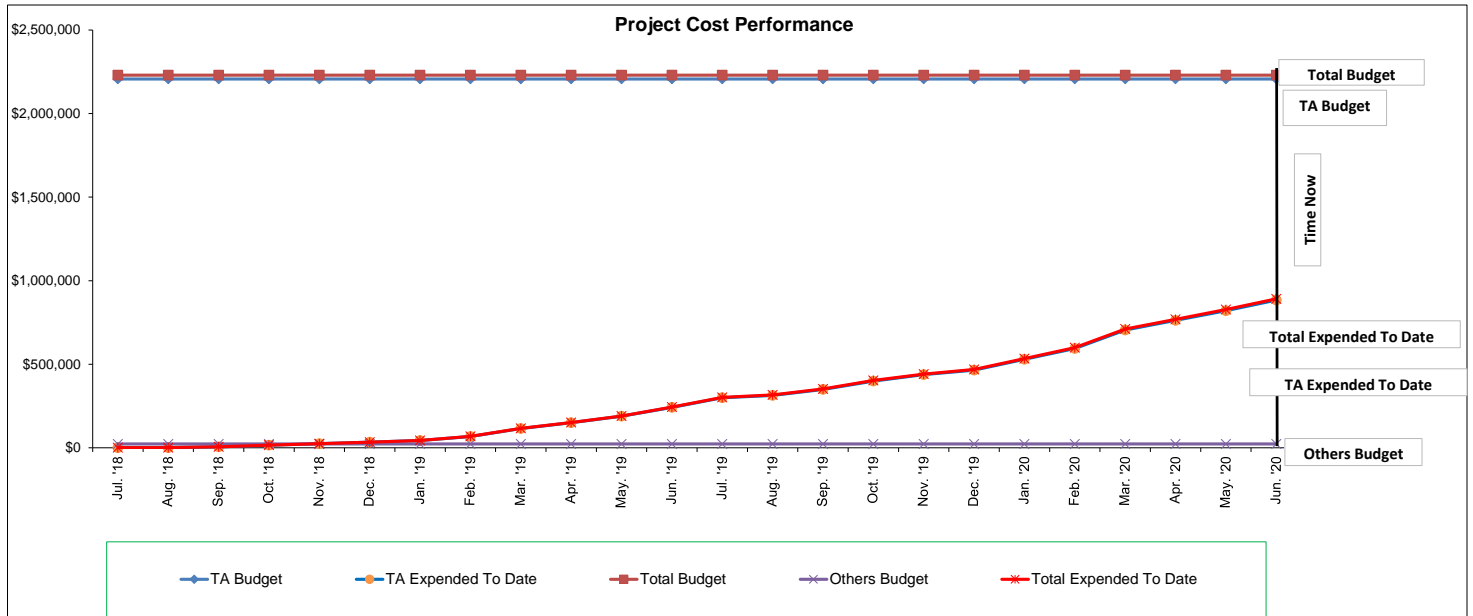
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$883,777	\$1,256,914	\$2,140,691.03	\$66,309
Others	\$23,000	\$7,447	\$14,862	\$22,309	\$691
Total Project	\$2,230,000	\$891,224	\$1,271,776	\$2,163,000	\$67,000

Note: Budget is for PID phase only.



Issues: None

TA – Caltrain Project

**TA - Caltrain Projects:
Railroad Grade Separations**

<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillsdale Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction (Scheduled for completion approximately, May 2021)</p> <p>Status: Construction continued, which included completion of installation of all mechanically stabilized earth (MSE) retaining walls, paved MSE wall north of 28th Avenue, shotcrete ramp and stair walls, installed superstructure at 31st Avenue and installed ballast north of 28th Avenue. Additionally, continued construction of retaining wall at west side of 28th Avenue and relocation of AT&T duct bank. Completed retaining walls at west side of 31st sidewalk and continued retaining walls at street. Maintained project coordination meetings between Contractor, City, Caltrain, SMCTA, Utility companies and stakeholders.</p>	<table border="1"> <thead> <tr> <th>SMCTA Budget</th> <th>Expended</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>\$74,000,000</td> <td>\$58,201,172</td> <td>\$15,798,828</td> </tr> </tbody> </table>	SMCTA Budget	Expended	Remaining	\$74,000,000	\$58,201,172	\$15,798,828
SMCTA Budget	Expended	Remaining					
\$74,000,000	\$58,201,172	\$15,798,828					

<p>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</p> <p>Scope: The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p>Phase: Preliminary Engineering/Environmental (PE/ENV) (Scheduled for completion approximately, September 2020)</p> <p>GLI g. Project team continued coordination with Electrification project regarding redesign of traction power paralleling station PS-3. Additionally, project team worked on draft contract for final design services and collaborating with Environmental team for FTA NEPA clearance process. Continued meeting with stakeholders.</p>	<table border="1"> <thead> <tr> <th>SMCTA Budget</th> <th>Expended</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>\$4,850,000</td> <td>\$3,899,210</td> <td>\$950,790</td> </tr> </tbody> </table>	SMCTA Budget	Expended	Remaining	\$4,850,000	\$3,899,210	\$950,790
SMCTA Budget	Expended	Remaining					
\$4,850,000	\$3,899,210	\$950,790					

**TA - Caltrain Projects (Continued):
Railroad Grade Separations**

00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street	SMCTA Budget	Expended	Remaining
<p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco (SSF) and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning. (Scheduled for completion approximately, April 2021)</p> <p>Status: Project team sent out mailers, updated the website and set-up virtual community meeting. Prepared, reviewed and finalized presentation for the 3rd Community Meeting. Held the 3rd community meeting on June 22, 2020. Conducted monthly Project Development Meetings (PDT).</p>	\$650,000	\$369,645	\$280,355

100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p>Phase: Planning. (Scheduled for completion approximately, July 2021)</p> <p>Status: Revised the Alternatives Matrix, specifically Alternatives 2 and 3, per feedback received at the January Workshop. Developed additional details for the stage construction of Alternative 1C. Submitted final Data Collection Memo and draft Evaluation Criteria Memo. Drafted and revised a virtual community engagement outreach strategy meeting and began development of the outreach mailer. Project team continued ongoing project coordination. Conducted Project Development Meetings (PDT).</p>	\$750,000	\$271,395	\$478,605

Ferry **Program Project**

TA - : San Mateo County Ferry Service

100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by October 2020.</p> <p>Phase: Planning.</p> <p>Status: The Water Emergency Transportation Authority (WETA) requested the project consultant team to re-examine assumptions behind ridership forecasts, which was completed. Phase II outreach was completed.</p>	\$450,000	\$273,890	\$176,110

Pedestrian and Bicycle **Program Project**

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Project Status</i>	<i>Award Date</i>	<i>Measure A Funds</i>	<i>Measure A Expended</i>	<i>Measure A Remaining</i>
Atherton	Middlefield Road Class II Bike Lanes Project	Construction	Project completed and was accepted by City Council on May 20, 2020. Project close-out documentation began.	Mar-18	\$733,000	\$219,210	\$513,790
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Construction was completed, which included City/Caltrans punch list items and contractor closed permit from Caltrans.	Mar 2016	\$882,036	\$820,983	\$61,053
Daly City	Mission Street Streetscape Project	Final design and construction	Final design was nearing completion. The city executed a funding agreement with C/CAG for Transportation Development Act Article 3 (TDA3) funds for additional pedestrian safety elements.	Mar 2018	\$810,000	\$57,673	\$752,327
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	City Council approved project final design on April 7, 2020 and was advertised for bids on June 19, 2020.	Mar 2018	\$300,000	\$0	\$300,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project consultant was preparing plans and construction estimate for 90% completion.	Mar 2018	\$315,000	\$99,399	\$215,601
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project plans, specifications and estimate were revised. City staff was preparing submittal of permit application to Caltrans and coordinate design with PG&E.	Apr 2014	\$170,000	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project staff finished 100% design of sidewalk and bike route submittal. Consultant completed 90% of Rapid Rectangular Flashing Beacons (RRFB) design submittal. City staff prepared, distributed and executed items for public outreach.	Mar 2018	\$805,600	\$32,450	\$773,150
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: Due to shelter-in-place order issued by San Mateo County, the city and contractor were discussing the status of the project.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction bidding completed and was awarded to Ray's Electric. City staff was preparing documentation for construction contract.	Mar 2018	\$375,000	\$52,850	\$322,150
Redwood City	Kennedy Safe Routes to School Project	Construction	City staff continued project close-out documentation.	Mar 2016	\$500,000	\$256,347	\$243,654
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	City staff was preparing for project acceptance by City Council. Project close-out documentation continued.	Apr 2014	\$300,000	\$300,000	\$0
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Construction continued, including intersection improvements at San Carlos Avenue and Alameda de las Pulgas and San Carlos Avenue and Phelps Drive.	Mar 2018	\$1,000,000	\$650,062	\$349,938
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff moved forward with value engineering and grant application preparation. Due to funding and Express Lane Project conflicts, project construction will be delayed.	Mar 2016	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Project consultant submitted 100% design plans to the city for review. City staff reviewed design plans and provided comments back, which were being incorporated into final design by consultant.	Mar 2018	\$380,000	\$42,500	\$337,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Project team reviewed project submittals, which included construction schedules, construction materials and traffic control plans. New water services for irrigation systems continued.	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Construction work was completed. City staff was preparing for final project acceptance by City Council.	Mar 2016	\$504,000	\$467,886	\$36,114



Definition of Terms

Active Capital Projects - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

Current Approved Budget – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

Current Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

Estimate at Completion (EAC) – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

Expended to Date – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

Issues - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

On-hold Projects – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

Original Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

Variance at Completion – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

PA/ED – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

PDT – Policy Development Team / Project Development Team

PS&E – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

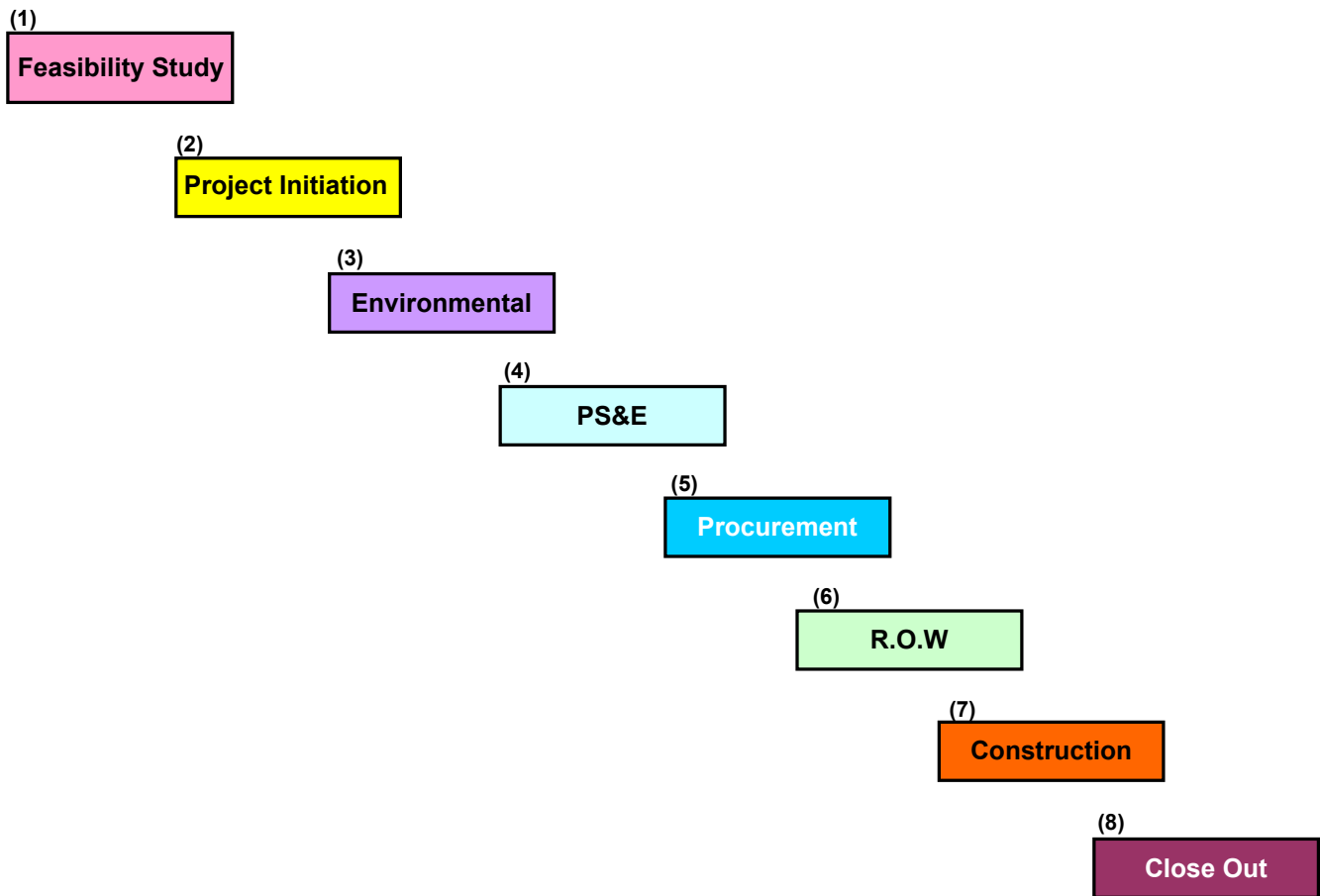
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

ROW – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



Note: Phase sequence is as shown; however some phases may overlap.



Performance Status (Traffic Light) Criteria

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



BOARD OF DIRECTORS 2020

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JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA ITEM #9
SEPTEMBER 3, 2020

MEMORANDUM

Date: August 25, 2020
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – September 3, 2020

101/Broadway Interchange

For more than 25 years, Caltrans has implemented a formal partnering program on large capital improvement projects on the California State Highway System. The program promotes open and honest communication, trust, understanding, and teamwork between Caltrans and the contractor and key stakeholders.

At the statewide 2020 Caltrans Excellence in Partnering Award Ceremony on August 18, 2020, the 101/Broadway Interchange was recognized and awarded a silver medal for projects larger than \$50 million. The \$94 million project in Burlingame was environmentally cleared and designed by the TA's consultant team and funded with federal, state and local money that included \$59 million in Measure A funds.

Short-Range Highway Plan

The purpose of the Short Range Highway Plan (SRHP) and accompanying Capital Improvement Program (CIP) is to assess highway program needs and to guide future project funding decisions. The SRHP/CIP is intended to be a 10-year outlook that includes a review of existing and future highway system conditions, as well as providing a policy framework for making investment decisions to improve congestion and safety in the County's highway and roadway network. Throughout the plan development process, the TA and the consultant team Stantec plan to reach out and coordinate with key stakeholders such as C/CAG's (City/County Association of Governments of San Mateo County) Technical Advisory Committee (TAC), which is comprised of public works directors, city planners, and engineers throughout the County. On August 20, TAC members were updated on the SRHP, the role that they have been asked to play.

Staff anticipates the SRHP/CIP will complete in Spring 2021. Following the SRHP/CIP's completion, the TA will conduct a call for projects where only those projects included in the SRHP will be considered eligible. To help guide the plan development process, staff will work with a Board ad hoc committee that will provide input and guidance.

SMCEL JPA Loan Agreement

At the July 9, 2020 meeting, the TA Board took action to authorize a loan to the San Mateo County 101 Express Lanes Joint Powers Authority (SMCEL JPA) of up to \$100 million in support of the \$581 million San Mateo 101 Express Lanes Project. On August 14, the SMCEL JPA Board took actions authorizing their Chair to execute the subject agreement.

The loan agreement would pledge future toll revenues to the repayment of the loan plus all required interest, costs, and fees during the life of the loan. The agreement sets forth the terms and conditions for the disposition of all express lanes-related revenues until the loan's final maturity, or payback in full.

Pedestrian and Bicycle Program Call for Projects

On August 7, staff released the TA's fifth Pedestrian and Bicycle Program call for projects, making available up to \$8.1 million of Measures A and W funding. A workshop was hosted by TA staff on August 12 to provide guidance, field questions regarding the call-for-projects process, and offer assistance with the new call-for-projects application materials. Applications must be received no later than Monday, September 21 for projects to be considered for funding.

TA Comments on the CHSRA DEIR/DEIS for the SF to San Jose Project Section

The California High-Speed Rail Authority (CHSRA) recently released its Draft EIR/EIS for the San Francisco to San Jose High-Speed Rail project section. Staff is working on preparing comments and plans to transmit them to CHSRA in early September. Purpose of the comment letter is primarily to support the issues and concerns of Caltrain since the Caltrain system has been a major investment of the tax dollars from the two San Mateo County Measure A's since 1988. Staff will be working closely with the PCJPB to ensure San Mateo County's interests and concerns are captured in these comments.

**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
As of August 17, 2020

The House will be returning on August 22 to vote on legislation relating to the USPS. It is unclear if anything else will be added to the agenda or if this could spur additional negotiations on the CV4 relief package. We will work with TA staff to continue advancing additional FTA funding in the next package.

FY21 Appropriations

The House has passed all but two of its annual appropriations bill; bills for homeland security and funding for the legislative branch remain unresolved. The Senate has not passed any of the FY21 appropriations bills and it appears unlikely there will be any meaningful movement on these bills prior to the election. Instead, Senate Appropriations will likely post its bill online sometime in October and use those draft bills to begin informal conference talks with the House. This approach has been done before for individual bills, but – if it happens – this would be the first time all 12 bills move this way. We will keep the TA posted, but we do not expect there to be a whole lot of movement until after Labor Day.

Next COVID bill

Much of this is playing out in the press and, for now, both sides are digging in pretty hard. Speaker Pelosi has conducted a series of negotiations with the White House but little progress has been made. Recall, the House passed the HEROES Act (HR 6800) on May 15. It provides about \$3.5t in wide array of COVID relief funding building largely on what was in the CARES Act. Senator McConnell introduced the \$1.1t HEALS Act – HEALS is a series of bills – on July 27. The Senate has not addressed the HEALS package and Senator McConnell has not been an active participant in the ongoing negotiations. The clearest sticking points are the overall price tag of the next bill, enhanced UI benefits, and aid to states/cities. There are hundreds of other, smaller, issues that will not be addressed until these big-ticket items are addressed. It is unclear what, if any, impact the recent executive orders or attention to the USPS will have on the negotiations or what it will take to bring both sides back to the table.

Endgame

Clearly, much will depend on how the COVID negotiations resolve. It is clear, however, that a continuing resolution will be required to keep the government funded past September 30 and increasingly likely the COVID package could be attached to the CR. (Or, vice versa). Early efforts indicate the CR will run to mid-November – 11/13 or 11/20 are the most likely dates – but nothing has been decided yet and a shutdown remains a possibility. The current surface transportation law expires on September 30 and will also require an extension. Other authorizing bills, such as NDAA and WRDA, are racing to be completed in September or in the lame duck. Both the House and Senate plan to recess by October 2, but that is not set in stone, either.



August 14, 2020

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

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER

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 on August 31. 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. *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. SMCTA will continue to monitor this bill and is working with the author on resolving the above concerns.

SB 743 Implementation

In 2013, the legislature enacted SB 743 (Steinberg), Chapter 386, Statutes of 2013, which provided the City of Sacramento with an exemption under the California Environmental Quality Act (CEQA) to build a sports arena for the Sacramento Kings. The bill has since been used as a template by the Governor's Office of Planning and Research as a blueprint for reducing vehicles miles traveled on the state highway system and instead promoting active transportation or public transit projects. Caltrans is charged with the responsibility of implementing guidance by September 15. As this could impact SMCTA's efforts to complete the 101 HOT Lane network to the City/County border with San Francisco, as well as prospective investments along Highway 92, staff has been working with the Self-Help Counties Coalition and also collaborated with CCAG on comments submitted to Caltrans on June 15. On July 1, Caltrans adopted the guidance without any changes.

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.

On June 22, Governor Newsom announced appointments to the CTC. The Governor selected Lee Ann Eager and Rocco Davis to fill a vacancy left by the resignation of Tamika Butler, and succeed Paul Van Konynenburg, who was serving as Chair. Commissioner Lucy Dunn remains on the CTC as well. Commissioner Eager has been president and chief executive officer at the Fresno County Economic Development Corporation since 2009, while Commissioner Davis has been vice president and regional manager of Laborers’ International Union of North America (LiUNA) since 2001. Another vacancy has been created with Governor Newsom’s decision to not reappoint Commissioner Lucy Dunn for another term. The Governor has filled that position by appointing Michele Martinez, a Santa Ana City Councilmember. On August 12, Hilary Norton was nominated to serve as Chair, and Bob Avarado as Vice-Chair. The Bay Area only has two representatives, Vice-Chair Bob Alvarado and Carl Guardino. Traditionally, there was sensitivity to geographic representation, but Executive Order N-19-19 has placed a greater emphasis on philosophical compatibility.

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 – September 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2730 Cervantes (D)</p> <p>Paratransit Services</p>	<p>8/14/2020</p> <p>Senate Governmental Organization Committee</p>	<p>This bill would require 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 7/9/2020</p>	<p>Watch</p>
<p>SB 146 Beall (D)</p> <p>Brown Act Exemptions: SCS Planning</p>	<p>8/13/2020</p> <p>Assembly Floor</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>Watch</p>
<p>SB 288 Wiener (D)</p> <p>CEQA Modifications for Transit</p>	<p>8/12/2020</p> <p>Assembly Appropriations Committee</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; and projects for the repair or rehabilitation of publicly owned local, major or minor collector, or minor arterial or major arterial bridges, as specified.</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 6/3/2020</p>	<p>Supported</p> <p>8/6/2020</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>Two-Year Bill</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>Supported</p> <p>9/5/19</p>

SMCTA Bill Matrix – September 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 1291 Committee on Transportation</p> <p>Federal Statewide Transportation Improvement Program: Filing Waiver for 2020</p>	<p>8/14/2020</p> <p>Assembly Appropriations Committee</p> <p>Set for Hearing on 8/18</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>
<p>SB 1351 Beall (D)</p> <p>Transportation Planning</p>	<p>8/11/2020</p> <p>Assembly Appropriations Committee</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>

SMCTA Bill Matrix – September 2020

Measure	Status	Bill Summary	Recommended Position
<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>
<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 communities most negatively impacted by COVID-19.</i> More information is needed to assess the impact on local sales tax measure expenditure plans.</p>	<p style="text-align: center;">Watch</p>
<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>	<p style="text-align: center;">Watch</p>
<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>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2020

Measure	Status	Bill Summary	Recommended Position
<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>	<p>Watch</p>
<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>

SMCTA Bill Matrix – September 2020

Measure	Status	Bill Summary	Recommended Position
<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>
<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 <i>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.</i> Amended on 5/4/2020</p>	<p>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>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>Watch</p>

SMCTA Bill Matrix – September 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 – September 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 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>
<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 style="text-align: center;">Supported Introduced version</p> <p style="text-align: center;">4/2/2020</p> <p style="text-align: center;">N/A</p>

SMCTA Bill Matrix – September 2020

Measure	Status	Bill Summary	Recommended Position
<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>
<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>Watch</p>

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **SAN MATEO COUNTY TRANSIT DISTRICT SHUTTLE STUDY UPDATE**

ACTION

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

SIGNIFICANCE

SamTrans, Caltrain, and the Transportation Authority (TA) jointly fund 45 shuttle routes that provide service across 18 cities and provide first/last mile connections to 16 Caltrain and/or BART stations. Funding for these shuttles include TA, local, employer, and regional grant funds. Even though many of these routes receive funding from private sector employers, they are all open to the public.

While the near-term impacts of COVID19 are not yet certain, long-term demand for transit service on the Peninsula is expected to grow due to increased development, electrified Caltrain service, implementation of the Caltrain service vision, and the implementation of Reimagine SamTrans. Demand for first/last mile connectivity to Caltrain, and to complement the new SamTrans route network, will put pressure on the existing shuttle system as costs and funding may make it difficult to scale.

Initiated in January 2020, the Shuttle Study (which is funded by SamTrans and Caltrain) aims to identify ways for the shuttle system to adapt to these changing conditions. Key outcomes will include how to measure success in the shuttle program, whether the program should be organized or managed differently, how shuttles are defined, and alternative funding allocations in the future.

At the September 3 meeting, staff will present a study update, including an overview of the scope, the full schedule with key milestones, and a summary of the shuttle program with key issues and trends that the study will address. The study is expected to be complete by early 2021.

BACKGROUND

The TA 2004 Transportation Expenditure Plan states that four percent of Measure A sales tax revenue collected are to be used for the operation of local shuttles. Purpose of the San Mateo County Shuttle Program is to provide matching funds for the operation of local shuttle services that provide access to regional transit and/or meet local mobility needs and are open to the general public. In light of increasing costs of operating these local shuttle operations, the Shuttle Study will, among other things, help provide guidance on how to invest limited dollars on the shuttles that best serve San Mateo County users.

Prepared By: Daniel Shockley, Strategic Planning

650-508-6382

Peninsula Shuttle Study

STUDY OVERVIEW

Presented to SamTrans Board of Directors
September 2, 2020

Transportation Authority
Board of Directors Meeting, Item #11a
September 3, 2020



Program Overview

37 Commuter shuttle routes

8 Community shuttle routes

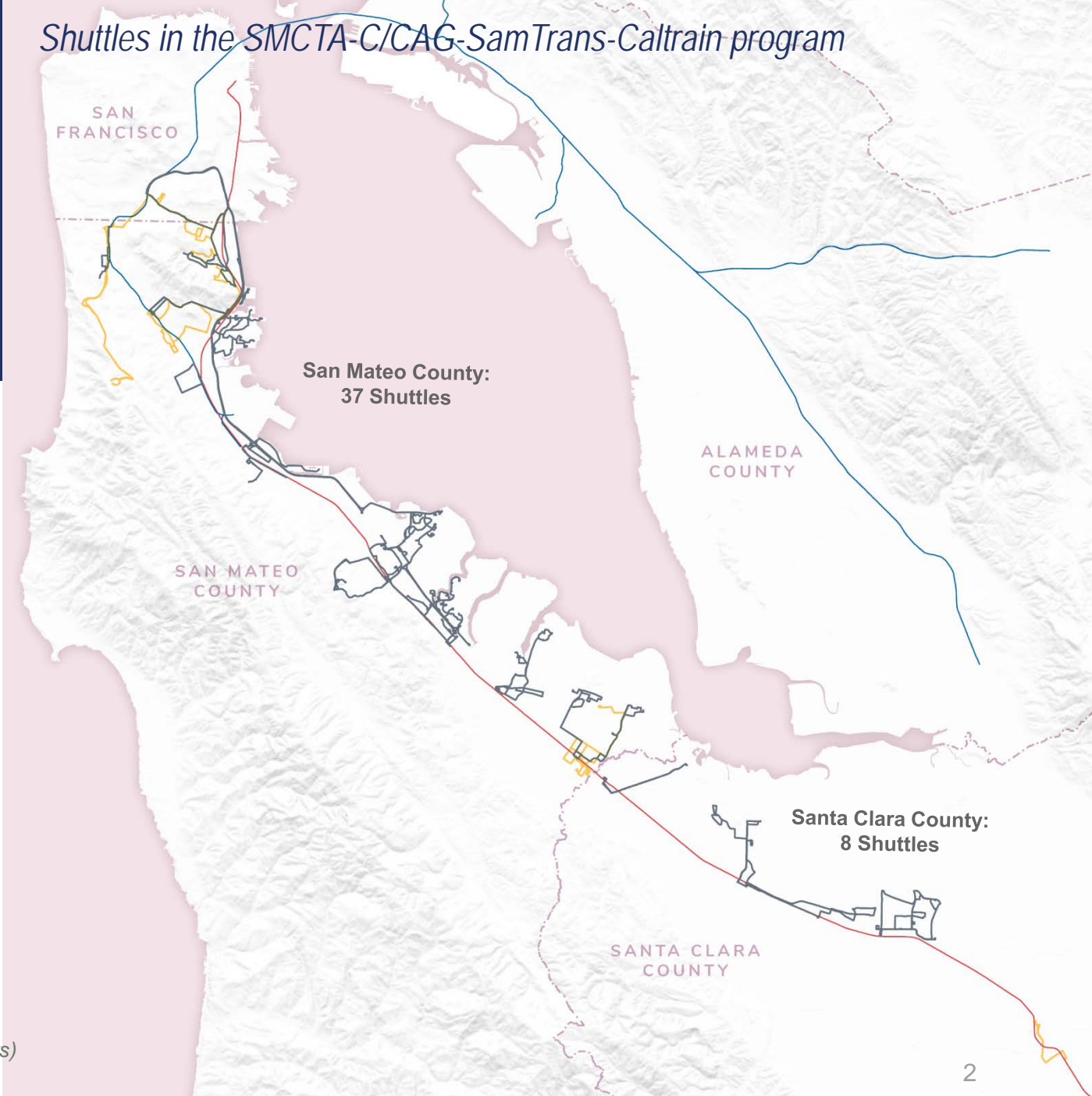
5,200 Daily Riders in 2019

34% Funding from private sector

14 Shuttle managers

(Includes SamTrans/Caltrain, SMCTA, Commute.org, Cities, Employers)

Shuttles in the SMCTA-C/CAG-SamTrans-Caltrain program



Shuttle Program Goals

What is a Shuttle?

A shuttle is a short transit service oriented toward first/last mile or community needs.

Shuttle Program Focus

Provide first/last mile connections with regional transit service

Measure A Expenditure Plan,
C/CAG Transportation Plan,
Commute.org Strategic Plan

Maximize ridership to help reduce corridor congestion

Measure A Expenditure Plan,
SamTrans Business Plan,
Commute.org Strategic Plan

Sustain & enhance local mobility for transit reliant populations

Measure A Expenditure Plan,
SamTrans Business Plan

Bus Focus

What Distinguishes the Shuttle Program?



Timed transfers with regional transit



Fill gaps in the transit network

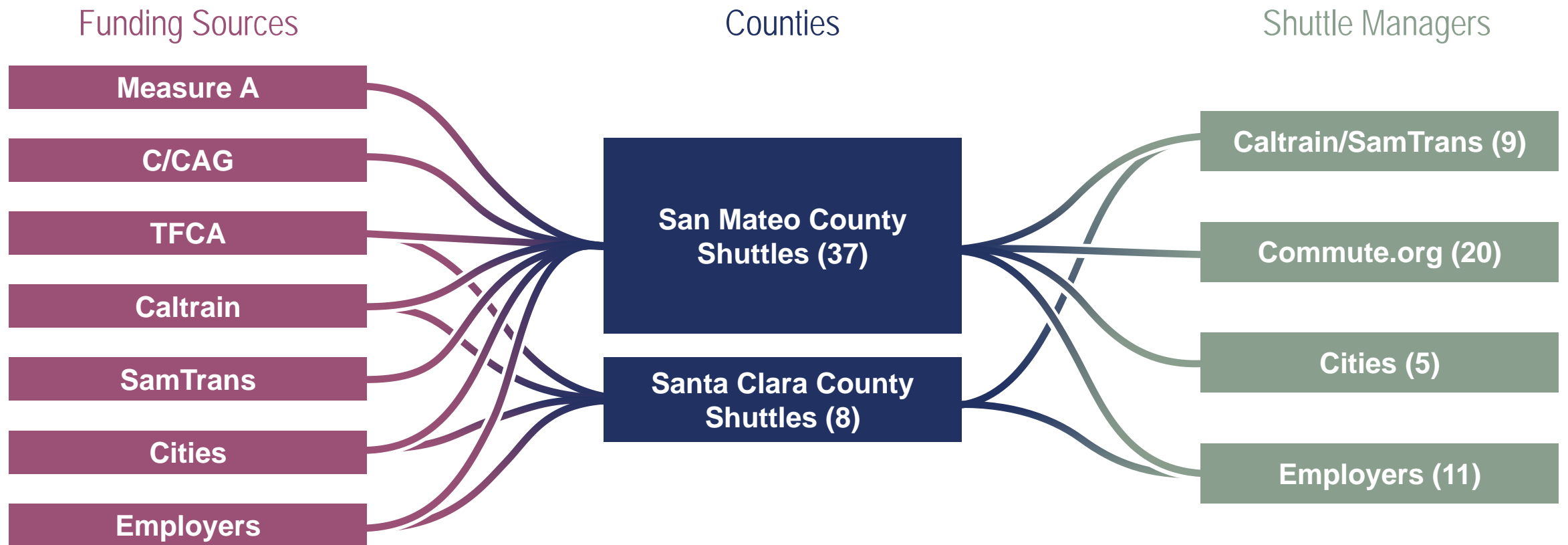


Partially funded by private sector or local jurisdictions



Fares are typically free

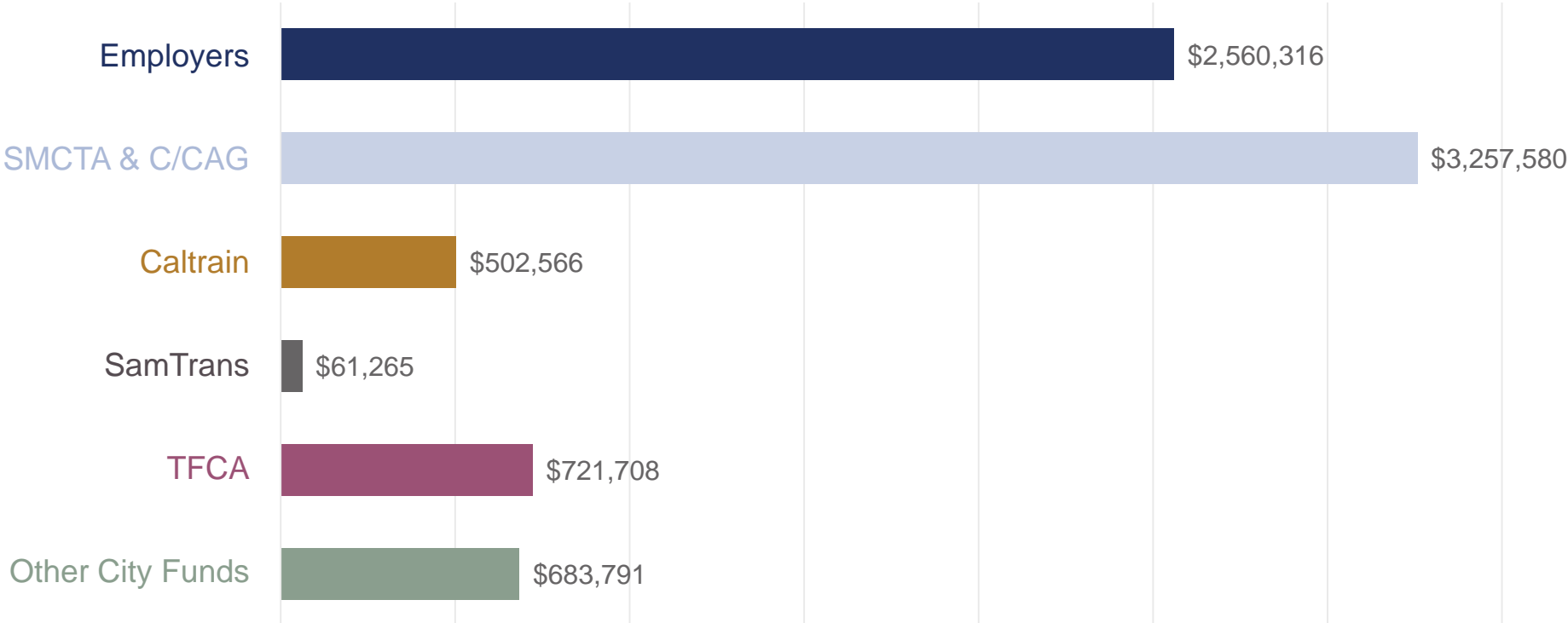
Complicated Funding Structure



* Five San Mateo County routes also serve stations in San Francisco

Program Funding Sources

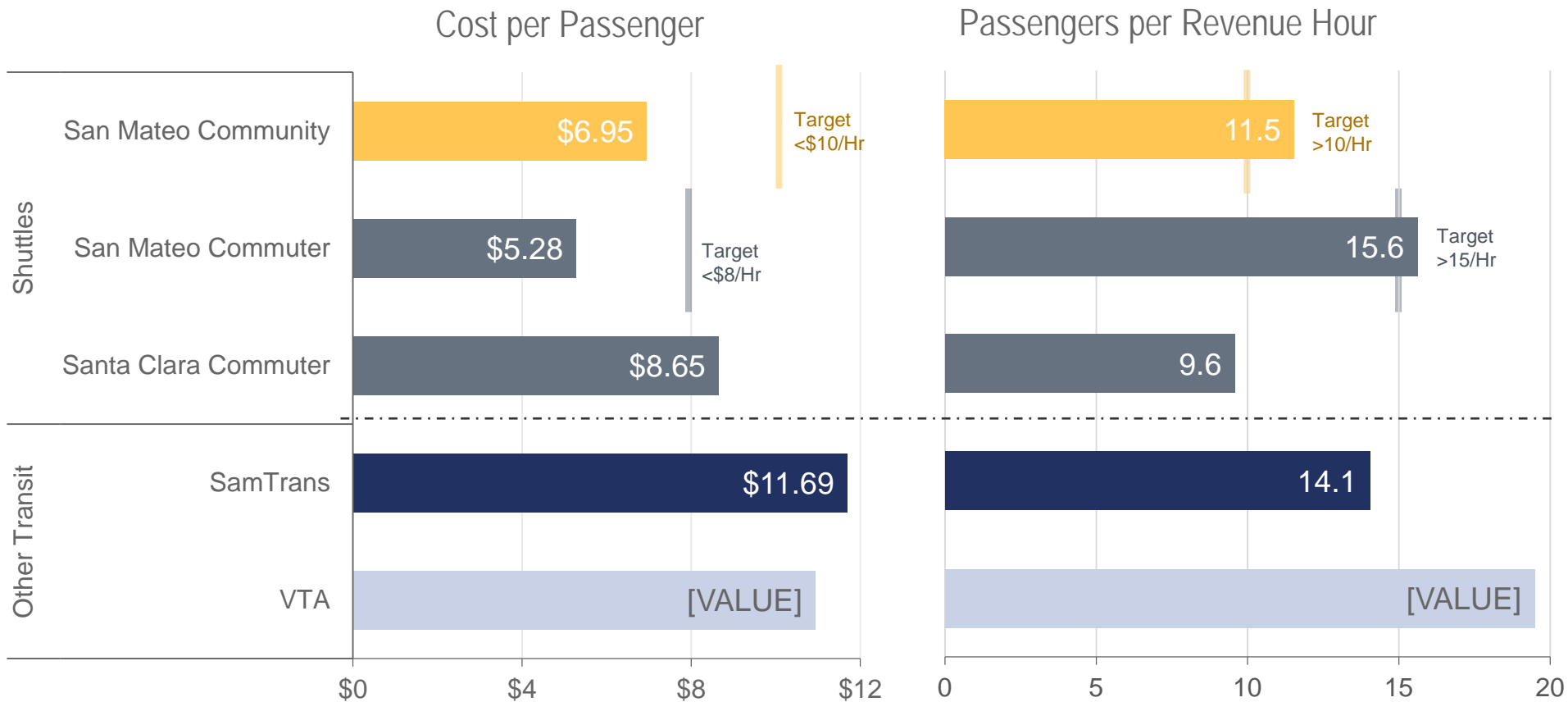
Shuttle Program Funding Sources, FY 2019



About **34%** of program funding comes from employers.

The remainder is public funding from Measure A, Measure W, TFCA, Caltrain, SamTrans, and cities.

Varying Productivity & Financial Effectiveness



16 of 37 shuttles met performance targets in San Mateo County for the SMCTA-C/CAG program in 2019.

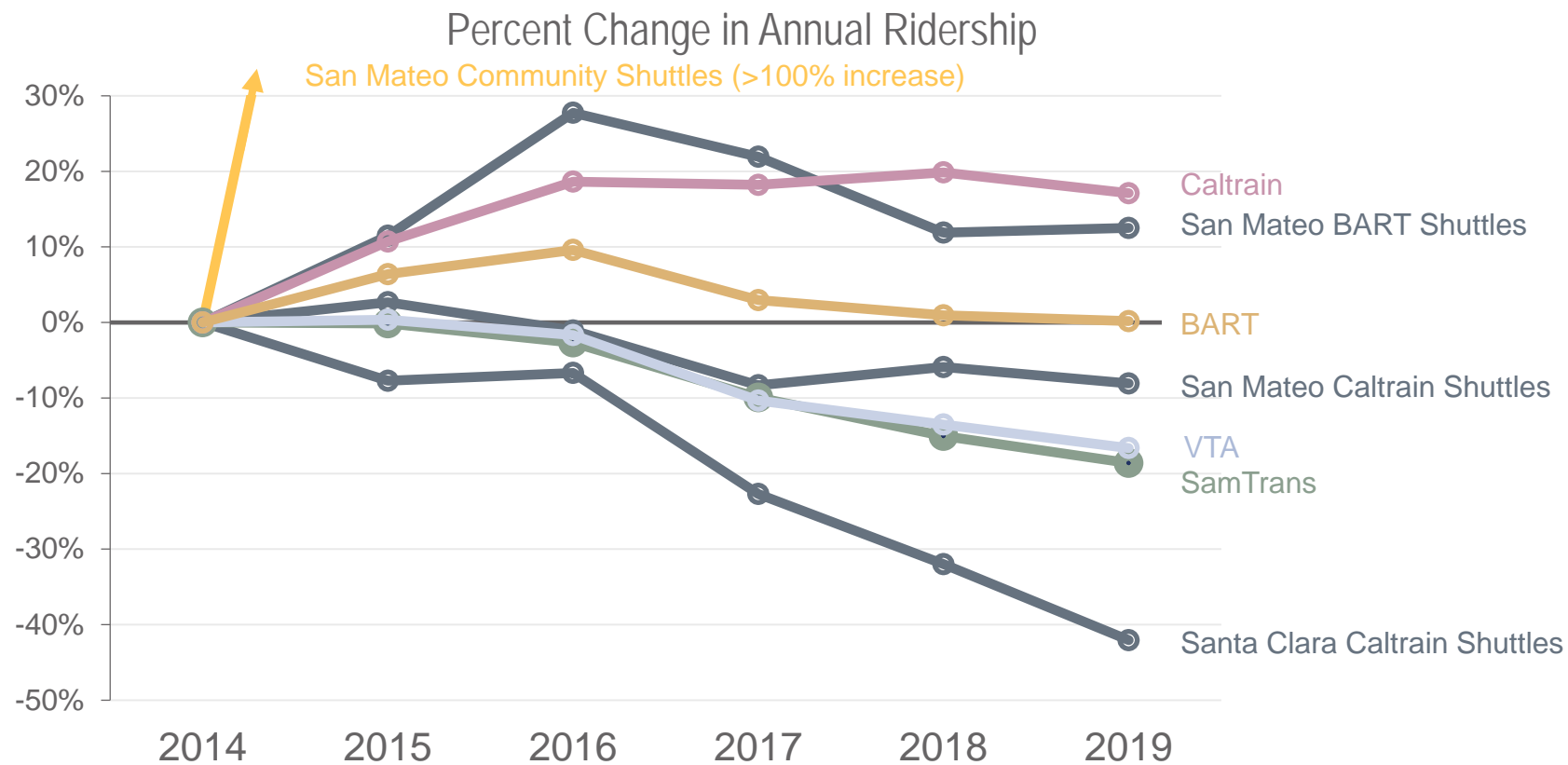
SMCTA-C/CAG Performance Targets

Cost per Passenger:
\$8 (Commuter); \$10 (Community)

Passengers per Revenue Hour:
15 (Commuter); 10 (Community)

Santa Clara County shuttles do not have any performance targets. SamTrans and VTA also have a target of 15 passengers per revenue hour.

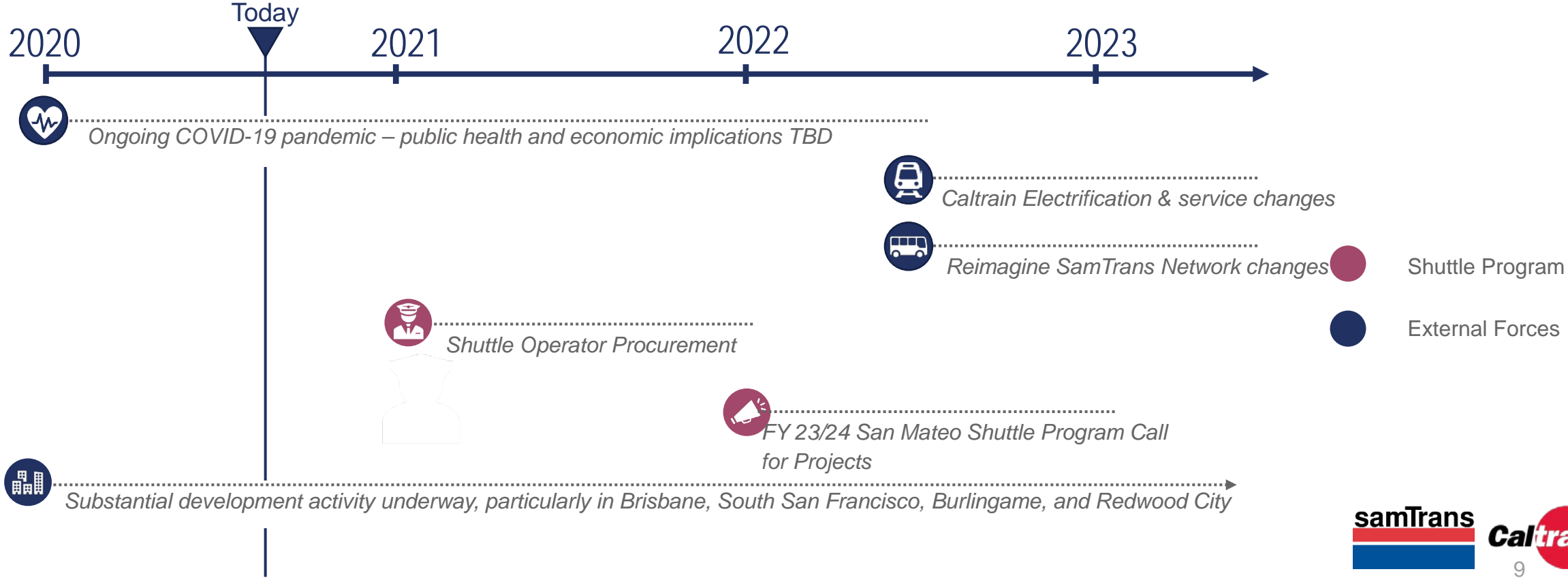
Shuttle Ridership is Declining Overall



Change in Ridership by Route



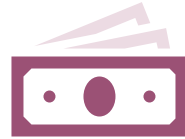
Context: 2020-2023



Near-Term Program Challenges



Operating Costs Expected to Increase Significantly in FY23



Fixed Funding Levels may not be Sufficient to Sustain Program



Development Pipeline & Electrification Fueling Demand



COVID-19 & Economic Uncertainty

Study Scope

This study will focus on how the shuttle program could emerge from COVID-19 and adapt to Caltrain Electrification, Reimagine SamTrans, and long-term corridor changes.

Outreach

- Staff working group
- Executive steering committee
- Contacted 45 agencies/entities
- 20+ meetings to date

Existing/Future Conditions

- Shuttle performance and efficiency evaluation
- Identify future operating and funding context








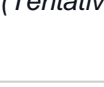




Develop new Shuttle Service Vision

- Clarify Shuttle Program goals
- Examine if shuttle and bus service should be integrated with Reimagine SamTrans
- Prepare the shuttle program for increased demand associated with Caltrain electrification and new development
- Provide better guidance for the San Mateo County Shuttle Program Call for Projects

Develop new Shuttle Management Vision

- Address shuttle organization, management, and administrative needs
- Consider a long-term funding strategy

Study Schedule

	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	December 20	January-21	February 21	March-21
Existing & Future Conditions Analysis					 									
Shuttle Service Scenarios														
Shuttle Management Scenarios									 					
Final Report										<i>(Tentative)</i>  		 		
Implementation												<i>(Tentative)</i>		<i>(Onward after approval)</i>



Staff Working Group Meeting



Board of Directors Meetings



Executive Steering Committee Meeting

What We've Learned So Far

1. **The shuttle program is not well equipped to meet growing demand.** While COVID-19 presents significant uncertainties, the program is not well positioned to grow service to support development activity and Caltrain Electrification.
2. **The program is complicated,** both for transit users and from an organizational perspective.
3. **Changes are coming... but what kind?** Operating costs are expected to rise while funding remains flat. Reroute SamTrans presents opportunities to assess the roles of shuttles and buses and consider various options to adapt.

Next Steps

- **Summer 2020:** Refinement of Shuttle Service scenario alternatives.
 - Currently under internal review
- **Fall 2020:** Present study update to relevant Boards
- **Winter 2020:** Development of Shuttle Management scenario alternatives.
- **Spring 2021:** Seek Board approval of service and management scenario alternatives.

FOR MORE INFORMATION

DANIEL SHOCKLEY, SENIOR PLANNER

SHOCKLEYD@SAMTRANS.COM

650.508.6382



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **ALTERNATIVE CONGESTION RELIEF PROGRAM UPDATE**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year.

This item features a report highlighting the Alternative Congestion Relief Program. At the September TA Board meeting, John Ford of Commute.org will be presenting the agency's annual program update for Fiscal Year 2021.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA allocates Measure A funding to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to support its operations. With this funding, Commute.org implements a Countywide Transportation Demand Management Plan to reduce traffic congestion in San Mateo County. Commute.org's work plan includes, but is not limited to: employer and community outreach; shuttle marketing and management; and van and carpool incentive programs.

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



Wherever You Work,
However You Commute.

We're Here For You. [Commute.org](https://www.commute.org)

Presentation for:
San Mateo County Transportation Authority
Citizens Advisory Committee (9/1/2020), Board of Directors (9/3/2020)

Presentation Outline

- Agency Update
- FY 2020-2021 Work Plan Highlights
- Programs Review
- Discussion

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Commute.org

Agency Overview

- **Structure:**
 - JPA – 18 members
 - Board – elected officials
 - Staff – 8 full-time, 1 AmeriCorps Fellow
- **Funding Partners:**
 - San Mateo County Transportation Authority
 - C/CAG
 - Bay Area Air Quality Management District (TFCA via C/CAG)
 - Private Sector Employers, Property Managers, Cities

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Commute.org

Board of Directors

Michael Lempres
Atherton

Emily Beach**
Burlingame

Carlos Romero
East Palo Alto

Shawn Christianson
Hillsborough

Giselle Hale
Redwood City

Rick Bonilla
San Mateo

Davina Hurt
Belmont

Rae Gonzalez
Colma

Richa Awasthi
Foster City

Reuben Holober
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Rico Medina
San Bruno

Richard Garbarino
South San Francisco

Clifford Lentz*
Brisbane

Pamela DiGiovanni
Daly City

Robert Brownstone
Half Moon Bay

Mike O'Neill
Pacifica

Sara McDowell
San Carlos

David Canepa
County of San Mateo



Commute.org

* Chair

** Vice Chair

Roster as of 8/2020

Commute.org Mission



Reduce Vehicle Miles Traveled (VMT) and Single-Occupant Vehicle (SOV) trips by commuters in San Mateo County

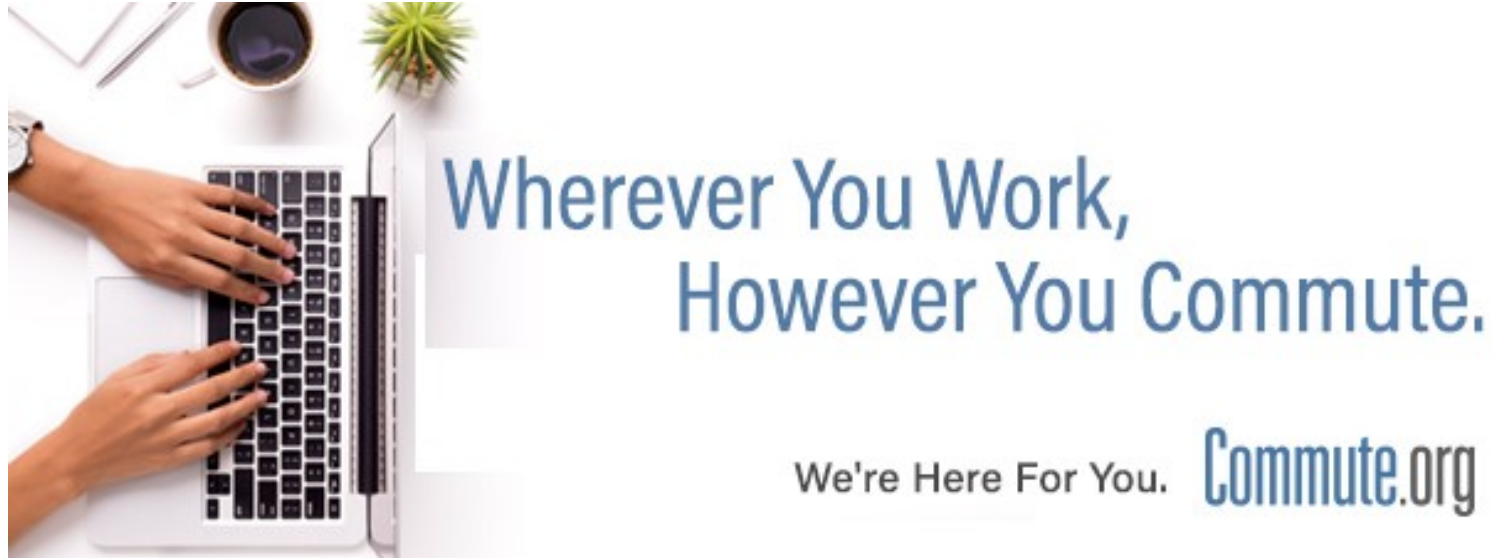
Work Plan Highlights

- Pandemic Response
- Engage with Employers in New and Better Ways
- New and Updated Commuter Programs
- Challenges and Special Events
- Manage Shuttle Program through Pandemic
- Strategic Plan Update for 2021-2025
- Website Project

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Commute.org

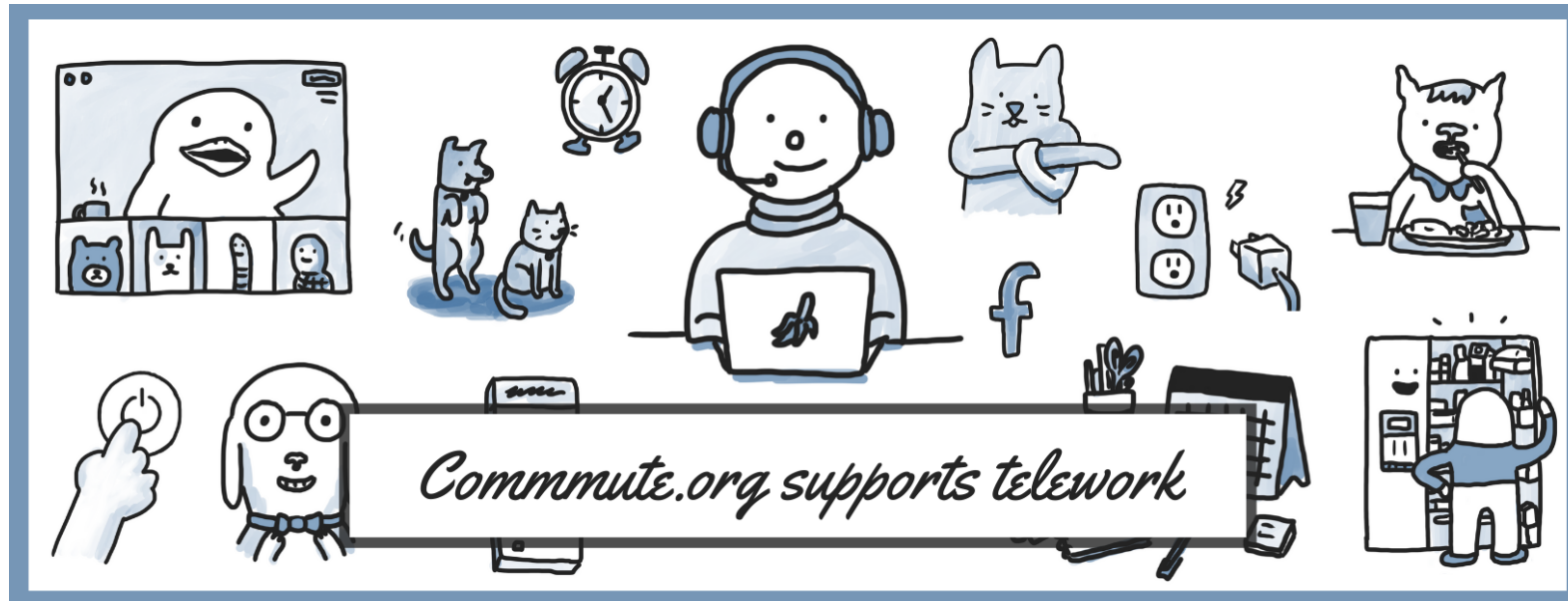
Pandemic Response



Commute.org

- **Stay engaged with commuters and employers during the pandemic by providing support and assistance to frontline organizations where employees continue to work on-site as well as to organizations that have shifted to a remote work model**

Pandemic Response



Commmute.org

- Support employers and employees who are able to work remotely during the pandemic and may be able to do so in the post-COVID era
- Encourage adoption of remote work as a long-term alternative where possible

Pandemic Response



**Carpoolers
= \$100***

Get rewarded at [Commute.org](https://www.commute.org)

*Visit [Commute.org](https://www.commute.org) for program details and limitations. Funding By:  



- **Pause aggressive outreach and messaging efforts, but continue to support commuters and build for the future**
- **Mitigate the potential increase in congestion resulting from the decrease in commuters choosing shared mobility options**

Pandemic Response



Commute.org

- Provide education, training, and incentives to commuters who are looking for non-drive alone alternatives – get them ready to return to work with bicycling as an option
- Collaboration with SVBC, PCE, cities confirms that bicycling is positioned to gain mode share in the post-COVID period

Shuttle Program



Commute.org

- **Continued operation during COVID**
- **Route reductions, suspensions, consolidations**
- **Ridership in July 2020: up 22.5% from June, down 86% from prior year**
- **22 routes under Commute.org management (26 contracted routes)**

Shuttle Ridership by Fiscal Year



Discussion

Commute.org

John Ford
Executive Director
PH: 650/588-8170 x105
john@commute.org



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **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**

ACTION

Staff proposes the Board:

1. Program and allocate \$524,611 in Measure A Alternative Congestion Relief (ACR) Program funds to Commute.org for the Countywide Congestion Relief Program for Fiscal Year (FY) 2021.
2. Authorize the Executive Director or his designee to execute any necessary agreements or other documents and take any other actions necessary to encumber the subject funding.

SIGNIFICANCE

Pursuant to the 2004 Transportation Expenditure Plan, one percent of the Measure A sales tax funds are set aside for the ACR Program. Commute.org has historically received an annual allocation of Measure A funding to support their commute alternative programs.

This allocation will help fund the following activities in FY2021: employer outreach and support services; administration of the shuttle program; commuter outreach and incentive programs; and the development of public/private partnerships in support of reducing traffic congestion in San Mateo County. While a portion of the allocation will be used to support shuttle program administration, the ACR category does not fund shuttle operations.

BUDGET

Funding for this request will come from the budget included in the ACR Category for FY 2021.

BACKGROUND

Commute.org serves as San Mateo County's Transportation Demand Management Agency. The agency is a joint powers authority with 18 member-agencies, including the County of San Mateo and the 17 cities and towns in the County of San Mateo.

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

RESOLUTION NO. 2020 –

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

* * *

**ALLOCATING \$524,611 IN MEASURE A ALTERNATIVE CONGESTION RELIEF FUNDS TO THE
PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE FOR FISCAL YEAR 2021**

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 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 designates one percent of the Measure A revenues to fund the Alternative Congestion Relief (ACR) Program; and

WHEREAS, the Peninsula Traffic Congestion Relief Alliance (Commute.org) has requested \$524,611 in Measure A ACR funds for the support of its Fiscal Year 2020-2021 Work Plan, which consists of, but is not limited to: (1) employer outreach and support services that include a guaranteed emergency ride home program, bicycle parking incentives and bicycle safety workshops; (2) an employer-based shuttle program; (3) commuter outreach and incentive programs that include direct marketing, vanpool/carpool/school pool/transit incentive programs and Bike to Work Day; and (4) the development of public/private partnerships in support of reducing traffic congestion in San Mateo County, including community-based mobility services; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 TEP and TA Strategic Plan 2020-2024.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority allocates Measure A ACR funds in the amount of \$524,611 to Commute.org for the support of its Fiscal Year 2020-2021 programs; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute any necessary agreements or other documents, and to take any other actions necessary, to give effect to this resolution.

Regularly passed and adopted this 3rd day of September, 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: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **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**

ACTION

Staff recommends the Board take the following actions:

1. Reprogram and reallocate \$1,000,000 in Measure A funds from the Project Initiation Document (PID) phase to Project Approval/Environmental Document (PA/ED) phase of the US101/SR 92 Direct Connector Project (Project); and
2. Authorize the Executive Director or his designee to execute any necessary agreements or other documents and take any additional actions necessary to give effect to this action.

SIGNIFICANCE

The US 101/SR 92 Interchange is a major facility that serves substantial regional traffic as well as local street connections. There are no existing High Occupancy Vehicle (HOV) bypasses or lane designations for the connecting ramps at US 101 and SR 92 that might provide incentives for carpool or transit use. There are substantial delays and congestion within the interchange area caused by heavy traffic volumes and inadequate capacity during peak periods, without any options for multi-occupant vehicles to bypass the existing congested conditions. In addition, inefficient weaving and merging at the interchange ramp connections contribute to the existing congestion. Congestion and weaving conflicts also contribute to higher than average collision rates at ramp and connector locations throughout the Project limits.

The San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG), as Project co-sponsors, have been working with the California Department of Transportation (Caltrans) to construct express lanes in both the northbound and southbound directions on US101 from the San Mateo

- Santa Clara County border to I-380. These express lanes pass through the US 101/SR 92 Interchange. The Project, when completed, will accomplish the following:

- Substantially reduce the travel time of the HOV vehicles and public transit vehicles as they bypass traffic to access or exit the express lanes,
- Improve the operational efficiency for multi-occupant vehicles and express lane users traveling between US 101 and SR 92 (when using SR 92 east of US 101),
- Increase person throughput (the number of people moved) within the Project limits, and
- Encourage carpooling and transit use.

The TA Board of Directors (Board) allocated \$2,230,000 for the PID phase of the Project on February 1, 2018 pursuant to Resolution 2018-05. The PID is now substantially complete, and staff estimates that \$1,000,000 of the TA allocation will remain unspent at the completion of the PID. As the next cycle of Measure A Highway Program Category funds is not anticipated to be programmed and allocated until after the Short Range Highway Plan is complete around mid-2021, staff recommends the Board reprogram and reallocate the Project's remaining Measure A funds from the PID phase to the PA/ED phase; this will allow several critical tasks be initiated for the PA/ED phase.

BUDGET IMPACT

There is no impact to the budget. Funding for this action will come from the savings of the \$2.23 million of Measure A funds previously programmed and allocated for the Project.

BACKGROUND

At the request of the Cities of San Mateo and Foster City (Cities), the TA and the C/CAG completed a Preliminary Planning Study (PPS) for improvements to the 101/92 interchange in June 2016. The PPS identified a number of short-term and long-term alternatives to address the congestion and safety problems in the vicinity of the interchange. The short-term alternatives, known as the 101/92 Interchange Area Improvement Projects, are comprised of non-complex improvements in the interchange area with relatively low implementation costs. The Direct Connector Project, which is the long-term Project that resulted from the PPS, is more complex and costly, and will result in longer-term benefits to address both existing and future conditions.

In response to the TA's 2017 Highway Program Call for Projects, the Cities requested that the TA provide Measure A funds for the PID phase of both the 101/92 Interchange Area Improvements Project and the 101/92 Direct Connector Project. In February 2018, the TA Board programmed and allocated \$630,000 in Measure A funds for the US 101/SR 92 Interchange Area Improvements Project and \$2 million for the US 101/SR 92 Direct Connector Project through Resolution 2018-05.

At the Cities' request, and due to the regional significance of the interchange, the TA Board amended the 2004 Transportation Expenditure Plan by Resolution 2019-25 to allow the TA to serve as a sponsor of the Project, and agreed to make the TA and C/CAG co-sponsors of the 101/92 Direct Connector Project.

Prepared by: Arul Edwin, TA Project Manager

650-339-8845

RESOLUTION NO. 2020 -

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

REPROGRAMMING AND REALLOCATING \$1,000,000 IN MEASURE A FUNDS FROM THE
PROJECT INITIATION DOCUMENT PHASE TO THE PROJECT
APPROVAL/ENVIRONMENTAL DOCUMENT PHASE OF THE US 101/SR 92 DIRECT
CONNECTOR PROJECT

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by one half percent with the new tax revenue to be used for highway and transit improvements pursuant to the 1988 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 New Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

WHEREAS, in response to the TA's 2017 Highway Program Call for Projects, the Cities of Foster City and San Mateo requested that the TA provide Measure A funds for the Project Initiation Document (PID) phase of the US 101/ SR 92 Direct Connector Project (Project) to address long-term improvements to the US 101/SR 92 interchange; and

WHEREAS, in February 2018, the TA Board programmed and allocated \$2,230,000 for the Project's PID phase through Resolution 2018-05 and, in October 2019, the TA become a Project co-sponsor pursuant to Resolution 2019-25; and

WHEREAS, the PID phase of the Project is substantially complete; and

WHEREAS, staff has estimated a minimum of \$1,000,000 in previously-allocated Measure A funds will remain available for use for the subsequent Project Approval/Environmental Document (PA/ED) phase of the Project; and

WHEREAS, the next funding cycle of Measure A Highway Program funds is not anticipated to be programmed and allocated until mid-2021; and

WHEREAS, staff has determined that the Project will significantly benefit if some critical PA/ED tasks are performed in the interim, using the Measure A funds remaining allocated for but unspent during the PID phase.

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

1. Reprograms and reallocates \$1,000,000 in Measure A funds from the Project Initiation Document phase to the Project Approval/Environmental Document phase of the US101/SR 92 Direct Connector Project; and
2. Authorizes the Executive Director or his designee to execute any agreements or other necessary documents and take any additional actions necessary to give effect to this resolution.
3. Regularly passed and adopted this 3rd day of September, 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

FROM: Jim Hartnett
Executive Director

THROUGH: Derek Hansel
Chief Financial Officer

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

SUBJECT: **PUBLIC HEARING AND ADOPTION OF PROPOSED BUDGET FOR FISCAL YEAR
2021**

ACTION

Staff recommends the Board:

1. Hold a public hearing on the San Mateo County Transportation Authority's (TA) proposed Budget for the Fiscal Year 2020-2021 (F 2021);
2. Adopt the TA's Budget for FY2021 in the amount of \$212,055,740.

SIGNIFICANCE

At the August 6th Board meeting, staff presented a Preliminary FY2021 budget proposal to the Board. Since then, there has been a reduction to sales tax projections to the FY2021 Proposed Budget. Sales tax has been reduced from \$127.2 million to \$120.0 million (\$84.8 million to \$80.0 million for Measure A; \$42.4 million to \$40.0 million for Measure W).

The FY2021 Proposed Budget reflects staff's current expectation of sales tax revenues based on the most up-to-date trends for the Bay Area's economic and market trends. The narrative set forth below describes the TA's Proposed Budget for FY2021, by line item. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on Attachment A. Attachment B shows more detail for the Annual Allocations, Measure A, and Measure W Categories.

The FY2020 Forecast sales tax receipts are based on most recent estimated actuals from the California Department of Tax and Fee Administration (CDTFA). The FY2020 Forecast Measure A and Measure W categories will not be updated until the sales tax receipts have been audited and confirmed. Staff will present the audited sales tax receipts and the updated Measure A and Measure W categories in the FY2021 mid-year budget amendment for Board approval.

PUBLIC HEARING REQUIREMENTS & PROCESS

Section 131266 of the California Public Utilities Code requires the TA to hold a public hearing before adoption an annual budget. Notice of the time and place of the

public hearing must be published at least once, 15 days prior to the hearing.

Notice of this public hearing appeared in the *San Mateo Daily Journal* on August 19, 2020. The notice also was posted in the lobby of the TA's administrative building, where the TA's agendas also are posted for public viewing. As of the date of publication of this staff report, no written comments has been received.

Staff recommends the Board:

1. Open the public hearing;
2. Receive an oral staff report and presentation on the proposed budget;
3. Ask staff to answer any Board member questions;
4. Accept public comment;
5. Close the public hearing;
6. Conduct Board discussion; and
7. Adopt the proposed budget.

BACKGROUND

The TA was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired December 31, 2008. In 2004, county voters overwhelmingly approved a New Measure A, reauthorizing the tax through 2033.

In November 2018, county voters approved Measure W (placed on the ballot by the San Mateo County Transit District), authorizing a half-cent sales tax commencing July 1, 2019 for a 30-year term through June 30, 2049. One half of the Measure W proceeds are transferred from the San Mateo County Transit District (District) to the TA for administration. The TA's role is to administer the proceeds from the Measure A and Measure W taxes to fund a broad spectrum of transportation-related projects and programs.

Revenues

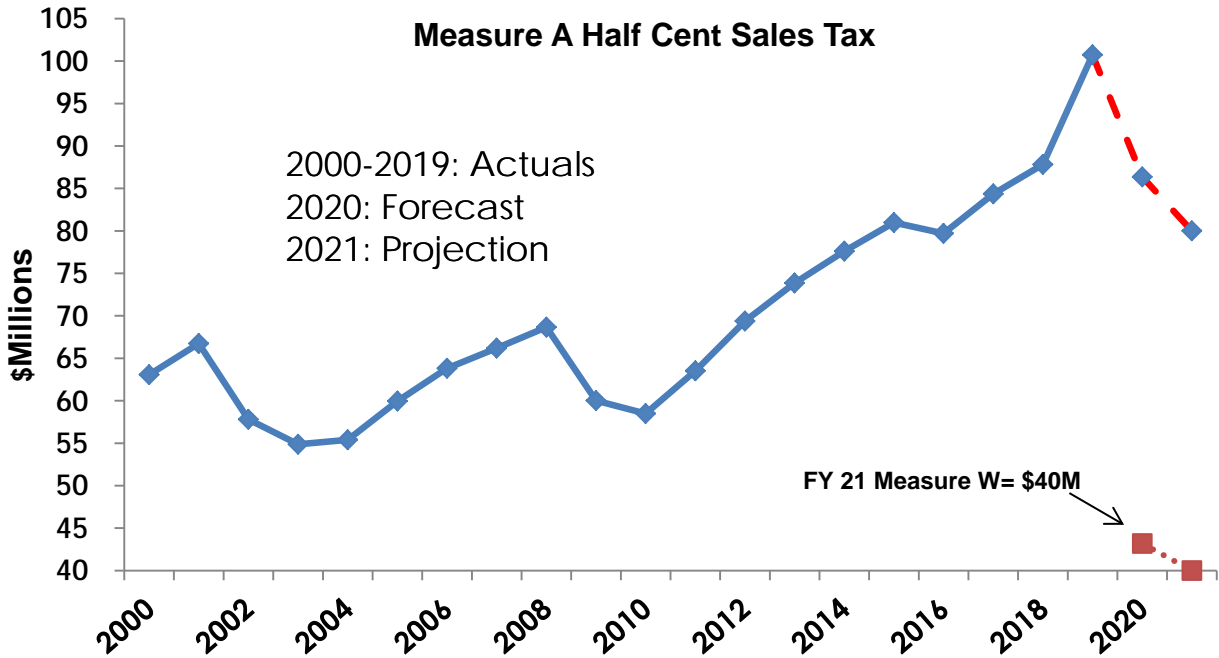
Total projected revenue for FY2021 is \$228.6 million, an **increase** of \$83.3 million, or 57.3%, from the FY2020 Forecast. The large increase is due primarily to a one-time infusion of \$100 million, further described below.

Sales Tax (Attachment A, lines 1 and 3) San Mateo County Ordinance No. 04223, which authorized the TA to extend its Measure A half-cent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004 as a new Measure A. San Mateo County Transit District Ordinance No. 105, approved by the voters as Measure W in November 2018, created an additional half-cent Retail Transactions and Use Tax for 30 years beginning July 1, 2019 and ending June 30, 2049, and authorized the TA to administer 50% of the Measure W tax revenues.

Sales Tax is cyclical and subject to changes in the economy, such as changes associated with the COVID-19 pandemic.

Total sales tax receipt revenues received by the TA for FY2021 are projected to total \$120.0 million (\$80.0 million for Measure A; \$40.0 million for Measure W), which is a

decrease of \$15.7 million (\$11.6 million from Measure A; \$4.1 million from Measure W), or 11.6%, from the FY2020 Forecast. The estimated decrease is due to a revised projection in sales tax revenue based on the current state of the economy. As the current health crisis will likely impact near-term sales tax receipts, staff will monitor closely and report to the Board on any major fluctuations.



Interest Income (Attachment A, line 5) is income revenue generated from fund balances in the Original and New Measure A and Measure W accounts in the County Investment Pool, the TA’s Investment Portfolio, and Local Agency Investment Fund (LAIF). Interest Income for FY2021 is estimated at \$7.6 million, a decrease of \$1.1 million, or 12.7%, from the FY2020 Forecast. This decrease is a result of current market conditions and the low interest rate environment for all investment vehicles that’s likely to continue in FY2021.

Rental Income (Attachment A, line 7) is generated from properties the TA owns and leases out to lessees. Rental Income for FY2021 is projected at \$1.0 million, an increase of \$0.1 million, or 13.1%, due primarily to Consumer Price Index (CPI) increase in rents and the addition of several new leases.

Other Sources - 101 Express Lanes Project (Attachment A, line 9) is included at \$100 million for FY2021. This includes two grant sources for the Project: \$50 million in regional bridge tolls from Bay Area Infrastructure Financing Authority (BAIFA) per Resolution No. 2019-26 and \$50 million from Facebook Inc. and San Mateo County Economic Development Association (SAMCEDA) per Resolution No. 2018-16 to support the capital construction of the 101 Express Lanes project.

Expenditures

Expenditures are budgeted primarily based upon the Transportation Expenditure Plan in Measure A (2004 TEP) and the Congestion Relief Plan in Measure W, each of which assigns a percentage share of tax revenues for various categories of programs and projects.

Budget expenditures for the seven primary Measure A program categories are as follows:

<u>Category</u>	<u>% of Tax</u>
Transit	30.0%
Highways	27.5%
Local Streets & Transportation	22.5%
Grade Separation	15.0%
Pedestrian & Bicycle	3.0%
Alternative Congestion Relief	1.0%
Administration-Staff Support	1.0%
Total	100.0%

Budget expenditures for the four primary Measure W program categories administered by the TA are as follows:

<u>Category</u>	<u>% of Tax</u>
Countywide Highway Congestion Improvement	22.5%
Local Safety, Pothole and Congestion Relief Improvement, Grade Separation	12.5%
Bicycle & Pedestrian Improvements	5.0%
Regional Transit Connections	10.0%
Total ¹	50.0%

The total Proposed Budget expenditures for FY2021 (Attachment A, line 34) are projected at \$212.1 million, an increase of \$86.8 million, or 69.4%, compared to the FY2020 Forecast due to the \$100.0 million expense for the 101 Express Lanes project. The FY2021 Proposed Budget expenditures are composed primarily of \$29.2 million in Measure A Annual Allocations (Attachment A, line 16), \$38.6 million in Measure A Categories (Attachment A, line 18), \$100.0 million in Other Uses of funds for support of the 101 Express Lanes Project (Attachment A, line 20), \$8.0 million in Measure W Annual Allocations (Attachment A, Line 22), \$32.0 million in Measure W Categories (Attachment A, line 24), \$2.3 million in Oversight (Attachment A, line 26), and \$2.0 million in Total Administrative Expenses (Attachment A, line 32).

¹ Pursuant to Measure W, the other 50% of the sales tax revenues are used for transportation systems and administered by the San Mateo County Transit District.

Proposed expenditures for FY2021 fall into the following major categories:

Measure A Annual Allocations (Attachment A, line 16)

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2021 are projected at \$29.2 million, a decrease of \$2.3 million, or 7.4%, from the FY2020 Forecast. Annual Allocations include projects with FY2021 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2021 Proposed Budget of \$18.0 million is for the improvement and maintenance of local transportation, including streets and roads for the twenty cities in the County and the unincorporated County.
- **SFO Bart Extension** – The FY2021 Proposed Budget of \$1.6 million is a direct allocation to BART, and it represents the District’s share of financial assistance associated with the existing San Mateo County / SFO Bart extension.
- **Paratransit** – The FY2021 Proposed Budget of \$3.2 million is to meet the paratransit needs of the County.
- **Transfer to San Mateo County Transit District (SMCTD) for Caltrain** – The FY2021 Proposed Budget of \$6.4 million is for San Mateo County's local share for Caltrain operational expenditures; this represents the up-to 8% of sales tax receipts that can be transferred to Caltrain for rail operations.

Measure A Categories (Attachment A, line 18)

Measure A Categories include programs as detailed in Attachment B. These categories include Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service.

- **Alternative Congestion Relief** – The \$0.8 million in the FY2021 Proposed Budget represents the full 1% of projected sales tax outlined in the 2004 Transportation Expenditure Plan (TEP). Of the total, \$0.3 million is proposed to be set aside for future alternative congestion relief projects. The remaining \$0.5 million is budgeted for Commute.org’s Transportation Demand Management Program for FY2021.
- **Dumbarton** – The FY2021 Proposed Budget of \$1.6 million is for station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City. This amount will be set aside for the potential programming to the Dumbarton Rail Project, which is currently in the pre-environmental review phase and is being managed by the San Mateo County Transit District.
- **Caltrain** – San Mateo County's local share for the system-wide improvement program in the FY2021 Proposed Budget is \$6.4 million. System-wide capital

improvements anticipated to be undertaken in FY2021 for the Caltrain system include: State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from the other Caltrain partners, the Santa Clara Valley Transportation Authority and the City and County of San Francisco.

- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$2.4 million represents the 3% of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.
- **Local Shuttle** – The \$3.2 million for this line item represents the funds set aside for shuttles receiving allocations resulting from the FY2021 Shuttle Program call for projects.
- **Streets and Highways** – In accordance with the 2004 TEP, the Streets and Highways Program expenditures include funding for key congested corridors in the amount of \$13.8 million, and for supplemental roadway projects in the amount of \$8.2 million. These funds will be used for projects selected through future calls for projects processes.
- **Grade Separation** – The \$1.2 million Proposed Budget for this line item is available for future Grade Separation projects. 15% of Measure A sales tax revenue outlined in the 2004 TEP is set aside for grade separation projects. When the TA Board approved funding for the 25th Avenue Grade Separation Project, it included funding from future years' Grade Separation program funds. In FY2021, the obligations for this project will have been met, leaving \$1.2 million available for other eligible grade separation projects.
- **San Mateo County Ferry Service** - \$0.9 million for this line item is budgeted in the FY2021 Proposed Budget and is available for programming to ferry projects in accordance with the TA Strategic Plan. When the TA Board approved funding for the San Mateo Ferry Service, it included funding for the use of future years' San Mateo County Service program funds. In FY2021, the obligations for this project will have been met, leaving \$0.9 million available for other eligible ferry service projects.

Other Uses -101 Express Lanes Project (Attachment A, line 20)

Funds included in the Revenues section include a combination of \$100 million on Regional Bridge Tolls and contributions from Facebook, Inc. and SAMCEDA, which will be used to support the construction phase of the 101 Express Lanes Project. The \$100 million is part of the \$581.1 million project budget, and funding agreements for these grants have previously been approved by the TA Board.

Measure W Annual Allocations (Attachment A, line 22)

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2021 are projected at \$8.0 million. Annual Allocations include projects with FY2021 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2021 Proposed Budget of \$8.0 million is for the major arterial and local roadway improvements in key congested areas throughout the County.

Measure W Categories (Attachment A, line 24)

Measure W Categories include programs as detailed in Attachment B. These categories include Countywide Highway Congestion Improvements, Local Safety, Pothole and Congestion Relief Improvements, Bicycle and Pedestrian Improvements, and Regional Transit Connections.

- **Countywide Highway Congestion Improvements** – The \$18.0 million in the FY2021 Proposed Budget is the full 22.5% of projected sales tax outlined in Measure W.
- **Local Safety, Pothole and Congestion Relief Improvements Grade Separation** – The FY2021 Proposed Budget of \$2.0 million is the full 2.5% for Congestion Relief Projects in Measure W.
- **Bicycle and Pedestrian Improvements** – The Bicycle and Pedestrian line item for \$4.0 million in the FY2021 Proposed Budget represents the full 5% of sales tax revenues designated for this category in Measure W. These funds will be used for projects selected through future calls for projects.
- **Regional Transit Connection** – The FY2021 Proposed Budget of \$8.0 million is the full 10% for Congestion Relief Projects in Measure W. These funds will be used for projects to improve transit connectivity between the County and the region.

Oversight (Attachment A, line 26)

Oversight costs include staff and consultant costs to support programming and monitoring of projects, calls for projects and administration of the policies and procedures for implementation of the 2004 Measure. These expenditures will be funded from interest earned on the investment of fund balances. The oversight category contains \$2.3 million for TA costs associated with implementing the various TEP categories. There is no change in oversight when compared to the FY2020 Forecast.

Staff Support (Attachment A, line 29)

Staff Support includes wages and benefits to administer the TA. The FY2021 Proposed Budget for this line is \$1.1 million. A majority of the \$1.1 million budget will be funded by the 1.0% of the FY2021 Measure A sales tax category designated for staff support; the remainder would be funded from previous' years surplus in this category. The decrease compared to the FY2020 Forecast is primarily due to decreases in allocated retiree medical costs and unfunded pension obligations.

Measure A Info-Others (Attachment A, line 30)

Measure A Info-Others expense includes the printing and information services for the Communications division. Measure A Info-Others is budgeted at \$5,000 for FY2021.

Other Admin Expenses (Attachment A, line 31)

Other Admin Expenses represent administrative expenses other than Staff Support and Measure A Info-Other. Other Admin Expenses is budgeted at \$0.9 million for FY2021 and primarily consists of legal expenses, insurance expenses, and bank and audit fees. The decrease between FY2021 and FY2020 Forecast is primarily due to one-time expenses in FY2020 for legal costs associated with the 101 Express Lanes Project and the reduction in insurance premiums for FY2021.

Total Administrative (Attachment A, line 32)

Total administrative expenditures for FY2021 are projected at \$2.0 million, or 15.9% less than the FY2020 Forecast.

Prepared By: Virginia Baum, Manager, Budgets
Daniel Srour, Senior Budget Analyst

650-508-7963
650-508-6302

RESOLUTION NO. 2020 –

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

ADOPTING A BUDGET IN THE AMOUNT OF \$212,055,740 FOR FISCAL YEAR 2021

WHEREAS, Section 131265(a) of the California Public Utilities Code requires the San Mateo County Transportation Authority ("Authority" or "TA") Board of Directors (Board) to adopt an annual budget; and

WHEREAS, on June 4, 2020, pursuant to Resolution 2020-10 and in recognition of the economic instability created by the COVID-19 global pandemic, the TA Board adopted an Interim Budget in the amount of \$29,764,261 for the First Quarter of Fiscal Year 2021 (FY2021), with the understanding that a budget for the full year would be presented for Board adoption in the fall; and

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on September 3, 2020; and

WHEREAS, the Executive Director has prepared and presented to the Board of Directors the proposed budget for FY2021 which includes: Measure A Annual Allocations in the amount of \$29,200,000, Measure A Categories in the amount of \$38,564,327, Other Uses of funds for support of the 101 Express Lanes Project in the amount of \$100,000,000, Measure W Annual Allocations in the amount of \$8,000,000, Measure W Categories in the amount of \$32,000,000, Oversight in the amount of \$2,250,000, and Total Administrative Expenses in the amount of \$2,041,413.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2021, a copy of which is attached and incorporated herein as Attachments A and B.

Regularly passed and adopted the 3rd day of September, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Board of Directors

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2021 PROPOSED BUDGET

	FY2019 <u>ACTUAL</u> A	FY2020 <u>FORECAST</u> B	FY2021 <u>PROPOSED</u> C	FY2021 PROPOSED TO FY2020 FORECAST Increase (Decrease) D= C-B	BUDGET PERCENT CHANGE E = D/B
REVENUE:					
1 Sales Tax - Measure A	100,728,384	91,642,102	80,000,000	(11,642,102)	-12.7%
2					
3 Sales Tax - Measure W	-	44,108,196	40,000,000	(4,108,196)	-9.3%
4					
5 Interest Income	8,208,985	8,673,040	7,571,597	(1,101,443)	-12.7%
6					
7 Rental Income	708,491	911,951	1,031,339	119,388	13.1%
8					
9 Other Sources - 101 Express Lanes Project	7,730,472	-	100,000,000	100,000,000	100.0%
10					
11 TOTAL REVENUE	117,376,332	145,335,289	228,602,936	83,267,647	57.3%
12					
13					
EXPENDITURES:					
14					
15					
16 Measure A Annual Allocations	37,726,258	31,521,432	29,200,000 (1)	(2,321,432)	-7.4%
17					
18 Measure A Categories	96,181,005	45,834,549	38,564,327 (1)	(7,270,222)	-15.9%
19					
20 Other Uses - 101 Express Lanes Project	-	-	100,000,000	100,000,000	100.0%
21					
22 Measure W Annual Allocations	-	8,636,009	8,000,000 (1)	(636,009)	-7.4%
23					
24 Measure W Categories	-	34,544,035	32,000,000 (1)	(2,544,035)	-7.4%
25					
26 Oversight	1,668,411	2,250,000	2,250,000	-	0.0%
27					
Administrative:					
28					
29 Staff Support	1,664,007	1,289,924	1,112,453	(177,471)	-13.8%
30 Measure A Info-Others		15,000	5,000	(10,000)	-66.7%
31 Other Admin Expenses	588,801	1,121,664	923,960	(197,704)	-17.6%
32 Total Administrative	2,252,808	2,426,588	2,041,413	(385,175)	-15.9%
33					
34 TOTAL EXPENDITURES	137,828,483	125,212,613	212,055,740	86,843,127	69.4%
35					
36 EXCESS/(DEFICIT)	(20,452,151)	20,122,676	16,547,196		
37 <i>*Previously allocated budget</i>					
38 <i>Grade Separation</i>		(13,746,315)	(10,784,417) (2)		
39 <i>San Mateo Ferry Service</i>		(1,832,842)	(651,256) (3)		
40 Adjusted EXCESS/(DEFICIT)		4,543,519	5,111,523		
41					
42					
43 BEGINNING PRELIM FUND BALANCE	407,684,194	387,232,043	391,775,562		
44					
45 ENDING FORECAST FUND BALANCE	387,232,043	391,775,562	396,887,085		

47 (1) See Attachment B for details.

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

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