



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.

August 6, 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 July 9, 2020 MOTION
 - b) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending June 30, 2020 MOTION
 - c) Adoption of Updated San Mateo County Transportation Authority Conflict of Interest Code RESOLUTION
 - d) Information on Statement of Revenues and Expenses for the Period Ending June 30, 2020 INFORMATIONAL
- 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) Program
- a) San Mateo County US 101 Express Lanes Project Quarterly Update INFORMATIONAL
 - b) Measure A Pedestrian and Bicycle Program Update INFORMATIONAL
 - c) Pedestrian and Bicycle Program Call for Projects for FY 2021 and 2022 INFORMATIONAL
 - d) State and Federal Legislative Update and Approval of Legislative Proposals MOTION
- 11) Finance
- a) Establishing the Appropriations Limit for Fiscal Year (FY) 2021 RESOLUTION
 - b) Call for a Public Hearing at the September 3, 2020 Meeting on the Preliminary Fiscal Year 2021 Budget MOTION
 - c) Review of the Preliminary Fiscal Year 2021 Budget INFORMATIONAL
- 12) Requests from the Authority
- 13) Written Communications to the Authority
- 14) Date/Time of Next Regular Meeting: Thursday, September 3, 2020, 5:00 pm, via Zoom teleconference
- 15) Report of Legal Counsel
- 16) Adjourn

INFORMATION FOR THE PUBLIC

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

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

Free ranslation 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.

Public Comment

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Accessible Public Meetings/Translation

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; 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 JULY 9, 2020**

MEMBERS PRESENT: E. Beach (Chair), D. Horsley, J. Mates, K. Matsumoto (left at 6:28 pm),
R. Medina (Vice Chair), C. Romero (left at 7:00 pm)
Via
Teleconference

MEMBERS ABSENT: C. Groom

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 5:00 pm.

Authority Secretary Dora Seamans reviewed how to use the Zoom teleconference controls.

2. ROLL CALL

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

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 June 4, 2020**
- b) **Acceptance of Statement of Revenues and Expenses for May 2020**

Motion/Second: Mates/Medina

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

Absent: Groom

**6. NOMINATING COMMITTEE REPORT FOR THE CITIZENS ADVISORY COMMITTEE
(K. MATSUMOTO/C. ROMERO)**

a) Appointment of Citizens Advisory Committee Members

Director Karyl Matsumoto announced they had voted to reappoint the four incumbents:

- Ken Chin
- Dave Reed
- Rich Hedges
- Mario Rendon

She announced that they had selected Sandra Lang to fill the vacant seat for a three-year term ending in 2023.

Motion/Second: Medina/Horsley

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

Absent: Groom

7. REPORT OF THE CHAIR

Chair Beach noted that there would be an extensive discussion of the US 101 Express Lanes Project financing later on in the meeting.

8. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

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

Director Matsumoto said there was much discussion on the future of the fixed-route and the school service. She said that the Board's objective is to help protect those that are the most transit-dependent.

9. JOINT POWERS BOARD LIAISON REPORT

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

April Chan, Chief Officer, Planning, Grants/Transportation Authority, said the discussion was focused on SB 797 polling results and the findings of the Governance Ad Hoc Committee.

Joan Cassman, Legal Counsel, provided further details about the Caltrain Business Plan.

Carter Mau, Deputy General Manager/CEO, said that a poll on SB 797 was taken to see if the public favors the one-eighth cent sales tax, with a result of 66 percent in favor.

Director Don Horsley asked what the conclusion was at the end of the meeting. Ms. Cassman said that the Governance Ad Hoc Committee would meet soon and draft a document that would attempt to satisfy all member agencies going forward and prior to the August 7 deadline.

Director Matsumoto commended the decision to add JPB director and former MTC (Metropolitan Transportation Commission) Executive Director Steve Heminger to the Committee.

10. REPORT OF THE EXECUTIVE DIRECTOR

Ms. Chan noted that the report was in the packet.

11. PROGRAM

a) State and Federal Legislative Update

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

Regarding funding, Ms. Fromson emphasized the importance of seeking advocacy on both the federal and state level.

She said that in June, the House Democrats passed a \$3.5 trillion Heroes Act, which includes money for public transportation.

Chair Beach asked what the second tranche of funding would mean for Caltrain's budget. Jim Hartnett, Executive Director, said the formula that was used for the second tranche resulted in a recommendation of \$15 million for Caltrain.

b) Water Emergency Transportation Authority South San Francisco Ferry Program Update

Ms. Chan introduced Arthi Krubanandh, Transportation Planner, Water Emergency Transportation Authority (WETA), who provided the presentation.

Director Julia Mates asked if employers would continue to have on-site workers. Ms. Krubanandh said they had one-on-one conversations with various employers such as Genentech and they said that work from home was the plan until the beginning of 2021.

Director Matsumoto noted that for the biotechnology industry, the labwork must still be done on site.

Mike Futrell, City Manager, City of South San Francisco, said that the pandemic had supercharged the biotech industry and that it is not slowing down.

Director Rico Medina discussed the safety elements needed to provide the service during the pandemic.

Chair Beach asked about the routes. Ms. Krubanandh said that the ridership is increasing, but is relatively modest. She said that the market is different in San Francisco compared to South San Francisco.

Director Matsumoto said that the City of South San Francisco has the responsibility of advertising for the ferry service.

Director Horsley asked about the demographics of the ridership. Ms. Krubanandh said more than 50 percent of riders are from Genentech and that the ridership is primarily biotechnology industry employees. Director Horsley said that the farebox recovery is not strong and that the fares are subsidized. He said that the taxpayers should not have to subsidize the service; fees should be increased instead.

Chad Mason, Senior Planner/Project Manager, WETA, said they will be exploring the longer-term fare program as the pandemic eases.

Chair Beach asked what the contribution was from Measure A funds. Ms. Chan said that Measure A provides capital funding only, not operations funding.

12. FINANCE

a) Program and Allocate Measure A Funds to the City of South San Francisco to Study the Feasibility of a New Ferry Terminal

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

Mr. Futrell said that the City of South San Francisco recently completed a large transit study. He said that the City is advocating smaller water taxis going from the San Francisco Ferry Building to Oyster Point. He said the City is partnering with WETA to move forward with the proposal for the ferry service.

Director Matsumoto said the ferry service would ease the traffic burden on US 101.

Chair Beach asked about the difference between water taxis and other type of craft. Mr. Futrell said a water taxi holds approximately 40 passengers. He said the City was also investigating hovercraft, which would not require building a new terminal.

Approved by Resolution No. 2020-15:

Motion/Second: Horsley/Romero

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

Absent: Groom

b) US 101 Express Lanes Project Financing: Approval of Issuance of Subordinate Sales Tax Revenue Variable Rate Bonds (Limited Tax Bonds) and Associated Actions and Documents

Derek Hansel, Chief Financial Officer, provided the staff report and presentation.

Director Karyl Matsumoto left the meeting at 6:28 pm

Director Romero asked about which index the TA is using. Mr. Hansel said the index on bonds will be remarketed by the TA's remarketing agents on either a weekly or daily basis.

Chair Beach asked when the loan could be paid back. Mr. Hansel said within ten years or less.

Director Romero asked if everything regarding the loan agreement between the parties had been vetted and approved by the SMCEL JPA (San Mateo County Express Lanes JPA) and C/CAG (City/County Association of Governments of San Mateo County). Mr. Hansel said that the TA is continuing to work collaboratively with them.

Director Horsley commended Chair Beach on her leadership on the SMCEL JPA.

Director Mates thanked staff for being on hand to answer all the Board's questions.

Director Horsley made a motion to approve staff recommendation on Items #1 through #9.

Approved by Resolution No. 2020-16:

Motion/Second: Horsley/Mates

Ayes: Beach, Horsley, Mates, Medina, Romero

Absent: Groom, Matsumoto

Director Carlos Romero left the meeting at 7:00 pm

c) Program and Allocate Funds for the Short-range Highway Plan

Mr. Skinner presented the staff report.

Approved by Resolution No. 2020-17:

Motion/Second: Medina/Mates

Ayes: Beach, Horsley, Mates, Medina

Absent: Groom, Matsumoto, Romero

d) Program and Allocate Additional Funds for the Construction Phase of the State Route 1 Safety and Operational Improvements Project, Poplar to Wavecrest

Joe Hurley, TA Director, introduced Arul Edwin, Project Manager, TA Administration, who presented the staff report.

Ray Razavi, Transportation Engineer, City of Half Moon Bay, provided a summary of the evolution of the project.

Director Horsley commended the City of Half Moon Bay on persevering with the project given that the intersection is a particularly dangerous one.

Director Mates said that construction costs are increasing in general.

Chair Beach said now during the pandemic that bids are coming in under engineering estimates.

Mr. Edwin noted that there had been a shortage of k-rails used for the barriers around the construction zones, which had caused an increase in costs since the contractor has to borrow the k-rails. Mr. Razavi mentioned that they were disappointed that two local contractors were not able to compete with the Bay Area contractors who owned the k-rails.

Approved by Resolution No. 2020-18:

Motion/Second: Horsley/Medina

Ayes: Beach, Horsley, Mates, Medina

Absent: Groom, Matsumoto, Romero

13. REQUESTS FROM THE AUTHORITY

There were no requests.

14. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

15. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, August 6, 2020, 5:00 pm, via Zoom teleconference.

16. REPORT OF LEGAL COUNSEL

Ms. Cassman said that she had nothing to report.

17. ADJOURN

The meeting adjourned at 7:20 pm.

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

Report from the TA Citizens Advisory Committee Meeting of July 7, 2020

The TA CAC meeting held on July 7 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet and cell phone service. Chair Arietta did participate by calling in from a landline.

The committee met online via a Zoom meeting with TA staff. The portion of the agenda that had motions was not controversial; the CAC heard presentations and reviewed reports, and motions to approve the following items passed unanimously:

- TA Board Item 12(a) Program and Allocate Measure A Funds to the City of South San Francisco to Study the Feasibility of a New Ferry Terminal
- TA Board Item 12(b) US 101 Express Lanes Project Financing: Approval of Issuance of Subordinate Sales Tax Revenue Variable Rate Bonds (Limited Tax Bonds) and Associated Actions and Documents
 - Preliminary Official Statement
 - Reimbursement Agreement with Bank of America
 - Loan Agreement and Amendment to Cooperative Funding Agreement with San Mateo County Express Lanes Joint Powers Authority
 - Amended and Restated Agreement for State Administration of Transaction and Use Taxes
 - Measure W Sales Tax Transfer Agreement with San Mateo County Transit District
- TA Board Item 12 (c) Program and Allocate Funds for the Short-range Highway Plan
- TA Board Item 12 (d) Program and Allocate Additional Funds for the Construction Phase of the State Route 1 Safety and Operational Improvements Project, Poplar to Wavecrest
- TA Board Item 5 (b) Acceptance of Statement of Revenues and Expenditures for May 2020

Item 12(a) on the Ferry feasibility study generated discussion on the value and impacts of the Ferry WETA projects, some specifically on the associated need for last mile connections to the ferry terminals. There is interest in using these ferry services to support baseball games and cultural events in San Francisco. The discussion with Mr. Futrell of South San Francisco included how the ferry could be an attractive transportation option for guests at the planned Hotel near the terminal.

Item 12(b) on the express lane financing generated considerable discussion on the impact on the TA financial reserves, future income stream considering possible toll revenue projections, and there were many questions to fully understand the "waterfall" of the funding flow. The

strategy of choosing the types of bonds, and the interest rate environment also was discussed. After this extensive discussion the vote to approve was unanimous.

Item 12(d) brought many CAC members commenting on their experiences at this intersection, the positive aspects of the plan to increase safety for pedestrians, cyclists as well as motorists. Mr. Razavi of Half Moon Bay was very helpful in explaining the several factors that had to be balanced in this intersection design.

There were informational items, specifically

- TA Board Item 11(a) State and Federal Legislative Update
- TA Board Item 11(b)Water Emergency Transportation Authority South San Francisco Ferry Program Update
- TA Board Item 5(a)Approval of Minutes of the Board of Directors Meeting of June 4, 2020

During the Staff Report Joe Hurley and Pete Skinner provided information on how several projects were submitted for funding consideration through the SB1 Program

Submitted July 8, 2020

John D. Fox

TA CAC Vice Chair

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND
OUTLOOK FOR THE PERIOD ENDING JUNE 30, 2020**

ACTION

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2020.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 27, 2020 in order to meet the 30-day requirement.

BUDGET IMPACT

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

BACKGROUND

The TA is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, and date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 11 through 13. The schedule separates the investments into two groups: the Investment Portfolio managed by PFM Asset Management LLC (PFM), and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

PFM provides the TA a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The TA has the ability to meet its expenditure requirements for the next six months.

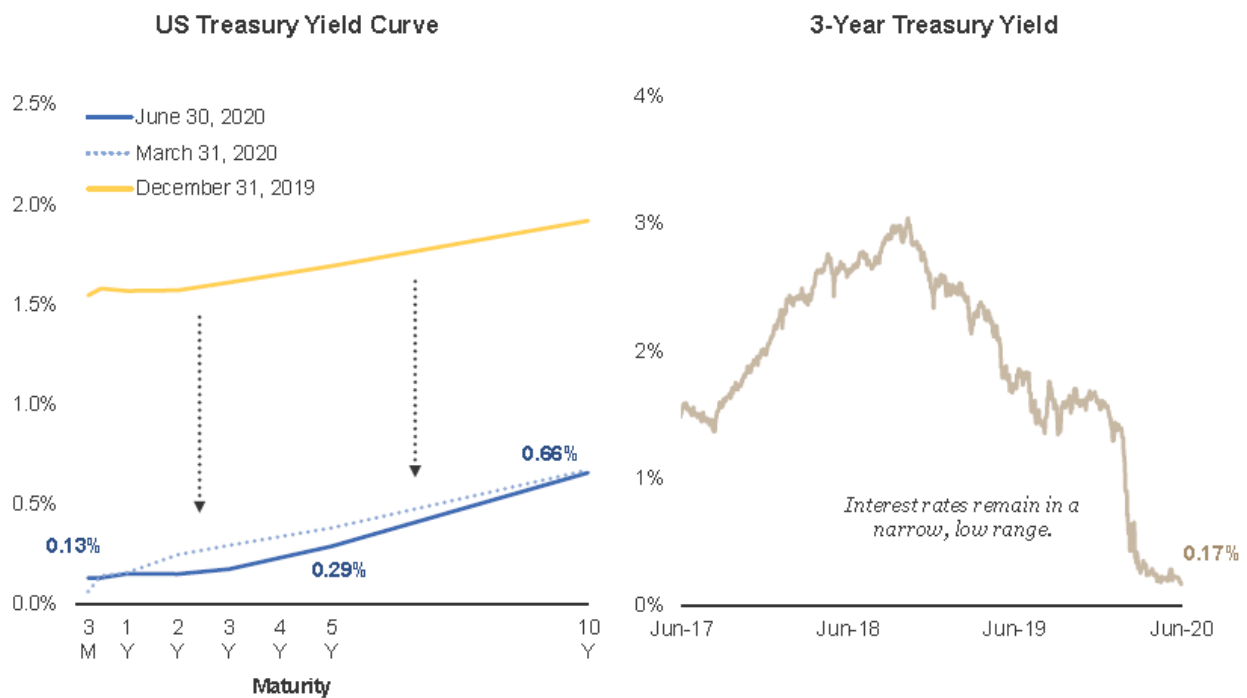
DISCUSSION

Market Conditions

- As the US economy started to reopen during Q2, consumer sentiment improved significantly. This trend typically begins during recession and lasts into the early-cycle phase. Industries most directly impacted by the virus—such as travel, leisure, restaurants, and hotels, which account for roughly 20% of US jobs and economic output—may be the most difficult to fully reopen.
- Global activity showed early signs of improvement from extremely low levels. Near-term sequential progress is likely to continue as COVID-19-related restrictions on routine activities are lifted. China appears to be somewhat ahead of most major economies due to its earlier shutdown and reopening. While the worst of the recession appears also to have passed for the US and Europe, activity levels remain far below normal.
- In June, new COVID-19 cases climbed in states that had quickly relaxed social distancing measures, whereas formerly hard-hit states such as New York experienced a decline in new cases. High-frequency data—such as businesses reopened and employee hours worked—showed improvements in US economic activity from historic lows. Progress stalled among fast-reopening states, however, and activity remains far below normal levels.

- Core CPI dropped by nearly half in recent months, but alternative inflation measures from regional Fed banks fell much less and suggested the biggest disinflation is behind us. We expect inflation to remain range-bound in the near term against a weak economy, but longer-term inflation risks may be higher than anticipated—market expectations for long-term inflation are lower than they were during the deflationary global financial crisis of 2008.

Interest Rates Traded in a Narrow Range During the Second Quarter



Portfolio Recap

Following the plunge in the U.S. Treasury yield curve during the first quarter, yields were relatively stable over the second quarter, leading to muted returns for Treasury indexes.

- Yield spreads on all other asset classes retraced significantly from March's wide levels as unprecedented fiscal and monetary stimulus helped support the economy and financial markets.
- In stark contrast to the first quarter, allocations to corporates, asset-backed securities (ABS), and mortgage-backed securities (MBS) were all strongly additive to performance in the second quarter.

Our strategy throughout the quarter included the following elements:

- We remained proactive in response to the market effects and uncertainty created by the pandemic. We continued to apply our strong credit process, reassessing every issuer for the short- and intermediate-term impact of the disrupted economy. As financial markets began to normalize during the second quarter, investment-grade issuers on PFM's approved issuer list were carefully vetted, with many issuers gradually reapproved.
- The portfolio duration was maintained in line with the benchmark—a strategy consistent with high levels of market uncertainty as well as expectations that rates will remain low for a prolonged period. Our neutral duration strategy over the past 18 months has been an important element in sustaining performance as yields draw close to all-time lows.
- We also maintained liquidity within the portfolio by closely monitoring to U.S. Treasuries. As market conditions stabilized, we began to cautiously reallocate this excess liquidity into sectors and issuers that offered opportunities to safely enhance earnings.
- Throughout much of the second quarter, yield spreads on federal agencies were wide and attractive, so we took this opportunity to add allocations back to the sector. As yields began to narrow back to pre-crisis lows, especially in maturities under three years, the portfolio benefited from incremental performance.
- Both taxable and tax-exempt municipals generated positive excess returns for the quarter as the Fed implemented the Municipal Liquidity Facility to support issuance. This improved liquidity allayed investors' fears regarding public sector finances and triggered an increase in new supply, creating select opportunities to add high-quality issues to the portfolio where permitted.
- Investment grade corporate bonds faced a multitude of uncertainties heading into the second quarter as economies were shut down and companies contended with growing concerns around revenue, profitability, liquidity, and sustainability. Aggressive Fed actions calmed the credit markets and restored

liquidity, leading to a sharp tightening of the wide yield spreads from March. This allowed companies to bring a record amount of new issuance to market.

- A key element to our strategy during the second quarter was to cautiously maintain overall exposure to the credit sector, emphasizing issuers with strong balance sheets and limited overseas exposure.
- This strategy benefited the portfolio significantly as investment grade corporates significantly outperformed Treasuries during the second quarter and mostly offset the negative underperformance experienced in the first quarter.
- Agency MBS allocations modestly fell over the quarter, largely the result of a significant uptick in home refinancing activity as mortgage rates fell to all-time lows.
 - The Fed's unlimited Treasury and agency MBS purchase program brought some stabilization to mortgage markets, although spreads are still higher than pre-crisis levels. We remained selective of the MBS sector due to concerns over the stability and timing of future principal payments.
- The ABS sector was challenged by many unknowns during the second quarter as high unemployment threatened consumers' ability to make timely payments on credit cards and car loans. The Fed revived a program from 2009 to provide financing to eligible ABS investors, boosting confidence in the sector. In addition, new deals were structured with increased credit enhancements.
 - We generally avoided new exposure to ABS during the quarter as risks and uncertainties appeared to outweigh the benefits. The outperformance of existing holdings boosted portfolio performance relative to benchmarks in the second half of the quarter.
- Short-term credit (negotiable CDs and commercial paper) spreads completely reversed the brief, crisis-induced sell-off in March which suppressed the value of most money market instruments. Allocations were reduced in favor of Treasury Bills whose yields ticked up on the back of huge issuance.

Investment Strategy Outlook

A cloud of uncertainty hangs over the U.S. and global economies entering the second half of 2020. Economic data has rebounded significantly from the April lows but remains well below pre-pandemic levels. To recapture previous economic highs, it will be important that COVID-19 hotspots are contained so that public confidence can be restored. Considering these uncertainties, we plan on structuring portfolios to have neutral durations to their respective benchmarks.

Our outlook for major investment-grade sectors includes the following:

- We plan to focus the majority of new federal agency purchases in maturities beyond three years as yield spreads on shorter maturities are now back near pre-pandemic levels. Some callable agencies also appear to have value given low yields and narrowing yield spreads.
- The investment grade corporate market should continue to benefit from Fed support moving into the third quarter. Yield spreads for shorter corporates are back to near pre-crisis levels, but the credit curve is relatively steep. As a result, longer maturity corporates appear attractive, as the “roll down” effect in the credit curve is back in play. We will continue our enhanced due diligence to track the progress of individual issuers as they navigate the recovery phase of the coronavirus pandemic.
- ABS allocations are expected to remain stable. Liquidity has improved and spreads have narrowed due to Fed support. However, we continue to carefully follow consumer trends for signs of material deterioration in collateral performance.
- The agency MBS sector continues to benefit from the Fed’s large-scale purchase program, which the central bank has signaled will continue in the coming months. However, near-term prepayment risk remains elevated in the low rate environment as refinancings remain robust. Allocations to the sector will likely be maintained, with additions focused on structures that mitigate prepayment risk.
- While tax-exempt municipal spreads have narrowed to historical levels and are no longer attractive, taxable municipals appear to be one of the more attractive investment-grade sectors available for purchase. Value remains, and supply is expected to pick up over the coming months. As a result, we expect to add to the sector through participation in new issues.

BUDGET IMPACT

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending June 30, the total return of the portfolio was **1.28 percent**. This compares to the benchmark return of **.23 percent**. The Performance graph on page 13 shows the relative performance of the TA over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio’s yield to maturity at cost was **2.14 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's market yield to maturity was **.51 percent**.

Prepared by: Jayden Sangha, Manager - Treasury

650-508-6405

Investment Glossary:

Asset Backed Securities - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

Certificate of Deposit - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the FDIC up to \$250,000 per individual.

Collateralized Mortgage Obligation - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

Commercial Paper - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

Credit Spreads - The spread between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

Duration - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

Net Asset Value - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

Roll-down - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect will be positive. This means the roll-down will pull the price up towards

par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

Volatility - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

Yield Curve - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

Yield to Maturity - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield, but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

Source: Investopedia.com

EXHIBIT 1
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2020

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

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

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

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

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

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

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

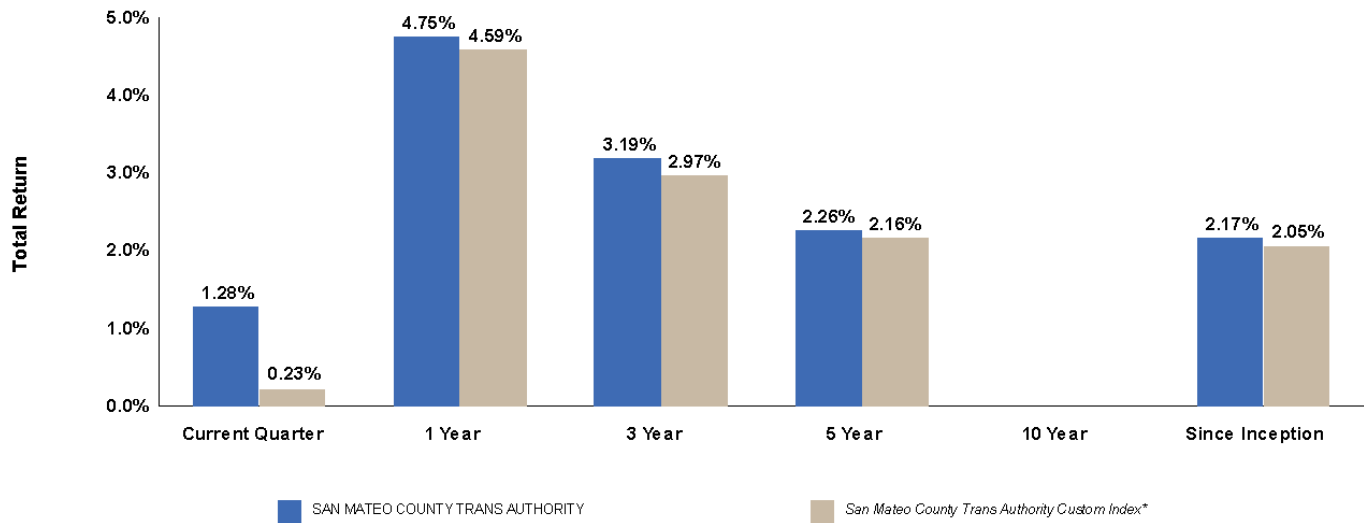
Identifier	Municipal Debt	Base	Final	Base	Base	Base
		Current Units	Maturity	Original Cost	Market Value (MV)	MV + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	395,726.25	399,009.06

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

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

**EXHIBIT 2
Portfolio Performance (Total Return)**

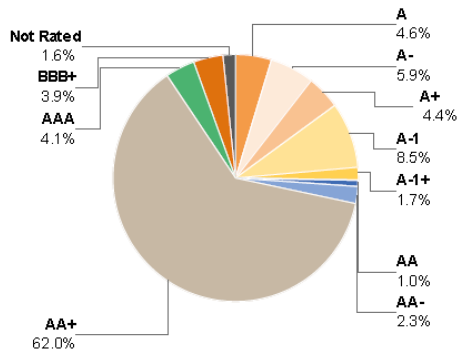
Portfolio/Benchmark	Effective Duration	Current Quarter	Annualized Return				Since Inception (03/31/15)
			1 Year	3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS AUTHORITY	2.14	1.28%	4.75%	3.19%	2.26%	-	2.17%
San Mateo County Trans Authority Custom Index*	2.12	0.23%	4.59%	2.97%	2.16%	-	2.05%
Difference		1.05%	0.16%	0.22%	0.10%	-	0.12%



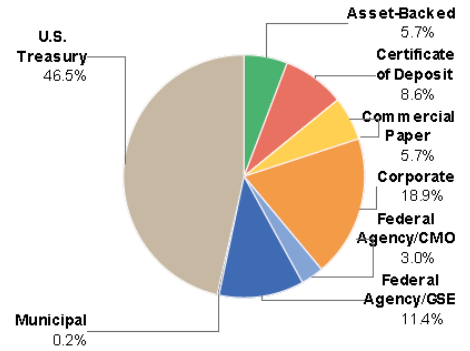
Portfolio Statistics
As of June 30, 2020

Par Value:	\$158,713,562
Total Market Value:	\$165,984,939
Security Market Value:	\$163,792,053
Accrued Interest:	\$541,845
Cash:	\$1,651,041
Amortized Cost:	\$158,361,976
Yield at Market:	0.51%
Yield at Cost:	2.14%
Effective Duration:	2.14 Years
Average Maturity:	2.33 Years
Average Credit: *	AA

Credit Quality (S&P Ratings)**



Sector Allocation



Maturity Distribution

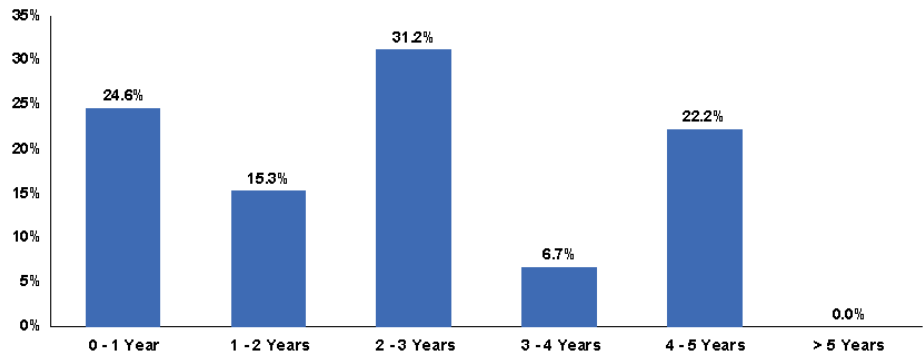


EXHIBIT 4

For the Quarter Ended June 30, 2020

SAN MATEO COUNTY TRANS AUTHORITY

Portfolio Compliance

Sector Allocation & Compliance

- The portfolio is in compliance with the Authority's Investment Policy and California Government Code.

Security Type	Market Value as of June 30, 2020	% of Portfolio	Permitted by Policy	In Compliance	Average Credit Rating
U.S. Treasury	\$76,390,516	46.2%	100%	✓	AA+
Federal Agency/GSE	\$18,714,565	11.3%	100%	✓	AA+
Federal Agency/CMO	\$4,844,639	2.9%	100%	✓	AA+
Municipal	\$395,726	0.2%	30%	✓	AA-
Negotiable CDs	\$14,006,522	8.5%	30%	✓	A-1+
Commercial Paper	\$9,293,653	5.6%	25%	✓	A-1
Corporate Notes	\$30,888,139	18.7%	30%	✓	A
Asset-Backed	\$9,258,293	5.6%	20%	✓	AAA
Securities Sub-Total	\$163,792,053	99.0%			
Accrued Interest	\$541,845				
Securities Total	\$164,333,898	99.0%			
Money Market Fund	\$1,651,041	1.0%	10%	✓	AAAm
Total Investments	\$165,984,939	100.0%			

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority Board

THROUGH: Jim Hartnett
Executive Director

FROM: Dora Seamans
Executive Officer/District Secretary

Juliet Nogales-DeGuzman
Director, Human Resources

SUBJECT: **ADOPTION OF UPDATED SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CONFLICT OF INTEREST CODE**

ACTION

Staff proposes the Board adopt the Conflict of Interest Code, Attachment A, which has been revised to reflect current staff positions and responsibilities.

SIGNIFICANCE

The California Political Reform Act, at Government Code Section 87306.5, requires public agencies to review their Conflict of Interest Codes every even-numbered year to ensure they are up to date and meet current legal requirements. Staff and legal counsel have reviewed the Authority's Code and have determined that it should be updated to reflect current job titles and responsibilities of positions listed in the Appendix to the Code as "Designated Positions." These positions are required to file an annual "Form 700" as required by the Fair Political Practices Commission.

Once the Conflict of Interest Code has been amended, it will be sent to the County of San Mateo Board of Supervisors for approval.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

1. The list of Designated Positions has been updated to include the following new positions, which are involved in the making of decisions or participate in the making of decisions that could foreseeably have a material effect on employees' financial interests, as defined in the Political Reform Act:
 - Director, Grants and Fund Management
 - Manager, Real Estate – Capital Project Support
 - Manager, Financial Planning and Analysis

2. The list of Designated Positions also has been updated to delete the following positions since they no longer exist:
 - Director, Accounting
 - Manager, Grants and Fund Programming
 - Real Estate Administrator

3. The list of Designated Positions also has been updated to reflect current positions. (Former positions are listed in parentheses):
 - Chief Officer, Planning, Grants, Real Estate and Transportation Authority (Chief Officer, Planning, Grants, and Transportation Authority)
 - Manager, Transit Oriented Development (Manager, Real Estate Development)
 - Manager, Programming and Monitoring (Manager, TA Fund Programming and Monitoring)

4. The list of Officials Who Manage Public Investments also has been updated to include the following new position, which manages public investments:
 - Deputy Chief Financial Officer

Attachment A: Conflict of Interest Code

Prepared by:	Dora Seamans Executive Officer/District Secretary	650-508-6242
	Juliet Nogales-DeGuzman Director, Human Resources	650-508-6236

RESOLUTION NO. 2020 –

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

* * *

ADOPTING THE AMENDED CONFLICT OF INTEREST CODE

WHEREAS, pursuant to Resolution No. 1989-1, dated March 2, 1989, the San Mateo County Transportation Authority (TA) adopted a Conflict of Interest Code (Code) as required by the Political Reform Act of 1974; and

WHEREAS, California Government Code Section 87306.5 requires that the TA review its Code every even-numbered year and revise it if necessary; and

WHEREAS, legal counsel and staff have reviewed the current Code, last amended in 2018, and have determined that the Code and its Appendices, listing the designated positions who must disclose their economic interests on an annual basis and disclosure categories for such positions, should be updated to reflect current staffing positions and organization; and

WHEREAS, legal counsel and staff recommend adopting the amendments as reflected in the attached Code.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the amended Conflict of Interest Code is hereby adopted, in the form presented to the Board of Directors; and

BE IT FURTHER RESOLVED that the Authority Secretary is directed to transmit a copy of the amended Conflict of Interest Code to the San Mateo County Board of Supervisors for its review and approval, and to make any revisions that may be required by the County for approval of the Code.

Regularly passed and adopted this 6th day of August, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

CONFLICT OF INTEREST CODE

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Adopted on the 2nd day of March, 1989
by Resolution No. 1989 - 1

Approved by the
San Mateo County Board of Supervisors
on the 2nd day of March, 1989

Amended on the 3rd day of December, 1992
by Resolution No. 1992-12

Amended on the 1st day of September, 1994
by Resolution No. 1994-21

Amended on the 7th day of November, 1996
by Resolution No. 1996-16

Amended on the 1st day of October, 1998
by Resolution No. 1998-29

Amended on the 5th day of October, 2000
by Resolution No. 2000-22

Amended on the 7th day of November, 2002
by Resolution No. 2002-19

Amended on the 7th day of October, 2004
by Resolution No. 2004-14

Amended on the 5th day of October, 2006
by Resolution No. 2006-22

Amended on the 6th day of November, 2008
by Resolution No. 2008-20

Amended on the 2nd day of December, 2010
by Resolution No. 2010-29

Amended on the 1st of November, 2012
by Resolution No. 2012-20

Amended on the 6th of November, 2014
by Resolution No. 2014-21

Amended on the 3rd of November, 2016
by Resolution No. 2016-26

Amended on the 6th of December, 2018
by Resolution No. 2018-24

Amended on the 6th of August, 2020
by Resolution No. 2020-

CONFLICT OF INTEREST CODE

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

The Political Reform Act of 1974 (Government Code Sections 81000 *et seq.*) requires state and local government agencies to adopt and promulgate Conflict of Interest Codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. Section 18370) which contains the terms of a standard Conflict of Interest Code and can be incorporated by reference in an agency's code.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the San Mateo County Transportation Authority.

Individuals holding designated positions shall file statements of economic interests with the Authority which will make the statements available for public inspection and reproduction. (Gov. Code Section 81008). The Authority Secretary, on behalf of the Authority, shall make and retain a copy of the statements and forward the originals to the San Mateo County Board of Supervisors, which shall be the filing officer.

APPENDIX A: DESIGNATED POSITIONS

<u>Designated Positions¹</u>	<u>Disclosure Categories</u>
Assistant Manager, Employee Relations	3
Chief Communications Officer	1, 2, 3, 6
Chief Officer, Planning, Grants, Real Estate and Transportation Authority	1, 2, 3, 6
Deputy General Manager/CEO	1, 2, 3, 6
Director, Budgets and Financial Analysis	2, 6
Director, Contracts and Procurement	1, 2
Director, Government and Community Affairs	2
Director, Grants and Fund Management	5, 6
Director, Human Resources	3, 5
Director, Information Technology and Telecommunications	1, 2
Director, Marketing and Market Research	4
Director, Planning	1, 4, 6
Director, Real Estate and Development	1, 5, 6
Director, Transportation Authority Program	1, 2, 3, 6
Engineer II	1, 5, 6
Engineer III	1, 2, 6
Executive Officer, District Secretary	1, 2, 3, 6
Government and Community Relations Coordinator	5
Insurance and Claims Administrator	3, 5
Manager, Budgets	5, 6
Manager, Caltrain Planning	
Manager, Capital Projects and Environmental Planning	1, 2, 6
Manager, Communications	2
Manager, Digital Communications	2
Manager, Employee Relations	3, 5
Manager, Employee Services	3, 5
Manager, Engineering	2
Manager, Financial Planning and Analysis	3, 5
Manager, Grants and Capital Accounting	5, 6
Manager, Marketing and Creative Services	4
Manager, Organizational Development and Talent Management	3, 5
Manager, Procurement	1, 2
Manager, Programming and Monitoring	5, 6
Manager, Real Estate – Capital Project Support	1, 5, 6
Manager, Transit Oriented Development	1, 5, 6
Manager, Treasury Operations	5, 6
Planning Administrator	1, 4
Planning Analyst II	1, 4
Planning Analyst III	1, 4
Procurement Administrator II	2
Procurement Administrator III	2
Procurement Specialist	2
Senior Project Manager	2
Consultants/New Positions	*

*Consultants/New Positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code. (Gov. Code Section 81008.)

Officials Who Manage Public Investments

The following positions are NOT covered by the conflict-of-interest code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

Board of Directors
Chief Financial Officer/Treasurer
Deputy Chief Financial Officer
Director, Treasury
Executive Director
San Mateo County Treasurer²

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

¹ Pursuant to Resolution No. 1988-3 enacted on September 23, 1988, the Authority appointed and designated San Mateo County Transit District (SamTrans) as the management team of the Authority. Unless noted otherwise, all designated officers and employees listed above are officers and employees of SamTrans. The Executive Director is also the General Manager/CEO of SamTrans.

² The Authority invests funds with the San Mateo County Treasurer.

APPENDIX B: DISCLOSURE CATEGORIES

- Category 1. Interests in real property located within the jurisdiction of the TA and/or within a two-mile radius of any land owned or used by the TA.
- Category 2. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, materials, machinery, or equipment utilized by the TA or in projects funded by the TA. Such sources include, but are not limited to, buses, insurance, information technology, telecommunications, public utilities, consultants, transportation companies, and manufacturers.
- Category 3. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources that have filed a claim with or against the TA within the last two years or have a claim pending with or against the TA.
- Category 4. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide services in the marketing, advertising, transit or environmental planning sectors.
- Category 5. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, materials, machinery, or equipment utilized by the designated position's division.
- Category 6. All investments, business positions and income, including gifts, loans and travel payments, or income from a nonprofit organization, if the source is of the type to receive grants or other monies from or through the TA.

**AGENDA ITEM #5 (d)
AUGUST 6, 2020**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDING JUNE 30, 2020**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 1st meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Comprehensive Annual Financial Report finalized by November 2020.

Prepared by: Jennifer Ye, Manager, General Ledger 650.622.7890



BOARD OF DIRECTORS 2020

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

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA ITEM #9
AUGUST 6, 2020

MEMORANDUM

Date: July 28, 2020
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – August 6, 2020

US 101/Willow Interchange Project

The California Transportation Foundation (CTF) announced its 31st annual Transportation Award winners last month. The CTF Transportation Awards recognize excellence in transportation projects; winning projects were selected by public and private sector transportation professionals from around the state. The San Mateo County Transportation Authority (TA), the City/County Association of Governments of San Mateo County (C/CAG), and Caltrans District 4 received CTF's Interchange Project of the Year Award for the US 101-Willow Road Interchange Reconstruction.

The US 101-Willow Road Interchange Project converted the previous full cloverleaf interchange into a more efficient partial cloverleaf design and replaced the overcrossing with a new structure that includes additional lanes, sidewalks, and enhanced bikeways. Construction was completed in October 2019. This project's \$81 million total cost was funded by a \$61.4 million Measure A allocation and \$19.5 million in C/CAG-administered State Transportation Improvement Program funds.

As with any major infrastructure project, the project required collaboration between local and state partners. Its success would not have been realized without the partnership of the Cities of Menlo Park and East Palo Alto.

Short-Range Highway Plan

At the July 9 meeting, the TA Board took action to allocate \$375,000 of combined Measures A and W funding for the preparation of a Short-Range Highway Plan (SRHP) and Capital improvement Program. A contract was awarded to the TA's On-call Planning consultant Stantec to support staff's efforts in executing the plan.

As one of the first tasks in the planning process, Stantec will be conducting outreach efforts to the stakeholders and project sponsors that were identified in the Strategic Plan 2020-2024. The team will be soliciting highway project information that includes scope of work, cost, schedule, public and political support, and how the implementation of

Jim Hartnett
July 28, 2020
Page 2 of 2

the project would advance the goals of Measure A and the Core Principles of Measure W.

The SRHP is a 10-year implementation plan and outlook that includes a policy framework for guiding investment decisions. Staff will provide periodic updates to the Board with the scheduled adoption in late spring or early summer of 2021.

**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: **SAN MATEO 101 EXPRESS LANES PROJECT UPDATE**

ACTION

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

SIGNIFICANCE

The US 101 Express Lanes Project is jointly sponsored by Caltrans, City and County Association of Governments of San Mateo County (C/CAG) and the Transportation Authority (TA). The project will result in the creation of 44 miles (22 miles in each direction) of new express lanes on the 101 corridor in San Mateo County. The project will be delivered through three major construction contracts.

Due to the magnitude of the project's footprint, cost and impacts to the traveling public and neighboring community, the Board has requested periodic updates on the project's progress and community outreach efforts.

The first contract which began in March 2019 will provide the roadway infrastructure modification to the existing HOV lanes between the Santa Clara County Line and Whipple Avenue in Redwood City. Substantial construction for this contract was completed early in April 2020.

The second contract which will add new lanes and roadway infrastructure from Whipple Avenue to I-380 was also awarded to Kiewit Corporation, the same contractor as for the first contract. Construction began in March 2020 with an estimated completion summer 2022. Recent construction activities included the relocation of three sound walls along northbound 101 in the City of San Mateo to accommodate roadway widening.

While the pandemic and the shelter in place order have resulted in much lighter traffic on the corridor and afforded longer construction windows, it has also had some adverse impacts. Some of the construction crew have contracted the Coronavirus. The project team took immediate measures in compliance with local health order in response to the situation and removed the affected crew from the work site. Also, the

supply chain for key material needed for the project, including the masonry block for the sound walls, has impacted the scheduled work on the wall for several months.

The third contract is for the Toll System Integration work, which includes the tolling hardware and software utilized to operate to toll system. Final design for the toll system was submitted to Caltrans for review in July. The team is also securing all necessary permits that will allow construction of the toll system on the southern segment, which is scheduled to begin this fall. This work is being done through the Bay Area Infrastructure and Financing Authority's contractor Transcore. The TA Board took action in June authorizing an amendment to the agreement with BAIFIA, C/CAG and SMCEJPA expanding the Transcore scope of services to include toll system construction, testing and implementation.

Staff will be presenting a project update and public outreach associated with the 101 San Mateo Express Lanes Project.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The Project is being implemented through a collaborative effort between Caltrans, C/CAG, and the TA. The Project will reduce congestion and improve mobility on US 101 by creating an express lane in each direction between the Santa Clara County Line and Interstate 380 in San Bruno.

The Project will incentivize the use of public transit, carpools, and other shared-ride options, while also creating a new revenue stream from individuals willing to pay a fee to drive in the express lanes. Net revenues generated can be used for additional transportation enhancements in the corridor.

In June 2019, the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) was established as the owner of the express lanes. SMCELJPA is comprised of members of the C/CAG and TA Boards.

In August 2019, the California Transportation Commission (CTC) unanimously approved the application submitted by the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) to develop and operate a high-occupancy toll facility on US 101 in San Mateo County.

Prepared By: Joseph Hurley, Director TA Program

650-508-7942

SM 101 EXPRESS LANES PROJECT

Quarterly Project Update



SMCTA Board Meeting - August 6, 2020

SM 101 EXPRESS LANES PROJECT

AGENDA



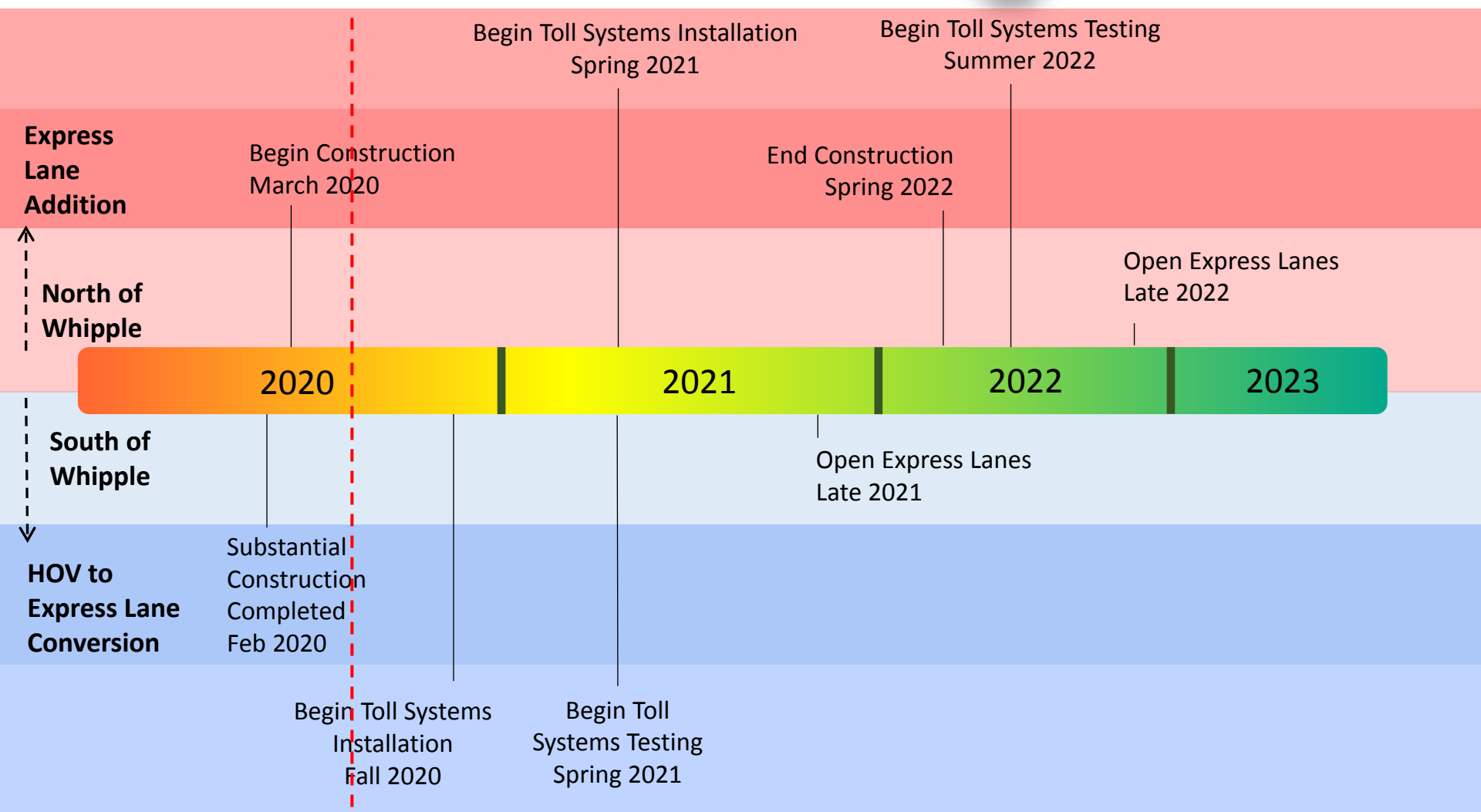
- Construction Progress
- COVID-19 Impact: Sound wall Issue
- Public Outreach Activities



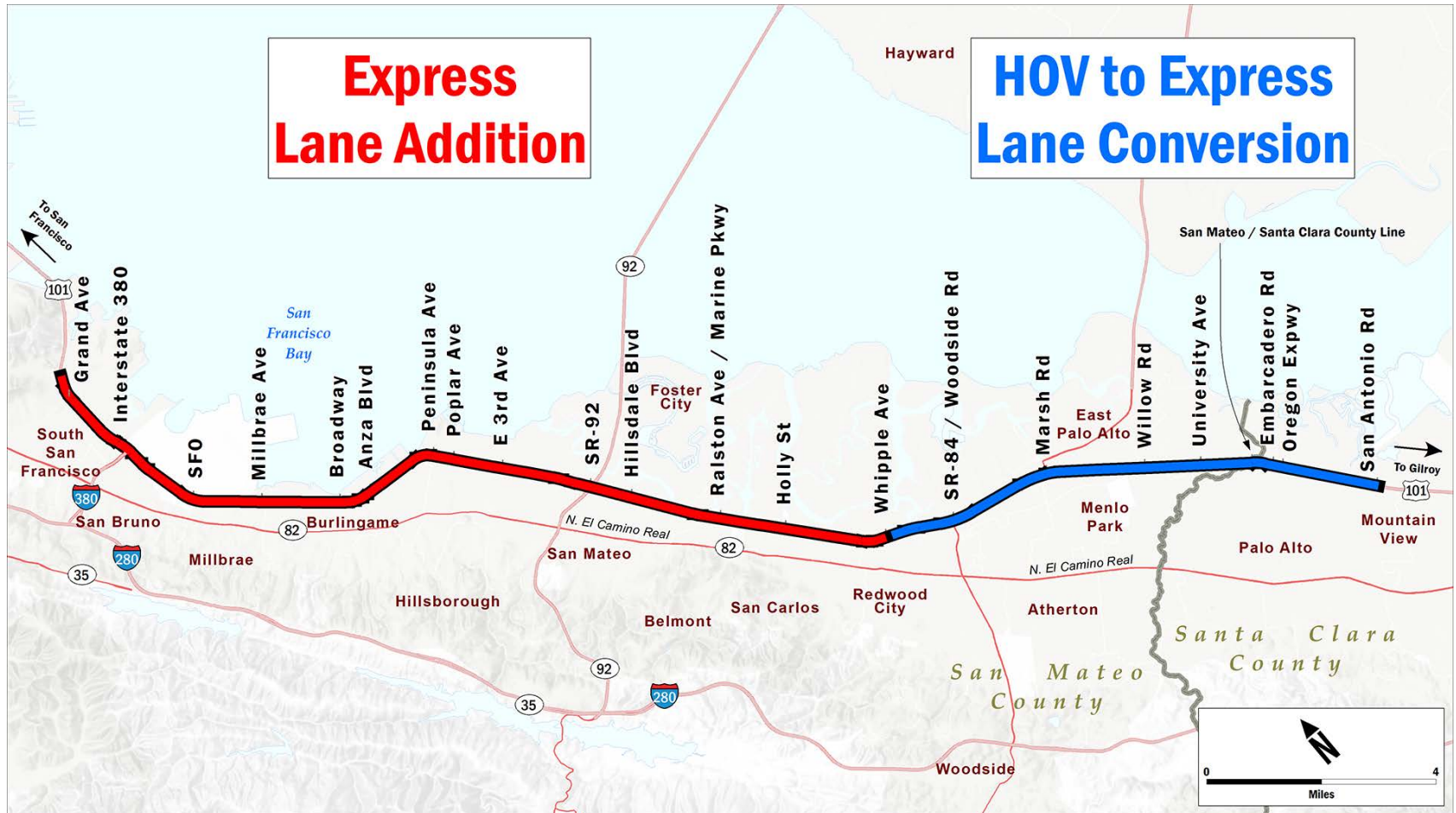
- **Construction Progress**
- COVID-19 Impact: Sound wall Issue
- Public Outreach Activities

SM 101 EXPRESS LANES PROJECT

PROJECT SCHEDULE

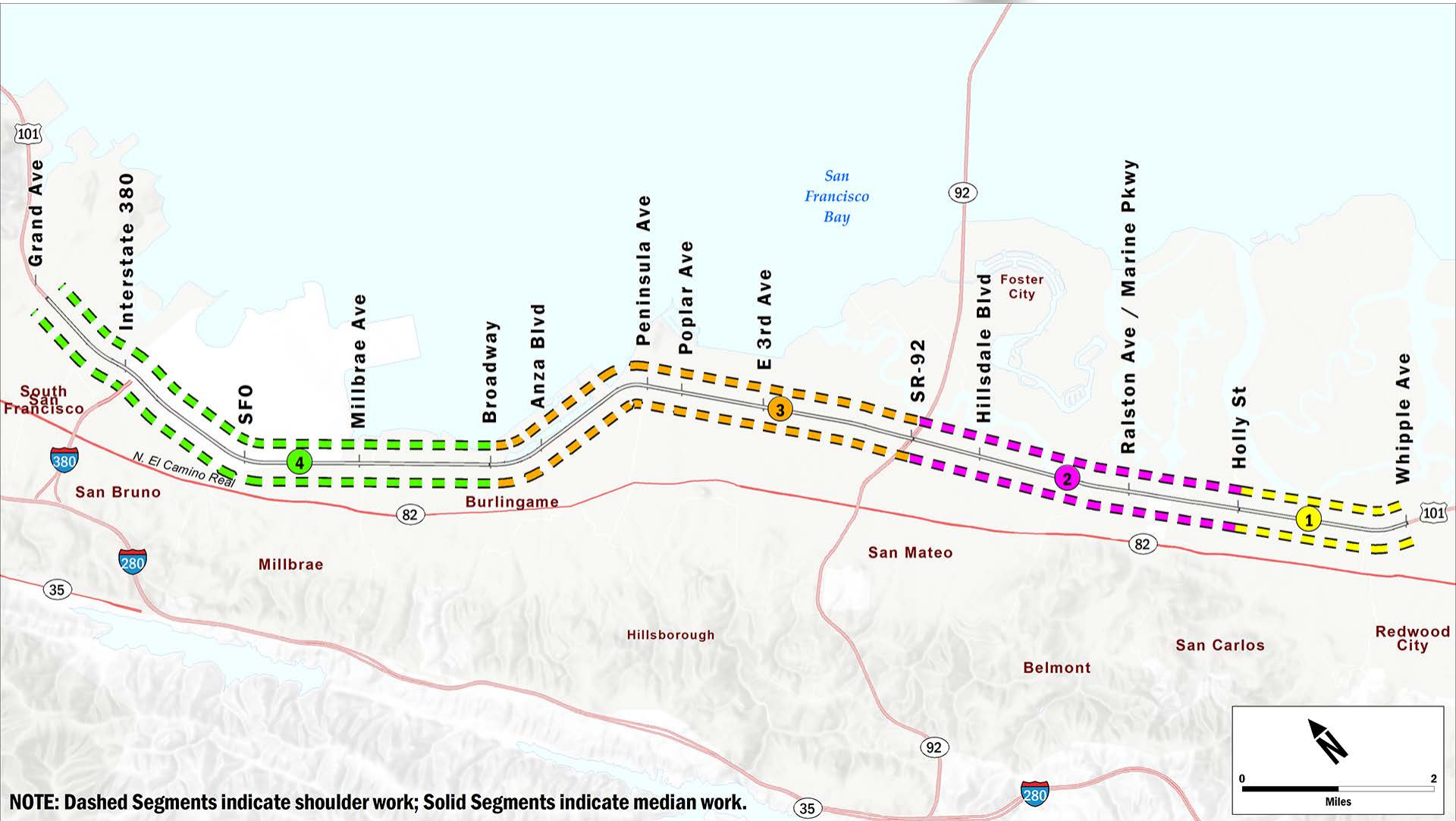


SM 101 EXPRESS LANES PROJECT PROJECT LIMITS

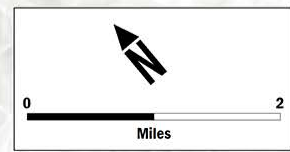


SM 101 EXPRESS LANES PROJECT

EXPRESS LANE ADDITION STAGE 1



NOTE: Dashed Segments indicate shoulder work; Solid Segments indicate median work.





North of Whipple:

Through June: \$72M of \$391M completed (18%)

- 18 construction yards established
- 105,000 feet of temporary barrier placed
- 100% of Stage 1, Phase 1 temporary lane restriping complete
- All 3 sound walls demolished

SM 101 EXPRESS LANES PROJECT NORTH CONTRACT WORK UNDERWAY



Sewer work



SM 101 EXPRESS LANES PROJECT NORTH CONTRACT WORK UNDERWAY



Sound Wall Reconstruction



SM 101 EXPRESS LANES PROJECT NORTH CONTRACT WORK UNDERWAY



Shoulder Demolition



SM 101 EXPRESS LANES PROJECT NORTH CONTRACT WORK UNDERWAY



Freeway grading



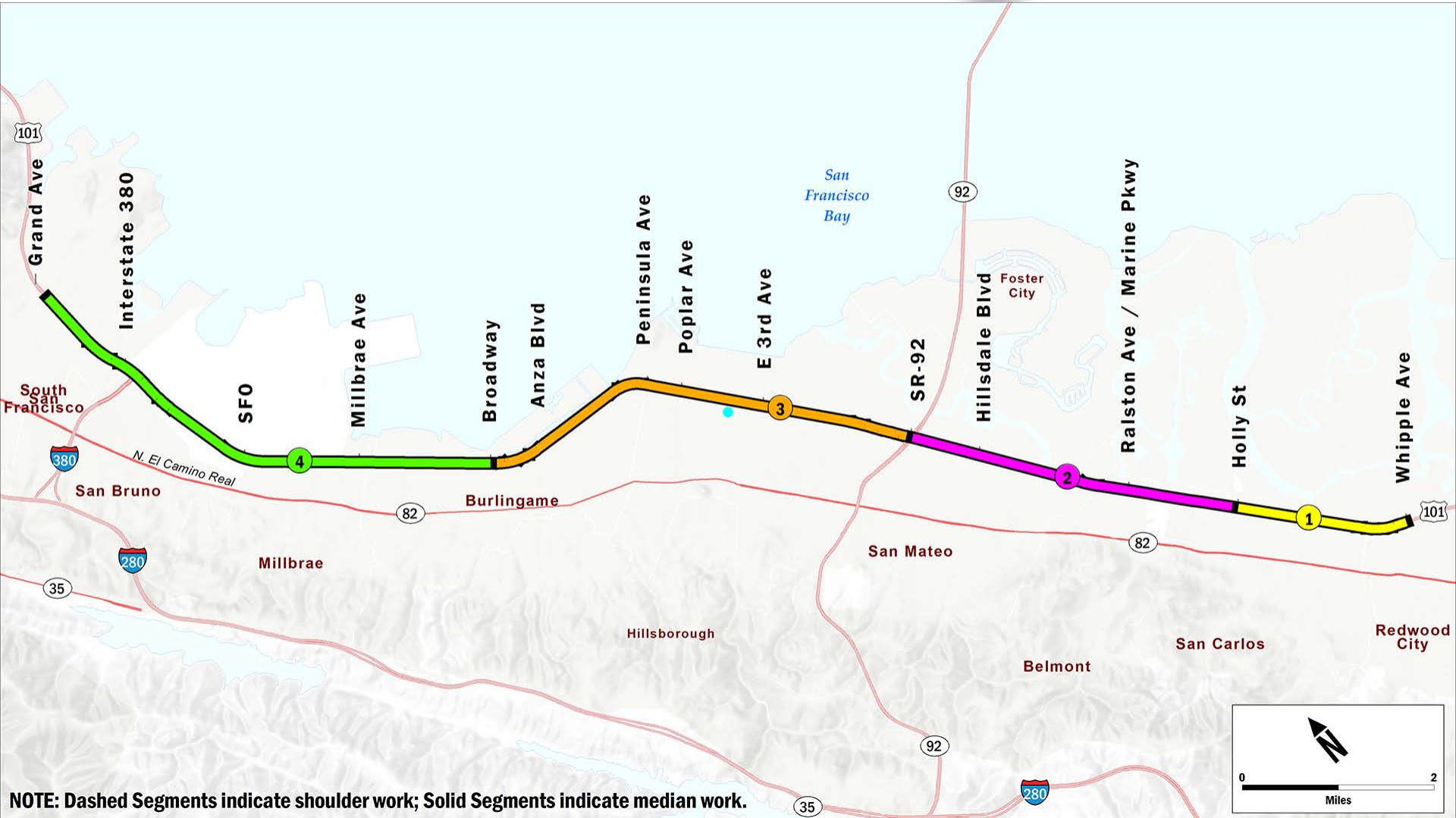


North of Whipple:

- Sewer relocation near Dore Ave. (to be completed by August 2020)
- Sound wall reconstruction
 - Dore Avenue to East Poplar Avenue
 - 2nd Avenue to Dore Avenue
 - Newbridge Avenue to Dakota Avenue
- Preparation for PG&E and AT&T service
- Pavement removal and grading
- Electrical work
- Stage 1, Phase 2 temporary re-striping to be done near the end of 2020

SM 101 EXPRESS LANES PROJECT

EXPRESS LANE ADDITION STAGE 2



NOTE: Dashed Segments indicate shoulder work; Solid Segments indicate median work.

SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK UPCOMING



Demolish the old Median Barrier



SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK UPCOMING



Build a new Storm Drain System



SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK UPCOMING



Construct a new Median Barrier



SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK UPCOMING



Install Overhead Signs





South of Whipple:

- Conclude review and approval of TransCore plans
- Issue encroachment permit for Toll System installation
- Execute TransCore contract for installation
- Plan and prep for installation
- Complete AT&T connections

SM 101 EXPRESS LANES PROJECT

CURRENT COST ESTIMATE - CONTRACT FOCUSED



Contract	Funding per PPR	Estimated Cost ⁽¹⁾	Variance Over/ (Under)	Variance %	Expended as of 6/30/20 ⁽²⁾	Percent Expended	Percent Complete ⁽³⁾	Confidence ⁽⁴⁾
SM-101 Express Lanes Project					<i>Costs shown in millions of escalated dollars</i>			
Environmental	20.39	20.37	(0.02)	0%	20.27	99%	100%	●
Design & Right of Way	42.14	42.10	(0.04)	0%	33.83	80%	85%	●
North Contract – Construction	390.87	374.34	(16.53)	-5%	72.12	18%	14%	●
South Contract – Construction	74.81	74.81	(0.00)	0%	72.13	96%	95%	●
Toll Systems	48.12	43.44	(4.68)	-10%	0.21	0%	0%	●
Highway Planting	4.81	4.81	0.00	0%	0.00	0%	0%	●
<i>Project Contingency ⁽⁵⁾</i>	<i>0.00</i>	<i>21.21</i>	<i>21.21</i>	When needed, funds transferred to appropriate line.				
TOTALS	581.14	581.08	(0.06)	0%	198.56	34%	32%	

(1) Cost Estimate represents current estimated cost to complete each contract.

(2) Expenditures include \$12M deposit against North Contract – Construction.

(3) Percent completes shown are based on qualitative assessment of physical % complete per milestones and schedule.

(4) ● = Within budget,

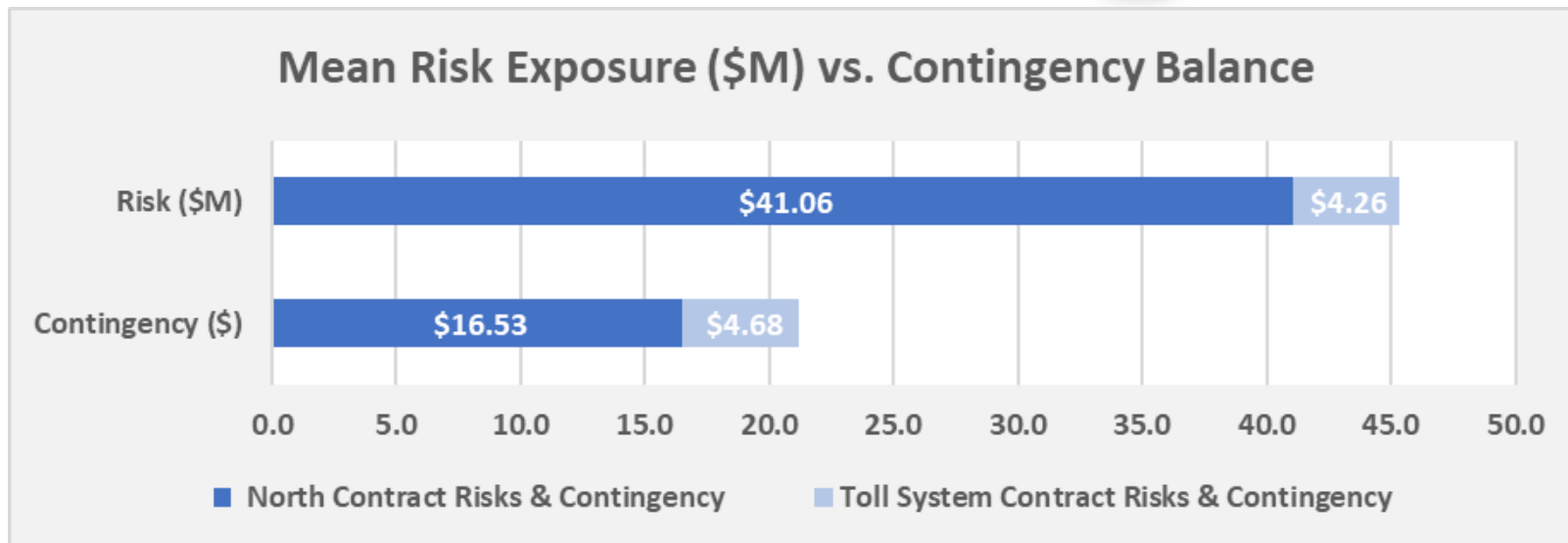
● = Identified potential risks that may significantly exceed budget if not mitigated,

● = Known impacts to budget - changes forthcoming.

(5) Assume 100% utilization of Project Contingency in overall estimated cost of project

SM 101 EXPRESS LANES PROJECT

CURRENT RISK EXPOSURE – CONSTRUCTION PHASE



- Additional risks recently assessed:
 - COVID-19 impacts to workforce
 - Return of California wildfires and forced shutdown(s)
 - Return of public unrest



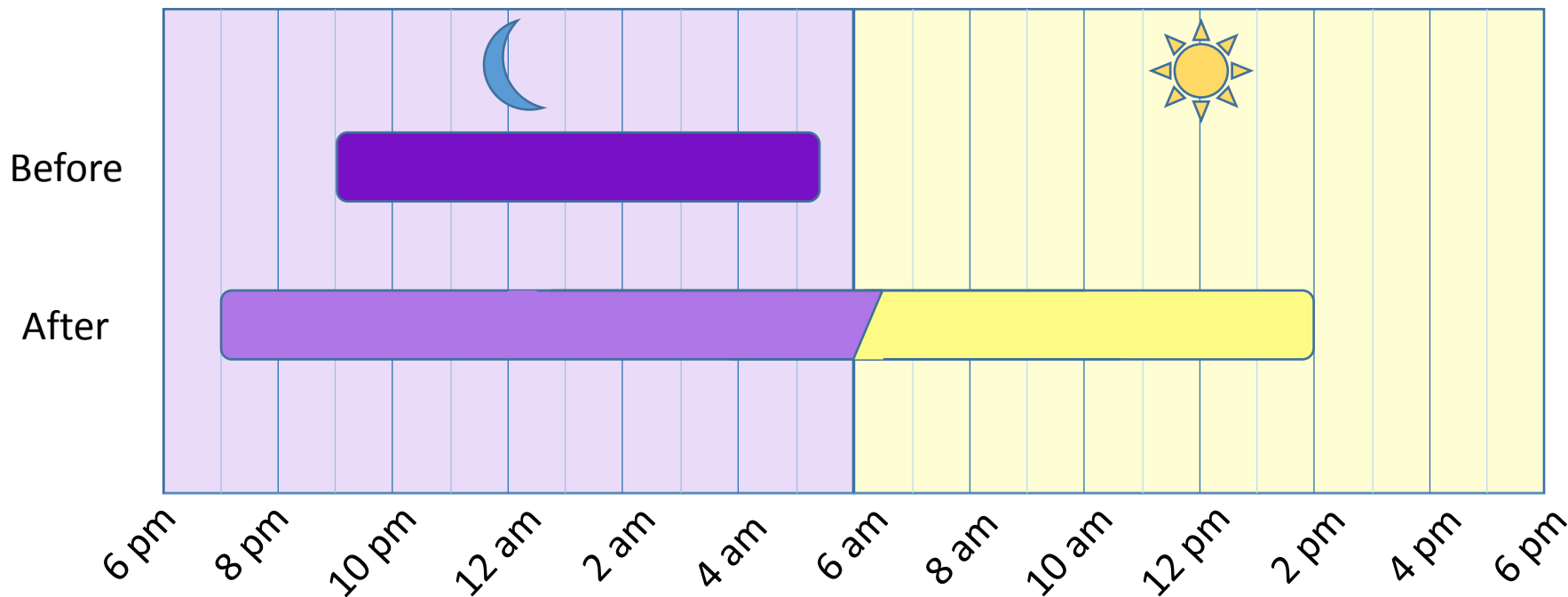
- Construction Progress
- **COVID-19 Impact: Sound wall Issue**
- Public Outreach Activities



Extended freeway lane closure hours during Shelter in Place

Nighttime
Sunday through Thursday

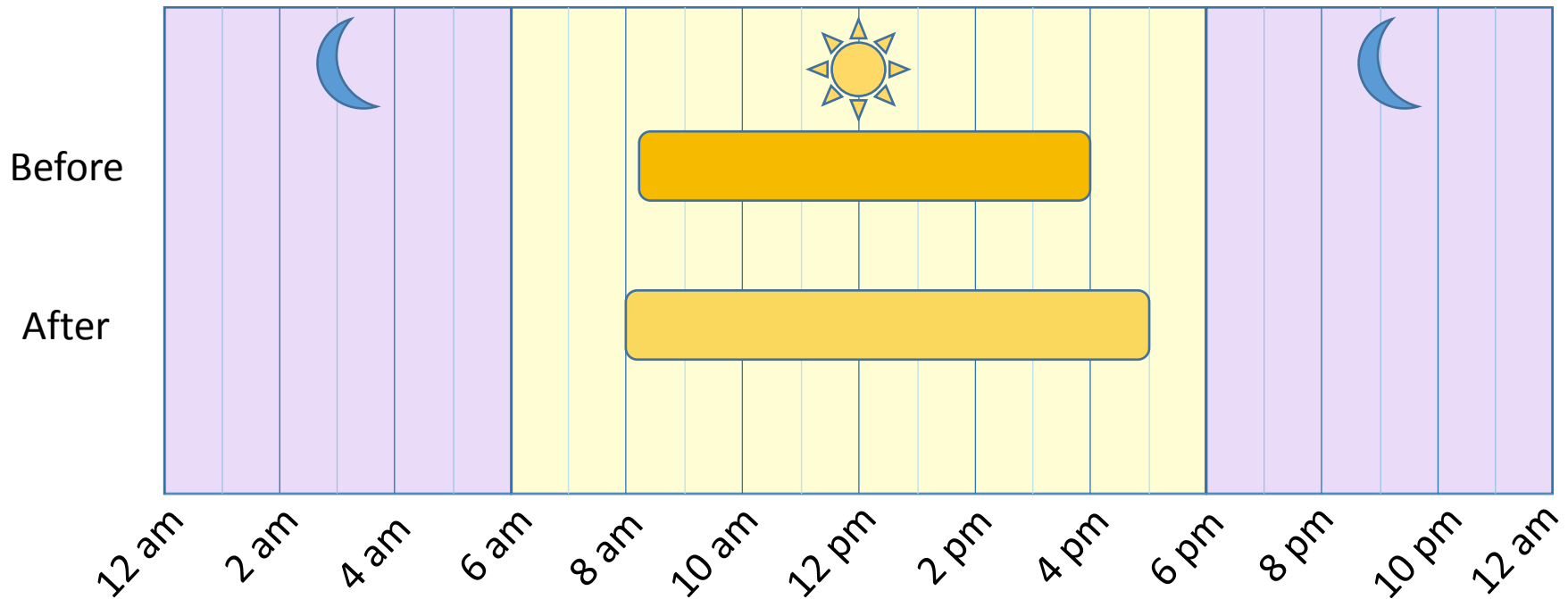
Daytime
Monday through Friday





Extended local street closure hours during Shelter in Place

Daytime San Mateo Street Closures
Monday thru Friday





COVID-19 Impacts on Schedule

- Due to COVID-19, the masonry block fabrication has been delayed, resulting in adjustments to the completion dates for the sound wall relocation.

	<i>Published / New</i>
● Dore Ave. to E. Poplar Ave. —	Aug. 2020/Oct. 2020
● 2 nd Avenue to Dore Avenue —	Jan. 2021/Dec. 2020
● Newbridge Ave. to Dakota Ave.—	Aug. 2020/Feb. 2021
- Some construction crew members have contracted COVID-19, which may impact the construction schedule.

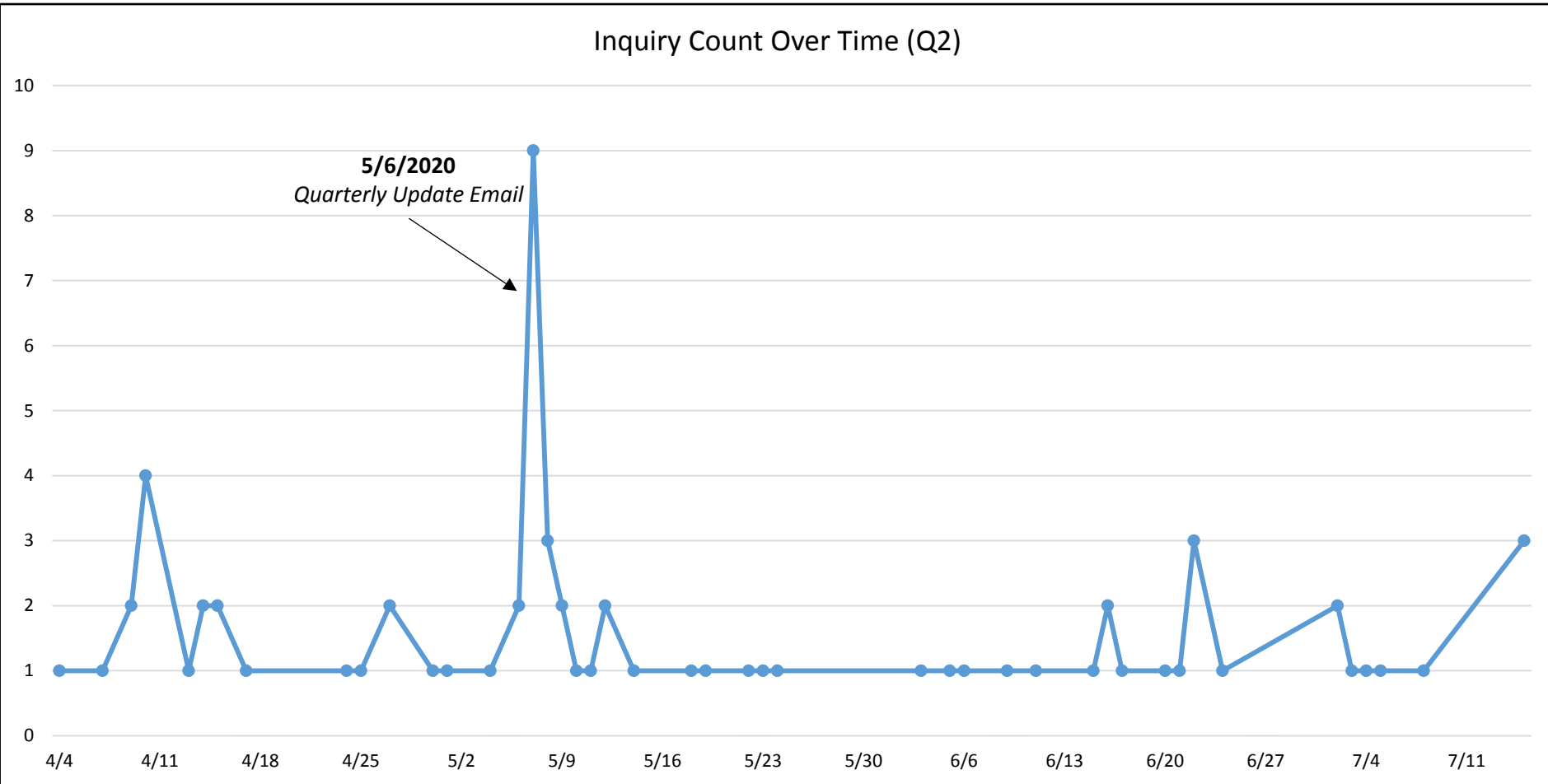


- Construction Progress
- COVID-19 Impact: Sound wall Issue
- **Public Outreach Activities**

SM 101 EXPRESS LANES PROJECT CONSTRUCTION E-MAIL INQUIRIES



Inquiry Count Over Time (Q2)



This figure shows aggregated counts of all email inquiries to 101express@dot.ca.gov over Q2

SM 101 EXPRESS LANES PROJECT

PUBLIC INQUIRIES



	Ramp Closures	Noise	Express Lanes Operations	Roadway Safety	San Mateo Sound Walls	Vegetation Removal	COVID Actions	Southbound Broadway Avenue On-Ramp Construction	Sewer Work
Inquiries Received	6	5	4	3	2	2	1	1	0

- Inquiries primarily received by the Caltrans PIO, either by email or phone
- Inquiries are researched and city staff contacted with relevant information
- Inquiries are responded to, and relevant information is passed on to the Resident Engineer and Contractor

SM 101 EXPRESS LANES PROJECT


SOCIAL MEDIA—TWITTER




Twitter





 **Caltrans District 4**  @CaltransD4 · Jul 20 




SM 101 Express Lanes Project- Extended weekend ramp closures at SB Hillsdale Blvd Diagonal On-Ramp and SB Holly St On-Ramp/Brittan Ave Off-Ramp Collector-Distributor Rd, Sat 7/25 at 11PM to Mon 7/27 at 6AM. Detour signs will be posted. Add'l project info: 101express.com





 **Caltrans District 4**  @CaltransD4 · Jul 2 

UPDATE: San Mateo 101 Express Lanes Project- Daytime (8:30 AM to 4:30 PM) and nighttime (7:00 PM to 6:00 AM) closures of NB Dore Ave Off-Ramp from Mon 7/6 to Fri 7/10. Traffic detoured to next off-ramp at Peninsula Ave. Add'l project info: 101express.com @CityofSanMateo

  3  2 

 **Caltrans District 4**  @CaltransD4 · Jun 26 

UPDATE: SM 101 Express Lanes Project-Extended weekend ramp closures at SB Hillsdale Blvd Diagonal On-Ramp and SB Poplar Ave On-Ramp, Sat 6/27 at 11PM to Mon 6/29 at 6AM. Detour signs will be posted. Add'l project info: 101express.com @CityofSanMateo @CityoffC @sanmateoco

  2  1 



Public noticing coordination with Kellie Benz, City of San Mateo



101 Express Lanes Ramp closures next week

Public Works Communications & Public Relations Analyst Kellie Benz from City of San Mateo · 2 Jul

Hi Neighbors,

In case you missed it, Caltrans posted on Twitter @CaltransD4 about the ramp closures starting Monday.

UPDATE: San Mateo 101 Express Lanes Project- Daytime (8:30 a.m. to 4:30 p.m.) and nighttime (7 p.m. to 6 a.m.) closures of NB Dore Ave Off-Ramp from Mon July 6 to Fri July 10.

Traffic detoured to next off-ramp at Peninsula Ave.

More project info: <http://101express.com>.

SM 101 Express Lanes Project
Caltrans, SMCTA, C/CAG
101EXPRESS.COM

2 Jul · Subscribers of City of San Mateo in 1 neighborhood in General

THANK | 2

REPLY



SM 101 EXPRESS LANES PROJECT

RECENT AND UPCOMING EFFORTS



- SFO outreach
- City of San Mateo mailer
- City of Burlingame outreach
- Development of informational videos

SM 101 EXPRESS LANES PROJECT PUBLIC INFORMATION



101express.com

Home | Caltrans Near Me | District 4 | District 4 Current Projects | SM 101 Express Lanes Project


SM 101 Express Lanes Project

Project Information | Construction | Project Contacts | Document Library | Frequently Asked Questions | Construction Update

Stay Informed and Plan for Delays

- [Additional information can be found in the Project Fact Sheet](#)
- [Para mayor información visite Hoja Informativa del Proyecto](#)
- [更多详情的中文,访问项目优情况说明书](#)

Construction of the San Mateo 101 Express Lanes Project from Whipple Avenue to Interstate 380 (I-380) is starting. To [sign up](#) for weekly or quarterly updates, email with the subject line 'Weekly' or 'Quarterly' to 101express@dot.ca.gov. Follow the project on Twitter [@CaltransD4](#). Para mayor información en español, visite de abajo. 更多详情的中文,请访问下面.



- Sign up for updates at 101express@dot.ca.gov
- For questions, contact Caltrans PIO Alejandro Lopez at (510) 286-4948 or 101express@dot.ca.gov



Questions?

**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: **MEASURE A PEDESTRIAN AND BICYCLE 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 San Mateo County Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year.

This month features a PowerPoint presentation on the status of the Pedestrian and Bicycle Program. A description and status of each bicycle and pedestrian project is attached to this memo as Exhibit A and B respectively. Exhibit C includes the list of Fiscal Year 2021 Safe Routes to School program awards using the Measure W funds programmed and allocated to the San Mateo County Office of Education (SMCOE).

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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



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

1. Middlefield Road Class II Bike Lanes Project

Sponsor: Town of Atherton

Allocated Funding: \$733,000

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

2. Belmont Pedestrian and Bicycle Improvements Project

Sponsor: Belmont

Allocated Funding: \$882,036

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

3. Notre Dame Avenue Street Improvement Project

Sponsor: Belmont

Allocated Funding: \$150,000

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

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

Sponsor: Belmont

Allocated Funding: \$596,696

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

5. Burlingame Avenue Downtown Pedestrian and Bicycle Improvements

Sponsor: Burlingame

Allocated Funding: \$300,000

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

6. Burlingame East Side Bicycle Route Improvements

Sponsor: Burlingame

Allocated Funding: \$91,700

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

7. Burlingame West Side Bicycle Route Improvements

Sponsor: Burlingame

Allocated Funding: \$168,700

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

8. California Drive/Bellevue Avenue Bike-Pedestrian Roundabout

Sponsor: Burlingame

Allocated Funding: \$1,000,000

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

9. Hillside Boulevard Improvements Phase I

Sponsor: Colma

Allocated Funding: \$177,541

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

10. Complete the Gap Trail

Sponsor: County of San Mateo

Allocated Funding: \$300,000

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

11. Complete the Gap Trail

Sponsor: County of San Mateo

*Allocated Funding: \$750,000**

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

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

12. Midcoast Multimodal Trail

Sponsor: County of San Mateo

Allocated Funding: \$500,000

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

13. Enhanced Pedestrian and Bicycle Visibility Project

Sponsor: Daly City

Allocated Funding: \$337,500

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

14. John Daly Boulevard Streetscape Improvements

Sponsor: Daly City

Allocation Funding: \$1,000,000

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

15. Lake Merced Boulevard In-pavement Crosswalk

Sponsor: Daly City

Allocated Funding: \$77,000

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

16. Mission Street Streetscape Project

Sponsor: Daly City

Allocated Funded: \$810,000

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

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

Sponsor: East Palo Alto

Allocated Funding: \$300,000

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

18. Highway 101 Pedestrian/Bicycle Overcrossing

Sponsor: East Palo Alto

Allocated Funding: \$300,000

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

19. Highway 1 Trail Extension - Ruisseau Francais to Roosevelt

Sponsor: Half Moon Bay

Allocated Funding: \$250,000

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

20. Main Street Bridge Bike and Pedestrian Improvements

Sponsor: Half Moon Bay

*Allocated Funding: \$500,000**

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

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

21. Pacific Coast Bikeway Connectivity North Project

Sponsor: Half Moon Bay

Allocated Funding: \$315,000

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

22. Haven Avenue Streetscape Project

Sponsor: Menlo Park

Allocated Funding: \$170,000

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

23. Menlo Park Bicycle and Pedestrian Enhancement Project

Sponsor: Menlo Park

Allocated Funding: \$805,600

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

24. Menlo Park-East Palo Alto Connectivity Project

Sponsor: Menlo Park/East Palo Alto

Allocated Funding: \$395,000

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

25. Middle Avenue Pedestrian and Bicycle Crossing

Sponsor: Menlo Park

Allocated Funding: \$490,000

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

26. Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvements Project

Sponsor: Millbrae

Allocated Funding: \$260,000

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

27. Pacifica Headlands Trail Project

Sponsor: Pacifica

Allocated Funding: \$360,000

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

28. Alpine Road at Arastradero & Portola Road at Farm Hill Road Shoulder Widening

Sponsor: Portola Valley

Allocated Funding: \$309,500

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

29. Brewster Avenue Pedestrian Improvements

Sponsor: Redwood City

Allocated Funding: \$734,000

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

30. Highway 101 Undercrossing Project

Sponsor: Redwood City

Allocated Funding: \$500,000

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

31. Hudson Street Bicycle and Pedestrian Improvements

Sponsor: Redwood City

Allocated Funding: \$532,640

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

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

Sponsor: Redwood City

Allocated Funding: \$375,000

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

33. Kennedy Safe Routes to School Project

Sponsor: Redwood City

Allocated Funding: \$500,000

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

34. Safe Routes to Schools

Sponsor: Redwood City

Allocated Funding: \$976,780

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

35. Regional Bike Share Pilot Program – Redwood City

Sponsor: SamTrans

Allocated Funding: \$80,000

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

36. El Camino Real/Angus Avenue Intersection Improvements

Sponsor: San Bruno

Allocated Funding: \$300,000

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

37. Transit Corridor Pedestrian Connection Project

Sponsor: San Bruno

Allocated Funding: \$350,000

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

38. 101/Holly Street Grade Separated Path Project

Sponsor: San Carlos

Allocated Funding: \$100,000

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

39. 101/Holly Street Pedestrian and Bicycle Overcrossing

Sponsor: San Carlos

Allocated Funding: \$1,000,000

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

40. Pedestrian Safety Improvement Plan for San Carlos Avenue

Sponsor: San Carlos

Allocation Funding: \$1,000,000

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

41. 28th Avenue Bike Boulevard and Implementation Project

Sponsor: San Mateo

Allocated Funding: \$380,000

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

42. Citywide Bicycle Striping and Signage

Sponsor: San Mateo

Allocated Funding: \$157,163

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

43. Hillsdale/101 Bridge Project

Sponsor: San Mateo

Allocated Funding: \$480,000

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

44. Hillsdale/101 Bridge Project

Sponsor: San Mateo

Allocated Funded: \$875,000

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

45. North San Mateo Drive Pedestrian and Bicycle Improvement Project

Sponsor: San Mateo

Allocated Funded: \$200,000

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

46. Sharrows and Striping Program

Sponsor: South San Francisco

Allocated Funding: \$81,200

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

47. Sunshine Gardens Safety and Connectivity Improvements Project

Sponsor: South San Francisco

Allocated Funding: \$504,000

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

48. Alameda de Las Pulgas Bike and Pedestrian Improvements

Sponsor: Woodside

Allocated Funding: \$275,000

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

49. School Safety Improvements Project

Sponsor: Woodside

Allocated Funding: \$21,600

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



Active Ped/Bike Projects

	<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Project Status</i>	<i>Award Date</i>	<i>Measure A Awarded</i>	<i>Measure A Expended</i>	<i>Measure A Remaining</i>
1	Atherton	Middlefield Road Class II Bike Lanes Project	Construction	PG&E construction of gas main replacement was substantially completed. Project construction nearing completion, as contractor was finishing punch-list items.	Mar-18	\$733,000	\$210,078	\$522,922
2	Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	In ground High-Intensity Activated crosswalk beacon (HAWK) systems were tested and activated.	Mar-16	\$882,036	\$820,983	\$61,053
3	East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Final design was approved by City's Public Works and Transportation Commission in February 2020. Final bid package was being prepared.	Mar-18	\$300,000	\$0	\$300,000
4	Daly City	Enhanced Ped/Bike Visibility Project	Final design and construction	City Engineering performed post construction bike counts. Close-out documentation began.	Mar-16	\$337,500	\$8,873	\$328,627
5	Daly City	Mission Street Streetscape Project	Final design and construction	Final design plans were being updated to incorporate new pedestrian scale lighting and safety elements.	Mar-18	\$810,000	\$47,673	\$762,327
6	Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project plans were nearing 65% completion. The City received final award of TDA Article 3 funds in the amount of \$350,000, due to increase in construction costs. Project schedule was delayed for three months due to COVID-19 special order.	Mar-18	\$315,000	\$88,554	\$226,446
7	Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	On February 11, 2020, City Council approved two grants, C/CAG and Caltrans, which were needed to offset project budget shortfall, due to construction cost escalation. Additionally, City Council approved a funding agreement with the developer. Final design was nearing completion. Coordination continued with developer and contractors with construction improvements.	Feb-14	\$170,000	\$56,201	\$113,799
8	Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	City staff prepared, distributed and executed items for public outreach. Completed design for 90% sidewalk submittal and completed 60% Rapid Rectangular Flashing Beacons for submittal.	Mar-18	\$805,600	\$322,450	\$483,150
9	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: Contractor completed site work, including sidewalks, curb, gutter, irrigation and pedestrian lighting system.	Mar-16	\$500,000	\$500,000	\$0
10	Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Final design was completed. City staff was preparing for construction bidding.	Mar-18	\$375,000	\$52,850	\$322,150



Active Ped/Bike Projects

	<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Project Status</i>	<i>Award Date</i>	<i>Measure A Awarded</i>	<i>Measure A Expended</i>	<i>Measure A Remaining</i>
11	Redwood City	Kennedy Safe Routes to School Project	Construction	Contractor completed punch list items. City staff continued working on acceptance of the project from City Council and final close-out documents.	Feb-12	\$500,000	\$256,347	\$243,654
12	San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Construction work continued and completed the following work: installation of sidewalk, curb and gutter, and curb ramps along San Carlos Avenue, between Sycamore Street and Upland Avenue. The contractor continued installing these improvements along San Carlos Avenue between Upland Avenue and Alameda de las Pulgas.	Mar-18	\$1,000,000	\$347,946	\$652,054
13	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-16	\$1,000,000	\$0	\$1,000,000
14	San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Design consultant submitted 65% design plans to City staff for review. Consultant received comments from staff and was revising to incorporate feedback.	Mar-18	\$380,000	\$42,500	\$337,500
15	San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction bid was awarded by City Council on January 16, 2020. Notice to Proceed was awarded on February 11, 2020. Pre-construction phase began.	Mar-16	\$200,000	\$0	\$200,000
16	South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Construction work continued including: drainage improvements at intersections, replacement of concrete curb, gutter, sidewalk and ADA curb ramps at intersections, installation of all concrete raised median islands at intersections, replacement of thermoplastic high visibility crosswalks at intersections, installation of edge lines and pavement markings along streets and at intersections.	Mar-16	\$504,000	\$350,906	\$153,094



Completed Ped/Bike Projects

	<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Award Date</i>	<i>Measure A Funds</i>
1	Belmont	Notre Damn Avenue Street Improvement Project	Construction	Feb-14	\$150,000
2	Belmont	Ralston Ave. Ped/Bike Overcrossing Project	Construction	Jul-11	\$596,696
3	Burlingame	Burlingame Ave. Downtown Ped/Bike Project	Community Outreach, Planning, Engineering, PS&E	Jul-11	\$300,000
4	Burlingame	California Drive/Bellevue Avenue Bicycle/Pedestrian Roundabout	PE/ENV, PS&E ROW/Utilities & Construction	Feb-14	\$1,000,000
5	Burlingame	East Side Bicycle Route Improvements	Construction	Jul-11	\$91,700
6	Burlingame	West Side Bicycle Route Improvements	Construction	Jul-11	\$168,700
7	Colma	Hillside Blvd. Improvements Phase I	Construction	Jul-11	\$177,541
8	Daly City	John Daly Boulevard Streetscape Improvements	Construction	Feb-14	\$1,000,000
9	Daily City	Lake Merced Blvd. In-pavement Crosswalk	Construction	Jul-11	\$77,000
10	East Palo Alto	Highway 101 Pedestrian and Bicycle Overcrossing Project	Final Design	Jul-11	\$300,000
11	Half Moon Bay	Highway 1 Trail Extension - Young to Roosevelt	Permitting, engieering & construction	Jul-11	\$250,000
12	Menlo Park	Middle Avenue Ped/Bike Crossing	PE/ENV	Mar-16	\$490,000
13	Menlo Park	MP/EPA Connectivity Project	Construction	Feb-14	\$395,000
14	Millbrae	Magnolia Avenue and Richmond Drive Bike/Ped Improvements Project	PS&E and Construction	Mar-18	\$260,000
15	Pacifica	Headlands Trail Project	Parcel Acquisition	Jul-11	\$360,000
16	Portola Valley	Alpine Road at Arastradero Road & Portola Road at Farm Road Shoulder Widening Projects	Planning, PE/ENV, PS&E, Construction	Feb-14	\$309,500
17	Redwood City	Brewster Ave. Improvements	PE/ENV, PS&E & Construction	Jul-11	\$734,000
18	Redwood City	Hudson Street Bicycle and Pedestrian Improvements Projects	PE/ENV, PS&E & Construction	Jul-11	\$532,640



Completed Ped/Bike Projects

	<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Award Date</i>	<i>Measure A Funds</i>
19	Redwood City	Safe Routes to School Project	PS&E and Construction	Feb-14	\$976,780
20	San Bruno	El Camino Real/Angus Avenue Intersection Improvements	PS&E and Construction	Feb-14	\$300,000
21	San Bruno	Transit Corridor Pedestrian Connection Project	PS&E and Construction	Jul-11	\$350,000
22	San Carlos	101/Holly Street Separated Path Project	Environmental clearance	Jul-11	\$100,000
23	San Mateo	Citywide Bicycle Striping and Signage Project	PS&E and Construction	Jul-11	\$157,163
24	San Mateo	Hillsdale/101 Ped/Bike Bridge Project	Project Study Report (PSR)	Jul-11	\$480,000
25	San Mateo	Hillsdale/101 Ped/Bike Bridge Project	Environmental Document (PA&ED)	Feb-14	\$875,000
26	San Mateo County	Complete the Gap Trail	PE/ENV & PS&E	Mar-16	\$300,000
27	San Mateo County	Midcoast Multi-Modal Trail	PE/ENV & PS&E	Feb-14	\$500,000
28	SamTrans	Regional Bicycle Sharing Demonstration Program	Planning	Jul-11	\$80,000
29	South San Francisco	Sharrows and Striping Program	Construction	Jul-11	\$81,200
30	Woodside	Alameda De Las Pulgas Bike & Ped Improvements	PS&E and Construction	Mar-16	\$275,000
31	Woodside	School Safety Improvement Project	PS&E and Construction	Jul-11	\$21,600



De-funded Ped/Bike Projects

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



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

	Applicant Name	Project Description	Award
1	Brisbane School District	Directional signs, painted routes, two way radios - The project will establish clearly marked access points and routes for students who walk and bike to enter and exit all three campuses. Grantee will purchase directional signs and paint routes for students to walk. The School District will also purchase two way radios for yard supervisors to monitor start and dismissal protocols. These measures will help students who are walking and biking arrive and leave campus safely.	\$600
2	Burlingame School District	Bike racks, scooter docks, walk audit and/or loading zone improvements - Three infrastructure projects are planned for this school year. First, conduct a walk audit at the middle school to address a congested traffic flow during pick-up that can result in pedestrian-vehicle interactions. Second, make improvements to the middle school loading zone area, following the completion of the walk audit. This may include fresh paint, signage, physical barriers, and redesign of traffic flow patterns, as well as partnering with the City to address any off-campus changes that may be needed. Finally, install bike racks and scooter docks where needed at all schools. The schools goal is to fill in missing racks and docks where they are needed.	\$13,000
3	Cabrillo Unified School District	Bike/ped safety mural and directional signs - This project aims to heighten community awareness around pedestrian and bicycle safety by having students participate in creating a mural. The corner fence at the District Office is located at the busy intersection of Highway 1 and Kelly Avenue. Many students walk and bike this route on their way to/from four CUSD schools, all within one mile of the intersection. A group of students from CUSD will work with local artist to create a mural focusing on safety for bicyclists and pedestrians. As part of the effort to improve safety in this area, the School District will purchase signs to redirect the District Office employees and visitors to the side entrance to make it safer for bicyclists and pedestrians along Kelly Avenue, near the current entrance.	\$6,800
4	Las Lomas Elementary School District	Rapid Flashing Beacon* - The Las Lomas Elementary School District intends to install a rapid flashing beacon at the intersection of Alameda de las Pulgas and Camino al Lago. Currently families must rely on high-speed traffic to slow or stop on their own if they happen to see families enter this double-yellow-lined busy street. Alameda de las Pulgas is a primary transportation corridor for cars traveling north or south to/from Stanford University or 101 and 280 freeways. This device will allow pedestrians to push a button that turns on a flashing crosswalk sign which alerts oncoming traffic that they are crossing.	\$3,400
5	Menlo-Atherton High School (SUHSD)	Bike shed program** and walk/bike promotion - SRTS funding will help provide materials for educational programming, community outreach, and promotion of carless transport for all of our communities. Grantee will also use SRTS funds to create promotional materials for green transportation, to be posted around campus, as well as public service messaging for best practices around bike safety and bike security. Funding will also help to actively promote the schools fledgling Bike Shed program through promotional materials, participation incentives and to provide a stipend for the teacher who runs the Bike Shed program and works with students on bike repair and maintenance. Funds will also be used to purchase tools and other materials as part of the educational and training aspects of the Bike Shed program.	\$8,000
6	MH Tobias Elementary School (JESD)	Sidewalk Improvements - The grant funding will help in our school plan to open a new drop-off/pick up area, which will provide an alternate option, and help alleviate the traffic problems during drop off/ pick up in front of our school. From our observation of the sidewalk conditions, we are concerned about the condition and damage of the sidewalk on the corner of Brooklawn Avenue and Pinehaven Avenue. The sidewalk has wide cracks in the concrete and uneven pavement. This is a safety issue, which if not remedied, could result in potential accidents or injuries when our students and their families use the sidewalk.	\$10,000
7	Redwood City School District (RWCS D)	Walk audit and bike/walk map updates - Henry Ford is currently the only Redwood City School District (RCS D) school without a walk and bike audit. With many local and state infrastructure grants contingent upon completed walk and bike audits, funding the walk and bike audit will help leverage resources to improve walking and biking conditions around the Henry Ford Elementary School. RWCS D will also produce a set of updated walk/bike maps to help students and families better plan their route to school using relevant safety information.	\$6,500
8	San Carlos School District	Crossing Guard Program*** - The Crossing Guard Safety Program is essential to maintaining the safety of students on their way to and from school.	\$13,000
9	Sunshine Gardens Elementary School (SSFUSD)	SRTS related school mural, bike shelter or crossing guard*** - This project will help fund a Crossing Guard Safety Program, painting a mural in front of school with safety, walking, and biking scenes. Two bicycle racks will also be installed to encourage and support the usage of bikes for coming to school.	\$17,000
10	Westlake Elementary School (JESD)	Crossing Guard Program*** - This project will help fund the Crossing Guard Safety Program near the school site to help families cross the busy, narrow street in front of the school.	\$14,000
11	Woodrow Wilson Elementary (JESD)	Painted bicycle path - This project will create an on-campus bicycle track where students and community members can learn to ride their bikes in this very dense Daly City neighborhood. The bicycle track will be painted on existing hard surfaces at the school.	\$13,700
12	Woodside High School (SUHSD)	Bike shed program - Funding will help support the operation of the Bike Shed program including promotional materials and tools to help repair bicycles.	\$15,000
13	Various	Pop Up Grants to support slow streets around schools - SMCOE will purchase portable safety items (portable signs, barricades, and traffic cones) to be provided to schools in cities/towns who agree to implement slow streets or "school streets" to support back to school travel.	\$4,000
		TOTAL	\$125,000

Foot Notes:

*This is a conditional award. Before reimbursement for a rapid flashing beacon, LLES D must submit a letter of support and agreement from city staff to SMCOE Safe Routes to School. The city must agree to installation costs and any overage charges. The amount being awarded can fund an RFB such as the one in this link - <https://ustrafficsystems.com/product/rectangular-rapid-flash-beacon-back-to-back/>

**The bike shed program teaches high school students bicycle maintenance, helmet safety and safe bike riding practices. They work on donated bikes, which are then given away, with a helmet, to students who need transportation. They also work on bikes owned by members of their school community (i.e. if a student or teacher has a flat tire, they can get help from the bike shed).

***Crossing Guard Program - This is a conditional award based on school district actually having in-person instruction. For example, if there is no in-person instruction for the first half of the year, the award will be reduced.

Measure A Pedestrian & Bicycle Program Update

August 6, 2020
Board of Directors
Item # 10b



OVERVIEW

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



PROGRAM BACKGROUND

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



PROJECT ALLOCATIONS

Cycle	Award Date	Award Amount	Number of Projects
Special Circumstances	2010/2011	\$0.7M	2
First	July 2011	\$4.5M	16
Second	April 2014	\$5.9M	11
Third	March 2016	\$5.0M	10
Fourth	March 2018	\$5.7M	10
TOTAL		\$21.8M	49



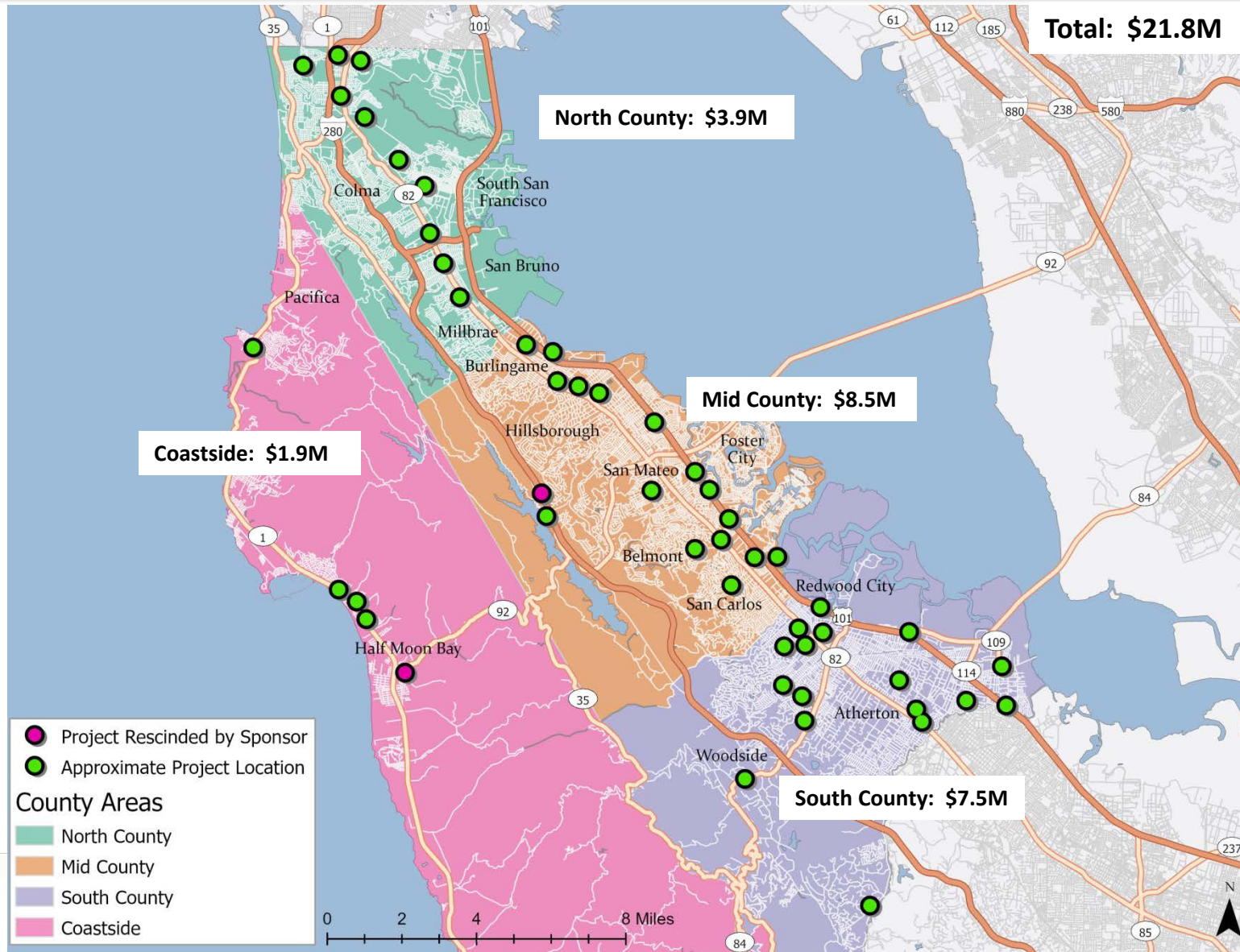
PROGRAM DELIVERY STATUS

Project Status	Number of Projects
Planning/Preliminary Engineering/ Environmental	1
Final Design	10
Construction	5
Awarded project scopes complete	31
Sponsor rescinded projects	2
TOTAL	49

➤ Sponsors submit quarterly progress reports on project status.



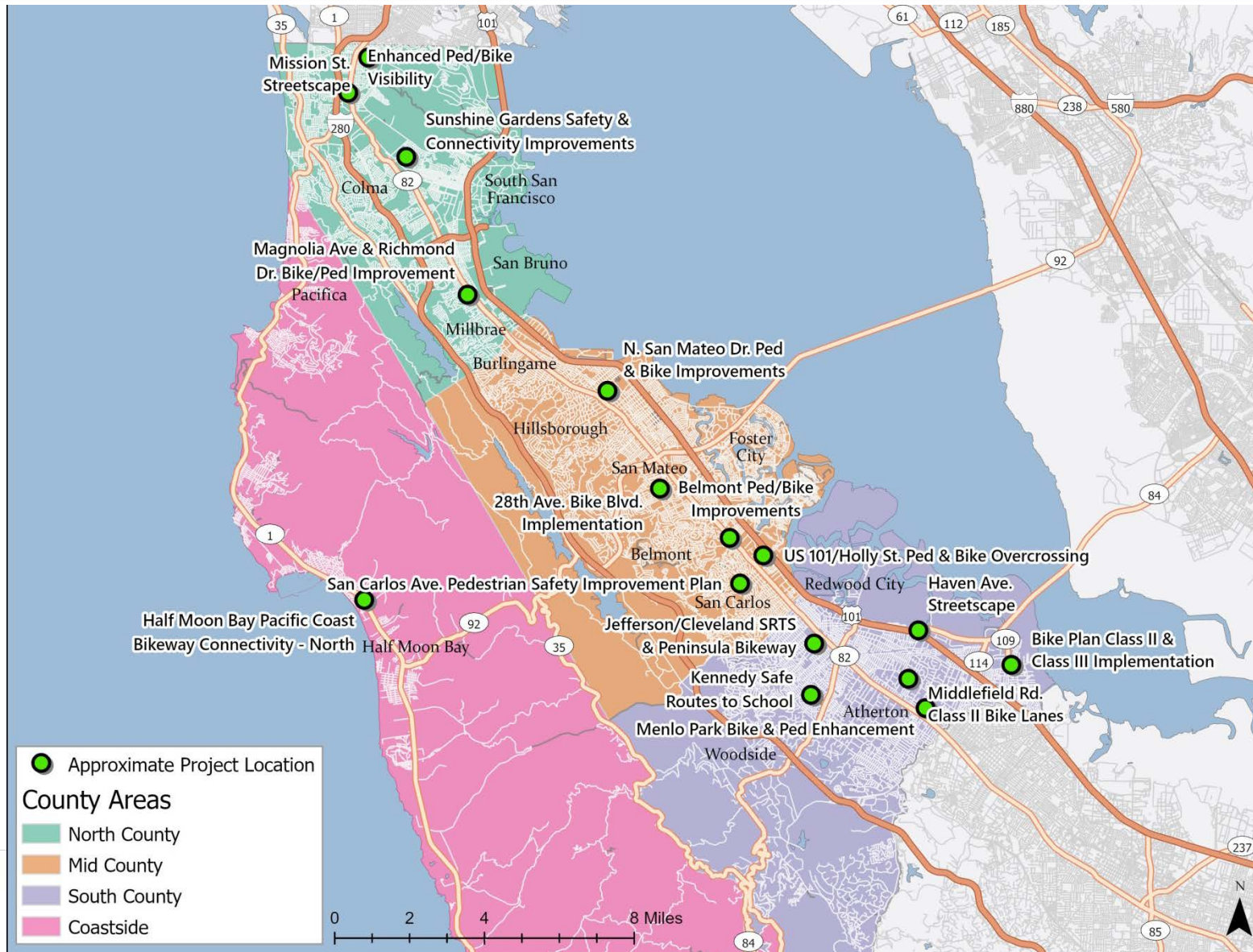
DISTRIBUTION OF PROJECT AWARDS



County Sub-area	Funding Awards
North County	10
Mid County	17
South County	17
Coastsides	5
Total	49



DISTRIBUTION OF ACTIVE PROJECTS



County Sub-area	Funding Awards
North County	4
Mid County	5
South County	6
Coastside	1
Total	16



COMPLETED PROJECTS

City of Millbrae – Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvements Project (Completed August 2019)



COMPLETED PROJECTS

City of Redwood City – Safe Routes to School Improvement Project
(Completed October 2019)



SAFE ROUTES TO SCHOOL

- In June, the TA Board programmed and allocated \$202,500 to the San Mateo County Office of Education (SMCOE) for the Safe Routes to School (SRTS) grant program.
- TA staff participated in the evaluation of the projects with thirteen being selected for FY 2021.



SAFE ROUTES TO SCHOOL

Highlighted SRTS awarded projects:

- **Burlingame School District – Three infrastructure projects**
 1. Walk Audit (middle school)
 2. Implementation of improvements from the walk audit (middle school)
 3. Install bike racks and scooter docks where needed (all 7 schools)
- **MH Tobias Elementary School**
 1. Provide a new alternate drop off/pick-up area, alleviating traffic problems in the front of the school during drop off/pick-up.



WHEN IS THE NEXT CALL FOR PROJECTS?

- **Next Call for Projects will be released on August 7, 2020 and applications will be due September 21, 2020.**
- **A separate Board item will provide more information on the next CFP**



QUESTIONS/COMMENTS



**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: **PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS FOR FY 2021
AND 2022**

ACTION

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

SIGNIFICANCE

Staff is planning to release the fifth Pedestrian and Bicycle Program Call for Projects (CFP) following the August Board meeting. This funding cycle will cover Fiscal Years 2021 and 2022 and will provide approximately \$8 million to projects that best meet the pedestrian and bicycle evaluation criteria contained in the Strategic Plan 2020-2024.

With the addition of Measure W funding, the program will now provide more funding for pedestrian and bicycle projects in this upcoming cycle (Table 1). As directed in the Strategic Plan 2020-2024, TA will now be funding three categories of projects, as provided in Table 2 below: capital, safe routes to school, and planning/promotion. For the capital projects, two-thirds of the funding will be set aside for large capital projects over \$1 million, and one-third for capital under \$1 million.

In an effort to better leverage limited funding, the requirement for a minimum 10 percent funding match remains in effect for capital projects and a 50% match for planning and promotion projects will be required as recommended by the Strategic Plan 2020-2024.

Table 1 - Cycle 5 Pedestrian and Bicycle Program Funding

Measure A	3%	4,500,000.00
Measure W	5%	3,600,000.00
Total		8,100,000.00

Table 2 – Program Categories

Capital	95%	7,695,000.00
Safe Routes to School	2.5%	202,500.00
Planning/Promotion	2.5%	202,500.00
Total		8,100,000.00

Table 3 - Capital Project Funding

Small Projects (under \$1M)	33%	2,565,000.00
Large Projects (over \$1M)	67%	5,130,000.00
Total		7,695,000.00

For this programming cycle, staff has overhauled the call for projects materials, including the guidelines, applications and scoring criteria to align with the evaluation criteria in the Strategic Plan 2020-2024. The project applications will also leverage online tools to provide consistent methodology for inputting data including greenhouse gas emissions, vehicle miles traveled, and bicycle and pedestrian collisions that will be used to support the evaluation of these projects.

A PowerPoint presentation will be made at the August 6, 2020 meeting to provide additional information regarding the process, guidelines and project evaluation.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

The Pedestrian and Bicycle Program provides funding for the development and construction of bicycle and pedestrian facilities as well as to planning studies and promotional programs to encourage and improve walking and bicycling. Three percent of Measure A revenue and five percent of Measure W revenue is available to support the Pedestrian and Bicycle Program.

Prepared by: Peter Skinner, Director, Grants and Fund Management

650-622-7818

***Pedestrian and Bicycle Program
Call for Projects
Cycle 5 – Fiscal Years 2021 & 2022***

August 6, 2020

Agenda Item #10 (c)



Program Overview

- 3% of Measure A Program
- 5% of Measure W Program
- Funds specific projects to encourage walking and bicycling
- Project applications, guidelines and evaluation criteria have been updated to reflect the Strategic Plan 2020-2024.



Funding

Program Category	Available Funds
Capital Projects (95%)	\$7,695,000
<i>Small Capital Projects (33%)</i>	<i>\$2,565,000</i>
<i>Large Capital Projects (67%)</i>	<i>\$5,130,000</i>
Planning and Promotions (2.5%)	\$202,500
Safe Routes to School (2.5%)* (Administered by County office of Education)	\$202,500
Total Available	\$8,100,000

*Funds programmed and allocated at the June 2020 Board Meeting



Eligible Project Types

- Small Capital Projects
 - Under \$1 million
- Large Capital Projects
 - Over \$1 million
- Planning and Promotions
 - Bike Plans, bike to work day, safety events, etc.
- Safe Routes to School
 - Funds were allocated to the County Office of Education in June.



Project Applications

- Separate applications for infrastructure and non-infrastructure projects
- Utilize online tools for data consistency and to support project evaluation including:
 - Greenhouse gas emissions
 - Vehicle miles traveled
 - Bike/ped collisions
 - Proximity to communities of concern and disadvantaged communities



Evaluation

- Scoring of each application question ties directly to the Strategic Plan 2020-2024 evaluation criteria.
- Scoring panel will include TA staff, a member of the C/CAG bicycle and pedestrian and advisory committee (BPAC) as well as transportation planners/engineers familiar with bike/ped projects.

Scoring Criteria	Total Points
Need	19
Effectiveness	42
Sustainability	14
Readiness	15
Funding Leverage	10
Total Points	100



Evaluation

Evaluation Criteria	Points
Sustainability	14
→ Serves high density/affordable housing (e.g. Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)	4
→ Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores and high concentrations of disabled, seniors and/or youth)	4
Innovative low environment impact/green infrastructure (includes resiliency elements to address climate change)	3
Project accounts for long term repair/maintenance/operations needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	2
Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity	1
Readiness	15
Clear and complete proposal	3
Project status and schedule	3
Ease and speed of implementation	3
Demonstrates stakeholder support/community engagement	3
Project has a credible cost estimate and funding plan	3
Funding Leverage	10
Percent of matching funds	8
Private sector contribution, including public/private partnerships	2



Timely Use of Funds

- 1 year for planning/promotional programs
- 2 years for pre-construction activity
- 3 years for construction activity
- Total of 5 years allowed if both pre-construction and construction are part of allocated work scope



Schedule

Activity	Timeline
Informational Item to TA CAC and Board	August 4 & 6 2020
Call for Projects Released	August 7, 2020
Sponsor Workshop (via Zoom)	August 12, 2020
Applications Due	September 21, 2020
Evaluation Period	October 2020
Draft Program of Projects Recommendation to CAC and Board	November 3 & 5 2020
Final Program of Projects Recommendations to CAC and Board	December 1 & 3, 2020



Questions?



**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 AND APPROVAL OF LEGISLATIVE PROPOSALS**

ACTION

Staff proposes the Board:

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

SIGNIFICANCE

The 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 July 14, 2020

The House returned to Washington and started in earnest to complete the FY21 appropriations bills. So far, all but two bills have moved through the committee process and those should pass shortly. The FY21 THUD bill was considered in committee. It includes \$100 million to continue the PCEP FFGA and appropriates \$500 million for the CRISI program. Within the CRISI funding, the committee set aside \$90m for grade crossing improvements and \$25m for grade crossing technology. Lastly, in addition to the regular section 130 allocations, the bill creates a new \$50 competitive grant program for highway grade separations.

The House passed the INVEST Act which contained the surface transportation bill as its base. The INVEST Act is largely aspirational at this point, but it bears monitoring as it may form the foundation of an infrastructure bill in the next administration. The outlook for a standalone surface transportation reauthorization is bleak, but – so far – there have not been any discussions relating to extending the current program beyond September.

On June 18, the House Transportation and Infrastructure Committee approved its \$494 billion surface transportation bill, the INVEST in America Act (H.R. 2), by voice vote, following a two-day markup. The House passed the bill, as part of its \$1.5 trillion infrastructure bill, the Moving Forward Act, by a vote of 233-188. House Republicans were not included in the bill writing process, and did not support the INVEST Act or the Moving Forward Act.

Neither the House nor Senate have identified a way to pay for surface transportation authorization bill. The current authorization bill, the FAST Act, expires on September 30; therefore, Congress will pass an extension of the FAST Act to continue current funding levels for transportation programs.

The bill provides a total of \$494 billion over five years—FY 2021 to FY 2025:

- \$411 billion from the Highway Trust Fund
- \$83 billion is authorized for appropriations from the Treasury's general fund (i.e. the funding will have to be provided through the annual Transportation Appropriations bills)

The bill includes the following funding levels for each of the transportation modes:

- \$319 billion for the federal-aid highway program under the Federal Highway Administration (FHWA)—27% increase over FAST Act
- \$105 billion for transit programs under the Federal Transit Administration (FTA)—54% increase over FAST Act
- \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration (NHTSA)
- \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration (FMCSA)

KADESH & ASSOCIATES, LLC

- \$60 billion for passenger rail programs under the Federal Railroad Administration (FRA)

Lastly, the next COVID recovery bill will likely be considered over the next few weeks. The House passed the HEROES Act last month, but the Senate has not offered its own bill or taken up the House bill. It remains unclear how and when the next bill will pass, but Senator McConnell has indicated he will start circulating draft legislation as early as next week.



July 3, 2020

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

RE: STATE LEGISLATIVE UPDATE – AUGUST 2020

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 government 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 revisit the budget after it reconvenes from Summer Recess on July 13 through the end of Session on August 31.

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.

On June 29, Governor Newsom signed AB 90 (Committee on Budget), a budget trailer bill that was amended on June 22 to ensure continued access of state funding programs by public transportation operators without requiring penalty assessments by metropolitan planning organizations, such as MTC, for not meeting farebox recovery ratios for FY 2019-20 and FY 2020-21. Impacted programs include revenues made available through the Local Transportation Fund and State Transit Assistance Program under the Transportation Development Act (TDA). The bill also maintains the disbursement of the State of Good Repair Program and Low Carbon Transit Operations Program funding.

The bill is in response to the COVID-19 pandemic and the Governor's subsequent shelter in place order and social distancing protocols, which have understandably cut into farebox recovery with up to a 95%

reduction in ridership statewide. The economic slowdown has also cut into local sales tax and sales tax on diesel revenues, the primary sources of funding for public transportation operations and capital expenses through TDA and STA program, respectively. AB 90 provides temporary relief while efforts continue to assess and potentially modify provisions of TDA so that it can reflect today's demands of providing efficient, reliable, and cost-effective service.

Bills with Recommended Action

SB 288 (Wiener) 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. *SMCTA staff is recommending a support position.*

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.

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 programming 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. 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

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 – August 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2730 Cervantes (D)</p> <p>Paratransit Services</p>	<p>6/11/2020</p> <p>Senate Rules Committee</p>	<p>This bill would require a regional transit district, county transportation commission, or other local transportation authority that provides paratransit services to enter into an agreement with adjacent regional transit districts, county transportation commissions, or local transportation authorities, upon request of the adjacent district, commission, or authority, for purposes of permitting the adjacent district, commission, or authority to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population.</p>	<p>Watch</p>
<p>SB 278 Beall (D)</p> <p>Metropolitan Transportation Commission</p>	<p>6/18/2020</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</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>Watch</p>
<p>SB 288 Wiener (D)</p> <p>CEQA Modifications for Transit</p>	<p>6/15/2020</p> <p>Assembly Rules 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>Recommend Support</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 – August 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>6/18/2020</p> <p>Assembly Transportation Committee</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 Improvement Fee: Revenue Bonds</p>	<p>6/18/2020</p> <p>Assembly Transportation Committee</p>	<p>Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and</p> <ul style="list-style-type: none"> • provides for the deposit of various revenues for the program in the Road Maintenance and Rehabilitation Account, including specified portions of revenues from certain fuel excise taxes, a road improvement fee imposed on certain zero-emission vehicles, and the transportation improvement fee • imposes the transportation improvement fee under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and an inflation adjustment and requires the fee to be collected at the same time and in the same manner as the vehicle registration fee • requires revenues in the Road Maintenance and Rehabilitation Account to be annually allocated by first making specified deductions for various specified purposes and then continuously appropriating the remaining revenues in the account 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula <p>This bill would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would continuously appropriate the revenues in the subaccount to the Department of Transportation and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account. The bill would prohibit the revenues in the subaccount from being used to satisfy the above-described deductions from the Road Maintenance and Rehabilitation Account, except under specified circumstances. The bill would require the revenues in the subaccount to first be used to satisfy the 50% allocation to the Department of Transportation and, if any revenue from the appropriation from the subaccount remains after that allocation has been satisfied, the bill would require the remainder of that appropriation to fund the allocation to the cities and counties. This bill contains other related provisions.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – August 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<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>	Watch
<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>	Watch
<p>AB 1839 Bonta (D)</p> <p>California New Green Deal</p>	<p>5/7/2020</p> <p>Assembly Natural Resources Committee</p> <p>Failed Passage*</p>	<p>This bill has been amended to insert <i>various spending rules for the COVID-19 recovery, including adopting spending measures that prohibit businesses, organizations, or agencies from accepting public funds for any long-term projects that prolong the emission of greenhouses gases or lead to the expansion of fossil fuel projects and ensuring that recovery spending includes specific measures for California populations and communities most negatively impacted by COVID-19.</i> More information is needed to assess the impact on local sales tax measure expenditure plans.</p>	Watch

SMCTA Bill Matrix – August 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<p>AB 1992 Friedman (D)</p> <p>Caltrans Asset Management Plan: California Transportation Plan / Climate Change</p>	<p>3/12/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law requires Caltrans to prepare the California Transportation Plan for submission to the Governor and legislature, to complete the 3rd update to the plan by December 31, 2025 and to update every five years thereafter, as a long-range planning document that incorporates various subject areas pertaining to the movement of goods and people, and includes environmental protection.</p> <p>This bill is a placeholder to establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require Caltrans, in consultation with the California Transportation Commission to update the plan by December 31, 2022, and to forecast the impacts of transportation impacts to climate change. The bill would also require the Strategic Growth Council to provide a forecast in the report.</p>	Watch
<p>AB 2012 Chu (D)</p> <p>Free Senior Transit Passes: Eligibility for Transit Funding</p>	<p>2/14/20</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p>	Watch
<p>AB 2057 Chiu (D)</p> <p>Seamless Bay Area</p>	<p>2/20/20</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework.</p>	Watch

SMCTA Bill Matrix – August 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<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 style="text-align: center;">Supported</p> <p style="text-align: center;">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 style="text-align: center;">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 style="text-align: center;">Sponsor</p>
<p>AB 2323 Freidman (D)</p> <p>CEQA: Exemptions for TODs</p>	<p>6/9/2020</p> <p>Senate Rules Committee</p>	<p>This bill would provide a CEQA exemption to allow community plans, as defined, to serve as the basis for exemption of residential, mixed-use and employment center projects near transit. Last amended on 6/4/2020.</p> <p>This bill no longer specifically applies to CEQA exemptions for transit priority projects and is therefore no longer relevant.</p>	<p style="text-align: center;">Watch</p> <p style="text-align: center;">N/A</p>

SMCTA Bill Matrix – August 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<p>AB 2824 Bonta (D)</p> <p>San Francisco-Oakland Bay Bridge: Public Transit / Greenhouse Gas</p>	<p>5/5/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>This bill was a spot bill that would now require MTC Caltrans, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require a report to the legislature, on or before January 1, 2022, on a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor. The bill would require Caltrans to obtain federal approval or waivers, as necessary, to implement these provisions. Amended on 5/4/2020</p>	<p>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 – August 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<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>	Watch
<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>	Watch
<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>	Watch

SMCTA Bill Matrix – August 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<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>	Watch
<p>SB 795 Beall (D)</p> <p>Housing: Climate Change Infrastructure</p>	<p>5/6/2020</p> <p>Senate Governance and Finance Committee</p>	<p>This bill originally included language, which SMCTA supported, to create a program to encourage transit-oriented development but has since been amended to focus solely on housing production and is no longer applicable.</p>	<p>Supported Introduced version</p> <p>4/2/2020</p> <p>N/A</p>
<p>SB 988 McGuire (D)</p> <p>Aviation Fuel</p>	<p>3/4/2020</p> <p>Senate Governance & Finance Committee</p> <p>Failed Passage*</p>	<p>This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to the California Department of Tax and Fee Administration to a penalty of \$5,000. SMCTA is monitoring the impacts of this bill due to pending federal action on diverting local sales tax revenue generated from the consumption of aviation fuel.</p>	Watch
<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>	Watch

SMCTA Bill Matrix – August 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<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>	Watch
<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>	Watch

* *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: Derek Hansel
Chief Financial Officer

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR (FY) 2021**

ACTION

Staff proposes the Board approve the appropriations limit, which is applicable to the San Mateo County Transportation Authority (TA) during FY 2021 in the amount of \$769,365,269.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require each local agency to review its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$742,652,074 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2021 to be \$769,365,269, which is an increase of \$26,713,195 or 3.60 percent. The increase is due to a 3.73 percent increase in the California per capita personal income offset by a 0.13 percent decrease in the population of San Mateo County. The TA funds subject to the limit are \$125.4 million (the projected Measure A and Measure W tax receipts for the year) or 16.30 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY 2021. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its August 6, 2020 meeting. This notice was posted on July 22, 2020, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Jeannie Chen, Manager, Budgets
Daniel Srour, Senior Budget Analyst

650-508-6259
650-508-6302

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2021**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2021 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on August 6, 2020.

Appropriations limit for FY 2020	\$742,652,074
Population change: (January 1, 2019 to January 1, 2020)	-0.13%
Change in California per capita personal income (January 1, 2019 to January 1, 2020)	3.73%
FY 2020 Adjustment Factor: (0.9987 x 1.0373)	1.03597
FY 2020 Appropriations Limit: (\$742,652,074 x 1.03597)	\$769,365,269

Dated: July 22, 2020

RESOLUTION NO. 2020 –

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING
FISCAL YEAR 2021

WHEREAS, by Resolution No. 2019-09 enacted on June 6, 2019, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2020 in the amount of \$742,652,074; and

WHEREAS, Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least fifteen (15) days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

- (1) The California per capita personal income increased by 3.73 percent; and
- (2) The San Mateo County population from January 2019 to January 2020 decreased by 0.13 percent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2021 is hereby established as \$769,365,269.

Regularly passed and adopted this 6th day of August, 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: Derek Hansel
Chief Financial Officer

SUBJECT: **CALL FOR A PUBLIC HEARING AT THE SEPTEMBER 3, 2020 MEETING ON THE
PRELIMINARY BUDGET FOR FISCAL YEAR 2021**

ACTION

Staff requests the San Mateo County Transportation Authority establish a public hearing on September 3, 2020, to consider adoption of the Fiscal Year 2021 Budget. In accordance with Section 131266 of the California Public Utilities Code, a public hearing is required for the adoption of the annual budget of a county transportation authority and shall be published not later than the 15th day prior to the date of the hearing, pursuant to Section 6061 of the Government Code.

Prepared By: Jeannie Chen, Manager, Budgets 650-508-7733
Tina Medeiros, Senior Budget Analyst 650-508-6302

**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: **RECOMMENDATION TO SET A PUBLIC HEARING AND PRELIMINARY BUDGET
FOR FISCAL YEAR 2021**

ACTION

Staff recommends the Board schedule and hold a public hearing on the San Mateo County Transportation Authority's (TA) Preliminary Budget for Fiscal Year 2020-2021 (FY2021) at the September 3, 2020 Board meeting.

The Preliminary Budget for FY2021 is submitted for informational purposes; staff will present the final FY2021 budget proposal for Board adoption at the September 3, 2020 Board meeting.

SIGNIFICANCE

The FY2021 Preliminary 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 Preliminary 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.

PUBLIC HEARING REQUIREMENTS & PROCESS

Section 131266 of the California Public Utilities Code requires the TA to hold a public hearing before adopting 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. Once the Board approves the scheduling of a public hearing to be held at the September 3, 2020 meeting, staff will ensure the public notice requirements and process are adhered to.

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.

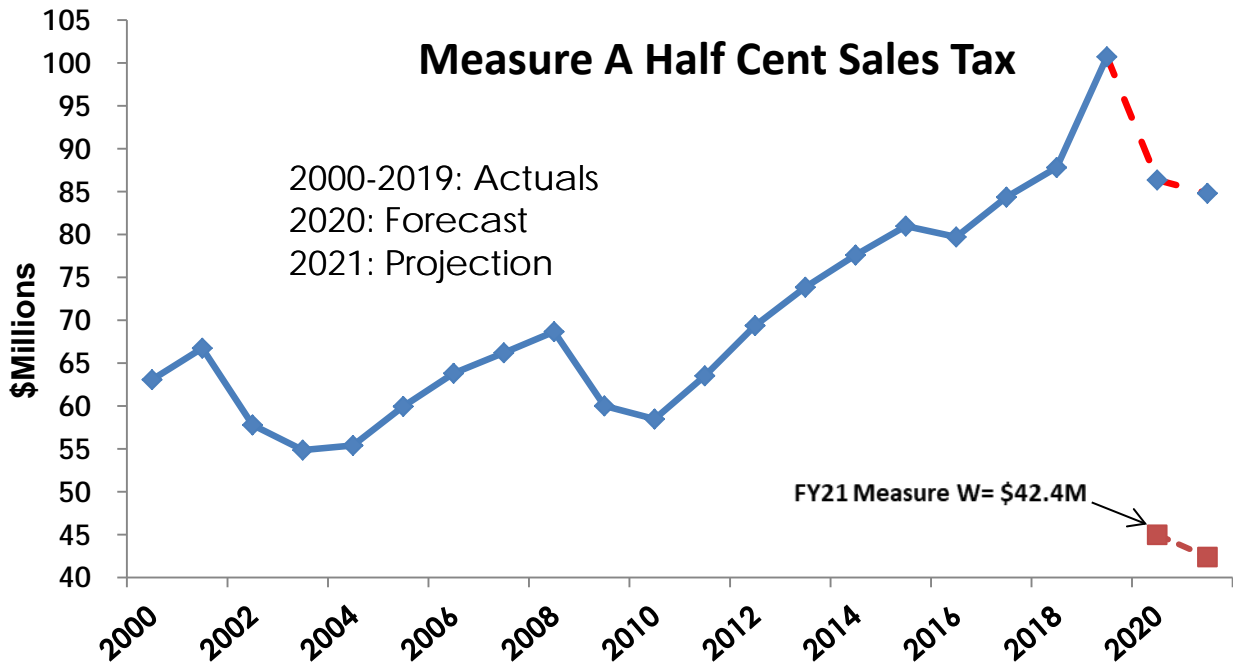
Revenues

Total projected revenue for FY2021 is \$235.8 million, an **increase** of \$96.6 million, or 69.5 percent, 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 percent 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 \$127.2 million (\$84.8 million for Measure A; \$42.4 million for Measure W), which is a decrease of \$2.4 million (\$1.6 million from Measure A; \$0.8 million from Measure W), or 1.8 percent, 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 percent, 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 percent, 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 Reso 2019-26 and \$50 million from Facebook Inc. and San Mateo County Economic Development Association (SAMCEDA) per Reso 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 percentages 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 Preliminary expenditures for FY2021 (Attachment A, line 34) are projected at \$218.3 million, an increase of \$93.1 million, or 74.4 percent, compared to the FY2020 forecast due to the \$100.0 million expense for the Express Lanes project. The FY2021 preliminary budget expenditures are composed primarily of \$30.9 million in Measure A Annual Allocations (Attachment A, line 16), \$40.7 million in Measure A Categories (Attachment A, line 18), \$100.0 million in Other Uses of fund for support of the 101 Managed Lane Project (Attachment A, line 20), \$8.5 million in Measure W Annual Allocations (Attachment A, Line 22), \$33.9 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).

Preliminary 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 \$30.9 million, a decrease of \$0.6 million, or 1.8 percent, from the FY2020 forecast. Annual

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.

Allocations include projects with FY2021 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2021 preliminary budget of \$19.0 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 preliminary budget of \$1.7 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 preliminary budget of \$3.4 million is to meet the paratransit needs of the county.
- **Transfer to San Mateo County Transit District (SMCTD) for Caltrain** – The FY2021 preliminary budget of \$6.8 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 preliminary budget represents the full 1 percent 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 preliminary budget of \$1.7 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, 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 preliminary budget is \$6.8 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 \$2.6 million represents the 3 percent 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 \$3.4 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 \$14.7 million, and for supplemental roadway projects in the amount of \$8.6 million. These funds will be used for projects selected through future calls for projects processes.
- **Grade Separation** – The \$1.1 million preliminary budget for this line item is available for future Grade Separation projects. 15 percent 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 (Project), it included funding from future years' Grade Separation program funds. In FY21, the obligations for the Project has now been met, and the \$1.1 million is being made available for other future, eligible grade separation projects.
- **San Mateo County Ferry Service** - \$0.9 million for this line item is budgeted in the FY2021 preliminary budget for FY2021 and is available for programming to ferry projects in accordance with the TA Strategic Plan.

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

Funds included in the Revenues section include Regional Bridge Tolls, Facebook Inc. and San Mateo County Economic Development Association (SAMCEDA) in the amount of \$100 million 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 \$8.5 million. Annual Allocations include projects with FY2021 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2021 preliminary budget of \$8.5 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 \$19.1 million in the FY2021 preliminary budget is the full 22.5 percent of projected sales tax outlined in Measure W.
- **Local Safety, Pothole and Congestion Relief Improvements Grade Separation** – The FY2021 preliminary budget of \$2.1 million is the full 2.5 percent for Congestion Relief Projects in Measure W.
- **Bicycle and Pedestrian Improvements** – The Bicycle and Pedestrian line item for \$4.2 million in FY2021 represents the full 5 percent 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 preliminary budget of \$8.5 million is the full 10 percent 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 preliminary budget for this line is \$1.1 million. A majority of the \$1.1 million budget will be funded by the 1.0 percent of the FY2021 Measure A sales tax category designated for staff support and the remainder would be funded from previous' years surplus in this category. The decrease between FY2021 and FY2020 budget 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 the one-time expenses in FY2020 for legal costs associated with the 101 Managed Lane 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 percent less than the FY2020 forecast.

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