



# 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://zoom.us/j/93371440885> for audio/visual capability or by calling **1-669-900-9128**, **Webinar ID: 933 7144 0885** 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](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <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.

**July 9, 2020 – Thursday**

**5:00 pm**

- 1) Call to Order/Pledge of Allegiance
- 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 June 4, 2020  | MOTION        |
| b) Acceptance of Statement of Revenues and Expenditures for May 2020  | MOTION        |
| 6) Nominating Committee Report for the Citizens Advisory Committee (K. Matsumoto/C. Romero)   |               |
| a) Appointment of Citizens Advisory Committee Members   | MOTION        |
| 7) Report of the Chair  |               |
| 8) San Mateo County Transit District Liaison Report   |               |
| 9) Joint Powers Board Liaison Report  |               |
| 10) Report of the Executive Director  |               |
| 11) Program   |               |
| a) State and Federal Legislative Update   | INFORMATIONAL |
| b) Water Emergency Transportation Authority South San Francisco Ferry Program Update  | INFORMATIONAL |
| 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   | RESOLUTION    |
| 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   | RESOLUTION    |
| <ul style="list-style-type: none"><li>• Preliminary Official Statement</li><li>• Reimbursement Agreement with Bank of America</li><li>• Loan Agreement and Amendment to Cooperative Funding Agreement with San Mateo County Express Lanes Joint Powers Authority</li><li>• Amended and Restated Agreement for State Administration of Transaction and Use Taxes</li><li>• Measure W Sales Tax Transfer Agreement with San Mateo County Transit District</li></ul> |               |
| c) Program and Allocate Funds for the Short-range Highway Plan  | RESOLUTION    |
| d) Program and Allocate Additional Funds for the Construction Phase of the State Route 1 Safety and Operational Improvements Project, Poplar to Wavecrest <b>[Pending]</b>  | RESOLUTION    |

- 13) Requests from the Authority
- 14) Written Communications to the Authority
- 15) Date/Time of Next Regular Meeting: Thursday, August 6, 2020, 5:00 pm, via Zoom  
teleconference
- 16) Report of Legal Counsel
- 17) Adjourn

### **INFORMATION FOR THE PUBLIC**

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

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

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

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

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#### **Accessible Public Meetings/Translation**

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

#### **Availability of Public Records**

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070  
MINUTES OF JUNE 4, 2020**

**MEMBERS PRESENT:** E. Beach (Chair), C. Groom, D. Horsley (arrived at 5:13 pm), J. Mates, K. Matsumoto, R. Medina (Vice Chair) (left at 6:27 pm), C. Romero (arrived at 5:03 pm)  
**Via Teleconference**

**MEMBERS ABSENT:** None

**STAFF PRESENT:** J. Hartnett, C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften, D. Hansel, C. Gayotin, P. Skinner, C. Fromson, J. Brook, S. Wong, D. Seamans

## **1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**

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

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

*Director Carlos Romero arrived at 5:03 pm*

Chair Beach led the Board in reciting the Pledge of Allegiance.

## **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 May 7, 2020**
- b) Acceptance of Statement of Revenues and Expenses for April 2020**
- c) Acceptance of Capital Projects Quarterly Status Report 3<sup>rd</sup> Quarter FY 2020**

Director Karyl Matsumoto requested to remove Items #5 (b) and #5 (c) from Consent for further discussion.

Chair Beach requested a correction to Page 4, Paragraph 8 of the May 7 minutes, replacing "0.6 percent interest rate" with "0.6 risk premium, or 'set-aside.'"

The Board voted to approved Item #5 (a) as amended:

Motion/Second: Medina/Groom

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

Absent: Horsley

Regarding the Statement of Revenues and Expenses for April 2020, Director Matsumoto asked about checks written for capital programs. Derek Hansel, Chief Financial Officer, explained the funding procedure.

Director Carlos Romero asked about the increase in interest that occurred because of the decrease in the federal treasury rates. Mr. Hansel responded that the upcoming presentation by PFM [Item #10 (f)] would provide a better explanation.

Chair Beach noted that the statement was reflecting actual sales tax receipts through February and also taking into consideration the estimated budget through April with some adjustments. Mr. Hansel said that the TA accrues revenue on a monthly basis and then corrects revenues to actual receipts.

*Director Don Horsley arrived at 5:13 pm*

The Board voted to approved Item #5 (b):

Motion/Second: Romero/Groom

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

Absent: None

Regarding the Capital Projects Quarterly Status Report 3<sup>rd</sup> Quarter FY 2020, Director Matsumoto had questions about the Holly Interchange project. Joe Hurley, TA Director, explained that the project was administered by the City of San Carlos and bids had come in that were 30 percent over their engineer's estimate. He said that the City is now doing value engineering to try to reduce the cost of the project as well as pursuing other funding opportunities.

Director Romero asked if there would be a surplus left over from the US 101/Willow Interchange project. Mr. Hurley said they anticipated that there would be savings on the civil component of the project and that they always anticipated that that savings would be used toward the subsequent landscape contract.

The Board voted to approved Item #5 (c):

Motion/Second: Mates/Medina

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

Absent: None

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

Chair Beach commended staff for keeping members of the SMCEL (San Mateo County Express Lanes) JPA Finance Committee abreast of the most up-to-date information.

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

Chair Beach said that the report was in the packet. Director Matsumoto and Director Carole Groom praised the report given by Christy Wegener on scenario planning.

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

Chair Beach said that the report was in the packet. Jim Hartnett, Executive Director, said he would provide details of the morning's JPB meeting during his Executive Director report.

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

Mr. Hartnett said that due to the pandemic, they are putting the Caltrain Business Plan work on hold to focus on scenario planning. He said that the number of daily trains would increase from 42 to 70 starting June 15.

He said that an interim Caltrain budget covering the first quarter of Fiscal Year 2021 was adopted by the JPB in May and that a subsequent budget covering the balance of FY 2021 would go before the Board in September. He added that while there is still much uncertainty regarding the budget, he is grateful for Measure W funding.

## **10. FINANCE**

### **a) Public Hearing: Adoption of Interim First Quarter Budget for Fiscal Year 2021 in the Amount of \$29,764,261**

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

Director Matsumoto asked about where the TA got most of its sales tax revenue. Mr. Hansel said that "Meals and Entertainment" was the largest of the individual categories. Chair Beach requested a chart for the TA budget meeting in August, which Mr. Hansel said he would provide.

Director Romero asked if there were any statutory requirement to have a full budget by the beginning of the fiscal year. Joan Cassman, Legal Counsel, said that she was not aware of any such requirement.

Director Don Horsley said the County and cities do not know what will happen with property tax, but anticipate that sales tax will go up. Mr. Hansel says the challenge is not knowing where the bottom is. Director Horsley said that sales tax lags by several months. Mr. Hansel added that sales tax will be affected if there is a subsequent phase of the virus necessitating a reinstatement of shelter-in-place orders.

Director Romero asked if the decrease in interest income was the result of the removal of the investment premium discount budget, which was based on market fluctuation. Mr. Hansel said that the credit concerns are greater today and they likely would be more conservative in the management of the portfolio than would have been appropriate six months ago.

3. Chair Beach called for any public comment.

There were no comments.

4. Chair Beach made a motion to close the public hearing.
5. Chair Beach asked for further comments from the Board.

Director Groom said we should look carefully at every expenditure we are making since we do not know when the economy will recover.

*Approved by Resolution No. 2020-10:*

Motion/Second: Horsley/Romero

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

Absent: None

**b) Authorize an Amendment to the Four-party Cooperative Agreement to Provide Toll System Implementation (Construction and Testing) Associated with the San Mateo County 101 Express Lanes Project**

Mr. Hurley presented a staff report.

Director Matsumoto asked for clarification of the civil component versus the toll system. Mr. Hurley explained that the civil components includes the the pavement, roadways, barriers, and lighting, while the toll system includes the hardware and software needed to operate the express lane system.

Chair Beach thanked BAIFA (Bay Area Infrastructure Financing Authority) for their partnership.

*Approved by Resolution No. 2020-11:*

Motion/Second: Romero/Mates

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

Absent: None

**c) Award of Contract for Investment Management and Custody Services**

Concepcion Gayotin, Manager of Contracts and Procurement, presented a staff report.

Director Romero noted that this was a major change and questioned doing so during the current period of uncertainty. Mr. Hansel responded that there are real differences in the investment horizons of the different agencies.

Director Romero asked for the reasons why the new firm was selected. Mr. Hansel said it was based on their approach to investment management being more in line with the TA's goals.



*Approved by Resolution No. 2020-12:*

Motion/Second: Groom/Medina

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

Absent: None

**d) Approval and Ratification of the Fiscal Year 2021 Transportation Authority Insurance Program**

Mr. Hansel provided an overview of the program.

*Approved by Resolution No. 2020-13:*

Motion/Second: Groom/Horsley

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

Absent: None

**e) Program and Allocate Funds for the Safe Routes to School Program**

Peter Skinner, Director, Grants and Funds Management, provided a background of the project and introduced Theresa Vallez-Kelly, Coordinator, Safe Routes to School, San Mateo County Office of Education, who provided a presentation.

*Director Rico Medina left the meeting at 6:27 pm.*

Ms. Vallez-Kelly noted that Requests for Proposals have gone out throughout the County.

Chair Beach asked about the engagement on her programs during shelter-in-place. Ms. Vallez-Kelly said they had about 20 participants in each program.

Director Groom said that the City of San Mateo had one of the earliest safe routes to school programs and said that she was enthusiastic about endorsing the current project. Ms. Vallez-Kelly said they are now starting walking school buses for kids that live within a half mile from school.

Director Julia Mates said the program was a great use of Measure W funds.

Director Romero commended the program as an important part of a congestion management approach.

Director Matsumoto noted the importance of support from elected officials.

Chair Beach said the project would help schools that lack the internal resources to drive the program.

*Approved by Resolution No. 2020-14:*

Motion/Second: Groom/Matsumoto

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

Absent: Medina

**f) Presentation from PFM Asset Management LLC on Market Outlook and Expected Investment Portfolio Changes as a Result of COVID-19**

Mr. Hansel noted that PFM has done a great job managing the portfolio for the TA. He introduced Monique Spyke, Managing Director, PFM Asset Management LLC, who provided a presentation.

Director Romero asked about what was meant by increased surveillance. Ms. Spyke explained that they are monitoring how supply chains and consumer behavior is impacted by the pandemic.

Director Romero said they had done COVID-specific analyses. He asked if the TA was less exposed on the COVID side. Ms. Spyke said they grouped investments into risk categories. She said most of the companies in the TA portfolio are well diversified with nothing in the high-risk category.

**11. PROGRAM**

**a) State and Federal Legislative Update**

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

**12. REQUESTS FROM THE AUTHORITY**

There were no requests.

**13. WRITTEN COMMUNICATIONS TO THE AUTHORITY**

The correspondence was available on the website.

**14. DATE/TIME OF NEXT REGULAR MEETING**

Chair Beach announced that the next meeting would be on Thursday, July 9, 2020, 5:00 pm, either via Zoom teleconference or at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos Avenue, San Carlos, CA 94070.

**15. REPORT OF LEGAL COUNSEL**

Ms. Cassman said that she had nothing to report.

**16. ADJOURN**

The meeting adjourned at 7:10 pm.

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

## **Report from the TA Citizens Advisory Committee Meeting of June 2, 2020**

The TA CAC meeting held on June 2 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 10 (a) Public Hearing: Adoption of Interim First Quarter Budget for Fiscal Year 2021 in the Amount of \$29,764,261**
- **TA Board Item 10 (b) Authorize an Amendment to the Four-party Cooperative Agreement to Provide Toll System Implementation (Construction and Testing) Associated with the San Mateo County 101 Express Lanes Project**
- **TA Board Item 10 (c) Award of Contract for Investment Management and Custody Services**
- **TA Board Item 10 (d) Approval and Ratification of the Fiscal Year 2021 Transportation Authority Insurance Program**
- **TA Board Item 10 (e) Program and Allocate Funds for the Safe Routes to School Program**
- **TA Board Item 5 (c) Acceptance of Capital Projects Quarterly Status Report 3<sup>rd</sup> Quarter FY 2020**

The Safe Routes to School program discussion was extensive, with multiple members of the CAC expressing their personal involvement in these programs at the community and school level. Several CAC members commented that these programs serve much more than school children, they highlight the value of walking and biking to the larger community of parents, neighbors, teachers and school staff. One CAC member was concerned that with the challenges of the stay-at-home order and the general COVID-19 disruptions some schools may not have resources to apply for these grants as intended before the beginning of the school year.

There were informational items, specifically:

- **TA Board Item 10 (f) Presentation from PFM Asset Management LLC on Market Outlook and Expected Investment Portfolio Changes as a Result of COVID-19**
- **TA Board Item 11 (a) State and Federal Legislative Update**

The CAC did ask questions regarding the impact of COVID-19 on the investment portfolio, and heard from Monique Spyke on the strategy PFM is taking in this time of financial uncertainty.

During the Staff Report Joe Hurley provided information that had been requested at a previous CAC meeting regarding the shuttle programs, and plans to restart them consistent with the new social distancing protocols. The distancing reduces the capacity of the shuttle to 20% or 25% of the usual, so the impact on possible riders is significant. If the shuttle ridership is mostly coming via Caltrain, with the COVID-19 drastic reduction in train passengers this may not be significant in terms of denied passenger trips. It certainly makes the metrics on congestion relief, and \$/passenger-trip, look worse.

Submitted June 3, 2020  
John D. Fox  
TA CAC Vice Chair

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
MAY 31, 2020**

**ACTION**

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

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

**SIGNIFICANCE**

**Year to Date Revenues:** As of May year-to-date, the Total Revenue (page 1, line 9) is \$33.3 million higher than prior year actuals. This is primarily due to the new Measure W Sales Tax (Page 1, line 3) and interest income (Page 1, line 4). The increases are partially offset by decreases in Measure A Sales Tax (Page 1, line 2). The accruals for sales tax revenues have been adjusted to reflect the decline due to covid-19 pandemic.

**Year to Date Expenditures:** As of May year-to-date, the Total Expenditures (Page 1, line 31) are \$19.8 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

**Other Information:** Starting in January 2019, the Agency modified the basis of reporting from accrual basis to modified cash basis (only material revenues and expenses are accrued) in monthly financial statements. The change in the accounting basis is not retroactively reflected in the prior year actual. As such, the monthly variance between the prior year and the current year actual may show noticeable variances for some line items on the financial statements.

The figures contained herein and attached predate the development of implications associated with the Covid-19 virus; as such, they do not reflect recent financial developments and expectations.

**Budget Amendment:**

There are no budget amendments for the month of May 2020.

Prepared By:

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

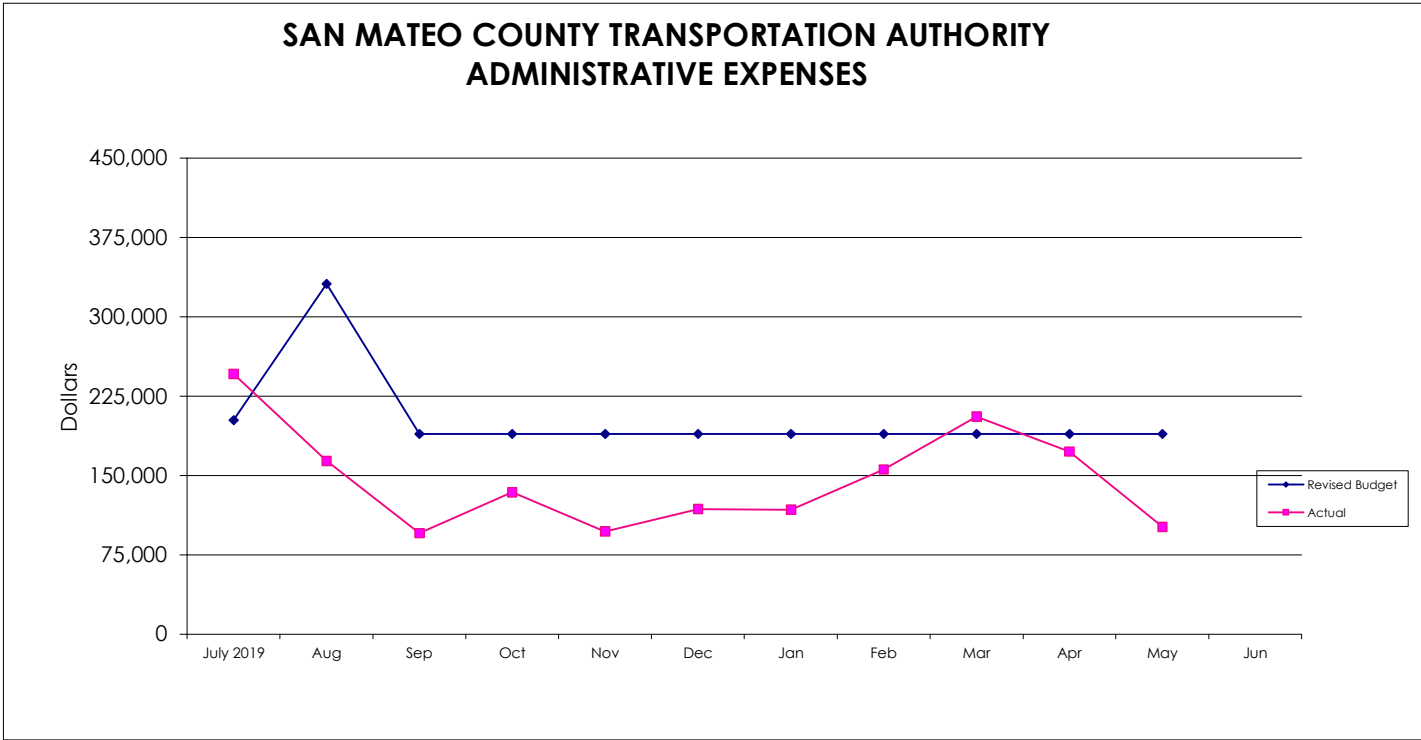
650-622-8020  
650-622-7890

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2020**  
**May 2020**

% OF YEAR ELAPSED: 91.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
<b>REVENUES:</b>					
Measure A Sales Tax	90,078,932	81,106,491	(8,972,442)	(10.0%)	91,000,000
Measure W Sales Tax	-	39,003,322	39,003,322	100.0%	45,500,000
Interest Income	4,231,778	6,959,415	2,727,637	64.5%	8,673,040
Miscellaneous Income	-	-	-	0.0%	-
Rental Income	559,291	990,331	431,040	77.1%	911,951
Grant Proceeds	14,141	126,991	112,851	798.0%	-
<b>TOTAL REVENUE</b>	<b>94,884,142</b>	<b>128,186,549</b>	<b>33,302,408</b>	<b>35.1%</b>	<b>146,084,991</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	32,878,810	29,603,869	(3,274,941)	(10.0%)	33,215,000
Measure A Categories	79,391,663	55,486,392	(23,905,271)	(30.1%)	47,945,709
Measure W Annual Allocations	-	8,318,630	8,318,630	100.0%	9,100,000
Measure W Categories	-	10,443	10,443	100.0%	36,400,000
Oversight	1,480,017	894,458	(585,558)	(39.6%)	2,250,000
Administrative					
Staff Support	1,501,943	897,618	(604,325)	(40.2%)	1,250,868
Measure A Info-Others	978	-	(978)	(100.0%)	15,000
Other Admin Expenses	513,078	711,103	198,026	38.6%	1,160,720
Total Administrative	2,015,998	1,608,721	(407,278)	(20.2%)	2,426,588
<b>TOTAL EXPENDITURES</b>	<b>115,766,488</b>	<b>95,922,513</b>	<b>(19,843,975)</b>	<b>(17.1%)</b>	<b>131,337,297</b>
<b>EXCESS (DEFICIT)</b>	<b>(20,882,346.73)</b>	<b>32,264,036.12</b>	<b>53,146,383</b>	<b>(254.5%)</b>	<b>14,747,694</b>
					<b>(15,470,000) (1)</b>
					<b>(722,306)</b>
<b>BEGINNING FUND BALANCE</b>	<b>407,684,194</b>	<b>387,232,043 (2)</b>			<b>387,232,043</b>
<b>ENDING FUND BALANCE</b>	<b>386,801,847</b>	<b>419,496,079</b>			<b>386,509,737</b>

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



**Current Year Data**

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

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

5/31/2020

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	15,433,998.88
JP Morgan Bank Checking	27,903,610.50
LAIF	69,560,288.56

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	162,555,900.81
MMF - US Bank Custodian Account	2,006,434.38
Cash	939.74
County Pool	152,629,489.19

<b>Total</b>	<b>\$ 430,090,662.06</b>
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\* Fund Managed by PFM Investment Advisor



clearwater

Report: Master Balance Sheet by Lot  
 Account: SMCTA - Agg (165727)  
 As of: 05/31/2020  
 Base Currency: USD

**ABS**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
36255JAD6	GMCAR 2018-3 A3	655,909.81	05/16/2023	655,756.85	825.35	667,875.80	668,701.15
14313FAD1	CARMX 2018-3 A3	750,000.00	06/15/2023	749,897.78	1,043.33	763,328.74	764,372.07
34531EAD8	FORDO 2017-A A3	18,342.00	06/15/2021	18,341.93	13.61	18,349.26	18,362.87
02004VAC7	ALLYA 2018-2 A3	772,328.76	11/15/2022	772,188.51	1,002.31	780,313.78	781,316.09
89238BAD4	TAOT 2017-A A3	439,057.89	05/16/2022	439,052.84	458.57	442,581.64	443,040.21
89190BAD0	TAOT 2017-B A3	507,692.32	07/15/2021	507,653.38	397.13	508,401.86	508,798.99
47788CAC6	JDOT 2018 A3	239,197.67	04/18/2022	239,180.47	282.78	240,382.05	240,664.84
02007HAC5	ALLYA 2017-2 A3	112,931.33	08/16/2021	112,918.02	89.34	112,980.55	113,069.89
43814PAC4	HAROT 2017-3 A3	161,348.96	09/18/2021	161,331.49	104.29	161,893.88	161,998.17
47788BAD6	JDOT 2017-B A3	153,302.37	10/15/2021	153,291.15	124.00	153,405.46	153,529.46
14041NFU0	COMET 2019-2 A	2,800,000.00	09/15/2022	2,799,294.96	2,140.44	2,864,558.69	2,866,699.13
17305EGK5	CCCIT 2018-A1 A1	1,500,000.00	01/20/2021	1,499,792.40	13,591.25	1,520,046.89	1,533,638.14
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	819,470.80	819,923.02
---	---	<b>8,910,111.10</b>	<b>07/30/2022</b>	<b>8,908,606.08</b>	<b>20,524.65</b>	<b>9,053,589.38</b>	<b>9,074,114.04</b>

**AGCY BOND**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	08/17/2021	822,177.68	2,979.17	835,509.68	838,488.84
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	08/17/2021	2,664,166.25	9,659.72	2,709,076.83	2,718,736.55
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	07/14/2021	3,180,540.80	13,700.00	3,233,212.80	3,246,912.80
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	01/11/2022	1,598,848.00	16,333.33	1,661,945.60	1,678,278.93
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	07/30/2020	897,273.00	4,537.50	901,983.60	906,521.10
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	09/28/2020	363,828.35	878.28	366,435.18	367,313.46
3137EAEJ4	FREDDIE MAC	990,000.00	09/29/2020	988,208.10	2,770.63	994,737.15	997,507.78
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,000.00	1,599,196.80	1,600,196.80
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	1,027.78	1,608,843.20	1,609,870.98
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	400.00	1,603,556.80	1,603,956.80
---	---	<b>15,355,000.00</b>	<b>06/12/2022</b>	<b>15,303,138.18</b>	<b>53,286.41</b>	<b>15,514,497.63</b>	<b>15,567,784.04</b>

**CASH**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	300,362.50	05/31/2020	300,362.50	0.00	300,362.50	300,362.50
<b>CCYUSD</b>	<b>Receivable</b>	<b>300,362.50</b>	<b>05/31/2020</b>	<b>300,362.50</b>	<b>0.00</b>	<b>300,362.50</b>	<b>300,362.50</b>

**CD**

Identifier	Description	Base Current Units	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	Base Market Value + Accrued
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	43,065.00	2,756,700.15	2,799,765.15
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	6,603.33	1,500,000.00	1,506,603.33
06417GU22	Bank of Nova Scotia, Houston Branch	1,600,000.00	06/05/2020	1,599,392.00	24,092.44	1,600,050.38	1,624,142.83
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	7,893.33	1,600,000.00	1,607,893.33
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	08/26/2022	1,600,000.00	7,936.00	1,600,000.00	1,607,936.00
86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	1,550,000.00	10/16/2020	1,547,892.00	6,714.08	1,549,603.85	1,556,317.93
87019U6D6	Swedbank AB (publ)	3,100,000.00	11/16/2020	3,100,000.00	2,932.08	3,087,486.42	3,090,418.50
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	16,138.67	1,600,000.00	1,616,138.67

---	---	15,300,000.00	08/22/2021	15,297,284.00	115,374.94	15,293,840.80	15,409,215.74
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<b>CORP</b>							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
06051GGS2	BANK OF AMERICA CORP	965,000.00	10/01/2021	965,000.00	3,744.20	962,630.93	966,375.13
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	7,311.42	708,139.30	715,450.72
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	544.29	409,377.20	409,921.49
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	4,386.67	364,445.55	368,832.22
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	19,288.89	1,684,843.80	1,704,132.69
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	4,061.25	588,613.92	592,675.17
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	8,017.50	1,554,496.50	1,562,514.00
437076BQ4	HOME DEPOT INC	750,000.00	06/05/2020	749,565.00	6,600.00	750,086.25	756,686.25
02665WCZ2	AMERICAN HONDA FINANCE CORP	1,550,000.00	06/27/2024	1,547,892.00	15,913.33	1,591,950.75	1,607,864.08
38141EC23	GOLDMAN SACHS & CO	1,500,000.00	07/08/2024	1,569,870.00	22,939.58	1,629,405.00	1,652,344.58
6174467P8	MORGAN STANLEY	3,150,000.00	07/24/2020	3,516,187.50	61,118.75	3,173,643.90	3,234,762.65
05531FBH5	BB&T CORP	1,550,000.00	08/01/2024	1,552,573.00	12,916.67	1,637,765.65	1,650,682.32
254687FK7	WALT DISNEY CO	1,550,000.00	08/30/2024	1,543,676.00	7,007.29	1,599,596.90	1,606,604.19
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	09/04/2020	1,099,076.00	4,917.92	1,103,928.10	1,108,846.02
931142EA7	WAL-MART STORES INC	1,550,000.00	12/15/2020	1,547,752.50	13,579.72	1,563,860.10	1,577,439.82
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	1,402.92	681,027.10	682,430.02
44932HAG8	IBM CREDIT LLC	1,500,000.00	02/05/2021	1,499,265.00	12,808.33	1,523,836.50	1,536,644.83
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINA	625,000.00	03/15/2021	624,306.25	3,826.39	635,952.50	639,778.89
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINA	875,000.00	03/15/2021	871,298.75	5,356.94	890,333.50	895,690.44
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	6,325.00	1,220,395.20	1,226,720.20
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	2,593.89	1,029,056.74	1,031,650.62
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	535.94	178,264.98	178,800.91
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,000.00	1,627,388.80	1,628,388.80
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	868.00	646,858.80	647,726.80
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	05/17/2021	1,549,736.50	2,034.38	1,587,534.80	1,589,569.18
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	4,050.00	766,518.75	770,568.75
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	871.18	990,321.60	991,192.78
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,215.00	229,955.63	231,170.63
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,215.00	229,955.63	231,170.63
---	---	30,705,000.00	07/27/2022	31,146,669.15	236,450.45	31,560,184.36	31,796,634.80

<b>CP</b>							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
62479LJ14	MUFG Bank Ltd. (New York Branch)	1,700,000.00	09/01/2020	1,676,285.00	0.00	1,691,919.33	1,691,919.33
62479LK61	MUFG Bank Ltd. (New York Branch)	3,100,000.00	10/06/2020	3,058,615.00	0.00	3,080,315.00	3,080,315.00
63873JK90	Natixis, New York Branch	4,500,000.00	10/09/2020	4,441,812.50	0.00	4,471,562.50	4,471,562.50
---	---	9,300,000.00	10/01/2020	9,176,712.50	0.00	9,243,796.83	9,243,796.83

<b>FHLMC</b>							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BM6P6	FHMS K-721 A2	800,000.00	08/25/2022	806,812.50	2,060.00	834,432.00	836,492.00
3137FKK39	FHMS K-P05 A	438,395.47	07/25/2023	438,394.16	1,170.15	453,169.40	454,339.55
3137FQ3V3	FHMS K-J27 A1	471,558.73	07/25/2024	471,547.42	822.08	486,247.79	487,069.87
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,157,292.80	1,159,984.81
---	---	2,764,954.21	01/12/2024	2,824,009.55	6,744.24	2,931,141.99	2,937,886.23

<b>FNMA</b>							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued

3136B1XP4	FNA 2018-M5 A2	574,024.54	09/25/2021	585,442.46	1,702.94	584,224.95	585,927.89
3136AJ7G5	FNA 2014-M6 A2	1,516,020.42	05/25/2021	1,546,696.15	3,383.90	1,536,638.30	1,540,022.20
---	---	<b>2,090,044.96</b>	<b>06/28/2021</b>	<b>2,132,138.62</b>	<b>5,086.84</b>	<b>2,120,863.26</b>	<b>2,125,950.09</b>

**MMFUND**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	1,706,071.93	05/31/2020	1,706,071.93	0.00	1,706,071.93	1,706,071.93
SM - CP N/M A	County Pool New Measure A	122,235,791.15	05/31/2020	122,235,791.15	0.00	122,235,791.15	122,235,791.15
SM - CP O/M A	County Pool Old Measure A	30,393,698.04	05/31/2020	30,393,698.04	0.00	30,393,698.04	30,393,698.04
SM - LAIF	Local Agency Investment Fund	69,560,288.56	05/31/2020	69,560,288.56	0.00	69,560,288.56	69,560,288.56
---	---	<b>223,895,849.68</b>	<b>05/31/2020</b>	<b>223,895,849.68</b>	<b>0.00</b>	<b>223,895,849.68</b>	<b>223,895,849.68</b>

**MUNI**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	2,626.25	388,803.75	391,430.00
<b>157411TK5</b>	<b>CHAFFEY CALIF JT UN HIGH SCH DIST</b>	<b>375,000.00</b>	<b>08/01/2024</b>	<b>375,000.00</b>	<b>2,626.25</b>	<b>388,803.75</b>	<b>391,430.00</b>

**US GOV**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828TJ9	UNITED STATES TREASURY	4,450,000.00	08/15/2022	4,263,308.59	21,256.70	4,591,843.75	4,613,100.45
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	3,807.07	2,410,522.66	2,414,329.72
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	12,228.26	7,742,578.13	7,754,806.39
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	21,883.41	2,572,500.00	2,594,383.41
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	98,252.06	11,550,000.00	11,648,252.06
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	50,912.43	5,985,000.00	6,035,912.43
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	392.93	9,228,890.63	9,229,283.56
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	126.54	2,972,015.63	2,972,142.16
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	6,994.57	5,186,671.88	5,193,666.44
912828VP2	UNITED STATES TREASURY	500,000.00	07/31/2020	516,321.31	3,351.65	501,484.38	504,836.02
912828L32	UNITED STATES TREASURY	335,000.00	08/31/2020	341,432.19	1,164.08	335,994.53	337,158.61
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	2,826.09	2,095,625.00	2,098,451.09
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	39,090.66	4,978,406.25	5,017,496.91
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	54,642.86	6,959,062.50	7,013,705.36
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	12,609.89	1,605,937.50	1,618,547.39
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	3,362.64	428,250.00	431,612.64
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	21,857.14	2,783,625.00	2,805,482.14
912828Q78	UNITED STATES TREASURY	970,000.00	04/30/2021	950,751.56	1,159.78	980,306.25	981,466.03
912828R77	UNITED STATES TREASURY	3,500,000.00	05/31/2021	3,409,082.04	131.49	3,540,468.75	3,540,600.24
---	<b>UNITED STATES TREASURY</b>	<b>73,040,000.00</b>	<b>03/29/2023</b>	<b>72,116,984.55</b>	<b>356,050.23</b>	<b>76,449,182.81</b>	<b>76,805,233.05</b>

**Summary**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
---	---	<b>382,036,322.45</b>	<b>05/18/2021</b>	<b>381,476,754.81</b>	<b>796,144.01</b>	<b>386,752,112.99</b>	<b>387,548,257.00</b>

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

# Base Risk Summary - Fixed Income

05/01/2020 - 05/31/2020

SMCTA - Agg (165727)

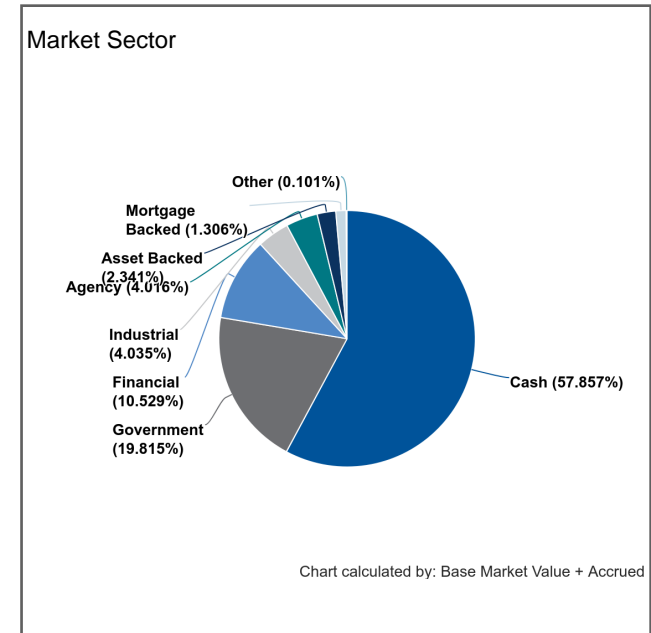
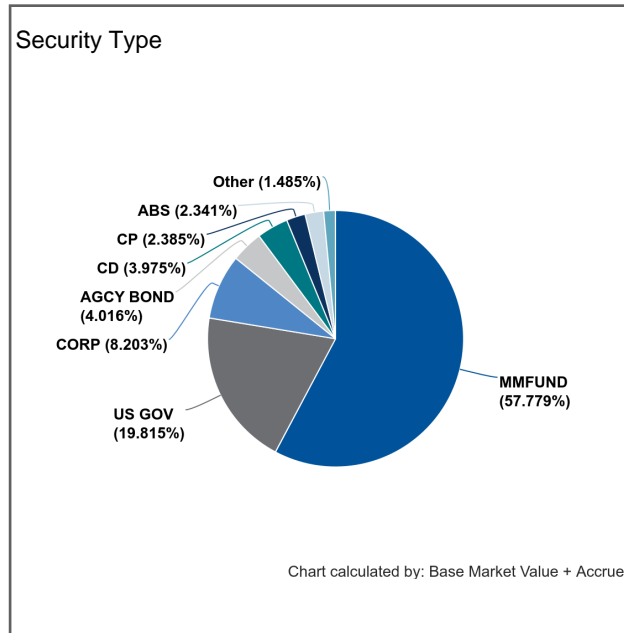
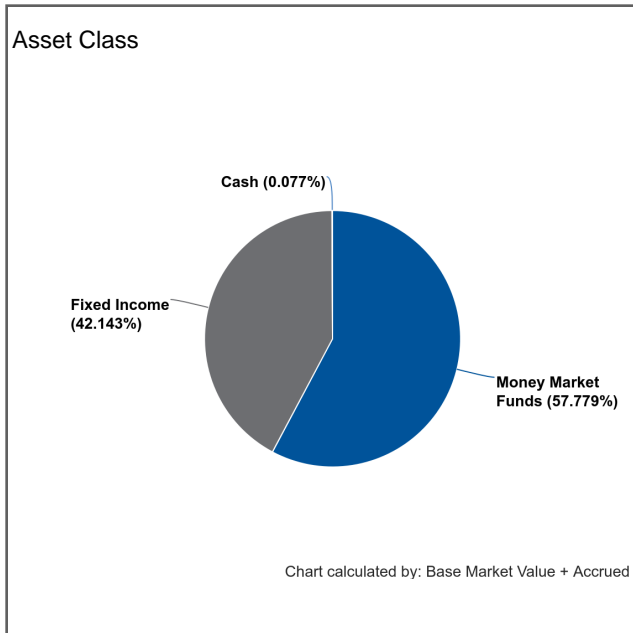
Dated: 06/11/2020

Balance Sheet	
Book Value + Accrued	382,534,815.07
Net Unrealized Gain/Loss	5,076,631.11
Market Value + Accrued	387,611,446.18

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	300,362.50
MMFund	223,959,038.86
Fixed Income	163,352,044.82
Duration	2.049
Convexity	-0.160
WAL	0.928
Years to Final Maturity	0.964
Years to Effective Maturity	0.928
Yield	0.702
Book Yield	0.873
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	30.443%
United States (SM - LAIF) State of California	19.815%
Other (SM - CP O/M A) County Pool Old Measure A	17.523%
Federal National Mortgage Association	8.951%
Freddie Mac	2.548%
Federal Home Loan Banks	1.429%
---	1.345%
---	100.000%

Footnotes: 1,2

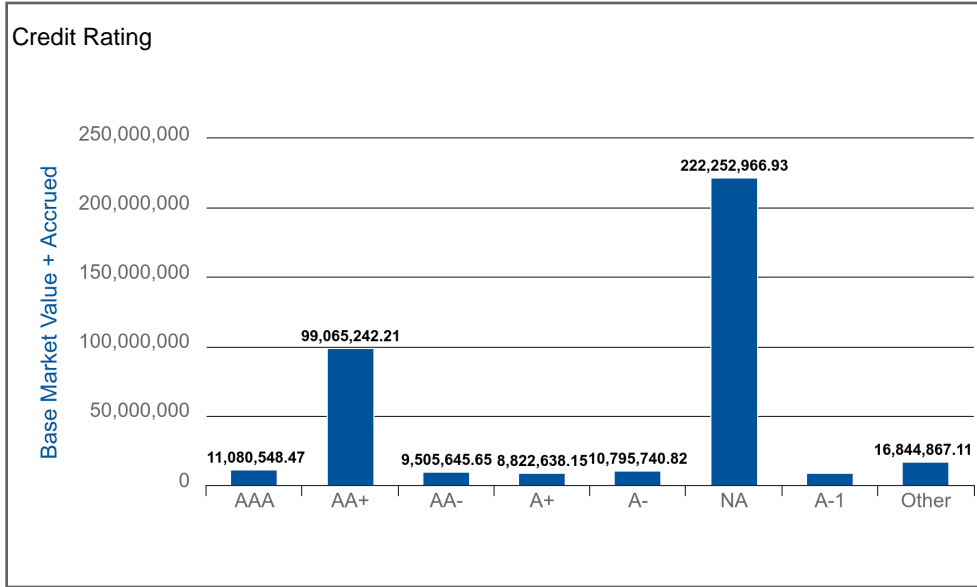


Base Risk Summary - Fixed Income

05/01/2020 - 05/31/2020

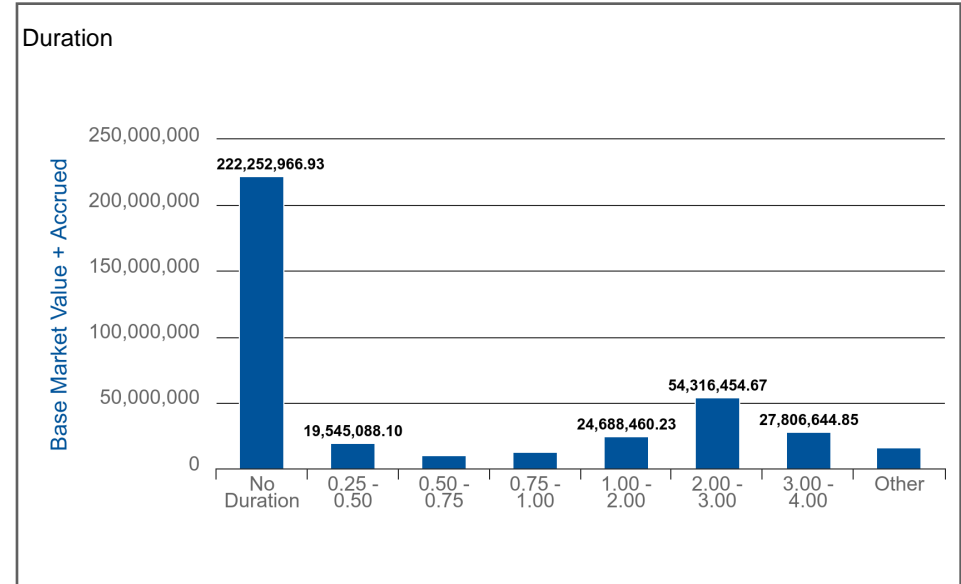
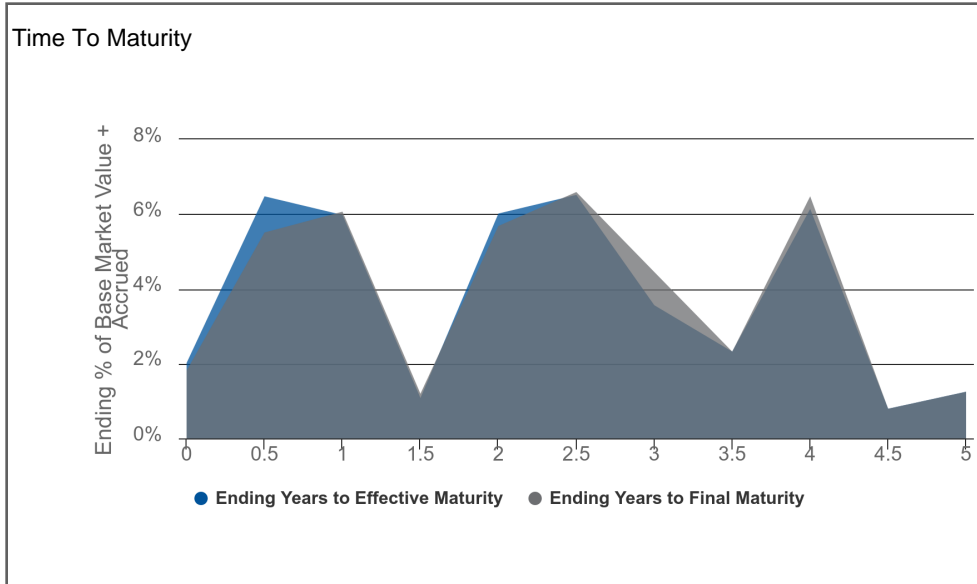
SMCTA - Agg (165727)

Dated: 06/11/2020



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	1.908%	0.000%	0.951%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	4.445%	5.145%	10.941%	6.759%	1.127%	0.000%	0.000%	0.000%	0.000%
A	5.886%	1.224%	1.695%	0.415%	0.494%	0.000%	0.000%	0.000%	0.000%
BBB	1.245%	0.000%	0.426%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

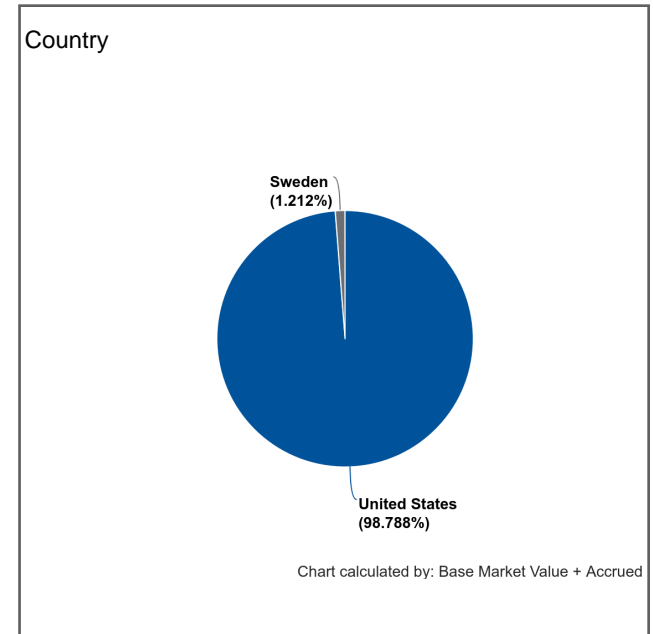
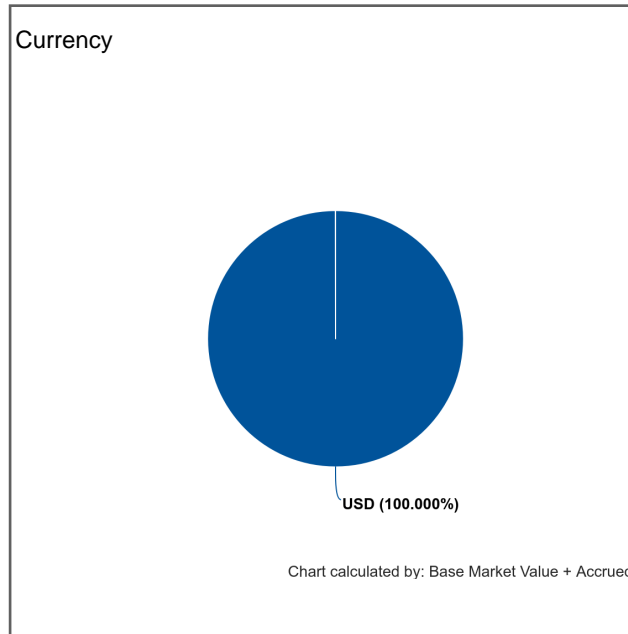
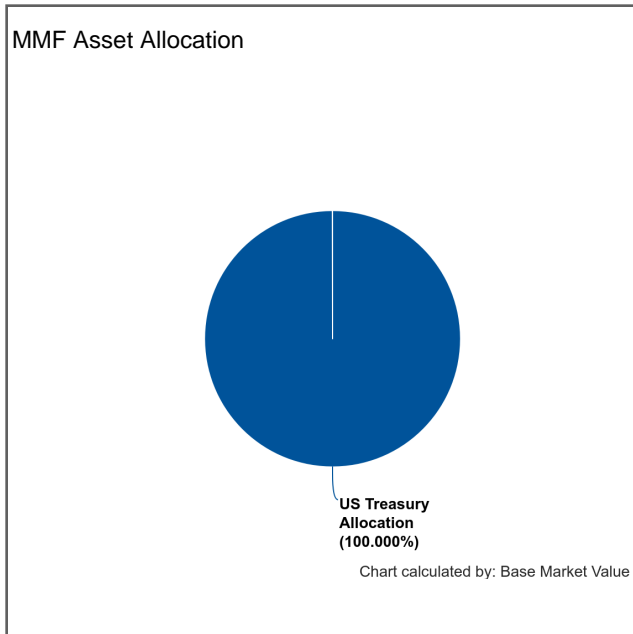
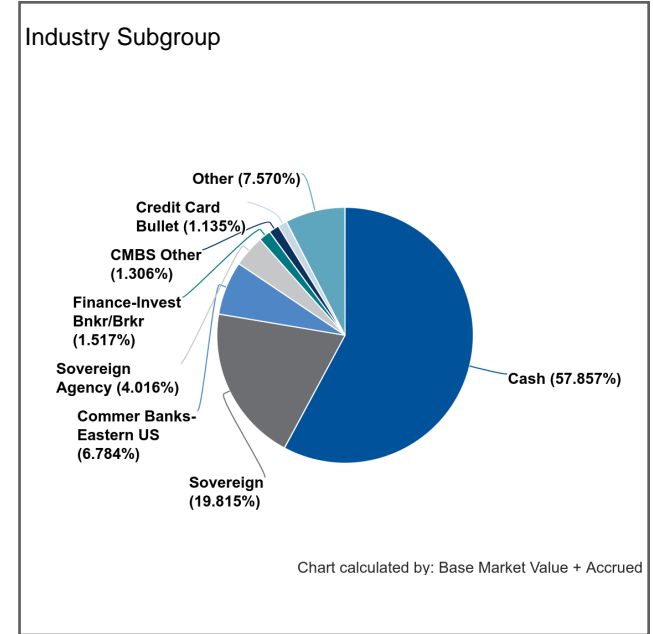
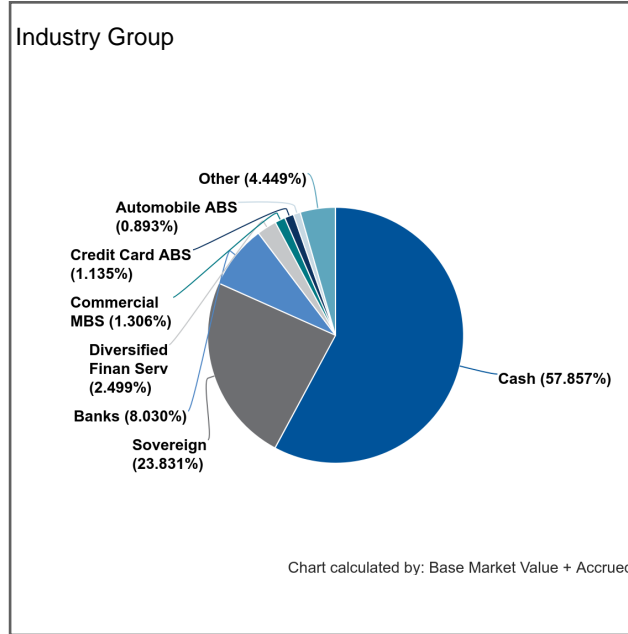
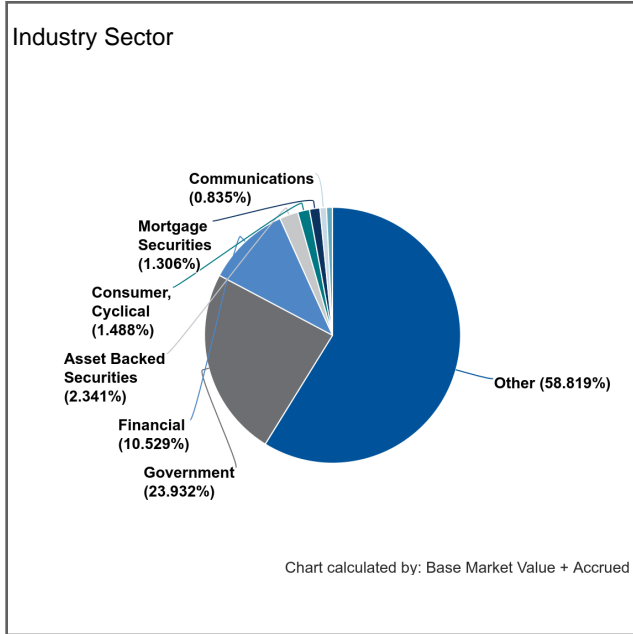


# Base Risk Summary - Fixed Income

05/01/2020 - 05/31/2020

SMCTA - Agg (165727)

Dated: 06/11/2020



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# Base Risk Summary - Fixed Income

05/01/2020 - 05/31/2020

SMCTA - Agg (165727)

Dated: 06/11/2020

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

## clearwater

Report: GAAP Base Trading Activity  
Account: SMCTA - Agg (165727)  
Date: 05/01/2020 - 05/31/2020  
Base Currency: USD

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	0.00	(58,406.31)	Principal Paydown	05/15/2020	05/15/2020	11/15/2022	(58,406.32)	0.00	58,406.32
02007HAC5	ALLYA 2017-2 A3	0.00	(77,604.68)	Principal Paydown	05/15/2020	05/15/2020	08/16/2021	(77,604.69)	0.00	77,604.69
02007PAC7	ALLYA 2017-1 A3	0.00	(13,466.52)	Principal Paydown	05/15/2020	05/15/2020	06/15/2021	(13,466.52)	0.00	13,466.52
037833CS7	APPLE INC	(1,325,000.00)	(1,325,000.00)	Maturity	05/11/2020	05/11/2020	05/11/2020	(1,325,000.00)	0.00	1,325,000.00
037833DT4	APPLE INC	1,600,000.00	1,600,000.00	Buy	05/11/2020	05/13/2020	05/11/2025	1,603,216.00	100.00	(1,603,316.00)
3136AJ7G5	FNA 2014-M6 A2	0.00	(18,504.80)	Principal Paydown	05/01/2020	05/01/2020	05/25/2021	(18,504.80)	0.00	18,504.80
3136B1XP4	FNA 2018-M5 A2	0.00	(50,621.25)	Principal Paydown	05/01/2020	05/01/2020	09/25/2021	(50,621.25)	0.00	50,621.25
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	1,600,000.00	Buy	05/05/2020	05/07/2020	05/05/2023	1,599,328.00	0.00	(1,599,328.00)
3137FKK39	FHMS K-P05 A	0.00	(817.53)	Principal Paydown	05/01/2020	05/01/2020	07/25/2023	(817.53)	0.00	817.53
3137FQ3V3	FHMS K-J27 A1	0.00	(11,142.74)	Principal Paydown	05/01/2020	05/01/2020	07/25/2024	(11,142.74)	0.00	11,142.74
31846V534	FIRST AMER:US TRS MM Y	2,090,623.74	2,090,623.74	Buy	---	---	05/31/2020	2,090,623.74	0.00	(2,090,623.74)
31846V534	FIRST AMER:US TRS MM Y	(3,203,507.14)	(3,203,507.14)	Sell	---	---	05/31/2020	(3,203,507.14)	0.00	3,203,507.14
34531EAD8	FORDO 2017-A A3	0.00	(81,051.60)	Principal Paydown	05/15/2020	05/15/2020	06/15/2021	(81,051.61)	0.00	81,051.61
36255JAD6	GMCAR 2018-3 A3	0.00	(30,773.83)	Principal Paydown	05/16/2020	05/16/2020	05/16/2023	(30,773.83)	0.00	30,773.83
43814PAC4	HAROT 2017-3 A3	0.00	(24,205.36)	Principal Paydown	05/18/2020	05/18/2020	09/18/2021	(24,205.36)	0.00	24,205.36
47788BAD6	JDOT 2017-B A3	0.00	(61,606.98)	Principal Paydown	05/15/2020	05/15/2020	10/15/2021	(61,606.98)	0.00	61,606.98
47788CAC6	JDOT 2018 A3	0.00	(33,576.71)	Principal Paydown	05/15/2020	05/15/2020	04/18/2022	(33,576.71)	0.00	33,576.71
89190BAD0	TAOT 2017-B A3	0.00	(123,939.60)	Principal Paydown	05/15/2020	05/15/2020	07/15/2021	(123,939.61)	0.00	123,939.61
89236TEU5	TOYOTA MOTOR CREDIT CORP	(1,200,000.00)	(1,200,000.00)	Sell	05/20/2020	05/26/2020	04/13/2021	(1,222,800.00)	(4,228.33)	1,227,028.33
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	225,000.00	Buy	05/20/2020	05/26/2020	02/13/2025	227,198.25	1,158.75	(228,357.00)
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	750,000.00	Buy	05/20/2020	05/26/2020	02/13/2025	757,327.50	3,862.50	(761,190.00)
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	225,000.00	Buy	05/21/2020	05/26/2020	02/13/2025	228,132.00	1,158.75	(229,290.75)
89238BAD4	TAOT 2017-A A3	0.00	(38,508.61)	Principal Paydown	05/15/2020	05/15/2020	05/16/2022	(38,508.61)	0.00	38,508.61
912828VF4	UNITED STATES TREASURY	(180,000.00)	(180,000.00)	Maturity	05/31/2020	05/31/2020	05/31/2020	(180,000.00)	0.00	180,000.00
<b>San Mateo County TA</b>		<b>582,116.60</b>	<b>(42,109.91)</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>12/19/2021</b>	<b>(49,708.21)</b>	<b>2,051.67</b>	<b>47,656.54</b>

\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

\* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down. While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.



## SMCTA – Glossary of Terms

**Accrued Interest** - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

**Amortized Cost** - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

**Book Yield** - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.

**Average Credit Rating** - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.

**Convexity** - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.

**Credit Rating** - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

**Duration** - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments. Duration is expressed as a number of years.

**Income Return** - The percentage of the total return generated by the income from interest or dividends.

**Original Cost** - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.

**Par Value** - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

**Price Return** - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

**Short-Term Portfolio** - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

**Targeted-Maturities Portfolio** - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

**Total Return** - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.

**Unrealized Gains/(Loss)** - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

**Weighted Average Life (WAL)** - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

**Yield** - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

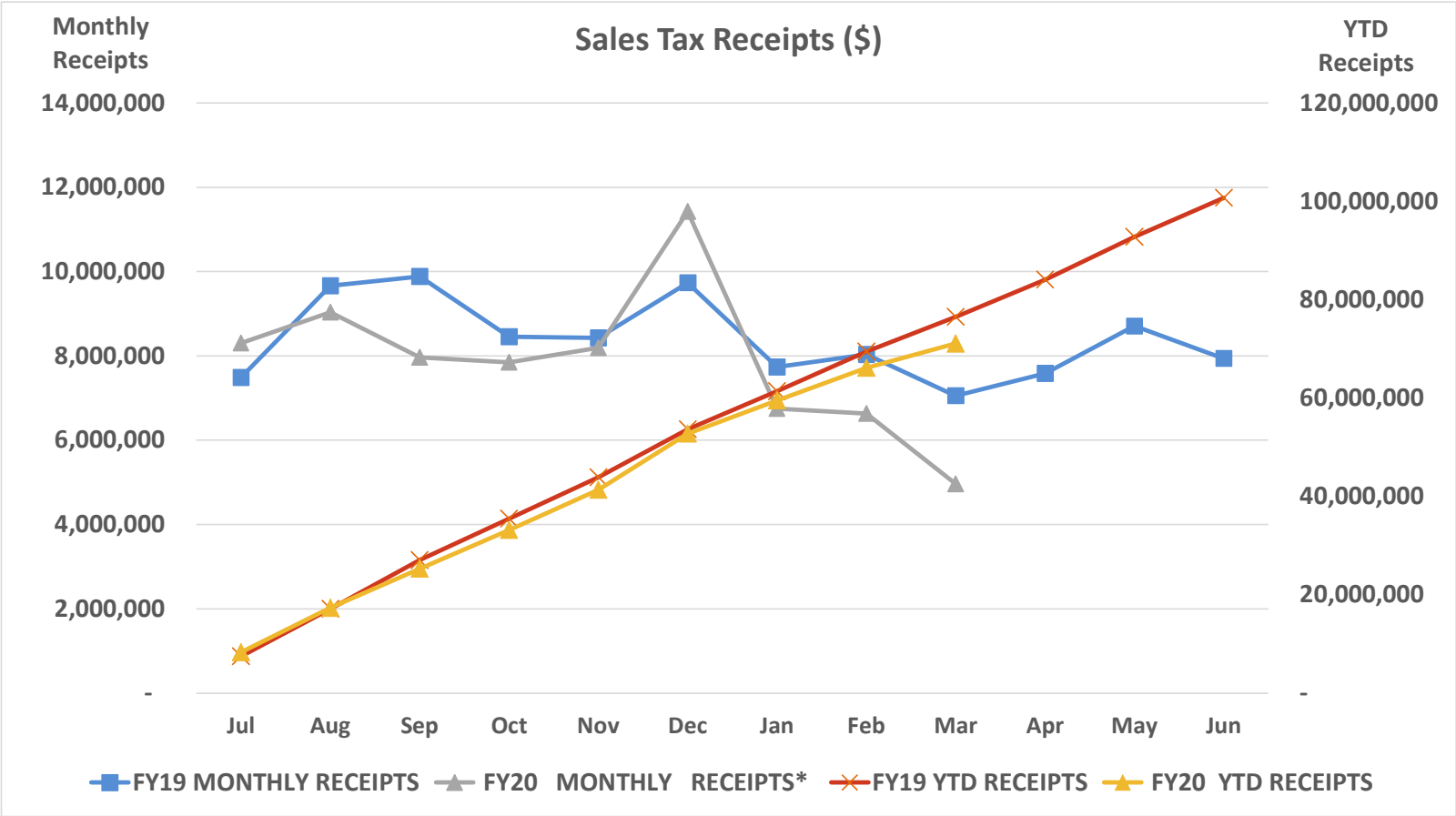
**Yield to Maturity at Cost (YTM @ Cost)** - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

**Years to Effective Maturity** – The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

**Years to Final Maturity** - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2020  
Measure A Sales Tax  
May 2020**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
May-31

Unit	Ref	Name	Amount	Method	Description
SMCTA	000356	KHOURI CONSULTING LLC	10,500.00	ACH	Operating Expense
SMCTA	005206	HNTB CORPORATION	33,994.25	CHK	ELJPA Operating Expense
SMCTA	005217	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	38,616.21	CHK	ELJPA Operating Expense
SMCTA	005218	HNTB CORPORATION	52,319.50	CHK	ELJPA Operating Expense
SMCTA	005219	SAN MATEO, COUNTY OF	2,962.50	CHK	ELJPA Operating Expense
SMCTA	005220	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Operating Expense
SMCTA	005221	WENDEL ROSEN LLP	45.00	CHK	Operating Expense
SMCTA	005207	BELMONT, CITY OF	686,951.23	CHK	Capital Programs (1)
SMCTA	005211	SOUTH SAN FRANCISCO, CITY OF	316,294.34	CHK	Capital Programs (1)
SMCTA	005208	CITY OF PACIFICA	6,371.76	CHK	Capital Programs (2)
SMCTA	005209	HALF MOON BAY, CITY OF	56,631.38	CHK	Capital Programs (3)
SMCTA	005210	SAN FRANCISCO COUNTY TRANSPORTATION	27,330.27	CHK	Capital Programs (4)
SMCTA	005214	MARK THOMAS & COMPANY AND AECOM JV	265,443.76	CHK	Capital Programs (5)
SMCTA	005212	GRAY-BOWEN-SCOTT	103,718.21	CHK	Capital Programs (5)
SMCTA	900208	DEPARTMENT OF TRANSPORTATION	12,000,000.00	WIR	Capital Programs (5)
SMCTA	005213	GRAY-BOWEN-SCOTT	1,201.29	CHK	Capital Programs (6)
SMCTA	005215	SPERRY CAPITAL, INC.	8,532.50	CHK	Capital Programs (7)
SMCTA	005216	STANTEC CONSULTING SERVICES, INC.	13,891.76	CHK	Capital Programs (8)
SMCTA	900203	HANSON BRIDGETT LLP	9,960.00	WIR	Capital Programs (9)
SMCTA	900204	HANSON BRIDGETT LLP	5,110.00	WIR	Capital Programs (10)
SMCTA	900205	PENINSULA CORRIDOR JOINT POWERS BOARD	70,854.67	WIR	Capital Programs (11)
SMCTA	900206	HANSON BRIDGETT LLP	10,082.00	WIR	Capital Programs (12)
SMCTA	900207	PENINSULA CORRIDOR JOINT POWERS BOARD	1,853,698.13	WIR	Capital Programs (13)
SMCTA	900209	PENINSULA CORRIDOR JOINT POWERS BOARD	1,150,735.09	WIR	Capital Programs (14)

16,729,843.85

- (1) 2015 Call for Proj-Ped&Bike
- (2) San Pedro Creek /Route 1 Bdge Replace Project
- (3) Hwy 1 Main - Kehoe HMB
- (4) 101 Managed Lanes (Nof I-380)
- (5) 101 HOV Ln Whipple - San Bruno
- (6) Express Lane Operations
- (7) FP&A Services-W-RTC
- (8) Pedestrian and Bicycle Oversight
- (9) 101 HOV Ln Whipple - San Bruno \$9,840; Street and Highways Oversight \$40; Operating Expenses \$80.
- (10) Street and Highways Oversight \$80; Pedestrian and Bicycle Oversight \$710; Local Shuttle Oversight \$240; Operating Expenses \$4,080.
- (11) US 101/SR 92 Direct Connector
- (12) 101 HOV Ln Whipple - San Bruno \$3,641; Express Lane Operations \$5,720; Pedestrian and Bicycle Oversight \$161; Local Shuttle Oversight \$560.
- (13) 25th Ave Grade Separation \$956,452.68; Broadway Grade Sep \$88,366.19; S. Linden Ave - Scott St Grade Sep \$66,356.40; Caltrain Electrification \$742,522.86
- (14) 25th Ave Grade Separation



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 #10**  
**July 9, 2020**

**Memorandum**

**Date:** June 30, 2020  
**To:** TA Board of Directors  
**From:** Jim Hartnett, Executive Director  
**Subject:** Executive Director's Report – July 9, 2020

**SB-1 Local Partnership Program**

On May 6, 2020, TA staff informed local jurisdictions and agencies throughout the County of a funding opportunity through the California Transportation Commission's (CTC) SB-1 Local Partnership Program (LPP). This is a statewide competitive program that includes three years of funding, totaling \$216 million for Fiscal Years 2020-21 through 2022-23. Funding is programmed every two years.

TA staff has been working with three San Mateo County agencies to assist with the submittal of a grant application for funding transportation projects. Specifically, San Carlos, South San Francisco and Caltrain. These agencies cannot apply directly for LPP, however, as an eligible applicant, the TA can apply on their behalf per the LPP guidelines. The TA is applying on their behalf because these agencies are eligible sponsors for various TA program categories and the receipt of grant funds will potentially reduce the need to program and allocate Measure A or W funds for projects such as these. LPP competitive funds are only available for the construction phase of a project. Details on each of the three proposals are below.

**San Carlos**

The City of San Carlos is applying for the Holly Street/U.S. 101 Pedestrian & Bicyclist Overcrossing, which would be constructed along with the Holly Street/U.S. 101 interchange project. The total cost for the Project is \$11,600,000 and the City is requesting \$3,300,000 in LPP funding. The City's match of \$3,300,000 is comprised of TA bike/ped program funding (\$1M), City funds (\$1.3M) and a grant from the Metropolitan Transportation Commission (\$1M). Although a gap of \$5,000,000 exists for the project, the City is actively pursuing other funding sources such as the Active Transportation Program, and the Total Road Improvement Program (TRIP) from the California Statewide Communities Development Authority (CSCDA) in fall 2020.

### South San Francisco

The City of South San Francisco's application is for the replacement of a three-way stop sign at Hillside Blvd and Lincoln Street with a signalized intersection with pedestrian crossing and sidewalk improvements. Additionally, the project will reconfigure the roadway by reducing Hillside Boulevard to one lane between Lincoln Street and Lawndale Boulevard, as well as a new trail connection to the existing City trail network. The total project cost is \$2,200,000 and they are requesting \$1,100,000 in grant funding, leveraging \$1,100,000 provided by the City of South San Francisco.

### Caltrain

The Caltrain LPP proposal is for the closure of Atherton Station, which will include the removal of platforms and station amenities, installation of security fencing, and the design and construction of quad crossing gates at Watkins Avenue. The total project cost is \$11,937,000 and JPB is requesting \$3,802,500 from the LPP Program. The JPB will be requesting the TA Board consider programming and allocating the balance of the funds for this project, \$8,134,500, at an upcoming meeting.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The 2020 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

# KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
June 15, 2020

The House was largely out of session the last month, except for returning to pass the HEROES Act on May 15 and then convening under new, proxy voting procedures to conduct oversight hearings. The full House is not expected to return until the week of June 22 to consider policing legislation. The Senate was in session handling nominations, judicial appointments, and a large lands conservation package.

On May 15, the House passed an 1,800 page, \$3 trillion coronavirus response package, the HEROES Act, but it's been called DOA in the Senate, where GOP leaders have suggested that the next round of negotiations won't begin until the latter part of July. Senator McConnell has been very vocal in demanding liability protections for employers, but the primary driver of a new bill will be renewing unemployment insurance protections which are set to expire on July 31.

In addition to providing nearly \$1 trillion in direct aid to state and local governments, the HEROES Act appropriates \$15.750b to continue the FTA's response to the pandemic. Of this, \$11.8b would be allocated to urban areas with populations over 3 million, \$4b would go to transit agencies that need "significant additional assistance" to maintain basic services. This bill has passed the House.

As COVID-19 issues consume the legislative agenda and complicate committee work on Capitol Hill, House and Senate appropriators are starting to move their FY21 bills. The House has announced it will markup all 12 annual bills the first two weeks in July, but no specific dates have been scheduled. The Senate has announced it will markup its FY21 THUD bill on June 25th in full committee. We will obtain the bill and report ASAP and provide to TA staff.

## **FY 2021 Appropriations Update**

Congress needs to pass a dozen of spending bills for fiscal year (FY) 2021 before the current FY 2020 ends on September 30. The House and Senate's consideration of these bills has been delayed as coronavirus has consumed the legislative agenda and complicated committee work on Capitol Hill as many members and staff have been and will continue to work remotely. Congress will most likely have to pass continuing resolution (CR) to continue to fund federal agencies through the Election Day, November 3.

The Senate Appropriations Committee will begin markups for FY 2021 spending bills the week of June 22. Senate appropriators are aiming to start markups before the Fourth of July recess with floor votes to follow.

## KADESH & ASSOCIATES, LLC

House appropriators will hold subcommittee and full committee markups on FY 2021 appropriations bills, including Transportation/HUD, during the weeks of July 6 and July 13, with floor votes as soon as the weeks of July 20 and July 27.

The House and Senate Appropriations Subcommittees will conference the FY 2021 appropriations bills during the August recess and the congressional recess leading up to election day.

Lastly, the House T&I committee unveiled its surface transportation reauthorization draft last week. The INVEST Act is scheduled for markup on June 17th. We have been in close contact with TA staff about proposed changes to the Section 130 program and other FTA and FRA programs.

**\*\*Memo on INVEST Act is attached\*\***



# Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 |  
T 202.955.3000 | F 202.955.5564 Holland & Knight LLP | www.hklaw.com

## **House Surface Transportation Authorization Bill: Investing In A New Vision for the Environment and Surface Transportation in America (INVEST) Act**

### **Timing**

- On June 3, the Democratic leadership of the House Transportation & Infrastructure (T&I) Committee introduced the five-year \$494 surface transportation authorization bill, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. The INVEST Act will require Congress to identify \$140 billion for the Highway Trust Fund. House Republicans were not included in the bill writing process, and are unlikely to support the measure.
- On July 30, 2019, the Senate EPW Committee approved its five-year highway reauthorization bill, America's Transportation Infrastructure Act (S. 2302), authorizing \$287 billion in Highway Trust Fund contract authority and an additional \$5.7 billion from the Treasury general fund which is a 27% increase over the FAST Act. The Senate Banking Committee that oversees transit and the Senate Commerce, Science, and Transportation Committee that oversees rail still need to pass their bills.
- Neither the House or 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 likely pass an extension of the FAST Act to continue current funding levels for transportation programs. The T&I Committee plans to consider the bill on June 17. The House is scheduled to consider the bill on the floor the week of June 29<sup>th</sup>.

### **Funding**

- 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)
- Funding for 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)

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

### Funding for the State of California

Program	FAST Act	INVEST Act	Funding Increase
National Highway Surface Performance	\$10,032,529,736	\$12,170,572,732	\$2,138,042,996
Surface Transportation Program	\$5,057,774,101	\$6,256,459,531	\$1,198,685,430
Highway Safety Improvement	\$1,017,592,522	\$1,343,269,584	\$325,677,026
Railway Crossings	\$82,135,958	\$83,637,560	\$1,501,602
CMAQ	\$2,406,968,478	\$2,886,217,556	\$479,249,078
Metropolitan Planning	\$259,831,965	\$368,341,540	\$108,509,575
National Freight Program	\$582,360,087	\$757,135,948	\$174,775,861
Apportioned Total	\$19,439,192,847	\$25,131,533,433	\$5,692,340,586

### Major Changes to FAST Act

- **Before building any new highway capacity with National Highway Performance Program (NHPP) funds, states are required to demonstrate “progress in achieving a state of good repair on the National Highway System”.**
- Requires states to spend 20 percent of their NHPP and Surface Transportation Block Grant Program (STBGP) funding (excluding suballocation) on bridge repair and rehabilitation projects—\$28 billion FY 2022-FY2025. Increases the off-system bridge set-asides to \$1 billion per year compared to the FAST Act \$770 million set-aside.
- Mandates that the Department of Transportation (DOT) establish new greenhouse gas emissions performance measure based on carbon emissions per capita on all public roads and creates a new \$8.4 billion formula program to incentivize carbon emission reductions for highway, transit, and rail projects. Top-performing states are provided funding flexibility while low-performing states are required to provide 10 percent of their STBGP funds (excluding suballocation) to carbon reduction.
- Creates a new \$6.3 billion formula program to fund resilience and emergency evacuation needs—states and MPOs must develop an “infrastructure vulnerability assessment” to guide investments via this new program.

### **Rail Safety**

#### Sec. 1204. Railway crossings. (pages 156-163)

- \$1.225 billion (FAST Act: \$1.3 billion; **\$75 million decrease**)

- Establishes a standalone railway crossing program, based on the railway-highway grade crossing set aside, raising the overall level of investment. Requires railroads to contribute the share for projects that provide a benefit to the railroad. Expands eligibilities to include projects to mitigate lost access from a crossing closure and strategies to prevent or reduce trespasser fatalities and injuries along railroad rights-of-way. **Allows railway crossing funds to be used toward the cost of projects selected for the FRA’s Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program.**

Sec. 9103. Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants. (pages 764-768)

- \$7 billion; this program is subject to appropriations so funding varies year to year (FAST Act: \$1.103 billion; \$5.897 billion increase)
- Reauthorizes the FRA’s discretionary grant program, CRISI. **Commuter rail authorities are newly eligible, and project eligibilities are extended to commuter rail transportation improvement projects, maintenance and upgrades of railroad safety technology (including positive train control), and the establishment of new quiet zones.** The section reserves 15% of the funding for rural projects, establishes a 50 percent set-aside for projects over \$100 million, and removes a preference for projects with a lower percentage of Federal funding. Grants awarded to commuter rail authorities are transferred to the FTA for grant administration, and commuter railroad authorities must provide protective arrangements to employees covered by railroad labor and retirement statutes who are adversely affected by grant-funded projects.

Sec. 9551. Grade Crossing Separation Grant. (pages 852-856)—NEW PROGRAM

- \$2.5 billion
- **Creates a new grant program to build or improve grade crossing separations.** Right-of-way owners must contribute at least 10% of the total project costs. No more than 50% of the funds can go to projects that cost \$100 million or more. For projects over \$40 million, the cost-share is 65%, and for projects under \$40 million, the cost-share is 85%.

Sec. 9552. Rail Safety Public Awareness Grant. (pages 856-858)—NEW PROGRAM

- \$30 million
- Authorizes a new FRA grant program with a focus on reducing rail-related accidents and improving safety along railroad rights-of-way and highway-rail grade crossings. Eligible programs include public service announcements and media campaigns, school and driver education safety presentations, and dissemination of safety information to communities.

**Metropolitan Planning**

Sec. 1205. Surface Transportation Program (STP). (pages 163-173):

- \$65.3 billion (FAST Act: \$58.268 billion; \$7.032 billion increase)
- Revises the suballocation to four population bands: 200,000 and above; 50,000-200,000; 5,000-50,000; and under 5,000. Establishes a technical assistance program for areas with a population of 200,000 and above to ensure efficient project delivery and facilitate compliance with applicable requirements.

Sec. 1206. Transportation Alternatives Program (TAP). (pages 173-186)

- \$6,853.5 billion (FAST Act: \$4.22 billion; \$2.633 billion increase)
- Provides funding for the Transportation Alternatives Program (TAP) as a 10 percent set-aside out of STP. Increases the share of the program's funds that must be suballocated to areas of the State based on population from 50 percent to 66 percent.
- Allows a State to use HSIP funds to cover the non-Federal share of the cost of a TAP project, and places restrictions on the ability of the State to transfer TAP funds out of the program. Provides flexibility for a State to meet the non-Federal match on a multiple-project or programmatic.

Sec. 1210. Congestion Mitigation and Air Quality Improvement Program (CMAQ). (pages 208-210)

- \$14.478 billion (FAST Act: \$12.022 billion; \$2.456 billion increase)
- Adds eligibility for shared micromobility projects, including bikeshare and shared scooters. Adds eligibility for projects to mitigate seasonal or temporary traffic congestion from travel or tourism. Allows hydrogen fueling stations as an eligible activity. Modifies the eligibility of program funds to be used for operating assistance, including providing additional assistance for projects that continue to demonstrate net air quality benefits.

Sec. 1305. Metro performance program. (pages 275-288)—NEW PROGRAM

- \$750 million
- New program to allow direct allocations to MPOs to advance locally-selected projects. Authorizes the Secretary to designate a high-performance tier of MPOs based on technical capacity to manage Federal-aid highway funds. Provides between \$10 and \$50 million per year for the MPOs designated. Projects are subject to all Federal-aid highway requirements, including environmental laws, labor projections, and Buy America.

**Environmental Requirements/Programs**

Sec. 1202. Increasing the resilience of transportation assets. (pages 134-151)—NEW PROGRAM

- Requires the MPO and State-prepared long-range transportation plans to include strategies to mitigate and reduce climate impacts and a vulnerability assessment of critical transportation assets, evacuation routes, and facilities repeatedly damaged by disasters. The MPO and State must identify projects to address identified vulnerabilities, and these projects are eligible for funding under the newly established pre-disaster mitigation program.
- Establishes a pre-disaster mitigation program, which receives \$6.25 billion in apportioned funds over the life of the bill for resilience projects identified in the State and MPO vulnerability assessments. Construction of resilience improvements, including construction of natural infrastructure or protective features, are eligible on any existing highway or transit asset eligible under titles 23 or 49. In addition, funds can be used to relocate or construct alternatives to transportation infrastructure that are repeatedly damaged by extreme weather events, or to address current and future vulnerabilities to evacuation routes designated in an MPO or State's vulnerability assessment. Projects eligible for funding under this section must be designed to ensure resilience over the life

of the facility and take into consideration current and projected changes in flooding based on climate science and projected land use.

Sec. 1213. Carbon pollution reduction. (pages 213-221)—NEW PROGRAM

- \$8.34 billion
- Creates a new carbon pollution reduction apportionment program. Provides broad flexibility to the States to fund projects eligible under title 23 or chapter 53 of title 49, provided that the projects reduce greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Requires the Secretary to annually evaluate carbon dioxide emissions per capita on public roads in each State and issue an accompanying progress report. States that achieve the most significant reductions in carbon dioxide emissions will receive additional flexibility in project Federal share and program transferability. States making the least progress in emissions reduction are required to dedicate additional Federal funds to projects that will reduce emissions.

Sec. 1303. Grants for electric vehicle charging and hydrogen fueling infrastructure to modernize and reconnect America for the 21st century. (pages 246)—NEW PROGRAM

- \$1.4 billion
- Establishes a \$350 million annual competitive grant program to deploy electric vehicle charging and hydrogen fueling infrastructure. The program will prioritize projects that demonstrate the highest levels of carbon pollution reductions and that are installed on designated alternative fueling corridors.

Sec. 1304. Community climate innovation grants. (pages 269-275)—NEW PROGRAM

- \$1 billion
- Establishes a new \$250 million per year competitive grant program to support local investments in innovative strategies to reduce greenhouse gas emissions. Provides broad flexibility to grantees to fund projects eligible under title 23 or chapter 53 of title 49, provided the project reduces greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Prioritizes projects that show the most promise in reducing greenhouse gas emissions, and provides further consideration for a project's cost-effectiveness, provision of diverse transportation choices, accessibility, equity and environmental justice impacts, benefits to low-income communities, and use of innovative materials.

**Bridges**

- Requires states to spend 20 percent of their NHPP and Surface Transportation Block Grant Program (STBGP) funding (excluding suballocation) on bridge repair and rehabilitation projects.
- Increases the off-system bridge set-asides to \$1 billion per year compared to the FAST Act \$770 million set-aside.

## Transit

### Sec. 2104. Miscellaneous Provisions. (pages 420-423)

- Increases Federal cost share to 90 percent for ADA accessibility in state of good repair projects. Authorizes FTA to provide technical assistance on the impacts of a new census count. Ensures reimbursements continue in the event of a government shutdown. Requires transit agencies collect data on the assault of transit workers. Relaxes the phase out of the Special Bus Rule to provide more flexibility.

### Sec. 2201. Multi-jurisdictional bus frequency and ridership competitive grants. (pages 424-428)—NEW PROGRAM

- \$415 billion
- Creates a new competitive program, funded at \$100 million annually, to increase bus frequency, ridership and total person throughput by redesigning urban streets and corridors to efficiently move transit vehicles in congested major urban areas. The program is structured to require a partnership between transit agencies and State or local government agencies responsible for roadways.

### Sec. 2202. Incentivizing frequency in the urban formula. (pages 429-433)

- **Replaces the current incentive formula based on low operating costs with a formula based on vehicles per hour during peak service in the highest 25 percent of routes by ridership.** This will incentivize ridership rather than low-cost bus operations. This formula change begins in 2023, providing time to collect the data and improve frequency on the highest ridership routes.

### Sec. 2402. Bus facility and fleet expansion grants. (pages 470-472)

- \$1.944 billion (FAST Act: \$1.244 billion; \$700 million increase)
- Modifies the competitive bus program to focus on large one-time needs for bus garages, bus stations, and fleet expansions. Grant considerations are limited to age and condition of facilities, resilience, and multimodal connections at stations.

### Sec. 2403. Zero-emission bus grants (former Low-No). (pages 472-476)

- \$1.78 billion (FAST Act: \$275 million; \$1.505 billion increase)
- Sets procurement minimums to ensure transit agencies are investing appropriately in zero-emission bus fleets and the necessary charging infrastructure. Directs the funding to areas of the largest need to resolve Clean Air Act compliance issues. Requires an agency plan for long term zero-emission bus needs and a fleet transition study. Will incentivize projects with batteries made in the U.S.A.

### Sec. 2911. Fixed guideway capital investment grants. (pages 525-537)

- \$21.509 billion; this program is subject to appropriations so funding varies year to year (FAST Act: \$11.509 billion; \$10 billion increase)
- Small Starts: The Federal cost cap for small starts projects increases to \$320 million and the total cost cap increases to \$400 million,

- Core Capacity: Adds station expansion eligibility to core capacity projects. Allows these projects to start planning additional capacity 10 years before the corridor reaches capacity.
- Engineering phase: Increases to 3 years the time projects have to move through the engineering phase.
- Project Development phase: Cost and risk assessments may not be required in the project development phase, but applicants may choose to do their own assessments and FTA can provide technical assistance.
- Federal Cost Share: Reestablishes an 80 percent CIG cost cap for all CIG projects. Replaces the requirement on FTA to minimize Federal cost share, with an option for a transit agency to choose a CIG cost share under 60 percent. Transit agencies that remain under 60 percent cost share are subject to less strenuous requirements for project approval by allowing the applicant to: determine the amount of the contingency funds; certify that local resources are available to continue running their current service; and secure only 75 percent of the local financial commitment to sign the Full Funding Grant Agreement (FFGA), with the remaining 25 percent budgeted, but not committed.
- Contingency Funds: For projects that seek the higher cost share, FTA will now provide 50 percent of the contingency amount required.
- Project Rating Incentives: Expands the use of incentives (warrants) for projects with a total cost under \$1 billion or projects that selected the lower cost share. This allows more projects to get automatic ratings when they meet certain criteria.
- Transparency: Provides an opportunity for applicants to seek clarification, at several key stages of the approval process, of what information FTA still requires from the applicant to secure project approval. Requires FTA to create a publicly-accessible CIG dashboard to post monthly updates on the status of each CIG project in the approval process or under construction including the status of pending approvals.
- Congressional Notification: Reduces the number of days before a project can be signed after Congressional notification to accelerate project approval.
- Interrelated Projects: Allows a rating improvement in mobility for projects that have another related project in the planning process that has secured initial NEPA guidance and will boost ridership on the current project seeking a rating.

### **Transit Oriented Development**

#### **Sec. 2701. Transit-supportive communities. (pages 500-506)—NEW PROGRAM**

- \$124.7 billion
- Transit Oriented Development Planning grant program will provide grants for eligible grantees who are designing or building a fixed guideway transit line, or serving an existing fixed guideway transit line, a station that is part of a fixed guideway transit system, or the immediate corridor surrounding a high-frequency transit line.

#### **Sec. 2702. Property disposition for affordable housing. (pages 506-509)—NEW PROGRAM**

- Allows a grantee to transfer property no longer needed to a local government authority, non-profit, or other third party for the purpose of transit-oriented development and releases the Federal interest in that asset. Requires that at least 15 percent of the housing units in such a project be offered as affordable housing.

Sec. 2703. Affordable housing incentives in capital investment grants. (pages 509-511)—NEW PROGRAM

- Provides multiple incentives in the CIG ratings process if the project preserves or encourages higher density affordable housing near the project. Allows Economic Development Administration (EDA) Public Works grants and Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) to be counted as part of the local share, provided that the funds are used in conjunction with an affordable housing development.

**Freight/Goods Movement**

Sec. 1301. Projects of national and regional significance. (pages 227-246)

- \$10.050 billion (FAST Act: \$4.5 billion; \$5.55 billion increase)
- Formerly known as the INFRA program in FAST Act
- Establishes a Projects of National and Regional Significance (PNRS) program, which provides more than \$9 billion over the life of the bill for large highway, transit, and passenger and freight rail projects that reduce congestion on roadways and that cannot be funded through annual apportionments or other discretionary sources. Includes the authority for the Secretary to award large grants over multiple years. Directs the Secretary to make grant selections based on merit criteria specified in statute, including the extent to which a project contributes to a state of good repair; cost savings generated by the project over the life of the asset; safety, mobility, economic, resilience, and environmental benefits generated by the project; benefits to all users of the project; and the average number of people or volume of freight supported by the project. The Secretary is also directed to consider whether the project serves an area of persistent poverty; the degree to which the project utilizes innovative technologies or construction techniques; and whether the project improves connectivity between modes of transportation.

**New Grant Programs (not mentioned above)**

Sec. 1302. Community transportation investment grants. (pages 246-255)—NEW PROGRAM

- This program is the new BUILD program proposed in the INVEST Act.
- \$3 billion
- Establishes a \$600 million per year grant program to support local investments in projects to improve safety, state of good repair, accessibility, and environmental quality through infrastructure investments. Based on the state of Virginia's Smart Scale Program. Requires the Secretary to evaluate projects on their benefits to transportation safety, including reductions in traffic fatalities and serious injuries; to state of good repair, including improved condition of bridges and pavements; to transportation system access, including improved access to jobs and services; and in reducing greenhouse gas emissions, and to rate each project based on these criteria. Allows the Secretary to use different weighting of these criteria based on project type, population served by the project, and other context-sensitive considerations.



Sec. 1306. Gridlock reduction grants. (pages 288-299)—NEW PROGRAM

- \$250 million
- New grant program to reduce traffic gridlock in large metropolitan areas. T&I staff stated this program is based on the Obama era, Smart City grant program. Supports projects to reduce and mitigate the adverse impacts of traffic congestion; make better use of existing capacity; and employ innovative, integrated, and multimodal solutions to reducing gridlock. Includes eligibility for intelligent transportation systems, real-time traveler information, transportation demand management, and multimodal solutions. Dedicates half of program funds for freight-specific projects including first-mile and last-mile delivery solutions, use of centralized delivery points, curb space management, and real-time freight parking and routing. Prioritizes projects in areas that are experiencing a high degree of recurrent congestion.



June 16, 2020

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

**RE: STATE LEGISLATIVE UPDATE – JULY**

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**General Update**

On June 15, the legislature approved SB 74 and a handful of trailer bills, meeting its constitutional deadline of submitting the FY 2020-21 State Budget to the Governor. The \$143 billion spending package is intended to be a placeholder--until revenues, including personal income tax and capital gains receipts, come in by July 15--to address a \$54.3 billion deficit. The plan includes rejecting funding for new and expanded programs (\$6 billion), the suspension of business tax credits (\$4.4 billion), drawing down on the Rainy Day Fund and other reserves (\$11 billion), and hoping for at least \$14 billion in assistance from the federal governments to offset cuts to education, health and human services, and pension obligation payments.

The legislature is also expected to take action on legislation that would allow temporary relief from meeting farebox ratio recovery requirements in order to access Transportation Development Act and State Transit Assistance Program funding. It is our understanding that either SB 122 or AB 90 will be amended for that purpose with action to be taken by June 19. The legislature will go on Summer Recess starting June 19 upon adjournment until July 13 and is expected to work on budget items through 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.

**Bills of Interest**

**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 will continue to monitor this bill.

**SB 1291 (Beall)** would eliminate the need for MTC or C/CAG to submit a Federal Transportation Improvement Program to Caltrans for 2020. The purpose of the bill is to provide relief given the uncertainty of the implications of the SAFE rule and the impact on receiving federal funding for projects. The SAFE rule, which invalidates California’s ability to set air emission standards as Governor Newsom attempted last September by reaching an agreement with four car manufacturers, could jeopardize federal funding by invalidating California’s waiver under the Clean Air Act. Measure program projects could be impacted as a result. This could change give the President’s desire to have a \$2 trillion transportation infrastructure package. SMCTA staff will continue to monitor this bill.

**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 22, 2020	July 17, 2020	August 3, 2020
Staff Recommendations	November 12, 2020	November 12, 2020	November 12, 2020
Program Adoption	December 2-3, 2020	December 2-3, 2020	December 2-3, 2020

The deadlines for the Active Transportation Program are as follows:

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

\*Exact dates will coincide with CTC scheduled meetings.

Governor Newsom has up to three commissioner nominations that he has to make: one is to fill a vacancy left by the resignation of Tamika Butler, while the other two he could either reappoint or find successors for Van Konynenburg and Lucy Dunn; however, the governor is delaying decisions on appointments. Currently, the Governor has 60 days to reappoint an incumbent. If he fails to do so, the position becomes vacant. On March 21, he issued an [Executive Order](#) (Page 3, Item 9), that defers appointments by an additional 60 days. For the CTC, terms for Commissioners Dunn and Van Konynenburg's were up on 3/31. The Order extended the deadline until 5/31 to reappoint either or both. The decision has now been delayed until the beginning of August.

### **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 22, 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 – July 2020

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2730</b> <b>Cervantes (D)</b></p> <p><b>Paratransit Services</b></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 style="text-align: center;"><b>Watch</b></p>
<p><b>SB 278</b> <b>Beall (D)</b></p> <p><b>Metropolitan Transportation Commission</b></p>	<p>1/27/2020</p> <p>Assembly Rules 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 style="text-align: center;"><b>Watch</b></p>
<p><b>SB 288</b> <b>Wiener (D)</b></p> <p><b>CEQA Modifications for Transit</b></p>	<p>6/3/2020</p> <p>Assembly Elections and Redistricting 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. <b>Last amended 6/3/2020</b></p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 664</b> <b>Allen (D)</b></p> <p><b>Electronic Toll and Transit Fare Collection Systems</b></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. <b>Last amended on 8/13/19.</b></p>	<p style="text-align: center;"><b>Supported</b></p> <p style="text-align: center;"><b>9/5/19</b></p>

## SMCTA Bill Matrix – July 2020

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 1291</b> <b>Committee on Transportation</b></p> <p><b>Federal Statewide Transportation Improvement Program: Filing Waiver for 2020</b></p>	<p>6/11/2020</p> <p>Assembly Rules 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. <b>Last amended on 4/3/2020</b></p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 1351</b> <b>Beall (D)</b></p> <p><b>Transportation Planning</b></p>	<p>6/11/2020</p> <p>Assembly Rules Committee</p>	<p>This bill is a placeholder that may be used to address relief, aside for TDA or STA relief, for public transportation systems as recommended by the California Transit Association.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>Previously Tracked Bills That Are No Longer Active</b></p>			
<p><b>AB 148</b> <b>Quirk-Silva (D)</b></p> <p><b>Regional Transportation Plans: Sustainable Communities Strategy</b></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"> <li>• 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.</li> <li>• 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.</li> </ul> <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	<p style="text-align: center;"><b>Watch</b></p>



## SMCTA Bill Matrix – July 2020

Measure	Status	Bill Summary	Recommended Position
<b>Previously Tracked Bills That Are No Longer Active</b>			
<p><b>AB 1350</b> <b>Gonzalez</b></p> <p><b>Free Youth Transit Passes: Eligibility for Transit Funding</b></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>	<b>Watch</b>
<p><b>AB 1839</b> <b>Bonta (D)</b></p> <p><b>California New Green Deal</b></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>	<b>Watch</b>
<p><b>AB 1992</b> <b>Friedman (D)</b></p> <p><b>Caltrans Asset Management Plan: California Transportation Plan / Climate Change</b></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 3<sup>rd</sup> 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>	<b>Watch</b>
<p><b>AB 2012</b> <b>Chu (D)</b></p> <p><b>Free Senior Transit Passes: Eligibility for Transit Funding</b></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>	<b>Watch</b>

## SMCTA Bill Matrix – July 2020

Measure	Status	Bill Summary	Recommended Position
<b>Previously Tracked Bills That Are No Longer Active</b>			
<p><b>AB 2057</b> <b>Chiu (D)</b></p> <p><b>Seamless Bay Area</b></p>	<p>2/20/20</p> <p>Assembly Transportation Committee</p> <p>Failed Passage*</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework.</p>	<p><b>Watch</b></p>
<p><b>AB 2121</b> <b>Friedman (D)</b></p> <p><b>Vision Zero</b></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><b>Supported</b></p> <p><b>4/2/2020</b></p>
<p><b>AB 2176</b> <b>Holden (D)</b></p> <p><b>Free College Student Transit Passes: Eligibility for Funding</b></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><b>Watch</b></p>
<p><b>AB 2237</b> <b>Berman (D)</b></p> <p><b>Bay Area County Transportation Authorities: Contracting</b></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><b>Sponsor</b></p>

## SMCTA Bill Matrix – July 2020

Measure	Status	Bill Summary	Recommended Position
<b>Previously Tracked Bills That Are No Longer Active</b>			
<b>AB 2323</b> <a href="#">Freidman (D)</a>  <b>CEQA: Exemptions for TODs</b>	6/9/2020  Senate Rules Committee	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. <b>Last amended on 6/4/2020.</b>  This bill no longer specifically applies to CEQA exemptions for transit priority projects and is therefore no longer relevant.	<b>Watch</b>  <b>N/A</b>
<b>AB 2824</b> <a href="#">Bonta (D)</a>  <b>San Francisco-Oakland Bay Bridge: Public Transit / Greenhouse Gas</b>	5/5/2020  Assembly Transportation Committee  Failed Passage*	This bill was a spot bill that would now <i>require MTC Caltrans, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require a report to the legislature, on or before January 1, 2022, on a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor. The bill would require Caltrans to obtain federal approval or waivers, as necessary, to implement these provisions.</i> <b>Amended on 5/4/2020</b>	<b>Watch</b>
<b>AB 2832</b> <a href="#">Garcia (D)</a>  <b>Carbon Neutrality</b>	3/2/2020  Assembly Natural Resources Committee  Failed Passage*	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.	<b>Watch</b>
<b>AB 2995</b> <a href="#">Chiu (D)</a>  <b>San Francisco Bay Area Water Emergency Transportation Authority</b>	5/5/2020  Assembly Transportation Committee  Failed Passage*	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. <b>Amended on 5/4/2020</b>	<b>Watch</b>

## SMCTA Bill Matrix – July 2020

Measure	Status	Bill Summary	Recommended Position
<b>Previously Tracked Bills That Are No Longer Active</b>			
<p><b>SB 25</b> <b>Caballero (D)</b></p> <p><b>CEQA: Qualified Opportunity Zones</b></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. <b>Last Amended on 4/30/19.</b></p>	<b>Watch</b>
<p><b>SB 43</b> <b>Allen (D)</b></p> <p><b>Carbon Taxes</b></p>	<p>1/31/2020</p> <p>Assembly Revenue &amp; 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>	<b>Watch</b>
<p><b>SB 50</b> <b>Wiener (D)</b></p> <p><b>Planning and Zoning: Housing Development &amp; Equitable Communities Incentive</b></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>	<b>Watch</b>

## SMCTA Bill Matrix – July 2020

Measure	Status	Bill Summary	Recommended Position
<b>Previously Tracked Bills That Are No Longer Active</b>			
<p><b>SB 757</b> <b>Allen (D)</b></p> <p><b>State Highways: Relinquishments</b></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>	<b>Watch</b>
<p><b>SB 795</b> <b>Beall (D)</b></p> <p><b>Housing: Climate Change Infrastructure</b></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><b>Supported</b> <b>Introduced version</b></p> <p>4/2/2020</p> <p>N/A</p>
<p><b>SB 988</b> <b>McGuire (D)</b></p> <p><b>Aviation Fuel</b></p>	<p>3/4/2020</p> <p>Senate Governance &amp; 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>	<b>Watch</b>
<p><b>SB 1283</b> <b>Beall (D)</b></p> <p><b>Bus on Shoulder Statewide Pilot Program</b></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. <b>Last amended on 3/26/2020</b></p>	<b>Watch</b>

## SMCTA Bill Matrix – July 2020

Measure	Status	Bill Summary	Recommended Position
<b>Previously Tracked Bills That Are No Longer Active</b>			
<p><b>SB 1330</b> <b>Umberg (D)</b></p> <p><b>Sales Tax Exemption for Electric Vehicles</b></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. <b>Last amended on 3/26/2020</b></p>	<b>Watch</b>
<p><b>SB 1363</b> <b>Allen (D)</b></p> <p><b>Regional Transportation Plans: Sustainable Communities Strategies / Greenhouse Gas Emissions and Vehicle Miles Traveled Reduction Targets</b></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>	<b>Watch</b>

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

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

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

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

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This item features a presentation highlighting the status of the Transit – Ferry Program, with an update from the Water Emergency Transportation Authority's (WETA) on the performance of its South San Francisco Ferry Service since May 2018, which was the last presentation to the TA Board.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Two percent of the New Measure A sales tax revenue is to be made available to support cost-effective ferry service to South San Francisco and Redwood City. In December 2008, the Board allocated up to \$15 million of Measure A funds from the Ferry Service Program Category to South San Francisco and WETA for the construction of the South San Francisco Ferry Terminal. The ferry terminal was completed in May 2012, expending approximately \$8.1 million of Measure A funds, with service initiating between South San Francisco and Alameda/Oakland in June 2012.

The South San Francisco Ferry service has experienced an upward ridership trajectory since its inception. From March 2019 to February 2020, the service achieved a 37 percent farebox recovery ratio and 587 average daily boarding's, from July 2019 to February 2020. However, due to COVID-19, service was temporarily suspended on March 18, 2020.

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



# Water Emergency Transportation Authority

## South San Francisco Ferry Service

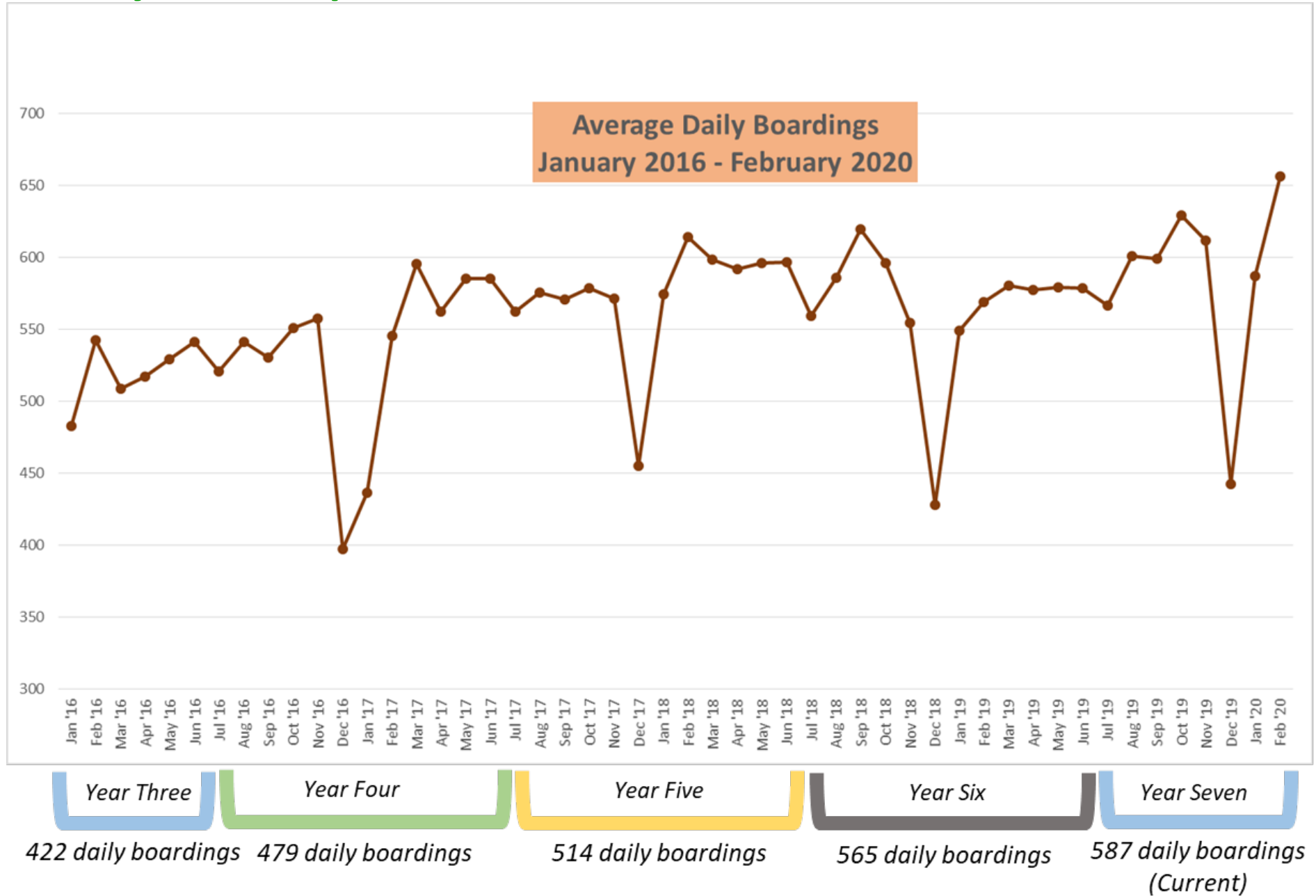
### Status Report

May 2020

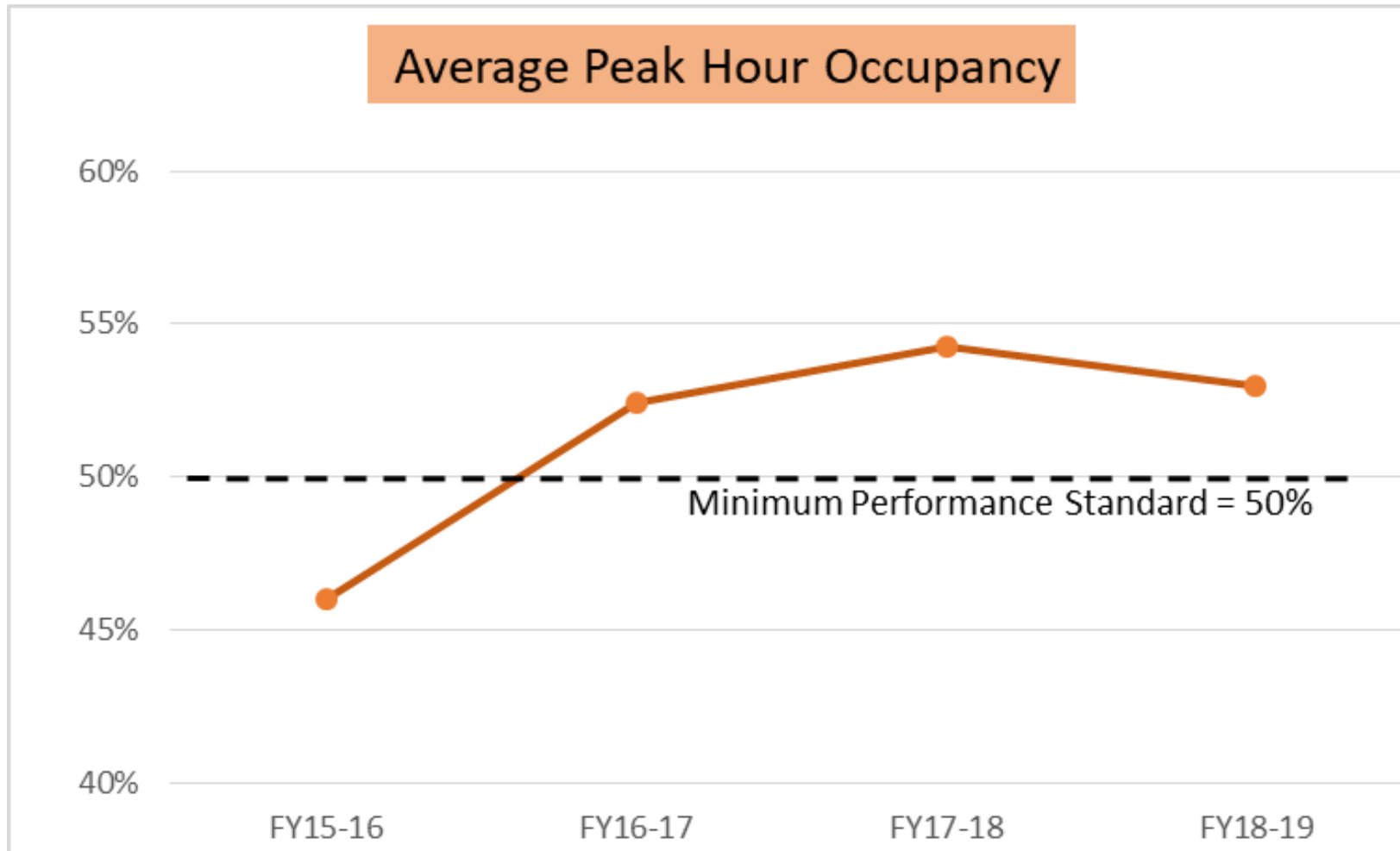




# Ferry Ridership

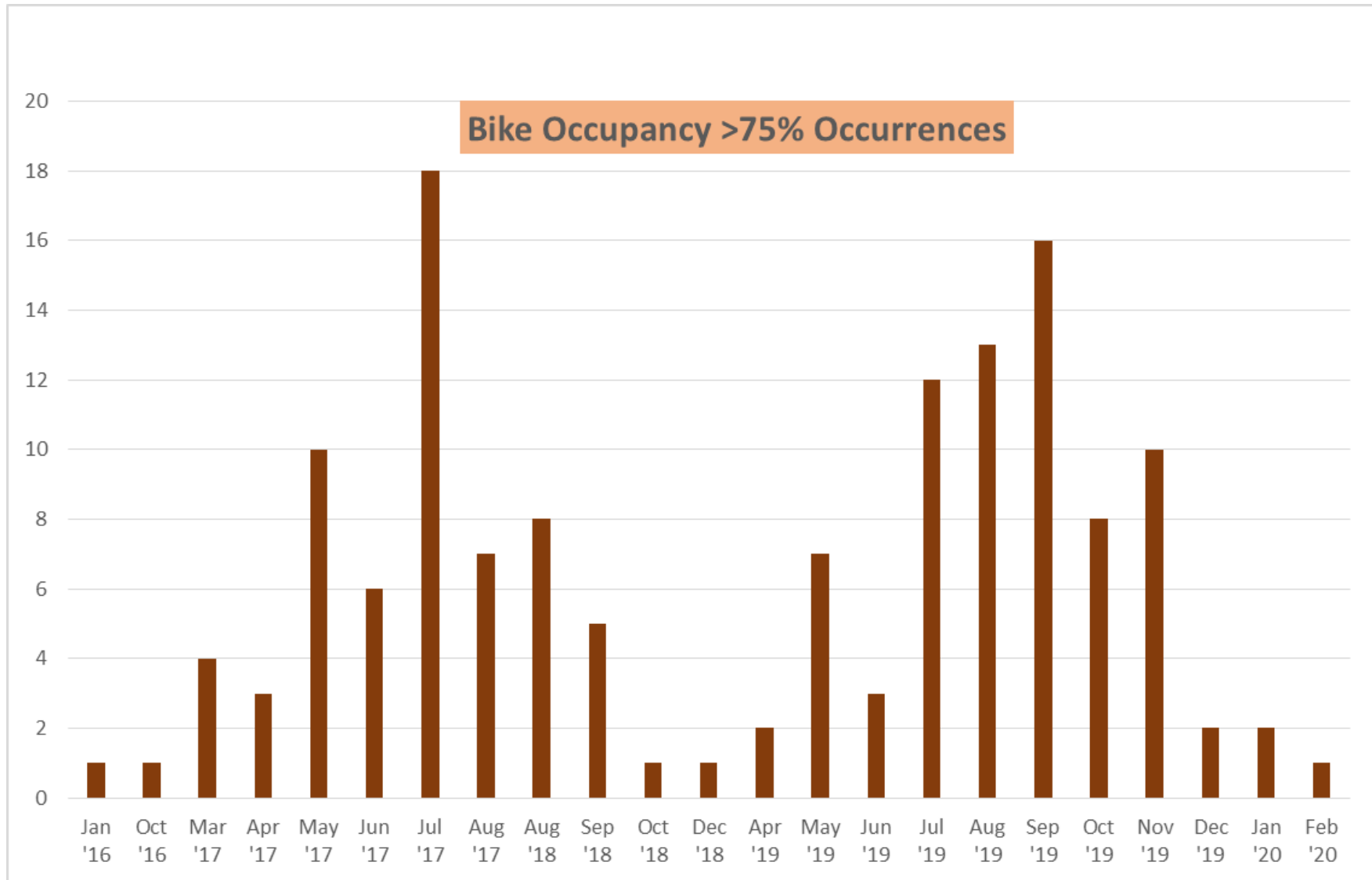


## Peak Hour Occupancy



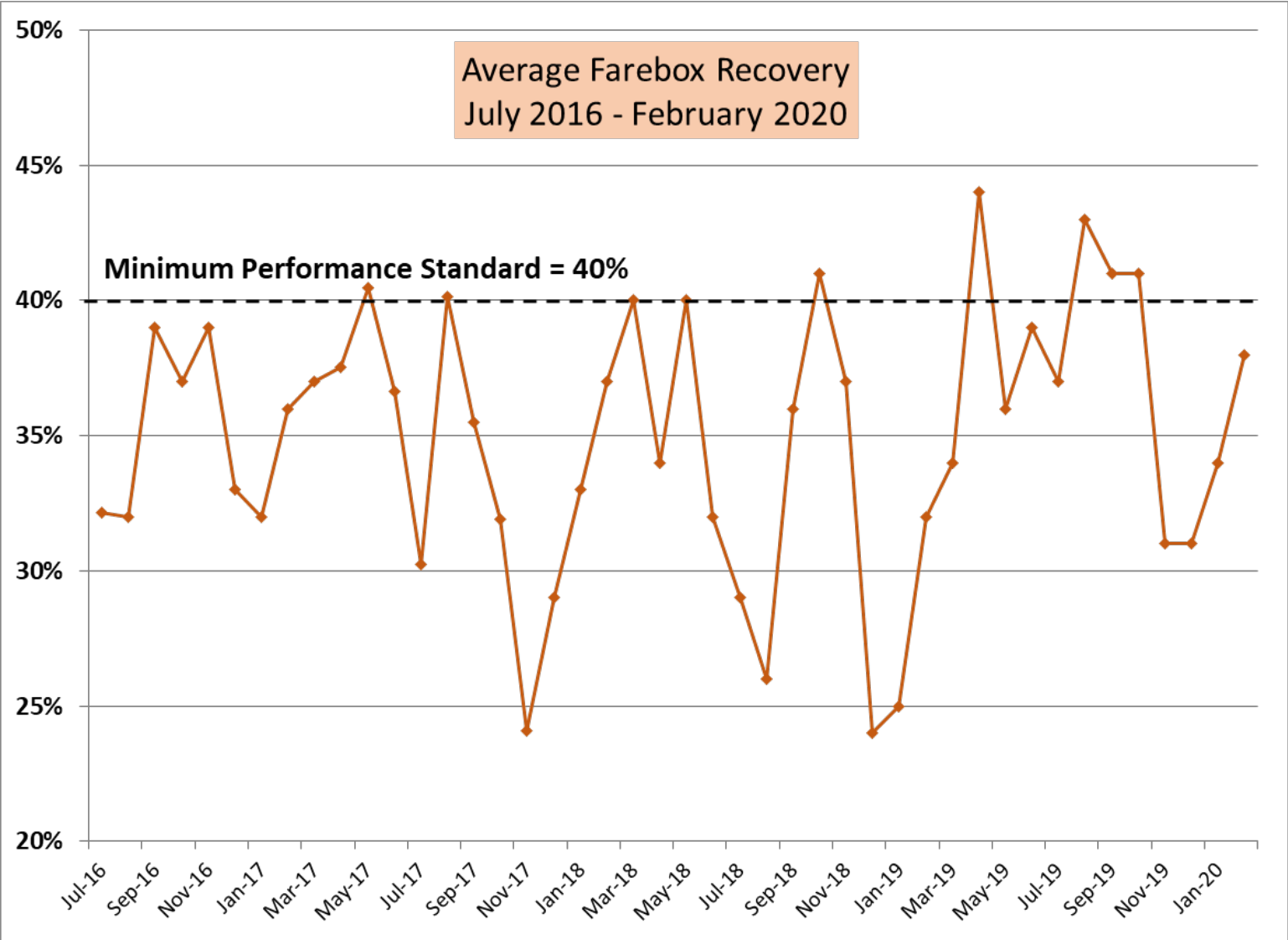
- WETA Peak Hour Occupancy Standards
  - Minimum = 50%; Target = 60 – 75%; Maximum = 80%
  - SSF Weighted Average Peak Hour Occupancy in FY18-19 = 53%

## Bike occupancy



- In September 2019, percent of bike riders reached a maximum of 50%
- In January 2020, percent of bike riders reached a maximum of 41%

# Farebox Recovery



- WETA Farebox Performance Standards
  - Minimum = 40%; Target = 50 – 70%; Maximum = 100%
  - SSF Farebox Recovery in the last 12 months = 37%

## Future Outlook

- Recap
  - FY17-18: Discontinued limited mid-day service between SSF and Downtown SF Ferry Building
  - FY18-19: Added a morning trip weekday service between SSF and Harbor Bay
  - FY16-FY19: Seasonal drop in ridership, during November and December, affects the annual performance of the service.
- Current Status
  - Due to COVID-19 Outbreak, SSF Ferry temporarily suspended since Mar 18, 2020
  - WETA anticipates a gradual restoration of service, based on economy and transportation demand
- Future Outlook
  - Based on current trendlines, South SF ferry service would be enhanced in 2027 when ridership reaches maximum occupancy
  - Service enhancements dependent largely on RM3 Funds

**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: **PROGRAM AND ALLOCATE MEASURE A FUNDS TO THE CITY OF SOUTH SAN FRANCISCO TO STUDY THE FEASIBILITY OF A NEW FERRY TERMINAL**

**ACTION**

Staff recommends the Board:

1. Program and allocate \$350,000 of Measure A Ferry Program Category funds to the City of South San Francisco (City), which will be matched with \$350,000 of City funds, to complete a feasibility study and preliminary engineering for a new ferry terminal in the City; and
2. Authorize the Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City.

**SIGNIFICANCE**

The City submitted a letter to the TA (Exhibit A) on May 11, 2020 requesting \$350,000 of Measure A Transit - Ferry Program Category funds to prepare a feasibility study preliminary engineering for a second public ferry terminal in Oyster Point. This new terminal, adjacent to the existing Water Emergency Transportation Authority's (WETA) terminal, would support smaller public water taxi ferry service to and from San Francisco, complementing WETA's East Bay ferry service. The total cost of the proposed work is \$700,000, and the City will provide a dollar-for-dollar match of \$350,000 in local funds.

According to the City, a new ferry terminal will support the growing workforce in Oyster Point. Over 40% of the existing employees in this area live in San Francisco, and the new water taxi terminal will enable expanded ferry service, which is a key component of reducing traffic congestion to and from Oyster Point.

The City will lead the proposed study with input from the San Mateo County Harbor District and WETA, as supported by letters provided by these agencies, and included as

attachments. The project also has strong support from employers and property developers in the Oyster Point area.

**BUDGET IMPACT**

Funding for this request will come from the Fiscal Year 2021 and prior year adopted budgets from the Transit-Ferry Program Category.

**BACKGROUND**

Two percent of Measure A sales tax receipts are to be made available for financial assistance as local match for cost-effective ferry service to South San Francisco and Redwood City. These cities previously have approved a 50/50 funding share split of this revenue, which was estimated at \$30 million when the Measure A Transportation Expenditure Plan was approved in 2004. In 2008, the TA Board programmed and allocated \$15 million to the City. The funds were passed through to WETA, which is not an eligible sponsor for ferry program funds, to help fund construction of the existing WETA ferry terminal. Of the original allocation, \$8.1 million was ultimately used for the existing ferry terminal. The balance is available for projects that would provide other cost-effective ferry service to South San Francisco.

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

RESOLUTION NO. 2020 –

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

\* \* \*

**PROGRAMMING AND ALLOCATING \$350,000 IN MEASURE A FUNDS TO THE CITY OF SOUTH SAN FRANCISCO TO STUDY THE FEASIBILITY OF A NEW FERRY TERMINAL**

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

**WHEREAS**, the 2004 Transportation Expenditure Plan includes a 2 percent funding share to provide financial assistance as local match funds for cost-effective ferry service to the Cities of South San Francisco and Redwood City (Cities); and

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

**WHEREAS**, in 2008, the TA programmed and allocated \$15 million to the City of South San Francisco (City) to pass through to the Water Emergency Transportation Authority (WETA), which is not an eligible sponsor for ferry program funds, to help fund construction of the existing WETA ferry terminal; and

**WHEREAS**, of the original allocation, \$8.1 million was ultimately used for construction of the existing terminal, leaving the balance available for projects that would provide other cost-effective ferry service to the City; and

**WHEREAS**, the City has submitted a request for \$350,000, to supplement \$350,000 in matching funds, to complete a feasibility study and preliminary engineering for a second ferry terminal in the City to support public water taxi ferry service; and

**WHEREAS**, the City will be the lead for the proposed work effort with input from the San Mateo County Harbor District and WETA; and



**WHEREAS**, the feasibility study will provide information on the viability of a public ferry service expansion in South San Francisco, an essential first step before further efforts are taken to develop a new ferry terminal; and

**WHEREAS**, staff recommends the Board program and allocate \$350,000 to the City for a feasibility study and preliminary engineering for a second ferry terminal, and authorize the Executive Director to execute a funding agreement once the City secures \$350,000 in local matching funds.

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

1. Programs and allocates \$350,000 in Measure A Ferry Program Category funds to complete a feasibility study and preliminary engineering for a second ferry terminal in the City of South San Francisco; and
2. Authorizes the Executive Director, or his designee, contingent upon the City securing \$350,000 in local matching funds, to execute any necessary documents or agreements and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 9<sup>th</sup> day of July, 2020 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

# Exhibit A



CITY COUNCIL 2020

RICHARD GARBARINO, MAYOR  
MARK ADDIEGO, VICE MAYOR  
KARYL MATSUMOTO, COUNCILMEMBER  
MARK NAGALES, COUNCILMEMBER  
BUENAFLOR NICOLAS, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

## OFFICE OF THE CITY MANAGER

May 11, 2020

SENT VIA EMAIL AND U.S. POSTAL SERVICE

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

RE: City of South San Francisco Ferry Project

Dear Ms. Chan,

The City of South San Francisco is growing rapidly, with thousands of new biotechnology and tech jobs expected within the next few years. The current COVID-19 pandemic has not slowed this anticipated growth, and in fact, the current crisis may spur an increase in life science research and create more related jobs in South San Francisco.

In response, South San Francisco is aggressively pursuing a multi-pronged transportation and transit strategy to ensure those employed in our city have a reasonable commute to work. A key part of our transit-growth strategy is expansion of a second ferry terminal at Oyster Point Marina to serve smaller public ferry taxis, operating primarily north-south from the San Francisco Ferry Terminal to Oyster Point. Approximately 40% of the over 28,000 biotech workers in South San Francisco live in San Francisco, and for those workers a water taxi from San Francisco would take about 20 minutes one way.

The City of South San Francisco is requesting \$350,000 in Measure A funds to prepare the following analysis and plan for the expansion of South San Francisco ferry service.

- Feasibility Study
- Preliminary Design Work

This amount would be matched with \$350,000 from the City of South San Francisco. The City is the project sponsor and will lead the effort, in concert with public agencies such as the San Mateo County Harbor District and the Water Emergency Transit Authority (WETA), and private company partners such as Kilroy Realty, Stripe, Genentech and others, to construct a second ferry terminal to provide a north-south connection from South San Francisco to San Francisco.

## Background

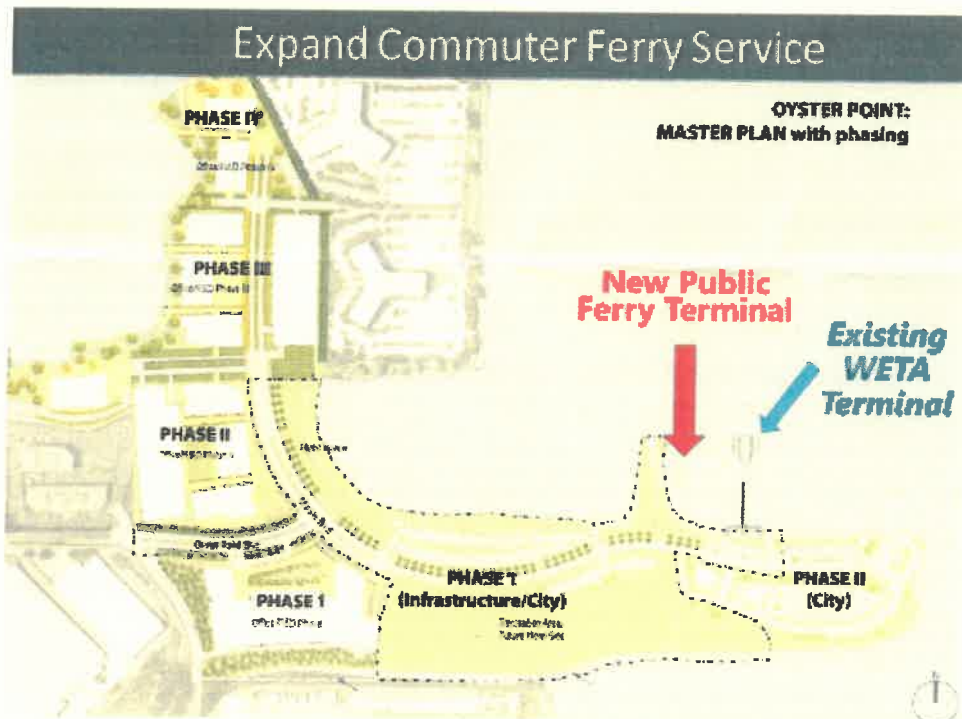
The need for improved transit to South San Francisco, and to Oyster Point specifically, is acute. Kilroy Realty is completing its first phase of a multi-phased \$3 billion development at Oyster Point, covering over 40 acres and providing nearly 3 million square feet of biotechnology labs and commercial office with retail, accompanied by new public recreational space. The City is also in an Exclusive Negotiating Rights Agreement with a major hotel developer to have built on city-owned property at Oyster Point a four-star-plus, 350 room Marriott Autograph Hotel adjacent to the proposed new public ferry terminal. The City's recent transit study estimated the number of workers in the City's biotechnology cluster will nearly double to 55,000 by 2040, although Genentech estimates this number to be much higher at 91,000 employees by 2040 given the growth projections of the biotechnology sector.

The current WETA ferry operation is successful and WETA's strategic plan calls for expansion of its ferry service to South San Francisco in approximately four years. WETA operates only east-west routes, however, and its dedicated ferry terminal is not available nor suitable for water taxis.

The City is finalizing a public-private partnership involving the San Mateo County Harbor District, Kilroy Realty, Stripe and other private companies, to develop a water taxi ferry terminal at Oyster Point. The City requests that the San Mateo County Transit District (TA) join this coalition through allocation of the remaining ferry infrastructure funding to South San Francisco.

## Location

The proposed public water-taxi ferry dock would be located just west of the existing WETA terminal, as shown on the map below.



Passengers would access the water-taxi ferry dock through a proposed terminal building located on the small peninsula of land adjacent to the proposed new dock. This location is within easy walking distance of nearly five million square feet of existing and planned biotechnology and commercial office space, located less than a quarter mile from the new dock. The site is also linked to all of Oyster Point by bike paths, with existing and planned bike lockers, and is serviced by last-mile transit shuttles.

### **Project Benefits**

#### *Economic Development*

The City of South San Francisco remains the Biotechnology Capital of the World with over 230 biotechnology companies located east of Highway 101 in South San Francisco. The world looks to biotechnology to solve the current crisis. Biotechnology will continue to grow given demand for life saving technologies. In partnership with Kilroy Realty, the City is committed to modernizing Oyster Point Marina with a multi-phased, \$3 billion investment of commercial office and lab space. This game changing investment continues to bring investment at Oyster Point with new high-end hotel developments, recreational open space, a beach, and an updated Bay Trail.

#### *Congestion Relief*

Surveys provided from our largest employers indicate that a large portion of their employment base resides in San Francisco. Employers point to ferry service as a preferred method of travel for their employees and a selling point in their decisions to locate in South San Francisco. Ferry service provides high-quality public transportation for residents and employees, while reducing automobile congestion and yielding associated improvements in air quality. Expansion of ferry service is a critical piece of the greater plan to reduce congestion while meeting the growing demand for commute options associated with a growing economy and jobs base.

### **Initial Funding Request**

The 2009 Measure A Expenditure Plan identified \$30 million in funds available for cost-effective ferry service to South San Francisco and Redwood City. The City and its partners intend to expand current service by constructing a ferry terminal that will serve to connect north county employers and residents to the east bay and the City of San Francisco.

In 2009, the TA supported the establishment of ferry service from South San Francisco to the East Bay with an allocation of \$15 million. Of the \$15 million, South San Francisco used \$8 million for the establishment of the existing WETA East Bay ferry service. With new demand for ferry service to San Francisco, the City of South San Francisco respectfully requests to use the remaining balance of \$7 million to construct a new ferry dock and building that will provide direct ferry service to San Francisco.

The overall expected cost of the new ferry terminal and building is in excess of \$20 million. Contributions from private developers and companies, plus funding from the TA and the City of South San Francisco, can provide the funding needed to bring this new transit route into reality.


The City of South San Francisco has allocated \$50,000 in the current fiscal year, and is proposing an additional \$300,000 in its fiscal year 2020-2021 budget, towards preliminary engineering and design work, and a feasibility study. The City asks the TA to match that funding by providing an additional \$350,000 towards this project from the Measure A funding previously identified for expanding ferry service to South San Francisco. The feasibility study will confirm ridership, potential fare-box recovery, and long term sustainability. The engineering and design work will confirm anticipated capital costs, and develop a project schedule to move forward with construction of the new public water-taxi dock and passenger service building.

The timeline for completion of the feasibility study, and engineering and design work, is as follows:

<b>Task</b>	<b>Estimated Date</b>
Agreement with SMCTA	June 2020
Begin Feasibility Study	Summer 2020
Community Engagement	Fall 2020
Draft Study and Analysis	Spring 2021
Final study and analysis	Spring 2021

Thank you for your support of this exciting new transit option. Working together we can keep our economy robust while ensuring great quality of life through better transit. Please let me know if you need any further information or would like to discuss this request further.

Sincerely,



Mike Futrell  
City Manager, South San Francisco

CC: South San Francisco City Council



# EXHIBIT B



June 25, 2020

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

RE: City of South San Francisco Ferry Project

Dear Ms. Chan:

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) supports the proposal by the City of South San Francisco to conduct a feasibility study and business plan for a small vessel ferry terminal located in the vicinity of the existing WETA ferry terminal in South San Francisco.

As you know, WETA has been an active partner in studying ferry feasibility for the original South San Francisco terminal and is currently engaged in a year-long effort in partnership with the Redwood City and the Port of Redwood City to develop a feasibility study and business plan for a new Redwood City terminal and service. WETA would expect to play a similarly active role in the proposed new South San Francisco study and is therefore supportive of the effort.

WETA is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. WETA carried over three million passengers in 2019, utilizing a fleet of 15 high speed passenger ferry vessels. WETA ferries serve the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo.

As we understand, the City of South San Francisco is requesting \$350,000 in Measure A funds to prepare a feasibility analysis to examine the cost effectiveness of building a second terminal in the South San Francisco marina complex. Like the current effort in Redwood City, the City of South San Francisco will act as the project sponsor and will lead the effort, working in concert with WETA and the San Mateo County Harbor District. Additionally, we understand that private company partners such as Kilroy Realty, Stripe, Genentech and others will actively participate in the effort.

WETA looks forward to partnering with the City of South San Francisco in this study.

Sincerely,

A handwritten signature in black ink that reads "Nina Rannells". The signature is written in a cursive, flowing style.

Nina Rannells  
Executive Director



## EXHIBIT C

### EXECUTIVE COMMITTEE

**Sherri Sager**  
Chair of the Board  
*Lucile Packard Children's Hospital Stanford*

**Ariane Hogan**  
Vice Chair  
*Genentech*

**Robert Webster**  
Vice Chair  
*Bohannon Development Company*

**Steve Mincey**  
Past Chair of the Board  
*DES Architects + Engineers, Inc.*

**Paul Casias**  
Vice Chair of Finance  
*My-Business-Advisor LLP*

**Elaine Breezy**  
Secretary  
*SummerHill Apartment Communities*

**Rosanne Foust**  
President & CEO  
*SAMCEDA*

### DIRECTORS

**Emylene Aspilla**  
*San Francisco International Airport*

**Frank Bartaldo**  
*Heritage Bank of Commerce*

**Norman Book, Jr.**  
*Carr McClellan*

**Ken Busch**  
*Sares Regis Group of Northern California*

**Carol Donnelly**  
*Embarcadero Capital Partners, LLC*

**Shelley Doran**  
*Webcor*

**William Graham**  
*Sequoia Hospital/A Dignity Health Member*

**Rick Knauf**  
*Colliers International*

**Sunil Pandya**  
*Wells Fargo*

**Frank R. Petrilli**  
*Arent Fox LLP*

**Mario Puccinelli**  
*Recology San Mateo County*

**Doug Reynolds**  
*Kaiser Permanente*

**Jonathan Scharfman**

**Randy Smith**  
*Oracle America, Inc.*

**Ashley Stanley**  
*BKF Engineers*

**Lucy Wicks**  
*Stanford University*

### EMERITUS ADVISOR TO THE CHAIR

**T. Jack Foster, Jr.**  
*Foster Enterprises*

June 25, 2020

Hon. Emily Beach  
Chair, San Mateo County Transportation Authority  
1250 San Carlos Avenue  
San Carlos, CA 94070

RE: City of South San Francisco Ferry Project

Dear Chair Beach and Members of the Board of Directors,

The San Mateo County Economic Development Association (SAMCEDA) has been a strong supporter of expanding ferry service into San Mateo County for decades. SAMCEDA has worked to ensure that our local Measures A and W would directly and indirectly support ferry service as well as MTC regional measures.

SAMCEDA supports the City of South San Francisco's request for TA matching funds to study the feasibility of expanding the capacity at Oyster Point Marina for projected growth of private ferry and water taxi service. Water transit is one of the few modes of public and commuter transportation which is deployed faster and more economically because ferry routes require no right-of-way construction or acquisition costs.

Expanding ferry and water taxi capacity and routes is a responsible and forward-thinking approach to meeting San Mateo County's goals to create reliable alternatives to employees driving alone to work. And all signs point to the life sciences and biotechnology cluster in South San Francisco becoming an even more important research cluster in a post pandemic world.

The City of South San Francisco has long worked in partnership with its major employers east of 101 and this is just another example of that collaboration. We would appreciate your approval for this funding request. SAMCEDA looks forward to support this effort, as well as efforts to expand WETA ferry service to the Port of Redwood City and explore the feasibility of hovercraft and other water transit options into San Mateo County.

Thank you for your consideration

Sincerely,

A handwritten signature in black ink that reads 'Rosanne Foust'.

Rosanne Foust  
President & CEO, SAMCEDA

CC: Hon. Rich Garbarino – Mayor, City of South San Francisco  
City Council Members, City of South San Francisco  
Mike Futrell - City Manager, City of South San Francisco

# Exhibit D



Stripe Inc.  
510 Townsend Street  
San Francisco, CA 94103

June 25, 2020

Hon. Emily Beach, Chair  
San Mateo County Transportation Authority  
1250 San Carlos Avenue  
San Carlos, CA 94070

RE: City of South San Francisco Ferry Project

Dear Chair Beach and Members of the Board of Directors,

Stripe respectfully urges the Board to approve the City of South San Francisco's request for matching funding to prepare a feasibility study and preliminary design work for the expansion of South San Francisco ferry service.

Stripe is a technology company that builds economic infrastructure for the internet. Businesses of every size—from new startups to public companies—use our software to accept payments and manage their businesses online.

As you may be aware, we announced last year that we will be moving our company headquarters from San Francisco to South San Francisco and calling Oyster Point our new home. A key factor driving this decision was the proximity to the Oyster Point Marina, existing WETA ferry service, and the ability to provide direct employer-sponsored ferry service between South City and San Francisco. Our employees see ferry service as a highly desirable mode of transportation to commute into South San Francisco and Stripe is committed to ensuring a variety of sustainable commuting options.

The City of South San Francisco has been at the forefront of expanding ferry service to San Mateo County. Through thoughtful and responsible land use planning focused east of US 101, this area continues to grow, with thousands of new biotechnology and tech jobs expected within the next few years.

Stripe continues working closely with the City of South San Francisco to keep our transition moving forward and we look forward to calling San Mateo County home. We urge the board to approve this funding. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Carmela Clendening".

Carmela Clendening  
Head of US State & Local Public Policy, Stripe

CC: Mike Futrell, City Manager, City of South San Francisco



# EXHIBIT E



June 25, 2020

SENT VIA EMAIL AND U.S. POSTAL SERVICE

Honorable Emily Beach, Chair  
Board of Directors  
San Mateo County Transit District  
1250 San Carlos Avenue  
San Carlos, CA 94070

RE: City of South San Francisco Ferry Project

Dear Chair Beach,

BioMed Realty, a Blackstone portfolio company, is the leading provider of real estate solutions to the Life Science and Technology Community. BioMed is currently developing a campus in South San Francisco, fronting Oyster Point Boulevard. It is called Gateway of Pacific, and includes over 1.5 million square feet of high quality biotechnology labs and offices. Phase-1 of the development, totaling 500,000 square feet, is built and has been fully leased to Abbvie. Phases-2 and 3, totaling 800,000 square feet, are under construction; with 240,000 square feet pre-leased to Amgen. Phases-4 and 5 are moving forward as well. Once all phases are complete, Gateway of Pacific will host as many as 2,500 biotechnology professionals daily.

Transit is extremely important to everyone working in the biotechnology field in South San Francisco. BioMed Realty is implementing a robust Transportation Demand Management (TDM) plan to reduce vehicle drivers, but improvements to transit such as Caltrain, Samtrans and ferry service are critical to meeting our goals and to improving the quality of commuting in the Bay Area. BioMed Realty strongly supports the City of South San Francisco's efforts to expand water ferry service to Oyster Point, and more specifically supports the City's request to prepare a feasibility study and preliminary design work for the expansion of South San Francisco ferry service. Biotech professionals working at Gateway of Pacific, and at nearby biotechnology developments, will see ferry service as a highly desirable mode of transportation to commute into South San Francisco, thereby reducing vehicle traffic in the Bay Area.

The City of South San Francisco is growing rapidly, with thousands of new biotechnology and tech jobs expected within the next few years. The current COVID-19 pandemic has not slowed this anticipated growth. In fact, the current crisis may spur an increase in life science research – research that cannot easily be done remotely outside of a lab ecosystem - thereby creating more related jobs in South San Francisco.

BioMed Realty is pleased to support further study and analysis of the expansion of ferry service in South San Francisco.

Sincerely,



Salil Payappilly

Vice President, Development

CC: Mike Futrell, City Manager, City of South San Francisco

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **US 101 EXPRESS LANES PROJECT FINANCING: APPROVAL OF ISSUANCE OF  
SUBORDINATE SALES TAX REVENUE VARIABLE RATE DEMAND BONDS  
(LIMITED TAX BONDS) AND ASSOCIATED ACTIONS AND DOCUMENTS**

**ACTION**

Staff recommends the Board:

1. Authorize and approve the issuance of Subordinate Sales Tax Revenue Variable Rate Demand Bonds (Limited Tax Bonds), 2020 Series A and 2020 Series B (Bonds) in an aggregate amount not to exceed \$100,000,000 and execution of all required documents, including, but not limited to: Indenture, First Supplemental Indenture, Bond Purchase Agreements, Continuing Disclosure Agreement, Reimbursement Agreement and Remarketing Agreements.
2. Approve the proposed form of Preliminary Official Statement placed on file with the Transportation Authority Secretary and authorizing the Executive Director or the Chief Financial Officer to execute a final Official Statement in substantially said form.
3. Approve the use of the proceeds of the Bonds to: (a) finance, on behalf of the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA), SMCEL JPA's portion of the costs of the U.S. 101 Express Lanes Project, (b) reimburse the Transportation Authority for amounts previously advanced for the Project, and (c) fund (i) \$1,000,000 for SMCEL JPA equity programs, (ii) up to three years of capitalized interest on the Bonds, (iii) up to two years of the Transportation Authority's credit enhancement fee with respect to the Bonds and (iv) costs of issuance, including, but not limited to the costs associated with a direct pay letter of credit to secure the Bonds.
4. Approve the execution of a Loan Agreement with SMCEL JPA (Loan Agreement).
5. Approve the execution of a Reimbursement Agreement with Bank of America, National Association.
6. Approve the execution of a First Amendment to Cooperative Funding Agreement with SMCEL JPA and authorize additional loan advances in the total amount of \$1,270,463.02 for fiscal year 2020-21.

7. Approve the execution of an Amended and Restated Agreement for State Administration of Authority Transaction and Use Taxes with the California Department of Tax and Fee Administration (pertaining to Measure A) and a Measure W Sales Tax Transfer Agreement with the San Mateo County Transit District (District).
8. Authorize the Chief Financial Officer to take certain steps with respect to the financing, as necessary, including the investment of Bond proceeds and the implementation of a direct pay letter of credit.
9. Authorize the Executive Director and/or the Chief Financial Officer to take all other necessary steps to effectuate issuance of the Bonds.

### **SIGNIFICANCE**

The proposed Bonds would be issued to: (a) finance, on behalf of SMCEL JPA, SMCEL JPA's portion of the capital costs associated with the U.S. 101 Express Lanes Project (the "Project"), (b) reimburse the Transportation Authority for amounts previously advanced for the Project, and (c) (i) fund an equity program to be administered by SMCELPA, (ii) up to three years of capitalized interest on the Bonds, (iii) up to two years of a capitalized credit enhancement fee with respect to the Bonds and (iv) transaction costs. SMCEL JPA will be obligated to repay the Transportation Authority for the debt service on the Bonds and associated costs under the terms of the Loan Agreement. The Bonds will be issued as subordinate variable rate demand bonds payable from Measure A and the Transportation Authority's portion of Measure W sales tax revenues and from draws under a direct pay letter of credit issued by Bank of America, National Association.

Board authorization is required to (1) approve proceeding with the proposed Bonds and (2) authorize staff to take such actions as are necessary to issue the proposed Bonds and to effectuate the intent of the financing plan.

### **BUDGET IMPACT**

Issuance of the Bonds and related financing plan are designed to be cost-neutral to the Transportation Authority. The Bonds will be secured by and payable from a pledge of Measure A Sales Tax Revenues and the Transportation Authority's 50% portion of the District's Measure W Sales Tax Revenues, and further secured by a direct pay letter of credit from Bank of America. However, under the Loan Agreement, SMCEL JPA will be obligated to repay the Transportation Authority for the debt service on the Bonds and associated costs from excess net toll revenues (after payment of certain costs needed to ensure the operation of the Project). There is no guarantee, however, that excess net toll revenues will be sufficient to repay the Bonds and the associated costs. In addition, pursuant to the First Amendment to Cooperative Funding Agreement, SMCEL JPA will be obligated to repay from excess toll revenues an operating loan previously authorized by the Transportation Authority to fund SMCEL JPA's operating costs prior to the Project's generation of toll revenues. That operating loan will be increased by an additional \$1,270,463.02 for fiscal year 2020-21.

### **BACKGROUND**

Staff has been working with the Transportation Authority's co-Municipal Advisors, Bond Counsel and investment bankers to implement a comprehensive financing plan, which

includes issuance of the Bonds, to accomplish the following plan of finance:

- Fund the SMCEL JPA's share of its costs for the Project
- Require the SMCEL JPA to repay, from excess net toll revenues, the Transportation Authority for debt service on the Bonds and associated costs
- Implement a Bond structure that will be low cost and provide flexibility for repayment, in whole or in part, at any time from excess net toll revenues.

Government Code Section 5852.1, added by Senate Bill 450 (Chapter 625 of the 2017-2018 Session of the California Legislature), requires that prior to authorization of the issuance of bonds with a term greater than 13 months, the governing body shall obtain and disclose all of the following information in a meeting open to the public. This staff report satisfies Government Code Section 5852.1.

1. The true interest cost of the Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the Bonds is estimated at 2.00% (this is a high estimate as the interest rate is variable and resets daily or weekly; daily and weekly interest rates as of June 29, 2020 were at 0.07% and 0.09%, respectively). The all-in true interest cost, including all transaction costs, is estimated to be 2.05%.
2. The finance charge of the Bonds, which means the sum of all fees and charges to be paid to third parties at issuance from Bond proceeds, is estimated at \$745,000.
3. Assuming a Bond par of \$100,000,000, the amount of proceeds received by the Transportation Authority, less the upfront finance charges described in 2) above and any reserves or capitalized interest paid or funded with the Bonds, is estimated to be \$92,605,700.
4. The total payment amount, which means the sum of debt service on the Bonds through maturity plus any finance charges not paid with the proceeds of the Bonds (consisting primarily of annual letter of credit fees, remarketing agent fees and Bond trustee fee) is estimated to be \$137,024,000.

This information was provided to the Transportation Authority by BofA Securities as an underwriter of the Bonds and Ross Financial/Fieldman Rolapp, co-Municipal Advisors to the Transportation Authority.

Prepared By:	Peter Ross, Ross Financial	415-912-5612
	Anna Sarabian, Fieldman Rolapp	949-660-7308
	Victor Hsu, Norton Rose Fulbright, Special Counsel	213-892-9326

**RESOLUTION NO. 2020-**  
**BOARD OF DIRECTORS**  
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING THE ISSUANCE OF NOT TO EXCEED \$100,000,000  
AGGREGATE PRINCIPAL AMOUNT OF ITS SUBORDINATE SALES  
TAX REVENUE VARIABLE RATE DEMAND BONDS (LIMITED TAX  
BONDS) 2020 SERIES A AND 2020 SERIES B AND AUTHORIZING  
THE TAKING OF CERTAIN ACTIONS IN CONNECTION THEREWITH**

**WHEREAS**, in 1988, the Board of Supervisors of the County of San Mateo (the "County") adopted Ordinance No. 03135, titled the San Mateo County Transportation Authority Ordinance (the "1988 Ordinance"), which was later approved by majority vote of the electors of the County on June 7, 1988 through a ballot measure known as "Measure A," pursuant to the provisions of Sections 131100 through 131122, inclusive, of the Public Utilities Code of the State of California, providing for the imposition of a retail transactions and use tax applicable in the incorporated and unincorporated territory of the County in accordance with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code at the rate of one-half of one percent (1/2%) for a period of twenty (20) years, with proceeds of the tax to be used for transportation purposes as specified in Measure A and the associated Transportation Expenditure Plan (the "Measure A Sales Tax"); and

**WHEREAS**, the 1988 Ordinance further provided for the creation of the San Mateo County Transportation Authority (the "Authority") as the entity to impose the Measure A Sales Tax; and

**WHEREAS**, the original term of the Measure A Sales Tax commenced on January 1, 1989 and was scheduled to end on December 31, 2008; and

**WHEREAS**, in order to provide for the extension of the initial term of the Measure A Sales Tax for a period of twenty-five (25) years, the County adopted Ordinance No. 04223, titled the 2004 San Mateo County Transportation Authority Ordinance (the "Sales Tax Extension Ordinance" and, together with the 1998 Ordinance, the "Authorizing Ordinances") on May 28, 2004, extending the term of the Measure A Sales Tax to December 31, 2033 and adopting a 2004 Transportation Expenditure Plan; and

**WHEREAS**, by its terms the Sales Tax Extension Ordinance became effective on November 3, 2004, the day following the date of the election at which the proposition providing for the extension of the Measure A Sales Tax was approved by at least two-thirds of the electors voting on such proposition; and

**WHEREAS**, on November 6, 2018, two-thirds of the electors of the County approved a ballot measure known as Measure W, authorizing the San Mateo County Transit District (the "District") to impose a retail transactions and use tax applicable in the incorporated and unincorporated territory of the County in accordance with the provisions of Part 1.6 of Division 2 of Revenue and Taxation Code at the rate of one-half of one percent (1/2%) for a period of thirty (30) years, beginning on July 1, 2019 and ending June 30, 2049, with proceeds of the tax to be used for transportation purposes as specified in Measure W (the "District's Measure W Sales Tax"); and

**WHEREAS**, pursuant to a Measure W Sales Tax Transfer Agreement (the "Measure W Sales Tax Transfer Agreement"), by and among the District, the Authority and The Bank of New York Mellon Trust Company, N.A., as collection agent, a proposed form of

which has been prepared and presented to the Authority, the District will irrevocably agree that the Authority shall be entitled to receive one-half of the net proceeds of the District's Measure W Sales Tax, as and when distributed, for its entire duration or until the Authority ceases to exist; and

**WHEREAS**, the Authority, pursuant to the Bay Area County Traffic and Transportation Funding Act, Division 12.5 (Section 131000 et seq.) of the Public Utilities Code of the State as now in effect and as it may from time to time hereafter be amended or supplemented (the "Transportation Authority Act"), and pursuant to the San Mateo County Transit District Act, Part 15 of Division 10 (Section 103000 et seq.) of the Public Utilities Code of the State as now in effect and as it may from time to time hereafter be amended or supplemented (the "SMCTD Act," and together with the Transportation Authority Act, the "Act"), is authorized to issue limited tax bonds, secured by and payable from the revenues of the Measure A Sales Tax and the Authority's portion of the revenues of the District's Measure W Sales Tax (collectively, the "Sales Tax Revenues"); and

**WHEREAS**, the Authority now wishes to issue one or more new series or subseries of bonds in the total aggregate principal amount of not to exceed \$100,000,000, to be secured by a subordinate lien on the Sales Tax Revenues, and has determined that such bonds shall be issued and entitled, subject to additional series, subseries and other designations, "San Mateo County Transportation Authority Subordinate Sales Tax Revenue Variable Rate Demand Bonds (Limited Tax Bonds), 2020 Series A" (the "2020 Series A Bonds") in the approximate aggregate principal amount of \$50,000,000, and "San Mateo County Transportation Authority Subordinate Sales Tax Revenue Variable Rate Demand Bonds (Limited Tax Bonds), 2020 Series B" (the "2020 Series B Bonds," and



together with the 2020 Series A Bonds, the "2020 Bonds") in the approximate aggregate principal amount of \$50,000,000; and

**WHEREAS**, the Authority hereby further determines that the 2020 Bonds may be issued in such series or subseries of such bonds as shall be issued pursuant to the Indenture (the "Master Indenture") as supplemented by a First Supplemental Indenture (the "First Supplemental" and, together with the Master Indenture, the "Indenture"), each to be entered between the Authority and The Bank of New York Mellon Trust Company, N.A., as trustee (the "Trustee"), the form of which has been prepared and presented to the Authority; and

**WHEREAS**, the 2020 Series A Bonds are proposed to be issued as variable rate bonds initially bearing interest at a weekly rate, and supported by an irrevocable transferrable direct-pay letter of credit (the "Letter of Credit") to be issued by Bank of America, N.A. (the initial "Credit Provider") pursuant to a Reimbursement Agreement (as defined below), by and between the Authority and the Credit Provider with respect to the 2020 Bonds; and

**WHEREAS**, the 2020 Series B Bonds are proposed to be issued as variable rate bonds initially bearing interest at a daily rate, and supported by the Letter of Credit; and

**WHEREAS**, a portion of the proceeds of the 2020 Bonds will be used to finance, on behalf of the San Mateo County Express Lanes Joint Powers Authority ("SMCELJPA"), SMCELJPA's portion of the cost of equipping and installing approximately 22 miles of managed lanes in both directions on US 101 between the San Mateo/Santa Clara County line (to the south) and Interstate 380 (to the north) (the "Project"), a

contribution to SMCELJPA's equity program relating to the Project, up to three years of capitalized interest on the 2020 Bonds, up to two years of capitalized credit enhancement fee with respect to the 2020 Bonds and issuance costs for the 2020 Bonds; and

**WHEREAS**, concurrently with the issuance of the 2020 Bonds, the Authority and SMCELJPA shall enter into a loan agreement (the "Loan Agreement"), which provides for SMCELJPA to repay the Authority for its use of the proceeds of the 2020 Bonds to finance SMCELJPA's portion of the Project with a pledge of toll revenues from the Project; and

**WHEREAS**, the Authority and SMCELJPA have entered into a Cooperative Funding Agreement (the "Cooperative Funding Agreement") to fund SMCELJPA's operating expenses prior to the Project's generation of toll revenues; and

**WHEREAS**, concurrently with the issuance of the 2020 Bonds, to secure the repayment of amounts owed under the Cooperative Funding Agreement from toll revenues of the Project and provide for additional loan advances in the total amount of \$1,270,463.02 for fiscal year 2020-21, the Authority and SMCELJPA wish to enter into a First Amendment to Cooperative Funding Agreement (the "First Amendment to Cooperative Funding Agreement"), the form of which has been prepared and presented to the Authority; and

**WHEREAS**, the payments received by the Authority under the Loan Agreement or the Cooperative Funding Agreement will not be a source of payment or security for the 2020 Bonds; and

**WHEREAS**, in connection with the issuance of the 2020 Bonds, the Authority wishes to prepare and distribute an Official Statement (in preliminary and final form) describing, among other things, the terms of the 2020 Bonds, the Project, and various terms of the documents or amendments to documents relating to the 2020 Bonds and the transaction contemplated by this Resolution; and

**WHEREAS**, Norton Rose Fulbright US LLP is representing the Authority as bond counsel and disclosure counsel ("Bond Counsel") and Ross Financial and Fieldman, Rolapp & Associates, Inc. are serving as co-municipal advisors ("Co-Municipal Advisors") to the Authority in connection with the 2020 Bonds; and

**WHEREAS**, there has been presented at this meeting proposed forms of certain financing documents relating to the 2020 Bonds; and

**WHEREAS**, it is necessary for the Board to approve the forms of and to authorize the execution, delivery, and performance of certain financing documents related to the 2020 Bonds, to authorize the issuance and sale of the 2020 Bonds and to authorize various actions in connection therewith.

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

**Section 1.** Authorization of 2020 Bonds. The issuance, sale and delivery of the 2020 Bonds by the Authority is hereby authorized and approved in accordance with the provisions of the Indenture, in one or more series or subseries, to provide funds to finance the Project and other planned expenditures, or the reimbursement of the Authority for prior expenditures as permitted by the Act.

**Section 2.** Approval of Indenture and Bond Terms. The proposed forms of the Master Indenture and the First Supplemental, each between the Authority and the Trustee, as submitted to this Board and on file with the Secretary of this Board, and the terms and conditions thereof, which are incorporated by reference herein, are hereby authorized and approved. The Executive Director and the Chief Financial Officer, and any other officer or employee of the Authority designated in writing by the Executive Director or the Chief Financial Officer to represent the Authority (each, an "Authorized Representative"), are each hereby authorized and directed to execute and deliver the Master Indenture and First Supplemental to the Trustee, in substantially the forms on file with the Secretary of this Board, with such additions thereto or changes therein, as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof. The selection of The Bank of New York Mellon Trust Company, N.A. to serve as Trustee under the Indenture is hereby ratified, confirmed and approved. Each Authorized Representative is hereby authorized to select any state banking corporation, national banking association or other qualified financial institution as successor trustee under the Indenture from time to time, if deemed in the best interest of the Authority. The interest payment dates, terms of redemption and other terms of the 2020 Bonds shall be (subject to the limitations set forth in this Section 2) as provided in the Indenture. Each Authorized Representative is hereby authorized and directed to determine the following with respect to the 2020 Bonds:

(a) the total aggregate principal amount of the 2020 Bonds, which shall not exceed \$100,000,000, which consist of the approximate aggregate principal amount of

the 2020 Series A Bonds of \$50,000,000 and the approximate aggregate principal amount of the 2020 Series B Bonds of \$50,000,000;

- (b) the final maturity of the 2020 Bonds, which shall not be later than June 1, 2049;
- (c) the maximum interest rate on the 2020 Bonds;
- (d) the terms and conditions for delivery of the 2020 Bonds;
- (e) the redemption terms and prices of the 2020 Bonds; including the underwriters' discount or fee with respect to the sale of the 2020 Bonds, which shall not exceed 0.25% of the principal amount thereof; and
- (f) the application of the proceeds of the 2020 Bonds.

**Section 3.** Preliminary Official Statement and Official Statement. The proposed form of Preliminary Official Statement, substantially in the form submitted to this Board and on file with the Secretary of this Board, with such additions, deletions or changes therein as shall be approved by an Authorized Representative is hereby authorized and approved. Each of the Authorized Representatives is hereby authorized to execute and deliver a certificate deeming the Preliminary Official Statement final for purposes of Rule 15c2-12 of the Securities and Exchange Commission (except for the omission of those items permitted to be omitted therefrom by said Rule). The Authority hereby authorizes and directs the preparation of the Official Statement, and the execution and delivery thereof by any Authorized Representative, for and in the name of the Authority. The Underwriters (as defined below) are hereby authorized and directed to distribute (including by electronic delivery) copies of the Preliminary Official

Statement to potential purchasers of the 2020 Bonds and copies of the Official Statement to persons purchasing the 2020 Bonds.

**Section 4.** Letter of Credit and Reimbursement Agreement. The proposed form of the Letter of Credit and Reimbursement Agreement and the related Fee Letter (collectively, the "Reimbursement Agreement"), between the Authority and the Credit Provider, in the form on file with the Secretary of this Board, with such additions, deletions or changes therein as shall be approved by an Authorized Representative is hereby authorized and approved. Each Authorized Representative is hereby authorized and directed to execute and deliver the Reimbursement Agreement, with such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

**Section 5.** Remarketing Agreements. The proposed forms of the Remarketing Agreement relating to the variable rate 2020 Series A Bonds (the "2020 Series A Remarketing Agreement") between the Authority and BofA Securities, Inc., as remarketing agent (the "2020 Series A Remarketing Agent"), and the Remarketing Agreement relating to the variable 2020 Series B Bonds (the "2020 Series B Remarketing Agreement" and, together with the 2020 Series A Remarketing Agreement, the "Remarketing Agreements") between the Authority and J.P. Morgan Securities LLC, as remarketing agent (the "2020 Series B Remarketing Agent," and together with the 2020 Series A Remarketing Agent and such other or additional remarketing agent approved by the Authority, the "Remarketing Agents"), in the form on file with the Secretary of this Board, with such additions, deletions or changes therein as shall be approved by an Authorized Representative is hereby authorized and approved. Each Authorized

Representative is hereby authorized and directed to execute and deliver the Remarketing Agreements, with such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof. Each Authorized Representative is further authorized to select one or more successor remarketing agents for the 2020 Bonds from time to time, if deemed to be in the best interests of the Authority.

**Section 6.** Purchase Agreements. The proposed forms of the Bond Purchase Agreements (the "Purchase Agreements") between the Authority and BofA Securities, Inc. ("BofA Securities"), as underwriter of the 2020 Series A Bonds, and/or such other or additional underwriters of the 2020 Series A Bonds approved by the Authority, and J.P. Morgan Securities LLC ("J.P. Morgan"), as underwriter of the 2020 Series B Bonds, and/or such other or additional underwriters of the 2020 Series B Bonds approved by the Authority (BofA Securities, J.P. Morgan and/or such other or additional underwriter or underwriters approved by the Authority, collectively, the "Underwriters"), in the forms on file with the Secretary of this Board, with such additions, deletions or changes therein as shall be approved by an Authorized Representative is hereby authorized and approved. Each Authorized Representative is hereby authorized and directed to execute and deliver the Purchase Agreements, with such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve (subject to the limitations set forth in Section 2 hereof), such approval to be conclusively evidenced by the execution and delivery thereof.

**Section 7.** Continuing Disclosure Agreement. The proposed form of Continuing Disclosure Agreement of the Authority, designating The Bank of New York

Mellon Trust Company, N.A. or any other qualified firm selected by an Authorized Representative to serve as the initial dissemination agent thereunder (the "Dissemination Agent"), submitted to this Board and on file with the Secretary of this Board, and the terms and provisions thereof, which are hereby incorporated herein by reference, is hereby authorized and approved. Each Authorized Representative is hereby authorized and directed to execute and deliver the Continuing Disclosure Agreement, with such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

**Section 8.** Amended and Restated Agreement for State Administration of District Transactions and Use Taxes. The proposed form of the Amended and Restated Agreement for State Administration of District Transactions and Use Taxes (the "Amended and Restated CDTF Agreement"), by and between the Authority and the California Department of Tax and Fee Administration, with respect to the Measure A Sales Tax, submitted to this Board and on file with the Secretary of this Board, and the terms and provisions thereof, which are hereby incorporated herein by reference, is hereby authorized and approved. Each Authorized Representative is hereby authorized and directed to execute and deliver the Amended and Restated CDTF Agreement, with such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.



**Section 9.** Measure W Sales Tax Transfer Agreement. The proposed form of the Measure W Sales Tax Transfer Agreement, with respect to the transfer and assignment of a portion of the Measure W Sales Tax from the District to the Authority, submitted to this Board and on file with the Secretary of this Board, and the terms and provisions thereof, which are hereby incorporated herein by reference, is hereby authorized and approved. Each Authorized Representative is hereby authorized and directed to execute and deliver the Measure W Sales Tax Transfer Agreement, with such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

**Section 10.** Loan Agreement. The proposed form of the Loan Agreement, submitted to this Board and on file with the Secretary of this Board, and the terms and provisions thereof, which are hereby incorporated herein by reference, is hereby authorized and approved. Each Authorized Representative is hereby authorized and directed to execute and deliver the Loan Agreement, with such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

**Section 11.** First Amendment to Cooperative Funding Agreement. The proposed form of the First Amendment to Cooperative Funding Agreement, submitted to this Board and on file with the Secretary of this Board, and the terms and provisions thereof, which are hereby incorporated herein by reference, is hereby authorized and approved. Each Authorized Representative is hereby authorized and directed to execute and deliver the First Amendment to Cooperative Funding Agreement, with

such additions thereto or changes therein as such Authorized Representative executing the same, with the advice of Bond Counsel, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

**Section 12.** Additional Authorization. Each Authorized Representative and the other officers, employees and agents of the Authority are hereby authorized and directed, jointly and severally, for and in the name of the Authority, to do any and all things and to take all actions, including execution and delivery of any and all certificates, requisitions, agreements, notices, consents and other documents which they, or any of them, may deem necessary or advisable to consummate the lawful issuance and sale of the 2020 Bonds, to arrange for the sale and delivery of all or any portion of the 2020 Bonds, to enter into the Loan Agreement and to consummate the transactions contemplated by the Indenture, the Loan Agreement and this Resolution, and such actions previously taken by such officers, employees and agents are hereby ratified, confirmed and approved.

**Section 13.** Effective Date. This Resolution shall become effective immediately upon its adoption.

Regularly passed and adopted this 9<sup>th</sup> day of July, 2020 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **PROGRAM AND ALLOCATE \$375,000 FOR THE DEVELOPMENT OF THE SHORT RANGE HIGHWAY PLAN**

**ACTION**

Staff proposes the Board:

1. Program and allocate \$187,5000 in Measure A and \$187,500 in Measure W funds, for a total of \$375,000, for the development of the Fiscal Year 2020 – 2030 San Mateo County Short Range Highway Plan (SRHP), and
2. Authorize the Executive Director or his designee to execute any necessary agreements or amendments, and take any additional actions necessary, to give effect to this resolution.

**SIGNIFICANCE**

In accordance with the recommendations set forth in TA's Strategic Plan 2020-2024, staff with consultant assistance, will prepare a 10-year SRHP which includes a Capital Improvement Program (CIP) to support future investment decisions for the Measure A Highway Program & Measure W Countywide Highway Congestion Relief Plan.

The SRHP is a key next step to fully assess highway program needs over the next ten years. This study and the resultant CIP will consider both committed projects as well as potential new projects addressing the core principles of Measure W as well as the goals of Measure A. This study will also develop a policy framework for making investment decisions, and a funding strategy for the highway program.

Development of the SRHP will include input from stakeholders including the City/County Association of Governments of San Mateo County (C/CAG) Technical Advisory Committee, and the TA Citizens Advisory Committee (CAC), and policy direction from the TA Board.

If funding is approved, the start of the SRHP is anticipated to start this summer and will be complete by mid-2021. The Highway Program CFP will roll out once the SRHP is completed.

### **BUDGET IMPACT**

There is sufficient Budget Authority in the Fiscal Year 2021 and prior year budgets to fund the work. The cost of the study is anticipated to be up to \$375,000.

### **BACKGROUND**

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

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

Prepared by: Peter Skinner, Director Grants and Fund Management

650-622-7818

RESOLUTION NO. 2020-  
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA

\*\*\*

**PROGRAMMING AND ALLOCATING \$375,000  
FOR THE SHORT RANGE HIGHWAY PLAN**

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

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

**WHEREAS**, the TA prepared and adopted a Strategic Plan in December 2019 to address the requirements of both measures and provide a policy framework for the implementation of the Measure A and W Programs, and

**WHEREAS**, the Strategic Plan 2020-2024 identified the need to update the existing Short Range Highway Plan (SRHP) and accompanying Capital Improvement Program (CIP) to fully assess current highway program needs, and

**WHEREAS**, the SRHP will develop a 10-year plan and outlook that includes a policy framework for making investment decisions related to the highway program, and

**WHEREAS**, TA staff recommends \$375,000 be made available for the SRHP, which would be funded from Measure A and Measure W funds with costs spread proportionally .

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

1. Programs and allocates \$187,500 from Measure A and \$187,500 from Measure W funds for a total of \$375,000 for the development of the Short Range Highway Plan, with costs to be spread proportionately between the measure categories; and
2. Authorizes the Executive Director or his designee to execute any necessary documents, and take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 9<sup>th</sup> day of July, 2020 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation  
Authority

ATTEST:

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District Secretary