



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

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Due to COVID-19, this meeting will be conducted as a teleconference pursuant to the provisions of the [Governor's Executive Orders N-25-20 and N-29-20](#), which suspends certain requirements of the Ralph M. Brown Act.

THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

Directors, staff and the public may participate remotely* via the Zoom website at <https://zoom.us/j/167089881> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: 167089881 for audio only. You also may view a [video live stream](#) during or after the meeting at <http://www.smcta.com/about/boardofdirectors/video.html>.

Public Comment on Items Not on the Agenda (limit one per person) must be submitted via email prior to the meeting's call to order to publiccomment@smcta.com.

Public comments on individual agenda items (limit one per person PER AGENDA ITEM) must be submitted (a) via email prior to the meeting's call to order to publiccomment@smcta.com or (b) via Zoom Q&A before each agenda item is presented. Please indicate in your email or Q&A the agenda item to which your comment applies. Any written public comments received after the deadlines specified above will be included in the Board's weekly correspondence posted online at <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>. Although public comments are generally limited to two minutes per comment, the Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

April 2, 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 March 5, 2020 MOTION
- b) Acceptance of Statement of Revenues and Expenses for February 2020 MOTION
- c) Acceptance of Measure A Semiannual Program Status Report MOTION

6) Report of the Chair

7) San Mateo County Transit District Liaison Report

8) Joint Powers Board Liaison Report

9) Report of the Executive Director

10) Finance

- a) Authorizing Examination of Authority Transactions and Use Tax Records RESOLUTION

11) Program

- a) State and Federal Legislative Update and Approval of Legislative Proposals MOTION
- b) San Mateo County Shuttle Program Draft Funding Recommendations INFORMATIONAL
- c) Grade Separations – 25th Avenue Grade Separation Project INFORMATIONAL

12) Requests from the Authority

13) Written Communications to the Authority

14) Date/Time of Next Regular Meeting: Thursday, May 7, 2020, 5:00 pm at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

15) Report of Legal Counsel

16) Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Date and Time of Regular 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 p.m. at the San Mateo County Transit District Administrative Building.

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

Public Comment on Items Not on the Agenda (limit one per person) must be submitted via email prior to the meeting's call to order to publiccomment@smcta.com.

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Accessible Public Meetings/Translation

Written materials in appropriate alternative formats, disability-related modification/accommodation, as well as sign language and foreign language interpreters are available upon request; all requests must be made at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF MARCH 5, 2020**

MEMBERS PRESENT: E. Beach (Chair), D. Horsley, J. Mates, K. Matsumoto, C. Romero

MEMBERS ABSENT: C. Groom, R. Medina (Vice Chair)

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, J. Hurley, J. Cassman, J. Epstein,
D. Hansel, J. Funghi, C. Fromson, J. Brook, D. Seamans

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Emily Beach called the meeting to order at 5:03 pm and led the Pledge of Allegiance.

2. ROLL CALL

Authority Secretary Dora Seamans called the roll and confirmed 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 February 6, 2020

c) Acceptance of Capital Projects Quarterly Status Report 2nd Quarter FY 2020

Motion/Second: Horsley/Matsumoto

Ayes: Beach, Horsley, Mates, Matsumoto, Romero

Absent: Groom, Medina

b) Acceptance of Statement of Revenues and Expenses for January 2020

Director Karyl Matsumoto asked if any revenue streams were in jeopardy due to the coronavirus situation. Derek Hansel, Chief Financial Officer, said that he anticipated that interest earnings would be short due to event cancellations, a drop in the stock market, and a drop in consumer confidence.

Chair Beach asked if the fact that Measure A funds are down 5 percent is a concern; Mr. Hansel said no.

Motion/Second: Matsumoto/Romero

Ayes: Beach, Horsley, Mates, Matsumoto, Romero

Absent: Groom, Medina

6. REPORT OF THE CHAIR

a) Resolution of Appreciation for former Chair/Director Don Horsley

Chair Beach presented the resolution to Director Don Horsley. She commended his generous spirit as a leader.

Motion/Second: Mates/Romero

Ayes: Beach, Horsley, Mates, Matsumoto, Romero

Absent: Groom, Medina

7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Chair Beach said that the report was in the packet.

8. JOINT POWERS BOARD LIAISON REPORT

Chair Beach said that the report was in the packet.

9. REPORT OF THE EXECUTIVE DIRECTOR

Jim Hartnett, Executive Director, said that the written report was in the packet. He highlighted actions taken to mitigate coronavirus exposure for staff and riders.

10. FINANCE

a) Award of Contracts for On-Call Transportation Planning, Management and Support Services

Deborah Cordova, Procurement Administrator, Contracts and Procurement, presented the staff report.

Motion/Second: Horsley/Mates

Ayes: Beach, Horsley, Mates, Matsumoto, Romero

Absent: Groom, Medina

b) Financial Projections for the San Mateo 101 Express Lanes Project

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

Director Horsley commented on previous cooperative agreements with Caltrans.

Director Julia Mates said there are risks whether or not the project opens in two phases.

Mr. Scott reviewed the financial investigations.

Director Carlos Romero asked about how the six miles was selected for the project model. Mr. Scott said the southern six miles is in Santa Clara County and is VTA's (Santa Clara Valley Transportation Authority) project. He said that the total express lanes length would be 14 miles if the Santa Clara portion opens in conjunction with San Mateo's portion.

Director Matsumoto had questions about the operating loan that the TA is making to SMCEL JPA (San Mateo County Express Lanes Joint Powers Authority). Mr. Hansel said toll revenues would be used to repay the TA.

Director Romero asked if any adjustments were made in the shorter segment to accommodate the loss of utility for drivers. Mr. Scott said it was not part of the model, but is part of a post-processing adjustment. He added that driver reaction to the

transition from HOV +2 (high-occupancy vehicle/two or more occupants) to HOV +3 (high-occupancy vehicle/three or more occupants) will be mitigated by its prior introduction on Highways 880 and 237.

Director Mates suggested doing outreach to companies to encourage carpooling. Mr. Scott said that MTC was planning outreach this summer.

Chair Beach said that Commute.org was also doing outreach.

The Board elected to hear items out of order.

11. PROGRAM

a) State and Federal Legislative Update and Approval of Legislative Proposals

Casey Fromson, Director, Government and Community Affairs, briefly summarized highlights of recent federal and state legislation. She noted that AB 1350 relating to free fares for youth aged 18 and under has the potential to be an unfunded mandate. She said that the California Transit Association is following the bill and the TA is tracking it closely.

Ms. Fromson requested that the Board support AB 2237 relating to agency procurement thresholds for transportation authorities.

Motion/Second: Horsley/Romero

Ayes: Beach, Horsley, Mates, Matsumoto, Romero

Absent: Groom, Medina

b) Transit - Peninsula Corridor Electrification Program Update

John Funghi, Chief Officer, Caltrain Modification, gave a presentation.

Director Romero asked who the electrical power supplier would be. Mr. Funghi said the initial power would be supplied by Peninsula Clean Energy, PG&E (Pacific Gas and Electric), or other providers. He added that in the future, JPB would be able to purchase power in bulk that they can then resell on the open market.

10. FINANCE

c) Disclosure Training

Mr. Hansel said that the TA would be selling bonds in the marketplace. He introduced Russ Trice, Partner, Norton Rose Fulbright, who gave a presentation.

Director Romero asked about land use rezoning from recreational to office use, which could affect sales tax. Mr. Trice said an amount of 5 or 10 percent would be considered material.

Chair Beach asked when the Board's next action involving a disclosure would be. Mr. Hansel responded in May regarding a bond sale happening later that month.

Director Romero asked if the bond sale were a one-time disclosure obligation. Mr. Hansel said that the agency has an ongoing disclosure obligation. Mr. Trice said that the SEC (Securities and Exchange Commission) has a list of events where disclosure to investors is required.

12. REQUESTS FROM THE AUTHORITY

13. WRITTEN COMMUNICATIONS TO THE AUTHORITY

The correspondence was included in the reading files.

14. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, April 2, 2020, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

15. REPORT OF LEGAL COUNSEL

Joan Cassman, Legal Counsel, said she had nothing to report.

16. ADJOURN

The meeting adjourned at 6:57 pm.

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

TA CAC Chair's Report

March 5, 2020

Good evening Madame Chair Beach and Members of the Board,

I have the following to report from the March 3, 2020 meeting of the CAC:

(TA Items 5a, b and C) The CAC received and update and supported the noted items without question or comments

(TA Item 10a) Pursuant to a presentation by Deborah Cordova, Procurement Administrator II, the CAC supported the Award of Contracts for On-Call Transportation Planning, Management and Support Services. The only comment being made was on the need for more specificity on what these support services will be doing in reference to highway projects, regional transit and congestion relief.

(TA Item 10b) The CAC received a very comprehensive update by John Funghi, Chief Officer of the Cal Mod Program, on the Caltrain Electrification Project. Questions included the following: What will the first train that we receive be doing between 2021 and 2022? When and how will operators be trained? What type of routine and prototype testing will the new EMU's receive?

Since we're running electric vehicles, will we be able to now stop at all stations with the new EMU's or will there still be a need for a blended service between local and express trains? What, if any, leverage do we have over the contract to avoid schedule delays caused by of foundations for utility lines conflicts? Can liquidated damages be assessed?

Is there sufficient space to store the new trains before they go into service or will we have to start decommissioning the older trains and get rid of them as soon as the new trains arrive? What actually will happen to our older trains?

Since the Town of Atherton has expressed that it wishes to close its station and have people go to Menlo Park, what type of performance benefit for the whole system would there be if that is done?

What are the contingencies in the budget? Why the large increase in the PG&E costs? Do we have to buy directly from PG&E or can we be an individual wholesaler? Will the source of power be renewable clean energies and, if so, is there already a contract in place or is it being worked out?

(TA Item 10c) Joe Hurley explained the purpose of the Disclosure Training that the TA Board would be receiving and the CAC will not need to receive same.

(TA Item 11a) After receiving both a State and Federal Legislative Update from Amy Linehan, Public Affairs Specialist, the CAC voted to support Approval of the Legislative Proposals.

(TA Item 11b) The CAC received an Update on the 101 Express Lanes Revenue Projections from Leo Scott, 101 Express Lanes TA Project Manager. Questions and comments included the following:

In reference to the \$500,000 cost for the CHP, what does that amount really represent? It's not a lot of money for the CHP services and time involvement, so how would you support more than 2 officers on overtime pay with that amount of money? And are two officers really adequate to cover the time and territory that they must? Real costs should be reflected.

Since there is an infinite pool of potential riders, is there an operating system with which you can predict operating capacity? Is there Shear Speed effect data that could be used from other Express Lanes Projects?

As far as the Equity Study, if people haven't experienced this first hand, respondents may not know enough to respond in a good way. The best investment is to provide enhanced express buses service.

Where are the debt service numbers? Is there a way to get a rough estimate? How will excess funds be utilized?

If having a higher Shear Spread generates more revenue and less losses, why not go to a 30 mph Shear Spread instead of a 20 mph Shear Spread? How was that decision made?

How are the other Express Lanes Projects doing? Are they losing money or making money, if so, how much?

Chair's Report: INTEGRATED TRANSIT FARE SYSTEM STUDY BY MTC

The Metropolitan Transportation Commission (MTC) has embarked on a fare integration study it will co-manage with BART. The Commission, in October 2019, approved \$600,000 in Regional Measure 2 funds to support a fare co-ordination study with the goal of improving the passenger experience and growing transit ridership **across** the Bay Area. Oversight of the study will be provided by a new Fare Integration Task Force chaired by our own Caltrain/SamTrans CEO, Jim Hartnett, with AC Transit General Manager Michael Hursh serving as Vice Chair. Other Task Force participants include members of the Clipper Executive Board; and the Executive Directors of the Solano Transportation Authority and the Livermore-Amador Valley Transit Authority.

This proposed Fare Integration System would allow riders to travel **seamlessly** between systems, thereby making it easier to use transit to get around the Bay Area, and potentially boosting ridership and easing roadway congestion, which we know only too well in San Mateo County.

STAFF REPORT TO CAC:

Joe reported the following:

- In reference to the Express Lanes Project, the north of Whipple portion is now underway. The first sound-wall in San Mateo is due to be demolished in March
- The Shuttle Call for Projects received 34 applications, 33 of which were already in operation. There was only one new application. We have requests for \$11 Million in funding, with only \$10 Million available

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
FEBRUARY 29, 2020**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of February 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 February year-to-date, the Total Revenue (page 1, line 9) is \$34.4 million higher than prior year actuals. This is primarily due to the new Measure W Sales Tax (Page 1, line 3).

Year to Date Expenditures: As of February year-to-date, the Total Expenditures (Page 1, line 30) are \$30.5 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:

At the February 6th, 2020 board meeting, as per resolution no. 2020-4, the Board approved an amendment increase of \$6,540,709 to Measure A Categories and \$143,752 increases in staff support. The overall impact to the FY20 Budget is an increase in total expenditures from \$124,796,588 to \$131,481,049.

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

February 2020

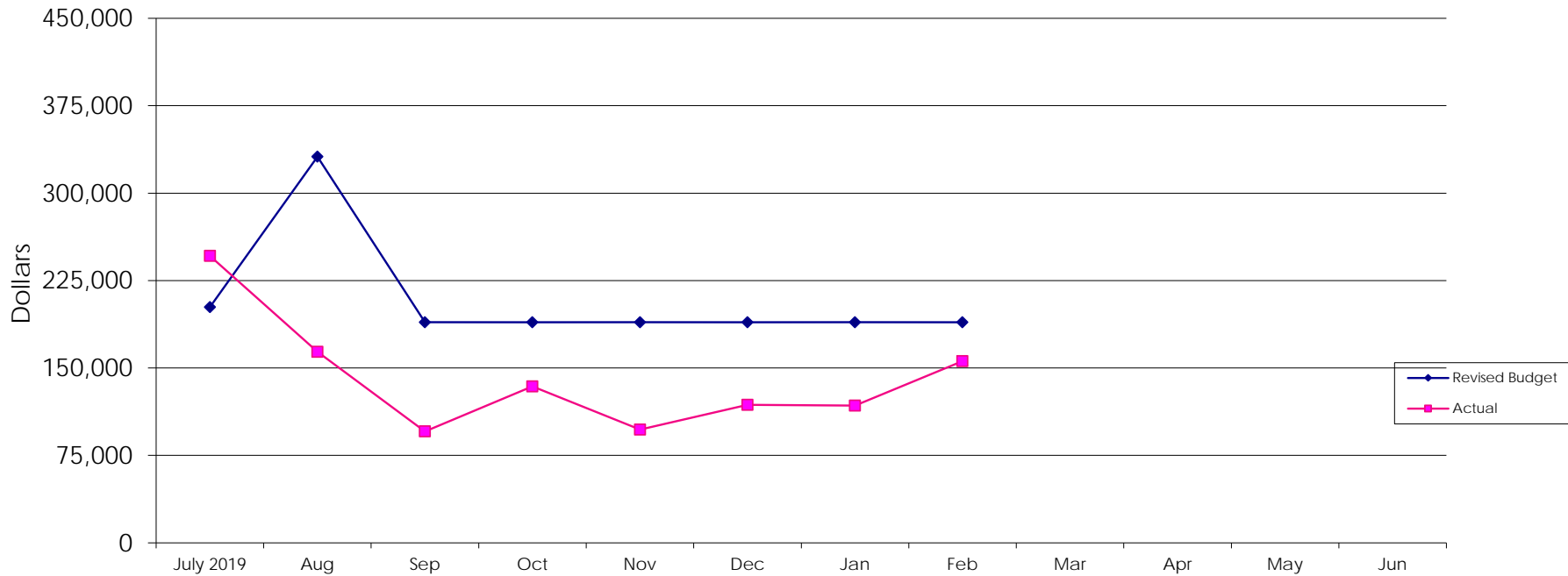
% OF YEAR ELAPSED: 66.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
REVENUES:					
Measure A Sales Tax	67,274,046	67,947,412	673,366	1.0%	91,000,000
Measure W Sales Tax	-	32,613,241	32,613,241	100.0%	45,500,000
Interest Income	4,225,712	5,008,729	783,018	18.5%	8,673,040
Miscellaneous Income	-	-	-	0.0%	-
Rental Income	385,695	634,785	249,090	64.6%	911,951
Grant Proceeds	-	82,388	82,388	100.0%	-
TOTAL REVENUE	71,885,453	106,286,555	34,401,102	47.9%	146,084,991
EXPENDITURES:					
Measure A Annual Allocations	24,555,027	24,800,805	245,778	1.0%	33,215,000
Measure A Categories	56,032,167	19,995,433	(36,036,734)	(64.3%)	47,945,709
Measure W Annual Allocations	-	6,066,667	6,066,667	100.0%	9,100,000
Measure W Categories	-	-	-	0.0%	36,400,000
Oversight	1,064,153	632,910	(431,243)	(40.5%)	2,250,000
Administrative					
Staff Support	1,096,653	694,404	(402,249)	(36.7%)	1,250,868
Measure A Info-Others	-	-	-	100.0%	15,000
Other Admin Expenses	389,397	434,607	45,210	11.6%	1,160,720
Total Administrative	1,486,050	1,129,011	(357,039)	(24.0%)	2,426,588
TOTAL EXPENDITURES	83,137,396	52,624,826	(30,512,571)	(36.7%)	131,337,297
EXCESS (DEFICIT)	(11,251,943)	53,661,729	64,913,673	(576.9%)	14,747,694
					(15,470,000) (1)
					(722,306)
BEGINNING FUND BALANCE	407,684,194	387,232,043 (2)			409,643,752
ENDING FUND BALANCE	396,432,251	440,893,772			408,921,446

(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.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '19	Aug '19	Sep '19	Oct '19	Nov '19	Dec '19	Jan '20	Feb '20	Mar 20	Apr 20	May 20	Jun 20
MONTHLY EXPENSES												
Revised Budget	202,216	331,277	189,309	189,310	189,309	189,310	189,309	189,310				
Actual	246,168	163,810	95,574	134,229	97,182	118,396	117,794	155,858				
CUMULATIVE EXPENSES												
Staff Projections	202,216	533,493	722,802	912,112	1,101,421	1,290,731	1,480,040	1,669,350				
Actual	246,168	409,978	505,552	639,781	736,963	855,359	973,153	1,129,011				
Variance-F(U)	(43,952)	123,515	217,250	272,331	364,458	435,372	506,887	540,339				
Variance %	-21.74%	23.15%	30.06%	29.86%	33.09%	33.73%	34.25%	32.37%				

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 29, 2020**

2/29/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	16,281,979.50
JP Morgan Bank Checking	20,405,645.46
LAIF	69,260,354.26

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	159,714,436.71
MMF - US Bank Custodian Account	3,112,448.84
Cash	18,009.30
County Pool	174,625,453.08

Total

	\$ 443,418,327.15
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* Fund Managed by PFM Investment Advisor

clearwater

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 02/29/2020
 Base Currency: USD

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
ABS							
36255JAD6	GMCAR 183 A3	700,000.00	05/16/2023	699,836.76	880.83	710,932.50	711,813.33
14313FAD1	CARMX 183 A3	750,000.00	06/15/2023	749,897.78	1,043.33	764,617.36	765,660.69
34531EAD8	FORDO 17A A3	281,543.54	06/15/2021	281,542.50	208.97	281,563.91	281,772.88
02004VAC7	ALLYA 182 A3	967,428.66	11/15/2022	967,252.98	1,255.51	975,917.72	977,173.23
89238BAD4	TAOT 18A A3	564,666.03	05/16/2022	564,659.53	589.76	567,479.52	568,069.28
02582JHQ6	AMXCA 181 A	2,610,000.00	10/17/2022	2,609,696.98	3,097.20	2,610,870.15	2,613,967.35
02007PAC7	ALLYA 171 A3	62,783.86	06/15/2021	62,778.37	47.44	62,782.23	62,829.66
89190BAD0	TAOT 17B A3	907,361.01	07/15/2021	907,291.42	709.76	907,650.02	908,359.78
47788CAC6	JDOT 2018 A3	327,816.54	04/18/2022	327,792.97	387.55	329,600.00	329,987.56
02007HAC5	ALLYA 172 A3	376,350.52	08/16/2021	376,306.15	297.74	376,463.12	376,760.86
43814PAC4	HAROT 173 A3	241,296.82	09/18/2021	241,270.69	155.97	241,532.25	241,688.23
47788BAD6	JDOT 17B A3	333,705.39	10/15/2021	333,680.96	269.93	333,928.43	334,198.36
17305EGB5	CCCIT 17A3 A3	1,600,000.00	04/07/2020	1,604,272.00	12,288.00	1,600,198.66	1,612,486.66
14041NFU0	COMET 192 A	2,800,000.00	09/15/2024	2,799,294.96	2,140.44	2,833,748.34	2,835,888.79
17305EGK5	CCCIT 18A1 A1	1,500,000.00	01/20/2021	1,499,792.40	4,253.75	1,514,203.97	1,518,457.72
92348TAA2	VZOT 20A A1A	800,000.00	07/22/2024	799,906.32	1,315.56	809,742.06	811,057.62
89238MAD0	TAOT 17A A3	61,979.25	02/16/2021	61,971.96	47.66	61,983.90	62,031.55
---	---	14,884,931.63	08/29/2022	14,887,244.73	28,989.39	14,983,214.15	15,012,203.55

AGCY BOND

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G0N82	FEDERAL NATIONAL MOR	825,000.00	08/17/2021	822,177.68	401.04	828,581.33	828,982.37
3135G0N82	FEDERAL NATIONAL MOR	2,675,000.00	08/17/2021	2,664,166.25	1,300.35	2,686,612.18	2,687,912.52
3130A8QS5	FEDERAL HOME LOAN BAI	3,200,000.00	07/14/2021	3,180,540.80	4,700.00	3,207,164.80	3,211,864.80
3135G0U92	FEDERAL NATIONAL MOR	1,600,000.00	01/11/2022	1,598,848.00	5,833.33	1,648,923.20	1,654,756.53
3135G0T60	FEDERAL NATIONAL MOR	900,000.00	07/30/2020	897,273.00	1,162.50	900,481.50	901,644.00
3130ACE26	FEDERAL HOME LOAN BAI	365,000.00	09/28/2020	363,828.35	2,132.97	365,139.43	367,272.40
3137EAEJ4	FREDDIE MAC	990,000.00	09/29/2020	988,208.10	6,792.50	991,792.89	998,585.39
---	---	10,555,000.00	06/17/2021	10,515,042.18	22,322.69	10,628,695.32	10,651,018.01

clearwater

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 02/29/2020
 Base Currency: USD

CASH							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	18,009.30	02/29/2020	18,009.30	0.00	18,009.30	18,009.30
CCYUSD	Receivable	18,009.30	02/29/2020	18,009.30	0.00	18,009.30	18,009.30

CD							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
78012UEE1	Royal Bank of Canada Nev	2,750,000.00	06/07/2021	2,750,000.00	20,790.00	2,758,361.64	2,779,151.64
22535CDV0	Credit Agricole Corporate	1,500,000.00	04/01/2022	1,500,000.00	35,610.83	1,500,000.00	1,535,610.83
06417GU22	Bank of Nova Scotia, Hous	1,600,000.00	06/05/2020	1,599,392.00	11,772.44	1,601,209.19	1,612,981.64
65558TLL7	Nordea Bank Abp, New Yc	1,600,000.00	08/26/2022	1,600,000.00	328.89	1,600,000.00	1,600,328.89
83050PDR7	Skandinaviska Enskilda Ba	1,600,000.00	08/26/2022	1,600,000.00	330.67	1,600,000.00	1,600,330.67
86565BPC9	Sumitomo Mitsui Banking	1,550,000.00	10/16/2020	1,547,892.00	19,996.29	1,549,337.82	1,569,334.11
87019U6D6	Swedbank AB (publ)	3,100,000.00	11/16/2020	3,100,000.00	20,329.11	3,080,633.74	3,100,962.85
23341VZT1	DNB Bank ASA, New York	1,600,000.00	12/02/2022	1,600,000.00	7,797.33	1,600,000.00	1,607,797.33
---	---	15,300,000.00	08/22/2021	15,297,284.00	116,955.57	15,289,542.39	15,406,497.96

clearwater

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 02/29/2020
 Base Currency: USD

CORP							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
63743HER9	NATIONAL RURAL UTILITIE	625,000.00	03/15/2021	624,306.25	8,357.64	635,791.25	644,148.89
63743HER9	NATIONAL RURAL UTILITIE	875,000.00	03/15/2021	871,298.75	11,700.69	890,107.75	901,808.44
06051GGS2	BANK OF AMERICA CORP	965,000.00	10/01/2021	965,000.00	9,360.50	969,391.72	978,752.22
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	14,575.00	1,216,647.60	1,231,222.60
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	1,684.38	177,155.30	178,839.68
24422ETL3	JOHN DEERE CAPITAL COF	685,000.00	01/06/2022	681,979.15	2,773.30	703,840.24	706,613.54
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	4,043.29	409,255.60	413,298.89
89236TEU5	TOYOTA MOTOR CREDIT C	1,200,000.00	04/13/2021	1,199,520.00	13,570.00	1,220,288.40	1,233,858.40
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	05/17/2021	1,549,736.50	15,112.50	1,580,234.30	1,595,346.80
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	8,711.81	985,524.59	994,236.39
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	7,668.89	1,021,699.00	1,029,367.89
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	5,750.50	643,006.98	648,757.48
24422EUQ0	JOHN DEERE CAPITAL COF	350,000.00	01/10/2022	349,664.00	1,586.67	363,295.80	364,882.47
693475AV7	PNC FINANCIAL SERVICES	1,550,000.00	01/23/2024	1,561,036.00	5,726.39	1,650,314.45	1,656,040.84
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	8,122.50	589,344.09	597,466.59
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	20,043.75	1,549,282.50	1,569,326.25
037833CS7	APPLE INC	1,325,000.00	05/11/2020	1,323,648.50	7,287.50	1,325,621.43	1,332,908.93
437076BQ4	HOME DEPOT INC	750,000.00	06/05/2020	749,565.00	3,225.00	750,488.25	753,713.25
02665WCZ2	AMERICAN HONDA FINAN	1,550,000.00	06/27/2024	1,547,892.00	6,613.33	1,600,316.10	1,606,929.43
38141EC23	GOLDMAN SACHS & CO	1,500,000.00	07/08/2024	1,569,870.00	8,502.08	1,615,626.00	1,624,128.08
6174467P8	MORGAN STANLEY	3,150,000.00	07/24/2020	3,516,187.50	17,806.25	3,197,042.10	3,214,848.35
05531FBH5	BB&T CORP	1,550,000.00	08/01/2024	1,552,573.00	3,229.17	1,601,729.70	1,604,958.87
254687FK7	WALT DISNEY CO	1,550,000.00	08/30/2024	1,543,676.00	75.35	1,568,796.85	1,568,872.20
14913Q2A6	CATERPILLAR FINANCIAL S	1,100,000.00	09/04/2020	1,099,076.00	10,005.42	1,102,008.60	1,112,014.02
931142EA7	WAL-MART STORES INC	1,550,000.00	12/15/2020	1,547,752.50	6,217.22	1,554,884.05	1,561,101.27
06406RAL1	BANK OF NEW YORK MELI	650,000.00	10/24/2024	652,860.00	4,815.42	665,743.00	670,558.42
44932HAG8	IBM CREDIT LLC	1,500,000.00	02/05/2021	1,499,265.00	2,870.83	1,516,662.00	1,519,532.83
---	---	30,430,000.00	03/03/2022	30,853,963.90	209,435.37	31,104,097.64	31,313,533.00

CP							
Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued

clearwater

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 02/29/2020
 Base Currency: USD

62479LJ14	MUFG Bank Ltd. (New Yor	1,700,000.00	09/01/2020	1,676,285.00	0.00	1,683,838.67	1,683,838.67
62479LK61	MUFG Bank Ltd. (New Yor	3,100,000.00	10/06/2020	3,058,615.00	0.00	3,066,055.00	3,066,055.00
63873JK90	Natixis, New York Branch	4,500,000.00	10/09/2020	4,441,812.50	0.00	4,451,437.50	4,451,437.50
---	---	9,300,000.00	10/01/2020	9,176,712.50	0.00	9,201,331.17	9,201,331.17

FHLMC

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BM6P6	FHMS K721 A2	800,000.00	08/25/2022	806,812.50	2,060.00	824,208.00	826,268.00
3137FKK39	FHMS KP05 A	467,777.37	07/25/2023	467,775.97	1,248.58	482,357.99	483,606.56
3137FQ3V3	FHMS KJ27 A1	484,461.10	07/25/2024	484,449.47	844.58	491,655.34	492,499.92
---	---	1,752,238.46	06/02/2023	1,759,037.94	4,153.15	1,798,221.33	1,802,374.48

FNMA

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136AJ7G5	FNA 14M06B A2	1,844,431.58	05/25/2021	1,881,752.50	4,116.94	1,868,612.08	1,872,729.02
3136B1XP4	FNA 18M5 A2	645,309.26	09/25/2021	658,145.11	1,914.42	655,427.71	657,342.13
---	---	2,489,740.84	06/26/2021	2,539,897.61	6,031.36	2,524,039.79	2,530,071.15

clearwater

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 02/29/2020
 Base Currency: USD

MMFUND

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	3,112,448.84	02/29/2020	3,112,448.84	0.00	3,112,448.84	3,112,448.84
SM - CP N/M A	County Pool New Measure	135,215,799.67	02/29/2020	135,215,799.67	0.00	135,215,799.67	135,215,799.67
SM - CP O/M A	County Pool Old Measure	39,409,653.41	02/29/2020	39,409,653.41	0.00	39,409,653.41	39,409,653.41
SM - LAIF	Local Agency Investment I	69,260,354.26	02/29/2020	69,260,354.26	0.00	69,260,354.26	69,260,354.26
---	---	246,998,256.18	02/29/2020	246,998,256.18	0.00	246,998,256.18	246,998,256.18

MUNI

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIG	375,000.00	08/01/2024	375,000.00	656.56	390,131.25	390,787.81
157411TK5	CHAFFEY CALIF JT UN HIG	375,000.00	08/01/2024	375,000.00	656.56	390,131.25	390,787.81

US GOV

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828TJ9	UNITED STATES TREASUR\	4,450,000.00	08/15/2022	4,263,308.59	2,979.91	4,529,265.63	4,532,245.54
912828Q78	UNITED STATES TREASUR\	970,000.00	04/30/2021	950,751.56	4,470.26	973,334.38	977,804.64
912828X47	UNITED STATES TREASUR\	2,335,000.00	04/30/2022	2,305,356.44	14,673.94	2,383,159.38	2,397,833.31
912828X47	UNITED STATES TREASUR\	7,500,000.00	04/30/2022	7,260,351.56	47,132.55	7,654,687.50	7,701,820.05
912828R77	UNITED STATES TREASUR\	3,500,000.00	05/31/2021	3,409,082.04	12,096.99	3,515,312.50	3,527,409.49
912828N30	UNITED STATES TREASUR\	2,450,000.00	12/31/2022	2,389,324.22	8,724.76	2,534,218.75	2,542,943.51
912828N30	UNITED STATES TREASUR\	11,000,000.00	12/31/2022	10,841,445.31	39,172.39	11,378,125.00	11,417,297.39
912828N30	UNITED STATES TREASUR\	5,700,000.00	12/31/2022	5,609,601.56	20,298.42	5,895,937.50	5,916,235.92
912828R69	UNITED STATES TREASUR\	8,850,000.00	05/31/2023	8,528,841.80	36,149.59	9,054,656.25	9,090,805.84
912828R69	UNITED STATES TREASUR\	2,850,000.00	05/31/2023	2,781,421.87	11,641.39	2,915,906.25	2,927,547.64
912828VF4	UNITED STATES TREASUR\	180,000.00	05/31/2020	177,672.66	622.13	179,971.88	180,594.01
912828T91	UNITED STATES TREASUR\	4,950,000.00	10/31/2023	4,907,074.22	26,959.82	5,077,617.19	5,104,577.01
912828VP2	UNITED STATES TREASUR\	1,000,000.00	07/31/2020	1,032,642.62	1,648.35	1,002,968.75	1,004,617.10
912828L32	UNITED STATES TREASUR\	335,000.00	08/31/2020	341,432.19	12.52	335,314.06	335,326.58
912828T91	UNITED STATES TREASUR\	2,000,000.00	10/31/2023	2,011,484.38	10,892.86	2,051,562.50	2,062,455.36
912828XX3	UNITED STATES TREASUR\	4,650,000.00	06/30/2024	4,744,089.84	15,585.16	4,861,429.69	4,877,014.85
912828XX3	UNITED STATES TREASUR\	6,500,000.00	06/30/2024	6,597,500.00	21,785.71	6,795,546.88	6,817,332.59
912828XX3	UNITED STATES TREASUR\	1,500,000.00	06/30/2024	1,522,089.84	5,027.47	1,568,203.13	1,573,230.60

[clearwater](#)

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 02/29/2020
 Base Currency: USD

912828XX3	UNITED STATES TREASUR`	400,000.00	06/30/2024	410,859.38	1,340.66	418,187.50	419,528.16
---	UNITED STATES TREASUR	71,120,000.00	03/01/2023	70,084,330.08	281,214.90	73,125,404.69	73,406,619.59

Summary

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
---	---	403,223,176.42	02/11/2021	402,504,778.43	669,758.99	406,060,943.20	406,730,702.19

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

Base Risk Summary - Fixed Income

02/01/2020 - 02/29/2020

SMCTA - Agg (165727)

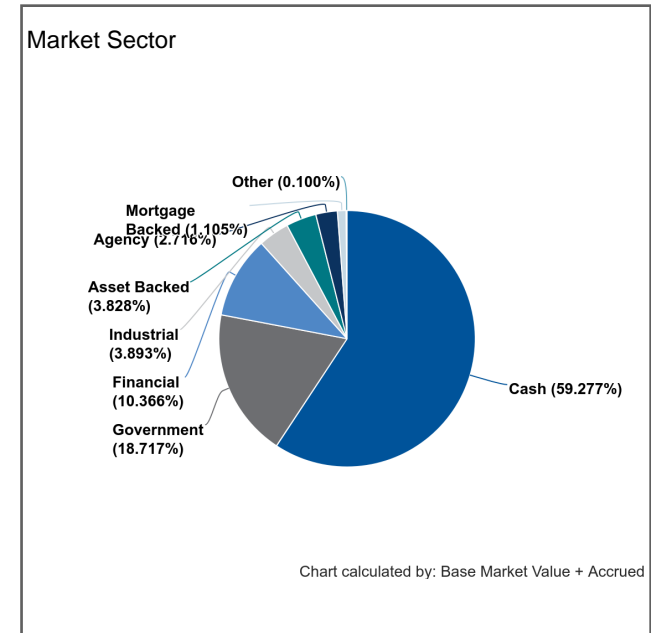
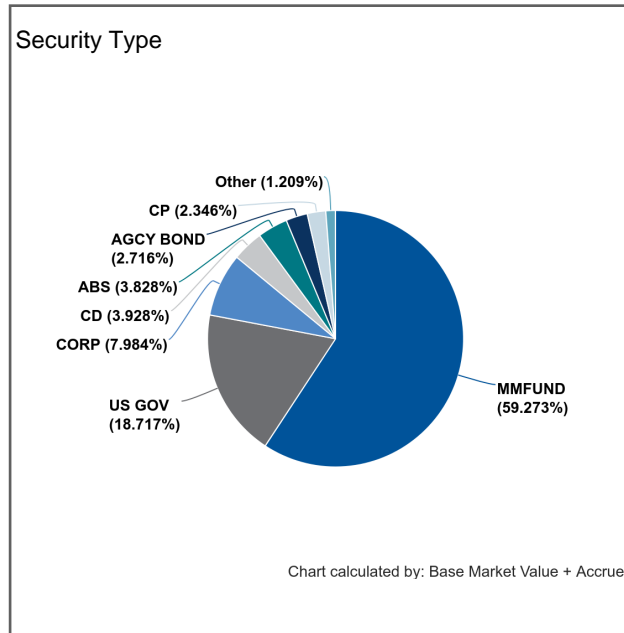
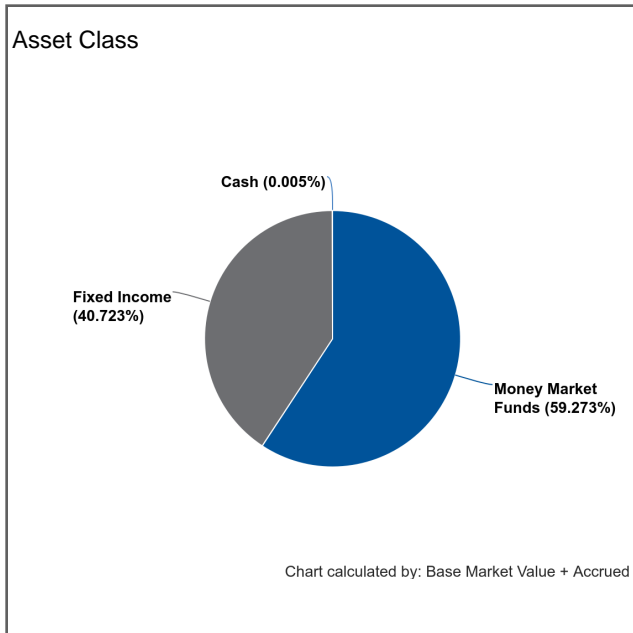
Dated: 03/10/2020

Balance Sheet	
Book Value + Accrued	388,784,242.97
Net Unrealized Gain/Loss	3,414,548.17
Market Value + Accrued	392,198,791.13

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	18,009.30
MMFund	232,466,345.12
Fixed Income	159,714,436.71
Duration	2.043
Convexity	0.069
WAL	0.876
Years to Final Maturity	0.953
Years to Effective Maturity	0.876
Yield	1.343
Book Yield	0.893
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	33.423%
United States	18.717%
Other	18.264%
(SM - LAIF) State of California	13.580%
(SM - CP O/M A) County Pool Old Measure A	11.476%
Federal National Mortgage Association	2.194%
Mitsubishi UFJ Financial Group, Inc.	1.211%
Groupe BPCE	1.135%
---	100.000%

Footnotes: 1,2

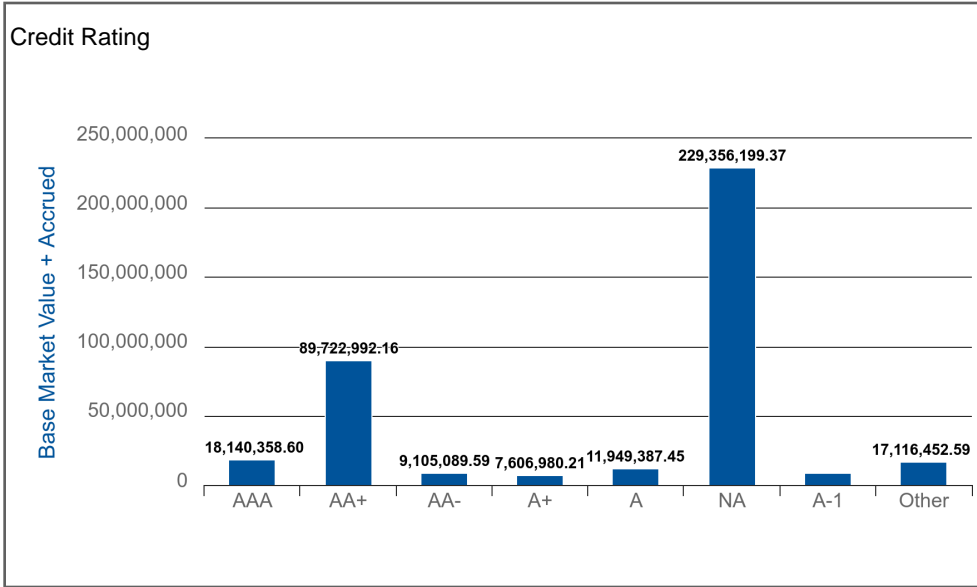


Base Risk Summary - Fixed Income

02/01/2020 - 02/29/2020

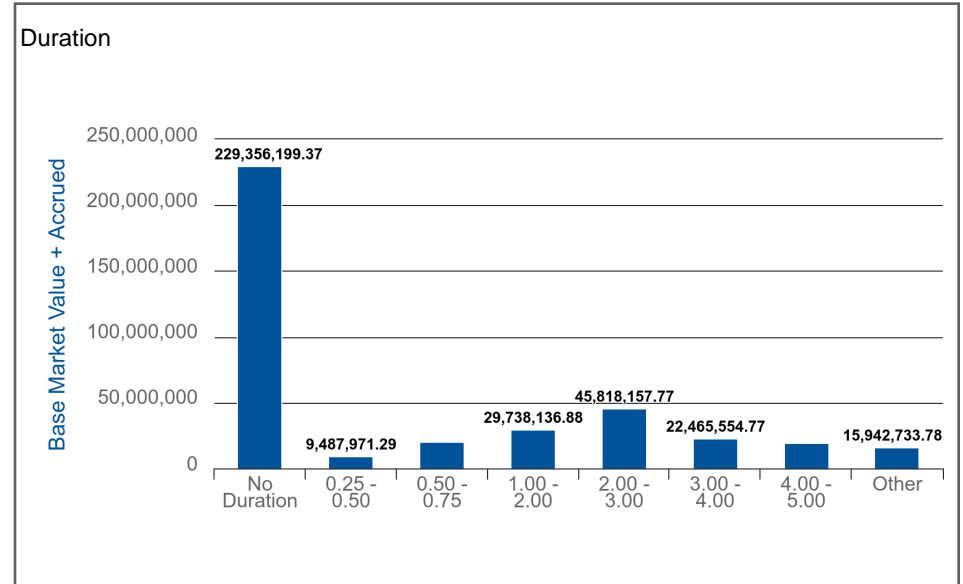
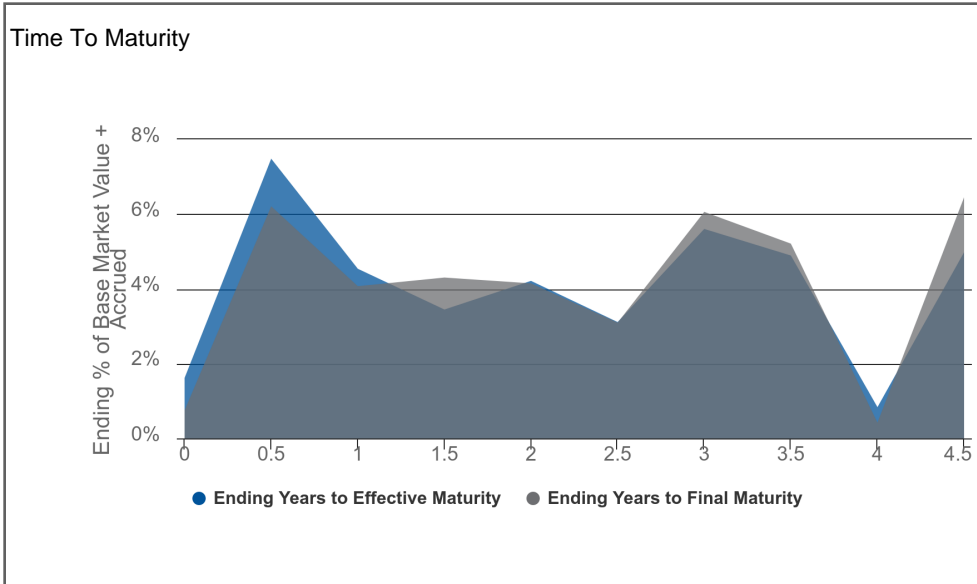
SMCTA - Agg (165727)

Dated: 03/10/2020



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.319%	0.377%	1.340%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	3.140%	4.433%	9.543%	4.892%	3.589%	0.000%	0.000%	0.000%	0.000%
A	4.270%	2.366%	0.800%	0.422%	1.390%	0.000%	0.000%	0.000%	0.000%
BBB	0.820%	0.407%	0.000%	0.414%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

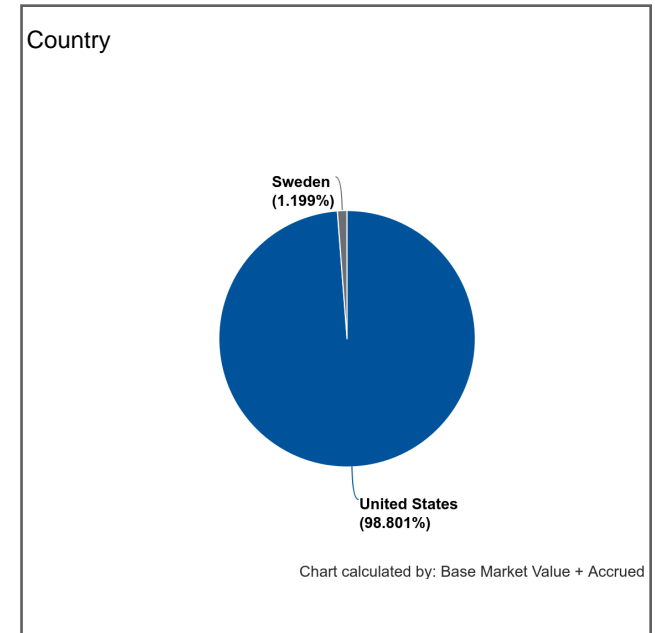
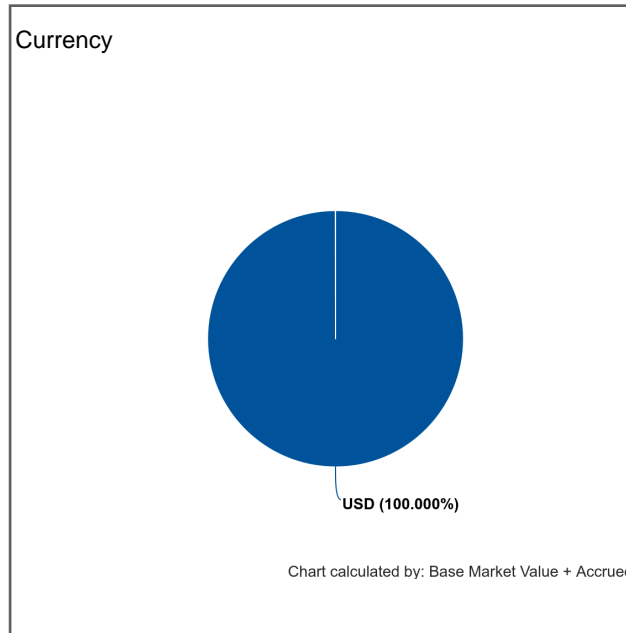
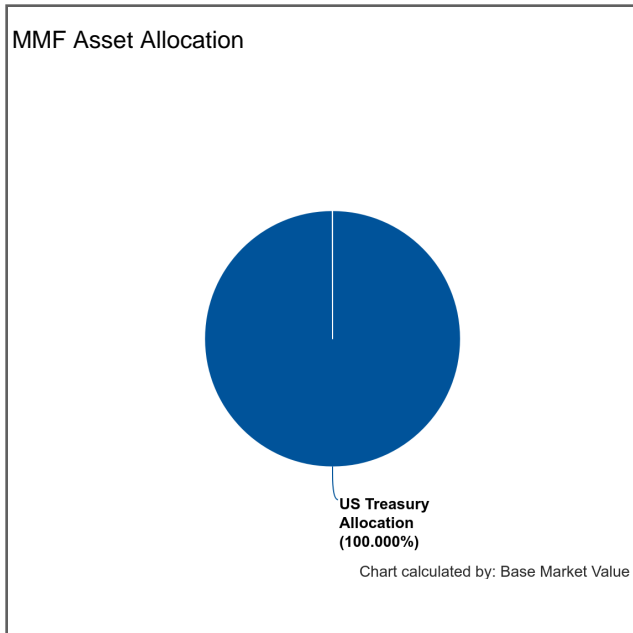
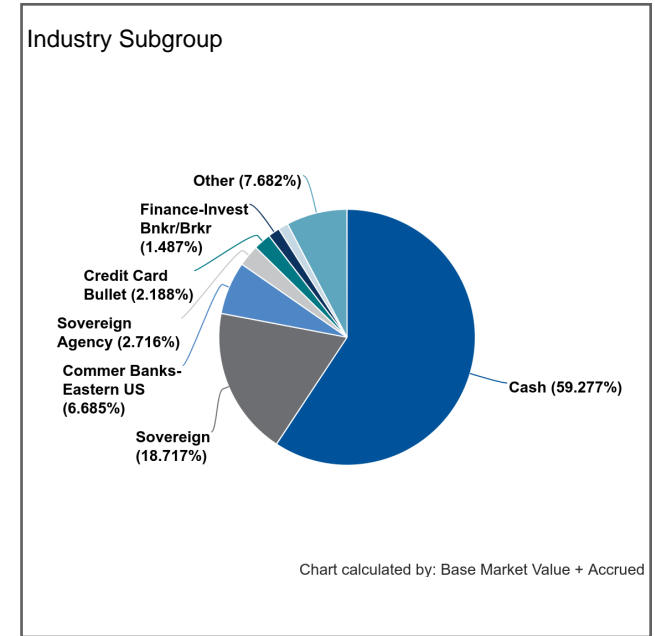
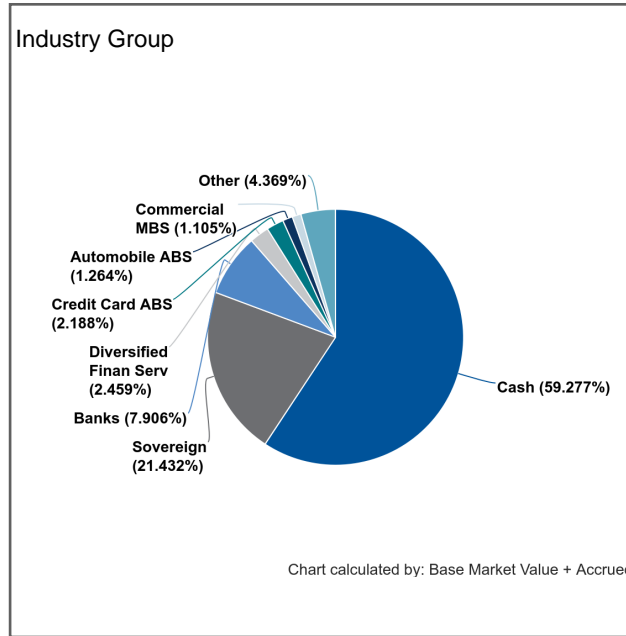
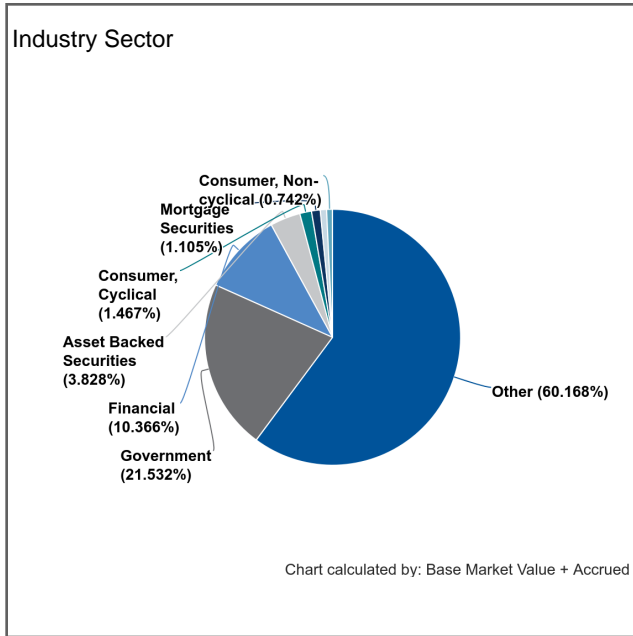


Base Risk Summary - Fixed Income

02/01/2020 - 02/29/2020

SMCTA - Agg (165727)

Dated: 03/10/2020



Base Risk Summary - Fixed Income

02/01/2020 - 02/29/2020

SMCTA - Agg (165727)

Dated: 03/10/2020

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



Report: GAAP Base Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 02/01/2020 - 02/29/2020
 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 182 A3	-	(71,542.73)	Principal Paydown	02/15/2020	02/15/2020	11/15/2022	(71,542.74)	-	71,542.74
02007HAC5	ALLYA 172 A3	-	(93,943.97)	Principal Paydown	02/15/2020	02/15/2020	08/16/2021	(93,943.98)	-	93,943.98
02007PAC7	ALLYA 171 A3	-	(25,712.36)	Principal Paydown	02/15/2020	02/15/2020	06/15/2021	(25,712.37)	-	25,712.37
3136AJ7G5	FNA 14M06B A2	-	(2,739.99)	Principal Paydown	02/01/2020	02/01/2020	05/25/2021	(2,739.99)	-	2,739.99
3136B1XP4	FNA 18M5 A2	-	(5,484.05)	Principal Paydown	02/01/2020	02/01/2020	09/25/2021	(5,484.04)	-	5,484.04
3137FKK39	FHMS KP05 A	-	(771.75)	Principal Paydown	02/01/2020	02/01/2020	07/25/2023	(771.75)	-	771.75
3137FQ3V3	FHMS KJ27 A1	-	(120,250.06)	Principal Paydown	02/01/2020	02/01/2020	07/25/2024	(120,250.06)	-	120,250.06
31846V534	FIRST AMER:US TRS MM Y	2,516,870.96	2,516,870.96	Buy	---	---	02/29/2020	2,516,870.96	-	(2,516,870.96)
31846V534	FIRST AMER:US TRS MM Y	(411,694.54)	(411,694.54)	Sell	02/07/2020	02/07/2020	02/29/2020	(411,694.54)	-	411,694.54
34531EAD8	FORDO 17A A3	-	(101,019.63)	Principal Paydown	02/15/2020	02/15/2020	06/15/2021	(101,019.62)	-	101,019.62
43814PAC4	HAROT 173 A3	-	(29,408.10)	Principal Paydown	02/18/2020	02/18/2020	09/18/2021	(29,408.10)	-	29,408.10
47788BAD6	JDOT 17B A3	-	(80,515.09)	Principal Paydown	02/15/2020	02/15/2020	10/15/2021	(80,515.08)	-	80,515.08
47788CAC6	JDOT 2018 A3	-	(39,948.41)	Principal Paydown	02/15/2020	02/15/2020	04/18/2022	(39,948.41)	-	39,948.41
594918BV5	MICROSOFT CORP	(1,520,000.00)	(1,520,000.00)	Maturity	02/06/2020	02/06/2020	02/06/2020	(1,520,000.00)	-	1,520,000.00
89190BAD0	TAOT 17B A3	-	(150,743.53)	Principal Paydown	02/15/2020	02/15/2020	07/15/2021	(150,743.55)	-	150,743.55
89238BAD4	TAOT 18A A3	-	(46,660.66)	Principal Paydown	02/15/2020	02/15/2020	05/16/2022	(46,660.67)	-	46,660.67
89238MAD0	TAOT 17A A3	-	(36,155.40)	Principal Paydown	02/15/2020	02/15/2020	02/16/2021	(36,155.39)	-	36,155.39
912828XX3	UNITED STATES TREASURY	400,000.00	400,000.00	Buy	02/03/2020	02/07/2020	06/30/2024	410,859.38	835.16	(411,694.54)
San Mateo County TA	---	985,176.42	180,280.69	---	---	---	10/01/2020	191,140.05	835.16	(191,975.21)

* Showing transactions with Trade Date within selected date range.

* 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.

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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.

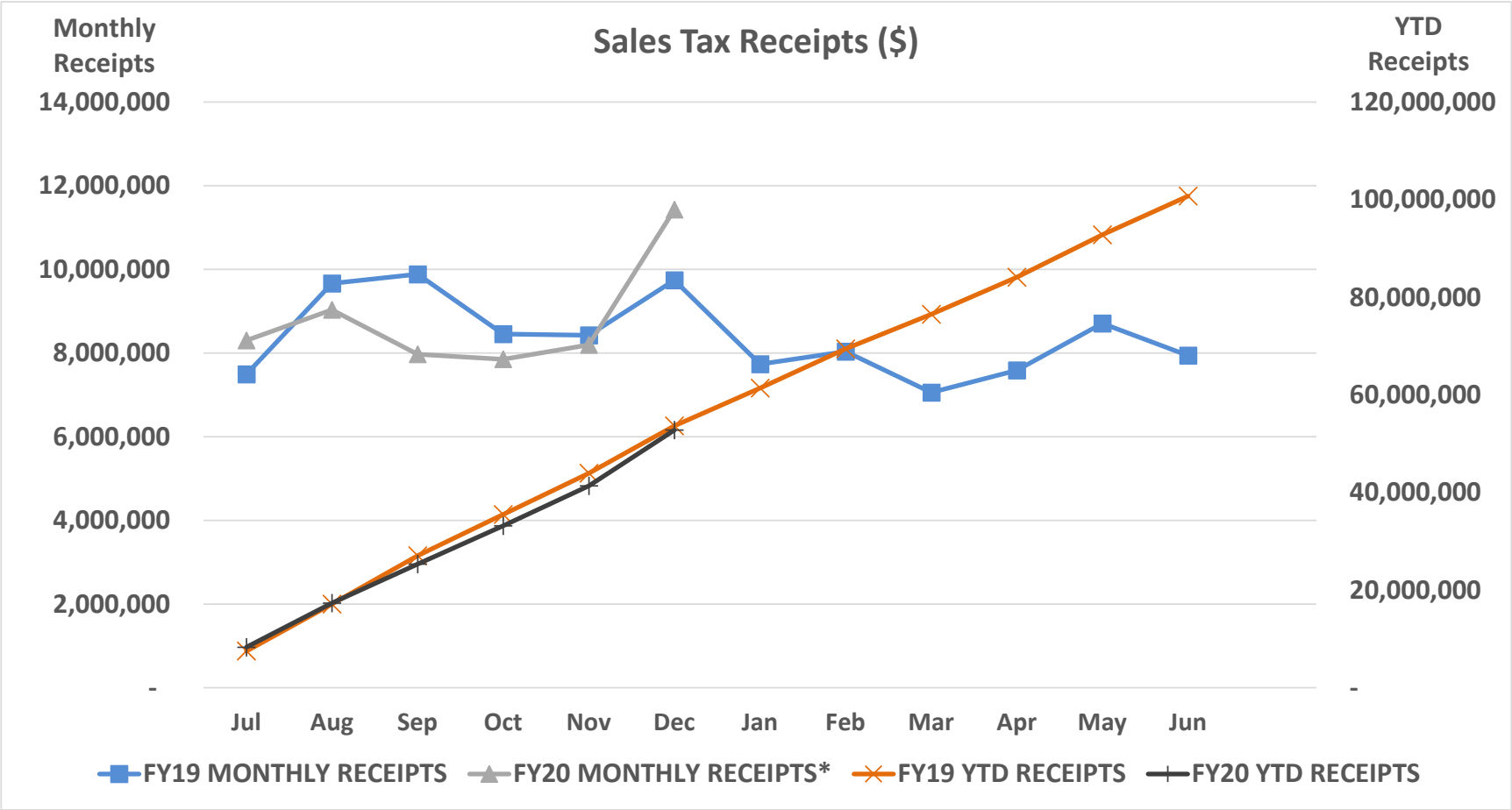
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
February 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
Feb-20

Unit	Ref	Name	Amount	Method	Description
SMCTA	000353	KHOURI CONSULTING LLC	5,250.00	ACH	Legislative Advocate (Operating)
SMCTA	005135	GUILLES, MIMA	32.23	CHK	ELJPA Capital Programs
SMCTA	005143	SAN MATEO, COUNTY OF	17,964.60	CHK	ELJPA Operating Expense
SMCTA	005149	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Consultants (Operating)
SMCTA	005152	WENDEL ROSEN LLP	421.8	CHK	Operating Expense
SMCTA	000352	URS CORPORATION	27,494.56	ACH	Capital Programs (1)
SMCTA	005136	CDM SMITH, INC.	61,048.54	CHK	Capital Programs (2)
SMCTA	005137	CITY OF PACIFICA	3,492.33	CHK	Capital Programs (3)
SMCTA	005138	MARK THOMAS & COMPANY AND AECOM JV	43,094.81	CHK	Capital Programs (4)
SMCTA	005139	MILLER STARR REGALLIA	6,347.00	CHK	Capital Programs (5)
SMCTA	005140	PACIFIC GAS & ELECTRIC COMPANY	7,553.77	CHK	Capital Programs (6)
SMCTA	005141	PACIFIC GAS & ELECTRIC COMPANY	6,779.09	CHK	Capital Programs (6)
SMCTA	005142	ZOON ENGINEERING, INC.	5,851.56	CHK	Capital Programs (6)
SMCTA	005144	PACIFIC GAS & ELECTRIC COMPANY	7,671.15	CHK	Capital Programs (6)
SMCTA	005145	PENINSULA TRAFFIC CONGESTION RELIEF	283,518.00	CHK	Capital Programs (7)
SMCTA	005146	REDWOOD CITY, CITY OF	440,366.88	CHK	Capital Programs (8)
SMCTA	005147	SOUTH SAN FRANCISCO, CITY OF	71,111.75	CHK	Capital Programs (9)
SMCTA	005150	CITY OF DALY CITY	39,091.98	CHK	Capital Programs (10)
SMCTA	005151	HANSON BRIDGETT LLP	18,709.50	CHK	Capital Programs (11)
SMCTA	900190	PENINSULA CORRIDOR JOINT POWERS BOARD	2,759,117.89	WIR	Capital Programs (12)
SMCTA	900191	PENINSULA CORRIDOR JOINT POWERS BOARD	398,604.14	WIR	Capital Programs (13)
SMCTA	900192	DEPARTMENT OF TRANSPORTATION	205,133.71	WIR	Capital Programs (14)
			<u>4,413,255.29</u>		

(1) 101 Peninsula Ave/Poplar I/C

(2) TA Strategic Plan 2020-2024

(3) San Pedro Creek/Rte 1 Bridge R

(4) Hwy 1 Grey Whale Cove-Miramar \$21,399.85; US 101/SR 92 Direct Connector \$21,694.96.

(5) 101 Interchange to Broadway

(6) 101 HOV Ln Whipple - San Bruno

(7) ACR Countywide TDM Prgm

(8) 84/101 Interchange

(9) 101 Produce Ave Interchange

(10) 2017 Bike/Ped Call for project

(11) General Legal Service - Operating \$14,564.50; Capital Program - 101 Managed Lanes (Nof I-380) \$1,505.00; Capital Program - 101 Interchange to Broadway \$240.00; Capital Program - 101 HOV Ln Whipple-San Bruno \$1,080.00; Capital Program - Express Lane Operations \$1,320.00.

(12) SSF Caltrain Station \$2,681,892.13; Shuttles FY19-20 Funding \$77,225.76.

(13) Shuttles FY19-20 Funding

(14) US 101/SR92 Direct Connector \$43,110.52; US 101/SR92 Interchange Area Imp \$17,879.52; 101 HOV Ln Whipple - San Bruno \$28,063.47; 101 Interchange to Willow \$116,080.20.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

Derek Hansel
Chief Financial Officer

SUBJECT: **MEASURE A SEMI-ANNUAL PROGRAM STATUS REPORT**

ACTION

Staff recommends the Board receive and file the semi-annual Measure A Program Status Report.

SIGNIFICANCE

The semi-annual program status report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. The report summarizes the following:

- General program status
- Total funds collected
- Programmed funds
- Available funding for new commitments and allocations

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

This report is presented to the Board around the end of every winter and summer. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.



SAN MATEO COUNTY
Transportation
Authority

Measure A

Program Status Report

Semi-Annual Report

(As of December 31, 2019)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2019)

			In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	General Status	Total Funds Collected (1989-2008) ¹	Programmed Funds ²	Available Funding ³
1. Caltrain	21.6%	- \$11.3 M programmed and allocated for the South San Francisco Caltrain Station Improvement Project (Resolution 2019-31). - Projects in process. □	\$ 323,013	\$ 313,981	\$ 9,032
2. Paratransit	3.1%	- Program completed.	\$ 56,113	56,113	\$ -
3. Dumbarton Rail	1.7%	- Program completed.	\$ 18,316	18,316	\$ -
4. Highway	29.3%	- Projects in process.	\$ 359,138	352,310	\$ 6,828
5. Local Streets and Roads	20%	- Program completed.	\$ 203,264	203,264	\$ -
6. Caltrain Grade Separation	22.8%	- \$18.338M programmed and allocated to complete final design phase for Broadway Grade Separation Project, which \$1.770M funded from Original Measure (Resolution 2019-12). ⁴ - Projects in process.	\$ 237,554	229,500	\$ 8,054
7. Bicycle Transportation	0.01%	- Program completed.	\$ 120	120	\$ -
8. Transportation System Management	0.7%	- Program completed.	\$ 7,121	7,121	\$ -
Total:			\$ 1,204,639	\$ 1,180,725	\$ 23,914

Footnotes

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

As of December 31, 2018, total rental income was as follows: \$15.743M from the Caltrain Program Category, \$4.120M from the Dumbarton Program Category and \$1.091M from the Grade Separation Program Category.

2 Programmed funds represent all prior commitments.

3 Available funding represents amount available for TA Board to make new funding commitments and is the difference between Total Collected Funds and Programmed Funds.

4 From the \$18.338M programmed and allocated to complete final design of Broadway Grade Separation Project, \$16.567M funded from New Measure and \$1.770M funded from Original Measure.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2019)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- Annual allocation of 50% for Operations and 50% for Capital Projects (Resolution 2019-14). - Projects in process	\$ 136,262	\$ 125,458	\$ 10,804
<i>Local Shuttle</i> ⁵	4%	Competitive	- Projects in process.	\$ 34,065	30,004	\$ 4,061
<i>Accessible Services</i>	4%	Agreement-Based	- Annual distribution to SamTrans for Paratransit service. - Program in progress.	\$ 34,065	\$ 31,570	\$ 2,495
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- Program in progress	\$ 17,032	8,543	\$ 8,489
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	-Program in progress	\$ 17,032	\$ 17,032	\$ -
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- Measure A funding decision on hold.	\$ 17,032	6	\$ 17,026
2. Highway	27.5%	Competitive	-\$872K authorized to loan San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA) to support their FY 2020 Operating budget (Resolution 2019-21). ⁶ -\$1M program and allocated to complete environmental phase of 101 Managed Lanes Project North of I-380 (Resolution 2019-29). - Projects in process.	\$ 234,201	161,957	\$ 72,244
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 191,619	\$ 191,619	\$ -
4. Grade Separation ⁵	15%	Competitive	- \$18.338M programmed and allocated to complete final design phase for Broadway Grade Separation Project (Resolution 2019-12). ⁷ - San Bruno Grade Separation project closed-out with a cost savings of \$931K made available for other projects. '- Projects in process.	\$ 127,746	113,366	\$ 14,380
5. Ped and Bike	3%	Competitive	- Projects in process.	\$ 25,549	20,953	\$ 4,596
6. Alternative Congestion Relief	1%	Plan-Based	- \$567K allocated to Commute.org in support of its TDM programs for FY 2020 (Resolution 2019-13). - Commute.org TDM work programs ongoing.	\$ 8,516	5,078	\$ 3,438
				\$ 843,119	\$ 705,586	\$ 137,533

Footnotes

1 Based on TA Board adopted Strategic Plan 2014-2019.

2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through December 31, 2019.

3 Programmed funds represent all prior commitments.

4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.

5 Interest accumulated on New Measure A funds is applied to TA Oversight budget.

6 The Transportation Authority (TA) and City/County Association of Governments (C/CAG) have agreed to support SMCEL JPA's FY 2020 Operating budget of \$1.744M, by loaning the funds. Both agencies will issue equally-sized loans (up to \$872K) to the SMCEL JPA, which will bear interest and be repaid with toll revenues from the operations of the project.

7 From the \$18.338M programmed and allocated to complete final design of Broadway Grade Separation Project, \$16.567M funded from New Measure and \$1.770M funded from Original Measure.



BOARD OF DIRECTORS 2020

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

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA ITEM #9
APRIL 2, 2020

Memorandum

Date: March 24, 2020
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – April 2, 2020

101 Express Lanes

The 101 Express Lanes contractor, Kiewit, temporarily suspended work on the project on March 17 in response initially to the Six-County Shelter-in-Place Health Order and subsequently to the Governor's Executive Order. Discussion with the contractor ensued, highlighting the exception to the Shelter-in-Place Order to provide any services or perform any work necessary for essential infrastructure, which includes roads and highways. On March 23, Kiewit notified Caltrans that they would resume work on March 29. The construction team is currently exploring opportunities to take advantage of the significant reduction in traffic by expanding work windows in an effort to increase production rates.

As part of the project, sound walls are being removed in San Mateo and relocated to accommodate widening. In mid-March, the first of three sound walls to be relocated was removed between Monte Diablo and Dore Avenues. This work will include relocating sewer lines under North Bayshore Boulevard. This section of sound wall is scheduled to be rebuilt by October 2020. Adjacent residences and businesses have been kept apprised of the project's schedule and modifications to parking and traffic.

Information on the other sound walls and the overall project can be found at 101express.com.

101/Willow Interchange

In August 2016, the TA Board at the request of Menlo Park and C/CAG (City/County Association of Governments of San Mateo County), advanced \$10.4 million of Measure A funding to the 101/Willow Interchange project as a loan. The reason for the advance was because the \$10.4 million in funding programmed in the State Transportation Improvement Program (STIP) and necessary to fully fund and advance the project into the construction phase at the time was not available. Due to the

diminishing gas tax revenues at that time, STIP funds were not available until a later time. So as not to delay the start of construction and incur cost escalation, the TA Board took action to make Measure A funds available as a loan, which was in addition to the \$56.4 million already committed and allocated to the project. According to the terms and conditions of the loan, the State was to reimburse the TA in two installments with the first installment being due in Fiscal Year 2020.

On March 19, the TA received the initial installment of \$4 million out of the original \$10.4 million loan. The repayment of the balance to the TA is expected in Fiscal Year 2021.

the Authority to improve the accuracy of tax estimates used in future budget processes. Funds for these services are available in the Fiscal Year 2020 g budget, and will be provided for in future years' operating budgets.

BACKGROUND

In 1994, the Board of Directors adopted Resolution No. 1994-10, delegating authority to the Director of Finance or other designee of the Executive Director to examine the transactions and use tax records related to the Authority's 1988 transactions and use tax.

Prepared By: Shayna van Hoften, Legal Counsel
Connie Mobley-Ritter, Director of Treasury

415-995-5880
650-508-7765

RESOLUTION NO. 2020 -

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

* * *

AUTHORIZING EXAMINATION OF TRANSACTIONS (SALES) AND USE TAX RECORDS

WHEREAS, on June 7, 1988, the voters of San Mateo County (County) authorized enactment of Ordinance No. 1988-1 via a ballot measure known as "Measure A," which created the San Mateo County Transportation Authority (Authority) and increased the local sales tax in the County by one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

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

WHEREAS, pursuant to Resolutions No. 1988-1 and 1988-2, and Section 7270 of the Revenue and Taxation Code, the Authority Board of Directors first authorized the Executive Director to enter into contracts with the California Department of Tax and Fee Administration (CDTFA) (formerly the Board of Equalization) to perform all functions incident to the administration and operation of the Authority's Transactions and Use Taxes; and

WHEREAS, the Authority deems it desirable and necessary for authorized representatives of the Authority to examine confidential sales, use and transactions

tax records of the CDTFA pertaining to the Authority 's Transactions and Use Taxes collected by the CDTFA for the Authority pursuant to that contract; and

WHEREAS, Section 7056 of the California Revenue and Taxation Code sets forth certain requirements and conditions for the disclosure of CDTFA records, and establishes criminal penalties for the unlawful disclosure of information contained in, or derived from, the sales, use and transactions tax records of the CDTFA; and

WHEREAS, pursuant to Resolution No. 1994-10, the Authority designated the Director of Finance, or other officer or employee of the Authority designated in writing by the Executive Director, to represent the Authority with authority to examine transactions and use tax records of the CDTFA pertaining to Authority transactions and use taxes; and

WHEREAS, the Executive Director recommends the Authority replace Resolution No. 1994-10 and designate the Chief Financial Officer, the Director of Treasury, and the Treasury Manager to represent the Authority with authority to examine transactions and use tax records of the CDTFA pertaining to Authority transactions and use taxes; and

WHEREAS, the Executive Director further recommends that the Board of Directors authorize Hinderliter, de Llamas & Associates (HdL), subject to conditions set forth below, to examine transactions and use tax records of the CDTFA pertaining to the Authority's Transactions and Use Taxes collected for the Authority by the CDTFA pursuant to the contracts between the Authority and the CDTFA.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority hereby replaces Resolution 1994-10, and designates the Chief Financial Officer, the Director of Treasury, and the Treasury Manager to represent the Authority

with authority to examine transactions and use tax records of the California Department of Tax and Fee Administration pertaining to Authority transactions and use taxes; and

BE IT FURTHER RESOLVED that the Authority also hereby designates Hinderliter, de Llamas & Associates (HdL) to examine transactions and use tax records of the CDTFA pertaining to the Transactions and Use Taxes collected for the Authority by the CDTFA pursuant to the contracts between the Authority and the CDTFA.

BE IT FURTHER RESOLVED that HdL's designation is to be in effect once, and only for so long as, the Authority's Chief Financial Officer declares that HdL meets all of the following conditions:

(a) has an existing contract with the Authority to examine those sales, use and transactions tax records;

(b) is required by that contract to disclose information contained in, or derived from, those sales, use and transactions tax records only to the Authority's Chief Financial Officer, the Director of Treasury, and the Treasury Manager;

(c) is prohibited by that contract from performing consulting services for a retailer operating within San Mateo County during the term of that contract; and

(d) is prohibited by that contract from retaining the information contained in, or derived from those sales, use and transactions tax records, after that contract has expired.

BE IT FURTHER RESOLVED that the information obtained by examination of CDTFA records shall be used only for purposes related to the collection of Authority transactions and use taxes by the CDTFA pursuant to the contract between the Authority and the CDTFA.

BE IT FURTHER RESOLVED that the Executive Director, or designee, is authorized to take any actions necessary to give effect to this resolution.

Regularly passed and adopted this 2nd of April, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS**

ACTION

Staff proposes the Board:

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

SIGNIFICANCE

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

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
March 17, 2020

The FY21 budget request was released on February 10. While most – read almost all – of the details of the budget will be ignored, its release signaled the start of the FY21 appropriations process. Recall, FY21 spending limit were agreed to in the Bipartisan Budget Act of 2019 (BBA 2019; P.L. 116-37). That deal set the FY21 defense discretionary cap at \$672 billion and the FY21 non-defense discretionary cap at \$627 billion. Both House and Senate appropriations committees have started hearings and, at least on the House side, the goal is to have all 12 of the annual appropriations bills finished by the July 4 recess.

The last two weeks, however, have been dedicated to providing funding in response to the impacts of the coronavirus. Congress plans to provide aid in three separate bills and a stimulus package designed to mitigate against the effects of the economic slowdown caused by reaction to the COVID-19 pandemic. We worked with TA staff to disseminate information on the impact of the slowdown on Caltrain. This work is ongoing and Kadesh & Associates will continue working closely with TA staff as these bills move forward.

Per Senate Minority Leader Schumer's Office:

Leader Schumer, in consultation with his Ranking Members, is preparing a new comprehensive proposal (for coronavirus legislation part 3) that will provide an immediate infusion of **AT LEAST \$750 billion** to wage war against COVID-19 and the economic crisis facing every American. **Schumer will present the comprehensive proposal to Congressional appropriators.**

Among other people-focused measures, the new Schumer proposal will get money directly into hands of American people and include federal funding to:

- Address hospital and treatment capacity issues;
- Expand Unemployment Insurance and Increase Medicaid Funding;
- Ensure affordability of all COVID-19 treatment
- Provide Immediate Loan Payment Forbearance for ALL Federal Loans & Moratoriums on Evictions/Foreclosures;
- Deliver Immediate help to small businesses;
- Fund emergency child care, especially for health care workers and first responders;
- Help schools with remote learning;
- Ensure senior citizen medicine and food delivery;
- Provide assistance to keep public transportation running;
- Utilize the Defense Dept to provide personnel, equipment, supplies, and critical response capabilities to support on the nationwide response;
- Address public health and economic needs in Indian Country

KADESH & ASSOCIATES, LLC

Grant Opportunities:

- **BUILD**: \$1 billion available. Applications due May 18, 2020.
- **Low to No Emission Bus Grants**: \$130 Million available. Applications due March 17, 2020.
- **Bus & Bus Facilities**: \$454.6 Million available. Applications due March 30, 2020.



March 9, 2020

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

RE: STATE LEGISLATIVE UPDATE – APRIL

General Update

The Assembly and Senate acted to trigger an early Spring Recess, starting upon adjournment of the Monday, March 16 floor session. They will reconvene on April 13. The regularly scheduled Spring Recess was to start April 3 and end April 13.

With the bill introduction deadline having just passed on February 21, and the focus on primaries election items, activity at the Capitol has been relatively light. Governor Newsom made his State of the State address on February 19, with a strong focus on homelessness. This report provides a brief summary on items of interest to SMCTA to date.

SMCTA-Sponsored Legislation

SMCTA is sponsoring legislation, AB 2237 (Berman), to increase procurement thresholds from \$75,000 to \$150,000 for the purchase of supplies, equipment and materials. The threshold has not been adjusted in at least 15 years and does not allow for best value. The code section that we are seeking to amend, PUC Section 131285, has provisions relating to the Bay Area County Traffic and Transportation Funding Act, and pertains to all Bay Area Transportation Authorities. This section of law is what provided SMCTA and others with the ability to come into existence. In 2016, Assembly Member Kevin Mullin authored AB 2030, Chapter 143, Statutes of 2016, which allowed SamTrans to increase its threshold to \$150,000 and utilize best value. AB 2237 is modeled after that bill. Attached is a table of sister agencies that are comparable to SamTrans' existing limits for the solicitation process. The Transportation Authority of Marin and Solano Transportation Authority are expected to join in support. Others will follow suit upon board action.

FASTER Bay Area / Seamless Bay Area

We have reported in the past that efforts are underway in the Bay Area to implement a new funding source for transportation by way of a nine-county sales tax measure that would generate an estimated \$100 billion over 40 years. The FASTER measure is proposed to fund primarily large-scale, mass transportation infrastructure projects throughout the Bay Area (e.g. second transbay crossing for at least BART, additional Caltrain improvements, regional express bus/managed lanes, subway improvements, etc.). Lately, the measure's proponents have been exploring a dual-purpose measure – one that would fund both transportation and housing.

Regardless of what is decided locally, the revenue-raising authority and other policy elements of the proposal (for at least the transportation piece) must first be approved by the California legislature and governor; Senator Jim Beall (D-San Jose) and his staff have been spearheading the FASTER legislative effort and a bill exists that could contain the FASTER elements, SB 278 (Beall). He is likely considering such elements as: funding authorization; voter-approval requirements; local process for ballot placement; specification of the revenue collection, disbursement and oversight agency; connection to housing; and, the specific programs & projects that will receive funding.

In addition to the expenditure plan element of the FASTER Bay Area discussions, proponents have also been pushing for several policy changes meant to improve the operation and effectiveness of the region's transit agencies. Known as Seamless Bay Area, through legislation it would require transit agencies to establish set region-wide fares and coordinate scheduling, system mapping, and data collection and sharing. The legislation would also create a regional transit task force to further study and make recommendations on the items above. AB 2057 (Chiu), currently a "spot bill," will likely be amended in the coming weeks to contain many of these items.

Bills of Interest

AB 2121 (Friedman) 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, subject to 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. **SMCTA staff is recommending a support position.**

SB 795 (Beall) would establish the Affordable Housing and Community Development Investment Program to provide funding for local entities to pay for specified projects, including affordable housing, transit-oriented development (TOD), infill development, housing-related infrastructure, neighborhood revitalization, and infrastructure to protect communities from climate change. The bill authorizes the allocation of education revenue augmentation fund (ERAF) property tax revenues to local entities for those projects, and requires state General Fund backfills (\$2 billion annually) to school entities for the associated loss of property tax revenues. The bill is identical to the last amended version of SB 5, which was vetoed by Governor Brown last year. **Given that the bill provides another tool to establish TODs, SMCTA staff recommends a support position.**

California Transportation Commission Update

There have been many changes at the California Transportation Commission. Paul Van Konynenburg has been named Chair, while Hilary Norton has been selected as Vice-Chair. Mitchell Weiss was also named Executive Director, succeeding Susan Bransen who retired. Speaker Rendon selected Joseph Lyou, President and CEO of the Coalition for Clean Air, as his appointee to the Commission, while Senate President pro Tempore Toni Atkins has reselected Christine Kehoe to serve. Governor Newsom has up to three 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. The terms for Van Konynenburg and Dunn expired on February 1.

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.

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

June 2020 – Applications Due

December 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 2020 – Applications Due

December 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

June 2020 – Applications Due

December 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.

Statewide Procurement Thresholds for Transportation Agencies

BAY AREA AGENCIES			
Agency	Code Section	Threshold	Procurement Method
Alameda County Transportation Commission Contra Costa Transportation Authority Napa Valley Transportation Authority San Francisco County Transportation Authority San Mateo County Transportation Authority Solano Transportation Authority Sonoma County Transportation Authority Transportation Authority of Marin	Public Utilities Code 131285	\$75,000	Lowest responsible bidder
AC Transit	Public Contract Code 20211	\$100,000	Best value, lowest responsible bidder
BART	PCC 20221	\$150,000	Best value, lowest responsible bidder
SamTrans	Public Utilities Code 103222	\$150,000	Best value, lowest responsible bidder
Santa Clara Valley Transportation Authority	Public Contract Code 20301	\$150,000	Best Value, lowest responsible bidder
OTHER STATE AGENCIES			
Fresno County Transportation Authority	Public Utilities Code 142155	\$10,000	Lowest responsible bidder
Fresno MTD	Public Contract Code 20371	\$3,000	Lowest responsible bidder
Golden Gate Bridge, Highway and Transportation District	Public Contract Code 20916.1	\$100,000	Best value, lowest responsible bidder
Golden Empire Transit District	Public Contract Code 20311	\$100,000	Best value, lowest responsible bidder
LA Metro	Public Utilities Code 130232	\$150,000	Best value, lowest responsible bidder
Monterey-Salinas Transit District	Public Utilities Code 106057	\$100,000	Best value, lowest responsible bidder
North County Transit District	Public Utilities Code 125222	\$100,000	Lowest responsible bidder
SANDAG	Public Utilities Code 120222	\$100,000	Lowest responsible bidder
San Diego RTD	Public Utilities Code 120222	\$100,000	Lowest responsible bidder
San Joaquin RTD	Public Contract Code 20251	\$50,000	Lowest responsible bidder
Santa Barbara MTD	Public Contract Code 20281	\$25,000	Lowest responsible bidder
Santa Cruz MTD	Public Contract Code 20291	\$50,000	Lowest responsible bidder
Sonoma-Marín Area Rail Transit District	Public Contract Code 20355.1	\$40,000	Lowest responsible bidder

- Many transportation planning agencies that are not referenced above reference PUC section 180000 for their procurement authority (El Dorado, North Lake Tahoe, Placer), which has a threshold of \$10,000 and allows for only lowest responsible bidder.
- Many other MPOs/RTPAs, such as the council of governments for Fresno, Kern, Kings, Merced, Sacramento, San Benito, San Joaquin, San Luis Obispo, San Mateo, Santa Barbara, Stanislaus, Tulare are formed as joint powers authorities Government Code Section 6500.

SMCTA Bill Matrix – April 2020

Measure	Status	Bill Summary	Recommended Position
AB 1350 Gonzalez Free Youth Transit Passes: Eligibility for Transit Funding	1/28/2020 Senate Rules Committee	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.	Watch
AB 1839 Bonta (D) California New Green Deal	1/6/2020 Introduced	This bill is currently a placeholder for a proposal to create the California Green New Deal Council with a specified membership appointed by the Governor in order to combat climate change. The bill would require the California Green New Deal Council to submit a specified report to the Legislature no later than January 1, 2022.	Watch
AB 1992 Friedman (D) Caltrans Asset Management Plan/California Transportation Plan: Climate Change	2/6/2020 Assembly Transportation Committee	Existing law requires Caltrans to prepare the California Transportation Plan for submission to the Governor and legislature, to complete the 3 rd 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. 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 to climate change. The bill would also require the Strategic Growth Council to provide a forecast in the report.	Watch
AB 2012 Chu (D) Free Senior Transit Passes: Eligibility for Transit Funding	2/14/20 Assembly Transportation Committee	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.	Watch
AB 2057 Chiu (D) Seamless Bay Area	2/4/20 Assembly Transportation Committee	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. This bill is the legislative vehicle for the Seamless Bay Area framework.	Watch

SMCTA Bill Matrix – April 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2121 Friedman (D)</p> <p>Vision Zero</p>	<p>2/20/2020</p> <p>Assembly Transportation Committee</p>	<p>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>Recommend Support</p>
<p>AB 2176 Holden (D)</p> <p>Free College Student Transit Passes: Eligibility For Funding</p>	<p>2/11/2020</p> <p>Introduced</p>	<p>This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>	<p>Watch</p>
<p>AB 2237 Berman (D)</p> <p>Bay Area County Transportation Authorities: Contracting</p>	<p>2/13/2020</p> <p>Introduced</p>	<p>Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority.</p> <p>This bill would require each Bay Area county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.</p>	<p>Sponsor</p>
<p>AB 2824 Bonta (D)</p> <p>San Francisco-Oakland Bay Bridge/Public Transit: Greenhouse Gases</p>	<p>2/20/2020</p> <p>Introduced</p>	<p>This bill is a placeholder for a proposal to enact future legislation pertaining to the issue of high carbon emissions and inefficient public transit across the San Francisco-Oakland Bay Bridge in order to create a more environmentally sustainable, equitable, and efficient approach to transportation.</p>	<p>Watch</p>

SMCTA Bill Matrix – April 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2832 Garcia (D)</p> <p>Carbon Neutrality</p>	<p>2/20/2020</p> <p>Introduced</p>	<p>This bill would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the California Air Resources Board (CARB) to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by CARB and other specified agencies to include sequestration targets consistent with achieving carbon neutrality and would impose other requirements on state agencies relating to working toward carbon neutrality.</p>	<p style="text-align: center;">Watch</p>
<p>AB 2995 Chiu (D)</p> <p>Metropolitan Transportation Commission</p>	<p>2/20/2020</p> <p>Introduced</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency for the San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities.</p> <p>This is placeholder bill.</p>	<p style="text-align: center;">Watch</p>
<p>SB 25 Caballero (D)</p> <p>CEQA: Qualified Opportunity Zones</p>	<p>7/8/19</p> <p>Assembly Natural Resources Committee</p> <p>Two-Year Bill</p>	<p>This bill would, until January 1, 2025, establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by specified funds. The bill would require the Judicial council by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency’s action related to those projects located in a qualified opportunity zone.</p> <p>The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. Last Amended on 4/30/19.</p>	<p style="text-align: center;">Watch</p>
<p>SB 278 Beall (D)</p> <p>Metropolitan Transportation Commission</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.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – April 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 664 Allen (D)</p> <p>Electronic Toll and Transit Fare Collection Systems</p>	<p>9/10/19</p> <p>Assembly Floor</p> <p>Two-Year Bill</p>	<p>This bill would clarify that existing law permits toll operators statewide to enforce toll policies and issue toll violations in accord with existing privacy protections. Last amended on 8/13/19.</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">9/5/19</p>
<p>SB 757 Allen (D)</p> <p>State Highways: Relinquishments</p>	<p>1/30/2020</p> <p>Assembly Rules Committee</p>	<p>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 the department complete a specified cost-benefit analysis and that the commission hold a public hearing on the proposed relinquishment.</p>	<p style="text-align: center;">Watch</p>
<p>SB 795 Beall (D)</p> <p>Affordable Housing and Community Development Investment Program</p>	<p>1/15/2020</p> <p>Referred to the Senate Governance & Finance, Housing & Education Committees</p>	<p>This bill would establish the Local-State Sustainable Investment Incentive Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply for funding for eligible projects include, among other things, construction, predevelopment, development, acquisition, rehabilitation, and preservation of workforce and affordable housing, certain transit-oriented development, and “projects promoting strong neighborhoods.” Funding would be available in the amounts of \$200,000,000 per year from July 1, 2020, to June 30, 2025, and \$250,000,000 per year from July 1, 2025, to June 30, 2029. The source of money would come from reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. Reintroduction of SB 5, which was supported by SMCTA but vetoed by the Governor. The introduced bill language is identical to the most current version of SB 5 sent to the Governor.</p>	<p style="text-align: center;">Recommend Support</p>
<p>SB 988 McGuire (D)</p> <p>Aviation Fuel</p>	<p>2/12/2020</p> <p>Introduced</p>	<p>This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to the California Department of Tax and Fee Administration to a penalty of \$5,000. SMCTA is monitoring the impacts of this bill due to pending federal action on diverting local sales tax revenue generated from the consumption of aviation fuel.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – April 2020

Measure	Status	Bill Summary	Recommended Position
<p>SB 1363 Allen (D)</p> <p>Regional Transportation Plans/Sustainable Communities Strategies: Greenhouse Gas Emissions and Vehicle Miles Traveled Reduction Targets</p>	<p>2/21/2020</p> <p>Introduced</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. Existing law requires the California Air Resources Board (CARB) no later than September 30, 2010, provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively. Existing law requires each regional transportation plan to include, among other things, a sustainable communities strategy that, among other things, sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, those GHG reduction targets approved by CARB. Existing law encourages metropolitan planning organizations (MPO) to work with CARB until CARB concludes that the technical methodology operates accurately.</p> <p>This bill would also require CARB to provide, no later than December 31, 2022, each affected region with 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 MPO to work with the CARB until CARB approves or rejects the accuracy of the technical methodology used to estimate the GHG and vehicle miles traveled reductions in the metropolitan planning organization's sustainable communities strategy.</p> <p>This bill would require metropolitan planning organizations to additionally submit monitoring mechanisms, forecasted development patterns and transportation measures, policies supported by measurable local and regional commitments of funding, incentives technical assistance, education, collaborative planning actions, and drafts of their sustainable communities strategies to CARB as specified.</p> <p>This bill would require each city, county, and city and county to biennially report to its MPO on implementation of strategies included in the applicable sustainable communities strategy or alternative planning strategy, if any.</p> <p>By establishing additional greenhouse gas emission and vehicle miles traveled reduction targets to be addressed in sustainable communities strategies, and by imposing additional obligations on local entities, this bill would impose a state mandated local program.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – April 2020

Measure	Status	Bill Summary	Recommended Position
Previously Tracked Bills That Are No Longer Active			
<p>AB 148 Quirk-Silva (D)</p> <p>Regional Transportation Plans: Sustainable Communities Strategy</p>	<p>1/31/2020</p> <p>Assembly Transportation Committee</p> <p>Failed Passage</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires:</p> <ul style="list-style-type: none"> • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	Watch
<p>SB 43 Allen (D)</p> <p>Carbon Taxes</p>	<p>1/31/2020</p> <p>Assembly Revenue & Taxation Committee</p> <p>Failed Passage</p>	<p>This bill would require the California Air resources Board (CARB), by no later than January 1, 2022, to submit a report to the Legislature on the findings of a study to propose, and to determine the feasibility and practicality of, assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law. Last amended on 7/1/19.</p>	Watch
<p>SB 50 Wiener (D)</p> <p>Planning and Zoning: Housing Development & Equitable Communities Incentive</p>	<p>1/30/2020</p> <p>Senate Floor</p> <p>Failed Passage</p>	<p>This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would provide counties with a populations greater than 600,000 that are eligible for an equitable communities incentive receive to receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also delay implementation of this bill in sensitive communities, as defined, until July 1, 2026, as provided. Last Amended on 1/6/20.</p>	Watch

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: **SAN MATEO COUNTY SHUTTLE PROGRAM DRAFT FUNDING
RECOMMENDATIONS**

ACTION

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

SIGNIFICANCE

The San Mateo County Transportation Authority (TA), in conjunction with the City/County Association of Governments of San Mateo County (C/CAG), issued the fifth joint San Mateo County Shuttle Program Call for Projects (CFP) in January 2020 announcing the availability of up to \$10 million for Fiscal Year (FY) 2021 and FY 2022. Funding for the CFP is composed of up to \$9 million in TA Measure A Local Shuttle Program funds and up to \$1 million in C/CAG Local Transportation Services Shuttle Program funds.

Applications were received from 8 sponsors for 34 different shuttles. Thirty three of the applications were for existing shuttles and the one new application was for a commuter shuttle to provide a last mile connection to the new Facebook campus in Burlingame. The applications were reviewed and scored by an evaluation committee on March 10, 2020. The committee was composed of staff from the TA, C/CAG, the San Mateo County Transit District (SamTrans), the Santa Clara Valley Transportation Authority (VTA) and Stanford Parking and Transportation Services.

The total eligible sponsor requests are for approximately \$11 million, exceeding the \$10 million in funds available for the program. The draft recommendations for funding are primarily based on the total points each shuttle received. The draft funding recommendations from the shuttle evaluation committee are provided in Exhibit A.

Staff will also be making a presentation via PowerPoint on the Shuttle program at the April 2, 2020 Board meeting. Final TA action on the list of projects is anticipated at the May 7, 2020 Board meeting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The purpose of the San Mateo County Shuttle Program is to provide matching funds for the operation of local shuttle services that provide access to regional transit and/or meet local mobility needs and are open to the general public. A minimum 25 percent funding match is required unless a shuttle fails to meet the applicable "operating cost per passenger" benchmark after two full years of operation, in which case a minimum 50 percent funding match is required. The TA 2004 Transportation Expenditure Plan states that a four percent share of Measure A sales tax revenue collected be used for the operation of local shuttles.

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

650-622-7818

Exhibit A: San Mateo County Shuttle Program Draft Funding Recommendations for FY2021 and FY2022

Score	Applicant	Shuttle Name	New or Existing	Type	Requested funds	Match	Total Service Cost	Funding Leverage %	Private Sector Match	Recommended Allocation	Fund Source
82	Commute.org	Burlingame Point	New	Commuter	\$264,000	\$1,056,000	\$1,320,000	80%	80%	\$264,000	Measure A
82	Commute.org	Redwood City Midpoint	Existing	Commuter	\$364,311	\$218,588	\$582,899	38%	38%	\$349,248	Measure A
82	Commute.org	Redwood City Seaport Centre	Existing	Commuter	\$156,969	\$156,959	\$313,928	50%	50%	\$150,090	Measure A
81	Commute.org	Bayshore Technology Park	Existing	Commuter	\$162,973	\$162,972	\$325,945	50%	50%	\$155,863	Measure A
81	JPB	Pacific Shores	Existing	Commuter	\$300,000	\$700,000	\$1,000,000	70%	70%	\$300,000	Measure A
81	San Mateo County Community College District	Skyline College Express	Existing	Commuter	\$294,597	\$294,597	\$589,194	50%	0%	\$294,597	Measure A
80	Commute.org	Brisbane Crocker Park	Existing	Commuter	\$442,701	\$243,567	\$686,268	35%	25%	\$416,941	Measure A
80	Commute.org	North Burlingame	Existing	Commuter	\$167,380	\$167,380	\$334,760	50%	50%	\$158,575	Measure A
79	Commute.org	Genesis Towers	Existing	Commuter	\$283,591	\$283,591	\$567,182	50%	50%	\$271,842	Measure A
78	Commute.org	Burlingame Bayside	Existing	Commuter	\$256,549	\$85,517	\$342,066	25%	25%	\$245,420	Measure A
78	Commute.org	South San Francisco Ferry	Existing	Commuter	\$329,000	\$219,334	\$548,334	40%	20%	\$315,337	Measure A
78	Commute.org	South San Francisco Caltrain	Existing	Commuter	\$483,239	\$161,080	\$644,319	25%	25%	\$463,391	Measure A
77	Daly City	Bayshore Shuttle	Existing	Community	\$341,000	\$279,000	\$620,000	45%	0%	\$341,000	Measure A
76	Commute.org	South San Francisco BART	Existing	Commuter	\$826,207	\$382,069	\$1,208,276	32%	25%	\$790,091	Measure A
75	Menlo Park	M3 Marsh Road	Existing	Community	\$468,600	\$156,200	\$624,800	25%	0%	\$468,600	Measure A
75	Menlo Park	M4 Willow Road	Existing	Community	\$249,200	\$83,100	\$332,300	25%	0%	\$249,200	C/CAG
75	JPB	Broadway/Millbrae	Existing	Commuter	\$266,000	\$88,600	\$354,600	25%	0%	\$266,000	Measure A
74	Commute.org	North Foster City	Existing	Commuter	\$395,388	\$171,796	\$567,184	30%	25%	\$377,764	Measure A
74	JPB	Electronic Arts	Existing	Commuter	\$160,000	\$250,000	\$410,000	61%	61%	\$160,000	Measure A
73	SamTrans	Bayhill-San Bruno BART	Existing	Commuter	\$180,000	\$203,000	\$383,000	53%	53%	\$180,000	Measure A
73	South San Francisco	South City	Existing	Community	\$1,002,225	\$334,075	\$1,336,300	25%	0%	\$1,002,225	Measure A
73	SamTrans	Seton Medical - BART Daly City	Existing	Commuter	\$160,000	\$53,200	\$213,200	25%	25%	\$160,000	Measure A
72	JPB	Bayshore/Brisbane Commuter	Existing	Commuter	\$197,900	\$65,900	\$263,800	25%	0%	\$197,900	Measure A
72	SamTrans	Sierra Point - Balboa Park BART	Existing	Commuter	\$190,000	\$580,000	\$770,000	75%	75%	\$190,000	Measure A
71	JPB	Mariners Island	Existing	Commuter	\$274,900	\$91,600	\$366,500	25%	24%	\$274,900	Measure A
71	JPB	Norfolk Area	Existing	Commuter	\$251,800	\$83,900	\$335,700	25%	24%	\$251,800	Measure A
69	JPB	Campus Drive	Existing	Commuter	\$265,300	\$88,400	\$353,700	25%	0%	\$265,300	Measure A
68	JPB	Lincoln Centre	Existing	Commuter	\$274,900	\$91,600	\$366,500	25%	24%	\$274,900	Measure A
67	Menlo Park	M1 Crosstown	Existing	Community	\$617,099	\$205,700	\$822,799	25%	0%	\$617,099	C/CAG
64	JPB	Oracle	Existing	Commuter	\$160,000	\$697,600	\$857,600	81%	81%	Not Recommended	N/A
64	JPB	Belmont/Hillsdale	Existing	Commuter	\$261,600	\$87,200	\$348,800	25%	0%	Not Recommended	N/A
63	JPB	Twin Dolphin	Existing	Commuter	\$287,800	\$95,900	\$383,700	25%	24%	Not Recommended	N/A
62	San Carlos	San Carlos Commuter	Existing	Commuter	\$211,248	\$70,416	\$281,664	25%	20%	Not Recommended	N/A
58	SamTrans	Bayshore Brisbane Senior	Existing	D2D	\$224,400	\$74,800	\$299,200	25%	0%	\$224,400	Measure A
Subtotal:					\$10,770,877	\$7,983,641	\$18,754,518	39%	28%	\$9,676,483	

TA Measure A Local Shuttle Program Allocation:	\$	8,810,184
C/CAG Local Transportation Services Shuttle Program Allocation:	\$	866,299
Total Shuttle Funding Allocation:	\$	9,676,483
Total Sponsor Requests:		\$10,770,877

Footnotes:

- The funding request for Commute.org's 10 shuttles include \$173,746 of administrative costs, which are not recommended for funding from the Measure A Shuttle Program. Commute.org has historically received Measure A support to help fund its administrative costs through annual allocations from the Alternative Congestion Relief (ACR) Program. Commute.org's proposed administrative costs to support their shuttle program will be considered as part of their annual ACR funding request.

San Mateo County Shuttle Program Call For Projects

FY2021 & FY2022

Draft Recommendations

April 2, 2020

Board of Directors

Item #11 (b)



Program Overview

- Joint TA – C/CAG Call for Projects
- Total of Approximately \$10.0 Million Available
 - \$9.0 million from Measure A (unallocated funding plus projected revenue)
 - \$1.0 million from C/CAG
- One Application and One Scoring Process



Process Overview

- Call for Projects Issued January 13, 2020 and Closed on February 21, 2020
- Project Review Committee Assembled to Evaluate Applications on March 10, 2020
- Projects Reviewed Based on Evaluation Criteria
- Funding Recommendations Anchored to the Evaluation Criteria



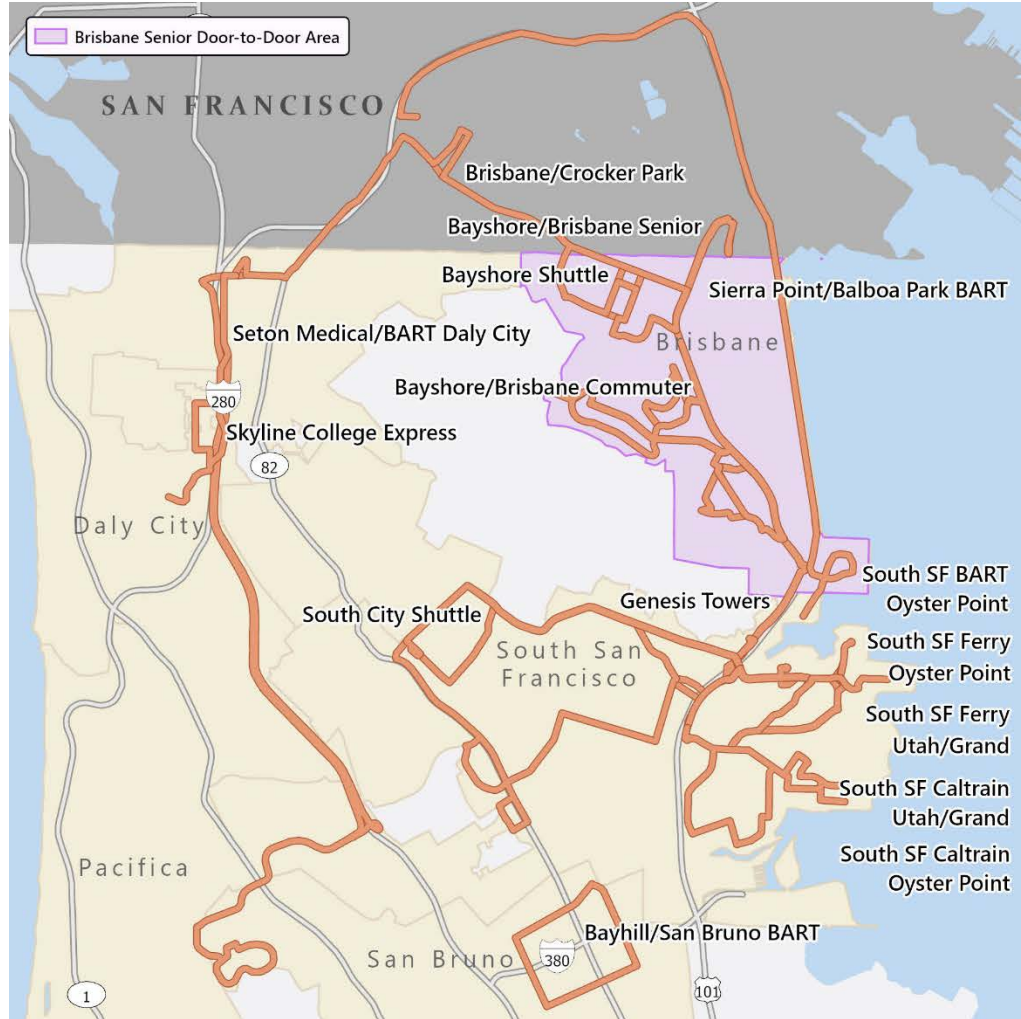
Project Proposals

34 Shuttles Applications from 8 Sponsors

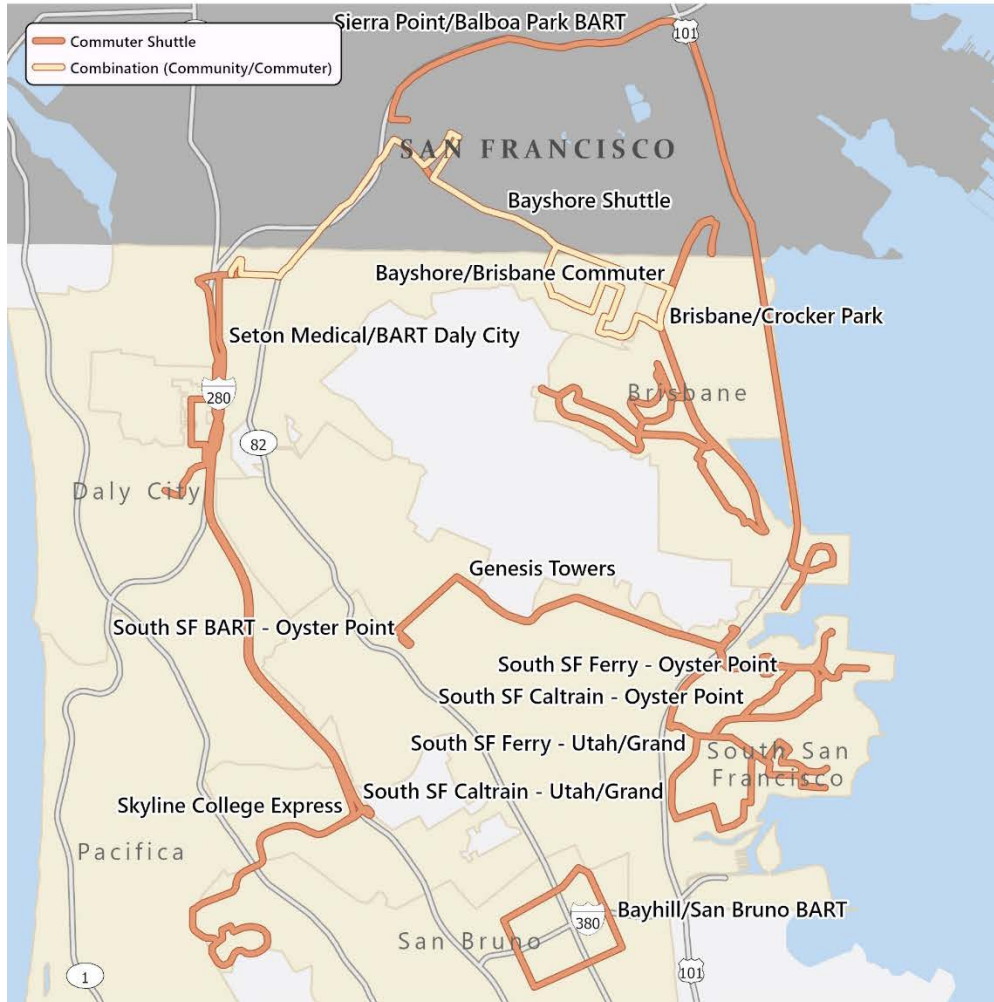
- 33 Existing Shuttles
 - 28 Commuter
 - 5 community
 - 1 Door-to-Door
- 1 New Shuttle
 - Burlingame Point Commuter Shuttle to serve new Facebook/Oculus campus



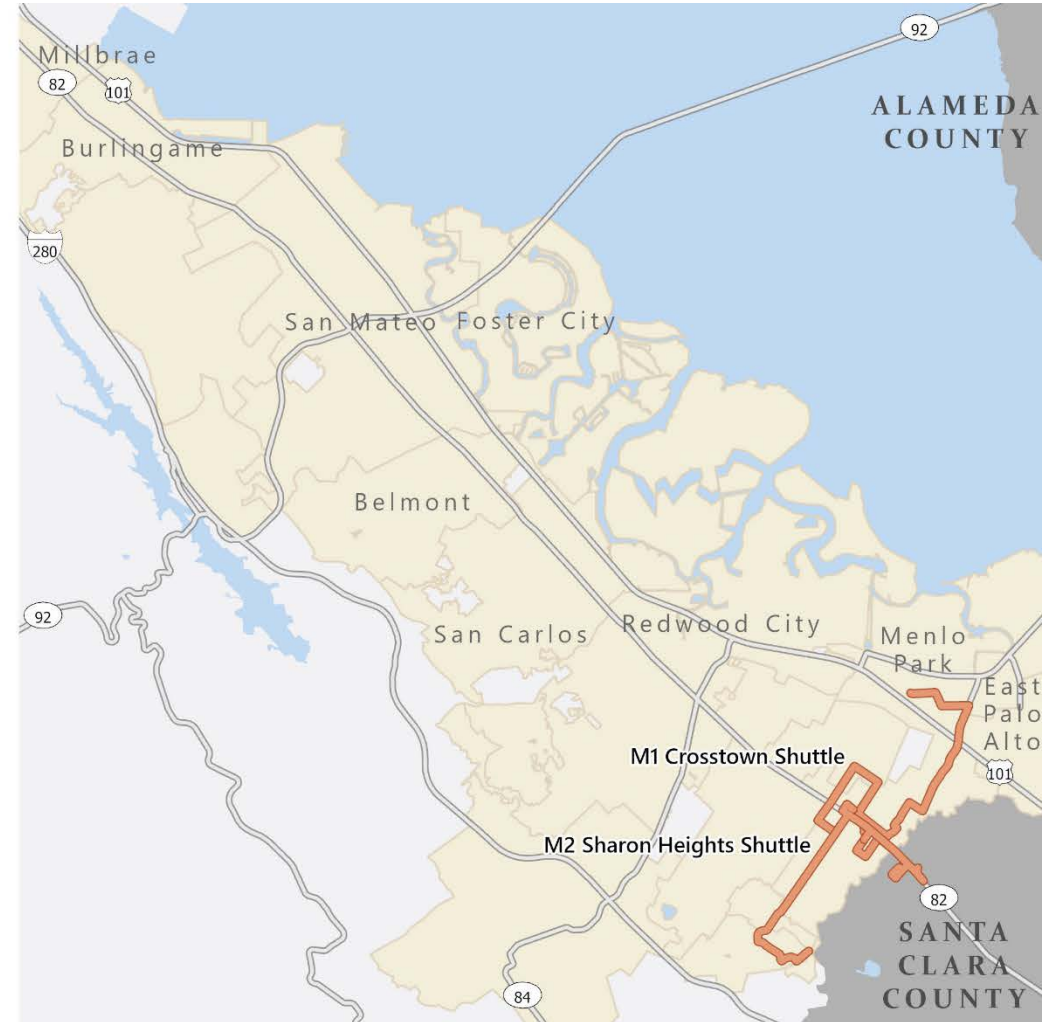
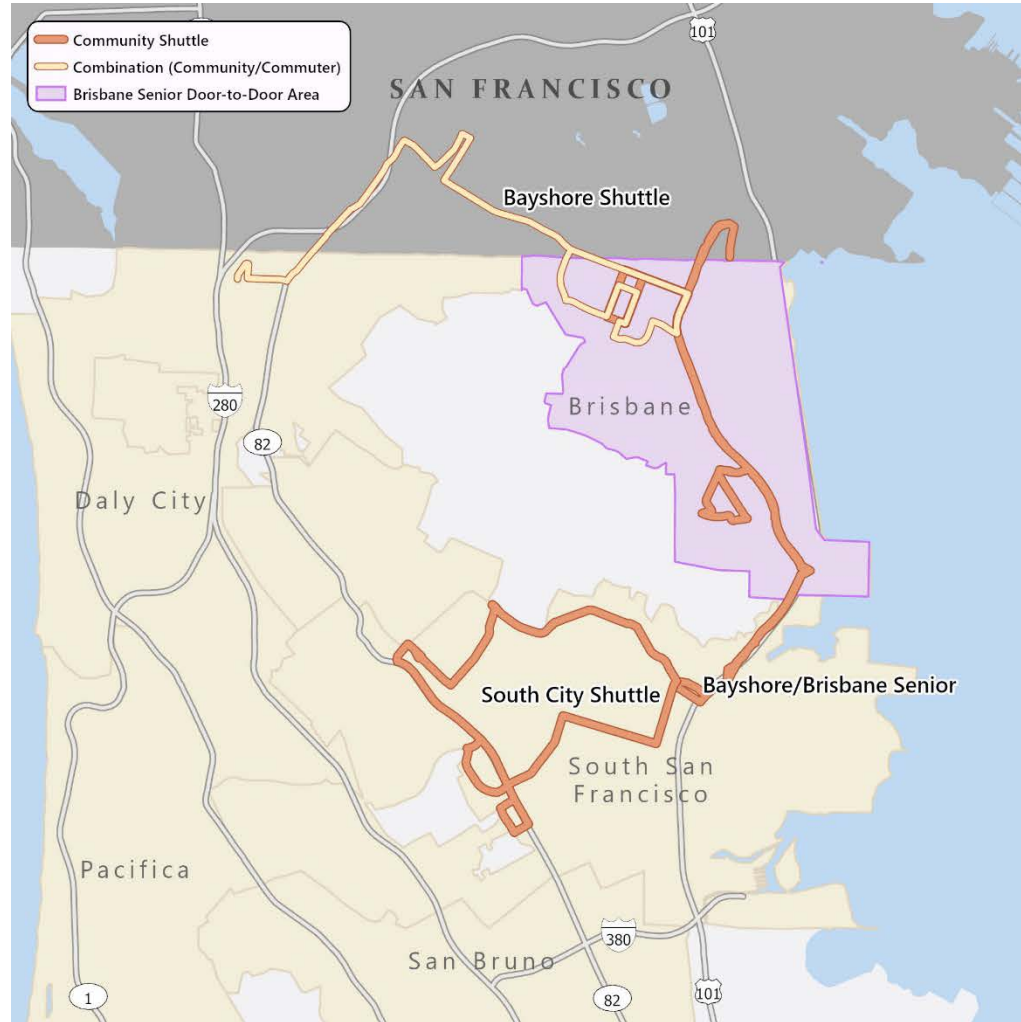
Map of All Shuttles



Commuter Shuttles



Community and Door to Door



Evaluation Criteria

Criteria	Existing Shuttles	New Shuttles
Need	20%	25%
Readiness	15%	25%
Effectiveness	35%	15%
Funding Leverage	20%	20%
Policy Consistency/Sustainability	10%	15%



Draft Recommendations

- **29 Shuttles Recommended for \$9.9 Million**
 - Propose Commute.org administrative costs to be considered through the Alternative Congestion Relief (ACR) Program
 - Recommend Brisbane Senior Shuttle be re-examined by SamTrans staff and the Shuttle Study currently underway
- **4 Existing Shuttles Not Recommended for Funding**
 - Oracle Commuter Shuttle
 - Twin Dolphin Commuter Shuttle
 - San Carlos Commuter Shuttle
 - Belmont/Hillsdale Commuter Shuttle



Other Considerations

- **Shuttle Service Contract Currently Being Renegotiated**
 - Impacts the majority of shuttles recommended for funding
 - Costs may increase significantly for the majority of shuttles
 - Some sponsors may not be able to secure additional funding to continue operations
- **Economic Impacts of COVID-19 May Reduce Projected Revenues**
- **Recommend Creating a Reserve Fund from Prior Cycle Balances**
 - Cover potential Measure A shortfalls due to economic impacts of COVID-19
 - Provide sponsors with additional funding if operating costs exceed available funds
 - Sponsor must demonstrate they have exhausted ability to secure additional non-TA funding



Next Steps

Timeline	Activity
April 2020	Informational item to TA CAC and CMEQ Committee on draft projects list
May 2020	TA and C/CAG Boards consider approval of the proposed project list
May-July 2020	TA & C/CAG enter into funding agreements w/ project sponsors



**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 REPORT: GRADE SEPARATIONS – 25TH AVENUE GRADE SEPARATION PROJECT**

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 six Measure A 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 on the Grade Separation Program, with specific emphasis on the 25th Avenue Grade Separation project and the progress of construction, including the planned temporary closure of the Hillsdale Caltrain station this year.

Additional information will be provided via PowerPoint.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The 25th Avenue Grade Separation project will raise the tracks and slightly lower the road (grade separate) at E. 25th Avenue in San Mateo. In addition to separating the tracks and road at E. 25th Avenue, the project will complete east-west street connections at 28th and 31st Avenues. The project will also construct a new elevated Hillsdale Station located at E. 28th Avenue. The new station will offer updated amenities and will allow for better safety and reduced traffic.



25th Avenue Grade Separation Project Update

TA Board of Directors
April 2, 2020
Item #11 (c)

Agenda

- I. Project Overview
- II. Progress Update
- III. Financial Status
- IV. Update on Temporary Station Closure

The Project

Project Overview

Project Elements

- Three grade separations: 25th, 28th, 31st Avenues
- Bike/pedestrian underpass
- Relocated parking track
- New Hillsdale Station (located closer to 28th Avenue)

Overall Benefits

- Pedestrian, cyclist, and motorist safety
- Safe rail operations and fewer system-wide delays
- Improved traffic flow and enhanced east-west connectivity
- Reduced train horn noise
- Station with centerboard platform & updated amenities

Project Location



Relocated Parking Track



Project Rendering of Elevated Track

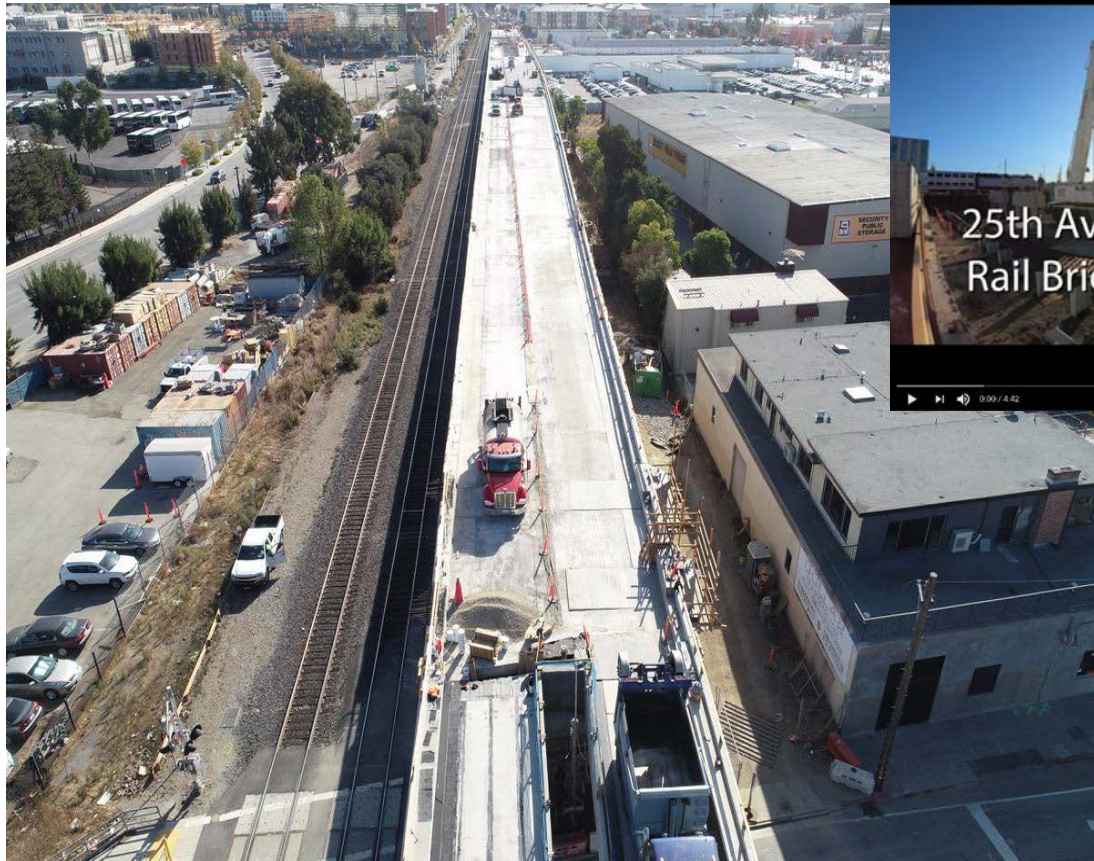


Progress Update

Since Last Update...

- Completed retaining walls
- Installed all bridges
- Constructed skeleton track
- Constructed 28th/31st Avenues west side
- Began New Station Construction

Completed Walls & Bridges



Bridge Installation Timelapses at www.caltrain.com/25thGS/photo

New Track & Roads (West Side)



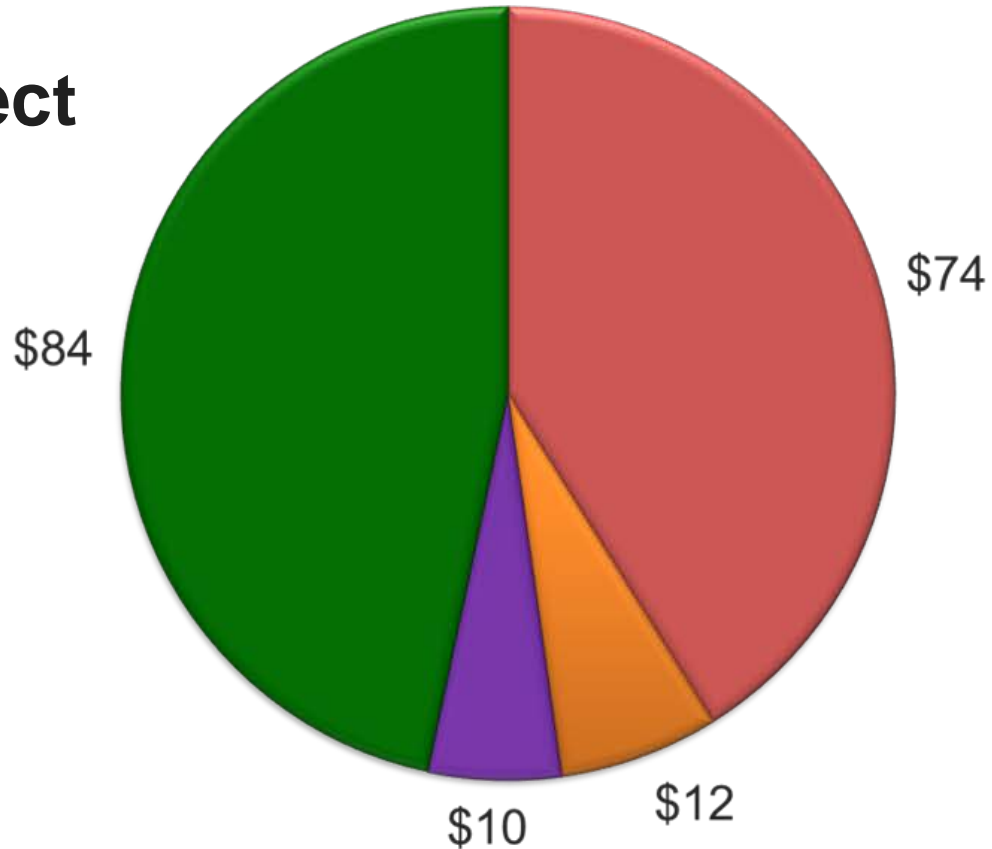
New Station Under Construction



Project Funding

Project Funding, in Millions

\$ 180 Project



- San Mateo County Transportation Authority
- City of San Mateo
- State Section 190
- State HSR Prop 1A

Update on Temporary Hillsdale Station Closure

Hillsdale Station Closure: May 16, 2020

- Duration: Up to 6 months
- Closure required to:
 - Transition ground-level tracks to elevated tracks
 - Create east-west connection at 28th Avenue
 - Build new Hillsdale Station (closer to 28th Avenue)
- Caltrain will continue overall passenger service.
 - COVID-19 has created a highly fluid situation with respect to service provision

Development of Rider Closure Plan

- Analyze Survey Data (summer 2019) and Annual Counts
- Reviewed train timetables and bus / shuttle frequency
- Analyzed rider bus / shuttle needs and capacity
- Reviewed public feedback
 - Over 4,000 touchpoints, ~2,050 provided feedback
 - Sources: Council Meetings, City Staff, neighborhood associations, office tenants, Nueva School, project email, 20+ public meetings, virtual town hall
- Focused on rider experience during the closure
- Acknowledged challenges

Rider Closure Plan

- All plans are subject to change based on COVID-19 service changes and funding
- All Hillsdale Caltrain service switches to Belmont
- Free parking at Belmont Station
- Free SamTrans [ECR](#) bus service between Belmont and San Mateo Stations
- Free SamTrans Route [292](#) bus service between Hillsdale Shopping Center and San Mateo Station
- Free SamTrans bus service on all routes (except FCX) for riders with the Caltrain Clipper monthly pass 2+ zones
- Free peak period Belmont/Hillsdale Shuttle service (if available)
- Caltrain will coordinate with existing public and private shuttles serving the two stations

Rider & Community Communication

Rider Communication

- Signage: electronic, A-frames, info boards, banner
- Take-ones, parking lot windshield drops
- Ambassadors at stations, conductor announcements, customer support
- Radio and print ads

Community Communication

- Newsletters, mailers to community, email distribution list
- Regular communication to electeds and organizations
- Social Media, dedicated webpage www.caltrain.com/HillsdaleClosure
- Virtual Town Hall: April 9, 2020

Contact Information

Hillsdale Closure Rider Information

Website: www.caltrain.com/HillsdaleClosure

Phone: 1-800-660-4287



25th Ave. Grade Separation Project Information

Website: www.caltrain.com/25thGS

SMGradeSep@caltrain.com

