



AGENDA
BOARD OF DIRECTORS MEETING
SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

January 9, 2020 – Thursday

5:00 pm

- 1) Call to Order/Pledge of Allegiance
- 2) Swearing-in:
 - a) Don Horsley (Board of Supervisors Representative)
 - b) Emily Beach (Cities-at-Large Representative)
 - c) Rico Medina (Northern Cities Representative)
- 3) Roll Call
- 4) Election of 2020 Officers MOTION
- 5) 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.
- 6) Report of the Citizens Advisory Committee
- 7) 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 December 5, 2019 MOTION
 - b) Acceptance of Statement of Revenues and Expenses for November 2019 MOTION
- 8) Report of the Chair
- 9) San Mateo County Transit District Liaison Report
- 10) Joint Powers Board Liaison Report

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

San Mateo County Transportation Authority Meeting
Agenda for January 9, 2020

11) Report of the Executive Director

12) Program

- a) Adoption of 2020 Legislative Program MOTION
- b) State and Federal Legislative Update INFORMATIONAL
- c) Status Report on Fiscal Year 2019 Transit Shuttle Program INFORMATIONAL
- d) Joint TA and C/CAG San Mateo County Shuttle Program Call for Projects INFORMATIONAL

13) Requests from the Authority

14) Written Communications to the Authority

15) Date/Time of Next Regular Meeting: Thursday, February 6, 2020, 5:00 pm at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

16) Report of Legal Counsel

17) Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus routes ECR, 260, 295 and 398. Additional transit information can be obtained by calling 1-800-660-4287 (TTY 650-508-6448) or 511.

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.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the Authority Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

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 DECEMBER 5, 2019**

MEMBERS PRESENT: E. Beach (Vice Chair), C. Groom, J. Mates, K. Matsumoto, R. Medina (via teleconference; left 5:47-6:03 pm), C. Romero

MEMBERS ABSENT: D. Horsley (Chair)

STAFF PRESENT: J. Hartnett, A. Chan, J. Slavitt, J. Hurley, J. Cassman, J. Epstein, D. Hansel, J. Brook, D. Seamans

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Vice Chair Emily Beach called the meeting to order at 5:02 pm and led the Pledge of Allegiance.

ROLL CALL

Authority Secretary Dora Seamans called the roll. A quorum was confirmed.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Paul Krupka, San Mateo, expressed his gratitude to the directors and staff for their hard work implementing the TA Program and the recent effort with the Strategic Plan.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Vice Chair Beach noted that the report was in the packet.

CONSENT CALENDAR

- Approval of Minutes of the Board of Directors Meeting of November 7, 2019
- Acceptance of Statement of Revenues and Expenses for October 2019
- Acceptance of Capital Projects Quarterly Status Report 1st Quarter FY 2020

Motion/Second: Matsumoto/Romero

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

Absent: Horsley

REPORT OF THE CHAIR

Vice Chair Beach said that there was no detailed report from Director Horsley. She said that the JPA's ad hoc finance committee continues to work on the San Mateo County Express Lanes Project and more information will be forthcoming from future meetings.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Vice Chair Beach said that the report was in the packet.

JOINT POWERS BOARD LIAISON REPORT

Vice Chair Beach said that the report was in the packet.

Jim Hartnett, Executive Director, said they had a robust and lengthy discussion on Caltrain service delivery and organizational study and governance, including appointment of special counsel, and that staff would continue to provide updates. He noted that they made substantial progress in each of those areas at the off-site special board session in November.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said that the written report was in the packet and noted that communication to the public regarding the express lanes project has been enhanced.

Resolution of Appreciation for Joel Slavit

April Chan, Chief Officer Planning, Grants/Transportation Authority, expressed appreciation and gratitude to Joel Slavit, Manager, Programming and Monitoring, for his 19 ½ years of service at SamTrans and the TA.

Mr. Hartnett and the Board member commended Mr. Slavit for his professionalism and noted that he would be missed as a member of the TA. They wished him well in his new position at the Office of Sustainability at the County of San Mateo.

Approved by Resolution No. 2019-32:

Motion/Second: Matsumoto/Mates

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

Absent: Horsley

FINANCE

Acceptance of Fiscal Year 2019 Comprehensive Annual Financial Report

Derek Hansel, Chief Financial Officer, introduced Jennifer Ye, Manager of Financial Reporting and General Ledger, who provided a presentation of the Comprehensive Annual Financial Report (CAFR). Ahmad Gharaibeh, Partner, Eide Bailly LLP, issued a clean assessment on the financial statements.

Motion/Second: Groom/Romero

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

Absent: Horsley

PROGRAM

Adoption of Final Strategic Plan 2020-2024

Mr. Slavit provided a presentation.

Vice Chair Beach asked about the number of public comments received and Mr. Slavit said there were approximately 60.

Director Matsumoto asked how the TA interfaces with C/CAG. Mr. Slavit said that there is an opportunity for joint coordination.

Director Medina left the meeting teleconference at 5:47 pm.

Vice Chair Beach asked about TDM (traffic demand management) program funding. She had questions about the weighting of principles changing in response to public comment.

Director Julia Mates asked about staff's ability to support the TA's role in technical assistance. Ms. Chan remarked on the TA's available financial and staff resources.

Director Romero said that the TA could place a limit on the amount to contribute. He thanked staff for their diligence in working with the SAG (stakeholder advisory group) and TAG (technical advisory group). He spoke in support of social equity and talked about how equity is defined in the plan. Mr. Slavitt noted that the plan calls out geographic as well as social equity through a number of evaluation criteria. Ms. Chan said the evaluation criteria was the most important piece in responding to calls for projects.

Director Matsumoto said that she anticipated being able to collect equity data as a result of the evaluation criteria.

Director Medina rejoined the meeting teleconference at 6:03 pm.

Vice Chair Beach said that TDM was another opportunity for a transit subsidy for income-qualified people. She asked Mr. Slavitt for further comment on the social equity component of the plan.

Mr. Slavitt noted that in the plan's regional transit category there is an allowance for promotion. He said the TA could examine how to best accommodate lower-income riders in the TDM study. He confirmed that the evaluation criteria would be valid for both Measure W and Measure A.

Public Comment:

- Don Cecil, San Mateo County Economic Development Association, said that the processes leading up to the plan development have been very inclusive. He urged the Board to adopt the plan.
- Paul Krupka, representing the City of Redwood City, Woodside Road/101 Interchange Project, urged the Board to adopt the plan.
- Sandra Lang, Burlingame, SAG member, Paratransit Coordinating Council, thanked staff for making adjustments to the plan based on feedback. She referred to issues stated in a letter from TEAMC to the Board.
- Amy Buckmaster, President/CEO, Redwood City/San Mateo County Chamber of Commerce, thanked staff and stakeholders, and expressed her support for the plan.
- Adina Levin, Friends of Caltrain, discussed a number of items in the TEAMC letter to the Board.
- Emma Shlaes, Policy Director, Silicon Valley Bike Coalition, SAG member, said she was pleased that Measure W principles are a part of every funding category and that the readiness points were slightly reduced. She said she was happy to see the expanded opportunities for technical assistance.

Director Romero said he was pleased with the inclusion of complete streets as a data point.

Vice Chair Beach asked about citizen participation and transparency. Mr. Slavitt responded that when the TA brings forth recommendations, they reveal the rankings and scores of projects to be funded. He said they also hold workshops that encourage participants to ask questions resulting in better applications.

Director Matsumoto said she was concerned with funding for new projects coming at the expense of other projects not going forward. Ms. Chan noted that TDM funding is not included in Measure W. She said that if additional TDM funding is needed, it will come out of a category that the voters have approved primarily on the highway projects.

Director Groom discussed her participation on the Strategic Plan ad hoc committee. She said she views the plan as a fluid document. She said it was important to have had TEAMC involved in planning and making needed compromises. She said she was supportive of keeping all options open.

Director Romero said he was happy that staff supported the 4 percent carve-out on TDM. He said that once express lanes are implemented, an enhanced TDM program will become necessary to ensure increased person throughput.

Vice Chair Beach asked staff about the possibility of amending some wording in the plan per TDM. Mr. Hartnett said it would be difficult to do so on the fly, considering the robust process of listening and compromise that was involved in developing the final plan.

Director Medina said that he concurred with Mr. Hartnett.

Director Mates said the plan comes very close to giving everyone what they want.

Vice Chair Beach noted that the big victory for the members of the public, particularly TEAMC, is having the core principles incorporated in all the program categories and informing the evaluation criteria.

Approved by Resolution No. 2019-33:

Motion/Second: Groom/Matsumoto

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

Absent: Horsley

State and Federal Legislative Update

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

2020 Draft Legislative Program

Ms. Fromson presented the draft Legislative Program, which she said would be revisited in January for adoption. She noted that they have added a new subcategory on the relationship between housing and transportation, which they are watching very closely.

REQUESTS FROM THE AUTHORITY

There were no requests.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

The correspondence was included in the reading files.

DATE/TIME OF NEXT REGULAR MEETING

Vice Chair Beach announced that the next meeting would be on Thursday, January 9, 2020, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

REPORT OF LEGAL COUNSEL

Joan Cassman, Legal Counsel, encouraged everyone to enjoy the holidays. Mr. Hartnett added that he was happy for the Board's support.

ADJOURN

The meeting adjourned at 6:46 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

December 5, 2019

Good evening Vice - Chair Beach and Members of the Board,

I have the following to report from the December 3, 2019 meeting of the CAC:

(TA Item 5a) The CAC reviewed the Board's Minutes of November 7, 2019, without questions or comments.

(TA Item 5b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for October 2019, without questions or comments.

(TA Item 5c) Following a brief update highlighting some of the projects by Joe Hurley, Director TA Program, the CAC supported the Acceptance of the Capital Projects Quarterly Status Report 1st Quarter FY 2020.

(TA Item 10a) The CAC supported the Acceptance of the Fiscal Year 2019 Comprehensive Annual Financial Report.

(TA Item 11a) After a presentation by Joel Slavit, Manager, Programs and Monitoring, the CAC supported the Adoption of the Final Strategic Plan 2020-2024. A number of members of the audience expressed their gratitude to the TA CAC, the TA staff and the TA Board for the good job that was done in the creation of the Plan. Although they did not get the equal weighting of principles across all categories that they wanted, they felt there was a sound basis for where it ended up. They also remarked that housing connections were great, but as far as the TDM, they recommended that the cap of 4% be removed. A request was made to continue to be diligent ensuring that projects that project and program that are selected for funding advance the core principles that voters supported under Measure W. They also requested transparency in the selection process by the TA.

Members of the CAC asked about the process that the TA currently goes through in making decisions on project scoring. Other questions posed were about the difference between transit funding on Measure A and transit funding on Measure W. Questions were also presented about the SAMTRANS side of the transit funding. Is there a similar process that will produce a strategic plan? April Chan, Chief Officer talked about the "Reimagine SamTrans" and the Comprehensive Operational Analysis underway that will inform the investment decision of the SamTrans share of Measure W. Overall, members of the CAC thought that the handling of the criteria for the decision making on point scoring was handled very well.

(TA Item 11b) The CAC received both a State and Federal Legislative Update from Amy Linehan, Public Affairs Specialist. One member did express that it was a good idea to drop the R1 changes from SB 50. He considered it virtually "useless" to tear down houses that are valued at 1 million to 1 and 1/2 million dollars for the building of 4-plexes.

(TA Item 11c) The CAC additionally received a report on the 2020 Draft Legislative Program from Amy Linehan. Comments were made by CAC members on the need for identification of funding sources for grade separations, as construction of grade separations is extremely expensive. One member asked what different methods are currently being utilized for funding and mentioned the possibility of establishing regional funding measures to help with the costs, perhaps, make a special district for grade separations funding. What would the different standards, designs and prioritization be with Caltrain's budget? It was generally expressed that whatever the method would be, it was very important to

educate the cities on all the various sources for funding, so that they could be prepared and act with promptness in their application for funding.

Chair's Report:

a) Appointment of Nominating Committee for 2020 Chair and Vice Chair:

The following members have been appointed to the Nominating Committee: Rich Hedges, Dave Reed and Naomi Hsu.

b) Acknowledgement and Appreciation of Joel Slavit's service to the SMCTA District.

Joel Slavit, Manager Programming and Monitoring is leaving the San Mateo County Transportation Authority. He is moving on to the San Mateo County Office of Sustainability.

For the past several years the CAC has worked with Joel Slavit. In his dealings with the CAC, he has shown a high degree of dedication, integrity and dependability in the management of several of the TA's program categories including highway, pedestrian and bicycles, shuttles and grade separations. Joel has always exhibited a comprehensive knowledge and attention to detail in his presentations to our committee.

Additionally, the CAC found that, in working with Joel Slavit, it learned much from his presentations on every project and assignment in which he was involved with the CAC. He listened to our questions and thoroughly explained his answers. When the CAC gave suggestions, he investigated and acted upon them and returned the answers to the CAC quickly, which was much appreciated.

Joel's positive impact on the TA programs will be felt for years to come. For the past year he has worked intensely in managing the completion of the Strategic Plan. Throughout his time with us, he has done a wonderful job on behalf of all concerned with transportation issues in San Mateo County: the public, the cities, the stakeholders, the TA Executive Board and the TA CAC. He will be succeeded, but never replaced. We shall miss him very much and wish him "happy trails" in the next chapter of his career.

The San Mateo County Transportation Authority's loss will be the San Mateo County Office of Sustainability's gain...

STAFF REPORT TO CAC:

Joe Hurley reported the following:

- The "K" rail from the southern segment of the 101 Express Lanes Project is being moved to the northern portion of the project. A contract is about to be awarded soon for the northern section of the project. There will be a robust community outreach for the project. On December 9, 2019 there will be a community meeting at the Mid-Peninsula Boys and Girls Club. The topic will be the removal of sound walls in San Mateo.
- Joe extended his thanks to Joel Slavit for a job well done throughout his tenure with the TA. Joe also extended thanks to the CAC on behalf of the Board and TA Staff for the job that they have done in 2019 and looked forward to working with them in 2020 on several more transportation projects and programs.

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
November 30, 2019**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of November 2019 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 November year-to-date, the Total Revenue (page 1, line 9) is \$19.2 million higher than prior year actuals. This is primarily due to new Measure W Sales Tax (Page 1, line 3).

Year to Date Expenditures: As of November year-to-date, the Total Expenditures (Page 1, line 30) are \$8.8 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

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

Budget Amendment:

There are no budget amendments for the month of November 2019.

Prepared By:

Aung Soe, Senior Accountant
Jennifer Ye, Manager

General Ledger
General Ledger

650-622-8020
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2020
November 2019

% OF YEAR ELAPSED: 41.67%

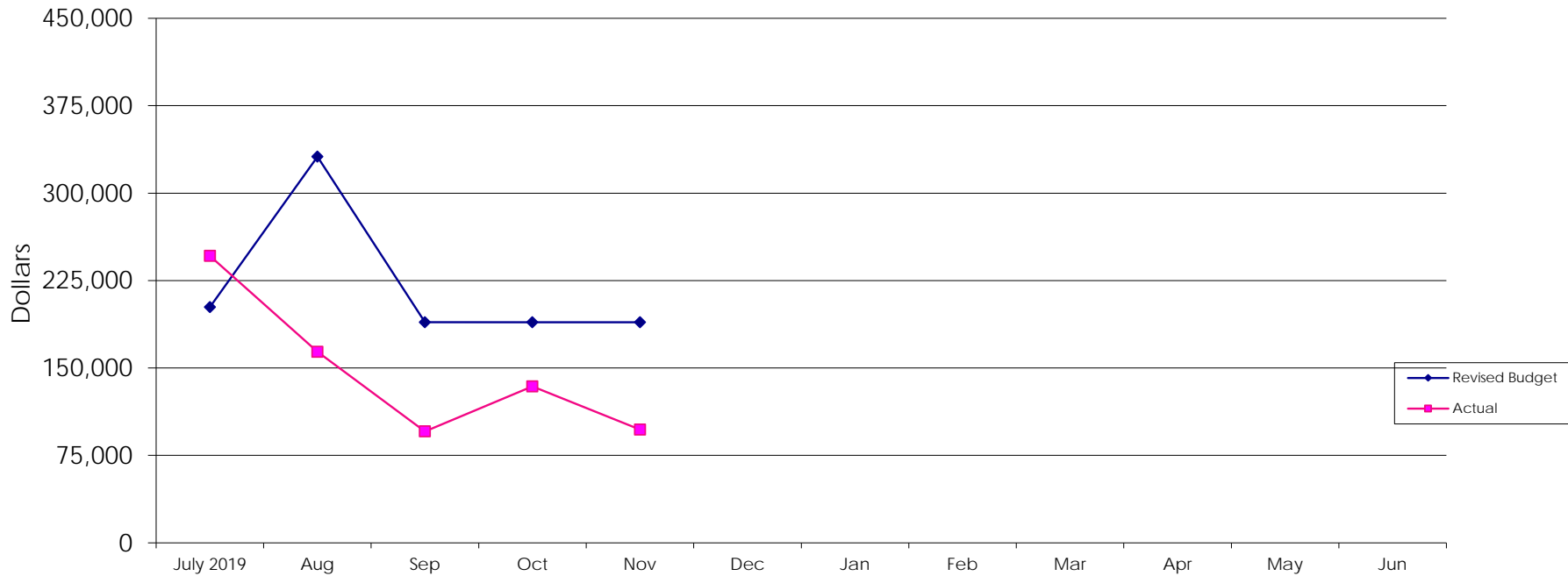
| | YEAR TO DATE | | | | | ANNUAL |
|----------------------------------|--------------------|------------------------|-------------------|--------------------|----------------|-------------------------|
| | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | \$ VARIANCE | % VARIANCE | ADOPTED BUDGET |
| 1 REVENUES: | | | | | | |
| 2 Measure A Sales Tax | 39,858,625 | 40,472,603 | 37,916,667 | 613,979 | 1.5% | 91,000,000 |
| 3 Measure W Sales Tax | - | 19,212,280 | 18,958,333 | 19,212,280 | 100.0% | 45,500,000 |
| 4 Interest Income | 3,543,435 | 2,732,330 | 3,613,767 | (811,105) | (22.9%) | 8,673,040 |
| 5 Miscellaneous Income | 10,000 | - | - | (10,000) | 0.0% | - |
| 6 Rental Income | 283,281 | 379,518 | 379,979 | 96,237 | 34.0% | 911,951 |
| 7 Grant Proceeds | - | 60,705 | - | 60,705 | 100.0% | - |
| 8 | | | | | | |
| 9 TOTAL REVENUE | 43,695,340 | 62,857,436 | 60,868,746 | 19,162,096 | 43.9% | 146,084,991 |
| 10 | | | | | | |
| 11 EXPENDITURES: | | | | | | |
| 12 | | | | | | |
| 13 Measure A Annual Allocations | 14,548,398 | 14,772,500 | 13,839,583 | 224,102 | 1.5% | 33,215,000 |
| 14 | | | | | | |
| 15 Measure A Categories | 21,744,550 | 9,571,697 | 17,252,083 | (12,172,853) | (56.0%) | 41,405,000 |
| 16 | | | | | | |
| 17 Measure W Annual Allocations | - | 3,791,667 | 3,791,667 | 3,791,667 | 100.0% | 9,100,000 |
| 18 | | | | | | |
| 19 Measure W Categories | - | - | 15,166,667 | - | 0.0% | 36,400,000 |
| 20 | | | | | | |
| 21 Oversight | 714,693 | 407,802 | 937,500 | (306,891) | (42.9%) | 2,250,000 |
| 22 | | | | | | |
| 23 Administrative | | | | | | |
| 24 Staff Support | 792,832 | 489,325 | 622,868 | (303,507) | (38.3%) | 1,255,946 |
| 25 Measure A Info-Others | - | - | 6,250 | - | - | 15,000 |
| 26 Other Admin Expenses | 247,780 | 247,638 | 472,303 | (142) | (0.1%) | 1,155,642 |
| 27 | | | | | | |
| 28 Total Administrative | 1,040,611 | 736,963 | 1,101,421 | (303,648) | (29.2%) | 2,426,588 |
| 29 | | | | | | |
| 30 TOTAL EXPENDITURES | 38,048,252 | 29,280,629 | 52,088,921 | (8,767,624) | (23.0%) | 124,796,588 |
| 31 | | | | | | |
| 32 EXCESS (DEFICIT) | 5,647,088 | 33,576,807 | 8,779,825 | 27,929,720 | | 21,288,403 |
| 33 | | | | | | (15,470,000) (1) |
| | | | | | | 5,818,403 |
| 34 BEGINNING FUND BALANCE | 407,684,194 | 387,232,043 (2) | | | | 409,643,752 |
| 35 | | | | | | |
| 36 ENDING FUND BALANCE | 413,331,282 | 420,808,850 | | | | 415,462,155 |
| 37 | | | | | | |

(1) Previously allocated \$13,650,000 of future years' budget to 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

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63

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 | | | | | | | |
| Actual | 246,168 | 163,810 | 95,574 | 134,229 | 97,182 | | | | | | | |
| CUMULATIVE EXPENSES | | | | | | | | | | | | |
| Staff Projections | 202,216 | 533,493 | 722,802 | 912,112 | 1,101,421 | | | | | | | |
| Actual | 246,168 | 409,978 | 505,552 | 639,781 | 736,963 | | | | | | | |
| Variance-F(U) | (43,952) | 123,515 | 217,250 | 272,331 | 364,458 | | | | | | | |
| Variance % | -21.74% | 23.15% | 30.06% | 29.86% | 33.09% | | | | | | | |

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2019**

11/30/2019

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

| | | |
|--------------------------|----|---------------|
| Bank of America Checking | \$ | 12,472,062.28 |
| Wells Fargo Lockbox | | 0.00 |
| LAIF | | 52,956,030.04 |

INVESTMENT FUNDS

| | | |
|---------------------------------------|--|----------------|
| Investment Portfolio (Market Values)* | | 159,848,991.85 |
| MMF - US Bank Custodian Account | | 507,444.86 |

| | | |
|--------------------|--|----------------|
| County Pool | | 180,236,735.95 |
|--------------------|--|----------------|

| | | |
|--------------|--|--|
| Total | | <hr style="border-top: 1px solid black;"/> \$ 406,021,264.98 <hr style="border-top: 1px solid black;"/> |
|--------------|--|--|

* Fund Managed by PFM Investment Advisor



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 11/30/2019
 Base Currency: USD

ABS

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|---------------|---------------|---------------|-------------|------------|---------------|------------------|---------------|------------------------|
| 36255JAD6 | GMCAR 183 A3 | 700,000.00 | ABS | 07/18/2018 | 05/16/2023 | 699,836.76 | 880.83 | 708,610.02 | 709,490.86 |
| 14313FAD1 | CARMX 183 A3 | 750,000.00 | ABS | 07/25/2018 | 06/15/2023 | 749,897.78 | 1,043.33 | 760,859.07 | 761,902.41 |
| 89190BAD0 | TAOT 17B A3 | 1,365,216.10 | ABS | 05/17/2017 | 07/15/2021 | 1,365,111.38 | 1,067.90 | 1,364,056.47 | 1,365,124.37 |
| 02007PAC7 | ALLYA 171 A3 | 143,284.69 | ABS | 01/31/2017 | 06/15/2021 | 143,272.17 | 108.26 | 143,202.54 | 143,310.80 |
| 89238MAD0 | TAOT 17A A3 | 173,014.58 | ABS | 03/15/2017 | 02/16/2021 | 172,994.21 | 133.03 | 172,968.66 | 173,101.69 |
| 34531EAD8 | FORDO 17A A3 | 589,072.74 | ABS | 01/25/2017 | 06/15/2021 | 589,070.56 | 437.22 | 588,691.92 | 589,129.14 |
| 17305EGK5 | CCCIT 18A1 A1 | 1,500,000.00 | ABS | 01/31/2018 | 01/20/2021 | 1,499,792.40 | 13,591.25 | 1,511,063.61 | 1,524,654.86 |
| 17305EGB5 | CCCIT 17A3 A3 | 1,600,000.00 | ABS | 05/22/2017 | 04/07/2020 | 1,604,272.00 | 4,608.00 | 1,600,032.86 | 1,604,640.86 |
| 89238BAD4 | TAOT 18A A3 | 700,000.00 | ABS | 01/31/2018 | 05/16/2022 | 699,991.95 | 731.11 | 701,999.87 | 702,730.98 |
| 02004VAC7 | ALLYA 182 A3 | 1,100,000.00 | ABS | 04/30/2018 | 11/15/2022 | 1,099,800.24 | 1,427.56 | 1,107,064.33 | 1,108,491.88 |
| 02007HAC5 | ALLYA 172 A3 | 674,361.68 | ABS | 03/29/2017 | 08/16/2021 | 674,282.17 | 533.50 | 674,165.46 | 674,698.96 |
| 47788BAD6 | JDOT 17B A3 | 521,957.84 | ABS | 07/18/2017 | 10/15/2021 | 521,919.63 | 422.21 | 521,625.40 | 522,047.60 |
| 43814PAC4 | HAROT 173 A3 | 331,151.17 | ABS | 09/29/2017 | 09/18/2021 | 331,115.31 | 214.05 | 331,032.33 | 331,246.38 |
| 47788CAC6 | JDOT 2018 A3 | 435,150.80 | ABS | 02/28/2018 | 04/18/2022 | 435,119.52 | 514.45 | 436,741.73 | 437,256.18 |
| 02582HQ6 | AMXCA 181 A | 2,610,000.00 | ABS | 03/21/2018 | 10/17/2022 | 2,609,696.98 | 3,097.20 | 2,615,659.94 | 2,618,757.14 |
| 14041NFU0 | COMET 192 A | 2,800,000.00 | ABS | 09/05/2019 | 09/15/2024 | 2,799,294.96 | 2,140.44 | 2,790,262.57 | 2,792,403.02 |
| --- | --- | 15,993,209.60 | ABS | --- | 06/13/2022 | 15,995,468.03 | 30,950.34 | 16,028,036.77 | 16,058,987.11 |

AGCY BOND

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|---------------------------------------|---------------|---------------|-------------|------------|---------------|------------------|---------------|------------------------|
| 3135G0N82 | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 825,000.00 | AGCY BOND | 08/19/2016 | 08/17/2021 | 822,177.68 | 2,979.17 | 819,267.08 | 822,246.24 |
| 3135G0N82 | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 2,675,000.00 | AGCY BOND | 08/19/2016 | 08/17/2021 | 2,664,166.25 | 9,659.72 | 2,656,411.43 | 2,666,071.15 |
| 3130AQ55 | FEDERAL HOME LOAN BANKS | 3,200,000.00 | AGCY BOND | 07/15/2016 | 07/14/2021 | 3,180,540.80 | 13,700.00 | 3,172,592.00 | 3,186,292.00 |
| 3135G0T60 | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 900,000.00 | AGCY BOND | 08/01/2017 | 07/30/2020 | 897,273.00 | 4,537.50 | 899,097.30 | 903,634.80 |
| 3137EAEJ4 | FREDDIE MAC | 990,000.00 | AGCY BOND | 09/29/2017 | 09/29/2020 | 988,208.10 | 2,770.63 | 989,611.92 | 992,382.55 |
| 3130ACE26 | FEDERAL HOME LOAN BANKS | 365,000.00 | AGCY BOND | 09/08/2017 | 09/28/2020 | 363,828.35 | 878.28 | 364,115.61 | 364,993.89 |
| 3135G0U92 | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,600,000.00 | AGCY BOND | 01/11/2019 | 01/11/2022 | 1,598,848.00 | 16,333.33 | 1,632,256.00 | 1,648,589.33 |
| --- | --- | 10,555,000.00 | AGCY BOND | --- | 06/17/2021 | 10,515,042.18 | 50,858.63 | 10,533,351.33 | 10,584,209.95 |

CASH

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|-------------|--------------|---------------|-------------|------------|---------------|------------------|--------------|------------------------|
| CCYUSD | Cash | 955.93 | CASH | --- | 11/30/2019 | 955.93 | 0.00 | 955.93 | 955.93 |
| CCYUSD | Payable | (375,000.00) | CASH | --- | 11/30/2019 | (375,000.00) | 0.00 | (375,000.00) | (375,000.00) |
| CCYUSD | Receivable | 122,596.88 | CASH | --- | 11/30/2019 | 122,596.88 | 0.00 | 122,596.88 | 122,596.88 |
| CCYUSD | --- | (251,447.19) | CASH | --- | 11/30/2019 | (251,447.19) | 0.00 | (251,447.19) | (251,447.19) |

CD

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|--|---------------|---------------|-------------|------------|---------------|------------------|---------------|------------------------|
| 86565BPC9 | Sumitomo Mitsui Banking Corporation, New York Bra | 1,550,000.00 | CD | 10/18/2018 | 10/16/2020 | 1,547,892.00 | 6,714.08 | 1,549,074.68 | 1,555,788.76 |
| 87019U6D6 | Swedbank AB (publ) | 3,100,000.00 | CD | 11/17/2017 | 11/16/2020 | 3,100,000.00 | 2,541.14 | 3,073,855.55 | 3,076,396.69 |
| 06417GU22 | Bank of Nova Scotia, Houston Branch | 1,600,000.00 | CD | 06/07/2018 | 06/05/2020 | 1,599,392.00 | 24,092.44 | 1,602,355.40 | 1,626,447.85 |
| 78012UEE1 | Royal Bank of Canada New York Branch | 2,750,000.00 | CD | 06/08/2018 | 06/07/2021 | 2,750,000.00 | 43,065.00 | 2,760,005.07 | 2,803,070.07 |
| 22535CDV0 | Credit Agricole Corporate And Investment Bank, New | 1,500,000.00 | CD | 04/04/2019 | 04/01/2022 | 1,500,000.00 | 24,880.42 | 1,500,000.00 | 1,524,880.42 |
| 65558TLL7 | Nordea Bank Abp, New York Branch | 1,600,000.00 | CD | 08/29/2019 | 08/26/2022 | 1,600,000.00 | 7,728.89 | 1,600,000.00 | 1,607,728.89 |
| 83050PDR7 | Skandinaviska Enskilda Banken AB (publ.) | 1,600,000.00 | CD | 09/03/2019 | 08/26/2022 | 1,600,000.00 | 7,357.33 | 1,600,000.00 | 1,607,357.33 |
| --- | --- | 13,700,000.00 | CD | --- | 06/29/2021 | 13,697,284.00 | 116,379.31 | 13,685,290.71 | 13,801,670.01 |

CORP

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|---|--------------|---------------|-------------|------------|---------------|------------------|--------------|------------------------|
| 89236TEU5 | TOYOTA MOTOR CREDIT CORP | 1,200,000.00 | CORP | 04/13/2018 | 04/13/2021 | 1,199,520.00 | 4,720.00 | 1,217,926.80 | 1,222,646.80 |
| 808513AW5 | CHARLES SCHWAB CORP | 965,000.00 | CORP | 05/22/2018 | 05/21/2021 | 964,971.05 | 871.18 | 982,749.25 | 983,620.43 |
| 025816BU2 | AMERICAN EXPRESS CO | 1,550,000.00 | CORP | 05/17/2018 | 05/17/2021 | 1,549,736.50 | 2,034.38 | 1,578,954.00 | 1,580,988.38 |
| 06051GHH5 | BANK OF AMERICA CORP | 400,000.00 | CORP | 05/17/2018 | 05/17/2022 | 400,000.00 | 544.29 | 407,714.40 | 408,258.69 |
| 594918BV5 | MICROSOFT CORP | 1,520,000.00 | CORP | 02/06/2017 | 02/06/2020 | 1,518,981.60 | 8,982.78 | 1,520,221.92 | 1,529,204.70 |
| 037833CS7 | APPLE INC | 1,325,000.00 | CORP | 05/11/2017 | 05/11/2020 | 1,323,648.50 | 1,325.00 | 1,324,597.20 | 1,325,922.20 |
| 63743HER9 | NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP | 625,000.00 | CORP | 02/26/2018 | 03/15/2021 | 624,306.25 | 3,826.39 | 632,380.63 | 636,207.01 |
| 44932HAG8 | IBM CREDIT LLC | 1,500,000.00 | CORP | 02/06/2018 | 02/05/2021 | 1,499,265.00 | 12,808.33 | 1,513,051.50 | 1,525,859.83 |
| 06051GFW4 | BANK OF AMERICA CORP | 175,000.00 | CORP | 11/03/2017 | 04/19/2021 | 176,358.00 | 535.94 | 176,332.28 | 176,868.21 |
| 172967LF6 | CITIGROUP INC | 1,575,000.00 | CORP | 01/10/2017 | 01/10/2020 | 1,574,370.00 | 15,113.44 | 1,574,982.68 | 1,590,096.11 |
| 24422ETL3 | JOHN DEERE CAPITAL CORP | 685,000.00 | CORP | 03/15/2017 | 01/06/2022 | 681,979.15 | 7,311.42 | 695,476.39 | 702,787.81 |
| 437076BQ4 | HOME DEPOT INC | 750,000.00 | CORP | 06/05/2017 | 06/05/2020 | 749,565.00 | 6,600.00 | 749,751.00 | 756,351.00 |

clearwater

Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 11/30/2019
 Base Currency: USD

| | | | | | | | | | |
|-----------|---|---------------|------|------------|------------|---------------|------------|---------------|---------------|
| 713448DX3 | PEPSICO INC | 1,015,000.00 | CORP | 10/10/2017 | 04/15/2021 | 1,014,797.00 | 2,593.89 | 1,017,080.75 | 1,019,674.64 |
| 06051GGS2 | BANK OF AMERICA CORP | 965,000.00 | CORP | 09/18/2017 | 10/01/2021 | 965,000.00 | 3,744.20 | 966,897.19 | 970,641.39 |
| 904764AZ0 | UNILEVER CAPITAL CORP | 1,200,000.00 | CORP | 03/22/2018 | 03/22/2021 | 1,193,868.00 | 6,325.00 | 1,212,110.40 | 1,218,435.40 |
| 63743HEB9 | NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP | 875,000.00 | CORP | 04/19/2018 | 03/15/2021 | 871,298.75 | 5,356.94 | 885,332.88 | 890,689.82 |
| 6174467P8 | MORGAN STANLEY | 3,150,000.00 | CORP | 11/10/2016 | 07/24/2020 | 3,516,187.50 | 61,118.75 | 3,220,418.25 | 3,281,537.00 |
| 14913Q2A6 | CATERPILLAR FINANCIAL SERVICES CORP | 1,100,000.00 | CORP | 09/07/2017 | 09/04/2020 | 1,099,076.00 | 4,917.92 | 1,099,344.40 | 1,104,262.32 |
| 931142EA7 | WAL-MART STORES INC | 1,550,000.00 | CORP | 10/20/2017 | 12/15/2020 | 1,547,752.50 | 13,579.72 | 1,552,081.65 | 1,565,661.37 |
| 427866BA5 | HERSHEY CO | 630,000.00 | CORP | 05/10/2018 | 05/15/2021 | 629,565.30 | 868.00 | 640,248.21 | 641,116.21 |
| 717081EB5 | PFIZER INC | 2,080,000.00 | CORP | 11/21/2016 | 12/15/2019 | 2,078,502.40 | 16,304.89 | 2,079,902.24 | 2,096,207.13 |
| 24422EUQ0 | JOHN DEERE CAPITAL CORP | 350,000.00 | CORP | 01/10/2019 | 01/10/2022 | 349,664.00 | 4,386.67 | 358,979.60 | 363,366.27 |
| 693475AV7 | PNC FINANCIAL SERVICES GROUP INC | 1,550,000.00 | CORP | 02/15/2019 | 01/23/2024 | 1,561,036.00 | 19,288.89 | 1,631,199.85 | 1,650,488.74 |
| 69371RP75 | PACCAR FINANCIAL CORP | 570,000.00 | CORP | 03/01/2019 | 03/01/2022 | 569,498.40 | 4,061.25 | 581,817.81 | 585,879.06 |
| 46647PBB1 | JPMORGAN CHASE & CO | 1,500,000.00 | CORP | 03/22/2019 | 04/01/2023 | 1,500,000.00 | 8,017.50 | 1,535,937.00 | 1,543,954.50 |
| 02665WC22 | AMERICAN HONDA FINANCE CORP | 1,550,000.00 | CORP | 06/28/2019 | 06/27/2024 | 1,547,892.00 | 15,913.33 | 1,564,568.45 | 1,580,481.78 |
| 38141EC23 | GOLDMAN SACHS & CO | 1,500,000.00 | CORP | 07/11/2019 | 07/08/2024 | 1,569,870.00 | 22,939.58 | 1,587,685.50 | 1,610,625.08 |
| 05531FBH5 | BB&T CORP | 1,550,000.00 | CORP | 08/05/2019 | 08/01/2024 | 1,552,573.00 | 13,131.94 | 1,563,988.75 | 1,577,120.69 |
| 254687FK7 | WALT DISNEY CO | 1,550,000.00 | CORP | 09/06/2019 | 08/30/2024 | 1,543,676.00 | 6,404.51 | 1,531,995.20 | 1,538,399.71 |
| --- | --- | 34,955,000.00 | CORP | --- | 10/18/2021 | 35,372,957.90 | 273,626.13 | 35,403,726.16 | 35,677,352.29 |

CP

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|----------------------------------|--------------|---------------|-------------|------------|---------------|------------------|--------------|------------------------|
| 62479MZ63 | MUFG Bank Ltd. (New York Branch) | 1,600,000.00 | CP | 03/11/2019 | 12/06/2019 | 1,567,720.00 | 0.00 | 1,599,402.22 | 1,599,402.22 |
| 62479LAD7 | MUFG Bank Ltd. (New York Branch) | 3,050,000.00 | CP | 04/18/2019 | 01/13/2020 | 2,990,067.50 | 0.00 | 3,040,455.19 | 3,040,455.19 |
| 63873JA34 | Natixis, New York Branch | 4,100,000.00 | CP | 08/16/2019 | 01/03/2020 | 4,067,951.67 | 0.00 | 4,092,445.75 | 4,092,445.75 |
| --- | --- | 8,750,000.00 | CP | --- | 01/01/2020 | 8,625,739.17 | 0.00 | 8,732,303.17 | 8,732,303.17 |

FHLMC

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|--------------|--------------|---------------|-------------|------------|---------------|------------------|--------------|------------------------|
| 3137BM6P6 | FHMS K721 A2 | 800,000.00 | FHLMC | 04/09/2018 | 08/25/2022 | 806,812.50 | 2,060.00 | 816,648.00 | 818,708.00 |
| 3137FKK39 | FHMS KP05 A | 504,610.99 | FHLMC | 12/17/2018 | 07/25/2023 | 504,609.48 | 1,346.89 | 515,919.32 | 517,266.21 |
| 3137FQ3V3 | FHMS KJ27 A1 | 615,000.00 | FHLMC | 11/26/2019 | 07/25/2024 | 614,985.24 | 1,072.15 | 614,028.30 | 615,100.45 |
| --- | --- | 1,919,610.99 | FHLMC | --- | 06/30/2023 | 1,926,407.22 | 4,479.04 | 1,946,595.62 | 1,951,074.66 |

FNMA

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|---------------|--------------|---------------|-------------|------------|---------------|------------------|--------------|------------------------|
| 3136B1XP4 | FNA 18M5 A2 | 683,768.63 | FNMA | 04/30/2018 | 09/25/2021 | 697,369.48 | 2,028.51 | 695,201.25 | 697,229.76 |
| 3136AJ7G5 | FNA 14M06B A2 | 1,957,714.44 | FNMA | 12/15/2016 | 05/25/2021 | 1,997,327.57 | 4,369.80 | 1,976,136.53 | 1,980,506.33 |
| --- | --- | 2,641,483.07 | FNMA | --- | 06/26/2021 | 2,694,697.05 | 6,398.31 | 2,671,337.78 | 2,677,736.09 |

MMFUND

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|---------------|------------------------------|----------------|---------------|-------------|------------|----------------|------------------|----------------|------------------------|
| 31846V534 | FIRST AMER:US TRS MM Y | 507,444.86 | MMFUND | --- | 11/30/2019 | 507,444.86 | 0.00 | 507,444.86 | 507,444.86 |
| SM - CP N/M A | County Pool New Measure A | 121,911,254.27 | MMFUND | --- | 11/30/2019 | 121,911,254.27 | 0.00 | 121,911,254.27 | 121,911,254.27 |
| SM - CP O/M A | County Pool Old Measure A | 58,325,481.68 | MMFUND | --- | 11/30/2019 | 58,325,481.68 | 0.00 | 58,325,481.68 | 58,325,481.68 |
| SM - LAIF | Local Agency Investment Fund | 52,956,030.04 | MMFUND | --- | 11/30/2019 | 52,956,030.04 | 0.00 | 52,956,030.04 | 52,956,030.04 |
| --- | --- | 233,700,210.85 | MMFUND | --- | 11/30/2019 | 233,700,210.85 | 0.00 | 233,700,210.85 | 233,700,210.85 |

MUNI

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|-----------------------------------|------------|---------------|-------------|------------|---------------|------------------|--------------|------------------------|
| 157411TK5 | CHAFFEY CALIF JT UN HIGH SCH DIST | 375,000.00 | MUNI | 12/05/2019 | 08/01/2024 | 375,000.00 | 0.00 | 375,127.50 | 375,127.50 |
| 157411TK5 | CHAFFEY CALIF JT UN HIGH SCH DIST | 375,000.00 | MUNI | 12/05/2019 | 08/01/2024 | 375,000.00 | 0.00 | 375,127.50 | 375,127.50 |

US GOV

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|------------------------|--------------|---------------|-------------|------------|---------------|------------------|--------------|------------------------|
| 912828N30 | UNITED STATES TREASURY | 1,100,000.00 | US GOV | 08/03/2018 | 12/31/2022 | 1,066,914.06 | 9,781.93 | 1,117,359.38 | 1,127,141.30 |
| 912828TJ9 | UNITED STATES TREASURY | 4,450,000.00 | US GOV | 09/07/2018 | 08/15/2022 | 4,263,308.59 | 21,222.15 | 4,452,085.94 | 4,473,308.08 |
| 912828R77 | UNITED STATES TREASURY | 3,500,000.00 | US GOV | 03/17/2017 | 05/31/2021 | 3,409,082.04 | 131.49 | 3,484,140.63 | 3,484,272.11 |
| 912828Q78 | UNITED STATES TREASURY | 970,000.00 | US GOV | 01/05/2017 | 04/30/2021 | 950,751.56 | 1,135.89 | 965,907.81 | 967,043.70 |
| 912828VF4 | UNITED STATES TREASURY | 505,000.00 | US GOV | 12/07/2015 | 05/31/2020 | 498,470.51 | 18.97 | 504,210.94 | 504,229.91 |
| 912828L32 | UNITED STATES TREASURY | 335,000.00 | US GOV | 07/12/2016 | 08/31/2020 | 341,432.19 | 1,164.22 | 334,267.19 | 335,431.40 |



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 11/30/2019
 Base Currency: USD

| | | | | | | | | | |
|-----------|------------------------|---------------|--------|------------|------------|---------------|------------|---------------|---------------|
| 912828X47 | UNITED STATES TREASURY | 7,500,000.00 | US GOV | 05/07/2018 | 04/30/2022 | 7,260,351.56 | 11,976.30 | 7,545,703.13 | 7,557,679.43 |
| 912828VP2 | UNITED STATES TREASURY | 1,000,000.00 | US GOV | 05/18/2016 | 07/31/2020 | 1,032,642.62 | 6,684.78 | 1,002,187.50 | 1,008,872.28 |
| 912828X47 | UNITED STATES TREASURY | 2,335,000.00 | US GOV | 01/04/2018 | 04/30/2022 | 2,305,356.44 | 3,728.62 | 2,349,228.91 | 2,352,957.53 |
| 912828N30 | UNITED STATES TREASURY | 2,650,000.00 | US GOV | 11/06/2018 | 12/31/2022 | 2,559,630.86 | 23,565.56 | 2,691,820.31 | 2,715,385.87 |
| 912828N30 | UNITED STATES TREASURY | 4,800,000.00 | US GOV | 12/13/2018 | 12/31/2022 | 4,681,125.00 | 42,684.78 | 4,875,750.00 | 4,918,434.78 |
| 912828N30 | UNITED STATES TREASURY | 11,000,000.00 | US GOV | 01/10/2019 | 12/31/2022 | 10,841,445.31 | 97,819.29 | 11,173,593.75 | 11,271,413.04 |
| 912828N30 | UNITED STATES TREASURY | 5,700,000.00 | US GOV | 01/31/2019 | 12/31/2022 | 5,609,601.56 | 50,688.18 | 5,789,953.13 | 5,840,641.30 |
| 912828R69 | UNITED STATES TREASURY | 8,850,000.00 | US GOV | 03/06/2019 | 05/31/2023 | 8,528,841.80 | 392.93 | 8,854,148.44 | 8,854,541.37 |
| 912828R69 | UNITED STATES TREASURY | 2,850,000.00 | US GOV | 05/03/2019 | 05/31/2023 | 2,781,421.87 | 126.54 | 2,851,335.94 | 2,851,462.47 |
| 912828T91 | UNITED STATES TREASURY | 4,950,000.00 | US GOV | 07/08/2019 | 10/31/2023 | 4,907,074.22 | 6,850.45 | 4,953,093.75 | 4,959,944.20 |
| 912828T91 | UNITED STATES TREASURY | 2,000,000.00 | US GOV | 10/04/2019 | 10/31/2023 | 2,011,484.38 | 2,767.86 | 2,001,250.00 | 2,004,017.86 |
| 912828XX3 | UNITED STATES TREASURY | 4,650,000.00 | US GOV | 11/06/2019 | 06/30/2024 | 4,744,089.84 | 38,918.48 | 4,724,835.94 | 4,763,754.42 |
| --- | UNITED STATES TREASURY | 69,145,000.00 | US GOV | --- | 12/19/2022 | 67,793,024.42 | 319,658.41 | 69,670,872.66 | 69,990,531.07 |

Summary

| Identifier | Description | Par | Security Type | Settle Date | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|-------------|----------------|---------------|-------------|------------|----------------|------------------|----------------|------------------------|
| --- | --- | 391,483,067.31 | --- | --- | 11/11/2020 | 390,444,383.62 | 802,350.17 | 392,495,405.33 | 393,297,755.51 |

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

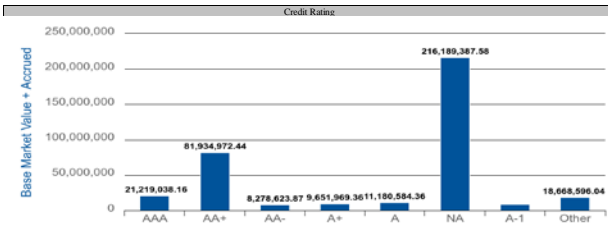
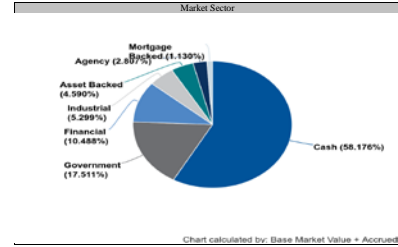
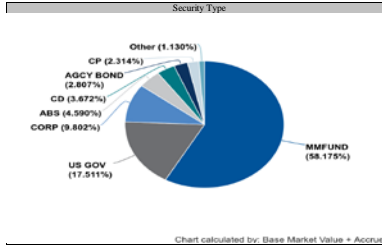
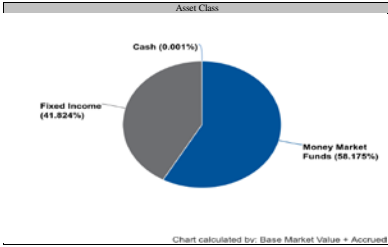
clearwater

Report: Base Risk Summary - Fixed Income
 Account: SMCTA - Agg (165727)
 Date: 11/01/2019 - 11/30/2019

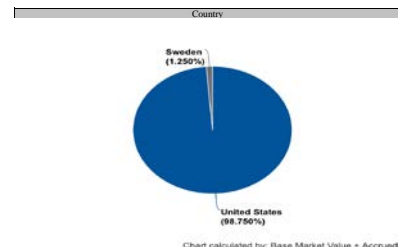
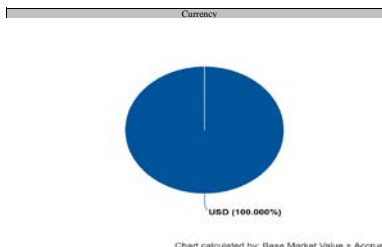
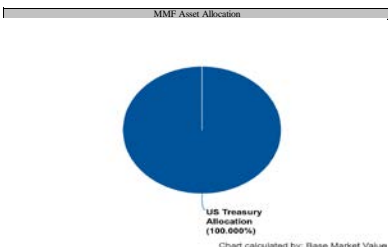
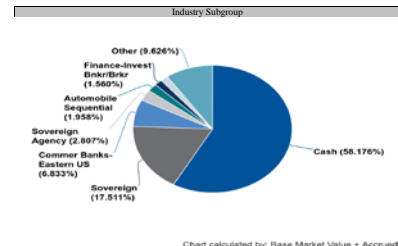
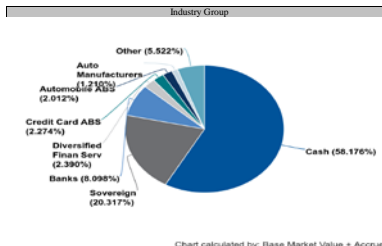
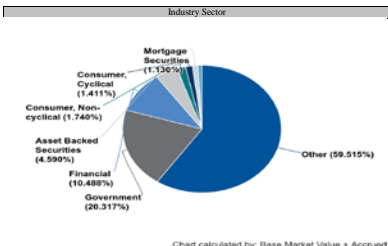
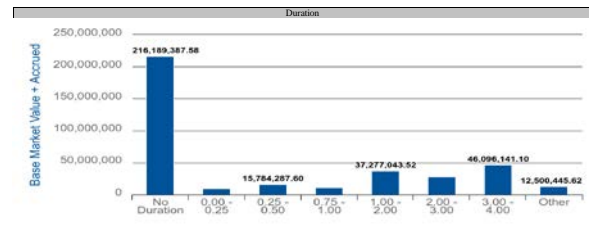
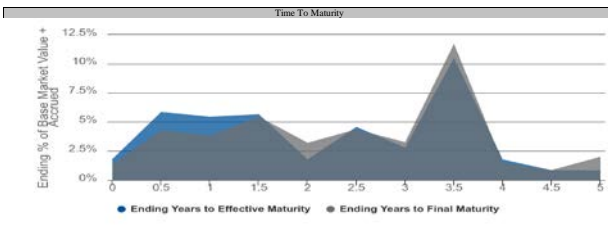
| Balance Sheet | |
|--------------------------|----------------|
| Book Value + Accrued | 391,497,802.14 |
| Net Unrealized Gain/Loss | 1,784,035.67 |
| Market Value + Accrued | 393,281,837.81 |

| Cash and Fixed Income Summary | |
|-------------------------------|----------------|
| Risk Metric | Value |
| Cash | -251,447.19 |
| MMFUND | 233,684,293.15 |
| Fixed Income | 159,848,991.85 |
| Duration | 2.051 |
| Convexity | 0.069 |
| WAL | 0.869 |
| Years to Final Maturity | 0.949 |
| Years to Effective Maturity | 0.868 |
| Yield | 1.885 |
| Book Yield | 0.920 |
| Avg Credit Rating | AA-Aa3/AA- |

| Issuer Concentration | |
|---|----------------------------------|
| Issuer Concentration | % of Base Market Value + Accrued |
| (SM - CP N M A) County Pool New Measure A | 30.994% |
| Other | 18.317% |
| United States | 17.97% |
| (SM - CP O M A) County Pool Old Measure A | 14.830% |
| (SM - L A I F) State of California | 13.465% |
| Federal National Mortgage Association | 2.217% |
| Citigroup Inc. | 1.200% |
| Mitsubishi UFJ Financial Group, Inc. | 1.180% |
| | 100.000% |



| Credit Duration Heat Map | | | | | | | | | |
|--------------------------|--------|--------|---------|--------|--------|--------|--------|---------|---------|
| Rating | 0 - 1 | 1 - 2 | 2 - 3 | 3 - 4 | 4 - 5 | 5 - 7 | 7 - 10 | 10 - 15 | 15 - 30 |
| AAA | 2.784% | 1.044% | 1.119% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| AA | 2.342% | 4.886% | 11.033% | 4.287% | 1.307% | 0.000% | 0.000% | 0.000% | 0.000% |
| A | 4.282% | 1.907% | 1.609% | 0.420% | 1.194% | 0.000% | 0.000% | 0.000% | 0.000% |
| BBB | 1.239% | 0.402% | 0.000% | 0.410% | 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% |



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



Report: GAAP Base Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 11/01/2019 - 11/30/2019
 Base Currency USD

* Does not Lock Down

| Identifier | Description | Base Original Units | Base Current Units | Currency | Transaction Type | Trade Date | Settle Date | Final Maturity | Base Principal | Accrued Interest | Market Value |
|------------|--------------------------------|---------------------|--------------------|----------|-------------------|------------|-------------|----------------|----------------|------------------|----------------|
| 02007HAC5 | ALLYA 172 A3 | 0.00 | (112,344.42) | USD | Principal Paydown | 11/15/2019 | 11/15/2019 | 08/16/2021 | (112,344.41) | 0.00 | 112,344.41 |
| 02007PAC7 | ALLYA 171 A3 | 0.00 | (29,628.58) | USD | Principal Paydown | 11/15/2019 | 11/15/2019 | 06/15/2021 | (29,628.59) | 0.00 | 29,628.59 |
| 157411TK5 | CHAFFEY CALIF JT UN HIGH SCH D | 375,000.00 | 375,000.00 | USD | Buy | 11/06/2019 | 12/05/2019 | 08/01/2024 | 375,000.00 | 0.00 | (375,000.00) |
| 3136AJ7G5 | FNA 14M06B A2 | 0.00 | (32,371.01) | USD | Principal Paydown | 11/01/2019 | 11/01/2019 | 05/25/2021 | (32,371.01) | 0.00 | 32,371.01 |
| 3136B1XP4 | FNA 18M5 A2 | 0.00 | (15,200.42) | USD | Principal Paydown | 11/01/2019 | 11/01/2019 | 09/25/2021 | (15,200.42) | 0.00 | 15,200.42 |
| 3137FKK39 | FHMS KP05 A | 0.00 | (812.59) | USD | Principal Paydown | 11/01/2019 | 11/01/2019 | 07/25/2023 | (812.59) | 0.00 | 812.59 |
| 3137FQ3V3 | FHMS KJ27 A1 | 615,000.00 | 615,000.00 | USD | Buy | 11/20/2019 | 11/26/2019 | 07/25/2024 | 614,985.24 | 893.46 | (615,878.70) |
| 31846V534 | FIRST AMER:US TRS MM Y | 814,450.95 | 814,450.95 | USD | Buy | --- | --- | 11/30/2019 | 814,450.95 | 0.00 | (814,450.95) |
| 31846V534 | FIRST AMER:US TRS MM Y | (3,309,751.14) | (3,309,751.14) | USD | Sell | --- | --- | 11/30/2019 | (3,309,751.14) | 0.00 | 3,309,751.14 |
| 34531EAD8 | FORDO 17A A3 | 0.00 | (116,398.23) | USD | Principal Paydown | 11/15/2019 | 11/15/2019 | 06/15/2021 | (116,398.22) | 0.00 | 116,398.22 |
| 43814PAC4 | HAROT 173 A3 | 0.00 | (32,571.54) | USD | Principal Paydown | 11/18/2019 | 11/18/2019 | 09/18/2021 | (32,571.54) | 0.00 | 32,571.54 |
| 47788BAD6 | JDOT 17B A3 | 0.00 | (69,446.00) | USD | Principal Paydown | 11/15/2019 | 11/15/2019 | 10/15/2021 | (69,446.00) | 0.00 | 69,446.00 |
| 47788CAC6 | JDOT 2018 A3 | 0.00 | (49,849.20) | USD | Principal Paydown | 11/15/2019 | 11/15/2019 | 04/18/2022 | (49,849.20) | 0.00 | 49,849.20 |
| 89190BAD0 | TAOT 17B A3 | 0.00 | (171,011.74) | USD | Principal Paydown | 11/15/2019 | 11/15/2019 | 07/15/2021 | (171,011.75) | 0.00 | 171,011.75 |
| 89238MAD0 | TAOT 17A A3 | 0.00 | (40,946.67) | USD | Principal Paydown | 11/15/2019 | 11/15/2019 | 02/16/2021 | (40,946.67) | 0.00 | 40,946.67 |
| 912828N30 | UNITED STATES TREASURY | (1,800,000.00) | (1,800,000.00) | USD | Sell | 11/01/2019 | 11/06/2019 | 12/31/2022 | (1,833,046.88) | (13,408.29) | 1,846,455.17 |
| 912828VP2 | UNITED STATES TREASURY | (235,000.00) | (235,000.00) | USD | Sell | 11/20/2019 | 11/26/2019 | 07/31/2020 | (235,624.22) | (1,507.07) | 237,131.29 |
| 912828XX3 | UNITED STATES TREASURY | 4,650,000.00 | 4,650,000.00 | USD | Buy | 11/01/2019 | 11/06/2019 | 06/30/2024 | 4,744,089.84 | 32,600.54 | (4,776,690.38) |
| --- | --- | 1,109,699.81 | 439,119.40 | USD | --- | --- | --- | 07/22/2022 | 499,523.39 | 18,578.64 | (518,102.03) |

* MMF transactions are collapsed

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

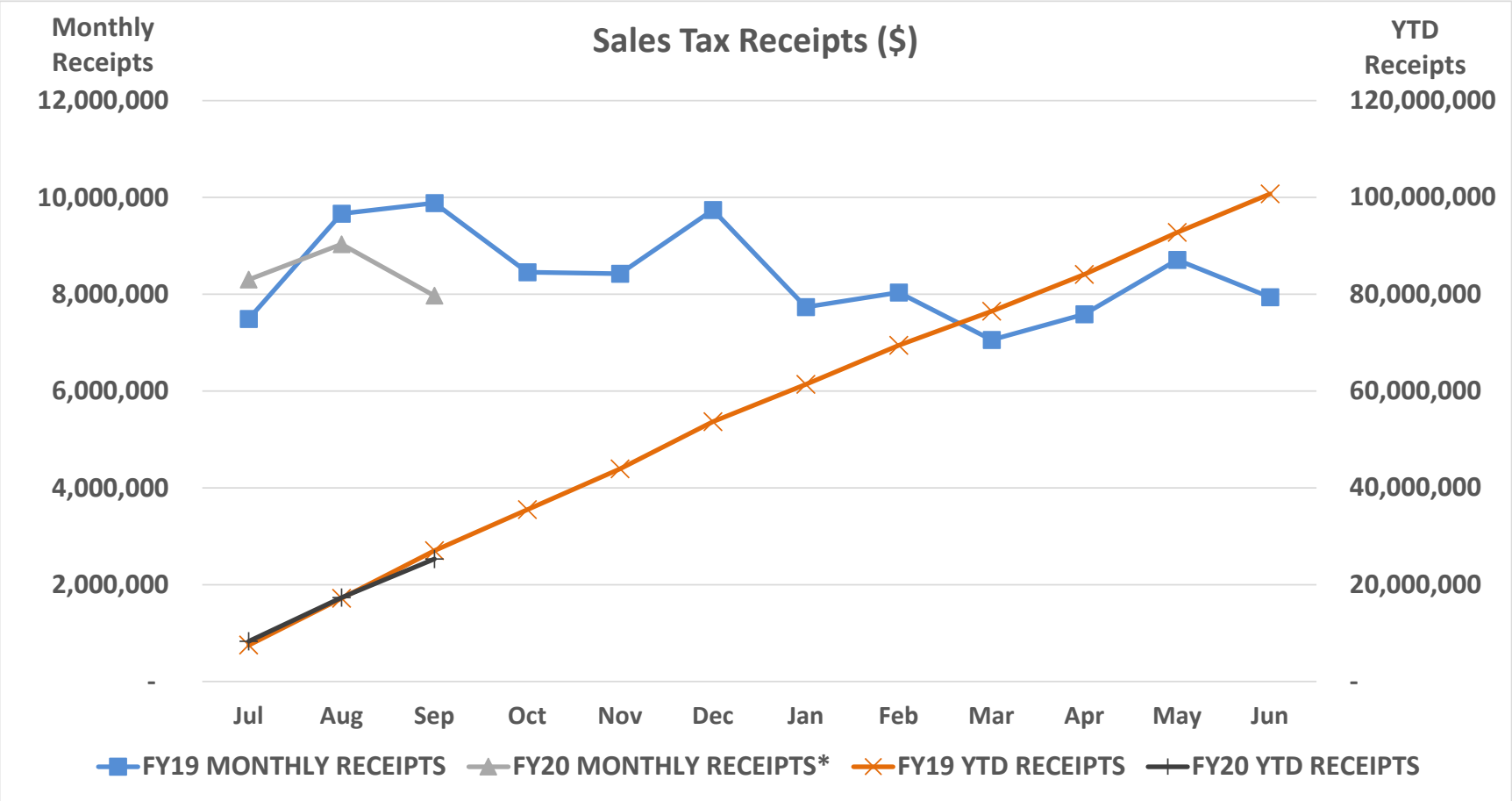
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2020
November 2019**



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
Nov-19

| Unit | Ref | Name | Amount | Method | Description |
|-------|--------|---------------------------------------|--------------|--------|---------------------------------------|
| SMCTA | 000332 | BEACH, EMILY RANDOLPH | 100.00 | ACH | Board Member Compensation |
| SMCTA | 000336 | BEACH, EMILY RANDOLPH | 200.00 | ACH | Board Member Compensation |
| SMCTA | 000335 | FRESCHET, MAUREEN ANN | 200.00 | ACH | Board Member Compensation |
| SMCTA | 000331 | HORSLEY, DONALD | 100.00 | ACH | Board Member Compensation |
| SMCTA | 000334 | HORSLEY, DONALD | 200.00 | ACH | Board Member Compensation |
| SMCTA | 000333 | MEDINA, RICO E. | 100.00 | ACH | Board Member Compensation |
| SMCTA | 005061 | ROMERO, CARLOS | 100.00 | CHK | Board Member Compensation |
| SMCTA | 000330 | GROOM, CAROLE | 100.00 | ACH | Board Member Compensation |
| SMCTA | 005062 | AGUIRRE, ALICIA | 200.00 | CHK | EL JPA Operating Admin |
| SMCTA | 005064 | GUILLES, MIMA | 29.93 | CHK | EL JPA Operating Admin |
| SMCTA | 005065 | PAPAN, DIANE | 100.00 | CHK | EL JPA Operating Admin |
| SMCTA | 005066 | DERWIN, MARYANN MOISE | 100.00 | CHK | EL JPA Operating Admin |
| SMCTA | 005063 | CALIFORNIA TRANSPORTATION COMMISSION | 9,640.41 | CHK | EL JPA Operating Admin |
| SMCTA | 005055 | SLAVIT, JOEL A | 51.40 | CHK | Business Travel & Meeting (Operating) |
| SMCTA | 005070 | GOVERNMENT FINANCE OFFICERS ASSN | 560.00 | CHK | Business License (Operating) |
| SMCTA | 005069 | KADESH & ASSOCIATES, LLC | 4,600.00 | CHK | Consultants (Operating) |
| SMCTA | 000337 | KHOURI CONSULTING LLC | 5,250.00 | ACH | Legislative Advocate (Operating) |
| SMCTA | 005048 | HANSON BRIDGETT LLP | 15,040.00 | CHK | Legal Services (Operating) |
| SMCTA | 005067 | BELMONT, CITY OF | 195,084.77 | CHK | Capital Programs (1) |
| SMCTA | 005071 | GRAY-BOWEN-SCOTT | 76,445.13 | CHK | Capital Programs (2) |
| SMCTA | 005049 | PACIFIC GAS & ELECTRIC COMPANY | 5,933.47 | CHK | Capital Programs (2) |
| SMCTA | 005050 | PACIFIC GAS & ELECTRIC COMPANY | 8,250.62 | CHK | Capital Programs (2) |
| SMCTA | 005051 | PACIFIC GAS & ELECTRIC COMPANY | 5,405.49 | CHK | Capital Programs (2) |
| SMCTA | 005052 | PACIFIC GAS & ELECTRIC COMPANY | 8,986.14 | CHK | Capital Programs (2) |
| SMCTA | 005053 | PACIFIC GAS & ELECTRIC COMPANY | 3,052.05 | CHK | Capital Programs (2) |
| SMCTA | 005073 | GRAY-BOWEN-SCOTT | 18,219.15 | CHK | Capital Programs (2) |
| SMCTA | 005074 | MARK THOMAS & COMPANY AND AECOM JV | 618,422.71 | CHK | Capital Programs (2) |
| SMCTA | 005072 | GRAY-BOWEN-SCOTT | 4,471.97 | CHK | Capital Programs (3) |
| SMCTA | 005057 | MENLO PARK, CITY OF | 38,904.17 | CHK | Capital Programs (4) |
| SMCTA | 005068 | DALY CITY, CITY OF | 23,383.07 | CHK | Capital Programs (4) |
| SMCTA | 005058 | MILLBRAE, CITY OF | 260,000.00 | CHK | Capital Programs (5) |
| SMCTA | 005060 | REDWOOD CITY, CITY OF | 16,569.17 | CHK | Capital Programs (5) |
| SMCTA | 900183 | PENINSULA CORRIDOR JOINT POWERS BOARD | 1,624,055.07 | WIR | Capital Programs (6) |
| SMCTA | 005059 | PENINSULA TRAFFIC CONGESTION RELIEF | 283,518.00 | CHK | Capital Programs (7) |
| SMCTA | 005054 | SAN FRANCISCO COUNTY TRANSPORTATION | 120,664.73 | CHK | Capital Programs (8) |
| SMCTA | 005075 | SAN MATEO COUNTY TAX COLLECTOR | 1,051.00 | CHK | Capital Programs (9) |
| SMCTA | 005076 | SOUTH SAN FRANCISCO, CITY OF | 34,483.02 | CHK | Capital Programs (10) |
| SMCTA | 000329 | URS CORPORATION | 23,753.95 | ACH | Capital Programs (11) |
| SMCTA | 900182 | DEPARTMENT OF TRANSPORTATION | 1,019,234.56 | WIR | Capital Programs (12) |
| SMCTA | 900184 | PENINSULA CORRIDOR JOINT POWERS BOARD | 1,011,385.93 | WIR | Capital Programs (13) |
| SMCTA | 005056 | MARK THOMAS & COMPANY AND AECOM JV | 55,859.80 | CHK | Consultants (14) |
| | | | 5,493,805.71 | | |

- (1) 2015 Call for Proj-Ped&Bike
(2) 101 HOV Ln Whipple - San Bruno
(3) Express Lane Operations
(4) Shuttles FY19-20 Funding
(5) 2017 Bike/Ped Call for project
(6) 25th Ave Grade Separation
(7) ACR Countywide TDM Prgm
(8) 101 Managed Lanes (Nof I-380)
(9) 101 Interchange to Broadway
(10) Railroad Avenue Extension
(11) 101 Peninsula Ave/Poplar I/C
(12) 101 Interchange to Willow \$991,123.51; 101 HOV Ln Whipple - San Bruno \$11,012.84; US101/SR92 Interchange Area Impr \$14,021.20; US101/SR 92 Direct Connector \$3,077.01
(13) Caltrain Electrification \$583,083.96; 25th Ave Grade Separation \$428,301.97
(14) 101 Interchange to Broadway \$3,353.56; US101/SR92 Interchange Area Impr \$26,063.30; US101/SR 92 Direct Connector \$26,442.94



**AGENDA ITEM #11
JANUARY 9, 2020**

Memorandum

Date: January 2, 2020
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – January 9, 2020

101 Express Lanes Project

Work continues on the southern segment of the 101 Express Lanes Project, extending from San Mateo/Santa Clara County Line to Whipple Avenue, with an estimated completion of the roadway infrastructure by February 2020. The toll system contractor, Transcore, is currently completing the design of the toll system equipment, and will begin construction mid-2020.

The project team was able to negotiate an agreed-to price for the northern segment of the project, extending from Whipple Avenue to I-380, for \$359,140,000. Kiewit, the project's Construction Manager/General Contractor, will construct the northern segment. Construction is expected to begin in January 2020, commencing with vegetation removal along the shoulders of the 101 corridor. The contract duration is estimated to be two years.

For more than a year, there has been a series of meetings with adjacent communities, City of San Mateo elected officials, and staff regarding the removal and replacement of three sound walls on the east side of 101 within San Mateo city limits. On Monday, December 9, the project team hosted a community meeting in San Mateo to provide a project update focusing primarily on the sound walls that will need to be relocated to accommodate widening for the new express lanes. Work on the sound walls is expected to begin in Spring 2020.

Railroad Avenue Extension Project – Feasibility Study

In February 2018, the City of South San Francisco, as project sponsor, was allocated \$180,000 of Measure A funds through the 2017 TA Highway Call for Projects to perform a feasibility study for the Railroad Avenue extension. The project proposes to extend the existing Railroad Avenue at its terminal at South Linden Avenue (west of 101) east to cross 101 and connect with East Grand Avenue/Allerton Avenue (east of 101). The

study evaluated the roadway layout and profile constraints associated with the roadway and railroad grade separation, assessed the right-of-way impacts, and summarized coordination with key project stakeholders such as Caltrain and Union Pacific Railroad (UPRR).

The recently completed study shows the possibility of constructing (1) a bridge structure over the existing Caltrain tracks and below the existing 101 bridge structure, and (2) a new roadway east of 101. The study also shows that the project would require right-of-way acquisitions of private property west of 101 and UPRR property east of 101. After a meeting with UPRR, it was determined that right-of-way acquisition of the UPRR property is not feasible. The City may look into other locations to provide east-west access across 101.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **2020 LEGISLATIVE PROGRAM**

ACTION

Staff recommends that the Board adopt the attached Legislative Program to guide the San Mateo County Transportation Authority (TA) policy advocacy efforts over the course of the 2020 calendar year.

SIGNIFICANCE

The 2020 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transportation Authority's (TA) legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the State legislative session and the second session of the 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the TA to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the TA's priorities.

Objectives

The 2020 Program is organized to guide the TA's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the TA's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the TA's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2020 Legislative Program.

Should other issues surface that require the TA's attention, actions will be guided by the

three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the TA's Board of Directors for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

The TA and its legislative consultants will employ a variety of engagement tools to support the 2020 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the TA's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the TA's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, Director, Government and Community Affairs 650-508-9435

SMCTA 2020 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency's) programs and services. They also have potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2020 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2019 calendar year, including the second half of the 2019-2020 State legislative session and the second session of 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2020 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2020 Legislative Program, including:

- Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the agency's legislative advocacy efforts until approval of the next program.

State and Regional

Funding Opportunities and Challenges

| <i>Issue / Background</i> | <i>Strategy</i> |
|---|---|
| <p>General Funding In 2017, the State enacted SB 1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p> | <ul style="list-style-type: none"> ● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs. ● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services. ● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure. ● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA). ● Monitor efforts to implement a mileage-based user fee as a potential revenue source. |
| <p>Formula Funding After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable</p> | <ul style="list-style-type: none"> ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. ● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs. ● Support full and timely allocation of the Agency’s STIP share. ● Participate in the California Transit Association’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit. |

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| <p>communities.</p> <p>The Transportation Development Act (TDA) dedicates a ¼ cent statewide sales tax, generating \$1.5 billion annually to support public transportation services. Operators statewide have had difficulty meeting farebox recovery ratio requirements, compromising the ability to access funding to maintain existing service. In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The Agency is part of the working group.</p> | |
| <p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p> | <ul style="list-style-type: none"> ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project. ● Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula. |

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| <p>Voter Threshold Legislation has been considered in recent years that provides a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p> | <ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs. |
| <p>Other State or Local Funding Or Project Delivery Options Local and regional governments continue to seek methods for funding and delivering new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> | <ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the agency. • Support legislation that works to ensure revenues generated through managed - lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce housing to attract and retain quality personnel. • Support legislation that allows for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion. |
| <p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding</p> | <ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing • Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn't be financially penalized for decisions that are outside the authority of the agency) |
| <p>Transportation Projects</p> | |
| <p>General As the Bay Area's population continues to grow, the region's transportation infrastructure is being negatively impacted. Highways, local streets</p> | <ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area. |

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| <p>and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</p> | |
| <p>Caltrain Modernization (CalMod) Program In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete in 2020.</p> | <ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations. • Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program. • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits. • Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements. • Advocate for funding and policies to support grade separation projects. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor. • Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state’s rail modernization efforts. |

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| <p>101 Express Lanes The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. Phase II of the project, that could extend the managed lane into San Francisco will be ramping up planning and environmental efforts in 2020.</p> | <ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. |
| <p>Transit Oriented Development / First and Last Mile First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p> | <ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the increased funding for and development of new and innovative first and last mile options. • Advocate for policies that promote transit-oriented developments in ways that compliment transit services. • Support the State’s GHG reduction goals by supporting transit-oriented developments. • Support state funding and streamlining the process for transit-oriented development. |
| <p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p> | <ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities • Support policies that encourage use of TDM |
| <p>Regulatory and Administrative Issues</p> | |
| <p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p> | <ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. |

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| <p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.</p> | <ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA and support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects, without compromising CEQA’s effectiveness as an environmental protection policy. |
| <p>Sustainable Communities Strategies Implementation Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p> | <ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. |

Federal

| Funding Opportunities and Challenges | |
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| <i>Issue / Background</i> | <i>Strategy</i> |
| <p>Federal Appropriations Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2019, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through November 21, 2019. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2020.</p> <p>The President and the Department of Transportation (DOT) have proposed phasing out the Capital Investment Grant program (New Starts/Small Starts/Core Capacity) in the annual budget request. However, Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to sign full funding grant agreements.</p> | <ul style="list-style-type: none"> • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency’s transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program and BUILD. • Communicate frequently with the agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills. |
| <p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p> | <ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the |

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| | agency's transportation needs. |
| Transportation Projects | |
| <p>General Support the efforts of partnering agencies to obtain federal funding for transit projects in San Mateo County.</p> | <ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency. |
| <p>Caltrain Modernization (CalMod) Program The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes funding from the Federal Railroad Administration (FRA).</p> <p>The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network.</p> <p>High-Speed Rail Blended System In 2016, a new</p> | <ul style="list-style-type: none"> • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President's budget request and in the annual THUD Appropriations bills. • Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding. • Advocate for additional PTC funding for capital and operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Support the allocation of federal funding to advance implementation of Caltrain-related projects. • Advocate for funding and policies to support grade separation projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor. |

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| <p>round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.</p> | |
| <p>101 Express Lanes The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. Phase II of the project, that could extend the managed lane into San Francisco will be ramping up planning and environmental efforts in 2020.</p> | <ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. |
| <p>Regulatory and Administrative Issues</p> | |
| <p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p> | <ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. |
| <p>FAA Rule In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The</p> | <ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Support the State of California in its efforts to respond and address FAA’s requests |

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| <p>rule would require that local taxes on aviation fuels must be spent on airports is contrary to states' rights to control their general application sales tax measures.</p> | |
| <p>FAST Act Reauthorization and other Regulations The FAST Act expires in September 2020. Congressional authorization committees have been holding hearings throughout 2019. The Senate Environment and Public Works Committee passed its bill, America's Transportation Infrastructure Act of 2019 (S. 2302), on July 30, 2019. The bill authorizes \$287 billion over five years, including \$259 billion for highway formula programs. The total represents an increase of over 27 percent from FAST Act funding. The legislation maintains the existing rail-highway grade crossing set-aside at the current \$245 million per year but increases the federal cost share for the grants from 90 percent to 100 percent. The bill also allows states to use these funds for projects to reduce pedestrian injuries and fatalities from trespassing on railroad right-of-way.</p> <p>Funding has still not been identified to pay for the bill. The other authorization committees in the Senate and House still need to draft and pass their bills. During Congress' consideration of the reauthorization bill, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</p> <p>USDOT will also issue guidance, new rulemaking, and take action in response to Executive Orders on a variety of issues outside the scope of the FAST Act.</p> | <ul style="list-style-type: none"> • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization. • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues. |

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| <p>Infrastructure Proposals Congress could consider an infrastructure package in 2020 that would include increased funding for highways, transit, aviation, and water programs. Funding for these programs has yet to be identified.</p> | <ul style="list-style-type: none">• Monitor closely and take action as needed on new Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs. <p>Advocate for funding for the Agency's projects and needs in a broad infrastructure proposal.</p> |
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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
December 16, 2019

The FY20 “minibus” have been released and contain \$1.978b for the Capital Investment Grants Program (CIG). Of that amount, \$300 million is provided for continued core capacity projects, which includes the next installment for the Peninsula Corridor Electrification Project (PCEP). Other highlights of the package include \$1b for Better Utilizing Investments to Leverage Development (BUILD) and \$325m for Consolidated Rail Infrastructure and Safety Improvements (CRISI). The text of the FY20 THUD conference report was provided to staff.

The makeup of the fiscal year 2020 appropriations bills will be one defense package and one domestic/international package. One package is expected to be laid in on H.R.1158 (McCaul) and is likely to include Defense (Division A), Commerce-Justice-Science (Division B), Financial Services and General Government (Division C), and Homeland Security (Division D).

The other package is expected to be laid in on H.R.1865 (Pascrell) and is likely to include Labor-HHS (Division A), Agriculture (Division B), Energy and Water (Division C), Interior (Division D), Legislative Branch (Division E), Military Construction and Veterans Affairs (Division F), State-Foreign Operations (Division G), and Transportation-HUD (Division H).

House leaders are still aiming to have the legislation filed around noon today so that the House Rules Committee can meet this evening around 5pm. As we reported last week, if things hold to schedule, House Majority Leader Hoyer has said he would like to bring Appropriations bills to the floor beginning Tuesday, December 17. It is unclear which order the FY20 appropriations packages will move on the House floor, but they are expected to be considered on the same day back-to-back.

The House is also expected to consider an extenders package, the USMCA, and impeachment prior to adjourning.

Grants

Coming Soon: INFRA Grants

DOT has said that they will issue a NOFO in December. \$1 billion is available for FY 2020. The NOFO will not change much from FY 2019 NOFO.

Grant Opportunity: State and Local Government Data Analysis Tools for Roadway Safety (DOT)

The purpose of this one-time funding opportunity is to partner with State and local governments, along with their supporting partners, to develop, refine, and implement data tool applications that address specific roadway safety problems and can demonstrate

KADESH & ASSOCIATES, LLC

deployment applications through technical assistance and peer exchanges. All applications are due by January 17, 2020. More information can be found in the Funding Opportunity Announcement via [Grants.gov](https://www.grants.gov).

Grant Award Announcement: Bus and Bus Facilities Grants

On November 25, DOT Secretary Elaine Chao announced that the Federal Transit Administration (FTA) awarded \$423 million in transit infrastructure grants to improve the safety and reliability of American bus systems and enhance mobility for transit riders. The funding supports projects to replace, rehabilitate, and purchase buses and related equipment, as well as projects to purchase, rehabilitate, and construct bus-related facilities. A total of 94 projects in 42 states and the District of Columbia were awarded funding from FTA's Grants for Buses and Bus Facilities Program. There were seven awards in the state of California which are included below. Holland & Knight secured a conference call with FTA staff to provide a debrief for Caltrain's bus and bus facilities grant. FTA said that the grant was highly recommended (highest possible rating) and was very complementary of the grant application. FTA offered valuable feedback on how to improve the application for the next round and encouraged Caltrain to submit next year.

- \$466,883 for the California Department of Transportation on behalf of Full Access and Coordinated Transportation, Inc. (FACT) Full Access and Coordinated Transportation, Inc. (FACT), which provides specialized transportation services for residents of San Diego County. The funding will be used to purchase accessible vehicles to improve access, mobility and service reliability for people with disabilities, seniors, and others who use the service.
- \$260,000 for the California Department of Transportation on behalf of Redwood Coast Transit Authority (RCTA) Redwood Coast Transit Authority (RCTA). The funding will be used to purchase new buses that will replace buses that have exceeded their useful life in rural Del Norte County.
- \$592,998 for the California Department of Transportation on behalf of Tehama County Transit Agency Board Tehama County Transit Agency Board to renovate existing buildings at the Tehama Rural Area Express (TRAX) transit facility in Red Bluff, California.
- \$4,335,000 for the California Department of Transportation on behalf of Yosemite Area Regional Transportation System (YARTS) Yosemite Area Regional Transportation System (YARTS) to purchase battery-electric over-the-road coach buses equipped with ADA lifts and restrooms.
- \$5,145,281 for the Fresno County Rural Transit Agency to construct a new state-of-the-art bus maintenance and operations facility.
- \$1,800,000 for Solano County Transit to plan, construct, and install electrical charging infrastructure to accommodate an all-electric bus fleet that is planned for the future.
- \$2,000,000 for the Transit Joint Powers Authority for Merced County to purchase zero emission electric buses and associated charging equipment to replace the agency's gasoline fueled buses that have exceeded their useful life.

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Grant Award Announcement: BUILD

On November 12, DOT Secretary Elaine Chao announced \$900 million in funding for American infrastructure through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. Funding was awarded to 55 projects in 35 states that will be used to support roads, bridges, transit, rail, ports or intermodal transportation. There were only two BUILD awards in the state of California: \$8,683,480 for the Lancaster Urban Transit Leveraged-Infrastructure Fleet Expansion Project and \$10,540,582 for Fresno's Veterans Boulevard Interchange, Extension, and Grade Separation Project.

Holland & Knight has spoken with DOT and they will start doing debriefs in January.

According to U.S.DOT, the modal breakdown of the 2019 grant awards is:

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| Road/Bridge | \$603,321,144 | 68.3% |
| Transit | \$84,610,032 | 9.6% |
| Rail | \$48,300,000 | 5.5% |
| Port/Maritime | \$128,550,000 | 14.6% |
| Bike-Ped | \$0 | 0.0% |
| Aviation | \$18,690,047 | 2.1% |
| TOTAL | \$883,471,223 | 100.0% |



December 9, 2019

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

RE: STATE LEGISLATIVE UPDATE – JANUARY

The legislature concluded its business and adjourned for the year and is set to reconvene on January for the second year of the 2019-2020 legislative session. The following is a brief summary of current challenges as well as grant opportunities that SMCTA may wish to consider.

Grant Opportunities:

SB 1 Competitive Grant Programs

In 2018, San Mateo received \$253 million to create a 44-mile express lane network from the San Mateo-Santa Clara County border to the I-380/101 interchange near San Francisco International Airport. It was the largest competitive grant award given statewide in Cycle 1. While SMCTA does not anticipate pursuing a priority project for funding in Cycle 2, we want to ensure that the guidelines are advantageous for prospective submittals in the near future.

On September 19, we attended the CTC workshops in San Diego to work on the adoption of guidelines for Cycle 2 for some SB 1 competitive programs – Solutions for Congested Corridors Program (SCCP). We also attended the next round of workshops on October 22 in West Sacramento, and again in San Diego on November 20.

To help maximize the prospects of success, we have been pushing for the CTC to consider prioritizing the completion of corridors (this would help make Phase 2 of the 101 express lanes project to the San Francisco City/County border more competitive). CTC staff has included language for this purpose. Guidelines will be considered for adoption on January 29-30.

With the Governor's veto of SB 277, the Local Partnership Program (LPP) guidelines are expected to be relatively similar to Cycle 1, with a few exceptions relating to project readiness (completed environmental documents) and recognition of geographic distribution. The CTC may choose to recalibrate the current 50/50 distribution of funds between formula and competitive funding to favor a 65/35 or 60/40 split favoring formula. Given the shorter cycle of funding moving forward, the CTC may have less flexibility to allocate funding for projects across the board in Cycle 2. SMCTA is seeking a distribution formula favoring revenue over population for the formulaic portion of the program.

We attended the LPP workshops in San Diego on November 20, which represented the final opportunity to comment on draft guidelines prior to final adoption by the Commission in January. Applications for the competitive LPP and SCCP are scheduled to be due by the end of June, and awards made in October.

Transit Capital and Intercity Rail Program (TIRCP)

Cycle 4 for TIRCP is current underway. The program, which is administered by the California State Transportation Agency (CalSTA), represents an opportunity for San Mateo to build on its success of providing additional rail service through the county. In 2018, Caltrain received \$123 million to support electrification by expanding the number of electric multiple units (EMUs) rail cars under procurement. Additional funding also improves wayside bicycle facilities and expands onboard Wi-Fi.

SamTrans also received \$15 million to introduce 4 limited express bus routes along US-101 in San Mateo, Santa Clara, and San Francisco Counties, using 37 zero-emission vehicles for reduced travel times and improved reliability of operations. The proposed routes include San Bruno to Sunnyvale, Foster City to San Francisco, Redwood Shores to San Francisco, and San Mateo to San Francisco and creates 15-minute peak-period service along US-101 in conjunction with the completion of the managed lanes project in late 2021 and includes service to the Transbay Terminal. Service will be integrated with Caltrain and AC Transit service. Applications for Cycle 4 are due on January 16, 2020, and awards will be published on April 1.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: TRANSIT – SHUTTLES**

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. Measure A encompasses six program categories – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – which will be featured individually throughout the year. This item features a presentation highlighting the status of the Transit – Local Shuttle Program, which will be presented via PowerPoint.

BUDGET IMPACT

This informational item does not impact the budget.

BACKGROUND

Four percent of the Measure A sales tax revenue is available to support the Local Shuttle Program. The TA's Local Shuttle Program provides operating funds for commuter shuttles connecting with transit stations and community-serving shuttles. Project sponsors are required to submit quarterly and annual progress reports, which the TA uses to track the performance of individual projects as well as the overall program.

Prepared By: Jennifer Williams, Administrative Analyst II

650-508-6343



San Mateo County Shuttle Program Performance Metrics (FY 19 Q1 - FY 19 Q4)

Total Allocation

Costs, Expenses & Percent Match

Performance

| | Sponsor | Shuttle Name | Primary Service Area | Connecting BART/Caltrain Stations | Service Type | Total Submitted Cost | Matching Funds | Measure A Allocation | Total Operating Costs | Total Measure A Shuttle Funds Expended | Total Matching Funds Expended | Percent Matching Funds | Total Passengers | Operating Cost/Pass. | Pass./Service Hr |
|---------------|-----------------------------------|------------------------------------|-----------------------|---|--------------------|----------------------|--------------------|----------------------|------------------------------|--|-------------------------------|------------------------|------------------------------|----------------------|------------------|
| 1 | Commute.org | Bayshore Technology Park | Redwood Shores | Caltrain - Hillsdale | commuter | \$287,370 | \$143,685 | \$136,919 | \$120,942 | \$60,471 | \$60,471 | 50% | 27,730 | \$4.36 | 16.8 |
| 2 | Commute.org | Brisbane Crocker Park ¹ | Brisbane | BART - Balboa Park Caltrain - Bayshore | commuter | \$838,354 | \$285,588 | \$526,544 | \$277,926 | \$170,444 | \$107,481 | 34% | 83,994 | \$3.31 | 23.4 |
| 3 | Commute.org | North Burlingame | Burlingame | BART/Caltrain - Millbrae | commuter | \$287,300 | \$143,650 | \$136,886 | \$123,875 | \$61,632 | \$61,632 | 50% | 21,943 | \$5.65 | 13.0 |
| 4 | Commute.org | North Foster City | Foster City | BART/Caltrain - Millbrae | commuter | \$550,491 | \$213,623 | \$320,920 | \$217,781 | \$125,335 | \$92,445 | 39% | 34,489 | \$6.31 | 10.7 |
| 5 | Commute.org | Redwood City Midpoint Caltrain | Redwood City | Caltrain - Redwood City | commuter | \$420,632 | \$149,836 | \$257,999 | \$139,810 | \$89,913 | \$49,897 | 36% | 41,388 | \$3.38 | 23.0 |
| 6 | Commute.org | Seaport Centre | Redwood City | Caltrain - Redwood City | commuter | \$276,846 | \$138,423 | \$131,908 | \$119,852 | \$59,926 | \$59,926 | 50% | 36,189 | \$3.31 | 22.5 |
| 7 | Commute.org | South SF BART | South SF | BART - South SF | commuter | \$1,131,967 | \$374,992 | \$721,030 | \$420,523 | \$269,392 | \$105,131 | 33% | 80,357 | \$5.23 | 12.9 |
| 8 | Commute.org | South SF Caltrain | South SF | Caltrain - South SF | commuter | \$586,574 | \$146,644 | \$419,095 | \$283,724 | \$212,793 | \$70,931 | 25% | 62,081 | \$4.57 | 16.2 |
| 9 | Commute.org | South SF Genesis Towers | South SF | BART - South SF Caltrain - South SF | commuter | \$270,830 | \$135,415 | \$129,043 | \$121,177 | \$60,588 | \$60,588 | 50% | 22,642 | \$5.35 | 13.7 |
| 10 | Commute.org | South SF Ferry Terminal | South SF | Caltrain South SF | commuter | \$456,112 | \$182,445 | \$260,727 | \$208,047 | \$124,828 | \$83,219 | 40% | 29,750 | \$6.99 | 10.4 |
| 11 | Daly City | Daly City Bayshore Circulator | Daly City | BART - Balboa Park & Daly City | commuter/community | \$545,000 | \$300,000 | \$245,000 | \$238,184 | \$47,636 | \$190,547 | 55% | 29,516 | \$8.07 | 9.9 |
| 12 | JPB | Bayside/Burlingame | Burlingame | BART/Caltrain - Millbrae | commuter | \$456,300 | \$114,000 | \$342,300 | \$160,497 | \$78,297 | \$82,200 | 25% | 51,677 | \$3.11 | 24.2 |
| 13 | JPB | Belmont/Hillsdale ² | Belmont | Caltrain - Belmont & Hillsdale | commuter | \$242,500 | \$60,600 | \$181,900 | <i>Shuttle was suspended</i> | | | | <i>Shuttle was suspended</i> | | |
| 14 | JPB | Broadway/Millbrae | Burlingame | Caltrain - Broadway & Millbrae | commuter | \$306,900 | \$76,700 | \$230,200 | \$130,255 | \$97,561 | \$32,694 | 25% | 45,784 | \$2.84 | 25.8 |
| 15 | JPB | Campus Drive | San Mateo | Caltrain - Hillsdale | commuter | \$240,400 | \$60,000 | \$180,400 | \$111,367 | \$83,525 | \$27,842 | 25% | 16,513 | \$6.74 | 10.9 |
| 16 | JPB | Electronic Arts (EA) | Redwood Shores | Caltrain - Hillsdale/San Carlos | commuter | \$508,000 | \$358,000 | \$150,000 | \$199,115 | \$58,739 | \$140,376 | 70% | 24,195 | \$8.23 | 18.8 |
| 17 | JPB | Bayshore/Brisbane Commuter | South San Francisco | Caltrain - Bayshore | commuter | \$225,000 | \$56,200 | \$168,800 | \$93,298 | \$69,974 | \$23,324 | 25% | 12,462 | \$7.49 | 9.8 |
| 18 | JPB | Lincoln Centre | Foster City | Caltrain - Hillsdale | commuter | \$298,300 | \$74,500 | \$223,800 | \$129,148 | \$54,464 | \$74,684 | 25% | 21,283 | \$6.07 | 12.7 |
| 19 | JPB | Mariners Island | San Mateo/Foster City | Caltrain - Hillsdale | commuter | \$302,700 | \$75,600 | \$227,100 | \$127,941 | \$95,956 | \$31,985 | 25% | 26,218 | \$4.88 | 15.1 |
| 20 | JPB | Norfolk | San Mateo | Caltrain - Hillsdale | commuter | \$240,400 | \$60,000 | \$180,400 | \$98,237 | \$73,678 | \$24,559 | 25% | 14,793 | \$6.64 | 11.0 |
| 21 | JPB | Oracle | Redwood Shores | Caltrain - Hillsdale & San Carlos | commuter | \$888,400 | \$728,400 | \$160,000 | \$428,790 | \$77,102 | \$351,688 | 82% | 23,905 | \$17.94 | 5.1 |
| 22 | JPB | Pacific Shores ³ | Redwood City | Caltrain - Redwood City | commuter | \$674,100 | \$168,400 | \$505,700 | \$177,265 | \$52,775 | \$124,490 | 25% | 50,848 | \$3.49 | 22.5 |
| 23 | JPB | Sierra Point | Brisbane/South SF | BART/Caltrain - Millbrae | commuter | \$362,000 | \$262,000 | \$100,000 | \$170,393 | \$20,930 | \$149,463 | 72% | 13,291 | \$12.82 | 10.7 |
| 24 | JPB | Twin Dolphin ⁴ | Redwood Shores | Caltrain - San Carlos | commuter | \$592,500 | \$148,000 | \$444,500 | \$144,047 | \$108,035 | \$36,012 | #REF! | 16,023 | #REF! | #REF! |
| 25 | Menlo Park | Marsh Road ⁵ | Menlo Park | Caltrain - Menlo Park | commuter | \$552,480 | \$138,120 | \$414,360 | \$135,062 | \$101,297 | \$33,766 | 25% | 20,462 | \$6.60 | 17.4 |
| 26 | SamTrans | Bayhill - San Bruno | San Bruno | BART - San Bruno | commuter | \$237,600 | \$59,400 | \$178,200 | \$133,686 | \$89,100 | \$44,586 | 25% | 35,352 | \$3.78 | 21.5 |
| 27 | SamTrans | Seton Medical - BART - Daly City | Daly City | BART - Daly City | commuter | \$231,400 | \$81,400 | \$150,000 | \$104,086 | \$67,448 | \$36,638 | 35% | 39,859 | \$2.61 | 24.3 |
| 28 | SamTrans | Sierra Point | Brisbane | BART - Balboa Park | commuter | \$615,200 | \$425,200 | \$190,000 | \$375,530 | \$72,000 | \$303,530 | 69% | 62,081 | \$6.05 | 25.8 |
| 29 | SamTrans | Bayshore/Brisbane Senior | Brisbane/Daly City | Caltrain - Bayshore | door to door | \$255,200 | \$63,800 | \$191,400 | \$117,837 | \$88,378 | \$29,459 | 25% | 4,894 | \$24.08 | 3.0 |
| 30 | SamTrans | San Carlos Community | San Carlos | Caltrain - San Carlos | community | \$338,126 | \$169,063 | \$169,063 | \$304,470 | \$152,235 | \$152,235 | 50% | 37,523 | \$8.11 | 21.0 |
| 31 | San Carlos | San Carlos Commuter | San Carlos | Caltrain - San Carlos | commuter | \$249,415 | \$62,354 | \$187,061 | \$114,478 | \$85,859 | \$28,620 | 25% | 8,246 | \$13.88 | 5.6 |
| 32 | San Mateo County College District | Skyline College Express | Daly City | BART - Daly City | commuter | \$597,222 | \$298,611 | \$298,611 | \$261,917 | \$130,959 | \$130,959 | 50% | 57,448 | \$4.56 | 16.4 |
| 33 | South SF | South City | South SF | BART - South SF | community | \$1,115,300 | \$279,000 | \$836,000 | \$429,288 | \$321,337 | \$107,112 | 25% | 76,248 | \$5.63 | 16.5 |
| Totals | | | | | | \$15,180,919 | \$6,033,649 | \$8,995,866 | \$6,218,547 | \$3,262,606 | \$2,908,490 | 47% | 1,129,184 | | |

Footnotes

- 1) Crocker Park - Third shuttle has been suspended indefinitely.
- 2) Belmont Hillsdale - Suspended 9/18. Service resumed 10/19.
- 3) Pacific Shores (1 of 2 shuttles) - Expansion deferred 7/18. Employer operated by Google 10/19 (2 shuttles).
- 4) Twin Dolphin (1 of 2 shuttles) - Suspended 11/17.
- 5) Marsh Road (1 of 2 shuttles) - Suspended 11/17, service resumed 4/19.



City/County Association of Governments (C/CAG) Shuttle Program Performance Metrics (FY 19 Q1 - FY 19 Q4)

| | Sponsor | Shuttle Name | Primary Service Area | Connecting BART/Caltrain Stations | Service Type | Total Submitted Cost | Matching Funds | C/CAG Allocation | Total Operating Costs | Total C/CAG Shuttle Funds Expended | Total Matching Funds Expended | Percent Matching Funds | Total Passengers | Operating Cost/Pass. | Pass./Service Hr |
|---------------|------------|-------------------------------|----------------------|-----------------------------------|--------------|----------------------|------------------|--------------------|-----------------------|------------------------------------|-------------------------------|------------------------|------------------|----------------------|------------------|
| 34 | Menlo Park | Willow Road | Menlo Park | Caltrain - Menlo Park | commuter | \$306,622 | \$76,655 | \$229,967 | \$97,488 | \$73,116 | \$24,372 | 25% | 14,136 | \$6.90 | 26.1 |
| 35 | Menlo Park | M2 - Belle Haven ¹ | Menlo Park | Caltrain - Menlo Park | community | \$1,167,708 | \$291,927 | \$774,168 | \$202,826 | \$121,695 | \$81,130 | 40% | 14,373 | \$14.11 | 6.3 |
| Totals | | | | | | \$1,474,330 | \$368,582 | \$1,004,135 | \$300,314 | \$194,812 | \$105,502 | 33% | 28,509 | | |

Footnotes

- 1) Belle Haven (1 of 2 shuttles) - Suspended 11/17.



Shuttle Program Fact Sheet

Commute.org Shuttles

1. Bayshore Technology Park

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$136,919

Serves the office complex located in the Bridge Parkway area of Redwood Shores. Shuttle route is designed to operate during peak commute hours and offers first/last mile connections to train service at the Hillsdale Caltrain Station.

2. Brisbane Crocker Park

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$526,544

Serves the Valley Drive/South Hill Drive area of Brisbane. Provides last mile service from the Balboa Park BART station and the Bayshore Caltrain station to commuters and community members.

3. North Burlingame

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$136,886

This shuttle operates between the Millbrae Intermodal BART & Caltrain Station, Mills-Peninsula Health Services, Sisters of Mercy of the Americas and the residential area of the Easton-Burlingame neighborhood. The service operates during peak commute hours, Monday through Friday.

4. North Foster City

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$320,920

The North Foster City Shuttles primarily serve large employers in the North Foster City area during peak commute hours. The routes are designed to connect both BART and Caltrain passengers to employment sites located in an area that is not served by SamTrans fixed route service. The shuttles provide first/last mile service.

5. RWC Midpoint Caltrain

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$257,999

Serves the Midpoint Technology Center and Stanford Medicine Outpatient Center complexes in southern Redwood City along US 101. Provides first and last mile service from the Redwood City Caltrain Station to commuters, community members, and staff/patients of Stanford Medical Center.

6. Seaport Centre

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$131,908

Serves the Seaport Centre office complex, located off Seaport Blvd., during peak commute hours. The shuttle also provides service to San Mateo County Sheriff's Office Maple Street Correctional Center. Provides first and last mile service from the Redwood City Caltrain station to commuters and community members.

7. South SF BART

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$721,030

Serves Oyster Point route, northeastern section of SSF, the Utah-Grand route, Genentech, SSF Conference Center, and residents of the marinas. Provides first/last mile service from the South San Francisco BART station to commuters and community members.

8. South SF Caltrain

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$419,095

Serves Oyster Point route, northeastern section of SSF, the Utah-Grand route, Genentech, SSF Conference Center, and residents of the marinas. The South San Francisco Caltrain Shuttles provide first/last mile service from the South San Francisco Caltrain station to commuters and community members.

9. South SF Genesis Towers

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$129,043

Serves the Genesis Towers complex located at One, Two and Three Tower Place in South San Francisco. It also serves the South San Francisco Business Center located on Dubuque. The service operates during peak commute hours. Provides first/last mile service directly from two transit stations, BART and Caltrain, to commuters and community members.

10. South SF Ferry Terminal

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$260,727

Serves Oyster Point route, northeastern section of SSF, the Utah-Grand route, Genentech, SSF Conference Center, and Genesis Towers. Provides first and last mile service from the South San Francisco Ferry Terminal to commuters and community members. The shuttles also serve as a vital link to transit coming from the East Bay in the event of a BART shutdown.

Daly City

11. Bayshore Shuttle

Service Type: Commuter/Community

Allocated Funding for FY 19 & 20: \$245,500

Connects residents in the City’s Bayshore neighborhood with public transportation options including SamTrans, Muni, and BART (Daly City and Balboa Park stations). Serves commuters during peak commute hours and the community during the midday.

Peninsula Corridor Joint Powers Board (JPB) Shuttles

12. Burlingame/Bayside

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$342,300

Serves Millbrae Intermodal Station and Burlingame Bayside Area during commute hours, Monday thru Friday. Connects to Millbrae BART/Caltrain stations.

13. Belmont/Hillsdale

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$181,900

Non-stop weekday morning and afternoon/evening shuttle service between the Belmont and Hillsdale Caltrain stations to meet Baby Bullet Trains.

14. Millbrae/Broadway

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$230,200

Non-stop shuttle service between Broadway and Millbrae Caltrain stations. Operates on weekday morning and afternoon/evening schedule and serves only Broadway station on weekends.

15. Campus Drive

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$230,200

Serves between Hillsdale Caltrain Station and the Campus Drive area. Provides residential stops along West Hillsdale Blvd during commute hours.

16. Electronic Arts (EA)

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$150,000

Serves between the San Carlos Caltrain Station and employer, Electronic Arts, during commute hours.

17. Bayshore/Brisbane Commuter

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$168,800

Provides service between the Bayshore Caltrain Station and the Brisbane – Crocker Industrial Park area. In addition, serves various residential stops along San Bruno Avenue during commute hours.

18. Lincoln Centre

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$223,800

Provides service between the Hillsdale Caltrain Station and businesses in the Lincoln Centre area in North Foster City during commute hours.

19. Mariners' Island

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$227,100

Provides service between the Hillsdale Caltrain Station and the Mariners' Island area during commute hours.

20. Norfolk

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$180,400

Provides service to Hilldale Caltrain Station and various area office buildings during commute hours. In addition, the shuttle serves residential areas of Lakeshore and Fiesta Gardens.

21. Oracle

Service Type: Commuter

Allocated Funding for FY 19 & 20:

\$160,000

Provides service between the San Carlos and Hillsdale Caltrain Station and Oracle office buildings during commute hours.

22. Pacific Shores

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$505,700

Provides service eastside of Redwood City Caltrain Station and Pacific Shores Center during commute hours.

23. Sierra Point

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$100,000

Provides service to Millbrae Transit Center and Balboa Park BART station.

24. Twin Dolphin

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$444,500

Provides weekday morning and afternoon/evening shuttle service from the San Carlos Caltrain Station and Redwood Shores Twin Dolphin area office buildings.

Menlo Park

25. Marsh Road Shuttle

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$414,360

Provides service between Menlo Park Caltrain Station and the Marsh Road business parks area during commute hours.

SamTrans BART Shuttles

26. Bayhill San Bruno

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$178,200

Provides service between San Bruno BART Station and the San Bruno Business Park area during commute hours.

27. Seton Medical

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$150,000

Provides service between the Daly City BART Station, Daly City Civic Center and Seton Medical Center.

28. Sierra Point

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$190,000

Provides service between Balboa Park BART Station and Sierra Point area office buildings, near Brisbane Bayside, during commute hours.

29. Bayshore/Brisbane Senior

Service Type: Door to Door

Allocated Funding for FY 19 & 20: \$191,400

Serves seniors to conduct daily tasks connecting with San Francisco MUNI and SamTrans to access social services, community centers and shopping.

30. San Carlos Community Shuttle

Service Type: Community

Allocated Funding for FY 19 & 20: \$169,063

Provides service to the bulk of the City of San Carlos, which connects El Camino Real, White Oaks neighborhood, San Carlos foothills and the San Carlos Avenue/Alameda de las Pulgas travel corridor towards Ralston Avenue. In addition, serves schools, such as Tierra Linda Middle School, Charter Learning Center and Carlmont High School.

San Carlos

31. San Carlos Commuter

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$187,061

Provides last-mile connection for employees who take Caltrain or SamTrans bus routes. Connects San Carlos Caltrain Station on the northeast side of San Carlos to employers, such as PAMF, Natera, Novartis and Nugen.

San Mateo County College District

32. Skyline College Express

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$298,611

Provides direct, non-stop service, connecting the Daly City BART Station to Skyline College, with 11 round-trips when classes are in session.

South San Francisco (SSF)

33. South City Shuttle

Service Type: Community

Allocated Funding for FY 19 & 20: \$836,000

Service begins and ends at the SSF BART Station, making connections to SamTrans bus routes and is within walking distance to SSF Caltrain Station. Provides underserved areas, such as Holly Avenue, Hillsdale Avenue, West Orange and Alida Way.



Shuttle Descriptions

Menlo Park

34. Willow Road

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$229,967

Provides direct connection to the Menlo Park Caltrain Station and local employment centers within Menlo Park, east of Highway 10.

35. Bell Haven

Service Type: Community

Allocated Funding for FY 19 & 20: \$774,168

Provides residents of Belle Haven neighborhood direct connection to Downtown Menlo Park, Stanford Shopping Center and Menlo Park Caltrain Station.



SAN MATEO COUNTY

**Transportation
Authority**

Measure A Local Shuttle Program Status

January 9, 2020

Board of Directors

Agenda Item #12 (c)



Overview

- **Measure A Local Shuttle Program**
- **Allocations**
- **Shuttle Purpose and Type**
- **FY2018 Program Performance**





Measure A Local Shuttle Program

- **Shuttles: 4% of Measure A Program**
- **Provides matching funds for operation of local shuttle service**

*Note: New Measure A Shuttle Program combines its Call for Projects with City/County Association of Governments (C/CAG).



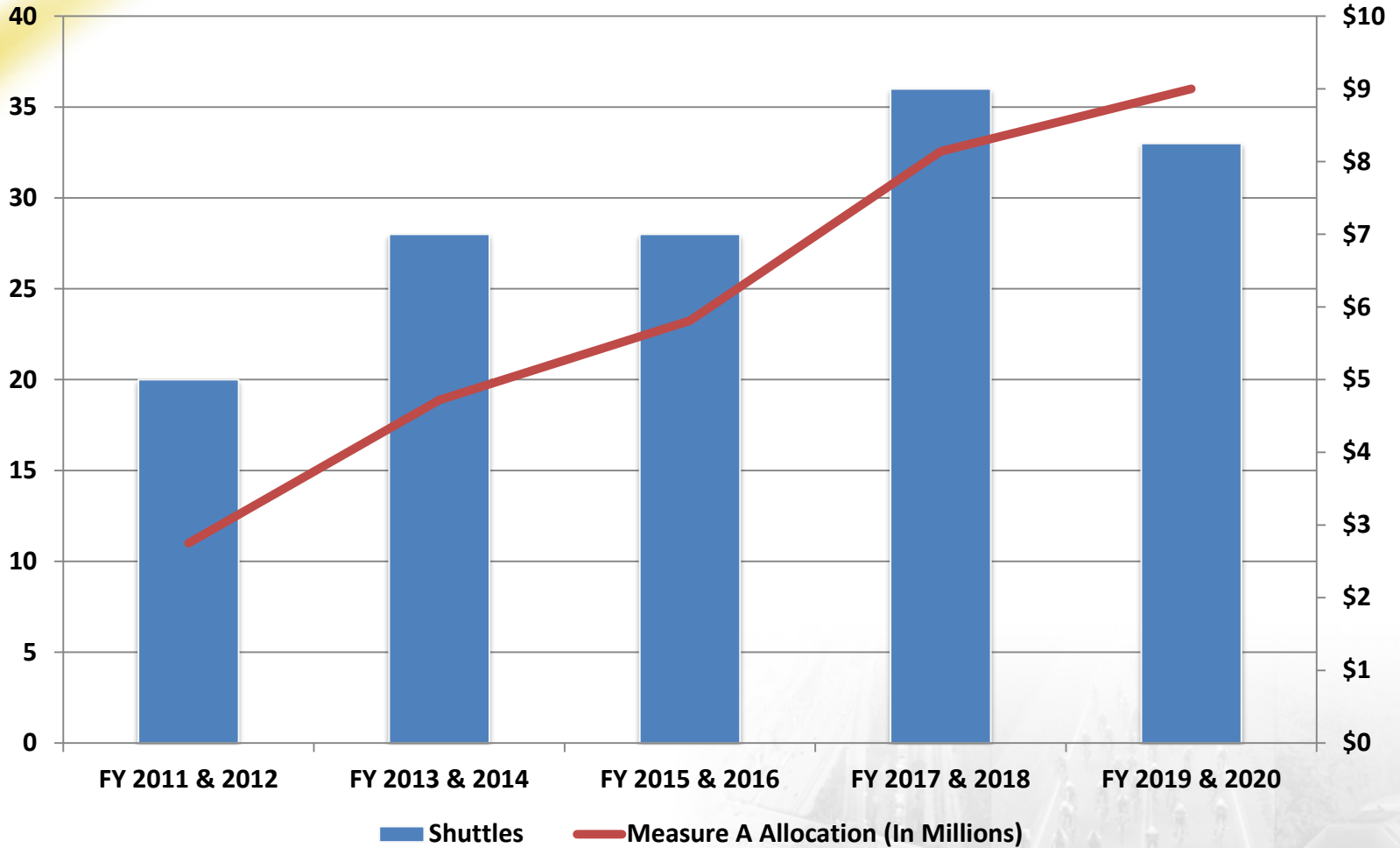
Measure A Allocation History

| Call for Projects (CFP) Funding Cycle | Allocations |
|--|---------------------|
| First CFP (FY2011 & FY2012) | \$2.75 mil. |
| 2nd CFP (FY2013 & FY2014) | \$4.72 mil. |
| 3rd CFP (FY2015 & FY2016) | \$5.81 mil. |
| 4th CFP (FY2017 & FY2018) | \$8.14 mil. |
| 5th CFP (FY2019 & FY2020) | \$9.00 mil. |
| Allocations not part of a CFP process [*] | \$2.38 mil. |
| Total | \$32.80 mil. |

* Includes direct allocations made for the Caltrain Shuttle Program in FY 2010, the Menlo Park Shuttle Program in FY2011 & FY2012, the C/CAG Shuttle Program in FY 2010-FY2012 & for program planning support of shuttle operations



Measure A Allocation History



*Data derived from quarterly shuttle reports



Funding Sources

- **Projected operating expenses of Measure A funded shuttles for FY2019 & FY2020 (2 year funding period)**
 - **\$ 8.9M Measure A funds (60%)**
 - **\$ 6.0M matching funds (40%)**
 - **\$14.9M projected total cost**
- **Actual operating expenses of Measure A funded shuttles in FY2019 (first year of funding)**
 - **\$ 3.2M Measure A funds (53%)**
 - **\$ 2.9M in matching funds (47%)**
 - **\$ 6.1M actual total expenses**



Shuttle Purpose & Type



- **Purpose:** Fill gaps in regular bus service (route & time)
- **Commuter shuttles:** Provide first/last mile peak commute link to/from regional transit primarily to access employment centers
- **Community shuttles:** Provide all, mid-day or weekend service generally within a community for basic needs (e.g. shopping, dining, medical), often serving the transit-dependent
 - *Door to door shuttles:* special type of community shuttle providing direct point to point service by advance reservation not on a regular scheduled route



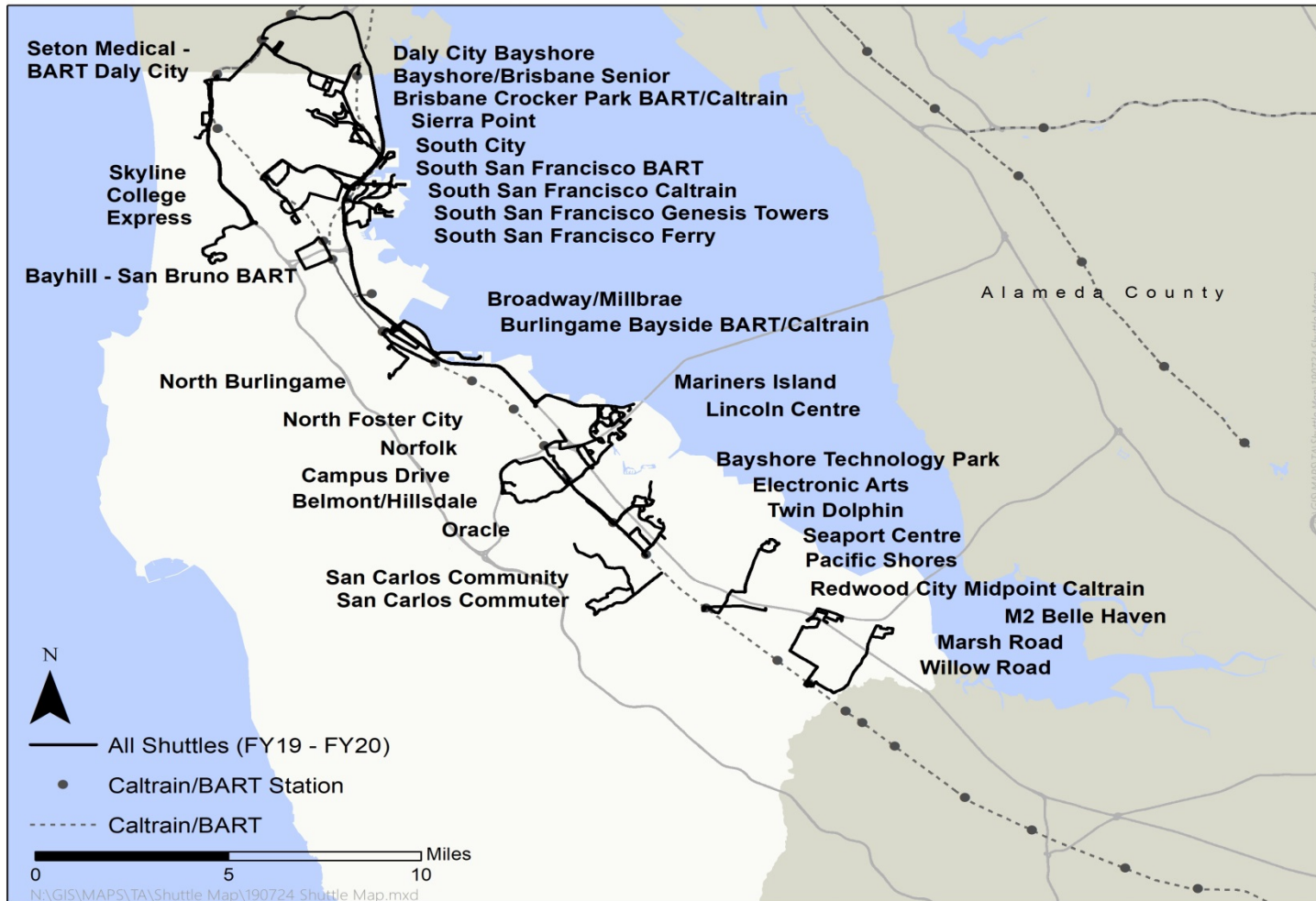
Shuttles by Type FY 2019 & FY 2020

| Type | Shuttles |
|-------------------|-----------|
| Commuter | 30 |
| Community serving | 4 |
| Door to door | 1 |
| Total | 35 |



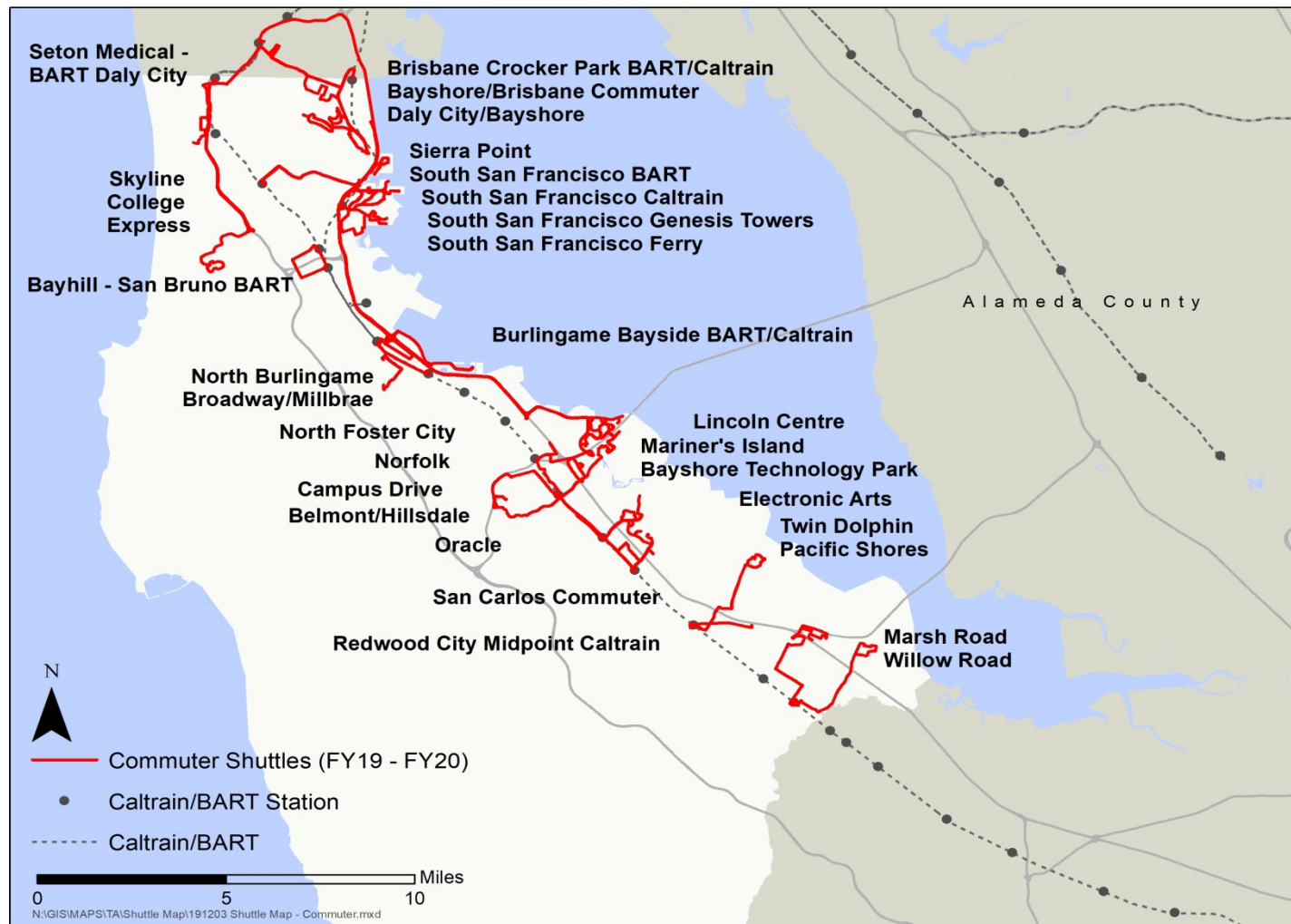


Measure A Funded Shuttles for FY 2019 & FY 2020



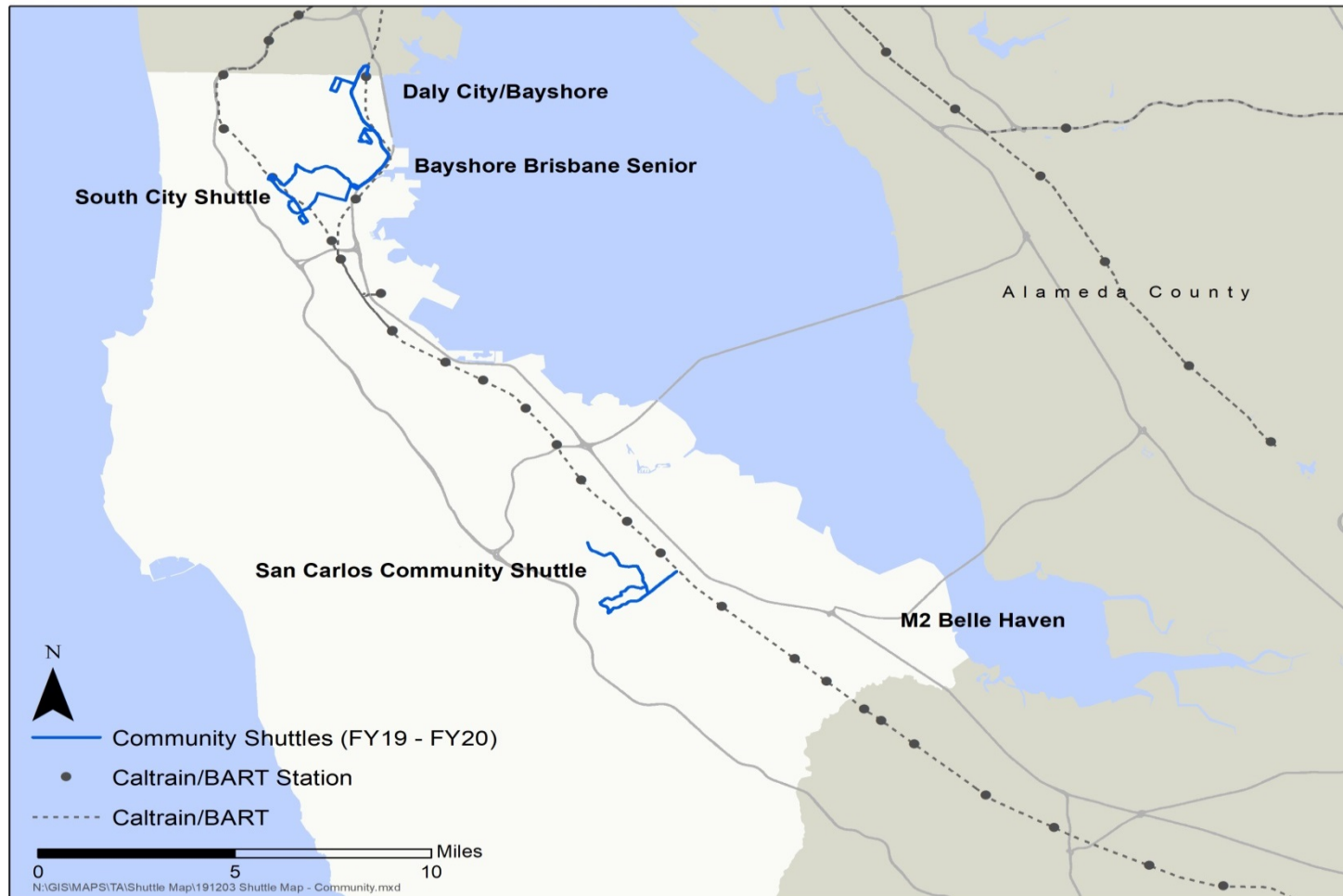


Commuter Shuttles





Community Shuttles



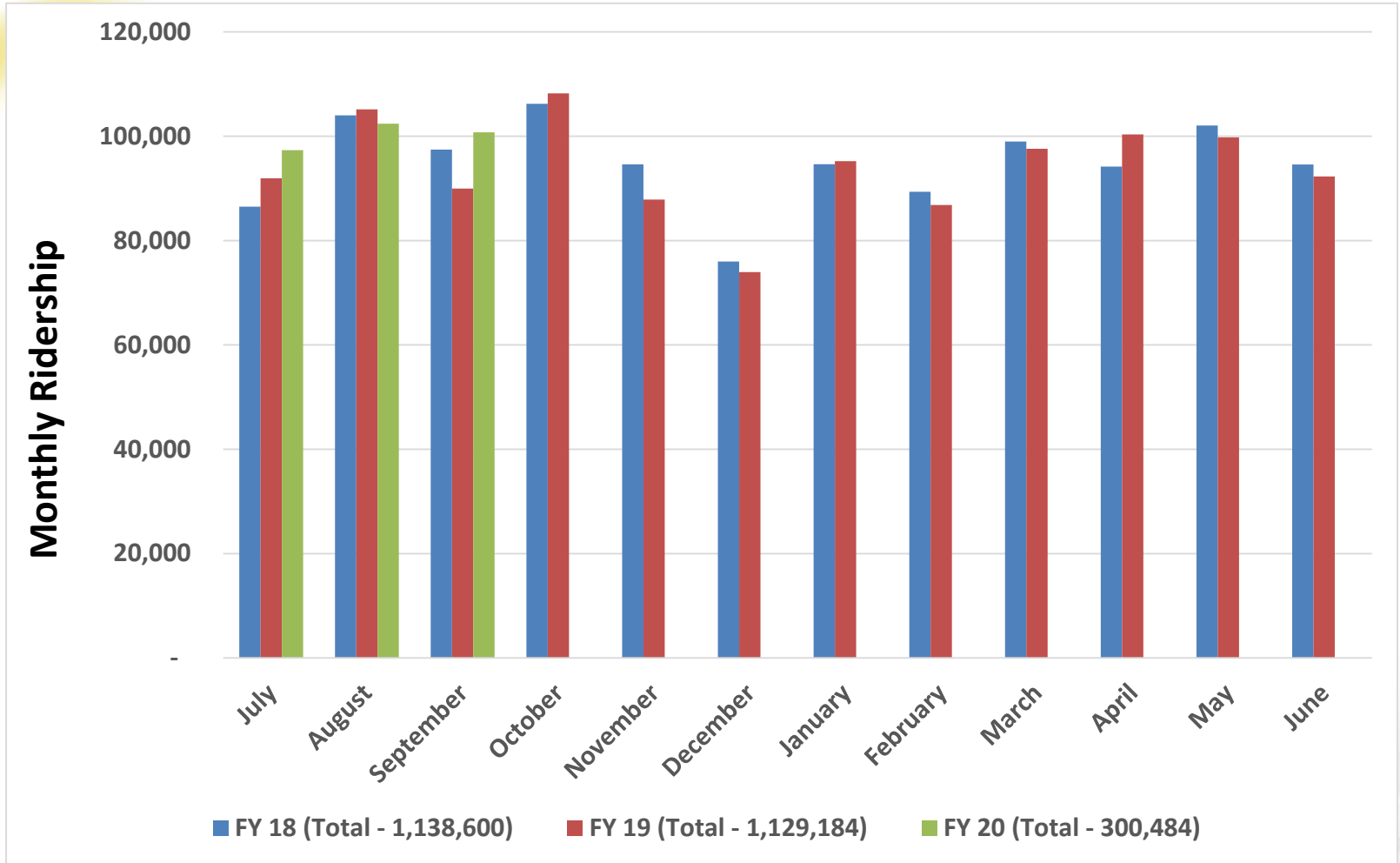


FY 2019 Performance

- **Sponsor progress reports**
 - Ridership
 - Total operating cost
 - Total service hours
- **Program performance**
 - Ridership
 - Cost/passenger
 - Passengers/service hour



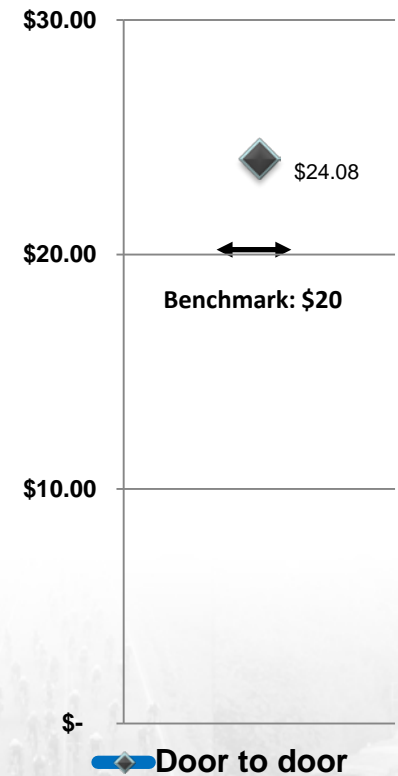
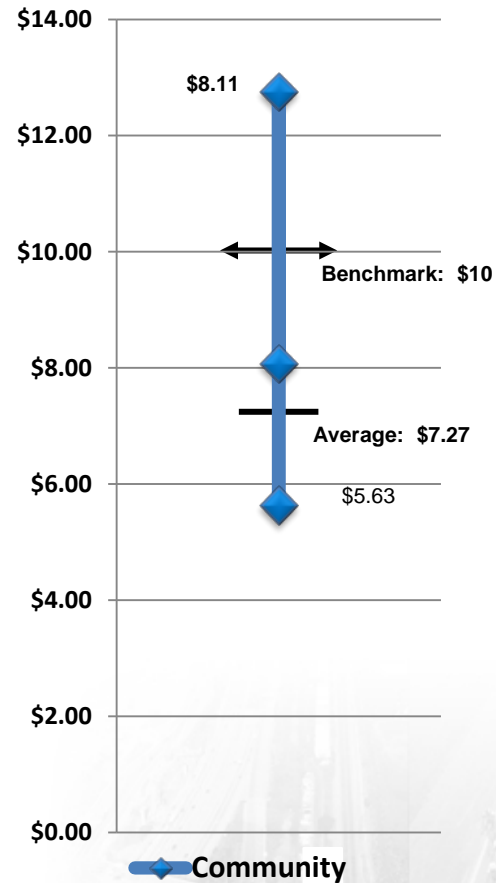
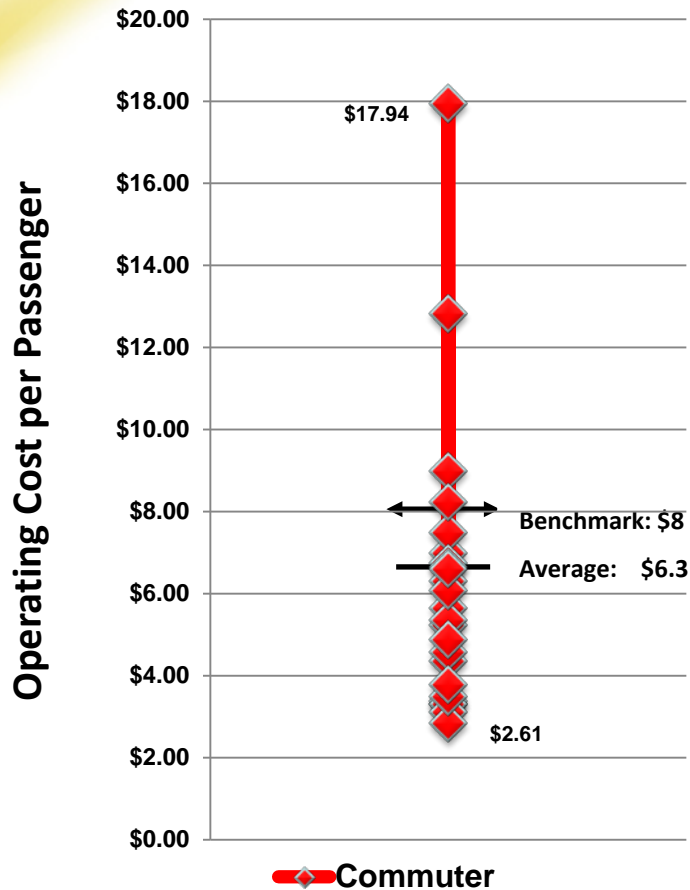
FY2018, FY 2019 & FY 2020 Q1 Monthly Ridership



*Data derived from quarterly shuttle reports



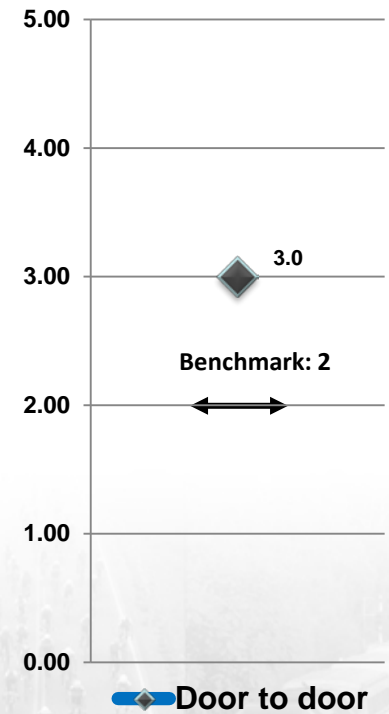
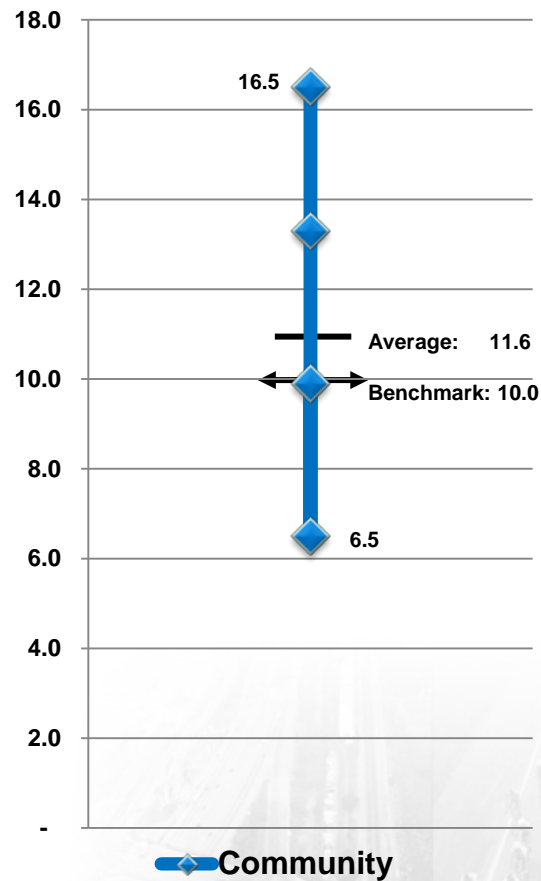
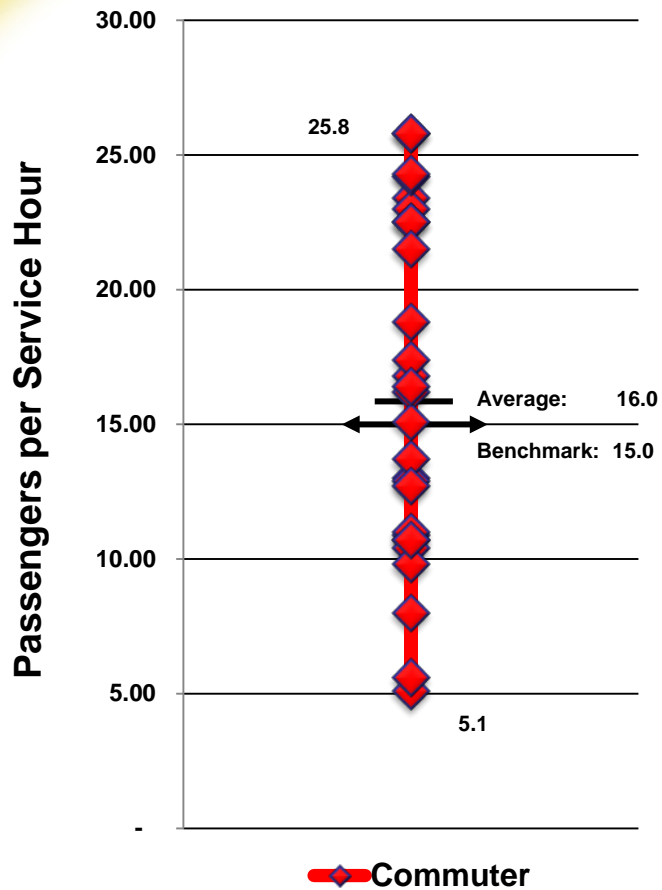
FY2019 Operating Cost/Passenger



*Data derived from quarterly shuttle reports



FY2019 Passengers/Service Hour



*Data derived from quarterly shuttle reports



Current Issues

- **Driver shortage issue was acute in FY 2019**
- **Some routes suspended, reduced service on others, reliability impacted**
- **Cost of service is increasing at a much greater rate than shuttle program funding**
- **SamTrans to prepare Shuttle Study to explore options, propose solutions**

**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: **JOINT SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA) AND
CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG) SAN MATEO
COUNTY SHUTTLE PROGRAM CALL FOR PROJECTS (CFP)**

ACTION

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

SIGNIFICANCE

Similar to past funding cycles, the San Mateo County Transportation Authority (TA) and the City/County Association of Governments (C/CAG) have jointly developed a combined San Mateo County Shuttle Program Call for Projects (CFP) that enables project sponsors to utilize one funding application for both the TA New Measure A Local Shuttle Program and the C/CAG Local Transportation Services Shuttle Program.

The current CFP, planned for release after the January Board meeting, provides funding for Fiscal Year (FY) 2021 and FY2022 and uses a single set of evaluation criteria consistent with the TA Strategic Plan. The criteria have also been reviewed and approved by the C/CAG Board.

The projected available funding for the CFP is as follows:

| <u>Funding Source</u> | <u>Total Amount</u> |
|--|----------------------------|
| New Measure A Local Shuttle Program | \$9.0 million |
| <u>C/CAG Local Transportation Services</u> | <u>\$1.0 million</u> |
| Total | \$10.0 million |

The program guidelines are similar to the prior CFP with the following two exceptions:

- 1) The established operating cost per passenger benchmark by shuttle type has been updated to account for an incremental increase in the Consumer Price Index (CPI) as noted in the following table:

| Shuttle Type | Op. Cost/Passenger Benchmark prior CFP (FY2019 and FY2020) | Op. Cost/Passenger Benchmark current CFP (FY2021 and FY2022) |
|---------------------|---|---|
| Commuter | \$8/passenger | \$9/passenger |
| Community | \$10/passenger | \$11/passenger |
| Door to Door | \$20/passenger | \$22/passenger |

- 2) Based on feedback from the last CFP, the scoring criteria for existing shuttles has been modified to put a greater emphasis on shuttle effectiveness.

A PowerPoint presentation will be made at the Board meeting to provide additional information regarding the process and program criteria for the CFP. TA staff anticipates presenting the Measure A funding recommendations to the TA Board in late spring.

BUDGET IMPACT

This informational item has no budget impact.

BACKGROUND

The combined San Mateo County Shuttle CFP streamlines the application funding process for shuttle applicants in the county, and is consistent with recommendations from the 2012 Shuttle Business Practices Study, which was an effort undertaken by the TA, C/CAG, the Peninsula Congestion Relief Alliance and SamTrans, to improve shuttle business practices in the county. The San Mateo County Shuttle Program funds for the operation of shuttle services that meet local mobility needs and provide access to regional transit. Four percent of the New Measure A sales tax revenue is available to support the Local Shuttle Program.

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SAN MATEO COUNTY

**Transportation
Authority**

San Mateo County Shuttle Program Call for Projects

January 9, 2020

Board of Directors

Agenda Item #12 (d)



Presentation Overview

- **San Mateo County Shuttle Program**
- **Eligibility**
- **Process**
- **Funding Match**
- **Evaluation Criteria**
- **Next Steps - Schedule**



Shuttle Program Overview

- **San Mateo County Shuttle Program:
Joint TA & C/CAG Call for Projects**
 - **TA Measure A Local Shuttle Program**
 - **C/CAG Local Transportation Services Shuttle Program**
- **Program purpose: provide matching funds for the operation of local shuttle services**
- **Eligible costs include: operations, marketing & administration of shuttles**



Eligibility Requirements

- **Sponsor must be a public agency**
- **Serves county residents & employees**
- **Provides access to regional transit and/or meets local mobility needs**
- **Open to public & ADA compliant**
- **Funds are to supplement, not supplant other funding sources**
- **SamTrans concurrence letter required**
- **Governing board resolution required**
- **Sponsors required to receive technical assistance for shuttles not meeting benchmarks**



Process

- **Joint Call for Projects to be issued January 13, 2020**
 - **Covers Fiscal Years 2021 & 2022**
 - Up to \$9.0 million from TA Measure A**
 - Up to \$1.0 million from C/CAG**
 - Up to \$10.0 million total funds available**
- **One application process, one staff evaluation panel**



Funding Match Requirement

Tier 1: Minimum 25% match

- All new shuttles and existing shuttles in operation for less than 2 full years
- Shuttles operating for 2 full years or more that can meet operating cost/ passenger benchmark

Tier 2: Minimum 50% match

- Shuttles operating for 2 full years or more that miss the operating cost/passenger benchmark by 50% or more...“50/50 Rule”



Performance Benchmarks

Tier 1: Operating/Cost Passenger Benchmark Adjusted for Increase in CPI for 20

| Shuttle Service Type | Prior CFP Operating Cost/Passenger Benchmark | Current CFP Operating Cost/Passenger Benchmark |
|----------------------|--|--|
| Commuter | \$8/passenger | \$9/passenger |
| Community | \$10/passenger | \$11/passenger |
| Door to Door | \$20/passenger | \$22/passenger |

Tier 2: Operating Cost/Passenger Benchmark & Threshold for Minimum 50% Match

| Shuttle Service Type | Operating Cost/ Passenger Benchmark | Threshold for minimum 50% match requirement |
|----------------------|-------------------------------------|---|
| Commuter | \$9/passenger | ≥ \$13.50/passenger |
| Community | \$11/passenger | ≥ \$16.50/passenger |
| Door to Door | \$22/passenger | ≥ \$33/passenger |



Evaluation Criteria

| Prioritization Category | Weighting | General Criteria |
|-------------------------------------|---|--|
| Need | 20% existing shuttles 25% new shuttles | <ul style="list-style-type: none">• Area congested and underserved by transit• Serves transit dependent populations |
| Readiness | 15% existing shuttles 25% new shuttles | <ul style="list-style-type: none">• Service plan: how service will be delivered• Funding plan to deliver the service |
| Effectiveness | 35% existing shuttles 15% new shuttles | <ul style="list-style-type: none">• Existing or proposed service levels<ul style="list-style-type: none">- Operating cost/passenger- Passengers/service hour• Links to other transit service & TOD |
| Funding Leverage | 20% all shuttles | <ul style="list-style-type: none">• Percent of matching funds• Private sector contributions |
| Policy Consistency & Sustainability | 10% existing shuttles 15% new shuttles | <ul style="list-style-type: none">• Implements planning/policy documents• Supports economic development• Use of clean fuel vehicles |



Schedule

| Timeline | Activity |
|------------------|---|
| Nov./Dec. 2019 | Presentation to C/CAG TAC & CMEQ committee + C/CAG Board |
| January 2020 | Presentation TA CAC and Board |
| January 13, 2020 | Call for Projects released and Workshop at SamTrans |
| Feb. 21, 2020 | Application deadline |
| April 2019 | Informational item to TA CAC and TA Board on draft Program of Projects, presentations to C/CAG TAC & CMEQ committee |
| May 2020 | TA & C/CAG Boards approve proposed Program of Projects |