



**BOARD OF DIRECTORS 2022**

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

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

**Agenda**  
**Board of Directors Meeting**  
**July 7, 2022, 5:00 pm**  
**San Mateo County Transportation Authority**

**Due to COVID-19, this meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 361](#) (Government Code Section 54953). **Members of the public, and staff members whose presence is not specifically requested, are encouraged to participate remotely.****

Directors, staff and the public may participate remotely via Zoom at:

<https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbHFjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

Directors, staff and the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA

***Please Note the following COVID-19 Protocols for in-person attendance:***

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
  - Cough
  - Shortness of Breath
  - Fever
  - Chills
  - Muscle Pain
  - Sore Throat
  - Loss of Taste or Smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

The video live stream will be available after the meeting at <https://www.samtrans.com/about-samtrans/video-board-directors-cac>

Public Comments: Public comments may be submitted to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak.

Each public comments is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**Thursday, July 7, 2022**

**5:00 pm**

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1. Call to Order
  2. Roll Call/Pledge of Allegiance
  3. Public Comment For Items Not on the Agenda  
*Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.*
  4. Report of the Citizens Advisory Committee Informational
  5. Consent Calendar
    - 5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person Resolution
    - 5.b. Approval of Minutes of the Board of Directors Meeting of June 2, 2022 Motion
    - 5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending May 31, 2022 Motion
    - 5.d. Program and Allocate \$4,330,880 In Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program Resolution
    - 5.e. Amend Transportation Authority Strategic Plan 2020-2024 Measure A and Measure W Pedestrian and Bicycle Program Match Requirements Resolution
  6. Report of the Chair Informational
  7. San Mateo County Transit District Liaison Report Informational
  8. Report of the Executive Director Informational

9. Program

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| 9.a. Alternative Congestion Relief and Transportation Demand Management Program Cycle 1 Call for Projects Draft Recommendations | Informational |
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10. Finance

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| 10.a. US 101 Express Lanes: Update on Variable Rate Bond and Phase 1 Operations | Informational |
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| 10.b. Approve Execution of a Third Amendment to the Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority | Resolution |
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| 10.c. Approval and Ratification of the Fiscal Year 2023 Transportation Authority Insurance Program | Resolution |
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11. State and Federal Legislative Update	Informational
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12. Requests from the Authority

13. Written Communications to the Authority	Informational
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14. Date and Time of Next Regular Meeting - Thursday, August 4, 2022, at 5:00 pm

*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.*

15. Report of Legal Counsel	Informational
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16. Adjourn

## Information for the Public

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

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

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

### **Date and Time of Regular and Citizens Advisory Committee Meetings**

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Citizens Advisory Committee (CAC) meets regularly on the Tuesday prior to the TA Board meeting at 4:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the TA website.

### **Location of Meeting**

**Due to COVID-19, the meeting will be conducted both in person *and* via teleconference as per the information provided at the top of the agenda.**

\*Should Zoom not be operational, please check online at <https://www.smcta.com/whats-happening/board-directors-calendar> for any updates or further instruction.

### **Public Comment**

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

<https://www.smcta.com/whats-happening/board-directors-calendar>

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

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

### **Availability of Public Records**

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

**San Mateo County Transportation Authority  
Staff Report**

To: Board Of Directors

Through: Carter Mau, Acting Executive Director

From: Joan Cassman, Legal Counsel

Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person**

**Action**

Staff recommends the Board adopt its next resolution under Assembly Bill 361 (AB 361) (1) making findings that the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the San Mateo County Transportation Authority (TA) Board of Directors (Board) and its committees to meet safely in person, and (2) allowing for the TA to use the modified teleconferencing requirements under California Government Code Section 54953 for Board and committee meetings for the next 30 days.

**Significance**

On October 6, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until remote meetings are no longer necessary and appropriate. The proposed action would enable the District's Board and committees to continue to meet remotely for the next 30 days.

Given the current and evolving conditions, staff recommends that the Board renew the resolution for Board and committee meetings to be conducted via teleconference for the next 30 days, with some modifications. Specifically, Staff recommends that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board meetings if they adhere to all policies for safe attendance.

Consistent with TA workplace safety policy, Board members, staff and members of the public will be required to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted.

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly vulnerable to COVID-19, have additional health concerns, or who have been recently exposed to or infected by COVID-19 to participate safely.

Committee and Advisory Committee meetings will continue to be conducted remotely.

If the Board does not adopt the resolution, the Board, Committees, and Advisory Committees must meet in person, and any Board or committee member who participates via teleconference must notice the location from which the member participates, and open such location to the public for purposes of attending the meeting, as required by the Ralph M. Brown Act (pending any amendments to the Act, as described in more detail below).

### **Budget Impact**

There is no impact on the budget.

### **Background**

#### ***Pending Legislation***

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. The bill also would allow local governmental bodies meeting remotely to waive the requirement that agencies identify the address of locations from which members participate via teleconference.

The provisions of AB 1944 are similar to AB 339, which was introduced by Assemblymember Lee in 2021 and which would have applied to jurisdictions with more than 25,000 residents. The Legislature passed AB 339 in 2021, but Governor Newsom vetoed the bill over concerns that the bill would have limited meeting flexibility and increased operating costs for the affected governmental bodies.

AB 1944 was referred to the Committee on Local Government on February 18, 2022. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

#### ***COVID-19 and AB 361***

On March 4, 2020, Governor Gavin Newsom declared a State of Emergency to exist in California as a result of the COVID-19 pandemic. The Governor issued Executive Order N-29-20 on March 17, 2020 to suspend certain provisions of the Brown Act related to teleconferencing to facilitate legislative bodies' use of remote public meetings to help protect against the spread of COVID-19. On June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remained in effect through September 30, 2021, at which point it expired.

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

In February 2022, the Governor issued Executive Orders ending certain emergency measures no longer required to address the pandemic; however, the Governor's declared state of emergency is still in place. While rates of COVID-19 infections and hospitalizations have recently declined, new variants continue to emerge, including at least one recent variant with increased transmissibility. Though some COVID-19 restrictions are being rolled back at the federal, state and local levels, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

To be allowed to meet remotely pursuant to AB 361, the legislative body must hold a meeting during a proclaimed state of emergency and:

- find that state or local officials have imposed or recommended measures to promote social distancing; or
- by majority vote, determine that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 can be relied upon for up to 30 days. After that, a local agency can continue to meet remotely pursuant to AB 361 if it reconsiders the circumstances of the state of emergency and finds, by a majority vote, that:

- the state of emergency continues to directly impact the ability of the members to meet in person, or
- state or local officials continue to impose or recommend measures to promote social distancing.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

**Resolution No. 2022 -**

**Board of Directors, San Mateo County Transportation Authority  
State Of California**

**\*\*\***

**Finding that the Proclaimed State of Emergency for the COVID-19 Pandemic Continues to Impact the Ability for the Board of Directors and its Committees to Meet Safely in Person, and Directing that Virtual Board and Committee Meetings Continue**

**Whereas**, on March 4, 2020, Governor Newsom declared a State of Emergency in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

**Whereas**, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

**Whereas**, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every 30 days during the term of the declared state of emergency; and



**Whereas**, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transportation Authority (TA) Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

**Whereas**, the rates of transmission of COVID-19 and its variants continue to pose risks for the health of attendees at indoor gatherings involving individuals from different households; and

**Whereas**, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health, and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that COVID-19 presents ongoing risks of severe illness, even in vaccinated populations; and

**Whereas**, Staff recommends that the Board renew the resolution for the TA's Board and committee meetings to be conducted via teleconference for the next 30 days, and that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board and committee meetings if they comply with the TA's workplace safety policy requiring all individuals to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days before a meeting; and

**Whereas**, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, committee, and advisory committee meetings remotely via teleconference pursuant to AB 361 with an option for in-

person attendance at Board and committee meetings for members of the Board, staff and the public, subject to the restrictions described above; and

**Whereas**, the Board will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and give members of the public ample opportunity for public comment.

**Now, Therefore, Be It Resolved**, that the Board of Directors has reviewed the findings made in Resolution 2021-42 and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the state of emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

**Be It Further Resolved**, that in light of these findings, the Board directs the Acting Executive Director and Authority Secretary to continue to agendize public meetings of the Board, and all TA committees that are subject to the Brown Act, as remote teleconference meetings, with the understanding that Board meetings will also be open for in-person attendance; and

**Be It Further Resolved**, that the TA will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

**Be It Further Resolved**, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 7th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

**San Mateo County Transportation Authority**  
**1250 San Carlos Avenue, San Carlos, California**  
**Minutes of June 2, 2022**

**Members Present:** E. Beach, C. Groom, D. Horsley, J. Mates, R. Medina (Chair), M. Nagales,  
**(Via Teleconference)** C. Romero (Vice Chair)  
**Members Absent:** None  
**Staff Present:** C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften, P. Gilster, P. Skinner,  
J. Brook, D. Seamans

**1. Call to Order**

Chair Rico Medina called the meeting to order at 5:00 pm.

**2. Roll Call/Pledge of Allegiance**

Dora Seamans, Authority Secretary, confirmed that a quorum was present. Chair Medina led the Pledge of Allegiance.

**3. Public Comment for Items Not on the Agenda**

Rich Hedges said that TA Director Joe Hurley had announced that he was retiring in the fall.

**4. Report of the Citizens Advisory Committee**

Chair Medina noted that the report was posted on the website.

**5. Consent Calendar**

**5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-16**

**5.b. Approval of Minutes of the Board of Directors Meeting of May 5, 2022**

**5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2022**

**5.d. Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2022**

**5.e. Establishing the Appropriations Limit for Fiscal Year 2023 – Approved by Resolution No. 2022-17**

Motion/Second: Romero/Nagales

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

Noes: None

Absent: None

## **6. Report of the Chair**

Chair Medina said that he and Director Don Horsley had attended a groundbreaking for a multimodal trail on the Coastsides.

## **7. San Mateo County Transit District Liaison Report**

Chair Medina said that the report was posted on the website and provided a brief summary of Board actions.

## **8. Joint Powers Board Liaison Report**

Carter Mau, Acting Executive Director, noted that the report was in the packet. He said the JPB Board had passed their operating and capital budget for Fiscal Year 2023. He said the Board also decided not to renew the mask mandate.

## **9. Report of the Executive Director**

Mr. Mau said that the report was in the packet. He noted that the TA had received an award from the Northern California Chapter of the American Planning Association (APA) for the ACR/TDM (Alternative Congestion Relief/Transportation Demand Management) Plan, and commended staff for their contributions.

## **10. Finance**

### **10.a. Presentation on Current Market Conditions by Public Trust Advisors**

Connie Mobley-Ritter, Director of Treasury, introduced Tom Tight, Managing Director, and Mark Creger, Director and Senior Portfolio Manager, Public Trust Advisors, who provided the presentation.

Vice Chair Carlos Romero asked for confirmation that the TA is holding all of its investments to maturity, which Ms. Mobley-Ritter confirmed. When asked about the \$100 million bond that the TA had issued for the 101 Express Lanes, she reported that she would provide a more detailed report on that at the July 7 Board meeting.

### **10.b. Program and Allocate \$3,499,200 in Measure A Ferry Program Funds to the Port of Redwood City for the Preliminary Engineering and Environmental Review (PE/ENV) Phase for the Proposed Ferry Terminal in Redwood City – Approved by Resolution No. 2022-18**

Peter Skinner, Director, Grants and Fund Management, summarized the staff report. Don Snaman, Consultant, Port of Redwood City, introduced Bill Hurrell, Vice President, CDM Smith, who provided the presentation.

Director Mark Nagales asked regarding the last-mile transportation options for ferry service/landside connections if there have been conversations about employees from other companies using the private employer shuttles. Mr. Skinner said that shuttles funded by the TA are mandated to be open to the public.

Director Julia Mates supported having ferry transit from Oakland to the Peninsula. She said it will be crucial to have bicycle and pedestrian access to the ferry terminal. She asked what the travel time was with the current technology. Kevin Connolly, Planning and Development Manager, San Francisco Bay Area Water Emergency Transportation Authority (WETA), said the

travel time was 55 minutes from Oakland and 50 minutes from San Francisco. He said it would be considerably longer with zero-emission vessels.

Director Emily Beach asked how ridership numbers were estimated. Mr. Hurrell said they looked at the number of employees and residents within a three to four-mile radius in San Francisco going to and from Redwood City. Director Beach asked if there was specific data on certain routes. Mr. Hurrell said they had asked employers how they felt about their employees using the service. She asked what the cost range was for a one-way ticket. Mr. Hurrell said the cost would be similar to the 2019 fare structure for Vallejo to San Francisco. He said the average one-way fare was nine dollars. Director Beach asked how much of Measure A funds would be available when the terminal is ready to be built. Mr. Skinner said that in the current arrangement in the Measure A program, the ferry category funds are divided equally between the City of South San Francisco and the City of Redwood City. He added that it is assumed that \$30 million (in 2004 dollars) would be collected over the life of Measure A for ferry projects for these two cities to divide equally. He noted that the City of South San Francisco is currently undergoing a feasibility study for a second ferry terminal.

Vice Chair Romero said he was concerned with the distance of the terminal from the proposed Redwood City terminal leading down to Menlo Park and the safety of cycling on Highway 84 two miles away. He said that shuttle service would be needed to serve these areas in the absence of improvements to the Highway 84/101 interchange. Jessica Manzi, Transportation Manager, City of Redwood City, said most of the ridership would come from nearby existing employers. She said that significant improvements to the Highway 84/US 101 interchange were planned. She said in the interim, there are additional development plans in the area that will improve the bicycle connections, such as Maple Street overpass in Redwood City.

Director Mates said she wanted developers to consider having zero-emission shuttles to address the first-last mile issues for those with disabilities.

Director Don Horsley asked where the proposed ferry terminal would be located. Mr. Snaman said it was north of Pacific Shores at the end of Seaport Boulevard.

Vice Chair Romero asked if there would be ferry service from Redwood City to Mission Bay for events such as game day, and Mr. Connolly said that the business plan assumes that the ferry would serve special events.

Motion/Second: Mates/Horsley

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

Noes: None

Absent: None

**10.c. Public Hearing: Adoption of Proposed Budget for Fiscal Year 2023 – Approved by Resolution No. 2022-19**

1. Open Public Hearing

Chair Medina opened the public hearing.

2. Present Staff Report

Grace Martinez, Acting Chief Financial Officer, summarized the staff report.

3. Hear Public Comment

There were no comments.

4. Close Public Hearing

Chair Medina closed the public hearing.

5. Board Discussion and Action

Vice Chair Romero noted that the budget includes an assumed increase in sales tax revenues. He asked staff if the projection was too optimistic or if they were confident of an increase. Ms. Martinez said the projection was recommended by their consultant and they have been on point with their projections so far.

Motion/Second: Groom/Romero

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

Noes: None

Absent: None

**11. State and Federal Legislative Update**

Casey Fromson, Chief Communications Officer, provided a summary of federal and state legislation. She said the appropriations process was underway with \$5 million for the area improvement multimodal project. She said they expected to see a package come together after the June 15 deadline. She said a transportation package would only be released if it includes high-speed rail.

**12. Requests from the Authority**

Director Mates asked Mr. Hurley if they could have the status of the 101 Express Lanes project, and specifically what the revenue impact would be of the delay installing the fiber optic cable. She also requested that he provide the Board with any statistics on the usage of the southern portion of the project. Chair Medina noted that the San Mateo County Express Lanes Joint Powers Authority had been reviewing those aspects and could provide the relevant data.

Chair Medina announced that the TA CAC recruitment would begin on June 8 and end on July 8. Directors Groom and Horsley volunteered to interview prospective candidates.

**13. Written Communications to the Authority**

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

**14. Date/Time of Next Regular Meeting**

Chair Medina announced that the next meeting would be on Thursday, July 7, 2022, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

**15. Report of Legal Counsel**

Joan Cassman, Legal Counsel, said that there was nothing to report.

**16. Adjourn**

The meeting adjourned at 6:44 pm.

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

## Report of the TA Citizens Advisory Committee Meeting of May 31, 2022

### Committee Action

- Approved the Minutes of the CAC Meeting of May 3, 2022

### Committee Motions Regarding TA Board Items for June 2, 2022

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- Accepted the Statement of Revenues and Expenditures for the Period Ending April 30, 2022
- Accepted the Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2022
- Approved the Establishment of the Appropriations Limit for Fiscal Year 2023
- Approved the Programming and Allocation of \$3,499,200 in Measure A Ferry Program Funds to the Port of Redwood City for the Proposed Ferry Terminal in Redwood City
- Approved the Adoption of Proposed Budget for Fiscal Year 2023

### Discussion Highlights

#### Program and Allocate \$3,499,200 in Measure A Ferry Program Funds to the Port of Redwood City for the Proposed Ferry Terminal in Redwood City

Jennifer Williams, Administrative Analyst II, presented the staff report. Don Snaman, Consultant, Port of Redwood City, introduced Bill Hurrell, Vice President, CDM Smith, who provided the presentation.

Jeff Londer asked if there would be on-site parking. Mr. Hurrell said the conceptual design includes parking and room for a transit stop. Mr. Londer asked if there had been private service; Mr. Hurrell said there had been private Google and Facebook ferries in the past, which were not open to the public. An Chen said it was important to loop in Stanford Hospital since their employees could be major users of the ferry. She said it was also important to coordinate with hospital worker shifts. Mr. Hurrell said they had contacted Stanford during the feasibility study. Sandra Lang asked if there was a possibility of extending service to the central part of San Mateo County between Redwood City and South San Francisco. Mr. Hurrell said there are linkages between Caltrain and the ferry and said it was up to employers to extend shuttle service.

Vice Chair Fox asked if the Redwood City ferry service would compete with the South San Francisco ferry service. Kevin Connolly, Planning and Development Manager, San Francisco Bay Area Water Emergency Transportation Authority (WETA) said that they looked at an interim stop type of model where vessels would originate from Oakland and make a stop at South San Francisco and then go to Redwood City. He said that the impact on the travel time for Redwood City-bound passengers was so significant that it may render the service really uncompetitive.



Vice Chair Fox asked how increased frequency of Caltrain service would impact ferry service between Redwood City and San Francisco. Peter Skinner, Director, Grants and Fund Management, said that taking Caltrain from Redwood City to San Francisco would be faster than taking the ferry. Vice Chair Fox said that with electrification, Caltrain would be even more competitive with the ferry in the future. He said that last-mile service should definitely include Caltrain. Jessica Manzi, Transportation Manager, City of Redwood City, said there is proposed shuttle service to the ferries.

Public Hearing: Adoption of Proposed Budget for Fiscal Year 2023

Joe Hurley, TA Director, noted that the budget had not changed since the last meeting on May 3. Ms. Lang asked if there would be any impact on revenues that are dependent on sales tax and Measure W. Connie Mobley-Ritter, Director of Treasury, said they are trying to be conservative with their sales tax estimation. Peter Ohtaki asked if the 12 percent increase in sales tax revenue was deemed a conservative estimate by the consultants for the coming year. Ms. Mobley-Ritter said they will find out how they did for the fiscal year in the August-September timeframe.

State and Federal Legislative Update

Amy Linehan, Government and Community Affairs Officer, provided a summary of federal and state legislation. She said on the federal side, Congress had enacted a \$40 billion Ukraine humanitarian and military package. She said that gun control would dominate the discussions coming up to the midterms. She said on the state side, Governor Newsom released the May revise of the budget proposal. She said there was an approximately \$50 billion surplus, a portion of which is targeted to be invested in transportation; \$2 billion over a four-year period for transit and rail projects; \$500 million for grade separations and grade crossing improvements; and \$4.2 billion for high-speed rail in the Central Valley. She noted that there was \$1.25 billion for active transportation funding projects and \$400 million for state and local climate adaptation projects. She noted that there were two CAPTI (Climate Action Plan for Transportation Infrastructure) bills that had been introduced that staff is currently assessing to understand what impacts they may have on the TA program of projects.

Mr. Ohtaki asked if the grade separations money was contingent on high-speed rail. Ms. Linehan said that grade separation funding was a critical portion of the package. Mr. Ohtaki asked if grade separations was an issue in Southern California and Ms. Linehan said it was a nationwide concern.

Chair Arietta noted that the Caltrans, the California Transportation Commission, and the California Air Resources Board were required to jointly meet on or before January 1, 2025 to comprehensively re-evaluate the transportation program funding levels projects and eligibility criteria, and asked if that process had begun. Ms. Linehan said she would investigate and get back to her.

**Report of the Chair**

Chair Barbara Arietta reported on two grant applications that were made to the California High-Speed Rail Authority last month.

### **Report from Staff**

Jean Brook, CAC Secretary, noted that the upcoming TA CAC recruitment period would be June 8 to July 8. She said there were five terms up for renewal and two vacancies. Mr. Hurley said there would be a groundbreaking ceremony on Thursday for a bicycle trail on the Coast.

### **Member Comments/Requests**

Dave Reed announced that Stanford University was starting a new school of sustainability, the first new school at the University in 70 years. He said that the executive director for Stanford Healthcare had requested how they can cooperate with the transportation authorities in San Mateo and Santa Clara Counties, and Mr. Hurley said he would get back to him.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending May 31, 2022**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of May 2022 and supplemental information.

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

**Significance**

**Year to Date Revenues:** As of May year-to-date, the Total Revenue (Page 1, line 9) is \$66.7 million less than prior year actuals. This is primarily due to the issuance of the 2020 Series A & B Sales Tax Revenue Bonds included in Other Sources – 101 EL Project (page 1, line 7) in prior year. The decreases are partially offset by the increases in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3) in current year.

**Year to Date Expenditures:** As of May year-to-date, the Total Expenditures (Page 1, line 29) are \$49.8 million less than prior year actuals. This is primarily due to less expenditures in Other Uses – 101 Express Lanes Project (Page 1, line 15), and a fluctuation in expenditures associated with other various capital projects.

**Budget Impact**

**Budget Amendment:** There are no budget amendments for the month of May 2022.

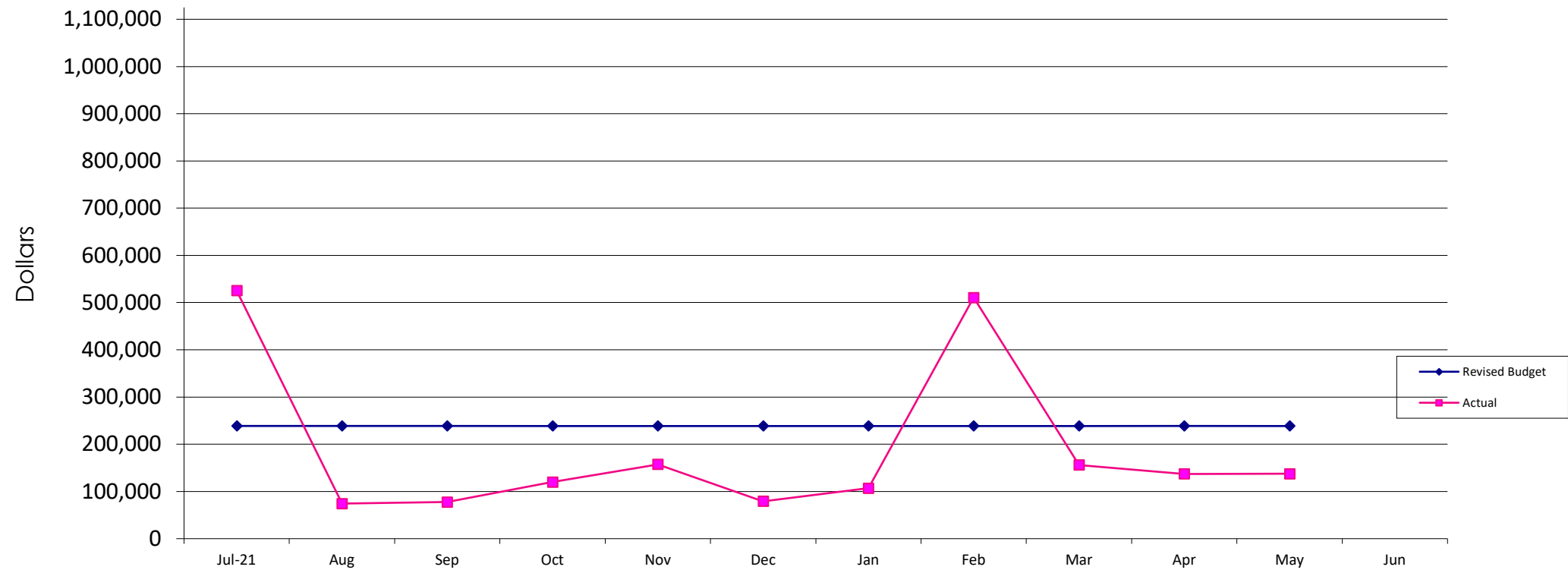
Prepared By:	Yijia Ma	Senior Accountant – General Ledger	650-508-7947
	Jennifer Ye	Director – Accounting	650-622-7890

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2022**  
**May 2022**

% OF YEAR ELAPSED: 91.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
<b>REVENUES:</b>					
Measure A Sales Tax	77,883,308	100,903,306	23,019,998	29.6%	96,495,540
Measure W Sales Tax	39,179,653	50,363,424	11,183,771	28.5%	48,247,770
Interest Income	4,789,069	3,867,149	(921,920)	(19.3%)	4,898,970
Miscellaneous Income	-	2,129	2,129	100.0%	-
Rental Income	1,013,760	1,038,358	24,598	2.4%	1,170,938
Other Sources-101 EL Project	100,000,000	-	(100,000,000)	(100.0%)	400,000
<b>TOTAL REVENUE</b>	<b>222,865,790</b>	<b>156,174,366</b>	<b>(66,691,424)</b>	<b>(29.9%)</b>	<b>151,213,218</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	28,427,410	28,757,442	330,032	1.2%	35,220,872
Measure A Categories	38,348,403	33,392,258	(4,956,145)	(12.9%)	68,954,920
Other Uses-101 EL Project	64,379,105	15,554,706	(48,824,399)	(75.8%)	-
Measure W Annual Allocations	8,203,788	10,072,706	1,868,918	22.8%	9,649,554
Measure W Categories	1,485	1,567,296	1,565,811	105,441.8%	43,894,518
Oversight	1,058,711	1,622,431	563,720	53.2%	2,250,000
Administrative					
Staff Support	681,800	681,257	(543)	(0.1%)	915,921
Measure A Info.- Others	-	-	-	0.0%	5,000
Other Admin Expenses	1,703,174	1,399,370	(303,804)	(17.8%)	1,944,028
Total Administrative	2,384,974	2,080,627	(304,347)	(12.8%)	2,864,949
<b>TOTAL EXPENDITURES</b>	<b>142,803,876</b>	<b>93,047,466</b>	<b>(49,756,410)</b>	<b>(34.8%)</b>	<b>162,834,813</b>
<b>EXCESS (DEFICIT)</b>	<b>80,061,914</b>	<b>63,126,900</b>	<b>(16,935,014)</b>	<b>(21.2%)</b>	<b>(11,621,595)</b>
<b>BEGINNING FUND BALANCE</b>	<b>437,762,317</b>	<b>506,922,667</b>	<b>(1)</b>		<b>472,440,349</b>
<b>ENDING FUND BALANCE</b>	<b>517,824,231</b>	<b>570,049,567</b>			<b>460,818,754</b>
(1) Unspent bond proceeds of \$34,482,318 was included.					

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar 22	Apr 22	May 22	Jun 22
<b>MONTHLY EXPENSES</b>												
Revised Budget	238,746	238,746	238,745	238,746	238,746	238,746	238,746	238,746	238,746	238,745	238,746	
Actual	525,159	74,377	77,471	119,877	157,093	78,975	106,762	510,591 **	155,838	136,991	137,493	
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	238,746	477,492	716,237	954,983	1,193,729	1,432,475	1,671,220	1,909,966	2,148,712	2,387,457	2,626,203	
Actual	525,159*	599,536	677,007	796,884	953,977	1,032,952	1,139,714	1,650,305	1,806,143	1,943,133	2,080,627	
Variance-F(U)	(286,413)	(122,044)	39,230	158,099	239,752	399,523	531,506	259,662	342,569	444,324	545,576	
Variance %	-119.97%	-25.56%	5.48%	16.56%	20.08%	27.89%	31.80%	13.60%	15.94%	18.61%	20.77%	

\*San Mateo County Transportation Authority recorded all insurance expenses paid in July for FY22 instead of amortizing on monthly basis.

\*\*San Mateo County Transportation Authority recorded FY22 YTD February labor and nonlabor Inter-Agency Overhead expenses for operating projects \$417k in February 2022.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF MAY 31, 2022**

5/31/2022

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	1,793,480.26
JP Morgan Bank Checking	64,628,812.29
LAIF	65,839,109.23

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	206,176,280.00
MMF - US Bank Custodian Account	351,209.82
Cash	46,838.94
County Pool	180,279,444.84

**Total**

**\$ 519,115,175.38**

\* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot  
 Account: PTA-San Mateo Co. Trans. Agg (257430)  
 As of: 5/31/2022

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
65479CAD0	NAROT 2020-B A3	354,005.23	07/15/2024	353,995.53	86.53	351,189.72	351,276.25
92348TAA2	VZOT 2020-A A1A	496,553.68	07/22/2024	496,495.54	280.69	496,248.01	496,528.70
		<b>850,558.91</b>		<b>850,491.07</b>	<b>367.23</b>	<b>847,437.72</b>	<b>847,804.95</b>

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	26,586.63	3,218,387.30	3,244,973.93
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,044.44	1,500,416.85	1,501,461.29
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	2,177.08	3,178,830.17	3,181,007.25
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	1,083.33	1,505,379.66	1,506,463.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	3,644.44	1,494,522.96	1,498,167.40
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	3,800.00	3,517,715.86	3,521,515.86
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	129.58	4,521,174.97	4,521,304.55
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	297.92	1,082,184.73	1,082,482.65
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	2,691.67	3,511,390.91	3,514,082.58
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	609.38	3,786,945.20	3,787,554.58
		<b>28,640,000.00</b>		<b>28,755,955.65</b>	<b>42,064.48</b>	<b>27,316,948.62</b>	<b>27,359,013.10</b>

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	39.72	05/31/2022	39.72	0.00	39.72	39.72
CCYUSD	Cash	46,791.51	05/31/2022	46,791.51	0.00	46,791.51	46,791.51
CCYUSD	Receivable	7.71	05/31/2022	7.71	0.00	7.71	7.71
		<b>46,838.94</b>		<b>46,838.94</b>	<b>0.00</b>	<b>46,838.94</b>	<b>46,838.94</b>

CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
23341VZT1	DNB Bank ASA - New York Branch	1,600,000.00	12/02/2022	1,600,000.00	16,410.67	1,603,304.00	1,619,714.67
65558TLL7	Nordea ABP - New York Branch	1,600,000.00	08/26/2022	1,600,000.00	7,646.67	1,601,928.00	1,609,574.67
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	7,853.33	1,602,894.40	1,610,747.73
		<b>4,800,000.00</b>		<b>4,800,000.00</b>	<b>31,910.67</b>	<b>4,808,126.40</b>	<b>4,840,037.07</b>

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	3,850.00	501,460.11	505,310.11
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	528.44	2,132,211.43	2,132,739.86
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	16,780.00	4,208,712.91	4,225,492.91

023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	5,620.00	1,409,592.76	1,415,212.76
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	3,533.85	1,497,597.47	1,501,131.33
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	5,833.33	743,430.04	749,263.37
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,000.00	1,522,388.51	1,523,388.51
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	12,916.67	1,532,929.28	1,545,845.94
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	1,402.92	637,379.38	638,782.30
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	1,046.50	764,704.77	765,751.27
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	11,720.63	3,066,115.85	3,077,836.47
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	1,767.40	462,350.80	464,118.20
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	4,181.63	881,344.56	885,526.19
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	1,252.13	263,905.43	265,157.56
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	19,288.89	1,562,282.71	1,581,571.60
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	261.63	434,503.10	434,764.73
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	6,653.47	504,663.87	511,317.34
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	4,050.00	724,154.53	728,204.53
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,215.00	217,246.36	218,461.36
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,215.00	217,246.36	218,461.36
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	1,123.96	788,567.00	789,690.96
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	16,452.67	2,841,820.67	2,858,273.33
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	382.64	474,137.88	474,520.51
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	5,362.50	1,517,917.47	1,523,279.97

**29,425,000.00** **29,809,565.65** **127,439.23** **28,906,663.23** **29,034,102.46**

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,055,119.22	1,057,811.22
3137BM6P6	FHMS K-721 A2	318,257.66	08/25/2022	320,967.83	819.51	318,436.30	319,255.82
3137FKK39	FHMS K-P05 A	21,878.92	07/25/2023	21,878.86	58.40	21,563.93	21,622.33
3137FQ3V3	FHMS K-J27 A1	99,061.63	07/25/2024	99,059.25	172.70	98,904.60	99,077.29

**1,494,198.22** **1,549,161.41** **3,742.62** **1,494,024.05** **1,497,766.66**

MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	2,626.25	367,447.50	370,073.75
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,116.67	462,105.00	463,221.67

**875,000.00** **875,000.00** **3,742.92** **829,552.50** **833,295.42**

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	351,209.82	05/31/2022	351,209.82	0.00	351,209.82	351,209.82
SM - CP N/M A	County Pool New Measure A	156,439,952.93	05/31/2022	156,439,952.93	0.00	156,439,952.93	156,439,952.93
SM - CP O/M A	County Pool Old Measure A	23,839,491.91	05/31/2022	23,839,491.91	0.00	23,839,491.91	23,839,491.91
SM - LAIF	Local Agency Investment Fund	65,839,109.23	05/31/2022	65,839,109.23	0.00	65,839,109.23	65,839,109.23

**246,469,763.89** **246,469,763.89** **246,469,763.89** **246,469,763.89** **246,469,763.89**



SUPRANAT'L		Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INT'L BANK FOR RECONSTRUCTION AND DEVELOPMENT		750,000.00	04/22/2025	750,900.00	508.63	705,345.62	705,854.25
			<b>750,000.00</b>		<b>750,900.00</b>	<b>508.63</b>	<b>705,345.62</b>	<b>705,854.25</b>
US GOV		Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128283J7	UNITED STATES TREASURY		815,000.00	11/30/2024	872,877.74	47.32	804,398.48	804,445.80
9128285K2	UNITED STATES TREASURY		1,565,000.00	10/31/2023	1,577,348.84	3,912.50	1,577,776.66	1,581,689.16
912828W48	UNITED STATES TREASURY		440,000.00	02/29/2024	468,582.81	2,362.91	437,610.80	439,973.71
912828XX3	UNITED STATES TREASURY		4,650,000.00	06/30/2024	4,744,089.84	39,049.72	4,598,775.60	4,637,825.32
912828XX3	UNITED STATES TREASURY		6,500,000.00	06/30/2024	6,597,500.00	54,585.64	6,428,396.00	6,482,981.64
912828XX3	UNITED STATES TREASURY		1,500,000.00	06/30/2024	1,522,089.84	12,596.69	1,483,476.00	1,496,072.69
912828XX3	UNITED STATES TREASURY		400,000.00	06/30/2024	410,859.38	3,359.12	395,593.60	398,952.72
912828XX3	UNITED STATES TREASURY		2,600,000.00	06/30/2024	2,726,648.44	21,834.25	2,571,358.40	2,593,192.65
912828YH7	UNITED STATES TREASURY		1,480,000.00	09/30/2024	1,529,718.75	3,760.66	1,443,000.00	1,446,760.66
912828YM6	UNITED STATES TREASURY		2,250,000.00	10/31/2024	2,358,808.59	2,934.78	2,190,498.75	2,193,433.53
912828YX2	UNITED STATES TREASURY		3,615,000.00	12/31/2026	3,451,618.95	26,563.26	3,449,219.72	3,475,782.97
912828YX2	UNITED STATES TREASURY		1,290,000.00	12/31/2026	1,231,698.05	9,479.01	1,230,841.89	1,240,320.90
912828YY0	UNITED STATES TREASURY		3,200,000.00	12/31/2024	3,400,875.01	23,513.81	3,126,624.00	3,150,137.81
912828YY0	UNITED STATES TREASURY		2,675,000.00	12/31/2024	2,669,879.89	19,656.08	2,613,662.25	2,633,318.33
912828YY0	UNITED STATES TREASURY		430,000.00	12/31/2024	448,375.78	3,159.67	420,140.10	423,299.77
912828ZF0	UNITED STATES TREASURY		2,250,000.00	03/31/2025	2,267,753.92	1,905.74	2,114,824.50	2,116,730.24
912828ZF0	UNITED STATES TREASURY		2,135,000.00	03/31/2025	2,130,329.69	1,808.33	2,006,733.47	2,008,541.80
912828ZL7	UNITED STATES TREASURY		1,600,000.00	04/30/2025	1,594,437.50	521.74	1,495,062.40	1,495,584.14
912828ZT0	UNITED STATES TREASURY		1,550,000.00	05/31/2025	1,543,158.21	10.59	1,439,804.30	1,439,814.89
912828ZT0	UNITED STATES TREASURY		1,200,000.00	05/31/2025	1,194,281.26	8.20	1,114,687.20	1,114,695.40
912828ZT0	UNITED STATES TREASURY		1,075,000.00	05/31/2025	1,058,413.08	7.34	998,573.95	998,581.29
912828ZW3	UNITED STATES TREASURY		2,250,000.00	06/30/2025	2,240,244.14	2,361.88	2,084,942.25	2,087,304.13
91282CAB7	UNITED STATES TREASURY		2,455,000.00	07/31/2025	2,389,884.95	2,051.48	2,269,053.39	2,271,104.87
91282CAB7	UNITED STATES TREASURY		2,025,000.00	07/31/2025	1,971,290.03	1,692.16	1,871,622.45	1,873,314.61
91282CAF8	UNITED STATES TREASURY		2,055,000.00	08/15/2023	2,050,263.86	752.18	2,004,428.51	2,005,180.68
91282CAJ0	UNITED STATES TREASURY		1,550,000.00	08/31/2025	1,524,570.31	979.28	1,429,087.60	1,430,066.88
91282CAP6	UNITED STATES TREASURY		1,650,000.00	10/15/2023	1,643,232.43	264.86	1,602,047.70	1,602,312.56
91282CAT8	UNITED STATES TREASURY		1,700,000.00	10/31/2025	1,687,183.60	369.57	1,560,878.80	1,561,248.37
91282CAT8	UNITED STATES TREASURY		550,000.00	10/31/2025	538,570.31	119.57	504,990.20	505,109.77
91282CAW1	UNITED STATES TREASURY		5,325,000.00	11/15/2023	5,315,847.66	614.98	5,168,785.80	5,169,400.78
91282CAZ4	UNITED STATES TREASURY		2,000,000.00	11/30/2025	1,993,906.26	20.49	1,839,454.00	1,839,474.49
91282CAZ4	UNITED STATES TREASURY		1,050,000.00	11/30/2025	1,037,285.16	10.76	965,713.35	965,724.11
91282CBA8	UNITED STATES TREASURY		1,235,000.00	12/15/2023	1,228,680.27	712.50	1,193,849.80	1,194,562.30
91282CBC4	UNITED STATES TREASURY		3,725,000.00	12/31/2025	3,686,440.44	5,865.33	3,419,143.98	3,425,009.31
91282CBC4	UNITED STATES TREASURY		1,550,000.00	12/31/2025	1,526,931.64	2,440.61	1,422,731.05	1,425,171.66
91282CBE0	UNITED STATES TREASURY		350,000.00	01/15/2024	348,728.52	165.57	337,517.60	337,683.17
91282CBH3	UNITED STATES TREASURY		2,925,000.00	01/31/2026	2,860,330.09	3,666.35	2,679,001.65	2,682,668.00
91282CBH3	UNITED STATES TREASURY		375,000.00	01/31/2026	367,617.19	470.04	343,461.75	343,931.79
91282CBM2	UNITED STATES TREASURY		2,095,000.00	02/15/2024	2,084,279.49	766.82	2,015,700.06	2,016,466.88
91282CBQ3	UNITED STATES TREASURY		4,850,000.00	02/28/2026	4,805,099.62	6,128.40	4,453,095.40	4,459,223.80
91282CBQ3	UNITED STATES TREASURY		1,620,000.00	02/28/2026	1,602,154.70	2,047.01	1,487,425.68	1,489,472.69
91282CBT7	UNITED STATES TREASURY		3,025,000.00	03/31/2026	2,977,379.88	3,843.24	2,799,897.65	2,803,740.89

91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	635.25	462,793.00	463,428.25
91282CBU4	UNITED STATES TREASURY	1,400,000.00	03/31/2023	1,397,812.50	296.45	1,378,617.80	1,378,914.25
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	830.69	1,658,492.63	1,659,323.31
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	1,532.61	2,171,914.65	2,173,447.26
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	1,059.78	1,501,855.88	1,502,915.66
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	1,271.74	1,802,227.05	1,803,498.79
91282CBX8	UNITED STATES TREASURY	1,835,000.00	04/30/2023	1,831,559.38	199.46	1,802,386.55	1,802,586.00
91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	6.27	1,798,800.96	1,798,807.22
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	65.06	2,927,819.90	2,927,884.96
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	33.30	1,498,490.50	1,498,523.80
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	1,990.38	1,646,971.35	1,648,961.73
91282CCK5	UNITED STATES TREASURY	5,000,000.00	06/30/2023	4,992,187.50	2,624.31	4,891,015.00	4,893,639.31
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	537.98	1,002,658.08	1,003,196.06
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	1,170.84	788,068.05	789,238.89
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	2,089.09	4,881,250.00	4,883,339.09
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	5,327.18	2,330,460.30	2,335,787.48
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	5,327.18	2,330,460.30	2,335,787.48
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	2,350.22	1,028,144.25	1,030,494.47
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,775.73	776,820.10	778,595.83
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	7,878.11	4,893,743.73	4,901,621.84
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	2,668.03	1,657,335.60	1,660,003.63
91282CDR9	UNITED STATES TREASURY	1,500,000.00	12/31/2023	1,488,750.00	4,723.76	1,462,441.50	1,467,165.26
91282CEA5	UNITED STATES TREASURY	6,000,000.00	02/29/2024	5,979,609.36	22,744.57	5,905,314.00	5,928,058.57
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	19,901.49	4,024,616.40	4,044,517.89
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	6,989.22	1,413,406.95	1,420,396.17
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	6,627.73	1,542,503.13	1,549,130.86
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	1,270.49	295,687.50	296,957.99
		<b>148,405,000.00</b>		<b>148,222,120.87</b>	<b>368,347.30</b>	<b>141,268,181.86</b>	<b>141,636,529.16</b>

# Base Risk Summary - Fixed Income

PTA-San Mateo Co. Trans. Agg (257430)

05/01/2022 - 05/31/2022

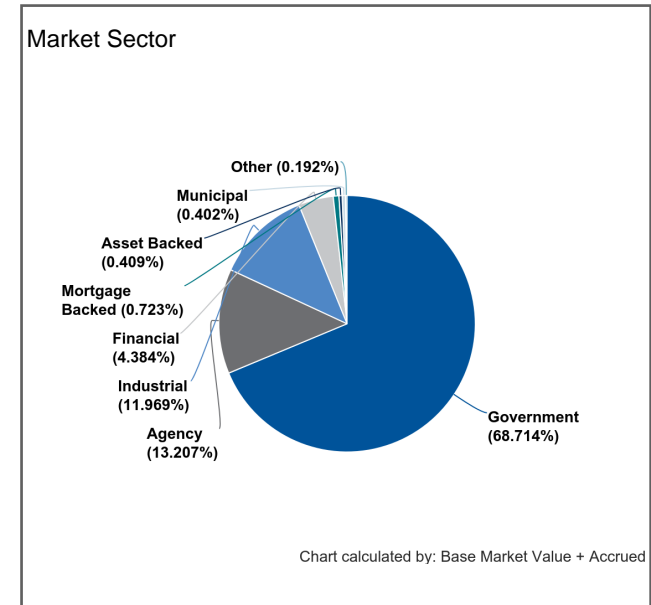
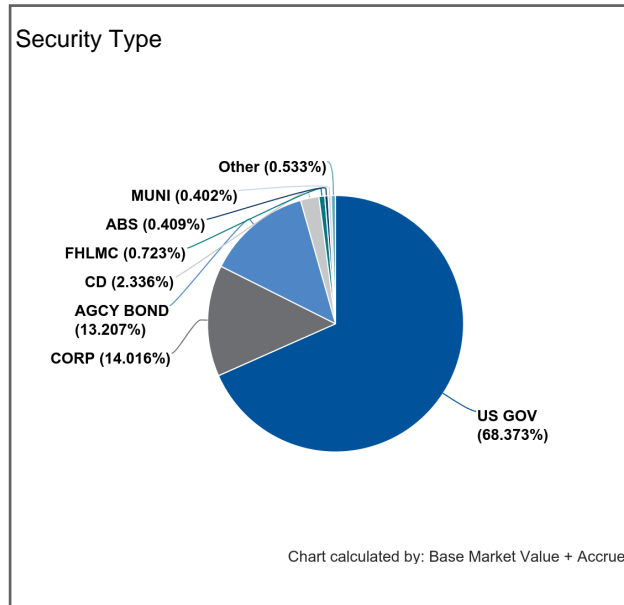
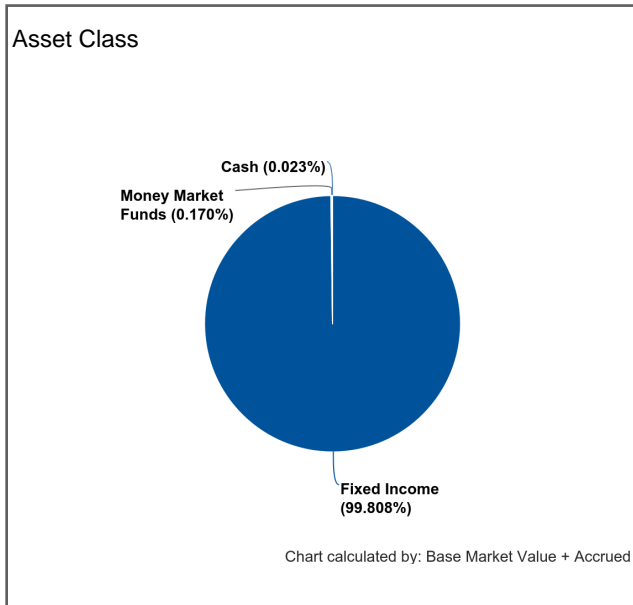
Dated: 06/07/2022

Balance Sheet	
Book Value + Accrued	216,132,828.14
Net Unrealized Gain/Loss	-8,980,376.32
Market Value + Accrued	207,152,451.82

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	46,838.94
MMFund	351,209.82
Fixed Income	206,754,403.06
Duration	2.520
Convexity	0.088
WAL	2.597
Years to Final Maturity	2.606
Years to Effective Maturity	2.595
Yield	2.603
Book Yield	0.970
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	68.373%
Other	10.586%
Federal National Mortgage Association	5.333%
Federal Home Loan Mortgage Corporation	4.770%
Amazon.com, Inc.	3.996%
Toyota Motor Corporation	2.570%
Federal Home Loan Banks	2.291%
Caterpillar Inc.	2.079%
---	100.000%

Footnotes: 1,2

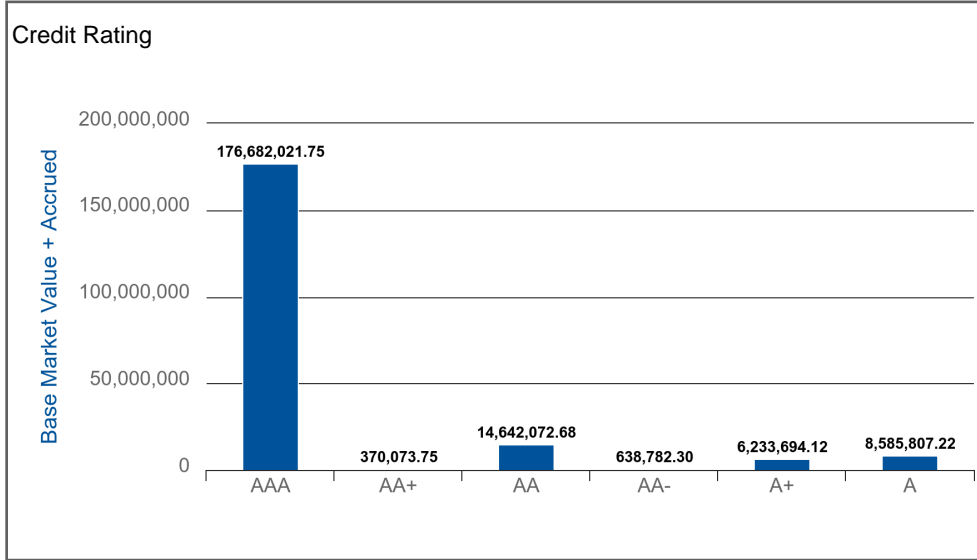


# Base Risk Summary - Fixed Income

PTA-San Mateo Co. Trans. Agg (257430)

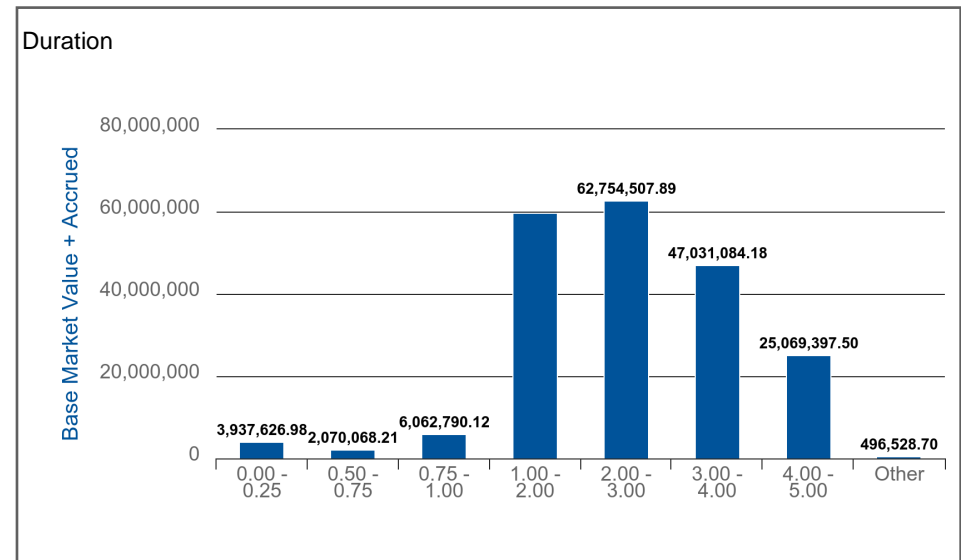
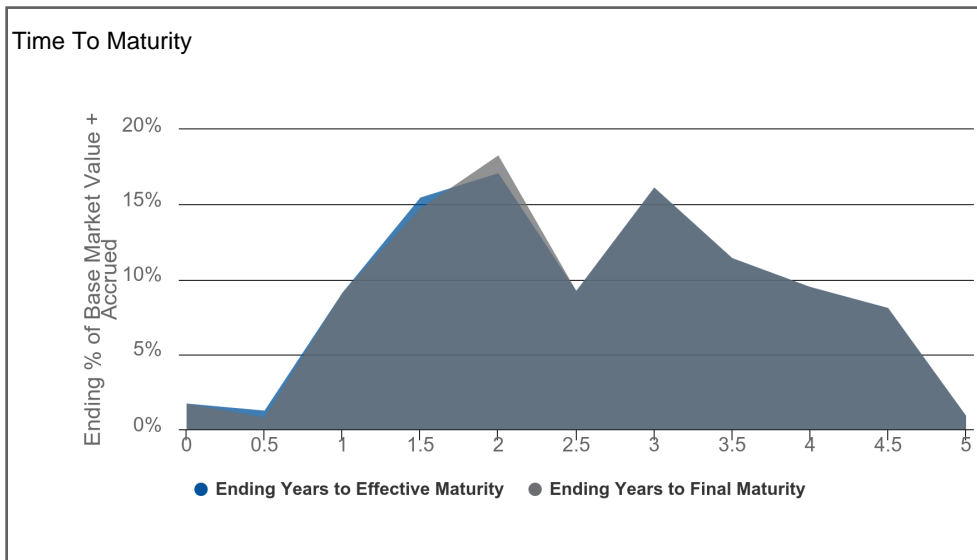
05/01/2022 - 05/31/2022

Dated: 06/07/2022



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.730%	24.349%	22.406%	22.704%	12.102%	0.000%	0.000%	0.000%	0.000%
AA	2.336%	1.765%	3.454%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.000%	2.720%	4.434%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

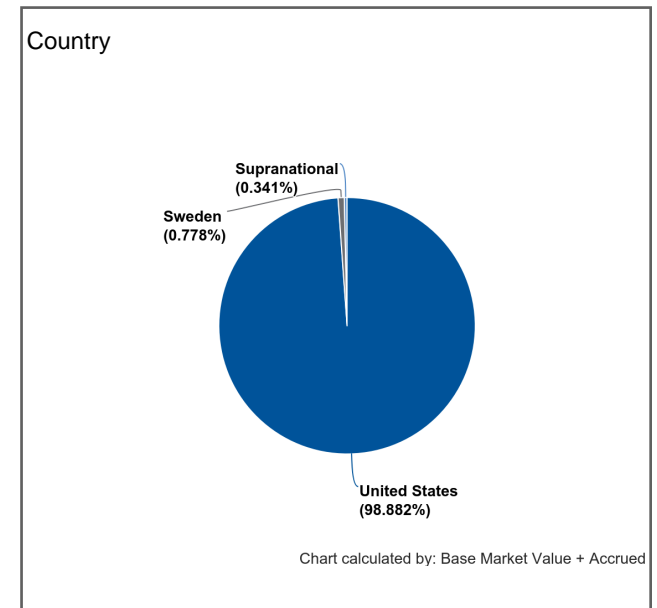
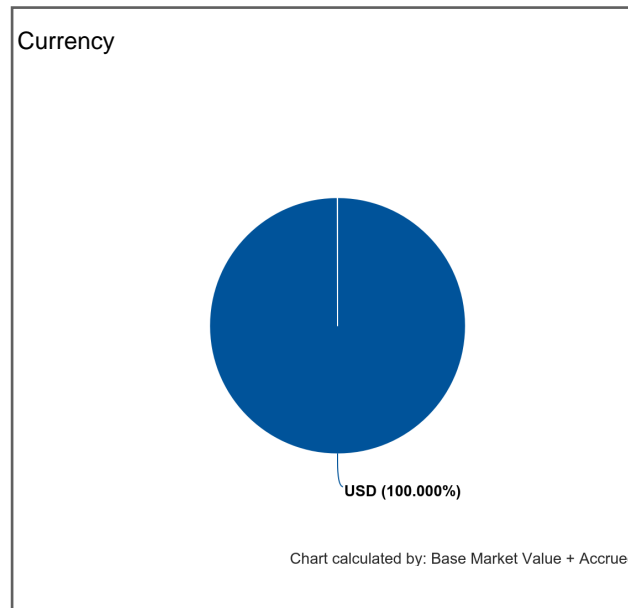
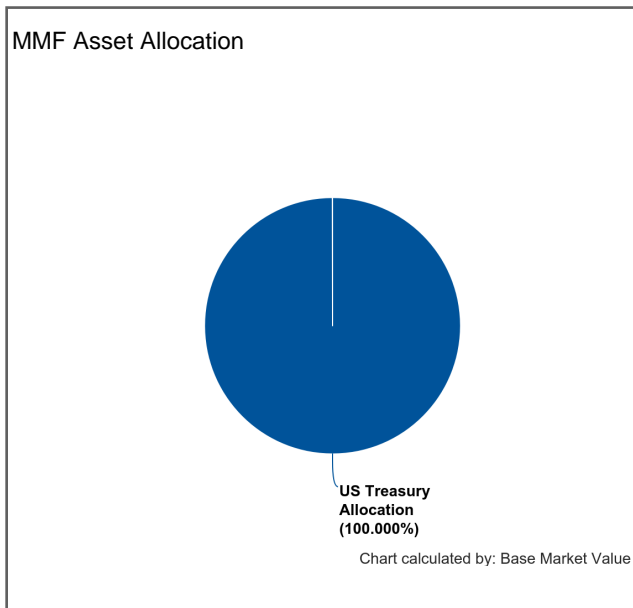
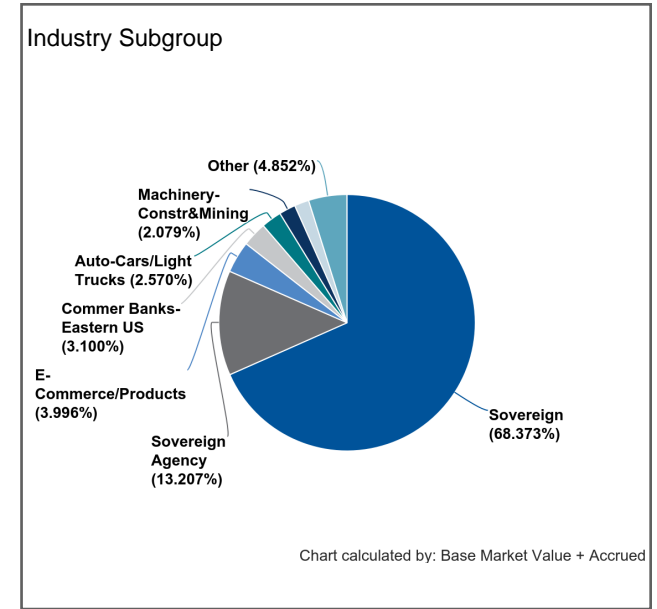
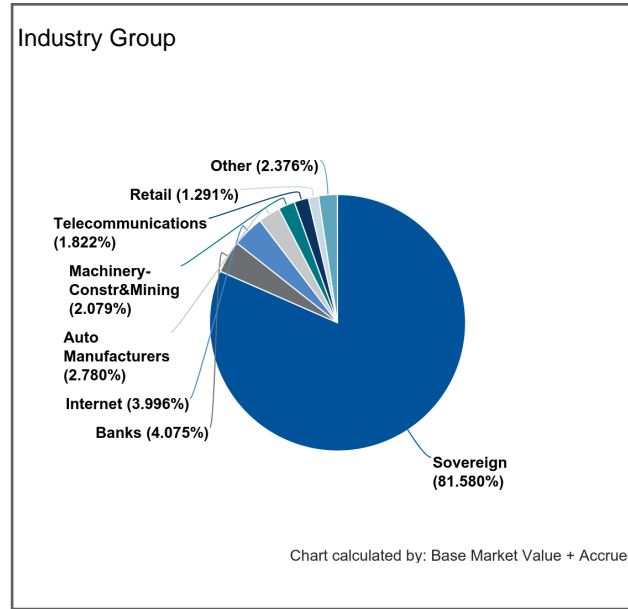
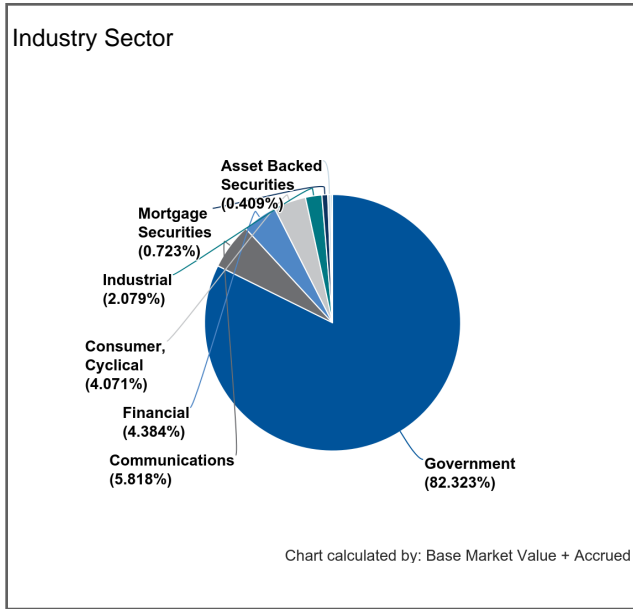


# Base Risk Summary - Fixed Income

PTA-San Mateo Co. Trans. Agg (257430)

05/01/2022 - 05/31/2022

Dated: 06/07/2022



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## Base Risk Summary - Fixed Income

05/01/2022 - 05/31/2022

PTA-San Mateo Co. Trans. Agg (257430)

Dated: 06/07/2022

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

Additional Disclosure:

Item #5.c.  
7/7/2022

This information is for the sole purposes of the client and is not intended to provide specific advice or recommendations. Please review the contents of this information carefully. Should you have any questions regarding the information presented, calculation methodology, investment portfolio, security detail, or any other facet of this information, please feel free to contact us.

Public Trust Advisors, LLC (Public Trust) statements and reports are intended to detail our investment advisory activity as well as the activity of certain client accounts managed by Public Trust. The custodian bank maintains the control of assets and executes and settles all investment transactions. The custodian statement is the official record of security and cash holdings transactions. Public Trust recognizes that clients may use these reports to facilitate record keeping; therefore, it is recommended that the client reconcile this information with their custodian bank statement. Many custodians use a settlement date basis that may result in the need to reconcile due to a timing difference. The underlying market value, amortized cost, and accrued interest may differ between the custodian and this statement or report. This can be attributed to differences in calculation methodologies and pricing sources used.

Public Trust does not have the authority to withdraw funds from or deposit funds to the custodian. Our clients retain responsibility for their internal accounting policies, implementing and enforcing internal controls, and generating ledger entries or otherwise recording transactions. The total market value represents prices obtained from various sources; it may be impacted by the frequency at which prices are reported, and such prices are not guaranteed. Prices received from pricing vendors are generally based on current market quotes but when such quotes are not available, the pricing vendors use a variety of techniques to estimate value. These estimates, particularly for fixed-income securities, may be based on certain minimum principal amounts (e.g. \$1 million) and may not reflect all the factors that affect the value of the security including liquidity risk. The prices provided are not firm bids or offers. Certain securities may reflect N/A or unavailable where the price for such security is generally not available from a pricing source. The market value of a security, including those priced at par value, may differ from its purchase price and may not closely reflect the value at which the security may be sold or purchased based on various market factors. The securities in this investment portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by Public Trust, the FDIC (except for certain non-negotiable certificates of deposit), or any government agency unless specifically stated otherwise.

Clients may be permitted to establish one or more unmanaged accounts for the purposes of client reporting. Clients may also be permitted to provide externally managed assets for the purposes of client reporting. Public Trust defines unmanaged accounts or assets as one where the investment direction remains the sole responsibility of the client rather than the Investment Manager. Unmanaged accounts or external assets do not receive ongoing supervision and monitoring services. The Investment Manager does not make any investment recommendations and may not charge a fee for reporting on these accounts or assets. The primary purpose for this service is to include unmanaged accounts or assets owned by the client in the performance reports provided by the Investment Manager. The Investment Manager assumes no liability for the underlying performance of any unmanaged accounts or assets, and it is the client's sole responsibility for the accuracy or correctness of any such performance.

Beginning and ending balances are based on market value plus accrued interest on a trade date basis. Statements and reports made available to the end user either from Public Trust or through the online reporting platform may present information and portfolio analytics using various optional methods including, but not limited to, historical cost, amortized cost, and market value. All information is assumed to be correct, but the accuracy has not been confirmed and therefore is not guaranteed to be correct. Information is obtained from third party sources that may or may not be verified. The data in this report is unaudited and is only applicable for the date denoted on the report. Market values may change day-to-day based on numerous circumstances such as trading volume, news released about the underlying issuer, issuer performance, etc. Underlying market values may be priced via numerous aspects as certain securities are short term in nature and not readily traded. Performance results are shown net of all fees and expenses and reflect the reinvestment of dividends and other earnings.

Many factors affect performance including changes in market conditions and interest rates and in response to other economic, political, or financial developments. Investment involves risk including the possible loss of principal. No assurance can be given that the performance objectives of a given strategy will be achieved. Past performance is no guarantee of future results. Any financial and/or investment decision may incur losses.

The investment advisor providing these services is Public Trust Advisors, LLC, an investment adviser registered with the U.S. Securities and Exchange Commission (SEC) under the Investment Advisers Act of 1940, as amended. Registration with the SEC does not imply a certain level of skill or training. Public Trust is required to maintain a written disclosure brochure of our background and business experience. If you would like to receive a copy of our current disclosure brochure, Privacy Policy, or Code of Ethics, or have any questions regarding your account please contact us.

Public Trust Advisors  
717 17th St. Suite 1850  
Denver, CO 80202



Report: GAAP Trading Activity

Account: PTA-San Mateo Co. Trans. Agg (257430)

Date: 05/01/2022 - 05/31/2022

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
3137BM6P6	FHMS K-721 A2	0.00	(53,323.28)	Principal Paydown	05/01/2022	05/01/2022	08/25/2022	(53,323.28)	0.00	53,323.28
3137FKK39	FHMS K-P05 A	0.00	(61.36)	Principal Paydown	05/01/2022	05/01/2022	07/25/2023	(61.36)	0.00	61.36
3137FQ3V3	FHMS K-J27 A1	0.00	(15,910.78)	Principal Paydown	05/01/2022	05/01/2022	07/25/2024	(15,910.78)	0.00	15,910.78
31846V534	FIRST AMER:US TRS MM Y	319,468.00	319,468.00	Buy	---	---	05/31/2022	319,468.00	0.00	(319,468.00)
31846V534	FIRST AMER:US TRS MM Y	(777.17)	(777.17)	Sell	05/26/2022	05/26/2022	05/31/2022	(777.17)	0.00	777.17
65479CAD0	NAROT 2020-B A3	0.00	(36,144.86)	Principal Paydown	05/15/2022	05/15/2022	07/15/2024	(36,144.86)	0.00	36,144.86
92348TAA2	VZOT 2020-A A1A	0.00	(61,769.51)	Principal Paydown	05/20/2022	05/20/2022	07/22/2024	(61,769.50)	0.00	61,769.50
<b>San Mateo County TA</b>		<b>318,690.83</b>	<b>151,481.04</b>					<b>151,481.05</b>	<b>0.00</b>	<b>(151,481.05)</b>

\* Showing transactions with Trade Date within selected date range.

\* Weighted by: Absolute Value of Principal

\* MMF transactions are collapsed

\* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down.

\* While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.



## SMCTA – Glossary of Terms

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

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

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

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

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

**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

**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

**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.

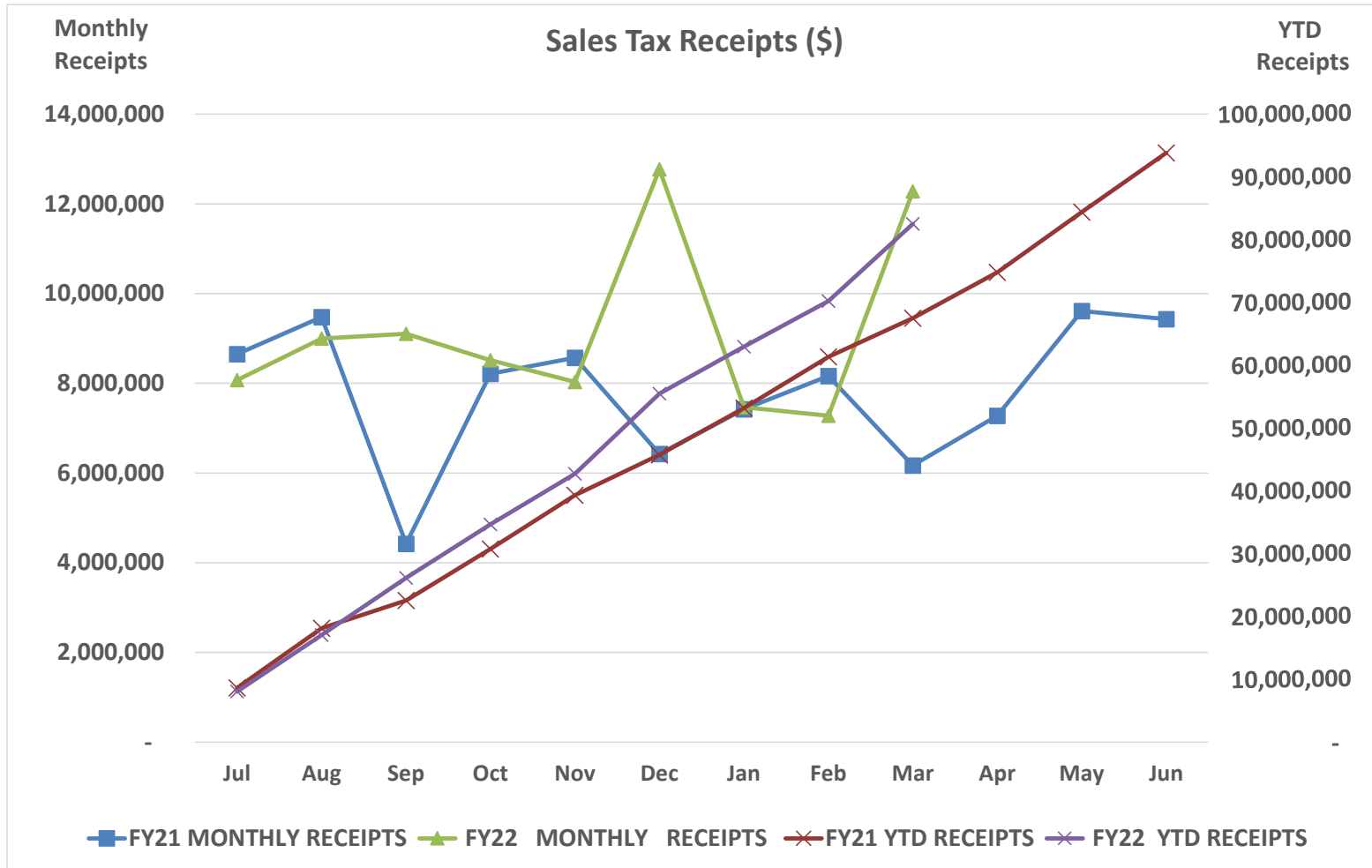
**Yield to Maturity at Cost (YTM @ Cost)** The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

**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  
FY2022  
Measure A Sales Tax  
May 2022**



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**CHECKS WRITTEN**  
**MAY 2022**

Unit	Ref	Name	Amount	Method	Description
SMCTA	000127	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000128	KHOURI CONSULTING LLC	5,500.00	ACH	Operating Expense
SMCTA	000491	GOVERNMENT FINANCE OFFICERS ASSN	160.00	CHK	Operating Expense
SMCTA	000495	PUBLIC TRUST ADVISORS	8,483.29	CHK	Operating Expense
SMCTA	000124	GRAY-BOWEN-SCOTT	8,598.25	ACH	Capital Programs (1)
SMCTA	000125	GRAY-BOWEN-SCOTT	55,829.90	ACH	Capital Programs (2)
SMCTA	000130	ZOON ENGINEERING, INC.	120,253.91	ACH	Capital Programs (2)
SMCTA	000484	PACIFIC GAS & ELECTRIC COMPANY	311.71	CHK	Capital Programs (2)
SMCTA	000485	PACIFIC GAS & ELECTRIC COMPANY	123.91	CHK	Capital Programs (2)
SMCTA	000486	PACIFIC GAS & ELECTRIC COMPANY	248.49	CHK	Capital Programs (2)
SMCTA	000489	PACIFIC GAS & ELECTRIC COMPANY	426.90	CHK	Capital Programs (2)
SMCTA	000492	PACIFIC GAS & ELECTRIC COMPANY	80.03	CHK	Capital Programs (2)
SMCTA	000493	PACIFIC GAS & ELECTRIC COMPANY	320.77	CHK	Capital Programs (2)
SMCTA	000494	PACIFIC GAS & ELECTRIC COMPANY	121.90	CHK	Capital Programs (2)
SMCTA	000126	MARK THOMAS & COMPANY AND AECOM JV	131,338.22	ACH	Capital Programs (3)
SMCTA	000496	STANTEC CONSULTING SERVICES, INC.	6,145.91	CHK	Capital Programs (3)
SMCTA	000129	MARK THOMAS & COMPANY AND AECOM JV	389,294.57	ACH	Capital Programs (4)
SMCTA	000139	HANSON BRIDGETT LLP	32,131.50	WIR	Capital Programs (5)
SMCTA	000140	PENINSULA CORRIDOR JOINT POWERS BOARD	2,986,983.15	WIR	Capital Programs (6)
SMCTA	000141	PENINSULA CORRIDOR JOINT POWERS BOARD	326,648.78	WIR	Capital Programs (7)
SMCTA	000142	DEPARTMENT OF TRANSPORTATION	5,037,249.11	WIR	Capital Programs (8)
SMCTA	000482	HALF MOON BAY, CITY OF	60,279.19	CHK	Capital Programs (9)
SMCTA	000483	MENLO PARK, CITY OF	26,398.69	CHK	Capital Programs (10)
SMCTA	000487	PORT OF REDWOOD CITY	19,426.31	CHK	Capital Programs (11)
SMCTA	000488	SOUTH SAN FRANCISCO, CITY OF	132,898.05	CHK	Capital Programs (12)
SMCTA	000490	WSP USA INC.	2,788.09	CHK	Capital Programs (13)
			<u>9,356,640.63</u>		

(1)	Express Lane Operations	(7)	255,171.24	Broadway Grade Separation
			71,477.54	S. Linden Ave-Scott St Grade S
(2)	101 HOV Ln Whipple - San Bruno		<u>326,648.78</u>	
(3)	101 Peninsula Ave/Poplar I/C	(8)	4,787,249.11	101 HOV Ln Whipple - San Bruno
			250,000.00	US101/SR92 Interchang Area Imp
(4)	35,796.90 101 Interchange to Broadway		<u>5,037,249.11</u>	
	191,759.04 101 Managed Lanes (Nof I-380)			
	161,738.63 101 Peninsula Ave/Poplar I/C	(9)	8,553.68	Hwy 1 Main-Kehoe HMB
	<u>389,294.57</u>		51,725.51	Hwy 1 Poplar-Wavecrest HMB
			<u>60,279.19</u>	
(5)	2,325.00 101 Managed Lanes (Nof I-380)	(10)		Shuttles FY21-22 Funding
	3,441.00 ACR Oversight	(11)		RWC Ferry - Business Plan
	6,835.50 Highway Oversight	(12)		101 Produce Ave Interchange
	232.50 Local Shuttle Oversight			
	1,116.00 Pedestrian & Bicycle Oversight	(13)	1,260.00	101 Managed Lanes (Nof I-380)
	232.50 Railroad Grade Sep Oversight		1,528.09	Highway Oversight
	11,578.50 SMCTA Operating Adminstration		<u>2,788.09</u>	
	6,370.50 TA-Caltrain Project Oversight			
	<u>32,131.50</u>			
(6)	614,772.74 25th Ave Grade Separation			
	223,372.15 Atherton Station Closure			
	1,794,626.96 Caltrain Electrification			
	354,211.30 SSF Caltrain Station			
	<u>2,986,983.15</u>			

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez April Chan  
Acting Chief Financial Officer Acting Deputy General Manager/CEO  
Subject: **Program and Allocate \$4,330,880 In Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program**

**Action**

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board):

1. Program and allocate \$4,330,880 in Measure A funds from the Paratransit Program category to the San Mateo County Transit District (District) for its Paratransit Program in Fiscal Year (FY) 2023; and
2. Authorize the Acting Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

**Significance**

The 2004 Transportation Expenditure Plan (TEP) provides that the San Mateo County Transportation Authority (TA) make 4 percent of Measure A sales tax revenues, or \$4,330,880 in FY2023, available to be programmed and allocated to the District in support of the operating and capital needs associated with Redi-Wheels paratransit and other accessible services to eligible seniors and people with through Redi-Wheels and other accessible services.

**Budget Impact**

The total amount of \$4,330,880 for the Paratransit Program is included in the TA's FY2023 Adopted Budget under the Expenditures category for Annual Allocations.

**Background**

The 2004 TEP sets the program categories and percentage splits of the sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit.

The TA's Strategic Plan, approved by the Board of Directors in December 2019, provides a policy framework to guide the TA's programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocation is consistent with the Strategic Plan.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Daniel Srour	Senior Budget Analyst	650-508-6302

**Resolution No. 2022-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Programming and Allocating \$4,330,880 In Measure A Funds to the San  
Mateo County Transit District for the SamTrans Paratransit Program**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

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

**Whereas**, the 2004 TEP provides for Measure A funding for various program categories and percentage splits of the sales tax revenue for these program categories; and

**Whereas**, the TA designates 4 percent of Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

**Whereas**, the Acting Executive Director or designee proposes that the TA program and allocate a total of \$4,330,880 in Measure A funds from the Paratransit Program category to the San Mateo County Transit District for its Paratransit Program in Fiscal Year 2023.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby allocates a total of \$4,330,880 in Measure A funds to the San Mateo County Transit District as detailed above; and

**Be It Further Revolved** that the Acting Executive Director or designee is authorized to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

Regularly passed and adopted this 7th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transportation Authority

Attest:

\_\_\_\_\_  
Authority Secretary

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: Carter Mau  
Acting Executive Director

From: April Chan  
Acting Deputy General Manager

Subject: **Amend Transportation Authority Strategic Plan 2020-2024 Measure A and Measure W Pedestrian and Bicycle Program Match Requirements**

**Action**

Staff proposes that the Board of Directors (Board) amend Table 7-1, Minimum Matching Fund Requirements for Measure A and W Categories, of the TA Strategic Plan 2020-2024 (Strategic Plan) to:

1. Reduce the required minimum funding match for the Pedestrian and Bicycle Program's planning/promotions competitive category (Planning and Promotions Subcategory) from 50% to 10%; and
2. Reduce the required minimum funding match to 5% for all Planning and Promotions Subcategory projects and all Pedestrian and Bicycle Program capital projects located primarily in an MTC Equity Priority Community, C/CAG Equity Focus Area, or SamTrans Reimagine Equity Priority Area.

**Significance**

The Strategic Plan requires project sponsors for the Planning and Promotions Subcategory to provide a minimum 50% match in order to be eligible for funding. For the other two Pedestrian and Bicycle Program subcategories, the Strategic Plan requires a 10% minimum match for Capital projects and no match for Safe Routes to Schools projects. The 2020 Cycle 5 Pedestrian and Bicycle Call for Projects (CFP) was the first cycle to include updated requirements from the Strategic Plan. However, only one application was submitted as part of the CFP for the Planning and Promotions Subcategory.

Following the CFP, TA staff conducted interviews with local jurisdictions to assess why more jurisdictions did not apply for the funds. Many jurisdictions indicated the 50% minimum matching requirement was a barrier to applying for funding and that the maximum request of \$50,000 was not high enough to be able to implement meaningful scopes of work.

To respond to feedback from local jurisdictions and provide more consistency between planning sub-categories across TA program categories, staff recommends the TA Board consider



amending the Strategic Plan to align with the match requirements for the Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Plan which was developed after the CFP was issued. To develop the ACR/TDM Plan, staff conducted significant outreach with local jurisdictions and advocacy organizations that informed staff it was more realistic to attract applications when the match requirement is lower and when the maximum size of funding award is higher. In the ACR/TDM Plan case, a minimum 10% match requirement and a maximum request of up to \$100,000 was adopted to encourage jurisdictions to apply for the ACR/TDM Planning subcategory. In addition, to prioritize projects, plans, and programs located primarily in an MTC Equity Priority Community or SamTrans Reimagine Equity Priority Area, the ACR/TDM Plan reduced the match requirement for these projects to 5%. As a result, the TA has received six applications for funding under the ACR/TDM call for project.

Staff now recommends the TA Board consider amending Table 7-1 of the Strategic Plan to reduce the 50% minimum match for the Planning and Promotions Subcategory to 10%. Staff will also administratively increase the maximum request for the subcategory to \$100,000 as the Strategic Plan does not set a maximum project limit.

Staff also recommends the Board amend Table 7-1 of the Strategic Plan to provide a reduced equity-based 5% minimum match for all Planning and Promotions Subcategory projects and all capital subcategory projects primarily located MTC Equity Priority Communities, SamTrans Reimagine Equity Priority Areas, or C/CAG Comprehensive Bicycle and Pedestrian Plan Equity Focus Areas.

If approved by the Board, the match requirements, along with the increased funding limit, will be incorporated into the Cycle 6 Pedestrian and Bicycle Program guidelines to be released in August 2022.

### **Budget Impact**

There is no impact to the budget.

### **Background**

The Strategic Plan provides guidance to the TA for administering and programming funds in the Measure A and Measure program categories in accordance with Measure W's Core Principles and Measure A's Vision and Goals. The Strategic Plan created a combined Measure A and Measure W Pedestrian and Bicycle Program that would be administered under a single call for projects with a consolidated set of project evaluation criteria. As part of the combined Pedestrian and Bicycle Program, a new sub-category was created for Planning and Promotional activities which would receive 2.5% of the available Pedestrian and Bicycle Program funds for each cycle CFP.

Prepared By: Patrick Gilster      Manager, Programming and Monitoring      650-622-7853

**Resolution No. 2022 –**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Amend Transportation Authority Strategic Plan 2020-2024 Measure A and W Pedestrian and  
Bicycle Program Match Requirements**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

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

**Whereas**, on November 6, 2018, the voters of San Mateo County approved a San Mateo County Transit District's (District) ballot measure known as "Measure W" to allow the collection and distribution of a half-cent transactions and use tax for 30 years with the tax revenues to be used by the San Mateo County Transportation Authority (TA) and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

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

**Whereas**, the Strategic Plan 2020-2024 established a consolidated Measure A and Measure W Pedestrian and Bicycle Program with new subcategories for Capital, Planning/Promotions, and Safe Routes to School projects; and

**Whereas**, the Strategic Plan 2020-2024 designated a 10% minimum funding match requirement for the Capital projects subcategory, a 50% minimum funding match requirement for the Planning/Promotions subcategory, and no minimum funding match requirement for the Safe Routes to School subcategory; and

**Whereas**, only one Planning/Promotions application was received in the Cycle 5 Pedestrian and Bicycle Program Call for Projects cover Fiscal Years 2021-2022; and

**Whereas**, TA staff interviewed eligible sponsors after the Cycle 5 Call for Projects to identify barriers to applying for the Planning/Promotions subcategory; and

**Whereas**, a majority of feedback from eligible sponsors indicated that the minimum match requirement was too high and the maximum project request was too low for the Planning/Promotions subcategory to justify preparing and submitting applications; and

**Whereas**, the TA subsequently conducted a significant planning effort for and adopted the Alternative Congestion Relief and Transportation Demand Management Plan in January 2022 that included a Planning subcategory with a minimum 10% funding match requirement and created a reduced 5% equity-based minimum funding match requirement for all subcategories; and

**Whereas**, TA staff recommends amending the Strategic Plan 2020-2024 minimum funding requirements for the Measure A and Measure W Pedestrian and Bicycle Program to respond to input from eligible project sponsors and to create consistency between similar programs; and

**Whereas**, TA staff recommends that the Board of Directors reduce the required minimum matching funds for the Pedestrian and Bicycle Programs Planning/Promotions subcategory from 50% to 10% and add a reduced equity-based 5% minimum funding match for the Pedestrian and Bicycle Program Capital and Planning/Promotions subcategories.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby amends Table 7-1, Minimum Matching Fund Requirements for Measure A and W Categories, of the TA Strategic Plan 2020-2024 to:

1. Reduce the required minimum funding match for the Pedestrian and Bicycle Program's planning/promotions category (Planning and Promotions Subcategory) from 50% to 10%; and
2. Reduce the required minimum funding match to 5% for all Pedestrian and Bicycle Program Planning/Promotions and Capital subcategory projects located primarily in an MTC Equity Priority Community, C/CAG Equity Focus Areas, or SamTrans Reimagine Equity Priority Area.

Regularly passed and adopted this 7th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary



**BOARD OF DIRECTORS 2022**

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

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

## Memorandum

**Date:** June 30, 2022  
**To:** TA Board of Directors  
**From:** Carter Mau, Acting Executive Director  
**Subject:** Executive Director's Report

### Safe Routes to School Program - Fiscal Year 2023 Project Recommendations

The TA Strategic Plan 2020-2024 designates 2.5 percent of the annual funding in the Measure W Pedestrian and Bicycle Program to Safe Routes to School (SRTS) infrastructure and special projects. The TA programmed and allocated \$439,825 at the April 2022 Board of Directors meeting for the Fiscal Years (FY) 2023 and 2024 cycle to the San Mateo County Office of Education (SMCOE). SMCOE administers the grant funding with support from TA staff.

SMCOE set aside \$100,000 of the allocation to conduct walking audits for schools in FY 2023 to better tie engineering recommendations to future submittals for TA funding. Of the remaining \$339,825, SMCOE reserved \$45,222 toward administrative costs and \$294,603 for the infrastructure and special projects competitive funding program. SMCOE released a call for projects (CFP) for up to \$130,000 in infrastructure and special project funding for FY2023, with the balance of \$164,603 being reserved for a CFP in FY 2024, with hope the walking audits will identify more safety-related projects.

For the FY 2023 CFP, sixteen (16) applications were received totaling approximately \$215,000 in funding requests. An evaluation committee consisting of Office of Education, TA, C/CAG, and Public Health staff met on June 22, 2022 to rank the applications and recommend projects for funding. The evaluation committee recommended 12 projects to be funded (with some receiving a reduced award) for a total of \$130,000. Many of the highest-ranking projects had conducted SRTS walking audits that identified necessary infrastructure improvements on-site or at adjacent intersections and showed great partnerships with local city engineering staff to support efforts. Examples of recommended projects to be funded include a quick-build pedestrian crossing, crossing guards, sidewalk gap closure, bike sheds, and bike/scooter racks. Applicants will be notified of the awards in early July 2022. Applications that were not recommended for funding generally did not tie their identified issues with the requested project nor did they have implementation support from local jurisdictions. TA and SMCOE staff will provide the Board with an update on the SRTS program in Fall 2022.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: Carter Mau, Acting Executive Director

From: April Chan, Acting Deputy General Manager

Subject: **Alternative Congestion Relief and Transportation Demand Management Program Cycle 1 Call for Projects Draft Recommendations**

**Action**

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

**Significance**

In April 2022, the San Mateo County Transportation Authority (TA) issued its first Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program Call-for-Projects (CFP), announcing the availability of up to approximately \$6 million in Measure A and Measure W funds. Of the \$6 million, \$4.7 million is available for competitive funding, while the remaining \$1.3 million is directly allocated to Commute.org to support its operations. The tables below outline the available funding and ACR/TDM Program subcategories.

<b>Available Funding by Measure</b>	
Measure A	\$3,328,000
Measure W	\$2,758,000
<b>Total</b>	<b>\$6,086,000</b>

<b>Available Competitive Funding by Subcategory</b>	
ITS Planning & Design	\$885,600
TDM Planning	\$775,800
TDM Competitive Projects	\$3,075,000
<i>Small/Coastal Jurisdictions (30%)</i>	\$922,500
<i>Mid/Large Jurisdictions (70%)</i>	\$2,152,500
<b>Total</b>	<b>\$4,736,400</b>

<b>Direct Allocations by Subcategory</b>	
Commute.org Operations	\$1,156,800
Countywide TDM Monitoring Program (managed by Commute.org)	\$192,800
<b>Total</b>	<b>\$1,349,600</b>

The competitive subcategories are intended to fund projects, programs, or plans that best meet the program evaluation criteria, as set forth in the TA ACR/TDM Plan that was approved by the

TA Board in January 2022. The TDM Competitive Projects sub-category also features investment goals for small/coastal jurisdictions and mid/large jurisdictions to support geographic equity across San Mateo County.

In total, 19 applications were received from 13 jurisdictions at the close of the CFP. The total funding request was approximately \$3 million for competitive subcategories, resulting in an undersubscribed CFP by \$1.7 million. Any remaining available funding will be rolled over into the Cycle 2 ACR/TDM Program CFP planned in two years.

The TA evaluation committee met on June 24, 2022 to evaluate and score the submitted applications. The TA evaluation committee was composed of two TA staff members, and staff from the Caltrans District 4 Office of Transit and Community Planning, the Metropolitan Transportation Commission (MTC) Mobility Hub program, and the San Francisco County Transportation Authority Planning Department.

Draft recommendations from the TA evaluation committee along with a brief description of the applications are provided as attachments A and B. Staff will also be making a presentation via PowerPoint on the recommended program of projects. Final action on the final program of ACR/TDM project is anticipated at the August 2022 Board meeting.

As noted earlier in the report, \$1.3 million in direct funding to Commute.org, through the Measure A ACR category, will be recommended as part of the ACR/TDM Program adoption at the August 2022 TA Board meeting. These funds will continue to support ongoing commute.org operations as well as a new Countywide TDM Monitoring Program that Commute.org is currently developing.

### **Budget Impact**

There is no impact to the budget with this informational item.

### **Background**

Measure A allocates one percent of the generated funds to ACR, supporting commute alternatives projects as well as planning work for Intelligent Transportation Systems. The TA Strategic Plan 2020-2024 established a subcategory for TDM under the Countywide Highway Congestion Improvements program which commits one percent of Measure W funds for TDM projects that have a nexus to reducing highway congestion. In January 2022, The TA adopted its first ACR/TDM Plan that was developed to guide investment decisions and funding allocations for a combined Measure A ACR and Measure W TDM Program. The purpose of the ACR/TDM Program is to fund strategies that encourage the use of sustainable transportation options and enhance mobility. ACR/TDM initiatives work toward ensuring that people's trips are safe, reliable, and convenient while discouraging driving, managing congestion, and reducing vehicle miles traveled.

Prepared By: Patrick Gilster      Manager, Programming and Monitoring      650-622-7853

Attachment A. SMCTA ACR/TDM Program Cycle 1 Draft Recommendations

Project Title	Sponsor	Implementing Agency (if different than Sponsor)	Total Project Cost	Requested Amount	Matching Funds	Unfunded	Match % (Request/ Match)	Equity Match Eligible	TA Technical Assistance (Not included in Match calculation)	Total Allocation	Highway Nexus	Project Readiness	Funding Leverage	Need	Effectiveness	Equity	TDM Bonus	Total Score
<b>Intelligent Transportation Systems</b>																		
101/92 Mobility Hub and Smart Corridor Concept Plan	San Mateo	SMCTA	\$275,000	\$200,000	\$20,000	\$0	10.0%	No	\$55,000	\$255,000	Yes	3.7	1.0	36.7	18.7	21.0	0.0	81.0
Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	C/CAG	SMCTA	\$275,000	\$200,000	\$20,000	\$0	10.0%	No	\$55,000	\$255,000	Yes	3.3	1.0	34.3	11.7	15.7	1.7	67.6
<b>ITS Category Subtotal</b>			<b>\$550,000</b>	<b>\$400,000</b>	<b>\$40,000</b>	<b>\$0</b>			<b>\$110,000</b>	<b>\$510,000</b>								
<b>Planning</b>																		
Midcoastside TDM Plan	County of San Mateo		\$110,000	\$100,000	\$10,000	\$0	10.0%	No	\$0	\$100,000	Yes	4.0	1.0	38.1	18.0	20.0	5.0	86.1
Midcoastside TDM Plan	Half Moon Bay	County of San Mateo	\$110,000	\$100,000	\$10,000	\$0	10.0%	No	\$0	\$100,000	Yes	3.3	1.0	33.3	16.7	21.0	3.3	78.7
Citywide TDM Plan	Burlingame		\$110,000	\$100,000	\$10,000	\$0	10.0%	No	\$0	\$100,000	Yes	2.7	1.0	23.8	19.0	15.7	1.7	63.8
Bicycle Parking Guidelines	Redwood City		\$80,000	\$72,000	\$8,000	\$0	11.1%	No	\$0	\$72,000	Yes	3.0	1.3	20.0	17.3	17.0	5.0	63.7
TMA Feasibility and Implementation Study	Redwood City		\$111,000	\$100,000	\$11,000	\$0	11.0%	No	\$0	\$100,000	Yes	3.3	1.3	28.1	9.7	12.7	5.0	60.1
<b>Planning Category Subtotal</b>			<b>\$521,000</b>	<b>\$472,000</b>	<b>\$49,000</b>	<b>\$0</b>			<b>\$0</b>	<b>\$472,000</b>								
<b>Competitive - Small/Coastal Jurisdictions</b>																		
JUHSD Workforce Housing TDM	Commute.org		\$91,300	\$83,000	\$8,300	\$0	10.0%	Yes	\$0	\$83,000	Yes	4.0	1.0	32.0	16.3	26.0	0.0	79.3
Pedal for a Purpose E-Bicycle Pilot Program	Half Moon Bay		\$220,000	\$200,000	\$20,000	\$0	10.0%	No	\$0	\$200,000	Yes	2.3	1.0	25.0	17.3	21.0	3.3	70.0
Rideshare Voucher Program	Colma		\$75,000	\$67,500	\$7,500	\$0	11.1%	No	\$0	\$67,500	Yes	3.7	1.3	27.3	13.3	19.0	0.0	64.7
El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvement	Colma		\$180,000	\$162,000	\$18,000	\$0	11.1%	No	\$0	\$162,000	Yes	3.7	1.3	25.3	15.0	17.0	0.0	62.3
Commuter Shuttle Stop Improvement Project	Brisbane		\$225,000	\$200,000	\$25,000	\$0	12.5%	No	\$0	\$200,000	Yes	3.3	1.7	23.3	15.7	15.0	1.7	60.7
Eucalyptus Pedestrian Pathway Project	Hillsborough		\$804,000	\$200,000	\$175,000	\$429,000	87.5%	No	\$0	\$200,000	Yes	3.7	5.3	20.3	16.3	15.0	0.0	60.7
<b>Competitive - Small/Coastal Subtotal</b>			<b>\$1,595,300</b>	<b>\$912,500</b>	<b>\$253,800</b>	<b>\$429,000</b>			<b>\$0</b>	<b>\$912,500</b>								
<b>Competitive - Medium/Large Jurisdictions</b>																		
Essential Wheels E-Bike Loaner Program	Redwood City	Manzanita Works	\$212,500	\$200,000	\$12,500	\$0	6.3%	Yes	\$0	\$200,000	Yes	3.0	1.7	28.3	16.3	25.3	3.3	78.0
Burlingame and Millbrae Bicycle Sharing Program	Burlingame		\$220,000	\$200,000	\$20,000	\$0	10.0%	No	\$0	\$200,000	Yes	3.3	0.7	22.0	21.0	20.7	1.7	69.3
Burlingame and Millbrae Bicycle Sharing Program	Millbrae	Burlingame	\$220,000	\$200,000	\$20,000	\$0	10.0%	No	\$0	\$200,000	Yes	3.3	1.0	19.7	23.7	19.7	0.0	67.3
El Camino Real and Ravenswood Avenue Crossing Improvement	Menlo Park		\$500,000	\$200,000	\$300,000	\$0	150.0%	No	\$0	\$200,000	Yes	3.0	5.0	27.0	18.0	12.7	0.0	65.7
California Drive Congestion Management Video Detection Project	Burlingame		\$173,000	\$144,200	\$28,800	\$0	20.0%	No	\$0	\$144,200	Yes	3.3	2.3	26.0	19.3	10.7	3.3	65.0
Westmoor Ave and Westbridge Ave Intersection Quick Build	Daly City		\$185,000	\$168,000	\$17,000	\$0	10.1%	Yes	\$0	\$168,000	Yes	2.7	1.3	23.3	15.0	16.7	0.0	59.0
<b>Competitive - Mid/Large Subtotal</b>			<b>\$1,510,500</b>	<b>\$1,112,200</b>	<b>\$398,300</b>	<b>\$0</b>			<b>\$0</b>	<b>\$1,112,200</b>								
<b>Total All Categories</b>			<b>\$4,176,800</b>	<b>\$2,896,700</b>	<b>\$741,100</b>	<b>\$429,000</b>			<b>\$110,000</b>	<b>\$3,006,700</b>								



**Attachment B: 2022 Measure A & Measure W Alternative Congestion Relief and Transportation Demand Management Program Cycle 1 Call for Projects Application Submittals  
Summary List of Projects Descriptions: Ranked List**

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2022 Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program Call for Projects (CFP). This document is organized by sub-category and projects are listed by their rank as scored by the evaluation committee.

## Intelligent Transportation Systems (Planning & Design)

### 1. 101/92 Mobility Hub and Smart Corridor Concept Plan

**Request:** \$200,000

**Sponsor:** San Mateo (in partnership with SMCTA)

**TA Technical Assistance:** \$55,000

The proposed US 101/SR 92 Mobility Hub and Fashion Island Blvd/19<sup>th</sup> Ave Smart Corridor Concept Plan represents the first step in planning and designing a corridor that connect San Mateo and Foster City residents and workers directly with regional transit options, including Caltrain at the Hayward Park Station and planned SamTrans Express Bus service at the Caltrans Park and Ride lot. This initial planning effort will create a unified technology-driven vision that focusses on improving local access and safety for people walking, cycling, and taking transit which are intended to be complimentary to other improvements being made at the US 101/SR 92 interchange.

The Mobility Hub is proposed to include new bus stops, improved pedestrian connectivity to the local street network, sheltered waiting areas, real-time transit displays, interactive information kiosks, electric vehicle chargers, bicycle lockers, micromobility-ready charging areas, and parking management. The Fashion Island Boulevard and 19th Avenue Smart Corridor will include design options for a proposed Class IV separated bikeway. Smart corridor technology will be incorporated into the project design aimed to encourage regional transit usage. Smart corridor features may include smart streetlights, air quality monitoring, traffic signal detection enhancements, smart kiosks and digital bus stops with real-time transit information, and community-fiber network.

### 2. Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan

**Request:** \$200,000

**Sponsor:** C/CAG (in partnership with SMCTA)

**TA Technical Assistance:** \$55,000

The Countywide Shared, Connected, and Autonomous Vehicles (Countywide AV Strategic Plan) will be developed to cover policy and strategies that can be implemented across San Mateo County. The main goals of the Countywide AV Strategic Plan are to identify the current state of AVs in San Mateo County, establish a shared-vision for AV deployment, identify opportunities and challenges for AV

**2022 Measure A & W ACR/TDM Program CFP Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

deployment in the county (including regulatory, legal, and operational), identify opportunities for AV pilots and other AV-related projects, and develop an AV action plan with prioritized next steps that align with potential funding availability.

The proposed project will be advised by a project panel comprised of the C/CAG's technical advisory committee (TAC), and other related stakeholders including but not limited to the San Mateo County Transit District and San Mateo County, and it will include a series of one-on-one interviews with key internal staff and stakeholders to understand their AV priorities. The project will also include one workshop (virtual or in-person) to gather feedback on the Plan from a broad group of AV stakeholders. The list of interviewees and workshop invitees will be developed in consultation with the TA and C/CAG.

## Planning

### 1. Midcoastside TDM Plan

**Request:** \$100,000

**Sponsor:** County of San Mateo (in partnership with Half Moon Bay)

The Midcoastside Transportation Demand Management Plan (Midcoastside TDM Plan) would include areas of the unincorporated San Mateo County Midcoast on the east and west sides of Highway 1, including the communities of Montara, Moss Beach, Princeton, Pillar Point Harbor, El Granada, and Miramar. The County intends to partner with the City of Half Moon Bay to holistically assess travel options in the greater area, if both are awarded funding. The Midcoastside TDM Plan will engage the public and relevant agencies/organizations; examine best practices for similar land use and geographic contexts; and use analysis to understand demand and the current policy context. The resulting recommendations will identify policy solutions, including guidance about how to apply the C/CAG TDM Policy to the midcoast context, and parking management strategies; programs and marketing strategies; supportive transit/micromobility/first-last mile services; and institutional and evaluation strategies.

The midcoastside region of San Mateo County has unique mobility challenges. With limited roadways, long travel distances, plentiful agricultural and open spaces, and heavy tourism traffic, it is no surprise that this part of the county sees higher use of automobiles than more urbanized areas: 86% of commute trips are made by driving alone (compared to 66.5% countywide). Despite these historic, geographical, and land use challenges, San Mateo County and Half Moon Bay are committed to making it easier to travel to and on the midcoast by transit, active transportation, and shared modes. There are compelling reasons to do so. A more "balanced transportation diet" for midcoastside residents, employees, and visitors will support climate goals, enhance economic mobility, support physical and mental health, and make mobility more affordable for low-income families.

**2022 Measure A & W ACR/TDM Program CFP Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

## 2. Midcoastside TDM Plan

**Request:** \$100,000

**Sponsor:** Half Moon Bay (in partnership with San Mateo County)

The Midcoastside Transportation Demand Management Plan (Midcoastside TDM Plan) would include all of Half Moon Bay's city limits and will partner San Mateo County to holistically assess travel options in the greater midcoastside area, if both are awarded funding. The Midcoastside TDM Plan will engage the public and relevant agencies/organizations; examine best practices for similar land use and geographic contexts; and use analysis to understand demand and the current policy context. The resulting recommendations will identify policy solutions, including guidance about how to apply the C/CAG TDM Policy to the midcoast context, and parking management strategies; programs and marketing strategies; supportive transit/micromobility/first-last mile services; and institutional and evaluation strategies.

The midcoastside region of San Mateo County has unique mobility challenges. With limited roadways, long travel distances, plentiful agricultural and open spaces, and heavy tourism traffic, it is no surprise that this part of the county sees higher use of automobiles than more urbanized areas: 86% of commute trips are made by driving alone (compared to 66.5% countywide). Despite these historic, geographical, and land use challenges, San Mateo County and Half Moon Bay are committed to making it easier to travel to and on the midcoast by transit, active transportation, and shared modes. There are compelling reasons to do so. A more "balanced transportation diet" for midcoastside residents, employees, and visitors will support climate goals, enhance economic mobility, support physical and mental health, and make mobility more affordable for low-income families.

## 3. Burlingame TDM Plan

**Request:** \$100,000

**Sponsor:** Burlingame

The City of Burlingame proposes to develop a Transportation Demand Management (TDM) Plan that will provide strategies that reduce overall vehicle trips and encourage the use of transportation modes that reduce VMT and greenhouse gas emissions. The TDM Plan would establish specific TDM guidelines and requirements that encourage travel by a variety of modes for residents, employees and visitors, focusing different strategies in different parts of the community as appropriate to promote sustainability and economic development. The effort would also be intended to provide consistency with the C/CAG TDM Policy.

A TDM Plan and the programs it would provide will identify ways to reduce single-occupancy vehicle (SOV) trips and VMT at the project- and citywide-levels. TDM programs allow developers and building managers flexibility to select measures that reduce VMT. Strategies to be assessed include,

## 2022 Measure A & W ACR/TDM Program CFP Application Submittals

### Summary List of Projects Descriptions: Ranked List

but are not limited to: carpooling; designating parking for clean air and ridesharing vehicles; transit subsidies; bicycle parking and amenities; bicycle and scooter sharing programs; employer-sponsored shuttles/bus services; and alternative work schedules. A citywide TDM Plan would allow better coordination and consistency between projects and provide the city guidance on priority efforts.

#### 4. Bicycle Parking Guidelines

**Request:** \$72,000

**Sponsor:** Redwood City

The Redwood City TDM Plan and Ordinance requires various new single and multifamily residential developments, new industrial or office developments, and some existing uses requesting changes in parking, density, or square footage to develop a TDM plan and to submit their annual TDM report to the City. Bicycle parking and other associated amenities such as showers are required or recommended for almost all new projects. However, Redwood City does not have any unified design requirement for bicycle parking to help consistently implement the ordinance and evaluate development applications.

The Redwood City Bicycle Parking Guidelines will be used to provide guidelines on quantity, design, and installation of short-term and long-term bicycle parking at new and existing development projects and public facilities. The Redwood City Bicycle Parking Guidelines will be used citywide for all types of land use projects, such as office, commercial, and residential projects, as well as for public facilities such as libraries and parks. This will help facilitate implementation of high-quality, affordable, and reliable end-of-the-trip transportation facility for active modes of transportation and help shift vehicle trips especially short trips to bicycle trips.

#### 5. Transportation Management Association Feasibility Study

**Request:** \$100,000

**Sponsor:** Redwood City

The Redwood City TDM Plan and Ordinance highlighted the need for the City to further assess how TDM programs could be better implemented and managed. Redwood City will evaluate the potential to form a Transportation Management Association (TMA) for Downtown Redwood City that will work to expand needed commuter benefits to small businesses and lower income employees. The feasibility study will also assess the potential of expanding to a citywide TMA if it can better serve the Redwood City community.

The TMA Feasibility Study will evaluate models of forming TMAs based on a best practice review of peer agencies, perform case studies to determine the most appropriate financial models, and recommend a TMA structure for Redwood City. Additionally, stakeholder outreach with business groups, developers, and employees will help collect feedback on potential TMA structures that could

2022 Measure A & W ACR/TDM Program CFP Application Submittals  
Summary List of Projects Descriptions: Ranked List

best serve downtown Redwood City. The TMA Feasibility will also feature an implementation plan with the associated fee structure and participation criteria.

## Small/Coastal Competitive Projects

### 1. JUHSD Workforce Housing TDM

**Request:** \$83,000

**Sponsor:** Commute.org

The proposed project will serve Jefferson Union High School District (JUHSD) teachers and staff who reside at the new 122-unit Serramonte Del Rey affordable housing development site in Daly City. Subsidized vanpools and bike purchases will help these employees get from their new home to their workplaces at Jefferson High School, Thornton High School, Westmoor High School in Daly City and Oceana High School, and Terra Nova High School in Pacifica. JUHSD faculty and staff residing at a newly constructed teacher housing complex would be eligible to choose between a subsidized vanpool or bicycle purchase program to reduce the congestion, financial cost, and environmental impacts of making single-occupancy vehicle trips to work.

For the vanpool program, Commute.org would organize leasing up to four vans to serve residents getting to each high school (Jefferson and Thornton would be combined as they are 1/4 miles apart). In exchange for committing to using the van at least 2-3 days per week, participants would only pay \$50-\$75 per month for their seat in the vanpool. For the bike program, Commute.org would use the grant funds to subsidize 50% off the purchase of a bike or e-bike, up to \$1000, from online or local retailers who offer maintenance programs/warranties. The program would also fund bicycle education and test group rides from the housing complex to the school locations most convenient for bicycling.

### 2. Pedal for a Purpose E-Bicycle Pilot Program

**Request:** \$200,000

**Sponsor:** Half Moon Bay

The Pedal for a Purpose E-Bicycle Pilot Program will be available for teachers, agricultural and hospitality workers who live and work on the coastside, including in unincorporated areas adjacent to Half Moon Bay, to provide an affordable and reliable transportation alternative to driving alone. The program will accept and review applications submitted by residents and/or local non-profits on behalf of residents to initiate the purchase of an e-bike from Bike Works (a Half Moon Bay local bike shop) using a voucher program. Recipients will receive a \$5,000 voucher to be used for an e-bike, helmet, and lock from Bike Works.

**2022 Measure A & W ACR/TDM Program CFP Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

After receiving the voucher, recipients will work with Half Moon Bay's Program Manager, Bike Works, and local non-profits to order an e-bike that fits their measurements and needs for commuting. The awarded applicants will be asked to sign a pledge to commute via e-bike three times per week to decrease vehicle miles traveled. The City is committed to hosting a Community Bike Day to provide bike education, measurements, and safety courses to recipients as well as the community.

### 3. Rideshare Voucher Program

**Request:** \$67,500

**Sponsor:** Colma

While the Town of Colma has access to public transit services, those that do not have access to a car still find it challenging to travel within the Town. For residents who have disabilities and mobility issues, traveling to major destinations within Colma such as the Colma and South San Francisco BART stations, 280 Metro Center, and Serra Center experience the lack of east/west public transit connectivity. This causes mobility and equity problems which in turn lead to higher rates of individual auto use and the level of need is likely not high enough to justify the cost of a full or part-time shuttle alternative.

To improve accessibility and connectivity, the Town proposes to create a pilot rideshare voucher program that addresses these long-term deficiencies in transit offerings and provides direct resources to Veterans, seniors, and service industry workers - all groups that are likely to experience transportation affordability challenges. A rideshare voucher is normally a discount code for a service like Uber, Lyft, or taxis that could be used by residents of Colma and by people employed in the Town that work at a local business. For those that do not have access to a smartphone, Town staff will assist with arranging a ride on their behalf.

### 4. El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements

**Request:** \$162,000

**Sponsor:** Colma

El Camino Real (ECR) provides access to the two Bay Area Rapid Transit (BART) stations, Colma BART station north and South San Francisco BART station south limits of the Town, and a number of SamTrans bus stops along the corridor. The ECR and Mission Road intersection is impacted by the existing geometry of the intersection and lack of traffic signal and pedestrian and bicycle facilities with no left turn from Mission Road to ECR southbound. Because of the lack of accessible sidewalk facilities on the southbound portion of ECR near the intersection, pedestrians currently are forced to cross the intersection or walk next to the traffic lane without a shoulder buffer.

## 2022 Measure A & W ACR/TDM Program CFP Application Submittals

### Summary List of Projects Descriptions: Ranked List

This funding request is for the design phase (plans, specifications and estimates) and environmental studies for the El Camino Real and Mission Road intersection improvements which are part of the larger ECR Improvement project that stretches the entire town. The reconfiguration of the intersection is a near-term priority to the Town and will include the realignment to a 90-degree angle, a new traffic signal, and various pedestrian and bicycle enhancements to help people better access nearby transit stops. These changes will improve connectivity, reduce speeds and enhance safety and mobility for all users.

#### 5. Commuter Shuttle Stop Improvements

**Request:** \$200,000

**Sponsor:** Brisbane

The City of Brisbane has two nearby regional transit connections at the Bayshore Caltrain Station and the Balboa BART Station which are served by a local shuttle that provides access to Brisbane employment centers. The 2021 Caltrain Commuter Shuttle Survey identified that more than half of riders use the shuttle at least four days a week to commute to/from work. Brisbane's goal is to continue supporting transit-access by improving the level of accessibility and safety for existing customers as well as encouraging future riders to use the free shuttle service, which will lead to further reductions in Vehicle Miles Traveled (VMT) and congestion.

The City of Brisbane shuttle stop improvement project will provide upgrades to passenger access infrastructure and amenities at 10 of the 16 shuttle stops. The improvements generally include the installation of passenger shelters, benches, trash cans, as well as any additional site improvements, such as concrete flatwork, that may be required to accommodate the installation of these amenities and comply with the Americans with Disabilities Act (ADA). In locations where stops are reasonably close together, some will have shelters installed and some will receive benches without shelters.

#### 6. Eucalyptus Pedestrian Pathway

**Request:** \$200,000

**Sponsor:** Hillsborough

The Town of Hillsborough will improve a widely used route taken by kindergarten through 8<sup>th</sup> grade students and families attending North Elementary School and Crocker Middle School. The current area consists of unimproved roadway shoulders that are not accessible or in usable condition during the winter months due to stormwater runoff and mud. During these months, pedestrians are either unable to use this path or are forced to walk on the asphalt roadway and share the roadway with vehicles, creating a hazardous condition that often act as a barrier for local families to choose active modes of transportation to get to school causing increased congestion near campuses.

**2022 Measure A & W ACR/TDM Program CFP Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

The Town of Hillsborough is proposing to undertake a pathway upgrade and enhancement project that would provide greater pedestrian accessibility and safety along Eucalyptus Avenue. The project improvements would occur on land licensed to the Town and public right-of-way. The project includes a permeable concrete path with landscaped buffer zone between the pedestrian path and the edge of the roadway to separate pedestrians from vehicles and creating a more comfortable environment. These improvements are designed to encourage a larger portion students within 0.5 miles of the schools to walk instead of being driven to alleviate school-related congestion.

## Mid/Large Competitive Projects

### 1. Essential Wheels E-bike Loaner Program

**Request:** \$200,000

**Sponsor:** Hillsborough

In the greater Downtown Redwood City area, there are a larger number of employees who need affordable, reliable commute options to get to jobs and community resources. There is a need along the Peninsula to support post-COVID-19 safe return to office travel options, reduce traffic congestion, increase transit accessibility, improve essential workers' quality of life, and cut vehicle-related emissions. Essential and service sector workers who live or work in Redwood City could easily switch to active transportation options if provided the right resources for trips under five miles, especially from Downtown Redwood City, Friendly Acres, Redwood Village, and unincorporated San Mateo County's North Fair Oaks neighborhoods.

Essential Wheels is a project that will develop, implement, and launch an e-bike loaner program to support a gradual but significant transportation mode shift away from automobile use. Redwood City is sponsoring the nonprofit Manzanita Works to reach and serve an initial 50 essential and service workers who live or work in Redwood City. The program will be collaborating with service provider Good Karma Bikes on acquiring and maintaining a supply of high-quality e-bikes, and coordinate with local electricity provider Peninsula Clean Energy on connecting the essential workforce to e-bike purchase subsidies and lease programs to transition participants to their own e-bikes – thereby freeing up loaner e-bikes for additional workers.

### 2. / 3. Burlingame and Millbrae Bike Sharing Program

**Request:** \$200,000 each (\$400,000 joint total)

**Sponsor:** Burlingame and Millbrae

The cities of Millbrae and Burlingame will jointly implement a public bike sharing program system to enhance multimodal mobility for residents, employees, workers, and visitors. The bike sharing program will offer a clean transportation alternative for short-distance trips, first and last mile



## 2022 Measure A & W ACR/TDM Program CFP Application Submittals

### Summary List of Projects Descriptions: Ranked List

connectors, and recreation opportunities while reducing vehicle miles traveled (VMT) and congestion in both cities.

Implementation of a cross-city bike sharing program aligns with the Cities' policy goals to reduce single occupant vehicle trips and improve multimodal mobility. Burlingame and Millbrae will use the \$400,000 as startup funding for the program to entice vendors that will install, operate, and maintain an e-bike sharing network connecting both cities. Both cities may utilize docking stations or other innovative solutions for controlled and established parking locations. The project will serve as a one-year pilot program with the opportunity to expand and continue for longer depending on success or funding models.

#### 4. El Camino Real and Ravenswood Ave Crossing Improvement

**Request:** \$200,000

**Sponsor:** Menlo Park

The El Camino Real and Ravenswood Avenue intersection is one of the busiest intersections in the City of Menlo Park, serving over 37,000 vehicles per day. The area includes a robust transit network including four SamTrans bus routes along El Camino Real and provides access to Menlo Park Caltrain Station just one block away. Additionally, the Caltrain station provides transit connections with the City's shuttle program that includes commuter shuttles to employers along Marsh and Willow Road and east of US 101. This intersection serves a high number of pedestrian coming to and from Menlo Park on transit to access local businesses, jobs, community amenities, and more but is missing essential pedestrian infrastructure that makes traversing the intersection difficult.

This project will add a new pedestrian crosswalk across El Camino Real at Ravenswood Avenue to complete the crosswalks at this intersection, upgrade crosswalks and improved median islands that include a pedestrian refuge on both crossings, and provide leading pedestrian intervals at one of Menlo Park's busiest intersections. The intersection will serve new developments set to open soon (e.g., Middle Plaza at 500 El Camino Real and Springline at 1300 El Camino Real), the new Guild Theater (a music venue with a regional draw), and downtown Menlo Park. The intersection is located one block from the Caltrain station. The crossing improvements will encourage pedestrian travel to the train station while improving safety and access for pedestrians.

#### 5. California Drive Congestion Management Video Detection

**Request:** \$144,200

**Sponsor:** Burlingame

California drive is identified as a major priority bicycle facility in Burlingame's 2020 Bicycle and Pedestrian Master Plan and is the only local road that extends the full length of the city connecting San Mateo to Millbrae. Improvements have been to the much of the corridor or are in the works but many existing signalized intersection do not have video detection to help cyclists catch the green

**2022 Measure A & W ACR/TDM Program CFP Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

lights passively which means they need to dismount and press a button on the sidewalk. Proper detection has been shown to directly build bike ridership levels on a corridor by improving the perceived level of comfort, increasing reliability, and reducing crashes.

This project aims to complete the southern leg of a planned bicycle facility with upgraded camera detection system for real-time detection, data collection, and congestion management. More specifically the improvement will allow the system to detect bicyclists at various approaches, activate custom green time extensions for bicyclists, reduce the chance that a rider cannot be detected, improve compliance, and overall operation of the project intersections at California Drive & Burlingame Ave, California Drive & Howard Ave, California Drive & Bayswater Ave.

## 6. Westmoor Ave and Westridge Ave Intersection Quick Build Improvements

**Request:** \$168,000

**Sponsor:** Daly City

Westmoor Avenue and Westridge Avenue are two-lane roadways that provide access to several activity centers including a shopping center, medical offices, multiple transit stops, an elementary school as well as single and multi-family housing. Residents in the adjacent neighborhoods feel the crossings are unsafe, in particular given that the intersections are adjacent to the high speed corridor of Skyline Boulevard (State Route 35). The locations were identified in the City's Systemic Safety Analysis Report (SSAR) as high priorities to promote safer crossings and encourage more short trips be taken on foot to help reduce congestion and vehicles miles traveled (VMT) in the area.

The project proposes to design and construct a "quick-build" project to install striping to channelize vehicular traffic along Westmoor Avenue and Westridge Avenue near Skyline Boulevard and pavement markings to improve pedestrian crossings at the intersections adjacent to Skyline Boulevard. The new painted curb extensions will prohibit vehicles from parking adjacent to the curbs around the intersection and "daylight" the intersection such that motorists will be able to better see pedestrians at the corners and pedestrians can better see oncoming traffic. These low-cost measures to create painted curb extensions, painted islands, new pedestrian signal heads, and high-visibility crosswalks will also slow traffic exiting Skyline Boulevard onto the local streets.

# ***2022 ACR/TDM Cycle 1 Call for Projects***

Draft Recommendations



**SAN MATEO COUNTY**  
**Transportation  
Authority**

TA Board of Directors  
July 7, 2022

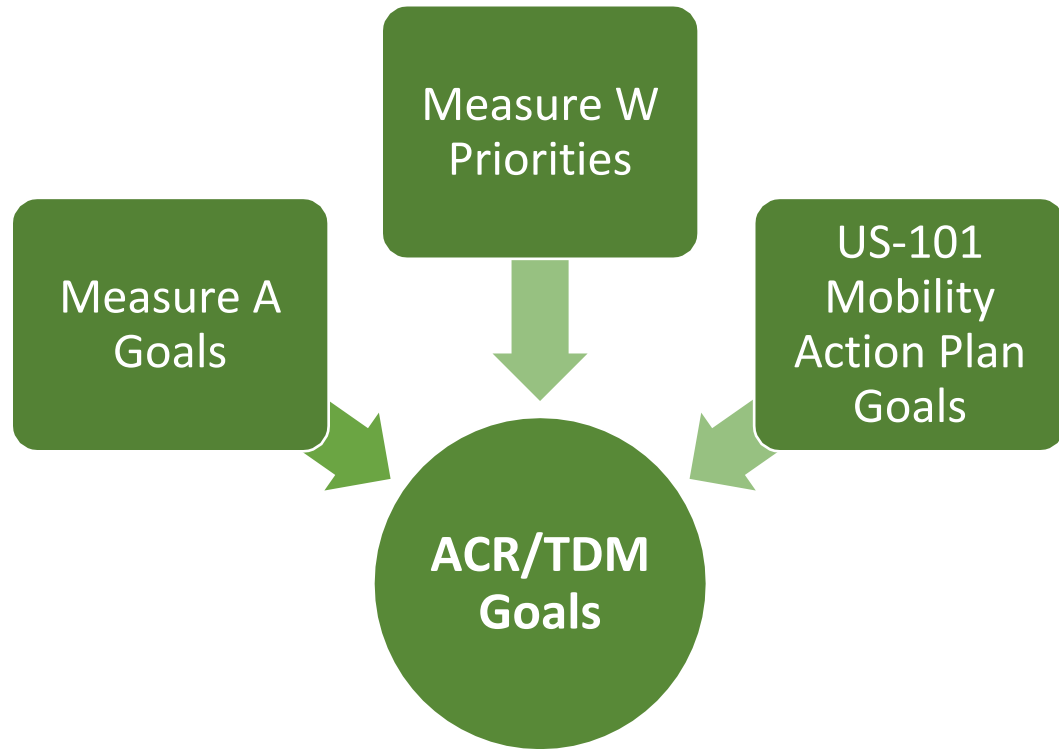
# AGENDA

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1. Program Overview
2. Available Funding
3. Application Process
4. Evaluation Criteria
5. Key Program Guidelines
6. Project Proposals and Recommendations
7. Questions



# PROGRAM OVERVIEW



**ACR/TDM Plan adopted in January 2022 established five program goals:**

1. Provide Congestion relief
2. Increase Sustainable Transportation Options
3. Promote Sustainability & Health
4. Encourage Economic Development Opportunities
5. Invest Funding Equitably

# PROGRAM OVERVIEW

	Measure A	Measure W
Expenditure Plan Details	Half-cent sales tax running from 2009-2033	Half-cent sales tax running from 2019-2038
Funding	1% of Measure A funds	1% of Measure W funds
Funding Distribution Requirements per Expenditure/ Strategic Plan	Plan-based: ACR/TDM Plan	Competitive: Guidelines set by ACR/TDM Plan
Additional funding restrictions	<ul style="list-style-type: none"> <li>• 80% of ACR/TDM money must go towards "efficient use of the transportation network through ride sharing, flexible work hours and other commute alternatives"</li> <li>• 20% for planning and design of ITS systems for improved highway/transit capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Projects must have a nexus with highways; funds for this program come from the Countywide Highway Congestion Relief set-aside</li> </ul>



# PROGRAM OVERVIEW

	Funding Category	Definition
1.	Intelligent Transportation Systems (ITS)	Provides funds for the planning and design of ITS systems for improved highway/transit capacity
2.	Commute.org Operations (Direct Allocation)	Continue to fund Commute.org’s operations and shuttle administration programs.
3.	Countywide TDM Monitoring Program (Direct Allocation)	Create a Countywide TDM Monitoring Program through Commute.org to assist with monitoring of C/CAG’s TDM requirements for developers.
4.	ACR/TDM Planning Funds	Provides funding for developing TDM plans and policies at the local jurisdiction level.
5.	TDM Competitive Funds	Set aside to be distributed on a competitive basis for TDM projects and programs



# AVAILABLE FUNDING – CYCLE 1

## Total Available Funding by Measure

Measure	Available Cycle 1 (FY23 and FY24) Funding
Measure A	\$3,328,000
Measure W	\$2,758,000
<b>Total</b>	<b>\$6,086,000</b>

## Direct Allocations by Category

Category	Available Cycle 1 (FY23 and FY24) Funding
Commute.org Operations	\$1,156,800
Countywide TDM Monitoring Program	\$192,800
<b>Total</b>	<b>\$1,349,600</b>





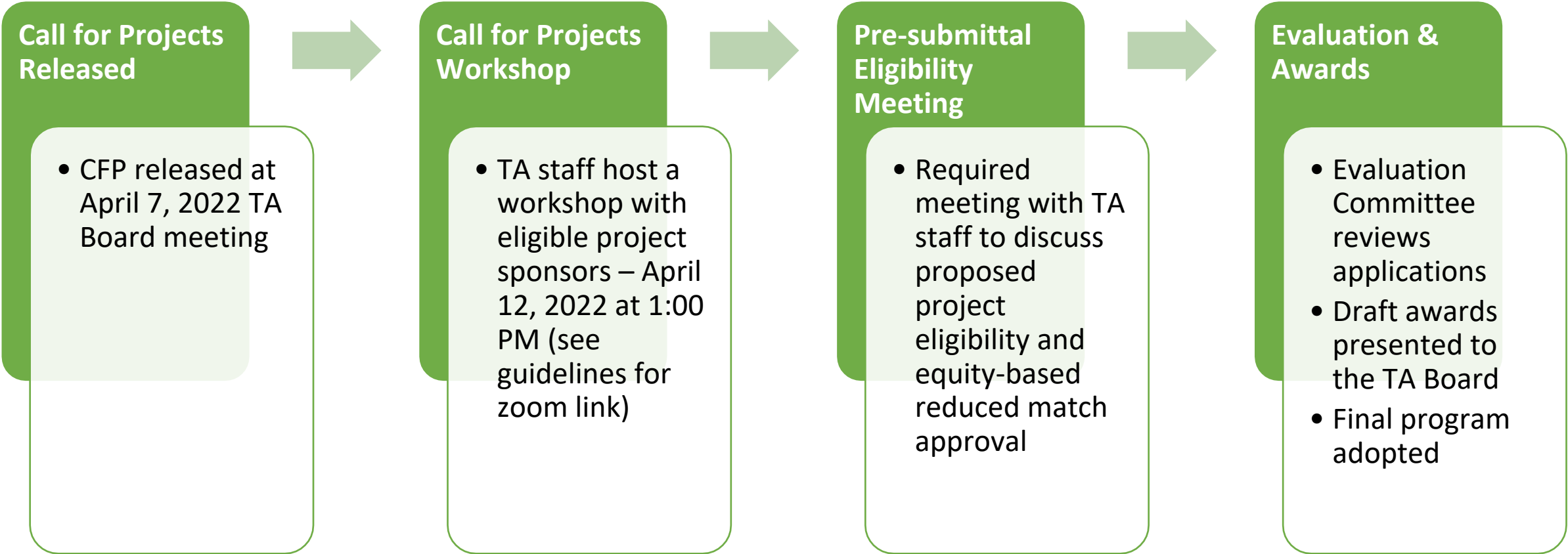
# AVAILABLE FUNDING

## Competitive Funding by Category

Category	Available Cycle 1 (FY23 and FY24) Funding
ITS Planning & Design	\$885,600
TDM Planning	\$775,800
TDM Competitive Projects	\$3,075,000
<i>Small/Coastal Jurisdictions (30%)</i>	<i>\$922,500</i>
<i>Mid/Large Jurisdictions (70%)</i>	<i>\$2,152,500</i>
<b>Total</b>	<b>\$4,736,400</b>



# APPLICATION PROCESS



**Evaluation Committee Representatives:**  
MTC, SFCTA, SMCTA, and Caltrans



# KEY PROGRAM GUIDELINES

Program Guideline	Recommendations
Matching Funds	<p><b>Standard Match:</b> Require a minimum match of 10% for project/program applications in all sub-categories.</p> <p><b>Equity-based Match:</b> Require a reduced minimum match of 5% for project/program applications based primarily in MTC Equity Priority Communities and Re-Imagine SamTrans Transportation Equity Zones.</p>
General Guidelines – Maximum project cost	<p>For the planning and policy funding sub-category, requests for funding are capped at a maximum of \$100,000.</p> <p>For the ITS and competitive funding sub-categories, requests for funding are capped at a maximum of \$200,000.</p>
General Guidelines - # of applications	<p>Jurisdictions are limited to sponsoring and submitting up to 3 applications per Call for Projects cycle.</p>
Timely use of funds	<p>Projects or programs must complete a funding agreement and begin work within one-year of an award and expend all funds within two-years of the executed funding agreement date.</p>



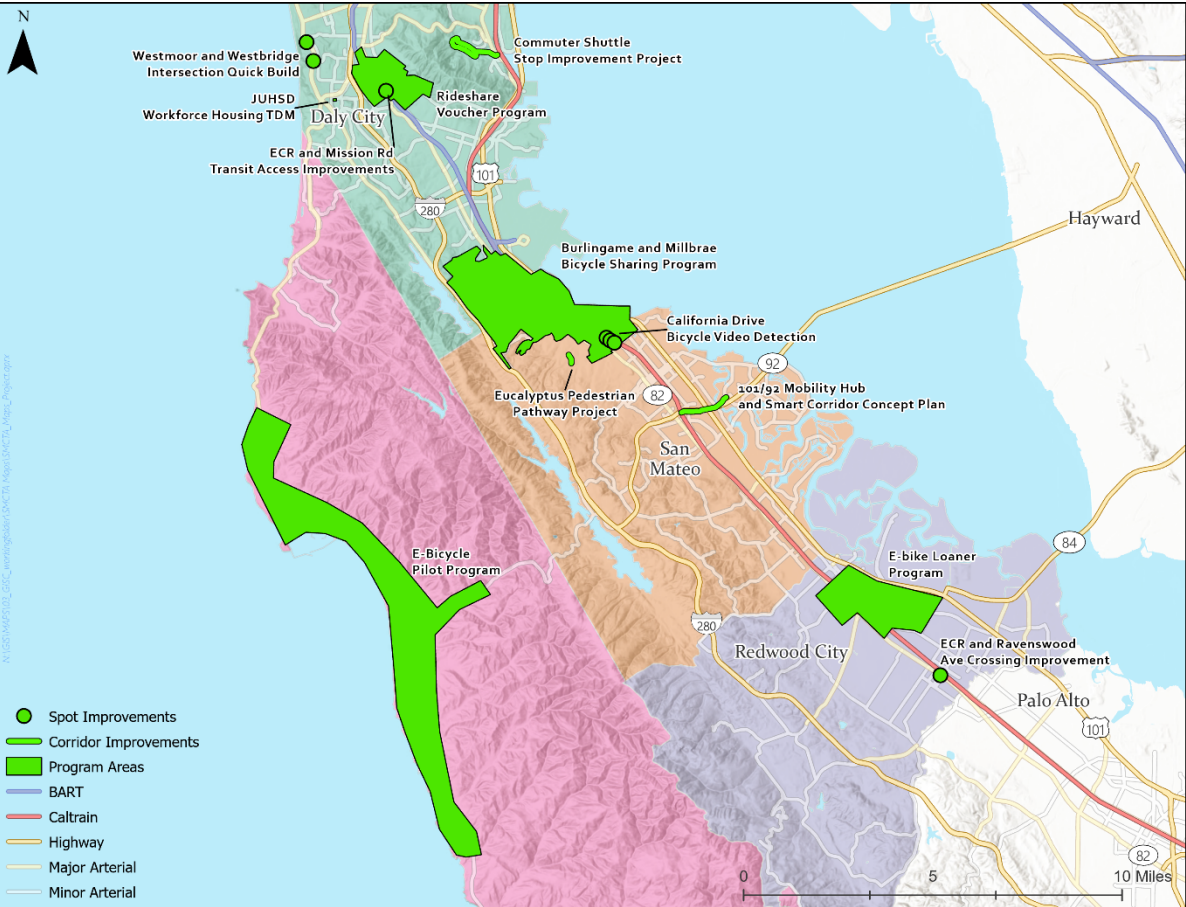
# EVALUATION CRITERIA WEIGHTING

Criteria	Definition	Criteria Weight
Need	Addresses how well the project addresses the goals of the ACR/TDM program	40%
Effectiveness	Addresses how the project will show success and plans to track them	25%
Equity	Addresses how the project will contribute to advancing equitable outcomes	25%
Readiness	Addresses how ready the project/program is ready to begin study or implementation	5%
Funding Leverage	Addresses if the necessary funding has been allocated or identified	5%
Total		100%



# PROJECT PROPOSALS

- 19 applications submitted from 13 sponsors for \$3 million
- Program is undersubscribed
- Funding Request Breakdown:
  - 2 ITS Planning and Design Projects
  - 5 TDM Planning Requests
  - 6 Small/Coastal Project Requests
  - 6 Mid/Large Project Requests
- 2 TA Technical Assistance Requests
- 3 eligible equity-based reduced match projects



# PROJECT PROPOSALS: ITS & PLANNING

## Intelligent Transportation Systems (ITS)

- **San Mateo/TA:** US 101/ SR 92 Mobility Hub and Fashion Island Blvd Smart Corridor Concept Plan
- **C/CAG/TA:** Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan

Total ITS Requests:  
\$510,000

## Planning

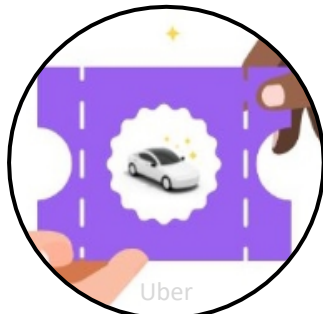
- **Burlingame:** Citywide TDM Strategic Plan
- **San Mateo County:** Midcoastside TDM Plan
- **Half Moon Bay:** Midcoastside TDM Plan
- **Redwood City:** Transportation Management Association (TMA) Feasibility & Implementation Study
- **Redwood City:** Bicycle Parking Guidelines

Total Planning Requests:  
\$472,000



# PROJECT PROPOSALS: SMALL/COASTAL

**Colma**  
Rideshare  
Voucher  
Program



**Commute.org**  
JUHSD Teacher  
Housing  
Commute  
Options  
Program



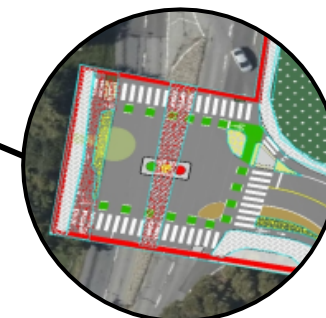
**Half Moon Bay**  
Pedal for a  
Purpose  
-bike Pilot  
Program



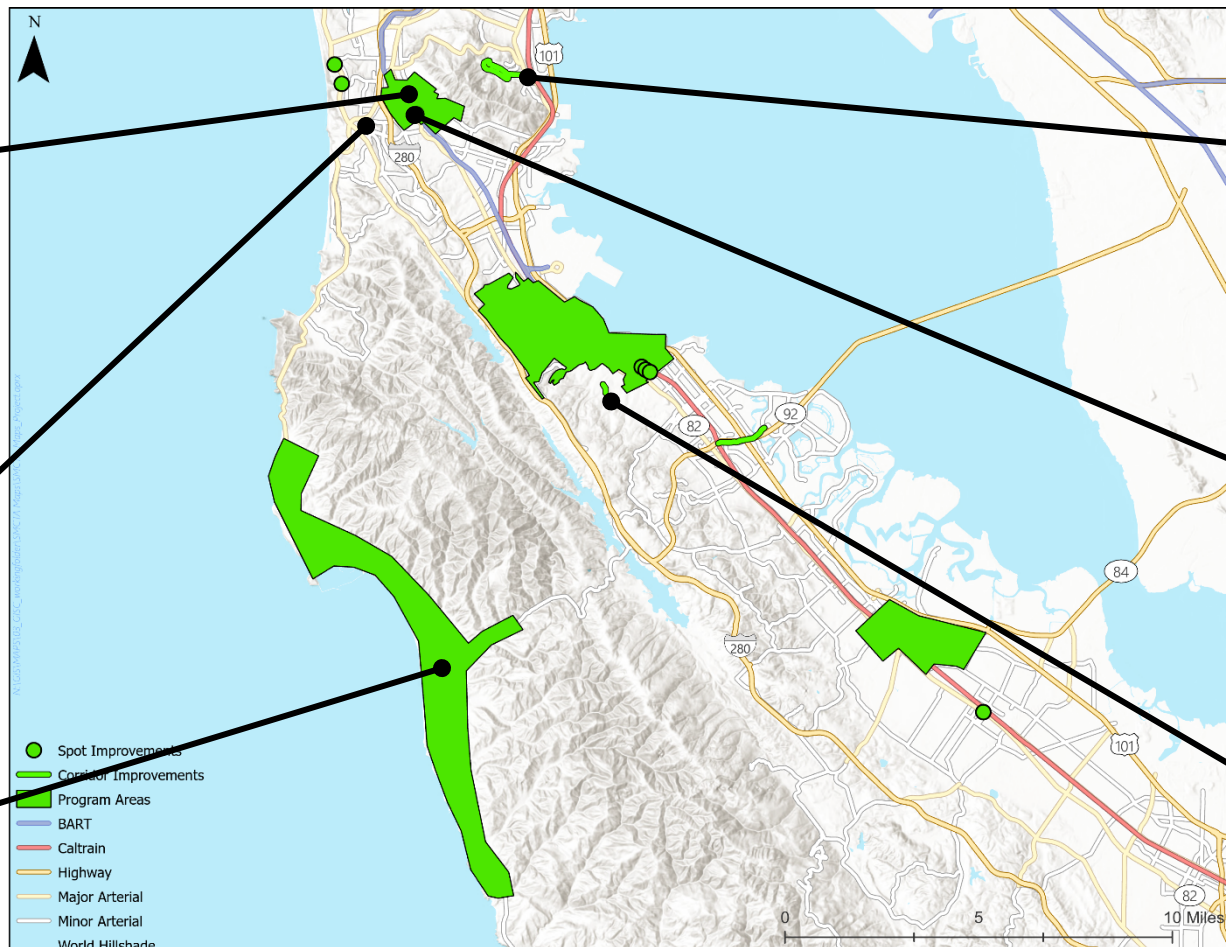
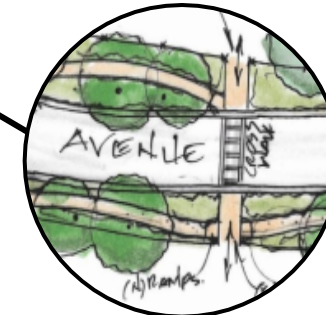
**Brisbane**  
Shuttle Stop  
Improvements



**Colma**  
ECR/Mission  
Access to  
Transit  
Intersection  
Project



**Hillsborough**  
Eucalyptus  
SRTS Pathway  
Project



**Total Small/Coastal Requests:  
\$912,500**



# PROJECT PROPOSALS: MID/LARGE

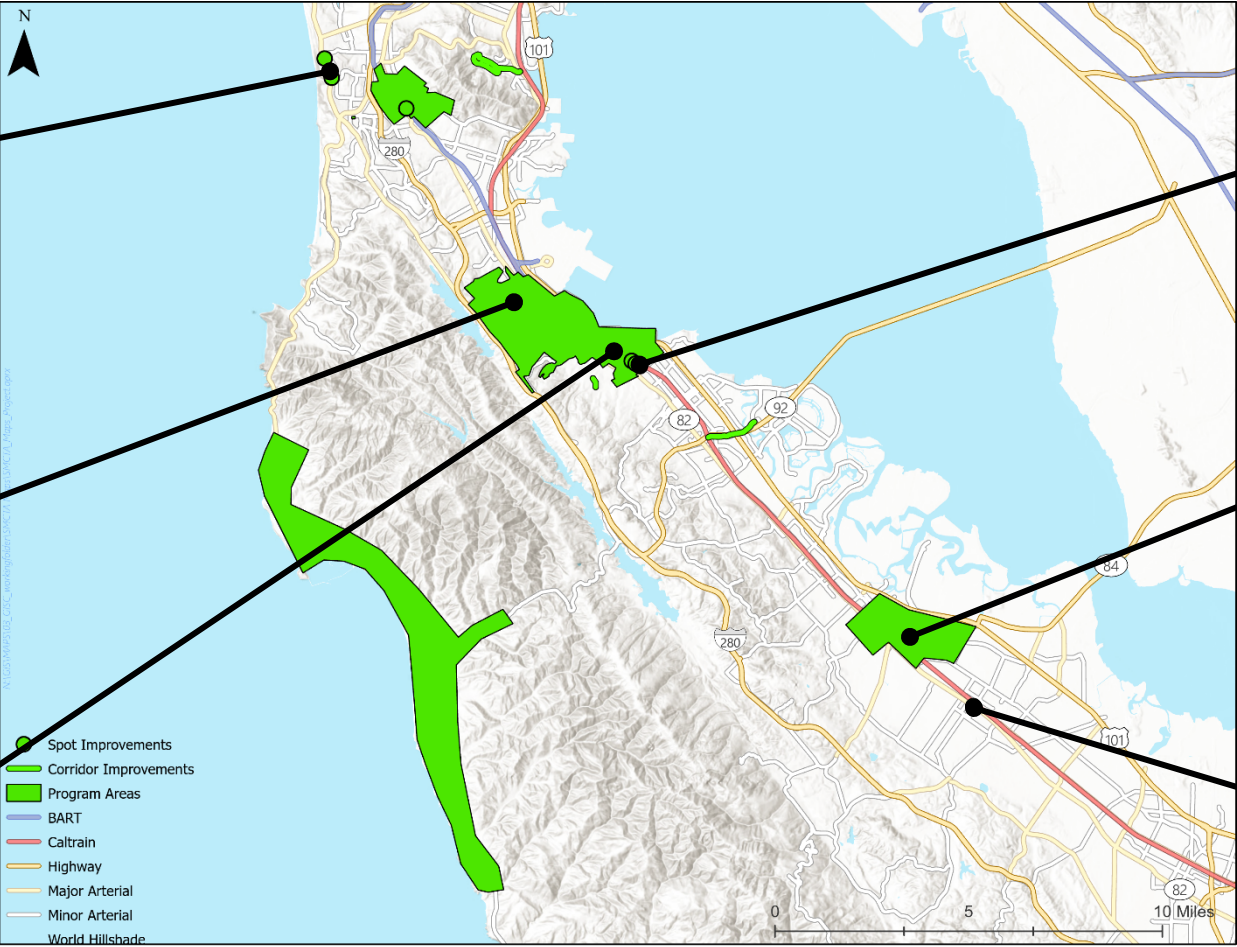
**Daly City**  
Transit Access/  
SRTS Quick  
-build  
Intersections  
Crossing



**Millbrae**  
Bike Share  
Pilot Program



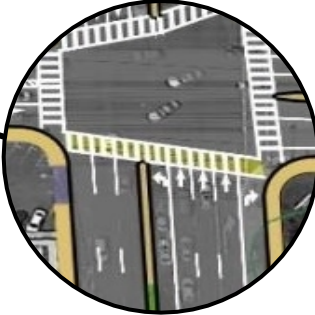
**Burlingame**  
Bike Share  
Pilot Program



**Burlingame**  
California Dr  
Bicycle Video  
Detection



**Redwood City**  
Essential  
Wheels E-bike  
Loaner  
Program



**Menlo Park**  
ECR/  
Ravenswood  
Crossing  
Improvement

**Total Mid/Large Requests:**  
**\$1,112,200**





# DRAFT RECOMMENDATION

- Allocate \$3 million in Cycle 1 ACR/TDM Competitive Funding to all 19 projects
- Allocate \$1.35 million to Commute.org for Fiscal Years 2023 and 2024 for on-going operations and for a new TDM monitoring program
- Rollover \$1.7 million in funding to the next CFP

## Takeaways:

1. Small/coastal set aside achieved the goal of more submittals
2. Planning subcategory match requirement and maximum award saw more applications than the Ped/Bike Program's similar subcategory
3. Equity-based reduced match lowered barrier to access funds for multiple projects
4. TA Resources on website including example scopes of work and fact sheets assisted with project development
5. Pre-submittal meetings were highly effective in ensuring eligibility and understanding of guidelines



# Next Steps

<b>Informational item to TA Board on Draft Program of Projects</b>	July 2022
<b>TA Board approves proposed Program of Projects</b>	August 2022
<b>TA enters in funding agreements with selected projects</b>	August/September 2022



# Questions?

**Patrick Gilster, AICP**

Manager, Programming and Monitoring

[gilsterp@samtrans.com](mailto:gilsterp@samtrans.com)



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: April Chan, Acting Deputy General Manager      Grace Martinez, Acting Chief Financial Officer  
Subject: **US 101 Express Lanes: Update on Variable Rate Bond and Phase 1 Operations**

**Action**

This is an informational item. No action is required.

**Significance**

The Board will receive a presentation on the status of the outstanding 2020 Variable Rate Demand Bonds issued by the San Mateo County Transportation Authority (TA) to finance the remaining funds needed to construct the SMCEL-JPA Express Lanes project. Staff will discuss how recent interest rate increases may impact TA obligations and payments to the bondholders in both the near and long terms.

The Board will also receive an update on the operation of the southern segment of the US 101 Express Lanes since the lanes opened for operations in February 2022. Staff will update the Board on both the performance of the lanes, as well as preliminary data on revenue generation. It has been expected that, while the \$100 million bond is backed by the TA sales tax receipts, future bond payment obligations are to be made from the net toll revenues generated from the US101 Express Lanes.

**Budget Impact**

This is an informational item. There is no budget impact.

**Background**

On September 10, 2020, the TA issued \$100 million Subordinate Sales Tax Revenue Variable Rate Demand Bonds (Limited Tax Bonds), 2020 Series A and B to fund project costs associated with construction of the US 101 Express Lanes project and an equity program. Interest and fees on the bond are capitalized for the first three years.

Prepared By: Connie Mobley-Ritter      Director, Treasury      650-508-7765

# US 101 Express Lanes: Update on Variable Rate Bond and Phase 1 Operations



**Board of Directors  
June 7, 2022**

# Presentation Outline

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1. Overview of the \$100M Bond issued for the US101 Express Lanes Project
  - Impact of interest rate hikes
  - Sufficiency of capitalized interests
2. 101 Express Lanes Operational Update
  - Tolling & revenues
  - Performance
3. On-going monitoring of 101 express lanes performance, revenues, and coverage for future bond repayment



# Overview of TA's Bonds

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- September 10, 2020 – TA issued \$100MM of variable rate demand bonds in two series (the “Bonds”) to fund SMCEL JPA’s portion of the costs of managed lanes on US 101
- Two part transaction:
  - Bonds secured by Measure A and Measure W sales tax revenues + letter of credit
  - TA is to be reimbursed from managed lane net operating revenues by SMCEL JPA to pay for the bond principal + interests.
    - SMCEL JPA pays the TA a credit enhancement fee of 0.40% x outstanding par



# Overview of TA's Bonds

- Approach Rationale
  - Lowest cost of funds due to TA's superior sales tax credit
    - 20 Year Historical average for short-term index: 1.1%
    - Initial rates on Bonds: 0.07%
  - Maximum Prepayment flexibility – Bonds can be repaid at any time without penalty from toll receipts or proceeds of standalone managed lane financing
  - Fixed rate alternative: Estimated rate of 3 to 3.50% depending on maturity (10 to 15 years) and when Bonds are called (depends on managed lane revenue performance)
- Payments
  - Interest payments capitalized for the first three years
  - Principle payments due dates – first \$5m is due Sept 2027, with the next \$10m due June 2030



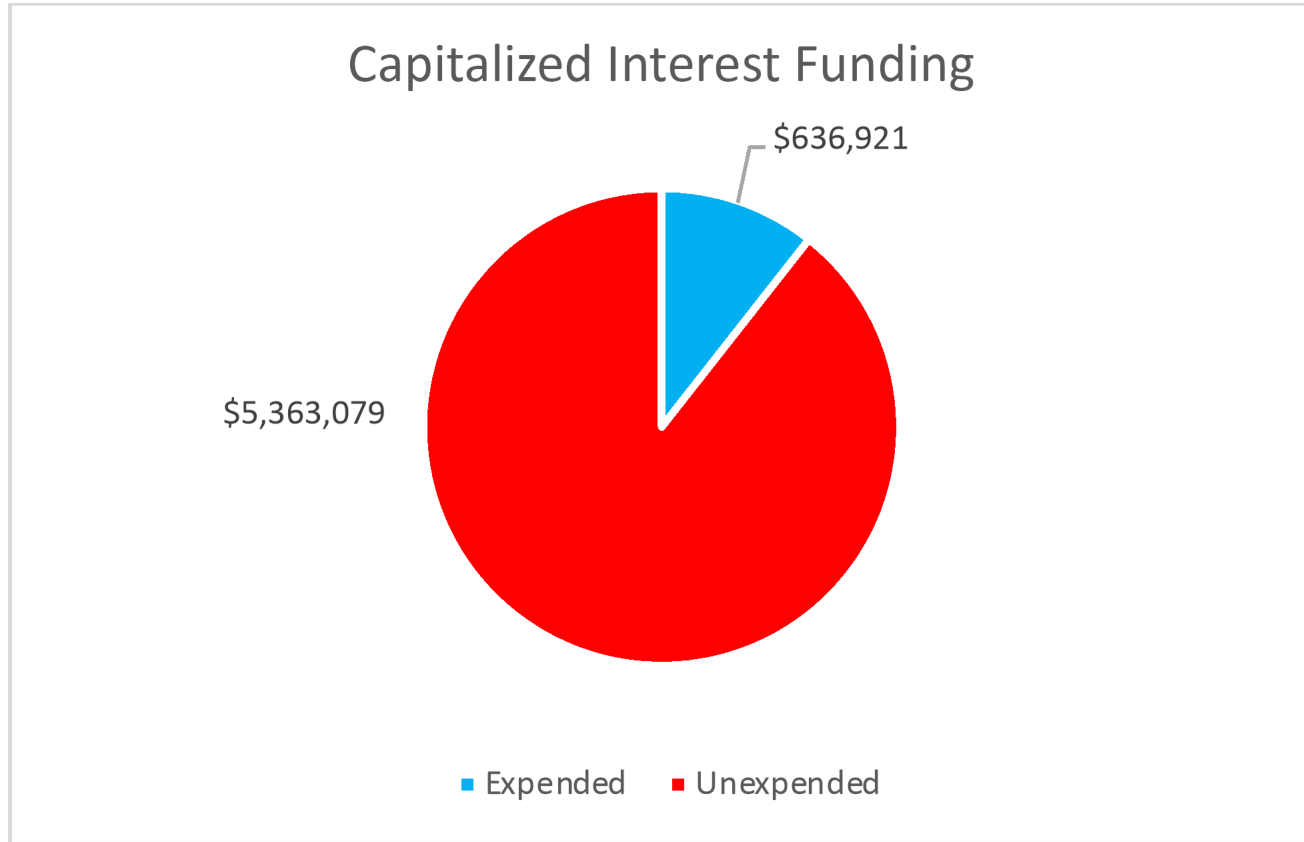


# Interest Rates on the Rise

- Inflation is at its highest level since the 1981
  - CPI – 8.6% in May
- Federal Reserve Board – Playing “Catch Up”
  - 3 rate hikes so far in 2022
  - June FOMC – 0.75% (largest hike since 1994)
  - Wall Street Expectations:
    - 2022: ~3.50% target (future hikes: 0.75% in July, 0.50% in September, 0.25% in November and December)
    - 2023: 3.80%
    - 2024: 3.40%
- US Treasury Benchmarks (as of 6/16/22)
  - 2 yr – 3.09% (2.36% increase YTD)
  - 10 yr – 3.20% (1.69% increase YTD)
  - 30 yr – 3.25% (1.34% increase YTD)
- This Presentation: Expectation for Future Rates and Risks to the TA’s Variable Rate Bonds
  - Capitalized Interest Funding
  - Overall interest rate risk
- Recommendation: TA should stay the course



# Capitalized Interest Sufficiency

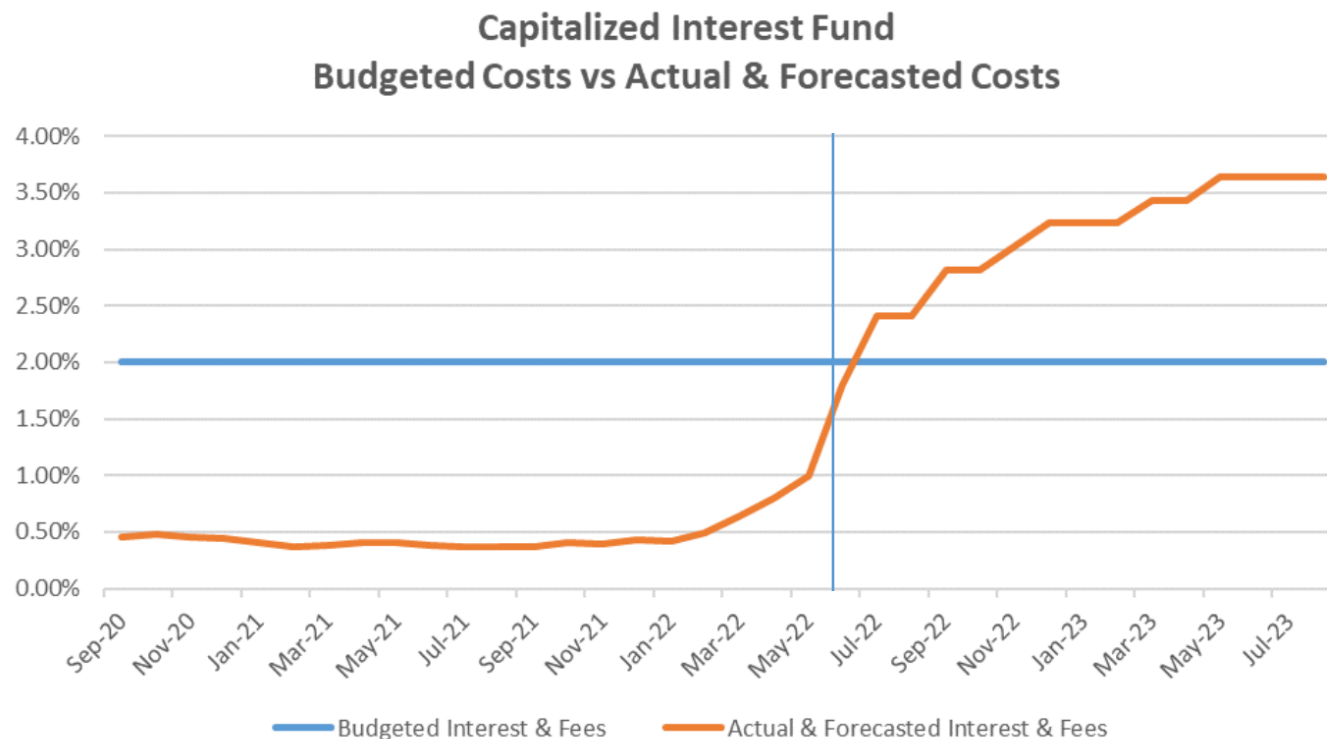


- 3 Years Funded @ \$6,000,000
- Assumed all-in rate of 2.00% (including LOC and remarketing)
- Historical average: 0.12% for Series A and 0.07% for Series B (plus costs)
- \$636,921 expended thru 5/31/22
- \$5,363,079 unexpended



# Capitalized Interest Fund Sufficiency

- All-in costs from June 2022 through August 2023 would need to average 4.10% to meet/exceed budgeted capitalized interest



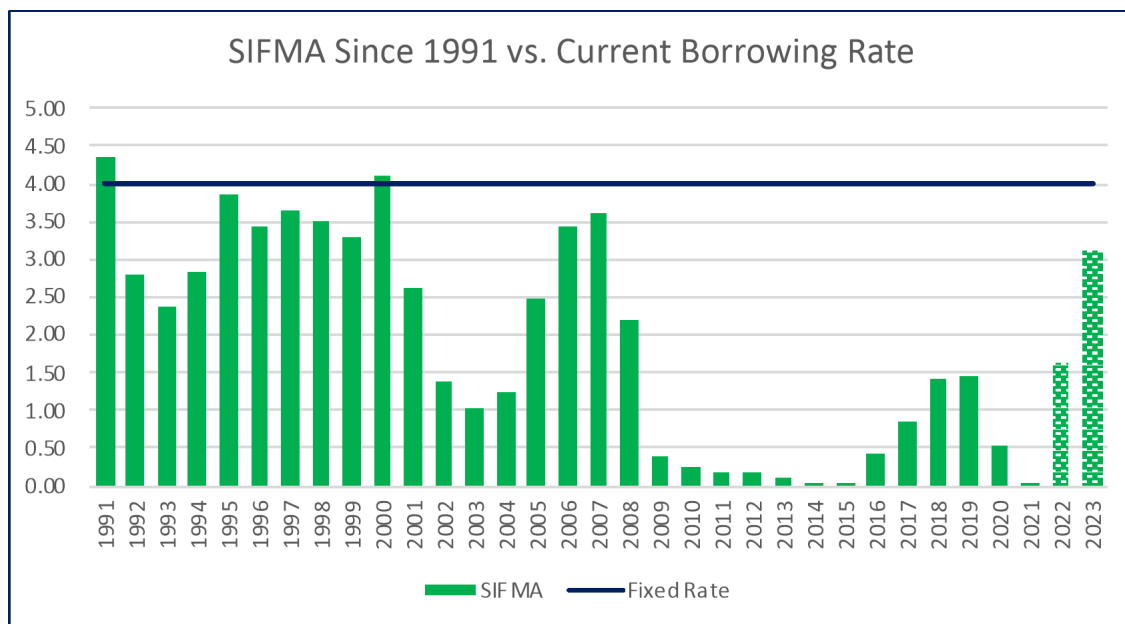
# Variable Rate Risk after Capitalized Interest Period

Item #10.a.  
7/7/2022

- Projections of short-term tax-exempt rates (SIFMA Index) generally based on Fed Funds projections
- For past 20 years, SIFMA ~ 82% of Fed Funds rate
  - Fed Funds
    - Current rate: 0.831%
    - Projections through end of year: 3.25% to 3.50%
    - Projection for 2023: 3.80%
  - SIFMA
    - Current rate: 0.97%
    - Projections based on Fed Funds: 2.87% (2022) and 3.12% (2023)
- Note:
  - California VRDBs trade with lower yields than SIFMA
  - Supply/demand factors – major driver of rates
    - Volatility in equities/long-term rates can create greater demand for VRDBs, keeping rates low



# Variable Rate vs. Fixed Rate



- Average Rate Since 1/1/2011: 0.48%
- Average Rate Since 1/1/2001: 1.12%
- Average Rate Since 1/1/1991: 1.85%
- Average Rate Exceeded 4% Annual Average in 1991 and 2000 only

- 2022 – Assumes blend of current average (0.40%) and 2.87% for remainder of 2022
- 2023 – Assumes 3.12% based on Fed Funds rate of 3.80%



# Alternative: Fix Bond Interest Rate

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- Current fixed rate market is challenging – particularly after 10 years
- Estimated True Interest Cost for the Bonds: 4.00% (6/15/22)
  - Fed Funds rate would need to average 5.00% for SIFMA to equate to this fixed rate borrowing cost. Highest projection is for 3.80% Fed Funds rate in 2023.
- Lose Prepayment Flexibility
- Incur additional transaction charges



# Conclusion as to TA Bond Approach

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- While short-term interest rates are increasing, the current structure remains the best option
- Estimated cost of fixing the rate (4.00%) far exceeds historical averages for VRDBs
  - Since 1991, annual average for VRDBs exceeded this rate only twice in two years
- TA would lose the flexibility to repay the Bonds from toll revenues from time to time



# Express Lanes Operations Update





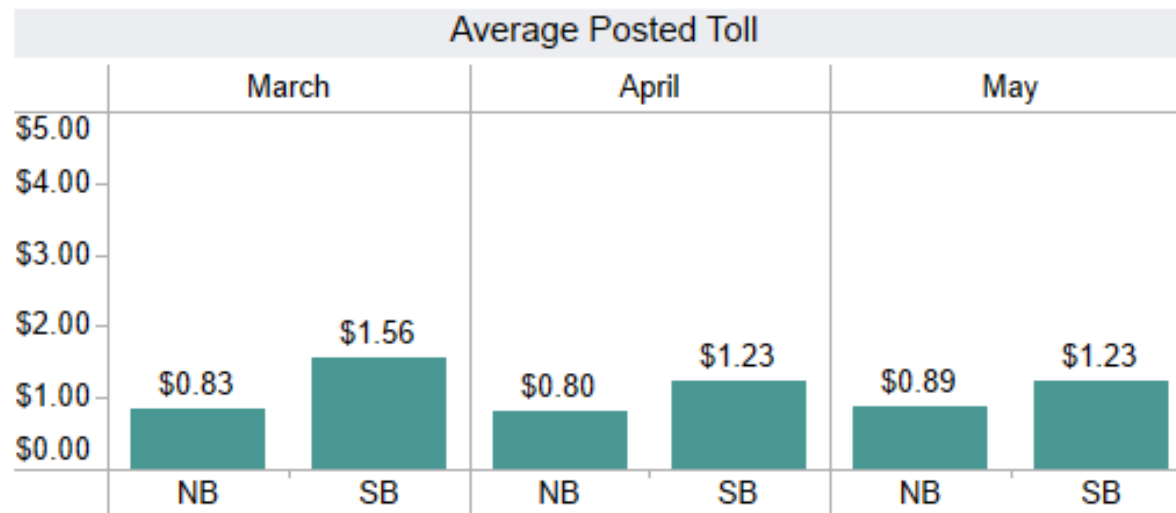
# Express Lanes Project Overview

- 22 miles of Express Lanes in both directions on U.S.101 from the San Mateo County/Santa Clara County line to I-380 in South San Francisco
- Southern Segment (Phase 1), approximately 8 of the 22 miles between Whipple Ave and Embarcadero Road, opened in both directions on Friday, February 11, 2022
- Northern Segment (Phase 2) is anticipated to open in late 2022 or early 2023



# Summary Information: Tolls and Revenue

- Preliminary data, for Southern Segment
- Average Posted Toll has remained relatively constant

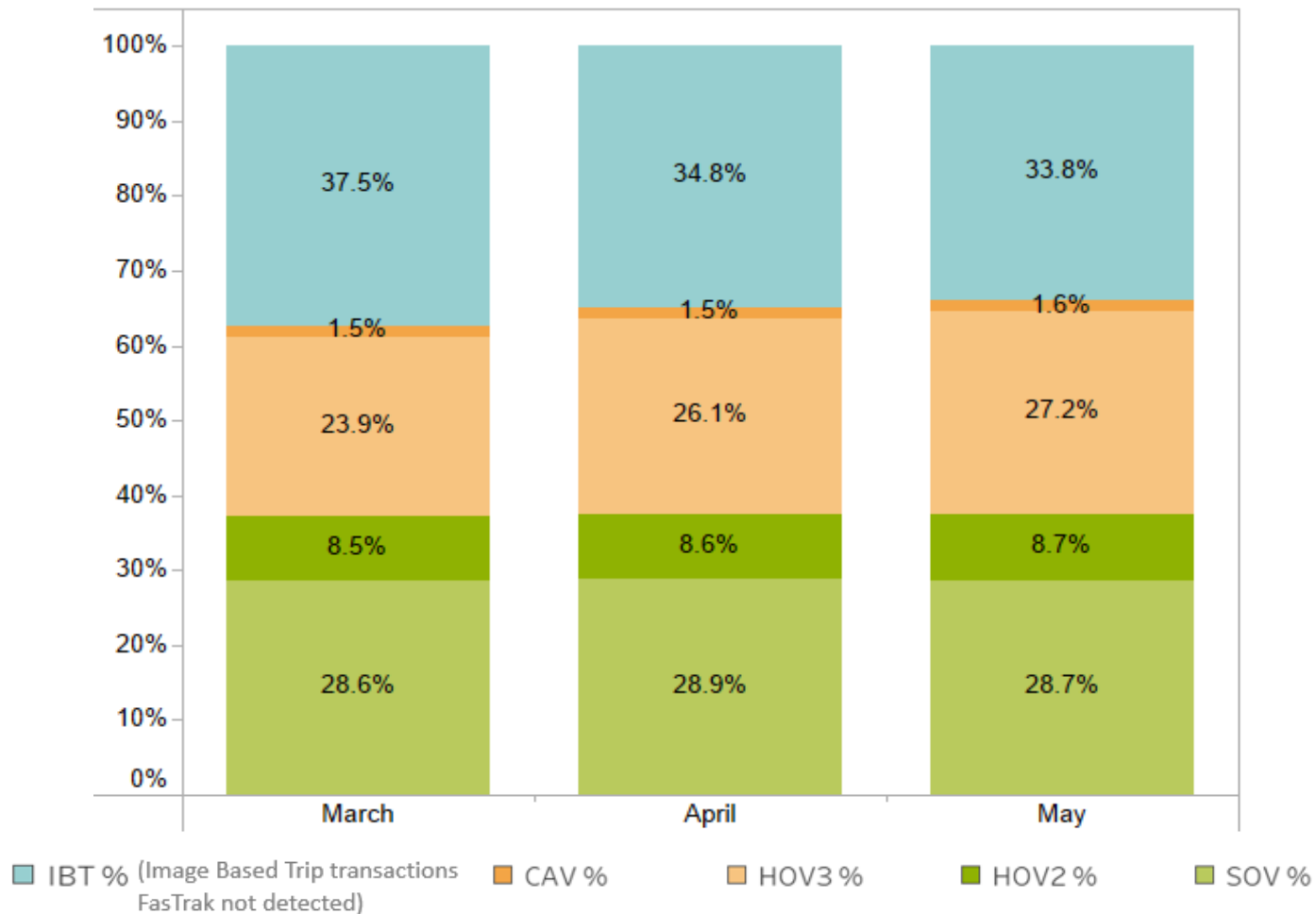


- Average Potential Daily Revenue since the opening: \$18,487\*

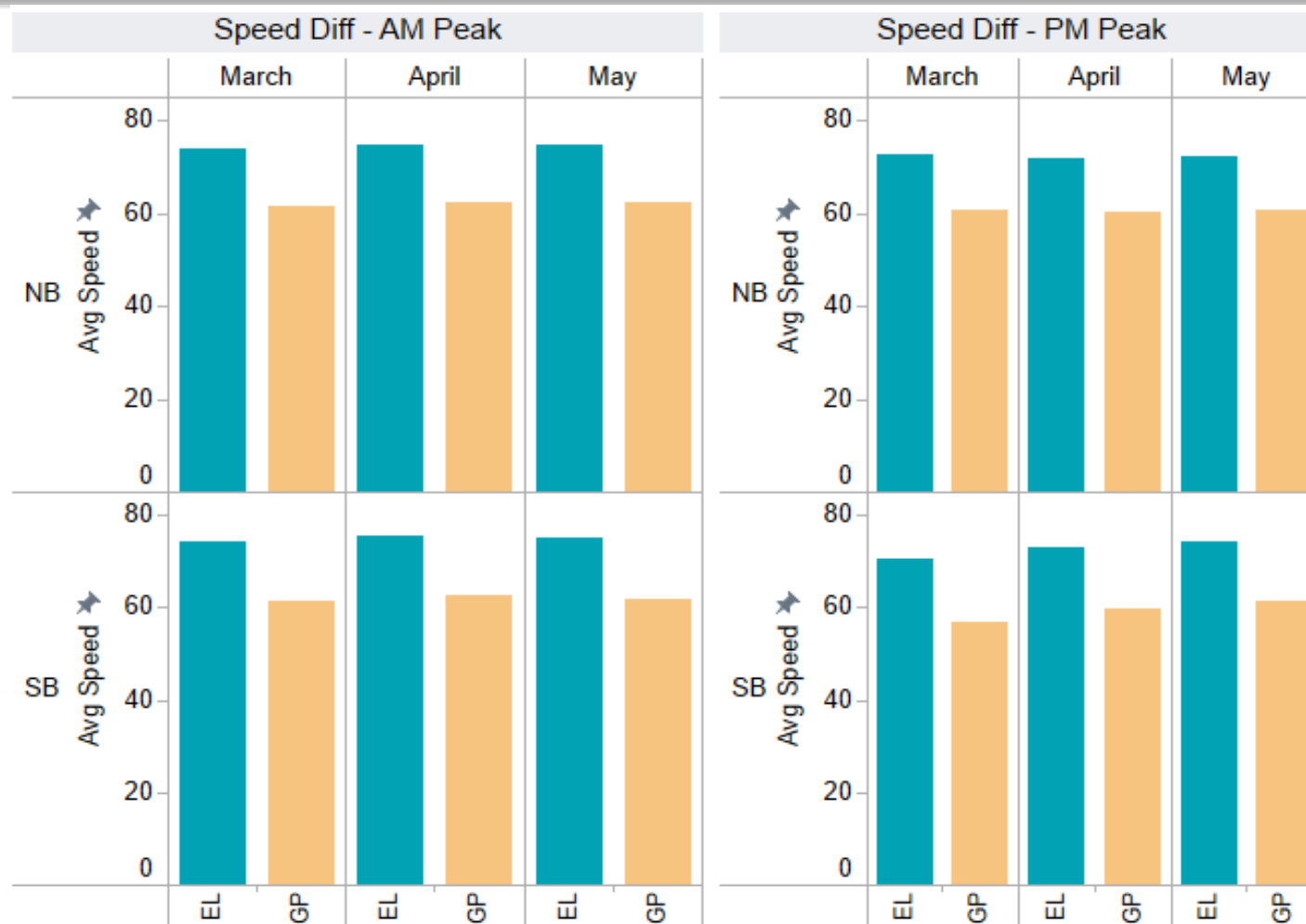
*\*Assumes full collection of image-based tolls and no leakage from all account types*



# Average Declared Occupancy



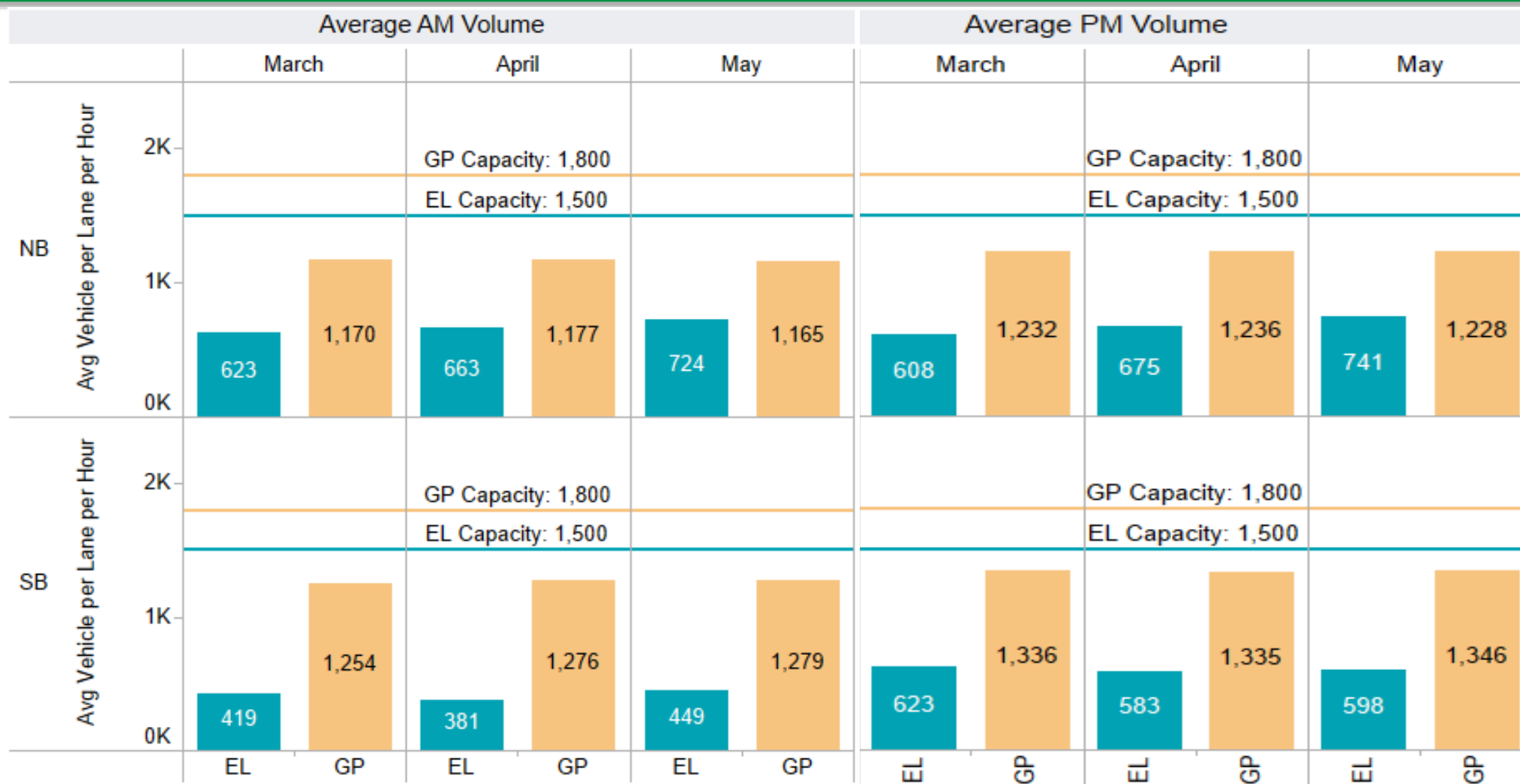
# Express Lanes Speeds



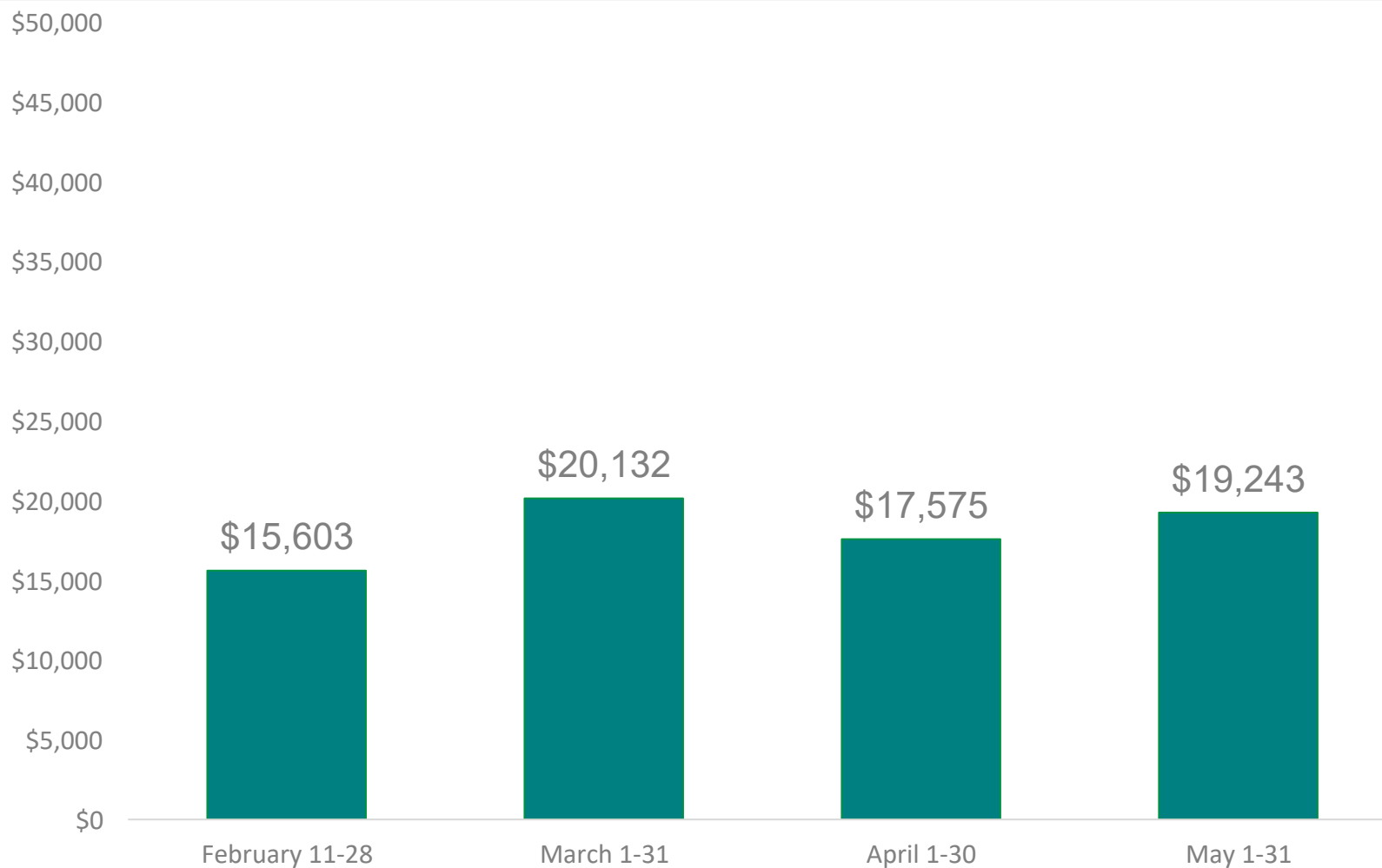
EL = Express Lanes / GP = General Purpose



# Average Hourly Lane Volume Differential



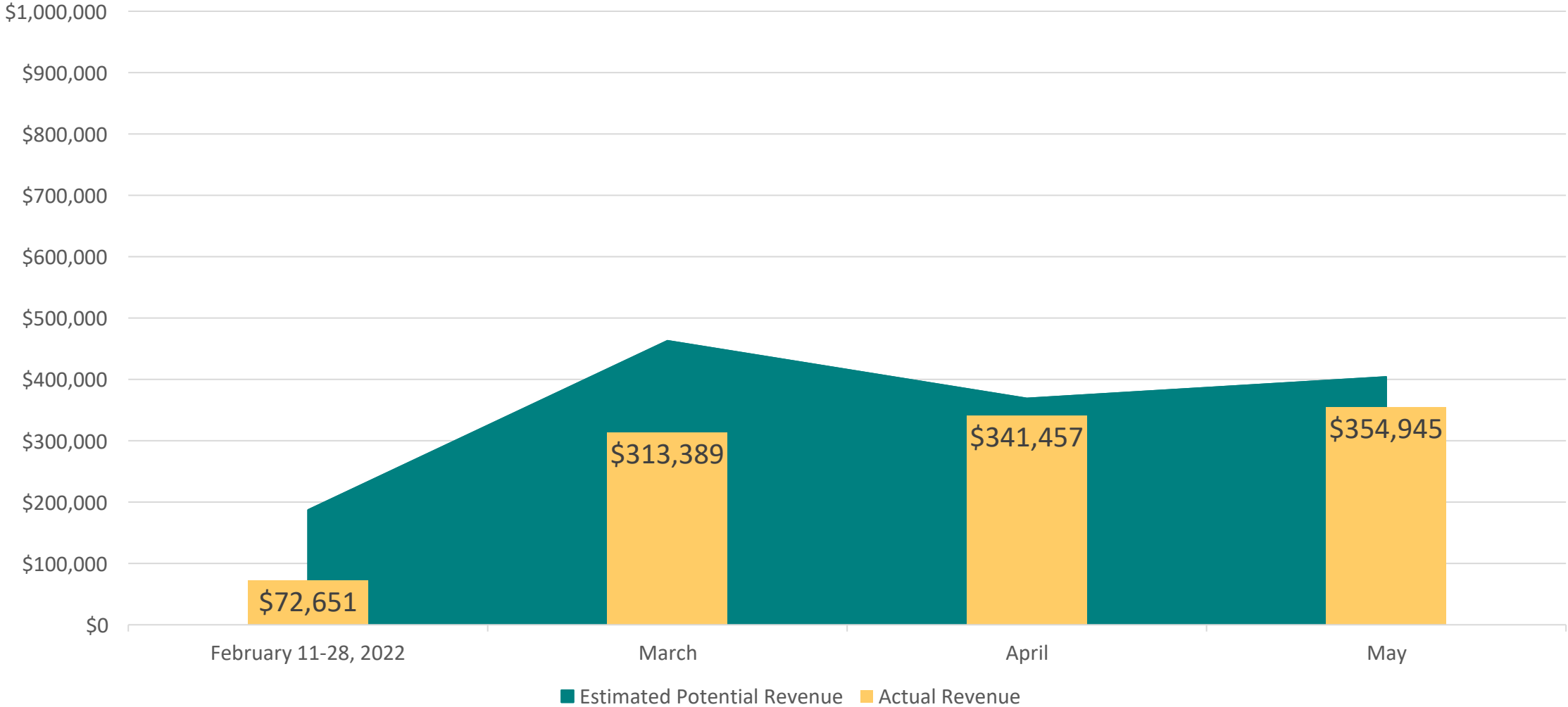
# Average Daily Potential Revenue



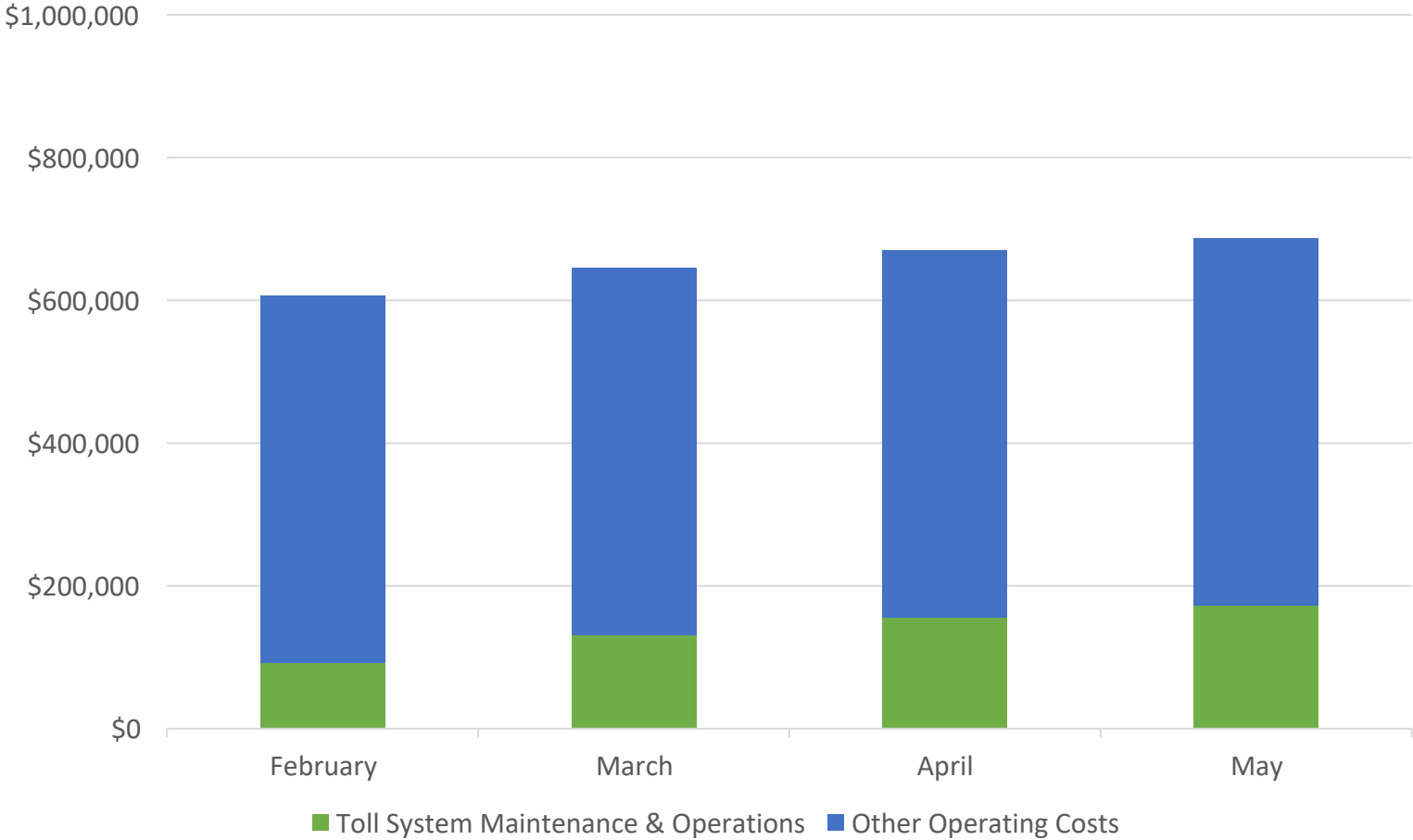
*Note: Potential revenue assumes full collection of image-based tolls and no leakage from all account types.*



# Potential vs Actual Revenue Differential



# Current Estimated Operating Costs



2022

Note: Operating Costs are estimated based on contract agreement and will be updated as actual expenses are received.





# Performance Outlook: Ongoing Monitoring

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- Still early in ramp-up with limited data to assess long-term outlook
- Several factors contribute to revenue outlook including:
  - Toll rates
  - Customer behavior (i.e., willingness to pay)
  - Traffic and trip volume
  - Share of full toll vs discounted/free trips
  - Revenue recovery (converting potential to actual)
- Policy levers may be used to influence some of these factors
- Will continue to monitor lane performance and operating costs
- Update to the revenue and cost projections in the Fall 2022 once more months of data are available.



# Questions?



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer      April Chan, Acting Deputy General Manager/CEO  
Subject: **Approve Execution of a Third Amendment to the Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority**

**Action**

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board) authorize the execution of a third amendment to the Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) to provide additional loan advances in the amount of \$2,537,852 to the SMCEL-JPA operating budget for Fiscal Year 2022-23 (FY 2023).

**Significance**

SMCEL-JPA must continue to rely on funding from its member agencies (the TA and the City/County Association of Governments of San Mateo County (C/CAG)) to pay for its operating costs until sufficient toll revenues are generated to pay for the operation and maintenance of the San Mateo County Express Lanes. In June 2022, the SMCEL-JPA approved its FY 2023 operating budget of \$9,574,961. Under the proposed third amendment to Cooperative Funding Agreement, the TA will provide an operating loan of \$2,537,852 to support the SMCEL-JPA FY 2023 operating budget. Pursuant to a separate agreement with SMCEL-JPA, C/CAG will provide an operating loan of \$1,350,000 to support the SMCEL-JPA FY 2023 operating budget.

In the past, the TA and C/CAG advanced funds to pay their own staff support and then shared equally the SMCEL-JPA's remaining administrative costs. Using this methodology, TA's share of advances for FY 2023 would have been \$1,915,185 and C/CAG's share of advances would have been \$1,972,667. Due to fiscal constraints and the size of the loan relative to its overall organization budget, C/CAG is only able to advance \$1,350,000. C/CAG has asked the TA to cover the balance of \$622,667 necessary to fully fund the FY 2023 SMCEL-JPA Budget. The TA will be repaid for the current as well as previous operating loans, including interest, once there are net toll revenues available to repay SMCEL-JPA's financial obligations. Interest on the operating loans will accrue monthly at the County Investment Pool interest rate.

**Budget Impact**

This funding will be considered an operating loan from the TA and will not be reflected on the TA's financial statements. Funds will be repaid from future net toll revenues from the San Mateo County Express Lanes.

**Background**

The SMCEL-JPA was created by C/CAG and TA to oversee the operations and administration of the San Mateo County Express Lanes. At the time of formation, it was anticipated that the SMCEL-JPA would require three operating loans from the TA and C/CAG to support its operating budget, through FY 2022. Since the opening of the express lanes segment between the Santa Clara County line and Whipple Avenue in February 2022, toll revenue collection was significantly lower than projected. Fiscal Year 2023 toll revenues are not anticipated to be enough to pay for the SMCEL-JPA’s operating expenses in the fiscal year, necessitating this fourth operating loan. Currently, the express lanes segment between Whipple Ave. and I-380 is scheduled to open in the Fall of 2022.

Under the Cooperative Funding Agreement between the TA and SMCEL-JPA, executed December 18, 2019, the TA agreed to loan the SMCEL-JPA \$872,456 to support the TA’s share of the SMCEL-JPA’s first year operating budget. On July 17, 2020, the TA and SMCEL-JPA executed the First Amendment to loan the SMCEL-JPA \$1,270,463 to support the TA’s share of the SMCEL-JPA’s Fiscal Year 2021 Budget. On October 26, 2021, the TA and SMCEL-JPA executed the Second Amendment to provide a further loan in the amount of \$1,407,116 to fund the TA’s share of the SMCEL-JPA’s Fiscal Year 2022 Budget.

The SMCEL-JPA Fiscal Year 2023 Budget included administrative expenses as well as the anticipated revenues and expenses for the southern segment of the express lanes. The SMCEL-JPA will consider a budget amendment to include expenses and toll revenues for the northern segment of the express lanes when the lanes commence operations later this year. At this time, staff does not believe the TA will need to contribute any more funds to the SMCEL-JPA after the northern segment opens.

Prepared By:	Ladi Millard-Olmeda	Director, Budgets	650-508-7755
	Cleo Liao	Manager, Budgets	650-508-7756

**Resolution No. 2022-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Authorizing Execution of the Third Amendment to the Cooperative Funding  
Agreement with the San Mateo County Express Lanes Joint Powers Authority**

**Whereas**, on June 1, 2019, the City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (TA) entered into a joint exercise of powers agreement to create the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA); and

**Whereas**, the purpose of the SMCEL-JPA is to oversee the operations and administration of the San Mateo County Express Lanes; and

**Whereas**, at the time of formation, it was anticipated that the SMCEL-JPA would require three annual operating loans from its member agencies to fund its operating expenses until the San Mateo County Express Lanes began collecting toll revenue; and

**Whereas**, on December 18, 2019, the SMCEL-JPA and TA executed a Cooperative Funding Agreement under which the TA loaned the SMCEL-JPA \$872,456 to support its first-year operating budget; and

**Whereas**, on July 17, 2020, the SMCEL-JPA and TA executed the first amendment to the Cooperative Funding Agreement to increase the loan to the SMCEL-JPA by \$1,270,463 to support the SMCEL-JPA's budget for Fiscal Year 2020-21; and

**Whereas**, on October 26, 2021, the SMCEL-JPA and TA executed the second amendment to increase the loan amount by \$1,407,116 to support the SMCEL-JPA's budget for Fiscal Year 2021-22; and

**Whereas**, the SMCEL-JPA and TA now wish to further amend the Cooperative Funding Agreement to increase the loan amount by \$2,537,852 to support the SMCEL-JPA's budget for Fiscal Year 2022-23; and

**Whereas**, C/CAG has provided SMCEL-JPA with similar loans under separate agreements; and

**Whereas**, due to fiscal constraint and the size of the required advance relative to the overall organization budget, C/CAG is only able to provide SMCEL-JPA with \$1,350,000 of C/CAG's share of the Fiscal Year 2022-23 advance; and

**Whereas**, in addition to its \$1,915,185 share, the TA has agreed to loan SMCEL-JPA an additional \$622,667 to cover C/CAG's remaining share, increasing the TA's loan to \$2,537,852 for Fiscal Year 2022-23.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the execution of the third amendment to the Cooperative Funding Agreement with the SMCEL-JPA to increase the loan amount by \$2,537,852 to fund the fourth year of SMCEL-JPA operations.

Regularly passed and adopted this 7th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transportation Authority

Attest:

\_\_\_\_\_  
Authority Secretary

DRAFT

THIRD AMENDMENT TO COOPERATIVE FUNDING AGREEMENT BETWEEN  
THE SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY AND  
THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY

This Third Amendment is entered into on the \_\_\_\_\_ day of \_\_\_\_\_, 2022, by and between the San Mateo County Express Lanes Joint Powers Authority (“JPA”) and the San Mateo County Transportation Authority (“Authority”), both California public agencies (each a “Party” and, collectively, the “Parties”).

RECITALS

A. The JPA was formed to exercise joint rights of (i) the Authority”) and (ii) the City/County Association of Governments of San Mateo County (“C/CAG”) to own, administer and manage the San Mateo County 101 Express Lanes Project (the “Project”).

B. The Parties, on December 18, 2019, entered into a Cooperative Funding Agreement (the “Original Agreement”) for the Authority to fund one half of the JPA’s Fiscal Year 2019-2020 budget, with the understanding that Authority would be repaid under the terms of such Original Agreement.

C. The Parties, on July 17, 2020, entered into the First Amendment to the Original Agreement for the Authority to fund a portion of the JPA’s Fiscal Year 2020-2021 budget, with the understanding that the Authority would be repaid under the terms of the Original Agreement.

D. The Parties, on October 26, 2021, entered into the Second Amendment to the Original Agreement for the Authority to fund a portion of the JPA’s Fiscal Year 2021-2022 budget, with the understanding that the Authority would be repaid under the terms of the Original Agreement.

E. The Parties now wish to further amend the Original Agreement to provide for additional loan advances by the Authority of up to \$2,537,852 to support a portion of the JPA’s Fiscal Year 2022-23 budget, with a separate portion (\$1,350,000) to be loaned to the JPA by C/CAG.

IN WITNESS WHEREOF, this Third Amendment has been executed and delivered by the parties hereto on the date first above written.

1. Amendments.

(a) There is added to the end of Section 1.A. of the Original Agreement the new paragraph below:

The Authority agrees to loan to the JPA, and the JPA agrees to accept, up to Two million, five hundred thirty-seven thousand, eight hundred and fifty-two (US \$2,537,852) to fund a portion of the JPA's Fiscal Year 2022-2023 expenses, consistent with budgeted commitments in the JPA's Fiscal Year 2022-2023 Budget. The loan under this paragraph shall be in addition to the other loans under the first, second and third paragraphs under this Section 1.A., as previously amended by the First and Second Amendments to the Original Agreement, and together they shall comprise the "Loan Amount," notwithstanding the definition of such term above.

(b) Section 1.C of the Original Agreement is deleted and replaced with the following:

Thereafter through July 31, 2020, the JPA can request, no more than once each month, additional installments of the portion of the Loan Amount described in the first paragraph of Section 1.A. Through July 31, 2021, the JPA can request, no more than once each month, additional installments of the portion of the Loan Amount described in the second paragraph of Section 1.A. Through July 31, 2022, the JPA can request, no more than once each month, additional installments of the portion of the Loan Amount described in the third paragraph of Section 1.A. Through July 31, 2023, the JPA can request, no more than once each month, additional installments of the portion of the Loan Amount described in the fourth paragraph of Section 1.A. Each such additional installment is an "Advance Request." The JPA shall adjust the Advance Request form in Exhibit A to reflect the loan proportions to be made by the Authority and C/CAG for fiscal year 2022-2023.

2. No Other Amendments. Except as expressly amended by the First and Second Amendments and hereby, the Original Agreement remains in full force and effect.

3. Counterparts. This Third Amendment may be executed simultaneously or in counterparts, each of which is to be deemed to be an original, but all of which shall constitute one and the same Third Amendment.

4. Warranty of Authority to Execute Agreement. Each Party to this Third Amendment represents and warrants that each person whose signature appears hereon has been duly authorized and has the full authority to execute this Third Amendment on behalf of the entity that is a Party to this Third Amendment.



SAN MATEO COUNTY EXPRESS  
LANES JOINT POWERS AUTHORITY

SAN MATEO COUNTY  
TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

ATTESTED BY:

ATTESTED BY:

By: \_\_\_\_\_  
JPA Secretary

By: \_\_\_\_\_  
Authority Secretary

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Attorney for the JPA

By: \_\_\_\_\_  
Attorney for the Authority

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
 Through: Carter Mau, Acting Executive Director  
 From: Grace Martinez, Acting Chief Financial Officer  
 Subject: **Approval and Ratification of the Fiscal Year 2023 Transportation Authority Insurance Program**

**Action**

Staff proposes that the San Mateo County Transportation Authority (TA) ratify the TA’s Insurance Program obtained through TA’s insurance broker, USI Insurance Services, for Fiscal Year (FY) 2023 at a total premium cost of \$248,085 inclusive of the following:

- Primary and Excess Commercial General Liability policies with combined single limits for bodily injury and property damage of \$11 million and a \$100,000 self-insured retention (SIR) at an annual premium of \$ 192,358; and
- Public Officials Liability insurance with policy limits of \$3 million and a \$50,000 SIR for an annual premium of \$55,727.

**Significance**

The TA’s insurance program includes Primary and Excess Commercial General Liability and Public Officials Liability coverage. The General Liability premiums are lower given a restructuring of the insurance markets on that layer. Premiums for the Public Officials Liability coverage increased slightly in FY2023 due to a slight increase in exposure and a continued hard insurance market. As indicated in the three-year premium history table below, premiums vacillate depending on available coverage, limits and willingness of insurers to underwrite.

<b>Principal Program</b>	<b>Conditions</b>	<b>FY2021 Premium</b>	<b>FY2022 Premium</b>	<b>FY2023 Premium</b>
Primary and Excess Commercial General Liability	\$11 million limit	\$222,087	\$279,471	\$192,358
Public Officials Liability	\$3 million limit	46,730	53,406	55,727
<b>Total</b>		<b>\$268,817</b>	<b>\$332,877</b>	<b>\$248,085</b>

**Budget Impact**

Funds to underwrite the recommended excess liability and public officials' liability elements of the program are included in the FY2023 Budget.

**Background**

The combined single limits for bodily injury and property damage is comprised of a \$1 million Primary Commercial General Liability policy plus a \$10 million Excess Liability policy for a total of \$11 million and is subject to a \$100,000 SIR. Public Officials Liability also maintains a \$50,000 SIR and carries policy limits of \$3 million.

The TA remains a named insured and is afforded coverage under the San Mateo County Transit District's (District) insurance program that is in excess of the TA's own dedicated insurance policies. With dedicated coverage, the TA is able to take advantage of much lower retentions and deductibles than when it was part of the District's program. Additionally, coverage under the TA's insurance program is specifically designed to cover the TA's operations and is not shared with any other entity.

Prepared By: Marshall Rush, Insurance & Claims Administrator

650-508-7742

**Resolution No. 2022-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Approving and Ratifying the Insurance Program  
for Fiscal Year 2023**

**Whereas**, the Acting Executive Director of the San Mateo County Transportation Authority (TA) has approved an insurance program for Fiscal Year (FY) 2023 with premiums totaling \$248,085; and

**Whereas**, in conjunction with the expiration of the TA's existing insurance program on June 30, 2022, TA staff renewed its insurance program for FY 2023 based on the plan approved by the Acting Executive Director, with the following significant elements:

1. Primary and Excess Commercial General Liability policies with combined single limits for bodily injury and property damage of \$11 million and a \$100,000 self-insured retention (SIR) for an annual premium of \$192,358;
2. Public Officials Liability insurance with policy limits of \$3 million and \$50,000 SIR for an annual premium of \$55,727; and

**Whereas**, the TA also is a named insured and afforded coverage under the San Mateo County Transit District's insurance program in excess of the TA's dedicated insurance policies; and

**Whereas**, staff recommends that the Board of Directors approve and ratify the renewal of the TA's insurance program for FY 2023, as delineated above.

**Now, Therefore, Be It Resolved,** that the Board of Directors of the San Mateo County Transportation Authority hereby approves and ratifies the renewal of the TA's insurance program for Fiscal Year 2023, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 7th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Casey Fromson, Chief Communications Officer  
Subject: **State and Federal Legislative Update**

**Action**

Staff proposes the Board receive the attached federal and state legislative updates.

**Significance**

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the TA take a formal position.

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
	Amy Linehan	Government and Community Affairs Officer	650-418-0095

## KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
June 14, 2022

### **Legislative schedule update and overview**

In the coming weeks, both the House and Senate plan to move legislation related to gun violence. Senate negotiators have announced agreement on a “framework” and also claim to have at least 10 Republican votes. The framework incentivizes red flag laws, enhanced background check for people under 21, and mental health funding. The next step will be drafting legislative language with the goal of passing legislation prior to the July 4 recess. The House plans to move on an assault weapons bans, but House leadership has also signaled its openness to the Senate framework.

Interestingly, the on again/off again budget reconciliation talks are surfacing in the Senate as a possible vehicle before the end of the year. Talks between Senators Schumer and Manchin are occurring, but nothing has been finalized. It is unclear what will be included in that bill. Finally, Senator Schumer is driving the conference on the USICA/COMPETES legislation; he hopes to have something drafted prior to the July 4th recess. We will keep the Board posted on all fronts.

### **Appropriations**

Last week, the House Budget Committee “deemed” the FY23 discretionary spending cap at \$1.602 trillion, a number that largely reflects the President’s FY 2023 budget request. . The FY22 discretionary spending was \$1.512 trillion. This topline number will allow House appropriations subcommittee markups to begin. . The House plans to move its spending bills out of committee by the end of June and off the floor by prior to the August recess. The Senate, however, does not have an appropriations schedule and is expected to move much more slowly. Recall, in FY22, the Senate slow-walked the appropriations process to lower the overall spending increases but also achieve “parity” in increases for defense and non-defense discretionary spending. We anticipate a similar process this year. Earmarks are expected to be in both the House and Senate appropriations bills and, on the Senate side, Senator Padilla submitted a \$5 million request for the TA 101/92 Area Improvements and Multimodal project (for inclusion in the Transportation, Housing and Urban Development Appropriations Bill).

### **Administration**

The Administration continues its roll-out of IJIA programs. The FY21 CRISI awards were announced last week and we expect the new grade separation NOFO to be released by the end of this month. We are also working with Senators Feinstein and Padilla to continue advocating in support of the TA RAISE grant application for the 101/92 Area Improvement and Multimodal project.



June 14, 2022

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

**RE: STATE LEGISLATIVE UPDATE – JULY**

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**General Update**

The Legislature recently concluded policy committee hearings for bills in the house of origin. Policy committees must complete their business by July 1, fiscal committees by August 12 and all business by the floor of each house by August 31, to be considered for signature by the Governor by September 30.

On June 14, the legislature approved a \$300 billion budget, but key negotiations remain with Governor Newsom over items including a proposed multibillion-dollar rebate to taxpayers. The budget includes a transportation package providing a total of \$10.9 billion over the course of four years (\$5.5 billion through 2022-23, \$1.85 billion in 2023-24, \$1.45 billion in 2024-25, and \$2.1 billion in 2025-26) for transit, freight, active transportation, climate adaptation, and other purposes. Programs and allocation amounts have yet to be specified, and the \$10.9 billion does not include funding for high-speed rail. Legislative leaders and Governor Newsom must reach an agreement on high-speed rail for these transportation dollars to be approved.

The budget must be signed by the Governor by June 30 and goes into effect on July 1, the start of the 2022-23 fiscal year. Budget trailer bills, which would include items such as the transportation package, must be taken up by August 31, the last day of Session.

As a reminder on May 13, Governor Newsom released his May Revision to the proposed FY 2022-23 State Budget. Governor Newsom is proposing a \$300.7 billion funding package, which includes a \$97.5 billion surplus of which \$49.2 billion is discretionary surplus.

This package provides:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months, which is expected to help roughly 3 million Californians per day who take the bus, subway, or light rail.



- \$439 million to pause a part of the sales tax rate on diesel for one year. This is the main funding source for the State Transit Assistance Program
- \$11.5 billion intended to provide relief for rising gas tax prices. The Governor's proposal calls for \$9 billion in tax refunds to Californians in the form of two \$400 direct payments per vehicle (exclusion for electric vehicles is not specified meaning they are eligible), capped at two vehicles. Eligibility will be based on vehicle registration, not income or tax records, to include seniors that receive Social Security Disability income and low-income non-tax filers.

## **BILLS OF INTEREST**

### **AB 1778 (Garcia) State Funding for Highway Projects, Healthy Communities**

As previously reported, this bill would restrict the ability of agencies to do highway projects in certain areas. This bill is headed for consideration in the Senate Transportation Committee.

### **AB 2237 (Friedman) Accelerating Climate Goals in Sustainable Communities Strategies**

This bill requires that projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted SCS. This bill would prohibit state funds from being used for a project that increases single-occupancy vehicle capacity, unless the project is included in an adopted SCS, provides sufficient enforceable mitigation to ensure that including the project in the SCS will not increase the emissions of greenhouse gases, and the metropolitan planning organization finds that the project helps advance other regional goals including, but not limited to, safety, freight travel, maintenance or equity. This bill has been referred to the Senate Rules Committee.

### **AB 2438 (Friedman) – CAPTI and California Transportation Plan Compliance - State Funding Eligibility**

As previously reported, this bill requires that state funding, including maintenance programs such as Local Streets and Roads and State Highway Operation Protection Program, the SB 1 competitive grant programs, and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. This bill is headed for consideration in the Senate Transportation Committee.

## **STATEWIDE COMPETITIVE GRANT PROGRAMS**

Below is a list of major reoccurring competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. SB 1 Cycle 3 guideline development will be discussed through spring of 2022, with guideline adoption and the calls for projects in the various programs occurring in summer of 2022, applications being due fall of 2022, and awards adopted in summer of 2023.

### *Active Transportation Program (ATP)*

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. On March 16, the CTC adopted guidelines for Cycle 6, which initiated the call for projects. Applications are due by June 15. The CTC will

adopt the Statewide and Small Urban and Rural components and Quick-Build Pilot Program on December 7-8, 2022. MPO selected projects are scheduled to be approved June 28-29, 2023.

#### *Solutions for Congested Corridors Program (SCCP)*

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements. Guideline adoption and call for projects will occur on August 17-18. Project nominations are due December 2. Staff recommendations were released on June 8, with program adoption occurring on June 28-29.

#### *Local Partnership Program (LPP)*

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually.

#### *Trade Corridor Enhancement Program (TCEP)*

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program. Guideline adoption and call for projects will occur on August 17-18. Project nominations are due November 18. Staff recommendations will be released on June 8, 2023. Program adoption will occur June 28-29, 2023.

### **State Formulaic Programs**

#### *State Transportation Improvement Program*

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient), as does the State (25%). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years (currently the 2022 STIP added \$2.1 billion in new funding). The 2022 STIP Fund Estimate however indicated a negative program capacity (-\$435 million) for the Public Transportation Account (PTA) over the Fund Estimate period. With limited PTA funding available for the STIP on an ongoing basis, transit projects programmed in the STIP will have to be eligible for other STIP fund types (SHA and Federal funds), to remain in the STIP. In October 2021, the CTC requested a \$2.5 billion augmentation from the General Fund surplus to fund additional transit projects in the STIP; however, the Governor's proposed 2022-23 budget did not fund the Commission's request.

#### **Grade Separation Funding**

Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

#### *PUC Section 190 Grade Separation Program*

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. The proposed FY 2021-22 budget contains \$500 million in one-time General Fund money that will be administered through the Transit and Intercity Rail Capital Program. This funding is subject to an agreement on the FY 21-22 transportation budget package.

*Proposition 1A*

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. The legislature is currently deliberating on exhausting the remaining \$4.2 billion in appropriation authority.

### SMCTA Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1638</b> <b>Kiley (R)</b></p> <p>Motor Vehicle Fuel Tax Law: suspension of tax</p>	<p>3/28/2022</p> <p>Assembly Transportation</p> <p>Failed Passage</p>	<p>This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure.</p>	<p><b>Watch</b></p>
<p><b>AB 1778</b> <b>Garcia, C (D)</b></p> <p>State transportation funding: freeway widening</p>	<p>6/1/2022</p> <p>Senate Transportation</p>	<p>This bill would require Caltrans to consult with the California Healthy Places Index (CHPI) as a condition of using any state funds or personnel time to fund or permit freeway widening projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the CHPI. <b>Amended on March 24.</b></p>	<p><b>Watch</b></p>
<p><b>AB 1909</b> <b>Friedman (D)</b></p> <p>Vehicles: bicycle omnibus</p>	<p>5/11/2022</p> <p>Senate Transportation</p>	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of a any electric bicycle.</p> <p>This bill also extends the authorization for an electric bike to cross an intersection to a when a "WALK" sign is displayed, unless a bicycle control signal is displayed.</p> <p>This bill would additionally would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle. <b>Amended on March 21.</b></p>	<p><b>Watch</b></p>

### SMCTA Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1944</b> <b>Lee (D)</b></p> <p>Local government: open and public meetings</p>	<p>6/8/2022</p> <p>Referred to Senate Governance and Finance, and Judiciary</p>	<p>The Ralph M. Brown Act, allows for meetings to occur via teleconferencing as long as the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency's jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health.</p> <p>This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency, if the place is not public, and requires that virtual participation by each individual member be referenced in the agenda. At least a quorum of members of the legislative body must participate from a single physical location that is clearly identified on the agenda, open to the public, and situated within the boundaries of the territory over which the local agency has jurisdiction. The bill would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. The bill has a sunset date of January 1, 2030. <b>Amended on April 18.</b></p>	<p><b>Supported on 4/7/2022</b></p>
<p><b>AB 2197</b> <b>Mullin D</b></p> <p>Caltrain electrification project: funding.</p>	<p>2/24/2022</p> <p>Assembly Transportation</p> <p>Failed Passage</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	<p><b>Supported on 3/3/2021</b></p>
<p><b>AB 2237</b> <b>Friedman (D)</b></p> <p>Transportation planning: regional transportation improvement plan: climate goals</p>	<p>6/13/2022</p> <p>Senate Rules</p>	<p>This bill requires that projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted SCS. This bill would prohibit state funds from being used for a project that increases single-occupancy vehicle capacity, unless the project is included in an adopted SCS, provides sufficient enforceable mitigation to ensure that including the project in the SCS will not increase the emissions of greenhouse gases, and the metropolitan planning organization finds that the project helps advance other regional goals including, but not limited to, safety, freight travel, maintenance or equity. This bill has been referred to the Senate Rules Committee.</p> <p><b>Amended on June 13.</b></p>	<p><b>Watch</b></p>
<p><b>AB 2438</b> <b>Friedman (D)</b></p> <p>Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards</p>	<p>6/8/2022</p> <p>Senate Transportation</p>	<p>This bill requires that state funding, including maintenance programs such as Local Streets and Roads and State Highway Operation Protection Program, the SB 1 competitive grant programs, and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. State agencies that administer these programs would be required to revise the guidelines or plans applicable to ensure projects are in compliance. The California State Transportation Agency, Caltrans, California Transportation Commission, and California Air Resources Board and Strategic Growth are required to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity. <b>Amended on March 21.</b></p>	<p><b>Watch</b></p>

### SMCTA Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2449 Rubio (D)</b>  Open meetings: local agencies: teleconferences	6/8/2022  Referred to Senate Governace and Finance, Judiciary	This bill allows a local agency to meet virtually without posting each members location, as required under the Brown Act, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. <b>Amended on May 23.</b>	<b>Watch</b>
<b>AB 2594 Ting (D)</b>  Vehicle registration and toll charges	6/8/2022  Senate Transportation	This bill would require that an issuing agency, such as the Bay Area Transportation Authority, that allows pay-by-plate tolling and also offers an alternate method of toll payment utilizing a transponder or other electronic toll payment device, to provide notification of how to enroll using an alternative method payment. It requires the issuing agency to allow sending a notice no later than 21 days after the toll violations, with a process for collections for unpaid invoices. The bill authorizes out-of-state drivers to register their vehicle for up to two weeks at a time with the agency for purposes of paying tolls. Rental car companies would be required to provide information to customers on how to register rental vehicles with the tolling agency. The Department of Motor Vehicles would be required to provide information on how to update an address change when an individual updates an address. Lastly, the bill requires that transponders be made available by the tolling agency for purchase on line or at other locations, at a cost of no more than \$5. <b>Amended on May 19.</b>	<b>Watch</b>
<b>AB 2647 Levine (D)</b>  Local government: open meetings	5/25/2022  Senate Governance and Finance	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including that the local agency immediately posts the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. <b>Amended on April 19.</b>	<b>Watch</b>
<b>ACA 1 Aguiar-Curry (D)</b>  Local government financing: affordable housing and public infrastructure: voter approval.	4/22/2021  Assembly Local Government and Appropriations	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.	<b>Supported on 2/4/2021</b>
<b>SB 873 Newman (D)</b>  California Transportation Commission: state transportation improvement program: capital outlay support	3/9/2022  Senate Transportation  Failed passage	This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	<b>Watch</b>

### SMCTA Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 917 Becker (D)</b></p> <p>Seamless Transit Transformation Act</p>	<p>5/27/2022</p> <p>Assembly Transportation</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework. This bill would require MTC to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. MTC would be required to notify agencies for non-compliance and those agencies would be subject to losing funding. This bill is similar to AB 2057 from 2020. <b>Amended on April 18.</b></p>	<p><b>Watch</b></p>
<p><b>SB 922 Wiener (D)</b></p> <p>CEQA exemptions; transportation-related projects</p>	<p>5/27/2022</p> <p>Assembly Natural Resources</p>	<p>This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are located in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. <b>Last amended on May 11.</b></p>	<p><b>Supported on 4/7/2022</b></p>
<p><b>SB 932 Portantino (D)</b></p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>5/27/2022</p> <p>Referred to Assembly Local Government and Transportation</p>	<p>Commencing January 1, 2024, this bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, to develop or update the plan for a balanced, multimodal transportation network, as specified, and to ensure that the plan additionally includes bicycle and pedestrian plans and traffic calming plans within the scope of the county or city general plan. The bill would make this cause of action inoperative after January 1, 2028. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan. The bill would allow a county or city to have 20 years to implement the plan. Failure to implement the plans creates a cause of action for <i>victims of traffic violence</i>. <b>Last amended on May 4.</b></p>	<p><b>Watch</b></p>