



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/97489736685?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. The video live stream will be available during or after the meeting at <http://www.smcta.com/about/boardofdirectors/video.html>.

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@smcta.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>

Oral public comments will also be accepted during the meeting through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

August 5, 2021 – Thursday

5:00 pm

- 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

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

5) Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

- a) Approval of Minutes of the Board of Directors Meeting of July 1, 2021 MOTION
 - b) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending June 30, 2021 MOTION
 - c) Reprogramming and Reallocating \$1.35 Million in Measure A Funds from Savings from the Environmental, Design, and Construction Phases to the Landscaping Phase of the State Route 92/El Camino Real Interchange Project RESOLUTION
 - d) Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2021 INFORMATIONAL
- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Reports
- a) July
 - b) August
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) Program
- a) San Mateo US 101 Express Lanes Quarterly Project Update INFORMATIONAL
 - b) Program Report: Transit – Shuttles INFORMATIONAL
 - c) San Mateo County Shuttle Study Update INFORMATIONAL
- 11) Finance
- a) Award of Contracts to Provide On-call General Engineering Consultant Services RESOLUTION
- 12) State and Federal Legislative Update INFORMATIONAL
- 13) Requests from the Authority
- 14) Written Communications to the Authority
- 15) Date/Time of Next Regular Meeting: Thursday, September 2, 2021, 5:00 pm via Zoom teleconference (additional location, if any, to be determined)
- 16) Report of Legal Counsel
- 17) Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Date and Time of Regular 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 only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

*Should Zoom not be operational, please check online at <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html> 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 prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>. 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; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF JULY 1, 2021**

MEMBERS PRESENT: E. Beach (Chair), C. Groom, D. Horsley, J. Mates, R. Medina (Vice Chair), M. Nagales, C. Romero (arrived at 5:06 pm)
**Via
Teleconference**

MEMBERS ABSENT: None.

STAFF PRESENT: C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften, D. Hansel, M. Bouchard, J. Funghi, P. Gilster, P. Skinner, J. Brook, D. Seamans

1. CALL TO ORDER

Chair Emily Beach called the meeting to order at 5:00 pm.

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Ms. Seamans confirmed that a quorum was present.

Chair Beach requested that Director Mark Nagales lead the Pledge of Allegiance.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

There were no comments.

4. REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Beach noted that the report was in the packet.

Director Carlos Romero joined the meeting at 5:06 pm.

5. CONSENT CALENDAR

a) Approval of Minutes of the Board of Directors Meeting of June 3, 2021

b) Acceptance of Statement of Revenues and Expenditures for the Period Ending May 31, 2021

c) Award of Contract to Provide e-Builder Software Subscription Services – Approved by Resolution No. 2021-15

d) Approve Execution of a Second Amendment to Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority – Approved by Resolution No. 2021-16

e) Approval and Ratification of the Fiscal Year 2022 Transportation Authority Insurance Program – Approved by Resolution No. 2021-17

Motion/Second: Medina/Mates

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

Noes: None

Absent: None

6. NOMINATING COMMITTEE REPORT FOR THE CITIZENS ADVISORY COMMITTEE

a) Appointment of Citizens Advisory Committee Members

The Board approved the appointment of Barbara Arietta, Diana Bautista, and Naomi Hsu to three-year terms expiring June 2024.

Motion/Second: Nagales/Groom

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

Noes: None

Absent: None

7. REPORT OF THE CHAIR

Chair Beach announced that on August 4, there will be an environmental scoping meeting for the US 101 Managed Lanes Project North of I-380.

8. JOINT POWERS BOARD LIAISON REPORT

Carter Mau, Acting Executive Director, said the report was in the packet. He noted that the JPB (Peninsula Corridor Joint Powers Board) had approved a budget increase for the South San Francisco Caltrain station project at their meeting earlier that morning, which will be a item to be discussed a bit later at this meeting.

9. REPORT OF THE EXECUTIVE DIRECTOR

Mr. Mau said that his report was in the packet. He reported that he and April Chan, Chief Officer, Planning, Grants/Transportation Authority, met with San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) representatives, C/CAG (City and County Association of Governments of San Mateo County) Executive Director Sandy Wong and Sean Charpentier, and had a productive discussion on funding equity programs possibly using other eligible Measure A funds to supplement the program.

Director Don Horsley had a suggestion on other sources that can fund the equity program. He inquired whether C/CAG could forego the repayment of funds it had advanced to SMCEL-JPA for operations and instead put that money towards the equity programs. Mr. Mau responded that he will discuss with Ms. Wong and Mr. Charpentier.

10. PROGRAM

a) Peninsula Corridor Electrification Project

Ms. Chan provided a summary of past Board funding actions on the project, including the Board approval at its January 2017 meeting of an "extra 10 percent" contingency for the project in order to secure the FTA (Federal Transit Administration) Full Funding Grant Agreement for \$647 million.

Michelle Bouchard, Acting Executive Director, Caltrain, and John Funghi, Chief Officer, CalMod, provided the presentation.

Director Don Horsley noted the size of the additional amount of \$333 million being requested. Ms. Bouchard responded that the team is determining when this amount is actually needed by the project. Director Horsley asked why the risk assessment was not done at the very beginning; Ms. Bouchard said the Caltrain team, as part of the funding agreement with the FTA, has gone through several risk refreshes already to determine the appropriate amount of contingency needed. She said the refreshes were designed to capture all the problems that happened along the way.

Vice Chair Rico Medina asked if the project team could better clarify locations of the project, instead of using segments, in their future presentations and noted that members of the public may not know what the segments are. Ms. Bouchard said they would do so.

Director Carlos Romero asked why the project team had not been tracking costs of the risks all along instead of waiting for the risk refresh from the FTA to provide such information. Ms. Bouchard said that it is customary to do risk refreshes along the way while continuously tracking the progress of the project. She said that as soon as they received the final FTA risk refresh report in the last month or so, staff reported that out to the JPB and was now doing so to the TA. Director Romero also noted that of the \$333 million, he wanted to confirm that \$172 million is associated with unknown risks.

Mr. Funghi acknowledged that he does anticipate the project's unknown risks are likely no more than the \$172 million. Director Romero also raised concerns about the financing that will be done to pay for part of the \$333 million since it is backed by carbon trading credits and is based on a volatile market. Ms. Bouchard said she would refer his question to Derek Hansel, Chief Financial Officer, and get back to him. Director Romero asked what the FTA would require at this time after the risk refresh is done. Ms. Bouchard said the FTA needs to know that Caltrain has the ability to acquire the money when it is needed. Ms. Chan clarified where the funds would come from for the TA should Caltrain make such a request of the TA, along with other funding partners of the Caltrain Electrification project. Ms. Bouchard said that they would continue to pursue additional federal and state funding.

Director Carole Groom asked if the Board could receive a written report or a budget sheet of what has been spent in the past and what is needed in the future. Ms. Chan said they would work on providing that.

Chair Beach said the big reasons for the overrun were signal system upgrades, underground site conditions, and effects of the pandemic. She noted that Measures A and W provide the financial backstops for San Mateo County should funds be needed for the project.

Public Comment:

Roland said the funding issue has been ongoing for ten years. He pointed out a potential problem of the signal system.

Rich Hedges noted that people were not happy with the overrun, but acknowledged that it needs to be funded. He said they had to get the contractor disputes under control.

Ms. Bouchard said that Caltrain is committed to safety, and that a safety certification is required prior to the signal system being put into service.

Director Romero asked for confirmation that the \$200 million backstop was not already factored into the PCEP (Peninsula Corridor Electrification Project) \$2 billion budget. Ms. Bouchard said that it was not and that it was outside of the original budget.

11. FINANCE

a) **Programming and Allocation of Measure A Funds in the Amount of \$23 Million for the South San Francisco Caltrain Station Improvement Project** –*Approved by Resolution No. 2021-18*

Ms. Bouchard introduced the project and introduced Robert Barnard, Deputy Chief, Rail Development, who provided the presentation.

Ms. Chan reported that staff recommends that the Board program and allocate the funding requested by Caltrain in the amount of \$23 million, as there is sufficient funding in the Caltrain category in the amount of \$27 million to support the request. She further added that the recommendation is based on the understanding that any subsequent requests from Caltrain to the TA to further fund the project are not guaranteed, and that such requests would be considered in the context of other requests to the TA to fund other Caltrain projects in the near term. Ms. Chan also shared that the TA CAC supported the staff recommendation; however, the CAC members added that they should request that Caltrain or the City of South San Francisco work with private partners for additional funding for the project. Ms. Chan recognized that Mike Futrell, City Manager of the City of San Francisco, was in attendance.

Chair Beach said she understands Measure RR is supporting Caltrain operations but that there could be a call on Measure A funds for the capital needs in Fiscal Year (FY) 2022 for the railroad. Ms. Chan concurred that that is accurate and added that San Mateo County Transit District (SamTrans), as one of the three JPB partners, passed a resolution earlier that says that the TA can provide \$5 million towards capital funding needs for Caltrain in FY 2022 should the other two partners also provide the funding. She then added that whether the other two partners would be able to come up with the funding is currently questionable.

Director Horsley said he was not willing to support the funding request at this time especially after listening to the other presentation about the TA's potential liability in the future.

Director Nagales asked if payments to contractors were based on meeting construction milestones; Mr. Barnard concurred. Director Nagales asked for ways to prevent future cost overruns. Mr. Barnard said he was looking forward to delivering on time based on his past experience with other transit systems. Ms. Bouchard said she had brought on Mr. Barnard to fine-tune the process for this and other Caltrain capital projects.

Director Romero asked if Caltrain planned to come back to the TA for additional funding for the project, and Mr. Barnard responded that Caltrain may, and added that the project team still needs to validate all the claims to settle on the final cost. Director Romero asked why the JPB would not be responsible for some of the costs. Ms. Chan explained that there are two types of Caltrain cost. She said that Caltrain's systemwide capital costs are shared with all three funding partners; however, with respect to the South San Francisco project, from the get-go, this project has been identified as one with local benefits, including providing a connection between the east and west side of

the City. She said that the City of San Francisco has thus contributed 10 percent of the project cost, and that the TA is a funding partner, noting that this is similar to how funding is set up for other local station projects in the other counties.

Director Julia Mates asked if there were other options for the JPB to acquire alternative funding, such as the federal infrastructure bill. Ms. Bouchard said that the timing for this project is crucial and potential federal funding would not be available in the timeframe to meet the needs of the project. Ms. Chan said that other funding sources that are available to Caltrain are also fully tapped. She added that why staff recommended funding the request is, given where the project is at this point (87 percent complete), staff would like to assist to get the project to the finish line.

Chair Beach asked what would happen if the TA did not approve the funding. Mr. Barnard said they would have to pause construction, noting that the contractor would still be owed money. He said if the TA does not fund it, the project would need to be paused and the project area would need to be made safe, costing taxpayers more money in the long run.

Director Nagales asked if the TA does not fund the current request, how many more months would the project continue. Mr. Barnard responded that it would be another three months. Mr. Barnard added that, after the project is halted, for it to begin again would take approximately 20 months from project close-down and to restart, assuming new funding is secured.

Director Horsley questioned why Caltrain came up with only \$1.3 million for the entire project, even with the approval of Measure RR. While not satisfied with the situation, he said he would support the staff recommendation to support funding the project.

Public Comment:

Mike Futrell, City Manager, City of South San Francisco, expressed his appreciation of the TA's support for the project.

Roland said the problem was not with the project delivery but with the design, which he said would be dangerous given the sharing of the tracks with high-speed rail.

Director Carole Groom expressed concerns over the request for funding but acknowledged that it was necessary to fund the project.

Chair Beach ask if the station would work in the long haul with high-speed rail. Ms. Bouchard responded that stations built now will be compatible with high-speed rail; however, she acknowledged that it would be a technical challenge for the corridor to get to level boarding.

Director Mates said she supported staff recommendations but said it was necessary to prevent such overruns in future planning.

Director Nagales said he felt frustration with the financial situation of the project, but acknowledged that the alternative of stopping the project would be too costly.

Vice Chair Medina said that he wanted to understand how the conditions for usage of the \$2 million of funding from the City of South San Francisco were determined. Ms. Bouchard said as part of the funding agreement with the City, the 10 percent match is set, and this is a way to get to the funds needed.

Public Comment:

Mike Futrell said that they have exceeded their initial contribution of 10 percent. He said the City did not agree to pay towards Caltrain staff time and wanted the money directed to construction.

Director Romero said he was surprised that the JPB is putting nothing into the project when they are the project managers. He said he felt that the project would be safe for the public and said he would support the project funding. Director Romero highlighted that he wanted staff to look into how this would not happen in the future, and also how to apportion cost overruns appropriately across the stakeholders.

Chair Beach said she looked forward to the station being more bicycle and people friendly. She said in the future for other projects, they should look for alternative ways to cover overages.

Chair Beach included in the motion the staff recommendation that responses to subsequent requests to further fund the project are not guaranteed and that such requests would be considered in the context of potential requests for the TA to fund other projects for Caltrain.

Motion/Second: Medina/Mates

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

Noes: None

Absent: None

b) Allocate an Additional \$138,500 in Measure A Funds for the Design Phase of the State Route (SR) 1 Main Street to Kehoe Avenue Safety and Operational Improvements –
Approved by Resolution No. 2021-19

Arul Edwin, Project Manager, presented the staff report and acknowledged that Ray Razavi, Transportation Engineer, City of Half Moon Bay, was in attendance.

Director Nagales noted that the project area was a dangerous section of Highway 1 and asked about bridging the funding gap in the future. Mr. Edwin said part of the funding would come from a TA call for projects and part from other sources.

Motion/Second: Groom/Horsley

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

Noes: None

Absent: None

12. STATE AND FEDERAL LEGISLATIVE UPDATE

Amy Linehan, Public Affairs Specialist, briefly summarized the highlights of recent federal and state legislation. She said that the proposed federal \$1.2 trillion infrastructure framework has upwards of \$312 billion of transportation money. She said regarding the Surface Transportation Reauthorization that the Invest in America Act was passed.

13. REQUESTS FROM THE AUTHORITY

There were no requests.

14. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

15. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, August 5, 2021 5:00 pm, via Zoom teleconference (additional location, if any, to be determined).

16. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

17. ADJOURN

The meeting adjourned at 7:40 pm.

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

Report from the TA Citizens Advisory Committee Meeting of June 29 , 2021

The TA CAC meeting held on June 29 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet via cell phone service. Chair Arietta did participate by calling in from a landline.

The committee met online via a Zoom meeting with TA staff. The CAC heard presentations and reviewed reports, and there were both informational items as well as agenda items requiring a motion with roll call vote.

The informational items were

- CAC Item 5a (TA board 10a)- Report on the Peninsula Corridor Electrification project

John Funghi gave a presentation on electrification progress, with lots of good news on placement of the power stations, the poles and wires, and photos of physical progress. There are very important signal system upgrades, and this includes coordination with the FRA. We saw photos of the first train set on the high-speed test track in Pueblo, CO, and had schedule updates on the assembly of the production train sets in Utah.

We also heard of schedule and budget problems, some directly related to COVID issues with production work, and some cost issues unrelated to COVID. As part of the project management, new schedule and risk assessments have been made. The basic news is that there is a shortfall of roughly \$330M to complete, and about a 2 year delay compared to current schedule. The signal system upgrade, integration and testing is now a critical path item for schedule completion. Difficulties with the train manufacturers have led to the parties being in mediation to try to avoid litigation to resolve contract conflicts. There isn't a clear plan to solve the funding shortfall, several options were being considered, including Federal sources, issuance of new bonds, use of measure RR authority, revenue from low carbon fuel credits, and other possible mechanisms. April Chan and Michelle Bouchard commented on the final backstop of the 4 party contingency agreement.

- CAC Item 5d (TA Board Item 12) State and Federal Legislative Update

Ryan McCauley briefed the CAC on both Federal and State legislation in process. The Federal focus on infrastructure should bring opportunities for transit funding, but with the several possible bills, there are many uncertain proposals. The State is likely to have a budget surplus, the amount that might go to transportation invest-

ments is unclear. Peter Ohtaki wondered if several local projects, specifically funding for Caltrain grade crossings, and Dumbarton rail, might be earmarked or raised in visibility as the legislation is being written.

- TA board item 5(a) Approval of Minutes of the Board of directors Meeting of May 6, 2021

There were no comments or suggested edits.

There were agenda items requiring a motion and vote.

- Approval of CAC Minutes from June 1, 2021

Minutes were approved unanimously.

- CAC item 5b, TA board item 11(a) - Programming and Allocation of \$23M from Measure A funds to support the SSF Caltrain project

April Chan and Rob Barnard gave us a presentation on the status of the South San Francisco station upgrade. The photos show the new center platform, eliminating the holdout rule, the new pedestrian features, the integration with the redevelopment plans for buildings around the station. There has been lots of progress, the work is estimated to be 87% completed, but there isn't enough funding to complete the project. The initial plan to begin construction before completing utility and site studies led to the project essentially halting for 18 months while critical electric services, fiber optic services, and even a fuel pipeline to the SF airport were discovered and re-located to facilitate the new station alignment. This station, which has had rail service for over 100 years, did not have appropriate historic documentation of the site utilities to begin the new construction. The new station is scheduled to open November 2021.

Rob was frank about the difficulties, and the CAC had a discussion about the extra funding allocated two years ago as the project was in an earlier phase (also with funding shortfall). The basic issue was how to solve the funding, the amount of \$25M requires \$23M from measure A funds, with \$2M of SSF city funding. The CAC had many concerns that this use of the Measure A funds was possibly precluding future worthy Caltrain projects. There were several comments that the bio-tech industry local to the SSF station (such as Roche) should be brought into this funding shortfall discussion, as their employees benefit from these investments, they can recruit employees because of the transit connection, etc.

The CAC voted to allocate the \$23M, but asked that the SSF pursue public-private funding opportunities for this station completion cost.

- CAC item 5(c)TA Board Item 11(b) - Programming and Allocation of Measure A funding of \$138K for Design Phase of the State Route 1 Main to Kehoe Project

Arul Edwin provided the purpose for this request. The heavy route 1 traffic, the limited side and frontage streets lead to significant conflicts with pedestrians and bikes. It is proposed to improve the frontage road, add a signalized intersection, and this funding is sought for the design phase. Ray Razavi contributed to this discussion on project importance as public comment, members of the CAC also agreed this is an area with need to improve pedestrian and bike features, as well as safety. The CAC recommended to the presenters that the presentation materials could use more clear graphics and tightened bullets to show what is being proposed, it is anticipated the BOD presentation will benefit from these suggestions. The CAC voted unanimously to program the funds.

- CAC Item5(e), TA board Item 5(b) Acceptance of Statement of Revenues and Expenditures for Period Ending May 31, 2021

The Motion passed unanimously. Vice-Chair Fox encouraged the CAC to examine the reports and pass any questions to staff through Joe Hurley.

- CAC item 5(f), TA item 5(c) Contract award to e-Builder software of \$180K

Joe Hurley explained the use of online software tools to maintain design and planning documents for large projects. These had been licensed from the software vendor with unlimited "licenses" or without restriction on numbers of users. The current expires on July 22. A decision was made to purchase a limited number of licenses for roughly 1/2 the old license cost, and this scale of use is expected to be adequate to complete the projects in 1 and a half years. The motion passed unanimously.

- CAC item 5(g) TA board item 5(d) Approve Execution of a Second Amendment to the Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority

Joe Hurley and Jayden Sangha explained the motivation to amend the funding agreement, The Motion passed unanimously.

- CAC item 5(h) TA item(e) - Approval and Ratification of Fiscal Year 2022 Transportation Authority Insurance program

Marshall Rush explained the situation with the insurance market, the increases in premiums, the balance between deductibles and premium costs, etc. This insurance also protects the CAC and TA staff. The Motion passed unanimously.

The meeting concluded with

- Report of the Chair

Barbara Arietta told of her experience in attending the Caltrain Governance Board meeting, and her discovery the meeting was rescheduled as some county representatives were boycotting the meeting. She told some of the history of Caltrain funding, the significance of the passage of Measure RR, and the long history of San Mateo providing upfront early funding with an expectation of being paid back by San Francisco and Santa Clara counties. Where this will go isn't clear, there are several possible governance ideas being proposed, some might include mergers with BART? HSR? A regional transportation authority? Barbara will keep us posted on this action/adventure serial.

- Report from Staff

Joe Hurley reported for the TA, and a proposal to extend the 101 managed lanes farther north (beyond the present project boundary). This is in the early part of the environmental phase, there are real questions on available space in the existing lane configuration.

- Report from Members

Vice-Chair Fox started a discussion about strengthening the experience of the members of the CAC with the formal aspects of running the meetings and taking notes. He invited interested CAC members to help with the CAC meeting Report to the BOD, and to help retain notes and summaries of the thinking of the CAC on various agenda matters. Karen Kuklin also thought this was a good way to spread experience, and those interested in serving in the future as vice-chair or chair could use this as an opportunity to work with the current chair, and get experience for the future.

Thanks were expressed to all the meeting presenters, as well as Jean Brook for her consistent skill keeping the Zoom meeting running smoothly.

Submitted June 30, 2021

John D. Fox

TA CAC Vice Chair

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND
OUTLOOK FOR THE PERIOD ENDING JUNE 30, 2021**

ACTION

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2021.

SIGNIFICANCE

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

BUDGET IMPACT

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

BACKGROUND

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

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

why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 9 through 11. The schedule separates the investments into two groups: the Investment Portfolio managed by Public Trust Advisors (PTA), and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

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

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

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

DISCUSSION

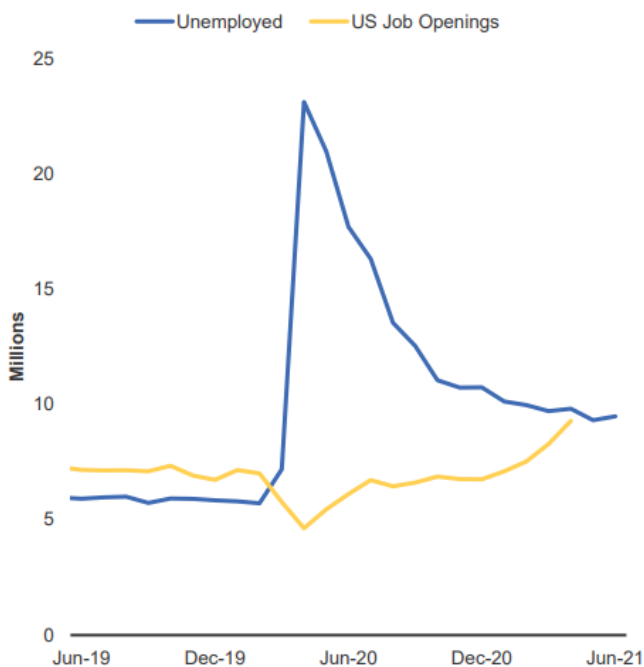
Market Conditions

As we wrap up the fourth quarter of FY 2021, the U.S. economy continues to show signs of recovery and resilience:

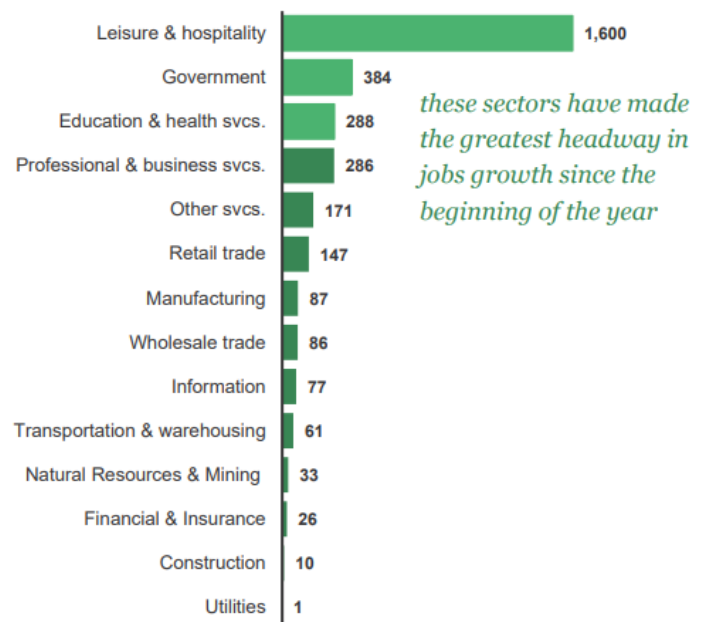
- Stocks continued to rally in the second quarter of CY 2021, with the S&P 500 returning +8.2% and ending the quarter at an all-time high (which was subsequently surpassed to begin Q3). Numerous positive catalysts helped propel stocks higher, including ongoing accommodative central bank policies, massive fiscal (government) stimulus, and success of the vaccine roll-out, economic reopening momentum, and a very strong corporate profit backdrop. At the same time, still elevated cash levels underpinned robust equity inflows
- All eyes were focused on inflation for much of the second quarter. Many businesses have cited upward pricing pressures from supply chain disruptions, higher raw-materials costs, and shipping constraints. Headline consumer prices were up 5.0% year-over-year in May, the biggest increase since June 2008.

- The Fed, for its part, was consistent in communicating its view that price pressures will be transitory and the market appeared to increasingly adopt this outlook as the quarter progressed, as many commodity prices – most notably lumber prices – fell from the peaks experienced earlier in the quarter.
- Regarding monetary policy, the stronger economic backdrop combined with increased near-term pricing pressures led the Fed to update its “dot plot” forecasts, which now indicates two fed funds rate hikes in 2023, up from zero in March.

Job Openings vs. Unemployed Workers



Change in Total Nonfarm Employment since December 2020 (thousands)



Portfolio Recap

- Economic Growth: With the vaccine rollout well underway and new COVID-19 cases trending notably lower, the U.S. consumer is feeling more confident and starting to make up for lost time as the economy begins its long-awaited reopening. That's good news for the near-term economic outlook as approximately two-thirds of gross domestic product (GDP) is attributable to consumer spending. While still below their pre-pandemic levels, measures of consumer confidence have risen sharply in recent months, buoyed by firming labor markets, the improving public health outlook, and heightened savings accumulated during the pandemic and padded by recently distributed stimulus checks. Against this backdrop, economic activity in the U.S. strengthened in the second quarter of 2021 as the improving public health outlook and ongoing economic re-opening momentum coalesced with recent fiscal stimulus and still-extraordinarily accommodative monetary policy to support consumer spending. After rising 6.4% on an annualized basis in the first quarter, Gross Domestic Product (GDP) is expected to have surged an annualized 9.3% in the second quarter according to a Bloomberg's June survey. Looking ahead, however, economic growth is expected to settle in closer to the 2% pace it experienced in the prior expansion.
- Labor Markets: While the recovery in labor markets has been encouraging thus far, the economy is still operating with seven million fewer jobs than it was prior to the pandemic. The pace of job growth accelerated in the second quarter with nonfarm payrolls averaging 567K per month versus 518K per month in the prior quarter. Nonetheless, labor scarcity remains one of the greatest challenges cited in the Institute for Supply Management's (ISM) monthly manufacturing and service sector surveys and this dynamic has begun to exert upward pressure on wages. Ongoing virus concerns, parental and family obligations, as well as early retirements and extended unemployment benefits appear to be restraining greater labor force participation and serving as a headwind to a more robust labor market recovery.
- Inflation: The possibility of an inflationary flare up has long been recognized as a potential risk to the current mix of aggressive and coordinated monetary and fiscal policy accommodation. Until recently, the demand shock resulting from COVID-19 appears to have kept such consumer price pressures contained. However, year-over-year base effects, recent supply chain disruptions, and imbalances in the supply and demand for labor coupled with economic reopening momentum have sparked a hotly debated outbreak of inflation. The headline and core consumer price indexes rose 5.0% and 3.8%, respectively through May 2021. Likewise, the Fed's preferred core PCE measure has risen 3.4% over the same period. While currently well-above the Fed's 2% target, policy makers continue to view recent price increases as transitory.
- Fed Policy: Despite the recent acceleration in prices, monetary policy remains highly accommodative as the Fed looks through what it believes to be transitory factors and continues to emphasize its patient and symmetrical policy framework

in quest of a more robust labor market recovery. The Federal Funds rate remains anchored at effectively zero and the Fed continues to purchase \$120 billion per month in U.S. Treasury securities and agency MBS. Concerns over asset price bubbles and potentially more persistent inflation will undoubtedly test the Fed's resolve and commitment to its new policy framework of "average inflation targeting" which aims to achieve above 2% inflation for some time to make up for prior years of undershooting the targeted rate.

- **Interest Rate & Markets:** Over the quarter, short-term interest rates with maturities of one year or less were generally unchanged and anchored by continued near-zero Fed rate policy. Two- and three-year Treasury yields rose 9 bps (0.09%) and 11 bps (0.11%), respectively, over the period as stronger economic data pulled forward market expectations for the timing of the Fed's first rate increase. Despite the acceleration in inflation over the quarter, longer-term Treasury yields declined with five- and ten-year Treasury yields declining 5 bps (0.05%) and 27 bps (0.27%), respectively. The somewhat counterintuitive decline in longer-term yields likely result a combination of certain technical factors such as market short covering as well as evolving investor perceptions that current inflationary pressures are indeed transitory, and that the U.S. economy's longer-term sustainable growth potential remains persistently subdued despite current momentum.

Investment Strategy Outlook

At its June meeting, the Fed provided a notable upgrade to its forward guidance and shifted to a moderately more hawkish stance. Notably, the median dot plot shifted to reflect two rate hikes sometime in 2023, up from no rate hikes at the March meeting and the Fed is now discussing a timeline for the tapering of its bond purchase program. In our view, the reduction in liquidity resulting from the eventual tapering of the Fed's balance sheet may reawaken volatility in credit markets and exert upward pressure on still extraordinarily narrow credit spreads. As credit markets eventually normalize to reflect less Fed intervention, robust credit analysis and thoughtful issuer selection will remain important drivers of risk-adjusted returns. Against this backdrop Public Trust anticipates maintaining a somewhat defensive posture in the portfolio summarized as follows:

- **Duration:** Public trust anticipates maintain portfolio duration generally neutral to the portfolio benchmark as market participants and policy makers seek to determine whether recent economic momentum and related inflationary pressures reflect a more enduring improvement in underlying economic fundamentals or the transitory effects of the highly accommodative monetary and fiscal policies. As incoming data alters the perceived likelihood of potential economic and policy outcomes, PTA may implement certain tactical duration adjustments as bouts of volatility present opportunities to improve risk-adjusted returns.
- **Yield Curve Positioning:** The Federal Reserve's stated tolerance for above-target inflation coupled with still extraordinarily accommodative monetary and fiscal policies and an improving public health outlook support continued reflationary

expectations throughout the second half of 2021. As incoming data shapes inflation and policy expectations, PTA will review opportunities to tactically underweight or overweight certain maturity tenors to capitalize on anticipated shifts in the slope of the yield curve.

- **Asset Allocation:** Credit spreads available on corporate bonds and other credit-sensitive sectors (e.g., ABS & CD's) remain deeply compressed in response to the Federal Reserve's aggressive actions to support market liquidity and financial conditions more generally. In Public Trust's view, such credit-sensitive sectors continue to warrant caution as credit spreads do not fully reflect underlying issuer and deal fundamentals and provide little protection against modest spread widening. Corporate bond allocation is expected to be maintained in a range of between 10% to 15% with a focus on issuer and maturity selection. Other credit-sensitive sectors, such as CD's and ABS, are expected to be maintained at 10% or less of total portfolio market value given narrow credit spreads and market liquidity considerations. Developments over the remainder of the year may present tactical opportunities to adjust portfolio asset allocation as relative value opportunities arise to improve the portfolio's risk-adjusted return profile.

BUDGET IMPACT

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending June 30 the total return of the portfolio was **0.152 percent**. This compares to the benchmark return of **0.131 percent**. The Performance graph on page 13 shows the relative performance of the TA over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio's yield to maturity at cost was **1.27 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30 the portfolio's market yield to maturity was **.44 percent**.

Investment Glossary:

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

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

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

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

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

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

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

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

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-

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

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

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

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

EXHIBIT 1
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2021

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
02004VAC7	ALLYA 2018-2 A3	76,958.76	11/15/2022	76,944.78	77,095.39	77,195.26
14313FAD1	CARMX 2018-3 A3	261,260.49	06/15/2023	261,224.88	263,743.50	264,106.95
36255JAD6	GMCAR 2018-3 A3	197,283.32	05/16/2023	197,237.31	198,866.55	199,114.79
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	637,022.78	637,178.00
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	813,709.91	814,162.14

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	3,400,484.90	3,403,191.32
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,590,892.80	1,592,603.91
3133EMGX4	FED FARM CREDIT BANKS FUNDING C	3,000,000.00	11/23/2022	2,994,270.00	2,998,098.00	2,998,493.83
3133EMRZ7	FED FARM CREDIT BANKS FUNDING C	3,300,000.00	02/26/2024	3,298,812.00	3,290,215.50	3,293,080.08
3135G03U5	FEDERAL NAT'L MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	1,598,350.40	1,600,267.07
3135G04Z3	FEDERAL NAT'L MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	1,587,990.40	1,588,301.51
3135G05X7	FEDERAL NAT'L MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	3,748,798.80	3,753,786.30
3135G06H1	FEDERAL NAT'L MORTGAGE ASSN	4,665,000.00	11/27/2023	4,659,681.90	4,659,145.43	4,660,246.88
3137EAER6	FED HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	1,102,922.70	1,103,564.37
3137EAES4	FED HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,600,299.20	1,600,354.76
3137EAEX3	FED HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	3,746,287.00	3,750,166.17
3137EAAY1	FED HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	3,885,987.30	3,887,002.93

Identifier	Certificates of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22535CDV0	Credit Agricole Corp & Investment Bank	1,500,000.00	04/01/2022	1,500,000.00	1,529,838.00	1,540,096.75
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	1,641,761.60	1,644,390.93
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	1,630,633.60	1,640,911.38
83050PDR7	Skandinaviska Enskilda Banken AB	1,600,000.00	08/26/2022	1,600,000.00	1,630,817.60	1,641,150.93

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,220,458.78	2,221,821.59
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	1,595,559.13	1,603,333.60
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,618,790.40	1,621,290.40
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	1,633,752.70	1,649,898.53
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	681,216.25	683,756.67
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	693,699.50	702,523.63
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	355,617.50	360,937.50
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	1,531,654.50	1,543,680.75
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,662,387.40	1,686,197.12

69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	580,256.58	585,671.58
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	774,547.50	779,722.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	232,364.25	233,916.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	232,364.25	233,916.75
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	1,605,519.00	1,615,006.50

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	1,133,586.95	1,136,278.96
3137BM6P6	FHMS K-721 A2	791,501.28	08/25/2022	798,241.41	808,676.86	810,714.97
3137FKK39	FHMS K-P05 A	62,485.72	07/25/2023	62,485.53	64,034.74	64,201.52
3137FQ3V3	FHMS K-J27 A1	386,089.36	07/25/2024	386,080.09	397,062.02	397,735.10

Identifier	FNMA	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3136B1XP4	FNA 2018-M5 A2	19,745.74	09/25/2021	20,138.51	19,820.97	19,879.55

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
31846V534	FIRST AMER:US TRS MM Y	687,998.76	06/30/2021	687,998.76	687,998.76	687,998.76
SM - CP N/M A	County Pool New Measure A	113,791,119.85	06/30/2021	113,791,119.85	113,791,119.85	113,791,119.85
SM - CP O/M A	County Pool Old Measure A	26,987,155.94	06/30/2021	26,987,155.94	26,987,155.94	26,987,155.94
SM - LAIF	Local Agency Investment Fund	74,142,791.84	06/30/2021	74,142,791.84	74,142,791.84	74,142,791.84

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	388,908.75	392,191.56

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	1,764,507.81	1,767,522.58
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	2,521,585.94	2,521,727.41
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	11,321,406.25	11,322,041.44
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	5,866,546.88	5,866,876.02
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	9,083,695.31	9,095,876.15
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	2,925,257.81	2,929,180.46
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	5,100,046.88	5,113,598.85
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	2,060,625.00	2,066,100.54
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	1,595,531.25	1,606,362.69
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	2,369,660.16	2,377,036.35
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	7,611,328.13	7,635,020.38
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	4,863,609.38	4,863,862.09
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	6,798,593.75	6,798,947.01
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	1,568,906.25	1,568,987.77
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	418,375.00	418,396.74

912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	2,719,437.50	2,719,578.80
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	2,321,718.75	2,327,404.89
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	3,330,500.00	3,330,652.17
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	3,288,000.00	3,306,353.59
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	3,259,000.00	3,271,032.61
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	2,239,453.13	2,242,280.99
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,583,500.00	1,584,510.87
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	1,524,570.31	1,524,898.52
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	1,180,312.50	1,180,566.60
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	2,210,625.00	2,210,640.29
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,662,812.50	1,663,528.53
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,964,687.50	1,965,322.75
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	3,655,156.25	3,655,194.21
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,867,414.06	2,871,989.43
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	2,338,984.38	2,341,953.80
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	3,158,132.81	3,160,149.72

EXHIBIT 2

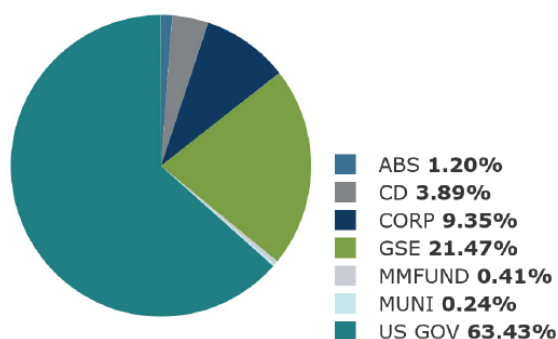
Portfolio Summary

Summary	03/31/21	06/30/21
Historical Cost	\$162,247,332.21	\$163,252,315.99
Book Value	162,717,955.39	163,677,471.82
Accrued Interest	719,628.16	302,416.22
Net Pending Transactions	0.00	0.00
Book Value Plus Accrued	\$163,437,583.54	\$163,979,888.04
Net Unrealized Gain/Loss	2,328,372.91	2,036,669.71
Market Value Plus Accrued	\$165,765,956.46	\$166,016,557.76

Income Summary

Period Income	Income
Interest Income	\$595,981.94
Net Amortization/Accretion Income	(54,090.16)
Net Realized Gain/Loss	2,005.83
Other Income/Expenses	0.01
Net Income	\$543,897.62

Asset Allocation

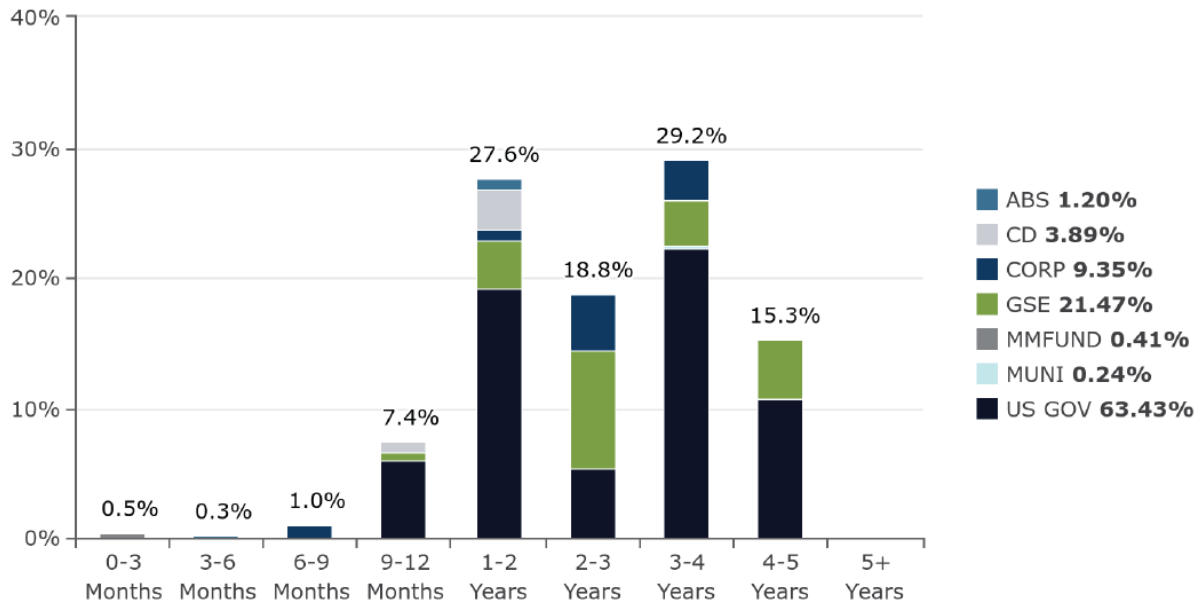


Portfolio Characteristics

	03/31/21	06/30/21
Duration	2.656	2.605
Years to Effective Maturity	2.711	2.651
Years to Final Maturity	2.761	2.692
Coupon Rate	1.537	1.429
Book Yield	1.373	1.273
Market Yield	0.425	0.437
Benchmark Yield	0.391	0.434

EXHIBIT 3

Maturity Distribution by Type



Top Ten Holdings

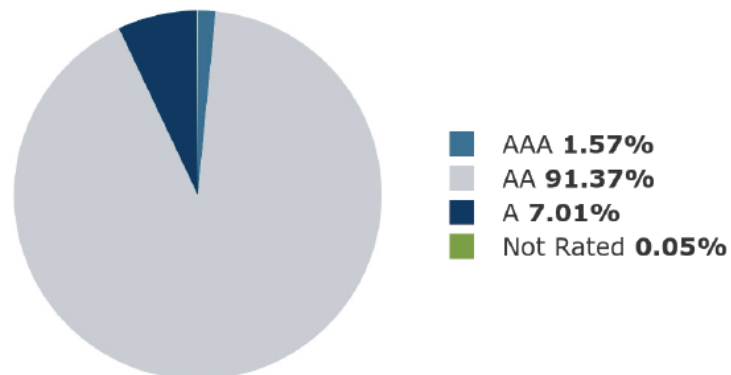
Issuer	Value
United States	63.43%
Federal Home Loan Mortgage Corporation	7.68%
Federal National Mortgage Association	7.00%
Farm Credit System	3.79%
Federal Home Loan Banks	3.01%
Apple Inc.	1.94%
Amazon.com, Inc.	1.34%
The PNC Financial Services Group, Inc.	1.02%
Truist Financial Corporation	0.99%
Skandinaviska Enskilda Banken AB (publ)	0.99%

EXHIBIT 4

S&P Rating Distribution

S&P Rating Distribution	Jun 30, 2021 Ending Balance	Portfolio Allocation
Short Term Rating Distribution		
A-1+	\$0.00	0.00%
A-1		
A-2		
Total Short Term Ratings	\$0.00	0.00%
Long Term Rating Distribution		
AAA	\$2,602,614.26	1.57%
AA	\$151,691,492.27	91.37%
A	\$11,645,230.21	7.01%
Below A		
Not Rated	\$77,221.02	0.05%
Total Long Term Ratings	\$166,016,557.76	100.00%
Portfolio Total	\$166,016,557.76	100.00%

Allocation by Standard and Poor's Rating



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

SUBJECT: **REPROGRAMMING AND REALLOCATING \$1.35 MILLION IN MEASURE A FUNDS FROM SAVINGS FROM THE ENVIRONMENTAL, DESIGN AND CONSTRUCTION PHASES TO THE LANDSCAPING PHASE OF THE STATE ROUTE 92/EI CAMINO REAL INTERCHANGE PROJECT**

ACTION

Staff recommends the Board:

1. Re-program and allocate \$1.35 million in Measure A funds previously programmed and allocated for the environmental, design and construction phases of the State Route (SR) 92/EI Camino Real Interchange Project (Project) to the Project's landscaping phase; and
2. Authorize the Acting Executive Director, or his designee, to execute any necessary documents or agreements and take any additional actions necessary to give effect to this action.

SIGNIFICANCE

The Project, sponsored by the City of San Mateo (City), is regionally recognized as a priority and provides safety and traffic improvements along the El Camino Real and SR 92 corridors by realigning the ramps, improving the weaving, and enhancing pedestrian and bicyclist facilities.

The environmental, design, right-of-way and construction phases of the Project, which were funded with State Transportation Improvement Program (STIP) and San Mateo County Transportation Authority (TA) Measure A funds, were completed in 2018. The TA contributed a total of \$18.4 million to the Project, \$1.35 million of which remains unspent. The City has requested that these remaining funds be made available for the Project's landscaping phase. The requested \$1.35 million reallocation represents 64% of the total \$2.1 million estimated cost of the landscaping phase of the Project.

BUDGET IMPACT

There is no impact to the budget. Funding for this action would come from Measure A funds previously allocated for the environmental, design and construction phases of the Project.

BACKGROUND

In October 2012, the Board programmed and allocated \$2.2 million for the environmental and design phase of the Project through Resolution 2012-17. Subsequently in October 2015, as part of the Highway Program Call for Projects, the Board programmed and allocated \$16.2 million in Measure A funds to match the programmed STIP to fully fund the estimated \$22.1 million for the construction phase of the Project through Resolution 2015-19.

The City has requested the TA to repurpose the remaining allocated funds to allow this final phase of the Project to proceed without delay.

Prepared by: Arul Edwin, TA Project Manager

650-339-8845

RESOLUTION NO. 2021 –

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

* * *

REPROGRAMMING AND REALLOCATING \$1.35 MILLION IN MEASURE A FUNDS FROM SAVINGS FROM THE ENVIRONMENTAL, DESIGN AND CONSTRUCTION PHASES TO THE LANDSCAPING PHASE OF THE STATE ROUTE 92/EI CAMINO REAL INTERCHANGE PROJECT

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow for the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions-and-use 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 transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

WHEREAS, through Resolution 2012-17, the TA Board of Directors (Board) programmed and allocated \$2.2 million towards the environmental and design phases of the State Route 92/El Camino Real Interchange Project (Project); and

WHEREAS, through Resolution 2015-19, the Board programmed and allocated \$16.2 million towards the construction phase of the Project; and

WHEREAS, when the environmental, design and construction phases of the Project were completed in December 2018, \$1.35 million in Project funds previously allocated by the TA remained unspent; and

WHEREAS, the City of San Mateo, which is the sponsor of the Project, is currently preparing the final design of the landscaping phase of the Project and has requested that the TA re-program and allocate the TA's \$1.35 million share of the Project savings for the landscaping phase; and

WHEREAS, the City of San Mateo has committed to fund any additional expenditures required to complete the Project; and

WHEREAS, the staff recommends that the Board reprogram and reallocate \$1.35 million from the Project's prior phases of work to the landscaping phase of the Project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby re-programs and allocates \$1.35 million of Measure A funds previously programmed and allocated for the environmental, design and construction phases of the State Route 92/El Camino Real Interchange Project to the Project's landscaping phase; and

BE IT FURTHER RESOLVED THAT the Acting Executive Director, or his designee, is authorized to execute any necessary agreements or amendments, and to take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 5th day of August 2021 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transportation Authority

Authority Secretary



BOARD OF DIRECTORS 2021

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CAROLE GROOM
DON HORSLEY
JULIA MATES
MARK NAGALES
CARLOS ROMERO

CARTER MAU
ACTING EXECUTIVE DIRECTOR

May 26, 2021

Azalea Mitch
Director of Public Works
City of San Mateo Public Works Department
330 W. 20th Avenue
San Mateo, CA 94403

Subject: State Route (SR) 92/El Camino Real (SR 82) Interchange Landscaping Improvements Project

Dear Azalea:

Thank you for your letter dated April 7, 2021 requesting the Transportation Authority (TA) to repurpose the remaining funds from the construction and pre-construction phases to the subsequent landscaping phase of the subject project.

Based on our review of funds and expenditures, we believe that approximately \$1.35 million will be available for landscaping purposes, subject to approval from the TA's Board of Directors.

We agree that the landscaping improvements are a required and an integral final phase of the interchange project, that includes restoration of landscaping impacted by the interchange construction.

We have been working with your staff and will continue to coordinate and facilitate the transfer of the available funds.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Hurley', is written over the typed name and title of Joseph M. Hurley.

Joseph M. Hurley, P.E.
Director, San Mateo County Transportation Authority Program



CITY OF SAN MATEO
PUBLIC WORKS DEPARTMENT
Azalea Mitch, P.E., Public Works Director

330 W. 20th Avenue
San Mateo, CA 94403
www.cityofsanmateo.org
(650) 522-7300

April 7, 2021

Joe Hurley
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Re: *State Route (SR) 92/El Camino Real (SR82) Interchange Landscaping Improvements*

Dear Joe:

Per previous discussions between agencies, the City of San Mateo is requesting the San Mateo County Transportation Authority (SMCTA) to apply the balance of the remaining funds from the State Route (SR) 92/El Camino Real (SR82) Interchange Highway Improvements project to the subsequent project to complete landscaping within the interchange.

The Project Approval & Environmental Documents (PA&ED) phase cost reconciliation with Caltrans is complete, and upon final close out of the PA&ED, the Plans, Specifications, and Estimate, and Construction phases with Caltrans, the remaining balance of SMCTA local funds is anticipated to be on the order of \$1.6 million.

The landscaping improvements are an integral and required final phase of the overall interchange improvements to restore landscaping impacted by the roadway construction. Please confirm that the remaining funds will be available for the State Route (SR) 92/El Camino Real (SR 82) Interchange Landscape Improvements project.

You may contact Cathi Zammit, Engineering Manager, at (650) 522-7306 regarding this project.

Sincerely,

Azalea Mitch
Director of Public Works

c: C. Zammit

**AGENDA ITEM #5 (d)
AUGUST 5, 2021**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES FOR THE
PERIOD ENDING JUNE 30, 2021**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenditures than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenditures for June at the October 7th meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Comprehensive Annual Financial Report finalized by November 2021.

Prepared by: Jennifer Ye, Acting Director, Accounting

650.622.7890



BOARD OF DIRECTORS 2021

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CARTER MAU
ACTING EXECUTIVE DIRECTOR

**AGENDA ITEM #9
AUGUST 5, 2021**

MEMORANDUM

Date: July 29, 2021
To: TA Board of Directors
From: Carter Mau, Acting Executive Director
Subject: Executive Director's Report – August 5, 2021

2021 Measure A & W Highway Program Call for Projects

TA staff is currently preparing to release the 2021 Highway Program Call for Projects (CFP) process. The Board's approval of the Short Range Highway Plan and Capital Improvement Program (SRHP and CIP) at the June 2021 meeting provided the evaluation criteria by which candidate highway projects would be assessed for funding consideration.

The focus of the Highway program is to reduce traffic congestion and improve person throughput and safety on the most critical commute corridors in San Mateo County. This will be the first Highway Program CFP to use both Measure A and W funds. TA staff proposes to make available up to \$100 million between both measures for this upcoming CFP. Of the funding to be made available, there will be a set aside of up to 40 percent for projects of countywide significance, as called for in the SRHP and CIP. Based on the last semi-annual report, approximately \$132 million is available as of December 2020 for the highway program and the remainder of the funds, \$32 million, will be retained for the next Highway Program CFP where staff anticipates much higher dollar value asks for the construction of multiple large projects. The SRHP and CIP indicate that the Measures A and W Highway Program will generate approximately \$44 million in revenue annually.

The CFP will be officially released following the August TA Board meeting and a virtual workshop with stakeholders will be held on August 11, 2021 to communicate the guidelines and schedule. TA staff will also be offering an early submittal review option with this CFP cycle to allow applicants an opportunity to improve their responses to application questions before they are officially due on September 24, 2021. The applications will be reviewed by an evaluation committee that will include representatives from the TA, C/CAG and Caltrans. It is anticipated that the draft

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650) 508-6269

program of projects will be presented to the TA Board of Directors in November 2021 and brought for approval of programming and allocation in December 2021.

All materials and a recording of the workshop be available on the TA's website here: https://www.smcta.com/Projects/Call_for_Projects.html.

US 101 Managed Lanes Project (North of I-380)

The TA, in coordination with the C/CAG and Caltrans, began the environmental phase of this project in November of 2020. This project proposes to build managed lanes from just south of I-380 to the San Francisco County line. Caltrans is the owner and operator of the State Highway System and is the lead agency for the preparation of the environmental document. Therefore, Caltrans process must be followed in compliance with the California Environmental Quality Act (CEQA) as well as the National Environmental Policy Act (NEPA). Caltrans is also the agency that will formally approve the project at the end of the environmental review process.

The formal environmental review process began with the issuance of a Notice of Preparation on July 20, 2021. A Notice of Preparation is a brief notice sent by the lead agency to notify the responsible agencies and involved federal agencies that the lead agency plans to prepare an Environmental Impact Review (EIR) for the project. The TA has met with the Cities of Brisbane and South San Francisco as well as the San Francisco County Transportation Authority to give advanced notification about the scope of the project, the scoping meeting and a general overview of the environmental process. Staff reached out to these cities because they are located in close proximity to the project.

On August 4, the Project team will host a virtual scoping meeting. Scoping is defined as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed project. The project team will present an overview of the project and solicit questions and comments that would help shape the content of the EIR. Because of the high interest in this project, the public will be afforded an extended period of 45 days to provide comments. All comments must be submitted in writing by email or postal mail to Caltrans before 5:00 pm on September 3, to become a part of the public record. Detailed information about the scoping meeting and the NOP are available at www.101managedlanes.com.

The public will have an opportunity to review the draft environmental document which will include the findings of a wide array of technical studies associated with the project. Current schedule calls for the draft environmental document to be available for public review and comment in the summer of 2022.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

SUBJECT: **SAN MATEO US 101 EXPRESS LANES QUARTERLY PROJECT UPDATE**

ACTION

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

SIGNIFICANCE

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

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

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

With the roadway component of this stretch of 101 concluded, the more visible transition currently on-going is the conversion of this segment from an HOV facility to an express lanes facility through the second contract. The installation of the toll facility equipment (cameras, readers, power and communication infrastructure) in the northbound direction over this segment has now been completed, and the contractor is currently installing equipment in the southbound direction.

For the northern segment between Whipple and I-380 of the Project, there are two ongoing work activities as part of the third contract. Work in the median behind the safety barriers: completed demolish of the existing median barrier, installation of the new median barrier and sign foundations and light pole standards between Broadway

I/C and I-380. In addition to work in the median in the northern section the entire roadway has been repaved greatly improving ride quality.

The team continues to monitor traffic volume changes and is prepared to make necessary adjustments to lane closure times to minimize delays on the corridor.

The team continues to keep the community and the public apprised of construction activities through weekly and quarterly updates.

Staff will be presenting a project update and public outreach associated with the 101 San Mateo Express Lanes Project at the August 5, 2021 meeting.

BUDGET IMPACT

There is no budget impact with this quarterly update.

BACKGROUND

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

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

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

Prepared By: Joseph Hurley, Director TA Program

650-508-7942

SM 101 EXPRESS LANES PROJECT

Quarterly Project Update



SMCTA Board Meeting August 5, 2021

SM 101 EXPRESS LANES PROJECT

AGENDA



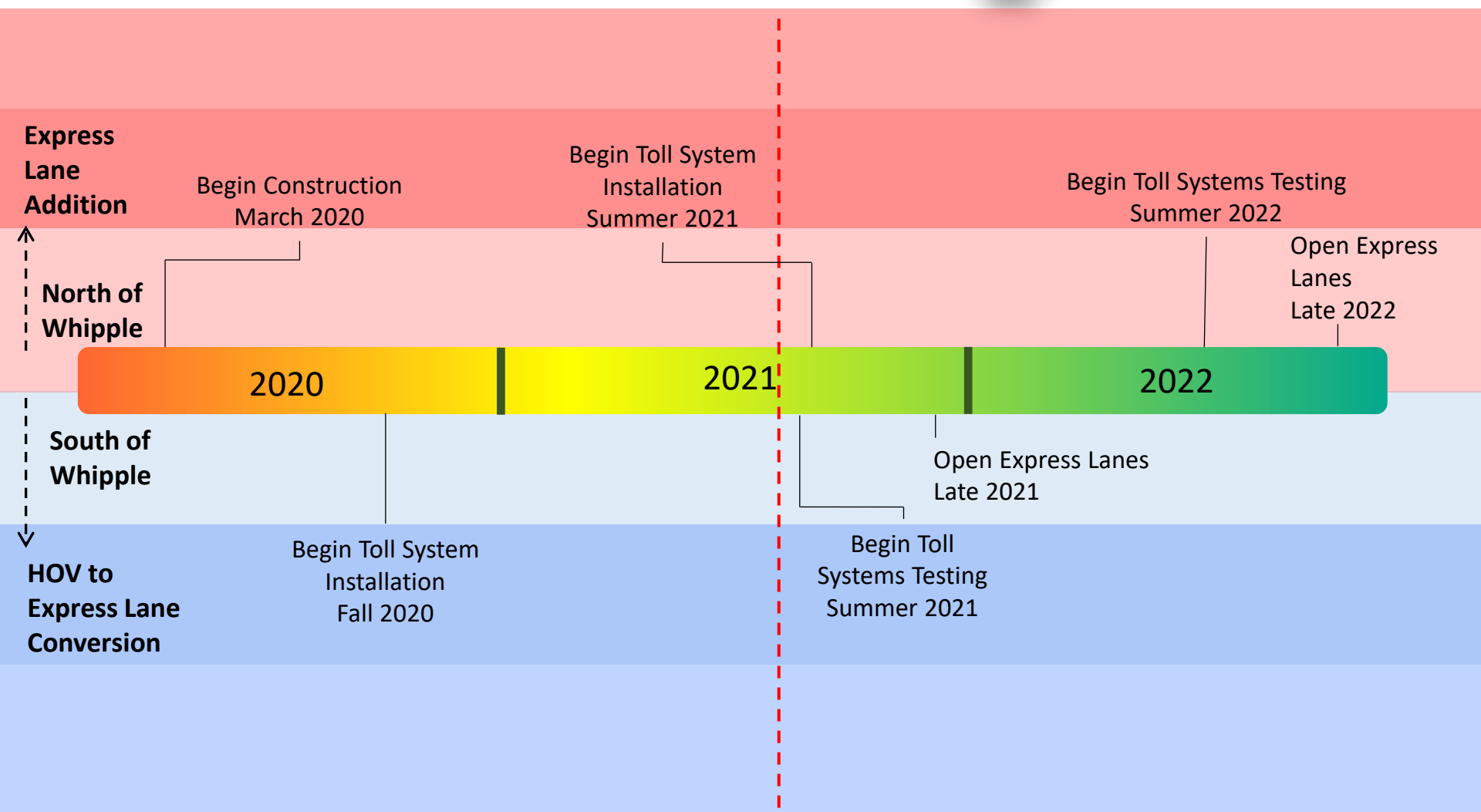
- Construction Progress
- Construction Spotlight
- Financial and Risk Status
- Public Outreach Activities



- **Construction Progress**
- Construction Spotlight
- Financial and Risk Status
- Public Outreach Activities

SM 101 EXPRESS LANES PROJECT

PROJECT SCHEDULE

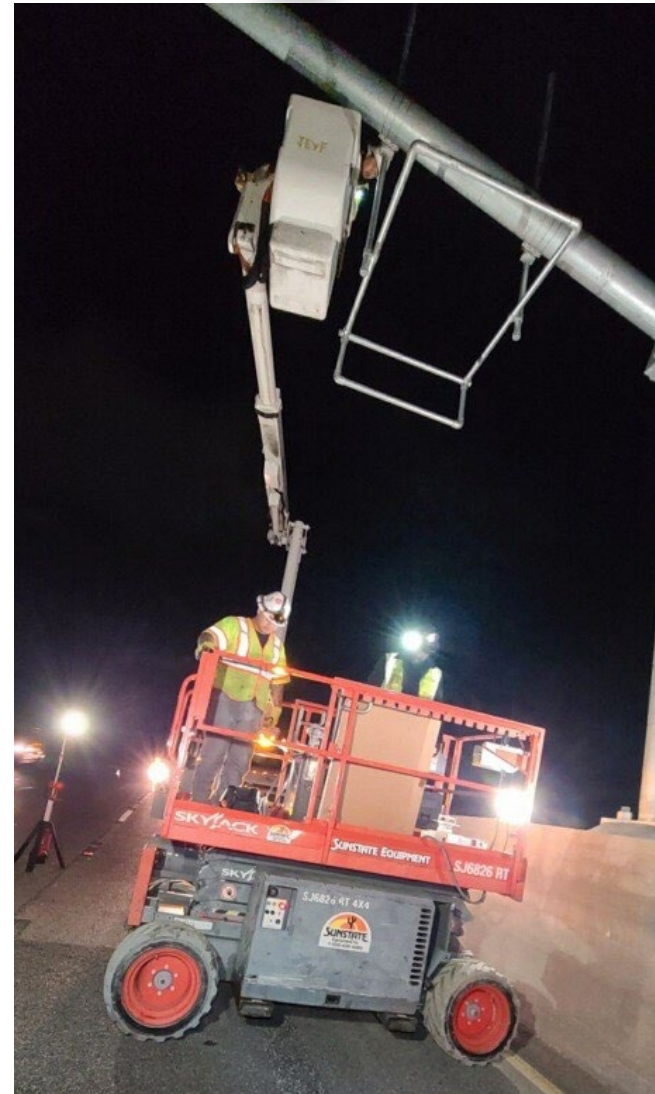


SM 101
EXPRESS LANES PROJECT
SOUTH CONTRACT WORK COMPLETED



South of Whipple through July:

- Completed installation of equipment on the northbound side (TransCore)
- Installation of equipment on southbound side nearly complete (TranCore)





South of Whipple:

- Licensing of equipment in city rights of way
- Testing of tolling equipment
- Testing of toll system

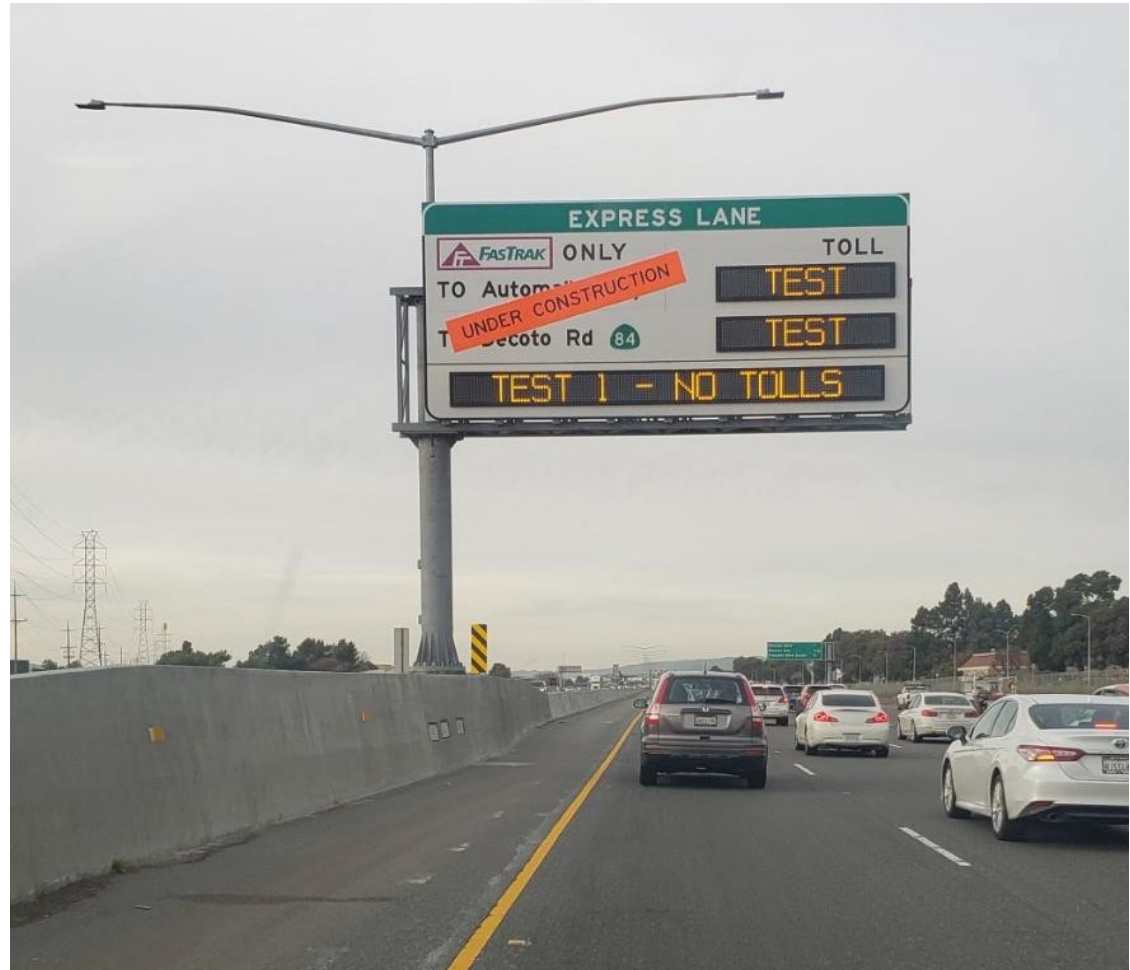
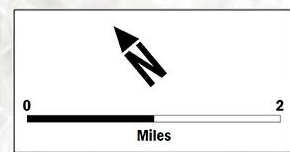
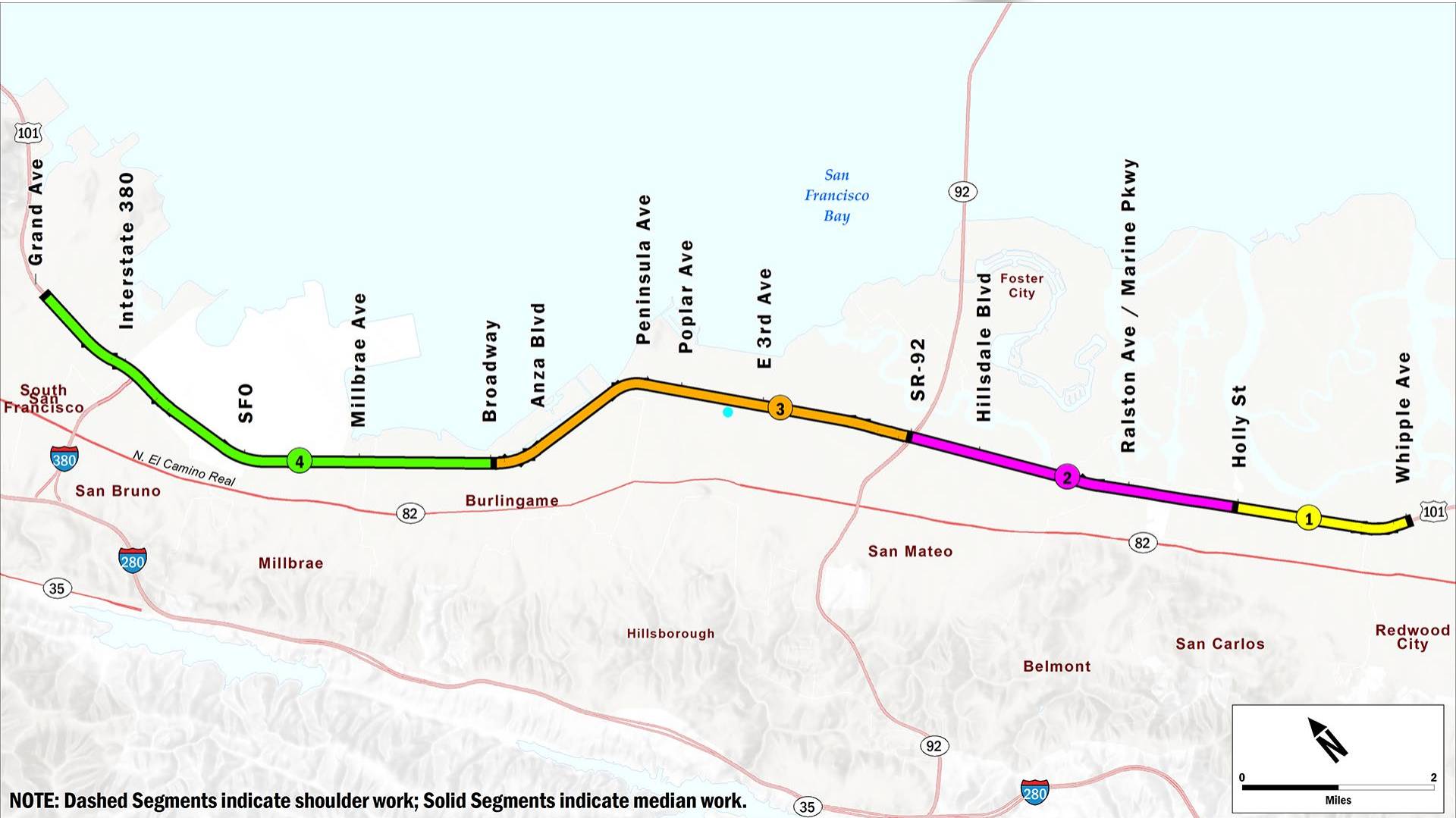


Photo of testing on the I-880 corridor

SM 101 EXPRESS LANES PROJECT NORTH CONTRACT CONSTRUCTION BLOCKS



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



North of Whipple through July:

\$221.68M of \$326M completed (68%) with 53% time elapsed

- Completed demolition of median barrier
- New median barrier complete in Block 4
- Median sign foundations complete in Block 4
- Completed median paving
- Installed new protective plates on underpass foundations at Hillsdale Boulevard and 3rd Avenue
- Capital Preventative Maintenance (CAPM) (roadway rehabilitation) paving substantially complete

SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK ONGOING



Median Barrier Demolition



© 2021 California Department of Transportation

SM 101 EXPRESS LANES PROJECT NORTH CONTRACT WORK COMPLETED



Protective Plates at Hillsdale Boulevard Underpass



SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK ONGOING



Median Paving





North of Whipple:

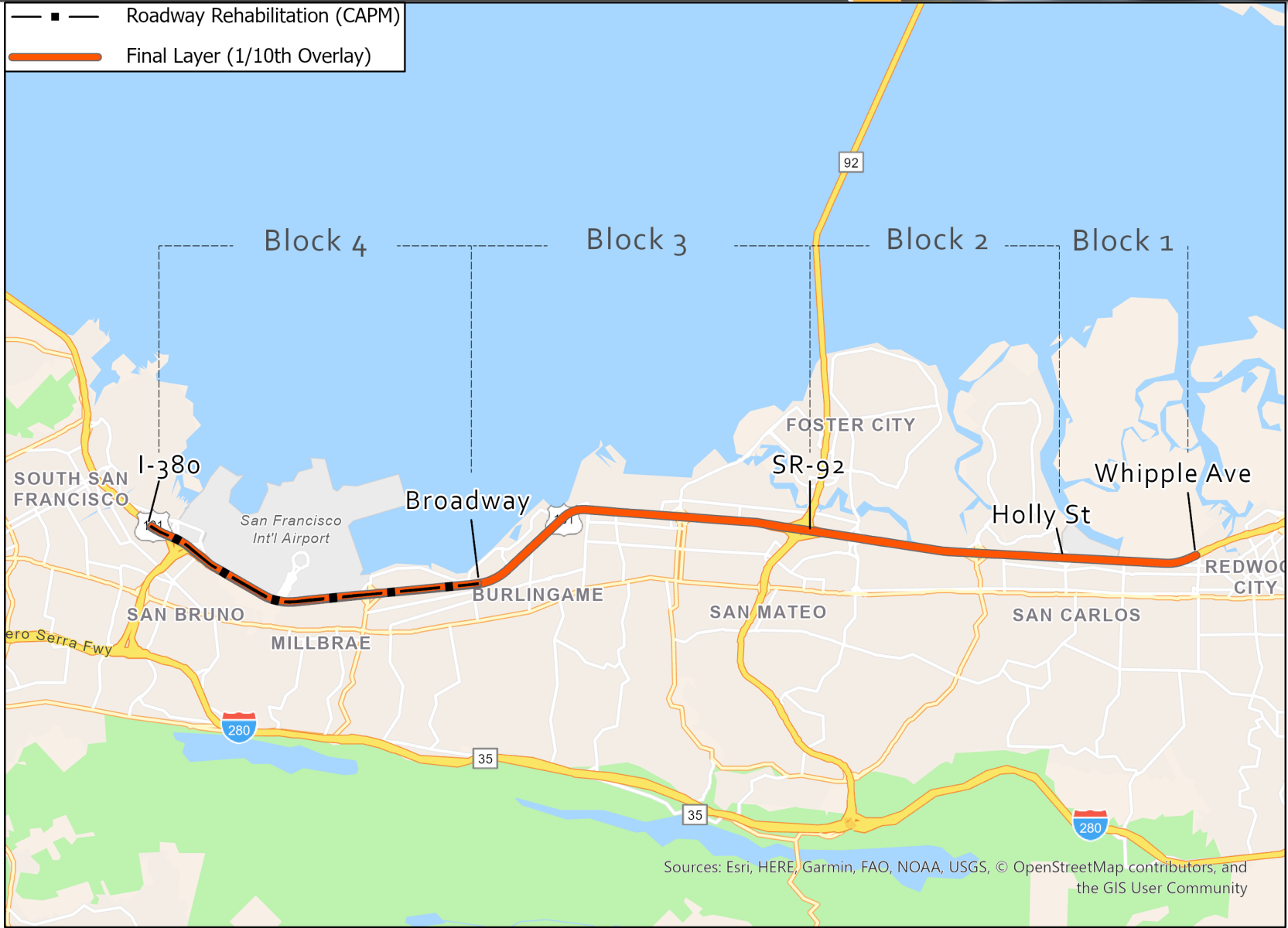
- Completion of Block 4 paving
- Completion of sign foundations in Blocks 1, 2, and 3
Installation of lights and sign structures in Blocks 1 and 4
- Installation of tolling equipment (TransCore)



- Construction Progress
- **Construction Spotlight**
- Financial and Risk Status
- Public Outreach Activities

SM 101 EXPRESS LANES PROJECT

Paving Overview



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

SM 101 EXPRESS LANES PROJECT

CAPM Paving



SM 101 EXPRESS LANES PROJECT

Final Layer (1/10th Overlay) Limits



SM 101 EXPRESS LANES PROJECT

Final Layer (1/10th Overlay)



SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK ONGOING



Roadway Rehabilitation (CAPM) Paving



SM 101
EXPRESS LANES PROJECT
NORTH CONTRACT WORK ONGOING



Roadway Rehabilitation (CAPM) Paving



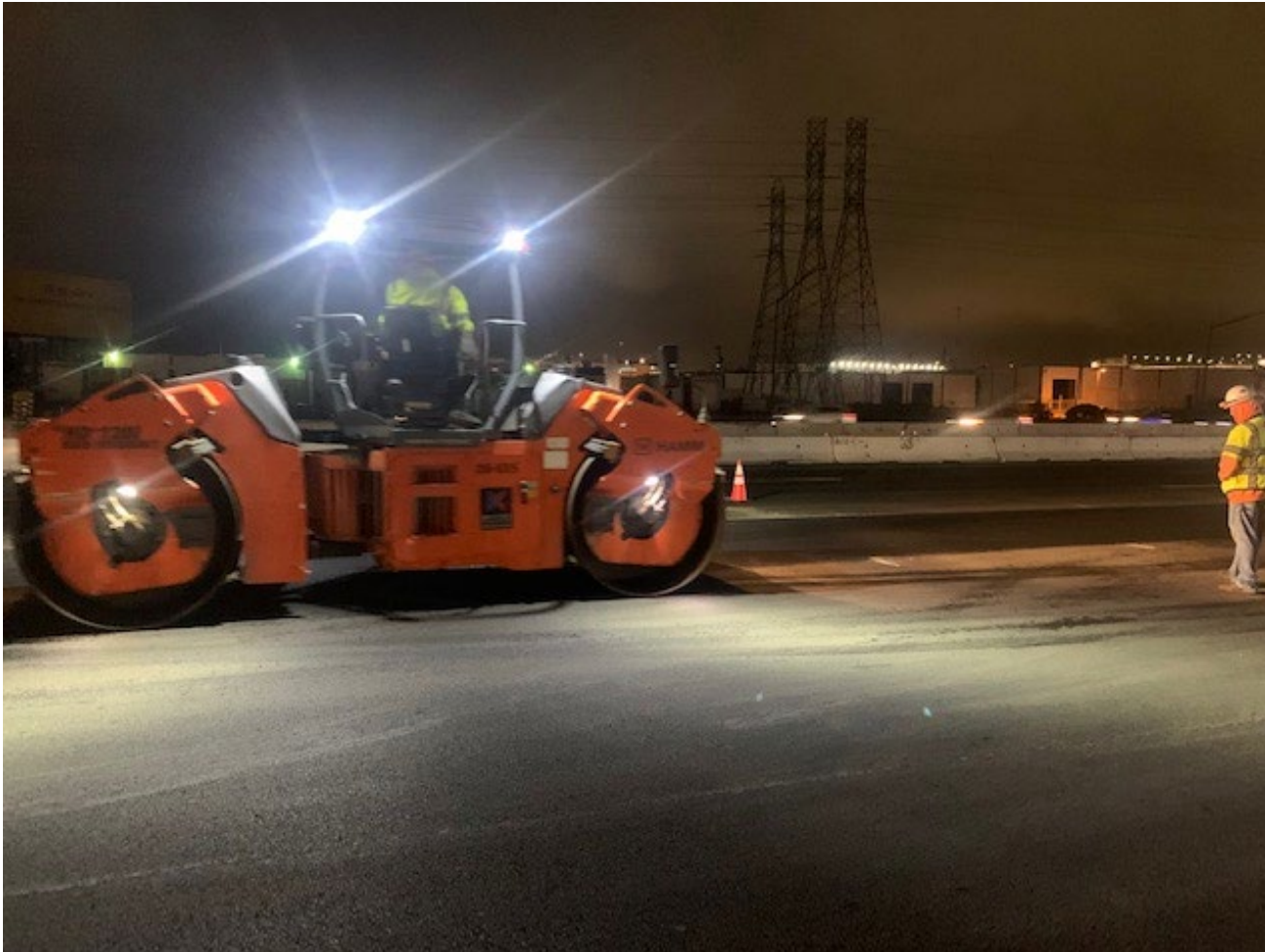


Roadway Rehabilitation (CAPM) Paving





Roadway Rehabilitation (CAPM) Paving





- Construction Progress
- Construction Spotlight
- **Financial and Risk Status**
- Public Outreach Activities

SM 101 EXPRESS LANES PROJECT

CURRENT COST ESTIMATE - CONTRACT FOCUSED



Contract	Budget	Estimated Cost ⁽¹⁾	Variance	Expended as of 06/30/21 ⁽²⁾	Percent Expended	Percent Complete ⁽³⁾	Confidence ⁽⁴⁾
SM-101 Express Lanes Project Costs shown in millions of escalated dollars							
Environmental	20.39	20.28	(0.11)	20.27	99%	100%	●
Design & Right of Way	42.14	42.14	0.00	36.81	87%	88%	●
South Contract – Civil	74.81	74.81	0.00	74.05	99%	99%	●
North Contract - Civil	390.87	390.87	0.00	239.17	61%	64%	●
<i>North Contract – Civil</i>	<i>372.47</i>	<i>384.33</i>	<i>11.86</i>	<i>227.31</i>	<i>61%</i>	<i>64%</i>	●
<i>Project Contingency ⁽⁵⁾</i>	<i>18.40</i>	<i>6.54</i>	<i>(11.86)</i>	<i>11.86</i>	<i>64%</i>	<i>64%</i>	●
Toll System	48.12	48.12	0.00	6.14	13%	15%	●
<i>Toll System</i>	<i>43.44</i>	<i>43.63</i>	<i>0.19</i>	<i>5.95</i>	<i>13%</i>	<i>15%</i>	●
<i>Project Contingency ⁽⁵⁾</i>	<i>4.68</i>	<i>4.49</i>	<i>(0.19)</i>	<i>0.19</i>	<i>0%</i>	<i>0%</i>	●
Highway Planting	4.81	4.81	0.00	0.00	0%	0%	●
TOTALS	581.14	581.03	(0.11)	376.44	65%	68%	

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

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

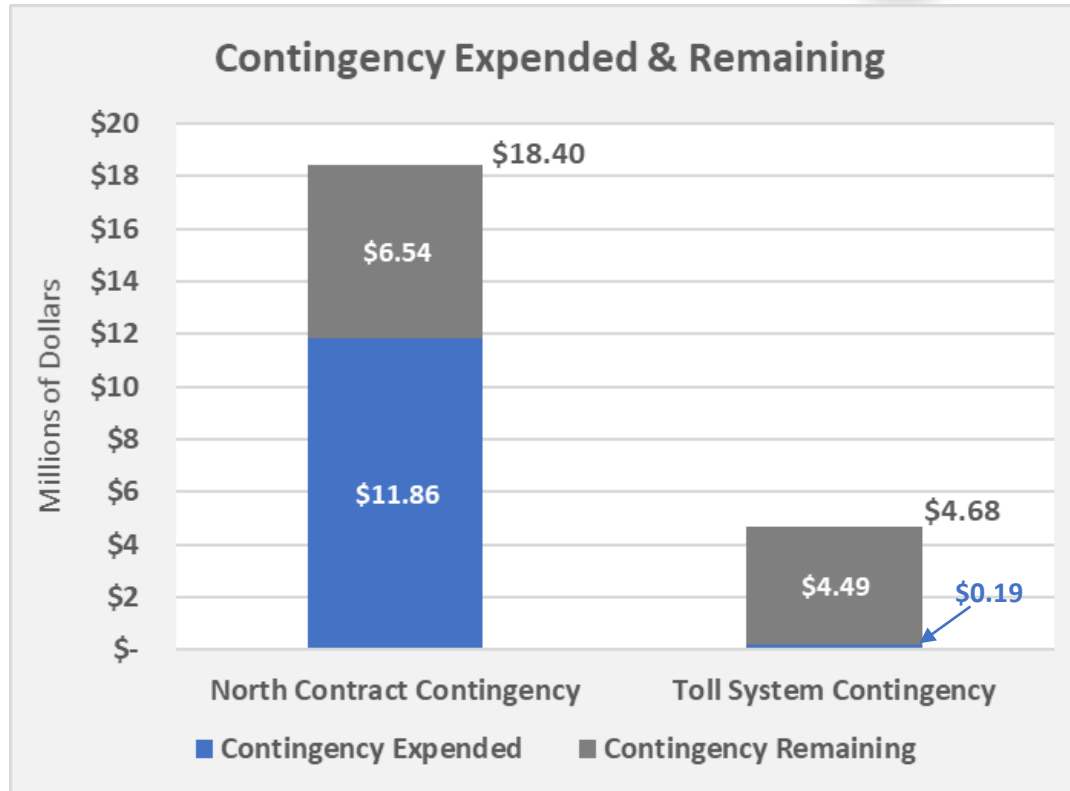
(3) Percent completes shown are based on qualitative assessment of physical % complete per milestones and schedule.

(4) ● = Within budget, ● = identified potential risks that may significantly exceed budget if not mitigated, ● = Known impacts to budget - changes forthcoming.

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

SM 101 EXPRESS LANES PROJECT

CURRENT CONTINGENCY USAGE & BALANCE – CONSTRUCTION PHASE

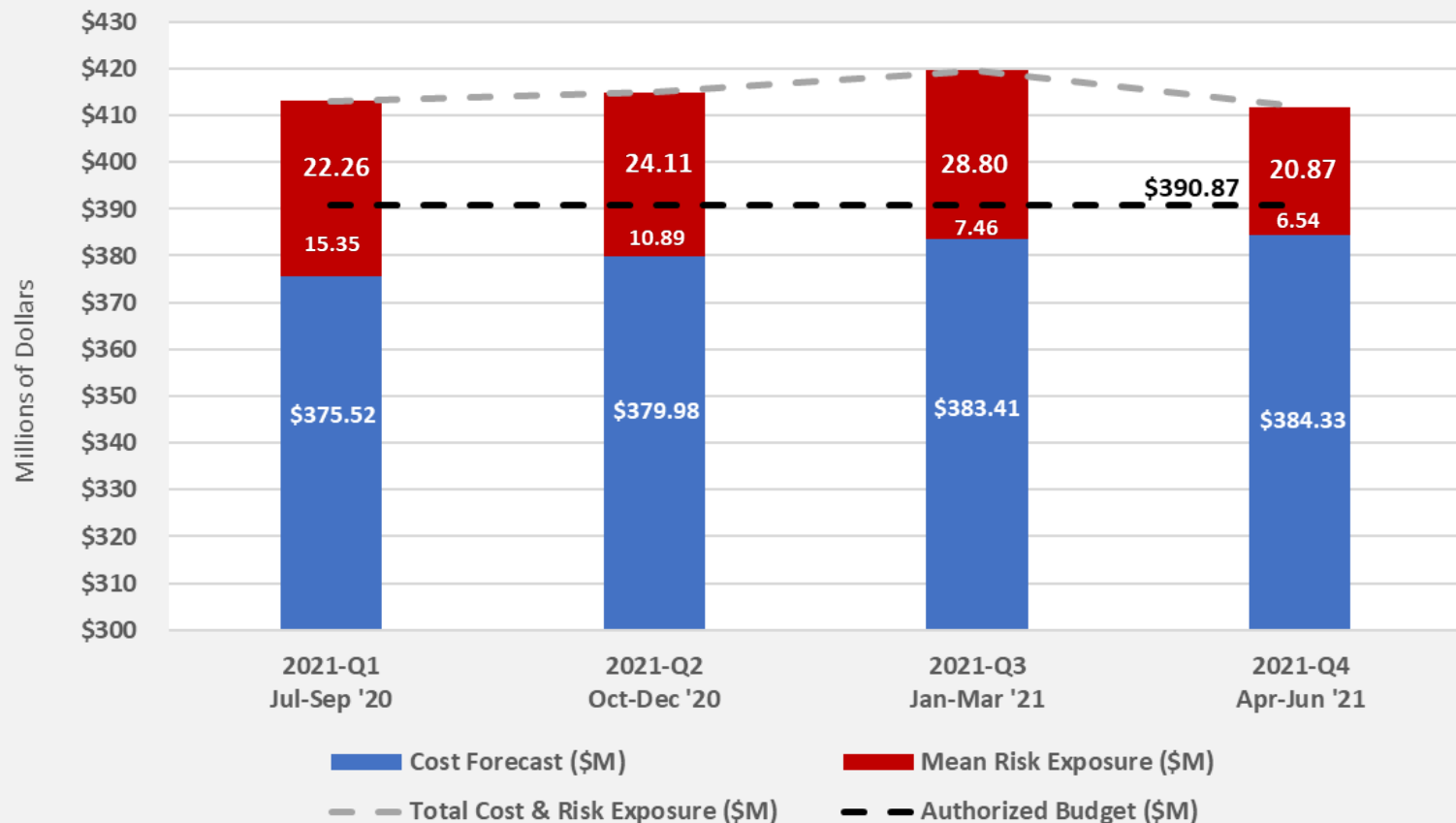


- Contingency expended includes the following:
 - New contract change orders for various reasons including, barrier foundation revisions, grade revisions, maintenance of landscape areas, and misc. signage issues

SM 101 EXPRESS LANES PROJECT



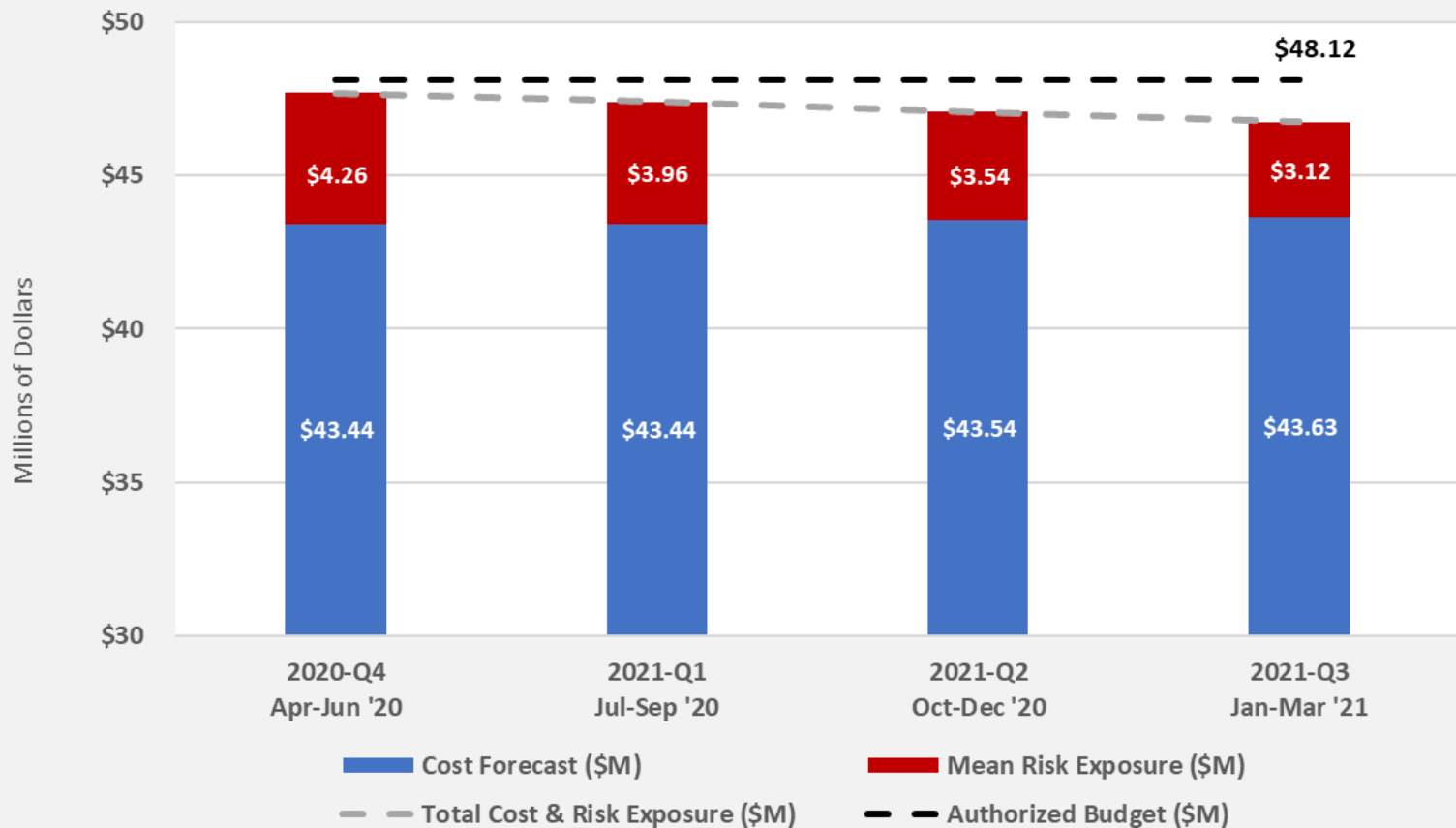
North Contract Cost Forecast and Risk Exposure vs. Authorized Budget



SM 101 EXPRESS LANES PROJECT



Toll System Contract Cost Forecast and Risk Exposure vs. Authorized Budget





- Construction Progress
- Construction Spotlight
- Financial and Risk Status
- **Public Outreach Activities**

SM 101 EXPRESS LANES PROJECT SUSTAINABILITY CERTIFICATION



“The project team worked diligently with the community to collaborate and find ways to address climate-change risks, enhance social equity, protect the natural environment, and ensure safety. The Envision Silver award provides ample proof that everyone involved went above and beyond to deliver a resilient, sustainable, and equitable civil infrastructure project.”

-

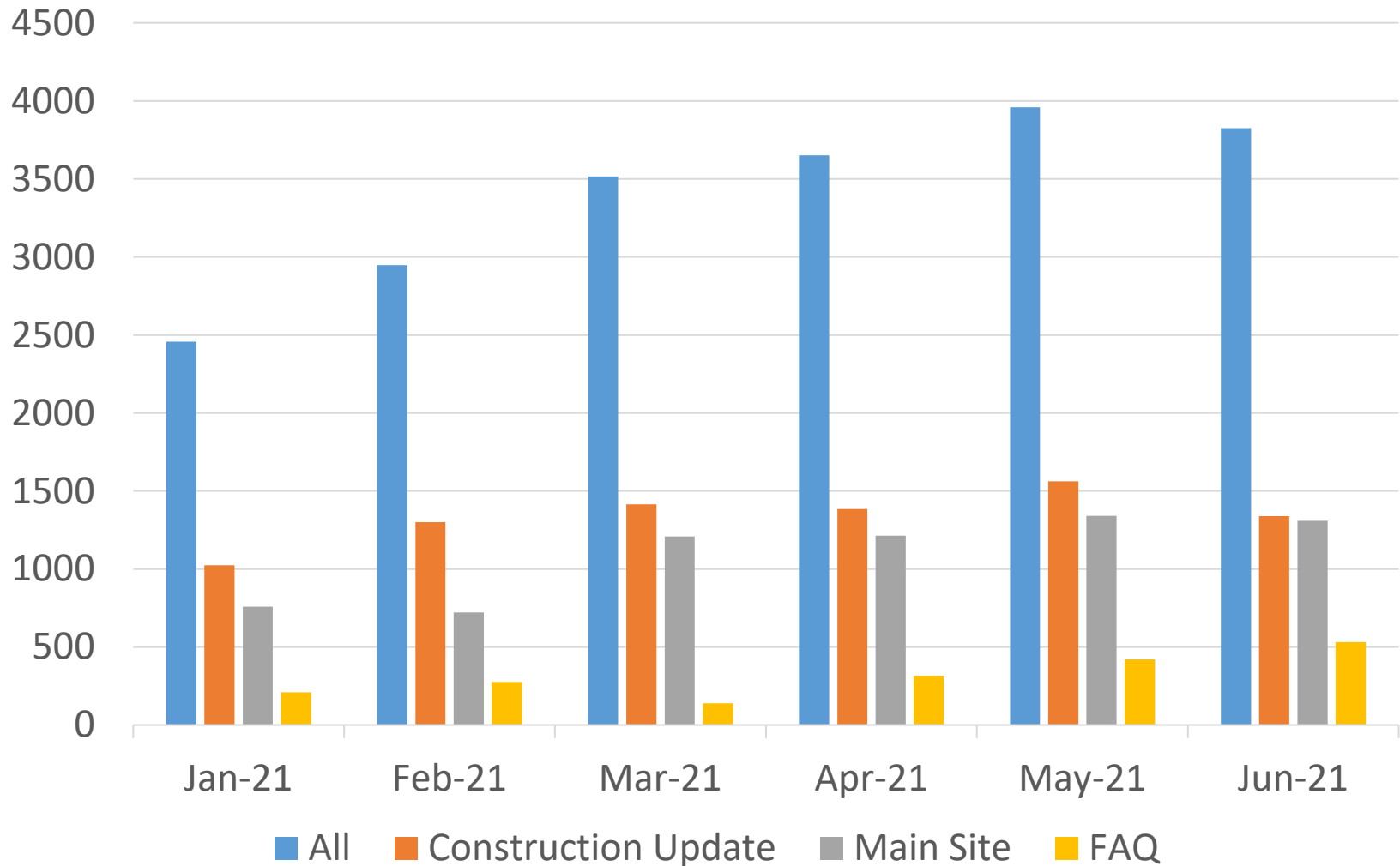
Melissa Peneycad, ISI’s Managing Director

SM 101 EXPRESS LANES PROJECT

WEBSITE STATISTICS FOR 2021



101express.com Pageviews (Jan 2021 - Jun 2021)



SM 101 EXPRESS LANES PROJECT PUBLIC INFORMATION – RECENT EFFORTS



Recent highlights in the quarterly update:

- Adjusted nighttime working hours due to increased traffic volumes
- Ongoing and upcoming repaving work

SM 101 EXPRESS LANES PROJECT
QUARTERLY PROJECT UPDATE – SUMMER 2021

Stay Informed: If you are interested in receiving weekly construction updates, please email with the subject "Weekly" to 101express@dot.ca.gov. Weekly updates include the most up-to-date construction hours, lane closure times, and activities planned each week. You can also visit our website at 101express.com for more information about the Project and follow us on Twitter @CaltransD4.

Important Project Updates

Caltrans Adjusts Nighttime Working Hours: Caltrans has continued to actively monitor traffic flow throughout the corridor during the Shelter-in-Place order and State reopening associated with COVID-19. In response to increased traffic volumes, construction crews are transitioning back to the original approved nighttime ramp and lane closure hours.

Ramp closures will begin after 8:00 PM and reopen by 6:00 AM, and lane closures may occur from 9:00 PM to 5:30 AM, Sunday night to Friday morning. Variations to this schedule may occur and will be noted in the project's weekly construction update. Email with the subject "Weekly" to 101express@dot.ca.gov to sign up and receive the latest information on closure times and ramp closure locations.

Drivers using the new auxiliary lane in the City of Millbrae

Repaving Activities are Underway: Construction crews have begun an effort to repave U.S. 101 in two phases. The first phase has already started and includes rehabilitating the pavement from Broadway in Burlingame to approximately I-380 in South San Francisco. This work will help improve the driving experience on the freeway and increase the lifespan of pavement in this section. To address the roadway's structure pavement deficiencies that affect the drive quality of the existing roadway surface, this section requires deeper pavement grinding and rebuilding work.

In 2022, crews will move onto the second phase of repaving. During this phase, all lanes between Whipple Avenue (in Redwood City) and I-380 (in South San Francisco) will receive a final layer of asphalt and new paint to provide a uniform ride and appearance.

This will correct roadway surface scarring due to project construction activities and finalize the pavement rehabilitation as well. Pavement quality after the first phase of rehabilitation will be greatly improved, compared to the current condition. The purpose of the final layer is to make the freeway visually uniform and to improve drainage.

While repaving efforts are conducted, nearby residents and travelers may notice crews grinding and paving the freeway surface, and construction-related noise such as pavement grinding and back-up alarms from these activities should also be anticipated.

SM 101 EXPRESS LANES PROJECT

PUBLIC INFORMATION – RECENT EFFORTS



Redesigned Weekly Email Update

- More photos
- Explanation of work by roadway section
- More context to connect weekly work with the overall project plan

Current Project Work by Roadway Section

Median: Construction crews are working in the freeway median (inside) to install new express lane signage, lighting, and tolling equipment; and construct a taller barrier.

In the coming weeks (Week of July 11th – Week of July 25th), work in the median may include:

- installing overhead lighting, sign foundations, new permanent concrete barriers, electrical systems;
- splicing and testing fiber optic connections for tolling equipment; and
- reconfiguring stormwater drainage systems to create space for the new express lanes.



Construction crews excavating in the median



A new maintenance vehicle pullout area in the shoulder

Shoulders: Construction crews are working in the freeway shoulders (outside edge) to install electrical infrastructure for the new express lanes, remove vegetation, restore existing auxiliary lane and connect auxiliary lanes to create a new lane, and replace freeway signage.

In the coming weeks (Week of July 11th – Week of July 25th), work in the shoulder may include:

- installing permanent roadway signs on northbound U.S. 101 from Holly Street in San Carlos to Broadway in Burlingame; and
- installing erosion and vegetation controls on northbound and southbound U.S. 101. Roadside vegetation will be removed to accommodate this work.



Upcoming Public Information Efforts:

- Turning attention to the opening of the lanes
- Developing robust communications in coordination with VTA and MTC
- Continuing to communicate construction details
- Integrating outreach for construction and express lane opening



SM 101 EXPRESS LANES PROJECT

PUBLIC INFORMATION OVERVIEW



The desktop view of the website features the Caltrans logo at the top left. Navigation icons for Travel, Work with Caltrans, Programs, and Caltrans Near Me are displayed. The main navigation bar includes links for Home, Caltrans Near Me, District 4, District 4 Current Projects, and SM 101 Express Lanes Project. The page title is "SM 101 Express Lanes Project". Below the title is a horizontal menu with buttons for Project Information, Construction, Project Contacts, Document Library, Frequently Asked Questions, Construction Update, and Videos. The main content area is titled "Upcoming Overnight Closures on U.S. 101" and contains text about the replacement of overhead sign structures and the resulting freeway closures. A link is provided to learn more about the closures.

- Visitors can sign up for updates, contact Caltrans to ask a question, and view project status.
- To sign up for weekly or quarterly updates, email with the subject line 'Weekly' or 'Quarterly' to 101express@dot.ca.gov. Follow @CaltransD4 on Twitter for Project updates.



Questions?

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

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

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. This item features a presentation highlighting the status of the Measure A Transit – Local Shuttle Program, which will be presented via PowerPoint. The last shuttle program update to the TA Board was in January 2020. This presentation will focus on the close-out of the FY 2019/2020 cycle and provide an overview of the current FY 2021/2022 cycle.

BUDGET IMPACT

This informational item does not impact the budget.

BACKGROUND

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

In 2020, the TA and City/County Association of Governments of San Mateo County (C/CAG) issued a joint Call for Projects (CFP) for the San Mateo County Shuttle Program for operation of shuttle service for FY 2021 and 2022. The TA Board subsequently approved and allocated \$8,590,784 for 28 shuttles at its May 2020 meeting.



Shuttle Program Fact Sheet for FY 19 & 20

Commute.org Shuttles

1. Bayshore Technology Park

Service Type: Commuter

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

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

2. Brisbane Crocker Park

Service Type: Commuter

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

Serves the Valley Drive/South Hill Drive area of Brisbane. Provides last mile service from the Balboa Park BART station and the Bayshore Caltrain station to commuters and community members. Operates Monday-Friday, during morning and afternoon commute hours.

3. North Burlingame

Service Type: Commuter

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

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

4. North Foster City

Service Type: Commuter

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

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

5. RWC Midpoint Caltrain

Service Type: Commuter

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

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

6. RWC Seaport Centre

Service Type: Commuter

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

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

7. South SF BART

Service Type: Commuter

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

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

8. South SF Caltrain

Service Type: Commuter

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

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

9. South SF Genesis Towers

Service Type: Commuter

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

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

10. South SF Ferry Terminal

Service Type: Commuter

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

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

Daly City

11. Bayshore Shuttle

Service Type: Commuter/Community

Allocated Funding for FY 19 & 20: \$245,000

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

Peninsula Corridor Joint Powers Board (JPB) Shuttles

12. Burlingame/Bayside

Service Type: Commuter

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

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

13. Belmont/Hillsdale

Service Type: Commuter

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

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

14. Millbrae/Broadway

Service Type: Commuter

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

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

15. Campus Drive

Service Type: Commuter

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

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

16. Electronic Arts (EA)

Service Type: Commuter

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

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

17. Bayshore/Brisbane Commuter

Service Type: Commuter

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

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

18. Lincoln Centre

Service Type: Commuter

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

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

19. Mariners' Island

Service Type: Commuter

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

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

20. Norfolk

Service Type: Commuter

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

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

21. Oracle

Service Type: Commuter

Allocated Funding for FY 19 & 20: \$160,000

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

22. Pacific Shores

Service Type: Commuter

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

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

23. Sierra Point

Service Type: Commuter

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

Provides service to Millbrae Transit Center and Balboa Park BART station, during morning and afternoon commute hours, Monday-Friday.

24. Twin Dolphin

Service Type: Commuter

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

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

Menlo Park

25. Marsh Road Shuttle

Service Type: Commuter

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

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

SamTrans BART Shuttles

26. Bayhill San Bruno

Service Type: Commuter

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

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

27. Seton Medical

Service Type: Commuter

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

Provides service between the Daly City BART Station, Daly City Civic Center and Seton Medical Center. Operates during morning and afternoon commute hours, Monday-Friday.

28. Sierra Point

Service Type: Commuter

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

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

29. Bayshore/Brisbane Senior

Service Type: Door to Door

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

Serves seniors to conduct daily tasks connecting with San Francisco MUNI and SamTrans to access social services, community centers and shopping. Operates primarily midday residential service, Monday-Friday.

30. San Carlos Community Shuttle

Service Type: Community

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

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

San Carlos

31. San Carlos Commuter

Service Type: Commuter

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

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

San Mateo County College District

32. Skyline College Express

Service Type: Commuter

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

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

South San Francisco (SSF)

33. South City Shuttle

Service Type: Community

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

Service begins and ends at the SSF BART Station, making connections to SamTrans bus routes and is within walking distance to SSF Caltrain Station. Provides underserved areas, such as Holly Avenue, Hillsdale Avenue, West Orange and Alida Way. Operates during morning, afternoon/evening hours, Monday-Friday.



Shuttle Descriptions

Menlo Park

34. Willow Road

Service Type: Commuter

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

Provides direct connection to the Menlo Park Caltrain Station and local employment centers within Menlo Park, east of Highway 10. Operates Monday-Friday, during commuter peak hours.

35. Bell Haven

Service Type: Community

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

Provides residents of Belle Haven neighborhood direct connection to Downtown Menlo Park, Stanford Shopping Center and Menlo Park Caltrain Station. Operates Monday-Friday, during morning and afternoon hours.



Shuttle Program Fact Sheet for FY 21 & 22

Commute.org Shuttles

1. Bayshore Technology Park

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$155,863

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

2. Brisbane Crocker Park

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$416,941

Serves the Valley Drive/South Hill Drive area of Brisbane. Provides last mile service from the Balboa Park BART station and the Bayshore Caltrain station to commuters and community members. Operates Monday-Friday, during morning and afternoon commute hours.

3. Burlingame Bayside

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$245,420

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

4. Burlingame Point

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$264,000

Serves between the Millbrae Intermodal Station and the Burlingame Bayside/Burlingame Point business district east of US Highway 101, including the new office complex located on Airport Blvd and the businesses on Beach Rd. in Burlingame. Operates during peak commute hours, Monday-Friday.

SHUTTLE SERVICE SUSPENDED DUE TO COVID-19

5. North Burlingame

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$158,575

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

6. North Foster City

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$377,764

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

7. Redwood City Midpoint Caltrain

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$349,248

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

8. Redwood City Seaport Centre

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$150,090

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

9. South SF BART

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$790,091

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

10. South SF Caltrain

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$463,391

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

11. South SF Genesis Towers

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$271,842

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

12. South SF Ferry Terminal

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$315,337

Serves Oyster Point route, northeastern section of SSF, the Utah-Grand route, Genentech, SSF Conference Center, and Genesis Towers. Provides first and last mile service from the South San Francisco Ferry Terminal to commuters and community members, Monday-Friday during morning and afternoon commute hours. The shuttles also serve as a vital link to transit coming from the East Bay in the event of a BART shutdown. **SHUTTLE SERVICE SUSPENDED DUE TO COVID-19**

Daly City

13. Bayshore Shuttle

Service Type: Commuter/Community

Allocated Funding for FY 21 & 22: \$341,000

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

Peninsula Corridor Joint Powers Board (JPB) Shuttles

14. Campus Drive

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$265,300

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

15. Electronic Arts (EA)

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$160,000

Serves between the San Carlos Caltrain Station and employer, Electronic Arts, during commute hours, Monday-Friday. **SHUTTLE SERVICE SUSPENDED DUE TO COVID-19**

16. Bayshore/Brisbane Commuter

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$197,900

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

17. Lincoln Centre

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$274,900

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

18. Mariners' Island

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$274,900

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

19. Millbrae/Broadway

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$266,000

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

20. Norfolk Area

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$251,800

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

SHUTTLE SERVICE SUSPENDED DUE TO COVID-19

21. Pacific Shores

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$300,000

Provides service eastside of Redwood City Caltrain Station and Pacific Shores Center during commute hours, Monday-Friday. **SHUTTLE SERVICE SUSPENDED DUE TO COVID-19**

Menlo Park

22. Willow Road

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$249,200

Provides direct connection to the Menlo Park Caltrain Station and local employment centers within Menlo Park, east of Highway 10. Operates Monday-Friday, during morning and afternoon commute hours.

SamTrans Shuttles

23. Bayhill-San Bruno BART

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$180,000

Provides service between San Bruno BART Station and the San Bruno Business Park area during commute hours, Monday-Friday. **SHUTTLE SERVICE SUSPENDED DUE TO COVID-19**

24. Seton Medical

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$160,000

Provides service between the Daly City BART Station, Daly City Civic Center and Seton Medical Center. Operates during morning and afternoon commute hours, Monday-Friday.

25. Sierra Point-Balboa Part BART

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$190,000

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

26. Bayshore/Brisbane Senior

Service Type: Door to Door

Allocated Funding for FY 21 & 22: \$224,400

Serves seniors to conduct daily tasks connecting with San Francisco MUNI and SamTrans to access social services, community centers and shopping. Operates primarily midday residential service, Monday-Friday.

San Mateo County College District

27. Skyline College Express

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$294,597

Provides direct, non-stop service, connecting the Daly City BART Station to Skyline College, with 11 round-trips when classes are in session, Monday-Friday. **SHUTTLE SERVICE SUSPENDED DUE TO COVID-19**

South San Francisco (SSF)

28. South City Shuttle

Service Type: Community

Allocated Funding for FY 21 & 22: \$1,002,225

Service begins and ends at the SSF BART Station, making connections to SamTrans bus routes and is within walking distance to SSF Caltrain Station. Provides underserved areas, such as Holly Avenue, Hillsdale Avenue, West Orange and Alida Way. Operates during morning, afternoon/evening hours, Monday-Friday.



Shuttle Program Fact Sheet

Menlo Park

29. Crosstown Shuttle

Service Type: Community

Allocated Funding for FY 21 & 22: \$617,099

Provides residents of Belle Haven neighborhood direct connection to Downtown Menlo Park, Stanford Shopping Center and Menlo Park Caltrain Station. Operates during morning, afternoon/evening hours, Monday-Friday.

30. Marsh Road Shuttle

Service Type: Commuter

Allocated Funding for FY 21 & 22: \$468,600

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



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

Total Allocation

Costs, Expenses & Percent Match

Performance

	Sponsor	Shuttle Name	Primary Service Area	Connecting BART/Caltrain Stations	Service Type	Total Submitted Cost	Matching Funds	Measure A Allocation	Total Operating Costs	Total Measure A Shuttle Funds Expended	Total Matching Funds Expended	Percent Matching Funds	Total Passengers	Operating Cost/Pass.	Pass./Service Hr
1	Commute.org	Bayshore Technology Park	Redwood Shores	Caltrain - Hillsdale	commuter	\$287,370	\$143,685	\$136,919	\$120,942	\$60,471	\$60,471	50%	27,730	\$4.36	16.8
2	Commute.org	Brisbane Crocker Park ¹	Brisbane	BART - Balboa Park Caltrain - Bayshore	commuter	\$838,354	\$285,588	\$526,544	\$277,926	\$170,444	\$107,481	39%	83,994	\$3.31	23.4
3	Commute.org	North Burlingame	Burlingame	BART/Caltrain - Millbrae	commuter	\$287,300	\$143,650	\$136,886	\$123,875	\$61,632	\$61,632	50%	21,943	\$5.65	13.0
4	Commute.org	North Foster City	Foster City	BART/Caltrain - Millbrae	commuter	\$550,491	\$213,623	\$320,920	\$217,781	\$125,335	\$92,445	42%	34,489	\$6.31	10.7
5	Commute.org	Redwood City Midpoint Caltrain	Redwood City	Caltrain - Redwood City	commuter	\$420,632	\$149,836	\$257,999	\$139,810	\$89,913	\$49,897	36%	41,388	\$3.38	23.0
6	Commute.org	Seaport Centre	Redwood City	Caltrain - Redwood City	commuter	\$276,846	\$138,423	\$131,908	\$119,852	\$59,926	\$59,926	50%	36,189	\$3.31	22.5
7	Commute.org	South SF BART	South SF	BART - South SF	commuter	\$1,131,967	\$374,992	\$721,030	\$420,523	\$269,392	\$105,131	25%	80,357	\$5.23	12.9
8	Commute.org	South SF Caltrain	South SF	Caltrain - South SF	commuter	\$586,574	\$146,644	\$419,095	\$283,724	\$212,793	\$70,931	25%	62,081	\$4.57	16.2
9	Commute.org	South SF Genesis Towers	South SF	BART - South SF Caltrain - South SF	commuter	\$270,830	\$135,415	\$129,043	\$121,177	\$60,588	\$60,588	50%	22,642	\$5.35	13.7
10	Commute.org	South SF Ferry Terminal	South SF	Caltrain South SF	commuter	\$456,112	\$182,445	\$260,727	\$208,047	\$124,828	\$83,219	40%	29,750	\$6.99	10.4
12	JPB	Bayside/Burlingame	Burlingame	BART/Caltrain - Millbrae	commuter	\$456,300	\$114,000	\$342,300	\$160,497	\$78,297	\$82,200	51%	51,677	\$3.11	24.2
13	JPB	Belmont/Hillsdale ²	Belmont	Caltrain - Belmont & Hillsdale	commuter	\$242,500	\$60,600	\$181,900	<i>Shuttle was suspended</i>				<i>Shuttle was suspended</i>		
14	JPB	Broadway/Millbrae	Burlingame	Caltrain - Broadway & Millbrae	commuter	\$306,900	\$76,700	\$230,200	\$130,255	\$97,561	\$32,694	25%	45,784	\$2.84	25.8
15	JPB	Campus Drive	San Mateo	Caltrain - Hillsdale	commuter	\$240,400	\$60,000	\$180,400	\$111,367	\$83,525	\$27,842	25%	16,513	\$6.74	10.9
16	JPB	Electronic Arts (EA)	Redwood Shores	Caltrain - Hillsdale/San Carlos	commuter	\$508,000	\$358,000	\$150,000	\$199,115	\$58,739	\$140,376	71%	24,195	\$8.23	18.8
17	JPB	Bayshore/Brisbane Commuter	South San Francisco	Caltrain - Bayshore	commuter	\$225,000	\$56,200	\$168,800	\$93,298	\$69,974	\$23,324	25%	12,462	\$7.49	9.8
18	JPB	Lincoln Centre	Foster City	Caltrain - Hillsdale	commuter	\$298,300	\$74,500	\$223,800	\$129,148	\$54,464	\$74,684	58%	21,283	\$6.07	12.7
19	JPB	Mariners Island	San Mateo/Foster City	Caltrain - Hillsdale	commuter	\$302,700	\$75,600	\$227,100	\$127,941	\$95,956	\$31,985	25%	26,218	\$4.88	15.1
20	JPB	Norfolk	San Mateo	Caltrain - Hillsdale	commuter	\$240,400	\$60,000	\$180,400	\$98,237	\$73,678	\$24,559	25%	14,793	\$6.64	11.0
21	JPB	Oracle	Redwood Shores	Caltrain - Hillsdale & San Carlos	commuter	\$888,400	\$728,400	\$160,000	\$428,790	\$77,102	\$351,688	82%	23,905	\$17.94	5.1
22	JPB	Pacific Shores ³	Redwood City	Caltrain - Redwood City	commuter	\$674,100	\$168,400	\$505,700	\$177,265	\$52,775	\$124,490	70%	50,848	\$3.49	22.5
23	JPB	Sierra Point	Brisbane/South SF	BART/Caltrain - Millbrae	commuter	\$362,000	\$262,000	\$100,000	\$170,393	\$20,930	\$149,463	88%	13,291	\$12.82	10.7
24	JPB	Twin Dolphin ⁴	Redwood Shores	Caltrain - San Carlos	commuter	\$592,500	\$148,000	\$444,500	\$144,047	\$108,035	\$36,012	25%	16,023	\$8.99	8.0
25	Menlo Park	Marsh Road ⁵	Menlo Park	Caltrain - Menlo Park	commuter	\$552,480	\$138,120	\$414,360	\$135,062	\$101,297	\$33,766	25%	20,462	\$6.60	17.4
26	SamTrans	Bayhill - San Bruno	San Bruno	BART - San Bruno	commuter	\$237,600	\$59,400	\$178,200	\$133,686	\$89,100	\$44,586	33%	35,352	\$3.78	21.5
27	SamTrans	Seton Medical - BART - Daly City	Daly City	BART - Daly City	commuter	\$231,400	\$81,400	\$150,000	\$104,086	\$67,448	\$36,638	35%	39,859	\$2.61	24.3
28	SamTrans	Sierra Point	Brisbane	BART - Balboa Park	commuter	\$615,200	\$425,200	\$190,000	\$375,530	\$72,000	\$303,530	81%	62,081	\$6.05	25.8
31	San Carlos	San Carlos Commuter	San Carlos	Caltrain - San Carlos	commuter	\$249,415	\$62,354	\$187,061	\$114,478	\$85,859	\$28,620	25%	8,246	\$13.88	5.6
32	San Mateo County College District	Skyline College Express	Daly City	BART - Daly City	commuter	\$597,222	\$298,611	\$298,611	\$261,917	\$130,959	\$130,959	50%	57,448	\$4.56	16.4

Footnotes

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



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

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

Footnotes

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



San Mateo County Shuttle Program Performance Metrics (FY 20 Q1 - FY 20 Q4)

Total Allocation

Costs, Expenses & Percent Match

Performance

	Sponsor	Shuttle Name	Primary Service Area	Connecting BART/Caltrain Stations	Service Type	Total Submitted Cost	Matching Funds	Measure A Allocation	Total Operating Costs	Total Measure A Shuttle Funds Expended	Total Matching Funds Expended	Percent Matching Funds	Total Passengers	Service Hours	Operating Cost/Pass.	Pass./Service Hr
1	Commute.org	Bayshore Technology Park	Redwood Shores	Caltrain - Hillsdale	commuter	\$287,370	\$143,685	\$136,919	\$121,872	\$60,936	\$60,936	50%	13,296	1,665	\$9.17	8.0
2	Commute.org	Brisbane Crocker Park	Brisbane	BART - Balboa Park Caltrain - Bayshore	commuter	\$838,354	\$285,588	\$526,544	\$273,648	\$155,236	\$68,412	25%	63,054	3,509	\$4.34	18.0
3	Commute.org	North Burlingame	Burlingame	BART/Caltrain - Millbrae	commuter	\$287,300	\$143,650	\$136,886	\$125,771	\$62,885	\$62,885	50%	16,900	1,726	\$7.44	9.8
4	Commute.org	North Foster City	Foster City	BART/Caltrain - Millbrae	commuter	\$550,491	\$213,623	\$320,920	\$200,667	\$115,500	\$50,167	25%	20,490	2,850	\$9.79	7.2
5	Commute.org	Redwood City Midpoint Caltrain	Redwood City	Caltrain - Redwood City	commuter	\$420,632	\$149,836	\$257,999	\$189,709	\$122,173	\$67,536	36%	54,705	2,434	\$3.47	22.5
6	Commute.org	Seaport Centre	Redwood City	Caltrain - Redwood City	commuter	\$276,846	\$138,423	\$131,908	\$121,360	\$60,815	\$60,815	50%	28,230	1,629	\$4.30	17.3
7	Commute.org	South SF BART	South SF	BART - South SF	commuter	\$1,131,967	\$374,992	\$721,030	\$414,505	\$270,879	\$143,626	35%	57,430	6,014	\$7.22	9.5
8	Commute.org	South SF Caltrain	South SF	Caltrain - South SF	commuter	\$586,574	\$146,644	\$419,095	\$287,299	\$206,302	\$80,997	28%	36,629	3,996	\$7.84	9.2
9	Commute.org	South SF Genesis Towers	South SF	BART - South SF Caltrain - South SF	commuter	\$270,830	\$135,415	\$129,043	\$119,471	\$59,736	\$59,736	50%	14,426	1,634	\$8.28	8.8
10	Commute.org	South SF Ferry Terminal ¹	South SF	Caltrain South SF	commuter	\$456,112	\$182,445	\$260,727	\$155,184	\$93,104	\$62,080	40%	18,878	2,081	\$8.22	9.1
12	JPB	Bayside/Burlingame	Burlingame	BART/Caltrain - Millbrae	commuter	\$456,300	\$114,000	\$342,300	\$171,541	\$80,340	\$91,200	53%	44,410	2,356	\$3.86	18.8
13	JPB	Belmont/Hillsdale	Belmont	Caltrain - Belmont & Hillsdale	commuter	\$242,500	\$60,600	\$181,900	\$66,574	\$49,931	\$16,644	25%	3,673	932	\$18.13	4.
14	JPB	Broadway/Millbrae	Burlingame	Caltrain - Broadway & Millbrae	commuter	\$306,900	\$76,700	\$230,200	\$129,633	\$97,224	\$32,408	25%	34,153	1,801	\$3.80	19.0
15	JPB	Campus Drive	San Mateo	Caltrain - Hillsdale	commuter	\$240,400	\$60,000	\$180,400	\$114,049	\$83,525	\$28,512	25%	9,781	1,559	\$11.66	6.3
16	JPB	Electronic Arts (EA) ¹	Redwood Shores	Caltrain - Hillsdale/San Carlos	commuter	\$508,000	\$358,000	\$150,000	\$155,502	\$45,873	\$109,629	70%	22,231	905	\$6.99	24.6
17	JPB	Bayshore/Brisbane Commuter	South San Francisco	Caltrain - Bayshore	commuter	\$225,000	\$56,200	\$168,800	\$100,521	\$75,391	\$25,130	25%	9,408	1,347	\$10.68	7.0
18	JPB	Lincoln Centre	Foster City	Caltrain - Hillsdale	commuter	\$298,300	\$74,500	\$223,800	\$122,135	\$74,952	\$47,184	39%	12,461	1,728	\$9.80	7.2
19	JPB	Mariners Island	San Mateo/Foster City	Caltrain - Hillsdale	commuter	\$302,700	\$75,600	\$227,100	\$129,659	\$97,244	\$32,415	25%	16,532	1,757	\$7.84	9.4
20	JPB	Norfolk	San Mateo	Caltrain - Hillsdale	commuter	\$240,400	\$60,000	\$180,400	\$95,383	\$71,537	\$23,846	25%	12,924	1,218	\$7.38	10.6
21	JPB	Oracle ¹	Redwood Shores	Caltrain - Hillsdale & San Carlos	commuter	\$888,400	\$728,400	\$160,000	\$301,548	\$54,199	\$247,349	82%	17,663	3,306	\$17.07	5.3
22	JPB	Pacific Shores ¹	Redwood City	Caltrain - Redwood City	commuter	\$674,100	\$168,400	\$505,700	\$307,747	\$80,924	\$226,823	74%	41,358	2,657	\$7.44	15.6
23	JPB	Sierra Point	Brisbane/South SF	BART/Caltrain - Millbrae	commuter	\$362,000	\$262,000	\$100,000	\$174,341	\$36,250	\$138,091	79%	10,165	1,258	\$17.15	8.1
24	JPB	Twin Dolphin	Redwood Shores	Caltrain - San Carlos	commuter	\$592,500	\$148,000	\$444,500	\$109,186	\$81,889	\$27,296	25%	10,955	1,548	\$9.97	7.1
25	Menlo Park	Marsh Road	Menlo Park	Caltrain - Menlo Park	commuter	\$552,480	\$138,120	\$414,360	\$196,393	\$147,295	\$49,098	25%	14,185	1,636	\$13.85	8.7
26	SamTrans	Bayhill - San Bruno ¹	San Bruno	BART - San Bruno	commuter	\$237,600	\$59,400	\$178,200	\$135,321	\$66,825	\$68,496	51%	25,822	1,165	\$5.24	22.2
27	SamTrans	Seton Medical - BART - Daly City	Daly City	BART - Daly City	commuter	\$231,400	\$81,400	\$150,000	\$105,751	\$68,527	\$37,224	35%	29,565	1,664	\$3.58	17.8
28	SamTrans	Sierra Point	Brisbane	BART - Balboa Park	commuter	\$615,200	\$425,200	\$190,000	\$386,729	\$70,000	\$316,729	82%	46,448	2,437	\$8.33	19.1
31	San Carlos	San Carlos Commuter	San Carlos	Caltrain - San Carlos	commuter	\$249,415	\$62,354	\$187,061	\$438,154	\$327,865	\$109,288	25%	69,796	5,463	\$6.28	12.8
32	San Mateo County College District	Skyline College Express ¹	Daly City	BART - Daly City	commuter	\$597,222	\$298,611	\$298,611	\$198,378	\$99,189	\$99,189	50%	37,847	2,361	\$5.24	16.0

Footnotes
1) Service suspended FY 21 Q4, due to COVID/Shelter-in-Place.



City/County Association of Governments (C/CAG) Shuttle Program Performance Metrics (FY 20 Q1 - FY 20 Q4)

	Sponsor	Shuttle Name	Primary Service Area	Connecting BART/Caltrain Stations	Service Type	Total Submitted Cost	Matching Funds	C/CAG Allocation	Total Operating Costs	Total C/CAG Shuttle Funds Expended	Total Matching Funds Expended	Percent Matching Funds	Total Passengers	Service Hours	Operating Cost/Pass.	Pass./Service Hr
34	Menlo Park	Willow Road	Menlo Park	Caltrain - Menlo Park	commuter	\$306,622	\$76,655	\$229,967	\$119,666	\$89,750	\$29,917	25%	9,075	710	\$13.19	12.8
35	Menlo Park	M2 - Belle Haven	Menlo Park	Caltrain - Menlo Park	community	\$1,167,708	\$291,927	\$774,168	\$211,483	\$126,890	\$84,593	40%	8,910	2,302	\$23.74	3.9

Measure A Local Shuttle Program Status Update



August 5, 2021
Board of Directors
Item #10 (b)

OVERVIEW

- **Program Overview**
- **Shuttle Purpose and Type**
- **Allocations**
- **Program Performance Review**
- **Shuttle Study**



MEASURE A LOCAL SHUTTLE PROGRAM

- **4% of Measure A Program (\$3.6M annually)**
- **Provides matching funds for operation of local shuttle services**
- **This presentation focuses on the FY 2019 & 2020 cycle (July 1, 2018 through June 30, 2020)**
- **FY 2021 & 2022 Cycle is currently in operation – this presentation will provide a snapshot of FY 2021**

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



SHUTTLE PURPOSE AND TYPE

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



Type (FY 19/20)	Shuttles
Commuter	30
Community serving	4
Door to door	1
Total	35

*Total number of shuttles include the TA and C/CAG award.



FUNDED SHUTTLES FOR FYs 2019 & 2020



MEASURE A ALLOCATION HISTORY

Call for Projects (CFP) Funding Cycle	# of Shuttles	Allocations (in millions)
1st CFP: (FY2011 & FY2012)	19	\$2.75
2nd CFP: (FY2013 & FY2014)	29	\$4.72
3rd CFP: (FY2015 & FY2016)	28	\$5.81
4th CFP: (FY2017 & FY2018)	36	\$8.14
5th CFP: (FY2019 & FY2020)	33	\$9.00
6th CFP: (FY2021 & FY2022)	28	\$8.59
Allocations not part of a CFP process*		\$2.38
Total		\$41.39

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



FY 2019 & 2020 FUNDING SUMMARY

FISCAL YEAR	TOTAL ALLOCATED COSTS (2 YEAR CYCLE)	ACTUAL OPERATING EXPENSES (MEASURE A)	ACTUAL MATCHING FUNDS	REMAINING FUNDS (MEASURE A)
FY 2019	\$8.9M	\$3.2M	\$2.9M	\$2.3M*
FY 2020		\$3.4M	\$2.7M	

*Remaining funds vary from each cycle and are added to future Measure A shuttle program cycles.



FY 2019 & 2020 PERFORMANCE REVIEW

OPERATING COST/PASSENGER

FISCAL YEAR 2019	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (28 shuttles)	\$8	23	5
Community (3 shuttles)	\$10	2	1
Door to door (1 shuttle)	\$20	0	1
FISCAL YEAR 2020	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (29 shuttles)	\$8	16	13
Community (3 shuttles)	\$10	2	1
Door to Door (1 shuttle)	\$20	0	1

Shuttles did not meet benchmark due to the following:

- FY2019: Driver shortage resulted in cancelled trips which impacted ridership and confidence in the service
 - Driver shortage was addressed and service performance rebounded in FY 2020 Q1 and Q2
- FY 2020: Quarters 3 and 4 were impacted by COVID-19
 - Significant ridership declines
 - Reduction or suspension of services



*FY 19 – Belmont/Hillsdale Shuttle suspended.

FY 2019 & 2020 PERFORMANCE REVIEW

PASSENGERS/SERVICE HOUR

FISCAL YEAR 2019	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (29 shuttles)	15	13	15
Community (3 shuttles)	10	1	2
Door to Door (1 shuttle)	2	0	1
FISCAL YEAR 2020	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (29 shuttles)	15	18	11
Community (3 shuttles)	10	1	2
Door to Door (1 shuttle)	2	0	1

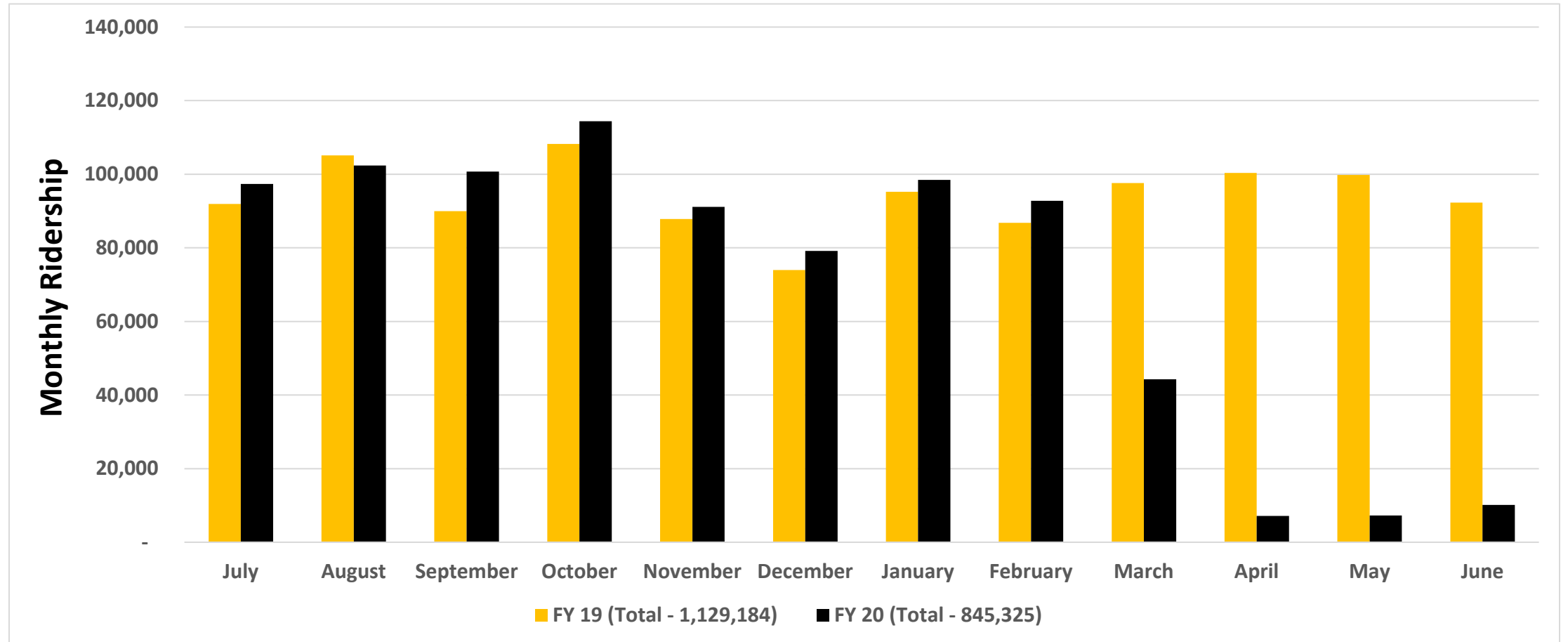
Shuttles did not meet benchmark due to the following:

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 - Significant ridership declines
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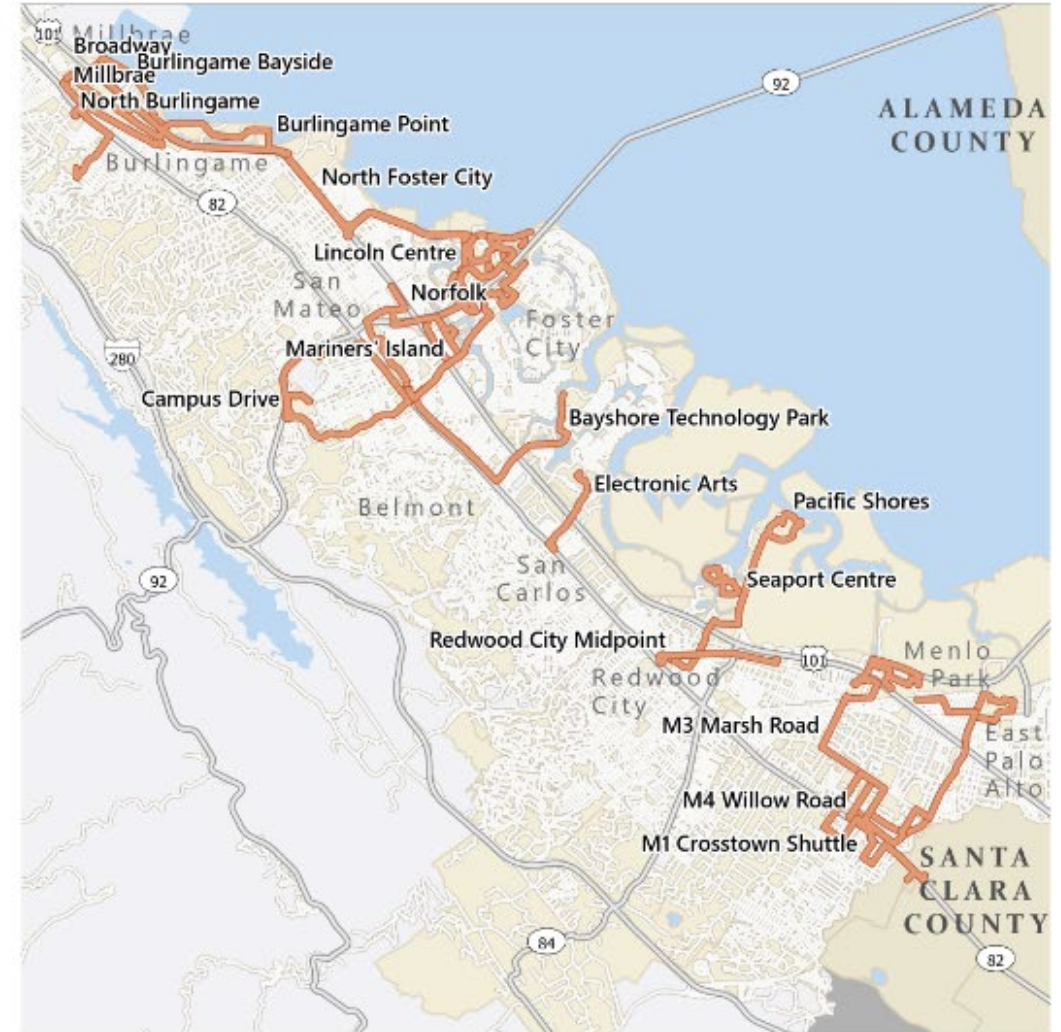
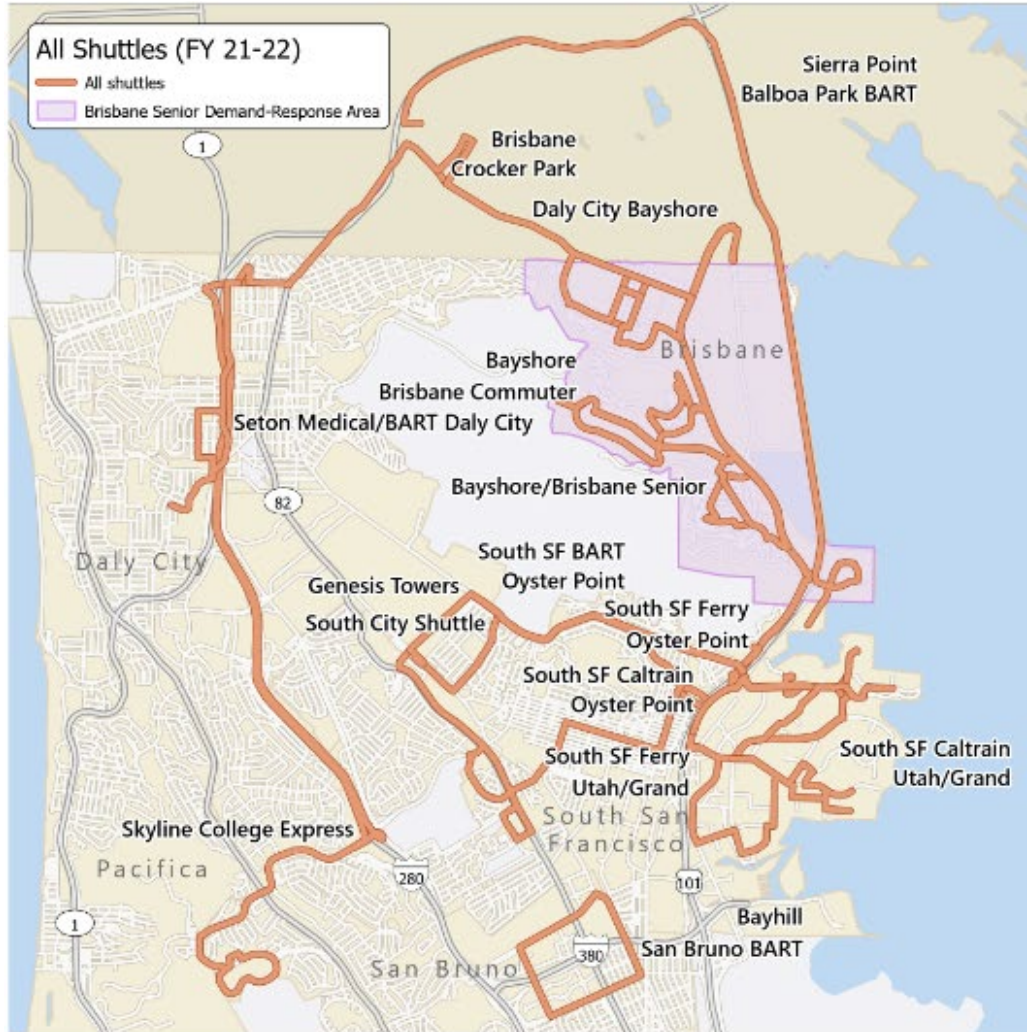


*FY 19 – Belmont/Hillsdale Shuttle suspended.

MONTHLY RIDERSHIP FOR FY 2019 & FY 2020



FUNDED SHUTTLES FOR FY 2021 & 2022



SUMMARY OF CURRENT CYCLE: FY 2021

- The TA allocated \$8.59M to 28 shuttles for FY 2021 & 2022 cycle.
- Seven shuttles suspended in FY 2021 due to COVID-19

Shuttle	Type	Sponsor
Bayhill-San Bruno BART	Commuter	SamTrans
Burlingame Point	Commuter	Commute.org
Electronic Arts	Commuter	Caltrain
Norfolk	Commuter	Caltrain
Pacific Shores	Commuter	Caltrain
Skyline College Express	Commuter	Skyline College
South San Francisco Ferry	Commuter	Commute.org



SUMMARY OF CURRENT CYCLE: FY 2021

- Most Commute.org and City-sponsored routes significantly reduced operations for all of FY 2021.
- Awaiting final ridership and expense data for several shuttles—information on FY 2021 performance will be provided later this year.
- Shuttle service is anticipated to increase later this year following BART and Caltrain service increases in August 2021.
- Some of the suspended routes may not return depending on demand.



SHUTTLE STUDY

- The TA Strategic Plan 2020-2024 directs the TA to consider implementing updates to the call for projects evaluation criteria that may be identified through a SamTrans/Caltrain Shuttle Study.
- In January 2020, the Shuttle Study kicked off with the goal to improve shuttle administration, operations and the evaluation process.
- SamTrans staff will present an overview of the study and its draft recommendations via PowerPoint.



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

SUBJECT: **SAN MATEO COUNTY SHUTTLE STUDY UPDATE**

ACTION

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

SIGNIFICANCE

In January 2020 as part of the annual Shuttle Program update, the TA Board was informed that the San Mateo County Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board (Caltrain) will undertake a shuttle study with the goal of recommending improvements to shuttle administration and operations, as well as the evaluation process used by the TA and City/County Association of Governments of San Mateo County (C/CAG) to select shuttles for funding in San Mateo County.

The shuttle study is now nearing completion, and SamTrans staff will present an overview of the study's draft recommendations via PowerPoint for review and comment. The proposal being presented to the TA Board is the outcome of close collaboration and input from program stakeholders, including the TA, C/CAG, Commute.org, cities, and the private sector. The recommendations include a new service and management vision for shuttle operations as well as clarifying how shuttles fit into the Peninsula's transit network. This presentation will also provide recommendations for potential updates to the TA's shuttle "call for projects" evaluation criteria and includes updated quantifiable metrics to assist future evaluation panels with the scoring of shuttle applications.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Four percent of the 2004 Measure A sales tax revenue is available to support the operation of San Mateo County shuttle services that meet local mobility needs and provide access to regional transit. Shuttle program sponsors apply for funding every two years through a joint call for projects process with the TA and C/CAG. The TA Strategic Plan 2020-2024 directs the TA to consider implementing recommended updates to the call for projects evaluation criteria that may be identified through the Shuttle Study.

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

Peninsula Shuttle Study

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY

BOARD OF DIRECTORS

August 5, 2021



Presentation Outline

- Study Context & Need
- Study Goals and Objectives
- Review of SMCTA + C/CAG Measure A Shuttle CFP
Recommendations
- Next Steps



Shuttle Program Context

Shuttle Program Mission

Increase transit ridership by addressing first/last mile and local mobility needs for commuters and underserved populations.

Pre-Pandemic Statistics (2019)

45

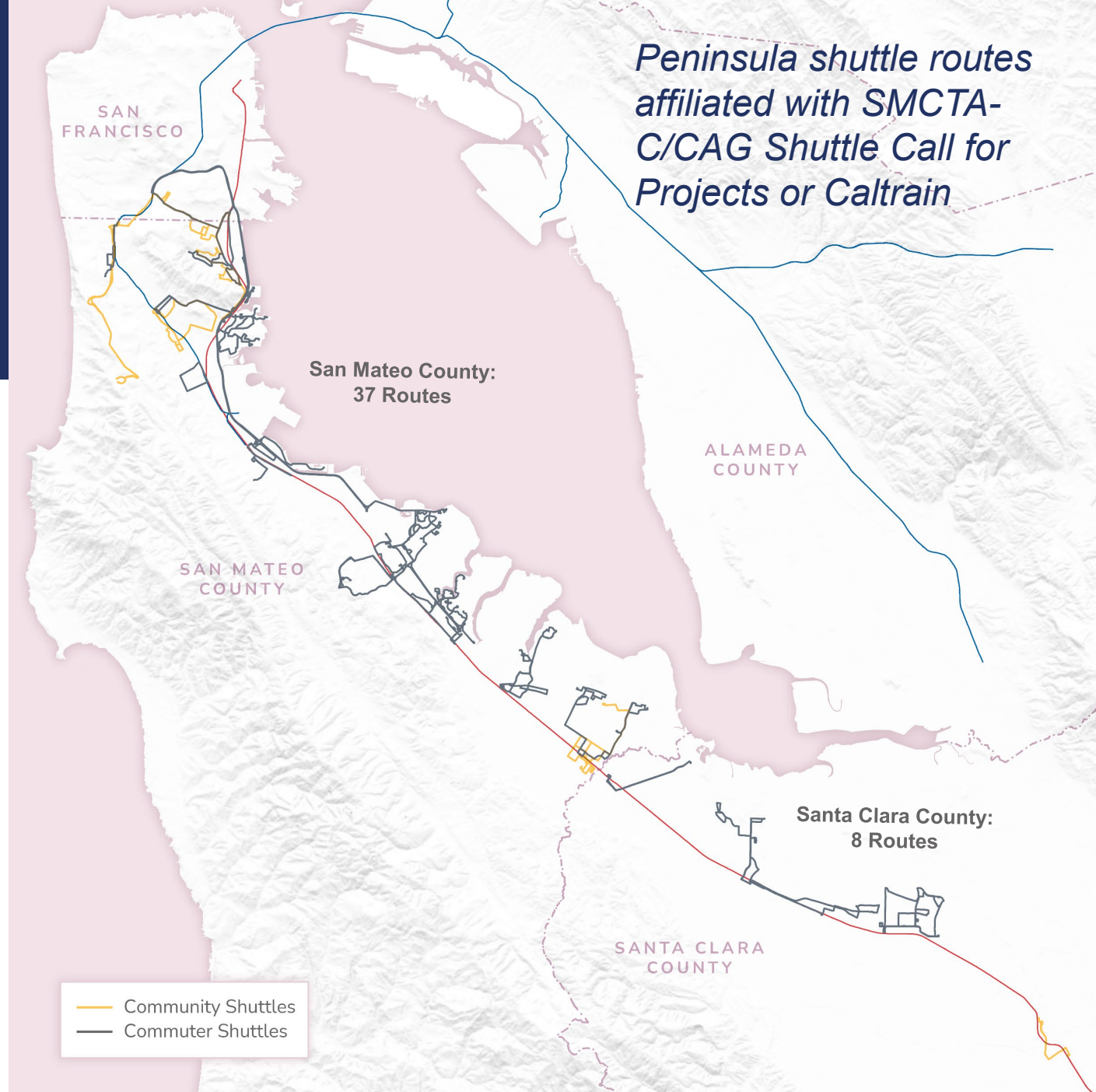
Shuttle Routes

37 in San Mateo County, 8 in Santa Clara County

5,200

Daily riders

4,600 in San Mateo County, 600 in Santa Clara County (excluding Stanford Marguerite)

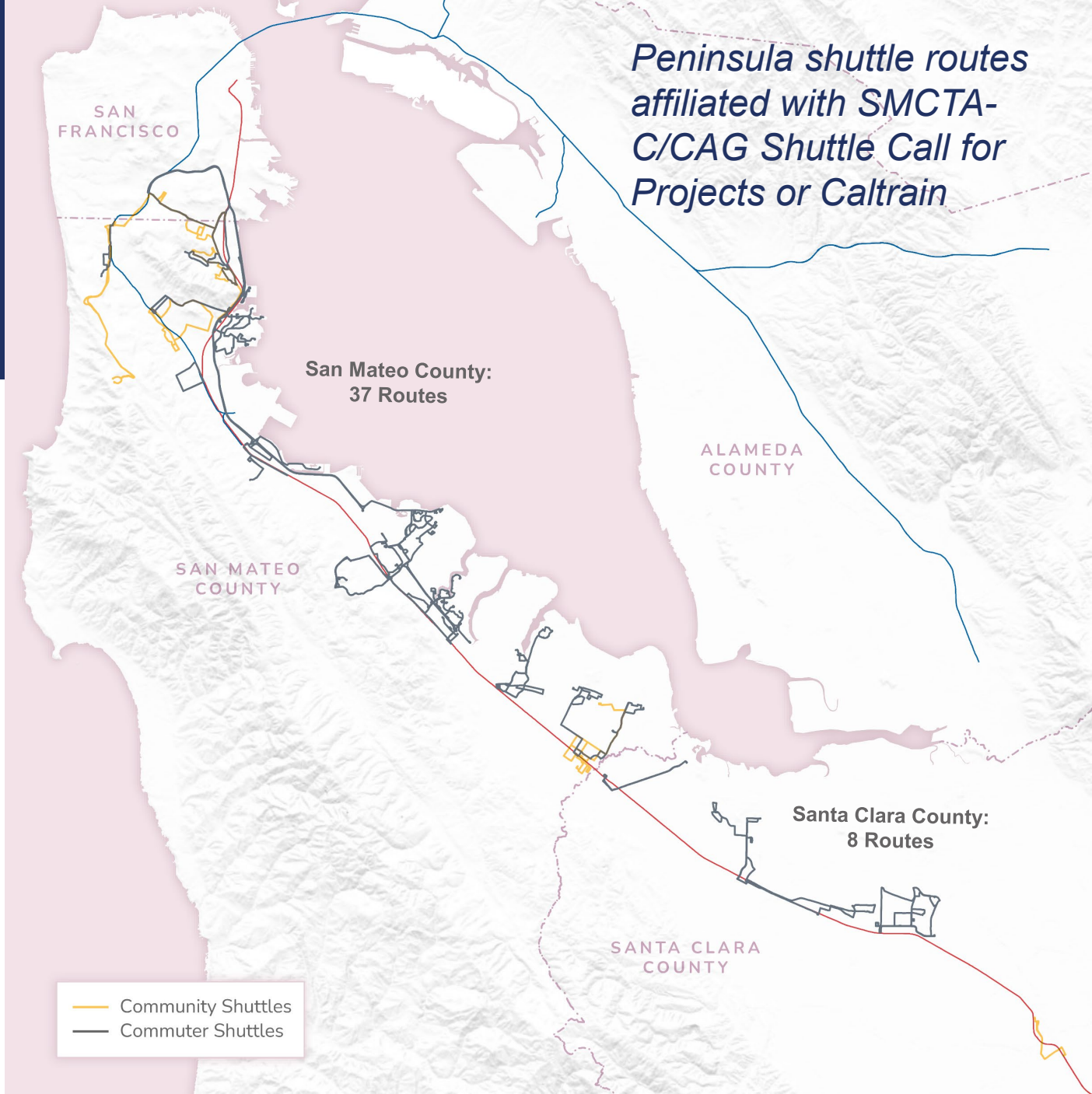


Peninsula shuttle routes affiliated with SMCTA-C/CAG Shuttle Call for Projects or Caltrain

- Community Shuttles
- Commuter Shuttles

Shuttle Program History

- SamTrans, Caltrain and Commute.org operated shuttles first/last mile connections to BART and Caltrain stations via shared contract.
- SamTrans/Caltrain, Commute.org, Cities, and other public agencies apply for shuttle funding via call for projects.
- Commute.org works with employers to apply for Measure A funding in San Mateo County.
- Numerous funding sources from a mixture of air district (TFCA), transit agencies, CCAG and TA funds.



Recent Shuttle Program Challenges



Inconsistent Performance

Prior to the pandemic, shuttle ridership was decreasing overall even as Caltrain ridership was increasing.

Some routes were doing very well, while others saw a significant drop in ridership.



Shifting Demand

There remains uncertainty around post-pandemic travel behavior and ridership recovery.

At the same time, substantial development activity is outpacing service levels in some cities.



Difficulty Finding Shuttles

Lack of shuttle information and infrastructure creates barriers to ridership growth.

Shuttles are not included in most SamTrans materials and many cannot be found in trip planners like Google Maps.

Not all shuttle stops have signage and sidewalk access.



Organizational Complexity

Many agencies are involved in often overlapping roles.

No single agency has the full breadth of staff resources needed to cover the full range of management responsibilities.

Study Objectives & Approach

Impetus

- SamTrans and Caltrain jointly funded this study to improve the usefulness of the shuttle program and to simplify its administration

Objectives

- Understand what's working & what isn't
- Clarify how shuttle service fits into Peninsula's transit network
- Simplify management roles & responsibilities to improve program effectiveness
- Create a consistent, data-driven framework for prioritizing and evaluating shuttles for limited funding

Approach

- Close coordination between SamTrans, Caltrain, SMCTA, C/CAG, and Commute.org
- Engaged over 50 agencies and private sector entities
- Incorporated ~900 rider surveys

Overview of Key Recommendations



**Simplify Core
Management Roles**



**Standardize Data
Management**



**Enhance Rider
Communication**



**SMCTA: Refresh
Shuttle Evaluation
Process**

Simplify Core Management Roles



Shuttle Grant Sponsors

Commute.org and cities would sponsor all Call for Projects grants, leading the planning, budgeting, and coordination of shuttle services.



Operators

Most shuttles operated under a SamTrans-held contract.

Cities and the private sector would retain the ability to operate shuttles independently.

Benefits to Shuttle Program

- Empowers Commute.org and cities to focus on building private sector/ community partnerships and growing ridership
- Simplifies shuttle operations by Commute.org and Caltrain by consolidating under a single vendor contract under SamTrans
- Streamlines funding agreements process for the TA/CCAG Shuttle Program Funds

Standardize Data Management & Enhance Rider Communication

Modernize shuttle data management and rider communications to enhance the shuttle user's experience:

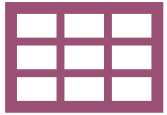
- Equip all shuttles with automated vehicle location and passenger counter systems
- Incorporate shuttle information onto third-party trip planning and real-time tracking apps
- Publish ridership maps and survey data for use by cities and private sector
- Add all routes affiliated with shuttle program onto SamTrans map and website

VTA's bus network map includes first/last mile shuttles to Caltrain and ACE



Refresh Shuttle Evaluation Process

Key Changes



Data-Driven Evaluation Approach

- Enhanced quantitative assessment of metrics
- Easier application process for sponsors



Prioritize Ridership & Equity

- Reward shuttles that are highly productive and targeting underserved populations



Maximize Public Benefits

- All shuttles commit to data sharing, real-time tracking, signage, and survey participation



Enhance Coordination with SamTrans

- SamTrans provides more strategic support in route planning and evaluation

Refresh Shuttle Evaluation Process

Comparison to Previous Call for Projects Criteria

Previous Process: Panel-based scoring of criteria by SMCTA, C/CAG, and guest transit operator staff.

Need (20%)

- Underserved by transit
- Congestion relief
- Serves special populations

Funding Leverage (20%)

- Matching funds
- Private sector match

Readiness (15%)

- Service plan
- Marketing
- Monitoring plan
- Ridership characteristics
- Funding plan

Effectiveness (35%)

- Productivity
- Cost efficiency
- Transit connections
- VMT Reduction

Policy Consistency (10%)

- Included in adopted plans
- Supports job and housing growth
- Clean fuel vehicles
- Accommodates bicycles

SMCTA: Refresh Shuttle Evaluation Process

Call for Projects Criteria

Proposed Process: Quantitative scoring of metrics supplemented by panel review and evaluation of need.



Equity (25 Points)

- Serves residents in a SamTrans Equity Zone
- Serves lower income riders
- Staff assessment of equity need



First/Last Mile Need (25 Points)

- Overlaps with existing bus or shuttle services
- Leverages matching funds
- Staff assessment of first/last mile need



Maximize Ridership (50 Points)

- Daily ridership
- Productivity
- Cost Efficiency
- VMT Reduction
- Staff assessment of ridership growth potential



Bonus (Up to 10 Points)

- Off-peak service
- Sidewalk connectivity
- Clean fuel vehicles
- Private sector match

Most criteria weighted at 5 or 10 points

Next Steps

- Receive comments from TA Board and other agency stakeholders
- SMCTA and C/CAG staff will incorporate the recommendations into the next call for projects
- Due to COVID and Reimagine SamTrans efforts, SMCTA staff recommends delaying the next call for projects to late 2022.
 - Will extend existing shuttle agreements for a year

FOR MORE INFORMATION

DANIEL SHOCKLEY, SENIOR PLANNER

SHOCKLEYD@SAMTRANS.COM

650.508.6382



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

April Chan
Chief Officer, Planning, Grants,
Transportation Authority

SUBJECT: **AWARD OF CONTRACTS TO PROVIDE ON-CALL GENERAL ENGINEERING
CONSULTANT SERVICES**

ACTION

Staff recommends the Board:

1. Award contracts to the three firms listed below for provision of On-Call General Engineering Consultant Services (Services) for a not-to-exceed, aggregate total amount of \$40 million for a five-year term pursuant to authorized Work Directives (WDs):
 - AECOM Technical Services, Inc., San Jose, California (AECOM)
 - HDR Engineering, Inc., Walnut Creek, California (HDR)
 - Kimley-Horn and Associates, Inc., Pleasanton, California (Kimley-Horn)
2. Authorize the Acting Executive Director, or designee, to execute a contract with the above listed firms in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements, and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will benefit the San Mateo County Transportation Authority (TA) by having a dedicated, qualified "bench" comprised of three firms for provision of the Services, consisting of multi-disciplinary engineering, architectural, design and construction services, in support of transportation projects and programs included in the TA's Measure A Transportation Expenditure Plans and the Measure W Congestion Relief Plan.

Award of these contracts will not obligate the TA to purchase any specific level of service as the firms will be engaged pursuant to WDs issued on a project-by-project and an as-needed basis using a Qualifications-Based Selection process. This process ensures the most qualified firm is selected to perform the specific work needed.

BUDGET IMPACT

WDs issued under these contracts will be funded by Measure A and Measure W local sales tax funds and/or other local, state and/or federal funds. Funds for these WDs will come from current and future approved fiscal year budgets.

BACKGROUND

The TA has an ongoing need for the Services to support of transportation projects administered/managed by the TA. On February 24, 2021 the TA issued Request for Proposals (RFP) 21-T-P-037 for provision of the Services. The solicitation was advertised in a newspaper of general circulation and on the TA's e-procurement website. Also, solicitation notices were sent to interested firms, including small business enterprises (SBEs) and disadvantaged business enterprises (DBEs).

Of the 129 firms that downloaded the RFP, staff received proposals from the six firms listed below:

- AECOM Technical Services, Inc., San Jose, California
- BKF Engineers, Surveyors, Planners, Redwood City, California
- HDR Engineers, Inc., Walnut Creek, California
- Kimley-Horn and Associates, Inc., Pleasanton, California
- Mark Thomas and Company, Inc. (MTCO), San Jose, California
- Stantec, Walnut Creek, California

Although none of the proposers is an SBE or DBE, all proposers included SBE/DBE subconsultants as part of their proposed consultant teams and intend to obtain participation from certified DBE firms on WDs, as applicable.

A Selection Committee (Committee) comprised of qualified TA staff, as well as staff from the California Department of Transportation, the City/County Association of Governments of San Mateo County, and the Santa Clara Valley Transportation Authority reviewed the proposals and scored and ranked them according to the following weighted evaluation criteria stated in the RFP:

<u>Criteria</u>	<u>Max. Points</u>
• Approach to Providing Services	15
• Qualifications of Firm	15
• Quality of Experience of Key Staff	25
• Quality of Experience of Project Managers	25
• Work Directive Management Plan	20

After the initial review, evaluation and scoring of proposals, the Committee invited all six firms to oral interviews. After oral interviews, the Committee reconvened, rescored all proposals and reached a consensus ranking.

The Committee determined that AECOM, HDR, and Kimley-Horn were the highest-ranked firms and that they (including their respective proposed subconsultants) possess the requisite depth of experience and qualifications to successfully perform the Services. Staff reviewed these firms' cost proposals (direct hourly rates, overhead rates, and fees), negotiated profit fees, and determined the costs and fees to be reasonable

and in line with prices currently paid by the TA or similar agencies for similar services. Staff and legal counsel determined the firms' proposals comply with the requirements of the solicitation documents. Staff therefore recommends award of contracts to AECOM, HDR, and Kimley-Horn.

The Services are currently being provided to the TA by an AECOM/MTCO Joint Venture under a five-year contract with an aggregate not-to-exceed value of \$52.2 million, including two, one-year option terms of \$17.4 million each. The TA exercised both options. The current contract will expire on November 30, 2021.

Procurement Administrator: Luis F. Velásquez, Senior Contract Officer	650-622-8099
Project Manager: Joseph Hurley, Director, Transportation Authority	650-508-7942

RESOLUTION NO. 2021 –

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

*** * ***

**AWARDING CONTRACTS TO AECOM TECHNICAL SERVICES, INC., HDR ENGINEERING, INC.,
AND KIMLEY-HORN AND ASSOCIATES, INC. TO PROVIDE ON-CALL GENERAL
ENGINEERING CONSULTANT SERVICES FOR A NOT-TO-EXCEED AGGREGATE TOTAL
AMOUNT OF \$40,000,000 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (TA) solicited competitive proposals to provide On-Call General Engineering Consultant Services (Services) for a five-year term; and

WHEREAS, in response to the TA's Request for Proposals (RFP) 21-T-P-037, six firms submitted proposals; and

WHEREAS, none of the responding firms is a Small Business Enterprise nor a Disadvantaged Business Enterprise; and

WHEREAS, a Selection Committee (Committee) reviewed and evaluated the proposals, and scored and ranked them according to the evaluation criteria set forth in the RFP; and

WHEREAS, the Committee found all six proposals to be responsive to the solicitation requirements, and held oral interviews with all six firms; and

WHEREAS, following the oral interviews, the Committee rescored the proposals and determined that AECOM Technical Services, Inc. (AECOM), HDR Engineering, Inc. (HDR), and Kimley-Horn and Associates, Inc. (Kimley-Horn) received the highest consensus rankings; and

WHEREAS, the Committee further determined that AECOM, HDR, and Kimley-Horn possess the necessary qualifications and requisite depth of experience to successfully provide the Services to the TA in support of transportation projects and

programs included in the TA's Measure A Transportation Expenditure Plans and the Measure W Congestion Relief Plan; and

WHEREAS, based on full and open competition and a price analysis, staff determined the costs proposed by these three firms are fair and reasonable; and

WHEREAS, staff and legal counsel reviewed the proposals and determined the three firms' proposals comply with the requirements of the solicitation documents; and

WHEREAS, the Acting Executive Director recommends that contracts for provision of the Services be awarded to AECOM, HDR, and Kimley-Horn for a not-to-exceed, aggregate total amount of \$40 million for a five-year term, with zero option terms; and

WHEREAS, award of such contracts will not obligate the TA to purchase any specific level of service as the firms will be engaged pursuant to Work Directives issued on a project-by-project and an as-needed basis using a Qualifications-Based Selection process.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority (Board) hereby awards contracts for provision of On-Call General Engineering Consultant Services pursuant to authorized Work Directives to AECOM Technical Services, Inc. , HDR Engineering, Inc. , and Kimley-Horn and Associates, Inc. for a five-year term for a not-to-exceed aggregate total amount of \$40 million; and

BE IT FURTHER RESOLVED that the Board hereby authorizes the Acting Executive Director, or designee, to execute contracts on behalf of the TA with AECOM, HDR, and Kimley-Horn in full conformity with all the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.

Regularly passed and adopted this 5th day of August, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

Staff proposes the Committee recommend the Board receive the attached Federal and State Legislative Updates.

SIGNIFICANCE

The 2021 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 Authority take a formal position.

Prepared By: Amy Linehan, Public Affairs
Specialist

650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
As of July 9, 2021

After the President's budget request was submitted to Congress in late May, the House and Senate Appropriations Committees quickly moved to begin hearings with agency heads to review the budget proposal, and to consider and approve appropriations bills. The House Transportation-HUD appropriations bill has not yet been released; it will be considered later this month.

In June there was a breakthrough in Senate negotiations with the White House on a Bipartisan Infrastructure Framework, which the White House is describing as providing four times the infrastructure investment in the 2009 Recovery Act. It will include \$110B in new funding for roads, bridges, and to support "major, transformational projects" as well as \$11 billion in transportation safety programs. Senate committees are now working to turn this framework into legislation with the goal of considering it in July.

Meanwhile, the House approved its surface transportation bill, the INVEST Act, on July 1, moving the ball forward on eventual House-Senate negotiations on surface transportation, which may procedurally merge with the bipartisan infrastructure framework. The bill includes a new grade crossing separation grant program with \$2.5 billion over five years. It also amends the existing grade separation program, Sec 130, by striking the requirement that half the funds must be spent on protective devices -- and authorizing instead a much longer list of eligible activities.

July looks to be a very busy month. Regular appropriations bills will continue to move in the House and Senate committees, and the Senate – and potentially the House – will consider not only the bipartisan infrastructure bill but another budget resolution too. This budget resolution is expected to include instructions to authorizing committees to initiate another reconciliation bill, covering policy areas left unaddressed (or underfunded) by the bipartisan infrastructure bill.

TA Earmarks Moving Forward:

Please note, these earmarks are subject to final bill passage.

THUD Appropriations

House:

Project	Submitted By	Amount
US/101 SR 92 Area Improvement Project (Speier)	SMCTA	\$1M

Additional Earmarks of Note:

THUD Appropriations

Project	Submitted By	Amount
Additional Mini-highs (Speier)	Caltrain	\$460,000
ZEB charging infrastructure to run an all-electric route service for East Palo Alto (Feinstein)	SamTrans	\$2.5M
Bike/Ped overcrossing (Padilla)	City of East Palo Alto	\$9.3M

Surface Transportation Reauthorization (House T&I):

TA funded projects:

Project	Submitted By	Amount
US 101 North of 380 Managed Lanes (Speier)	C/CAG	\$10M
Half Moon Bay Highway 1 North Bicycle/Pedestrian Improvement (Speier)	City of Half Moon Bay	\$1M
U.S. 101/Woodside Interchange Improvement (Speier)	City of Redwood City	\$2.5M

Other projects:

Project	Submitted By	Amount
Additional Mini-highs (Eshoo)	Caltrain	\$306,000
Additional Mini-highs (Lofgren)	Caltrain	\$550,000
Caltrain Optimization Project (Lofgren)	Caltrain	\$315,000
Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo)	City of Menlo Park	\$6.5M
At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace (Speier)	City of San Mateo	\$3M



July 16, 2021

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

RE: **STATE LEGISLATIVE UPDATE – AUGUST**

GENERAL UPDATE

The last day for policy committees to meet and report bills was July 14. On July 16, the Legislature began its recess and will not reconvene until August 16. The work of the first year of the 2021-22 legislative session will be completed by September 10.

FY 2021-22 STATE BUDGET UPDTE

Governor Newsom has signed AB 128 (Ting), the main FY 2021-22 budget bill, and SB 129 (Skinner), the supplemental budget bill, authorizing \$262.6 billion in spending, including revenue for transportation infrastructure as follows:

- **Transit and Intercity Rail Capital Program (TIRCP) - \$2.6 billion** to augment the annual \$500 million, for a total of \$3.1 billion divided as follows: \$1 billion for rail in preparation for the 2028 Los Angeles Olympics, \$1 billion for rail infrastructure statewide, \$500 million for grade separations, and \$100 million for zero-emission rail and transit equipment purchases.
- **Road Infrastructure - \$2 billion** (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.
- **Regional SCS Implementation - \$600 million** (\$100 million from the General Fund and \$500 million federal funds) for Housing and Community Development Department to provide additional planning and implementation grants to regional entities for Sustainable Communities Strategies (SCS) implementation, infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled.
- **Active Transportation Program - \$500 million** (from the General Fund) to help clear the backlog for Cycle 5 for active transportation projects and projects identified for completion prior to 2028.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure - \$407 million** (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and

infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.

- **Zero-Emission Buses and Trucks - \$1.4 billion** (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.
- **Zero-Emission Vehicle (ZEV) Infrastructure - \$3.2 billion** over three-years for ZEV infrastructure.
- **State and Local Climate Adaption - \$400 million** from the General Fund for state and local grants to begin addressing climate change impacts to transportation. Caltrans reports that increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure.
- **Clean California Program - \$1.1 billion** (from the General Fund) to be appropriated as follows:
 - **\$296 million** for local projects on local streets and roads, tribal land, parks, pathways, and at rail and transit centers.
 - **\$335 million** for statewide litter cleanup on the state highway system.
 - **\$287 million** for beautification projects.

SB 129 also includes language, specifically pertaining to ATP, TIRCP, and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021.

This language is directly related to the stalemate on exhausting the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail. Governor Newsom is requesting the funds to complete high-speed rail construction in the San Joaquin Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds. Given that funding for high-speed rail is being delayed, items pertaining to transportation will not be reconciled until August.

POTENTIAL SOLUTIONS FOR ADDITIONAL FUNDING

As enacted, AB 128 contains \$2 billion (\$1.1 billion from interest earned in state transportation funds through 2028, and \$968 million federal funds) for the SHOPP, Interregional Transportation Improvement Program (ITIP), and local road and bridge investments. The portion that is derived from the earned interest (between 2012 and 2028) contributed by the Road Maintenance and Rehabilitation Account and deposited into the Pooled Money Investment Account, does not have any statutory obligation. Therefore, this represents an opportunity to acquire additional resources to address priorities for local transportation planning agencies and other local jurisdictions.

There is a proposal being considered to take the \$1.1 billion and redirect \$400 million (in addition to \$500 million proposed in the May Revise) to clear the backlog of projects received by the California Transportation Commission for Cycle 5 of the Active Transportation Program (ATP); \$400 million for the Solutions for Congested Corridors Program, and \$300 million for the SHOPP, which is the main account to address maintenance and rehabilitation of the state highway system.

Cycle 5 of the ATP resulted in the California Transportation Commission only being able to allocate roughly \$441 million, compared to nearly \$2.3 billion worth of requests. While AB 128 contains an additional \$500 million, this would only fund projects that scored 86 and above. An additional \$400 million, for a total of \$900 million, could result in projects scoring near 79 or 80 being funded. If the additional \$900 million in ATP were to materialize, the county may be able to realize additional funding for the following projects:

- City of Menlo Park – Middle Avenue Pedestrian/Bicycle Rail Crossing Project - \$10M (80)
- City of San Bruno – Huntington Bikeway and Pedestrian safety Project - \$6.75M (79.5)

This proposal could be addressed after August 16 when the legislature reconvenes from the Summer Recess.

GOVERNOR’S CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE

On July 12, the California State Transportation Agency announced its adoption of the Governor’s Climate Action Plan for Transportation Infrastructure (CAPTI). The purpose of the plan is to implement Governor Newsom’s Executive Order, N-19-19. That Executive Order aims to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

CAPTI encourages investments in improvements for historically underserved communities, safety improvements that reduce fatalities on roadways and transit systems, projects that respond to climate risk for transportation infrastructure projects, projects that reduce vehicle miles traveled reduction, and investments into passenger rail prioritized over highways, particularly capacity projects. Impacted funding programs include the Highway Safety Improvement Program, STIP, Local Partnership Program, Solutions for Congested Corridors Program, SHOPP, Trade Corridor Enhancement Program, and Transit Capital and Intercity Rail Program.

CAPTI policy could require SMCTA to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measures A and W.

STATEWIDE COMPETITIVE GRANT PROGRAMS

At the request of SMCTA staff, we have included in this report 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 guidelines will be discussed later this Fall with applications being due at various dates to be determined in 2022.

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) in order to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. The proposed FY 2021-22 would provide an additional \$500 million, but an additional \$400 million, for a total of \$900 million could materialize through budget negotiations.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP was created to fund capital improvements to modernize California’s intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-emission buses. In April of 2020, \$500 million was awarded for Cycle 4, but the amount could change prospectively based on auction proceeds and the indexing of the vehicle registration fee, which contributes to the program.

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.

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$100 million annually.

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.

Zero-Emission Bus Funding

At the request of SMCTA Staff, we have included in this report a list of current and future grant programs administered by State and local entities that fund zero-emission buses and charging infrastructure.

Volkswagen Environmental Mitigation Trust (\$65 million in FY 2019-20)

The Volkswagen (VW) Mitigation Trust provides incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW.

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)

Status: [Funding cycle open](#)

Carl Moyer (\$50 million in FY 2019-20)

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)

Status: [Funding cycle open](#)

Future Opportunities

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$142 million in FY 2019-20)

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#); an update to the guidelines for FY 2019-20 is pending
Status: [Funding cycle is currently oversubscribed](#)

Alternative and Renewable Fuel and Vehicle Technology Program – Medium and Heavy-Duty Zero-Emission Vehicle and Infrastructure Concept (Up to \$47.5 million in FY 2019-20)

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In 2019, the California Energy Commission circulated a funding concept, which could provide up to \$47.5 million to public and private transit agencies and truck fleets for new installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as “make-ready” infrastructure).

Current Guidelines: Concept found [here](#)

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.

State Transportation Improvement Program

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues. In January, the STIP was estimated to have a shortfall of \$100 million. The May Revise has decreased that deficit to about \$32 million, which should not have an impact on the county’s share.

Transit and Intercity Rail Capital Program

The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in April 2020. Caltrain has received \$160 million for the CalMod project. The proposed FY 2021-22 State Budget has over \$1.5 billion that will be accessible for the CalMod project.

Proposition 1A

This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. The legislature is currently deliberating on exhausting the remaining \$4.2 million in appropriation authority.

SMCTA Bill Matrix – August 2021

Measure	Status	Bill Summary	Recommended Position
<p>AB 5 Fong (R)</p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K–12 education: transfer and loan.</p>	<p>3/18/2021</p> <p>Assembly Transportation Committee</p> <p>Two-year bill</p>	<p>This bill would suspend the continuous appropriation made from Cap and Trade auction proceeds to the High-Speed Rail Authority for fiscal years 2022-23 and 2024-25 and would instead require the transfer of those amounts from moneys collected by the California Air Resources Board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K–12 education and to offset any funding reduction for K–12 education.</p>	<p style="text-align: center;">Watch</p>
<p>AB 43 Friedman (D)</p> <p>Traffic safety.</p>	<p>7/13/2021</p> <p>Senate Appropriations Committee</p>	<p>The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.</p>	<p style="text-align: center;">Watch</p>
<p>AB 67 Petrie-Norris (D)</p> <p>Sea-level Rise Working Group</p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p>Two-year bill</p>	<p>This bill would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.</p>	<p style="text-align: center;">Watch</p>
<p>AB 128 (Committee on Budget)</p> <p>Transportation budget bill</p>	<p>7/13/21</p> <p>Signed by the Governor Chapter 21, Statutes of 2021</p>	<p>This bill is the main budget bill, which contains over \$5.4 billion in funding for transportation infrastructure, including \$3.1 billion in funding for rail and transit infrastructure across the state, \$500 million for active transportation projects and projects identified for completion prior to 2028, \$1.1 billion for streets, roads, and highway projects, and \$400 million for a State and Local Transportation Adaptation program.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – August 2021

Measure	Status	Bill Summary	Recommended Position
AB 149 (Committee on Budget) Transportation budget trailer bill	7/16/21 Signed by Governor	This bill would extend the relief for farebox recovery requirements for receiving STA, LCTOP and State of Good Repair funds, through FY 22-23. It also suspends TDA and STA penalties for this duration. The bill adds several new exemptions from the FRR calculation including: on-demand service and micro transit service beyond fixed-route service; costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.	Watch
AB 361 Rivas, Robert (D) Open meetings: local agencies: teleconferences	7/14/2021 Senate Floor	Executive Order No. N-29-20 suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic provided that notice and accessibility requirements are met, the public members are allowed to observe and address the legislative body at the meeting, and that a legislative body of a local agency has a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities. This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	Watch
AB 703 Rubio, Blanca (D) Open meetings: local agencies: teleconferences	5/3/2021 Assembly Local Government Two-year bill	This bill is similar to AB 361 except that it would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.	Watch
AB 745 Gipson (D) Air pollution: Clean cars 4 all program	5/20/2021 Assembly Appropriations Committee Two-year bill	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection. This item was inserted in SB 129 by providing \$500 million for the program.	Watch
AB 786 Cervantes (D) California Transportation Commission: Executive Director	2/25/2021 Assembly Transportation Committee Two-year bill	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	Watch

SMCTA Bill Matrix – August 2021

Measure	Status	Bill Summary	Recommended Position
<p><u>AB 1499</u> Daly (D)</p> <p>Transportation: design-build: highways</p>	<p>7/5/2021</p> <p>Senate Appropriations Committee</p>	<p>This bill would extend the sunset date of January 1, 2024 to 2034, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system. This bill is co-sponsored by the Self-Help Counties Coalition and California Professional Engineers in California Government.</p>	<p style="text-align: center;">Supported on 5/6/2021</p>
<p><u>ACA 1</u> Aguiar-Curry (D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>4/22/2021</p> <p>Assembly Local Government Committee</p>	<p>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.</p>	<p style="text-align: center;">Supported on 2/4/2021</p>
<p><u>SB 7</u> Atkins (D)</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>5/21/2021</p> <p>Chapter 19, Statutes of 2021</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified.</p> <p>This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – August 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 10 Wiener (D)</p> <p>Planning and zoning: housing development: density.</p>	<p>7/5/2021</p> <p>Assembly Desk</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing.</p> <p>This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2029, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.</p>	<p style="text-align: center;">Watch</p>
<p>SB 44 Allen (D)</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>7/13/2021</p> <p>Assembly Appropriations Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency.</p> <p>This bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – August 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 66 Allen (D)</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>7/8/2021</p> <p>Assembly Appropriations Committee</p>	<p>This bill would require the California State Transportation Agency Secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.</p>	<p style="text-align: center;">Watch</p>
<p>SB 129 (Skinner)</p> <p>Supplemental Budget Bill of 2021-21</p>	<p><u>6/28/21</u></p> <p><u>Signed by the Governor</u></p>	<p>This "budget bill junior" amends the Budget Act of 2021 by adding and repealing items of appropriation and making other changes. It contains many items related to transportation infrastructure including \$2.7 billion in zero-emission vehicle infrastructure. The bill also includes language, specifically pertaining to ATP, TIRCP, and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail.</p>	<p style="text-align: center;">Watch</p>
<p>SB 210 Wiener (D)</p> <p>Automated license plate recognition systems: use of data</p>	<p>5/20/2021</p> <p>Senate Appropriations</p> <p>Two-year bill</p>	<p>This bill would require automated license plate recognition system (ALPR) operators and end-users to conduct annual audits to review ALPR searches and require most public ALPR operators and end-users to destroy all ALPR data within 24 hours that does not match information on a "hot list." It also would require the Department of Justice (DOJ) to make available model ALPR policies and issues guidance to local law enforcement agencies</p>	<p style="text-align: center;">Watch</p>
<p>SB 339 Wiener (D)</p> <p>Road User Charge</p>	<p>6/2/2021</p> <p>Assembly Appropriations Committee</p>	<p>Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection.</p>	<p style="text-align: center;">Supported on 4/1/2021</p>

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Measure	Status	Bill Summary	Recommended Position
<p><u>SB 475</u> Cortese (D)</p> <p>Transportation planning: sustainable communities strategies</p>	<p>4/27/2021</p> <p>Senate Transportation Committee</p> <p>Two-year bill</p>	<p>This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.</p>	<p style="text-align: center;">Watch</p>
<p><u>SB 623</u> Newman (D)</p> <p>Electronic toll and transit fare collection systems</p>	<p>3/10/2021</p> <p>Senate Judiciary Committee</p> <p>Two-year bill</p>	<p>This bill provides clarification with respect to the collection of data from electronic transmitters for bridge toll facilities. The aim is to protect privacy of subscribers to the system and make the information more readily accessible to the subscriber.</p>	<p style="text-align: center;">Watch</p>
<p><u>SB 635</u> Gonzalez (D)</p> <p>Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments</p>	<p>5/20/2021</p> <p>Senate Appropriations Committee</p> <p>Held in committee</p>	<p>This bill would require Caltrans, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. This bill would also require Caltrans to establish an advisory board in coordination with state and local agencies for the ongoing planning and coordination of cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. The bill would require each Caltrans local district to develop cleanup schedules once every two weeks and post these schedules on their internet website.</p>	<p style="text-align: center;">Watch</p>
<p><u>SB 771</u> Becker (D)</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption</p>	<p>5/26/2021</p> <p>Assembly Desk</p>	<p>This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle. It would still allow for local sales tax to be imposed.</p>	<p style="text-align: center;">Watch</p>

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Measure	Status	Bill Summary	Recommended Position
<p>SB 792 Glazer (D)</p> <p>Sales and use tax: retailers: reporting</p>	<p>7/8/2021</p> <p>Assembly Appropriations Committee</p>	<p>This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure W revenues. <u>Amendments made in Senate Appropriations Committee clarify (1) that sales over \$50,000.00 are required to be reported to CDTFA, (2) how a retailer would be required to report each sale and (3) the information that must be included in the report. Also, the amendments specify that sales initially transacted online, but ultimately picked up in-store by the purchaser are not subject to the reporting requirement.</u></p>	<p style="text-align: center;">Watch</p>