



# 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](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at:

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

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

**July 1, 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 June 3, 2021 MOTION
  - b) Acceptance of Statement of Revenues and Expenditures for the Period Ending May 31, 2021 MOTION
  - c) Award of Contract to Provide e-Builder Software Subscription Services RESOLUTION
  - d) Approve Execution of a Second Amendment to Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority RESOLUTION
  - e) Approval and Ratification of the Fiscal Year 2022 Transportation Authority Insurance Program RESOLUTION
- 6) Nominating Committee Report for the Citizens Advisory Committee (C. Groom/M. Nagales)
- a) Appointment of Citizens Advisory Committee Members MOTION
- 7) Report of the Chair
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) Program
- a) Peninsula Corridor Electrification Project INFORMATIONAL
- 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 RESOLUTION
  - 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 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, August 5, 2021, 5:00 pm, via Zoom teleconference
- 16) Report of Legal Counsel
- 17) Adjourn

### **INFORMATION FOR THE PUBLIC**

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

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

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

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

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

#### **Location of Meeting**

**Due to COVID-19, the meeting will 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](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>. Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**  
**MINUTES OF JUNE 3, 2021**

**MEMBERS PRESENT:** E. Beach (Chair), C. Groom (joined at 5:07 pm), D. Horsley (left at 6:55 pm), J. Mates, R. Medina (Vice Chair) (left at 7:01 pm), M. Nagales, C. Romero  
**Via Teleconference**

**MEMBERS ABSENT:** None

**STAFF PRESENT:** C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften, D. Hansel, V. Baum, P. Gilster, P. Skinner, J. Brook, D. Seamans

## **1. CALL TO ORDER**

Chair Emily Beach called the meeting to order at 5:03 pm.

## **2. ROLL CALL/PLEDGE OF ALLEGIANCE**

Ms. Seamans confirmed that a quorum was present.

Chair Beach requested that Director Julia Mates lead the Pledge of Allegiance.

## **3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Rich Hedges said that, in reference to C/CAG's (City/County Association of Governments of San Mateo County) lifeline program funds, he would support using such funds for a bus line that would serve communities of concern.

## **4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**

Chair Beach noted that the report was in the packet. Joe Hurley noted that Steven Green was moving to Portland and had left the CAC.

*Director Carole Groom joined the meeting at 5:07 pm.*

## **5. CONSENT CALENDAR**

- a) Approval of Minutes of the Board of Directors Meeting of May 6, 2021**
- b) Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2021**
- c) Acceptance of Capital Projects Quarterly Status Report for 3<sup>rd</sup> Quarter Fiscal Year 2021**
- d) Establishing the Appropriations Limit for Fiscal Year 2021-22 – Approved by Resolution No. 2021-12**

Regarding Item #5c, Director Carlos Romero asked if the estimate regarding South San Francisco that was supposed to be ready by May 28 was completed. April Chan, Chief Officer, Planning, Grants/Transportation Authority, responded that the Caltrain project

delivery team is reviewing the figures and that an update to the TA Board will be forthcoming.

Motion/Second: Romero/Nagales

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

Noes: None

Absent: None

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

### **a. Appointment of Representatives to the San Mateo County Express Lanes Joint Powers Authority**

Chair Beach nominated herself, Vice Chair Rico Medina, and Director Don Horsley for re-appointment to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA).

Motion/Second: Beach/Groom

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

Noes: None

Absent: None

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

Vice Chair Medina said that the report had been posted to the website and summarized highlights of the SamTrans Board meeting.

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

Carter Mau, Acting Executive Director, said that the report had been posted to the website. He provided highlights of the June 3, 2021 Joint Powers Board (JPB) meeting, noting that completion of the electrification project will be delayed until late 2024, and that the project cost is estimated to increase by \$333 million as determined by an FTA (Federal Transit Administration) *Risk Refresh* exercise. He said that Caltrain would be closely monitoring the cost increases, as will TA staff since the TA is a funding partner in the Project.

Director Horsley asked if Measure RR funds would be used to cover the cost increases. Mr. Mau said Measure RR would play a role in the funding of the cost increases, including borrowing from Measure RR funds and repaying with low-carbon fuel credit that the electrification project would generate in the future.

Director Romero asked how confident Caltrain was that they could handle the two-year delay of the electrification project. Mr. Mau said that the schedule will be closely monitored to keep on the schedule, and that issues of delay responsibility need to be worked out with the contractor.

Director Horsley asked if the work on the South San Francisco station was adding to the delay; Mr. Mau said that it was unlikely.

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

Mr. Mau said that his report was in the packet, and included discussion of the May 14 SMCEL-JPA meeting.

## 10. PROGRAM

### a) **Adoption of Short Range Highway Plan** – *Approved by Resolution No. 2021-13*

Patrick Gilster, Manager, Programming and Monitoring, presented the staff report.

Motion/Second: Mates/Medina

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

Noes: None

Absent: None

## 11. FINANCE

### a) **San Mateo County Express Lanes Joint Powers Authority's (SMCEL-JPA) Request to the Transportation Authority (TA) to Agendize, Discuss, and Consider the Credit Enhancement Fee Included in the July 2020 Loan Agreement for the Express Lanes Equity Program**

April Chan, Chief Officer, Planning, Grants/Transportation Authority, provided the presentation.

Director Mates asked if there were legal risks or concerns on the JPA's (SMCEL-JPA) request. Joan Cassman, Legal Counsel, explained if the request from the JPA is to earmark the funds and then return to the JPA for the equity program, then such a request is viewed more as a grant. She said that this is because once the fees are remitted to the TA, the funds would then be governed by TA's own policies, including those policies that were established on how monies would be dispensed. She clarified that such a request would be governed by the TA's voter-approved transportation expenditure plan, and said that another way to address the JPA's request may be a discussion on reducing or eliminating the credit enhancement fee.

Director Carole Groom inquired if the word "equity" appears in any of the TA's expenditure plan documentation. Ms. Cassman said that such a term has become a term of art of late, and that such a term was not used in any of the programs in the expenditure plan that was originally drafted. Ms. Cassman did note that even though the term does not appear in the original plan, there are certain programs in the Expenditure Plan that may be able to support the equity program, including the ACR/TDM (Alternative Congestion Relief/Traffic Demand Management) program that was discussed by Ms. Chan in her presentation, as long as the funds are still being used to support what the ACR/TDM program is meant to do, e.g., provide congestion relief. Director Groom thanked Ms. Cassman for the explanation and added that the TA Board did express desire during the development of the 101 Express Lanes project to support an equity program.

Director Romero said he viewed the \$400,000 as a payment of a fee rather than a "repayment" of the loan to the TA. He said the money is earned income by the TA since it was not derived from tax revenues resulting from Measure A. Derek Hansel, Chief Financial Officer, said that he agreed that it is a payment and said the fee paid will be returned to the highway program as compensation for the risks the program took on for doing the loan transaction. Director Romero said if the money is returned to the highway program, then some of that money should rightly go towards the highway project, including the equity program. Ms. Cassman said there was a discrepancy between the equity program and the capital costs of the project since the equity

program is part of the operation costs of the express lanes and such costs are not considered as infrastructure costs, which are the type of costs that can be paid out of the highway program. Director Romero asked if the loan covers a portion of operations. Mr. Hansel said it covered start-up operational costs and start-up costs for the equity program.

Director Mark Nagales inquired if the funding request is a one-time grant of funds or if it is in perpetuity. Ms. Cassman and Ms. Chan responded that while the letter from the JPA does not mention the duration, it does not appear there is a time limit: as long as the fee is being paid, the intent is to request the funds be set aside for the equity program. Director Nagales asked if the JPA will be using the funds, if granted, to buy transponders and/or Clipper cards as part of the equity program. Ms. Chan responded that the funds can be used for either or both, and possibly over time as the equity program evolves, it may be used for other equity program strategies. Ms. Cassman said there are ways to address specific requests to supplement funding for an equity program, specifically a grant application.

Public Comment:

Diane Papan, SMCEL-JPA, said that she was in favor of earmarking the funds to support the equity effort.

Adina Levin, Friends of Caltrain, TEAMC, said they supported the equity program and urged the Board to seek additional funding for equity programs.

Gina Papan, MTC (Metropolitan Transportation Commission) Commissioner for San Mateo County and representing Supervisor David Canepa, said that equity programs would benefit SamTrans and Caltrain and have the most impact on communities of need.

Chair Beach noted that she confirmed with the JPA Policy/Program Manager that the San Mateo County Express Lanes equity program is the first in the country to begin operations even before any revenues are earned from the express lanes. She noted that, as part of the loan transaction between the TA and the JPA, there is \$1 million of benefit has been dedicated to communities of need as start-up funds. She requested comment from the TA representatives on the SMCEL-JPA board.

Director Horsley, SMCEL-JPA Chair, noted that TA has taken significant risks and that the credit enhancement fee is well earned.

Vice Chair Medina, the other TA director who sits on the SMCEL-JPA Board, commented that while the TA Board is supportive of the equity program, they feel that setting aside the fee as requested by the JPA now is premature since the equity program is still in the early stages of formation.

Director Groom said she advocated setting aside the \$400,000 and then discussing how best to use the funds.

Chair Beach, representing the SMCEL-JPA, concurred that the equity piece is a must-have, but that the appropriate bucket to fund it needs to be determined. She suggested Measures A or W or future toll revenues as potential sources of funding as opposed to setting aside the credit enhancement fee for that purpose.

Director Mates said she felt that renegotiating was off the table and that TA staff should be directed to work with JPA staff to finding funding sources; Director Nagales concurred.

Director Romero said that it was imperative to target low-income, working class residents in an equity program, saying that he believes that the current equity program is woefully underfunded. He said the credit enhancement fee will be paid by toll revenues, not by the taxpayers. He suggested putting the credit enhancement fee in a sinking fund for such purpose.

Director Horsley and Vice Chair Medina said they both agreed with the idea of TA and JPA staff working together to find other funding sources.

*Director Horsley left the meeting at 6:55 pm.*

Chair Beach said the opportunity to grow the equity program lies in future toll revenues. She said there will be important policy discussions in the future at the JPA on how to spend these revenues, including which infrastructure projects to fund and how much to spend on the equity program.

Director Groom asked why the express lane equity program cannot be considered part of the highway program. Ms. Cassman said that the highway program was geared to construction rather than operational expenses.

*Vice Chair Medina left the meeting at 7:01 pm*

Director Romero said he was not in favor of a subtractive approach, such as using other TA programs for the equity program that can be used for other projects/programs. He said that he was in favor of an additive approach.

Director Nagales said that he supported considering out-of-the-box ideas and continuing the conversions regarding equity programs.

**b) Public Hearing: Adoption of Proposed Budget for Fiscal Year 2022– Approved by Resolution No. 2021-14**

1. Chair Beach opened the public hearing.
2. Virginia Baum, Budget Manager, provided the presentation.
3. Chair Beach called for any public comment.

There were no comments.

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

There were no further comments.

Motion/Second: Groom/Romero  
Ayes: Beach, Groom, Mates, Nagales, Romero  
Noes: None  
Absent: Horsley, Medina

## **12. STATE AND FEDERAL LEGISLATIVE UPDATE**

Amy Linehan, Public Affairs Specialist, briefly summarized the highlights of recent federal and state legislation.

She said the President Biden released his Fiscal Year 2022 budget, which includes \$88.2 billion of funding proposed for the Department of Transportation.

She said that Governor Newsom recently released his May revised budget. She noted that June 15 was the deadline for passing a balanced budget at the state level.

## **13. REQUESTS FROM THE AUTHORITY**

Director Nagales suggested adjourning in honor of victims of the VTA (Santa Clara Valley Transportation Authority) tragedy.

## **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, July 1, 2021 5:00 pm, via Zoom teleconference.

## **16. REPORT OF LEGAL COUNSEL**

Ms. Cassman said that there was nothing to report.

## **17. ADJOURN**

Chair Beach called for a moment of silence to honor those VTA employees who lost their lives in the May 26 light railyard shooting. The meeting adjourned at 7:26 pm in their memory.

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

## **Report from the TA Citizens Advisory Committee Meeting of June 1, 2021**

The TA CAC meeting held on June 1 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 4 - public comments for items not on the agenda, a comment was offered to clarify the minutes of the May meeting
- TA Board item 11b - SMCEL-JPA request to the TA re: credit enhancement fee

April Chan provided a presentation, and extensive discussion, on the proposed use of a credit enhancement fee associated with the 100M\$ loan the TA provided to the Express Lanes Joint Powers Authority. The information is provided in order to place this item on a future agenda. In short, the TA as stated in the agreed upon terms and condition of the loan agreement are paid a credit enhancement fee for the credit risk assumed by loaning funds to the Express Lanes Joint Powers Authority. The JPA has requested the TA to consider using some of these funds to support an equity program. There was discussion on the forms the equity program might take, including \$50 credit on a flex toll tag, or a \$50 yearly credit on a Clipper card, etc. The CAC was interested in understanding how the equity program would qualify members of the public, would the program renew every year, and other details to understand.

- TA Board Item 12 State and Federal Legislative Update

Ryan McCauley briefed the CAC on both Federal and State legislation and possible actions. Federal infrastructure funding could bring significant support to transit projects, but details are not in final form. The State is likely to have a budget surplus, the amount that might go to transportation investments is unclear. The Governor's Budget proposal is out for negotiation.

- 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 May 4, 2021

Minutes were approved unanimously after some editing suggestions provided through public comment.

- TA board item 10a - Short Range Highway Plan Adoption

Patrick Gilster gave a summary of the plan, the May meeting had extensive discussion on the content. This presentation was the last step in a long process, this motion called for adoption of the plan. The implementation will start with a call for projects. These proposals will be ranked, studied and potentially funded as described in the plan. The motion of adoption passed unanimously.

- TA Board Item 11(a) Adoption of Proposed Budget for FY2022

Virginia Baum provided a summary of the proposed budget for FY2022. After some discussions, comments about how well San Mateo County tax revenues have rebounded during the pandemic year, the motion to adopt the budget passed unanimously.

- TA board Item 5(b) Acceptance of Statement of Revenues and Expenditures for Period Ending April 30, 2021

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

- TA board item 5(c) Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal year 2021

Joe Hurley explained that the TA is updating the format of these Quarterly Status Report; this is a work in progress. Joe asked the CAC to examine the reports and

new formats, and to suggest to the TA staff what works well, what might be improved, and especially if there is some aspect the CAC would like to see added. The Motion passed unanimously. Vice-Chair Fox encouraged the CAC to examine the reports and to help with possible new formats or report features.

- TA board item 5(d) - Establishing the appropriations limits for FY22

Virginia Baum explained the necessity of using a formula to adjust the appropriations limit each year, using adjustments for population as well as tax revenue. While there was a small decrease in population in the county, tax revenue is up, so there is a small increase in the appropriation limit for FY22. The Motion passed unanimously.

The meeting concluded with

- Report of the Chair

Barbara Arietta informed the CAC about the MTC and ABAG Draft Plan Bay Area 2050. This has been over three years in process, with many public meetings and technical analysis. This 30-year plan charts a course for a Bay Area that is affordable, connected, diverse, healthy and vibrant for all its residents through 2050 and beyond.

Draft Plan Bay Area 2050, along with drafts of the Implementation Plan and various supplemental reports, are now all available for review and comment. The MTC and ABAG are asking you to read Draft Plan Bay Area 2050 and give your comments at the [Planbayarea.org](http://Planbayarea.org) website by July 20. In addition, when you go to that website, you will also find out how to virtually participate in a number of webinars, workshops and hearings on the Draft Plan Bay Area 2050.

You will also find out how to leave your comments, by either voicemail or email, if you can't attend the webinars, workshops or hearings. All comments must be received by 5:00 pm on Tuesday, July 20.

Barbara forwarded the MTC-ABAG email to Jean Brooks, CAC secretary. Barbara asks the entire CAC for help in responding to the MTC-ABAG request for comment submission.

- Report from Staff

Joe Hurley reported for the TA, and asked that we close our meeting by remembering the families who have lost loved ones in the recent tragedy at the Santa Clara VTA.

- Report from Members

Steven Green was thanked by everyone on the CAC for his service and participation in the committee. He is leaving for Portland. 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 2, 2021

John D. Fox

TA CAC Vice Chair

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
MAY 31, 2021**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of May 2021 and supplemental information.

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

**SIGNIFICANCE**

**Year to Date Revenues:** As of May year-to-date, the Total Revenue (page 1, line 8) is \$94.7 million higher than prior year actuals. This is primarily due to the issuance of the 2020 Series A & B Sales Tax Revenue Bonds included in Other Sources – 101 EL Project (page 1, line 6). The increases are partially offset by the decreases in Measure A Sales Tax (Page 1, line 2) and Interest Income (Page 1, line 4).

**Year to Date Expenditures:** As of May year-to-date, the Total Expenditures (Page 1, line 29) are \$46.9 million higher than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

**Budget Amendment:**

There are no budget amendments for the month of May 2021.

Prepared By:

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

650-622-8020  
650-622-7890

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2021**  
**May 2021**

% OF YEAR ELAPSED: **91.7%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	REVISED BUDGET
<b>REVENUES:</b>					
Measure A Sales Tax	81,106,491	77,883,308	(3,223,183)	(4.0%)	80,000,000
Measure W Sales Tax	39,003,322	39,179,653	176,331	0.5%	40,000,000
Interest Income	6,959,415	4,789,069	(2,170,346)	(31.2%)	7,571,597
Rental Income	990,331	1,013,760	23,429	2.4%	1,031,339
Other Sources-101 EL Project	126,991	100,000,000	99,873,009	78,645.5%	100,000,000
<b>TOTAL REVENUE</b>	<b>128,186,549</b>	<b>222,865,789</b>	<b>94,679,239</b>	<b>73.9%</b>	<b>228,602,936</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	29,603,869	28,427,410	(1,176,459)	(4.0%)	29,200,000
Measure A Categories	55,486,392	38,348,403	(17,137,989)	(30.9%)	38,965,641
Other Uses-101 EL Project	-	64,379,105	64,379,105	100.0%	100,000,000
Measure W Annual Allocations	8,318,630	8,203,788	(114,842)	(1.4%)	8,000,000
Measure W Categories	10,443	1,485	(8,958)	(85.8%)	30,920,958
Oversight	894,458	1,058,711	164,252	18.4%	2,250,000
Administrative					
Staff Support	897,618	681,800	(215,818)	(24.0%)	1,037,829
Measure A Info.- Others	7,473	-	(7,473)	(100.0%)	5,000
Other Admin Expenses	706,885	1,703,174	996,289	140.9%	1,860,514
Total Administrative	1,611,975	2,384,974	772,998	48.0%	2,903,343
<b>TOTAL EXPENDITURES</b>	<b>95,925,768</b>	<b>142,803,875</b>	<b>46,878,107</b>	<b>48.9%</b>	<b>212,239,942</b>
<b>EXCESS (DEFICIT)</b>	<b>32,260,781</b>	<b>80,061,913</b>	<b>47,801,132</b>	<b>148.2%</b>	<b>16,362,994</b>
					<b>(11,435,673) (1)&amp;(2)</b>
					<b>4,927,321</b>
<b>BEGINNING FUND BALANCE</b>	<b>387,232,043</b>	<b>437,762,317 (3)</b>			<b>391,775,562</b>
<b>ENDING FUND BALANCE</b>	<b>419,492,824</b>	<b>517,824,230 (4)</b>			<b>396,702,883</b>

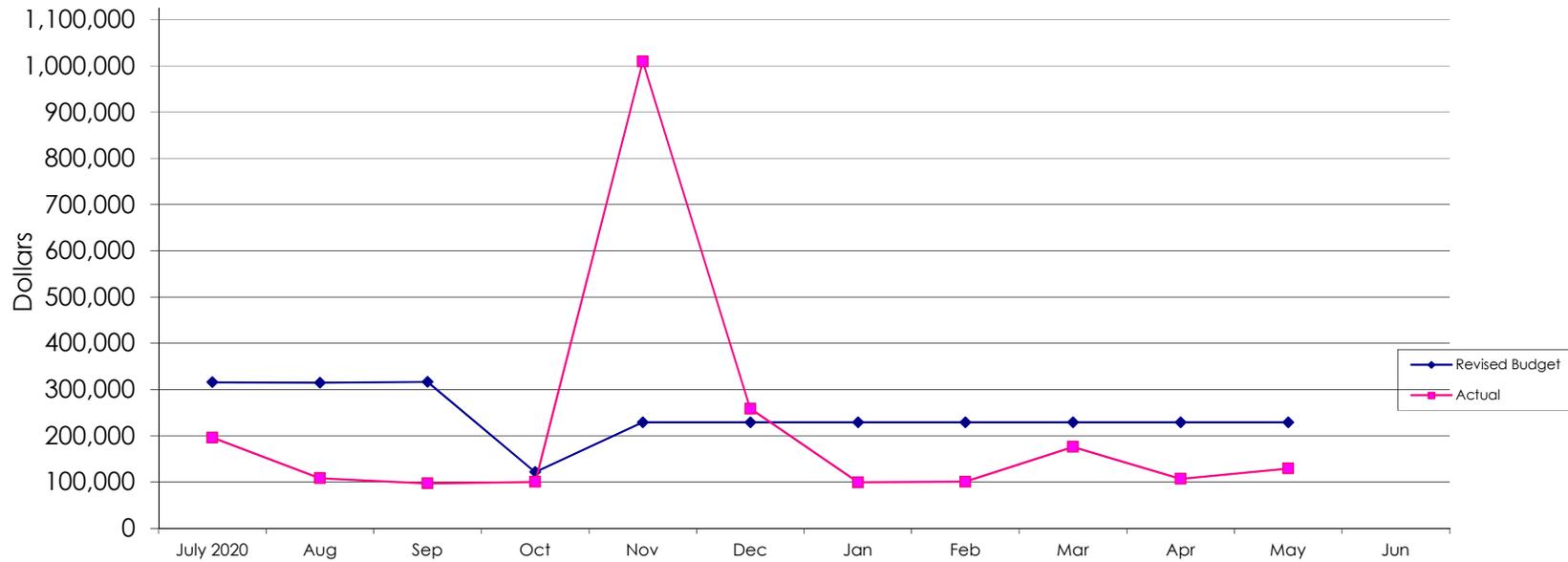
(1) The excess of FY2020 expense over FY2020 Budget for Grade Separation in the amount of \$10,784,417, is funded by balances from previous years' Measure A allocations.

(2) The excess of FY2020 expense over FY2020 Budget for San Mateo County Ferry Service in the amount of \$651,256, is funded by balances from previous years' Measure A allocations.

(3) Restated to reflect FY20 101 EL Project expenses (\$40,376,551) funded by the bond proceeds

(4) Unspent bond proceeds in the fund balance are restricted for the 101 EL Project.

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '20	Aug '20	Sep '20	Oct '20	Nov '20	Dec '20	Jan '21	Feb '21	Mar 21	Apr 21	May 21	Jun 21
<b>MONTHLY EXPENSES</b>												
Revised Budget	315,656	314,740	316,573	121,605	229,346	229,346	229,346	229,346	229,346	229,346	229,346	229,346
Actual	196,314	108,651	97,311	100,561	1,009,447	258,825	99,630	100,935	176,470	107,326	129,504	
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	315,656	630,396	946,969	1,068,574	1,297,920	1,527,266	1,756,612	1,985,958	2,215,304	2,444,651	2,673,997	
Actual	196,314	304,966	402,277	502,838	1,512,285*	1,771,110	1,870,739	1,971,674	2,148,143	2,255,469	2,384,974	
Variance-F(U)	119,342	325,430	544,692	565,735	(214,365)	(243,844)	(114,127)	14,284	67,161	189,181	289,023	
Variance %	37.81%	51.62%	57.52%	52.94%	-16.52%	-15.97%	-6.50%	0.72%	3.03%	7.74%	10.81%	

\*November actuals include issuance costs of \$861,930 for the 2020 Series A & B Sales Tax Revenue Bonds.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF MAY 31, 2021**

5/31/2021

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	10,965,516.18
JP Morgan Bank Checking	87,232,671.40
LAIF	74,142,791.84

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	165,341,178.76
MMF - US Bank Custodian Account	302,665.50
Cash	120,046.88
County Pool	140,778,275.79

**Total**

**\$ 478,883,146.35**

\* Fund Managed by Public Trust Advisors

# clearwater

Report: GAAP Base Balance Sheet by Lot  
 Account: SMCTA - Agg (165727)  
 As of: 05/31/2021  
 Base Currency: USD

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
02004VAC7	ALLYA 2018-2 A3	120,009.34	11/15/2022	119,987.54	155.75	120,269.75	120,425.49
14313FAD1	CARMX 2018-3 A3	296,143.79	06/15/2023	296,103.42	411.97	299,163.70	299,575.66
36255JAD6	GMCAR 2018-3 A3	226,148.48	05/16/2023	226,095.74	284.57	228,273.03	228,557.60
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	135.82	637,671.50	637,807.32
89238BAD4	TAOT 2018-A A3	16,552.50	05/16/2022	16,552.31	17.29	16,564.04	16,581.33
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	814,614.72	815,066.94
		<b>2,093,854.11</b>		<b>2,093,627.94</b>	<b>1,457.61</b>	<b>2,116,556.73</b>	<b>2,118,014.35</b>
AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	26,586.63	3,415,589.20	3,442,175.83
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,044.44	1,597,683.20	1,598,727.64
3133EMGX4	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,000,000.00	11/23/2022	2,994,270.00	83.33	2,999,844.00	2,999,927.33
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	2,177.08	3,299,293.80	3,301,470.88
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	1,083.33	1,605,361.60	1,606,444.93
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	3,644.44	1,594,390.40	1,598,034.84
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	3,800.00	3,755,749.00	3,759,549.00
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	129.58	4,668,722.67	4,668,852.25
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	297.92	1,104,793.80	1,105,091.72
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,722.22	1,603,022.40	1,604,744.62
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	2,691.67	3,750,144.00	3,752,835.67
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	609.38	3,892,348.20	3,892,957.58
		<b>33,240,000.00</b>		<b>33,345,553.65</b>	<b>43,870.03</b>	<b>33,286,942.27</b>	<b>33,330,812.30</b>
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	120,046.88	05/31/2021	120,046.88	0.00	120,046.88	120,046.88
		<b>120,046.88</b>		<b>120,046.88</b>	<b>0.00</b>	<b>120,046.88</b>	<b>120,046.88</b>
CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	6,721.25	1,532,985.00	1,539,706.25
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	16,410.67	1,644,641.60	1,661,052.27
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	7,811.11	1,633,771.20	1,641,582.31
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	43,065.00	2,750,970.75	2,794,035.75
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	7,853.33	1,633,968.00	1,641,821.33
		<b>9,050,000.00</b>		<b>9,050,000.00</b>	<b>81,861.36</b>	<b>9,196,336.55</b>	<b>9,278,197.91</b>

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	528.44	2,228,524.40	2,229,052.84
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	3,533.85	1,604,558.10	1,608,091.95
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,000.00	1,623,505.60	1,624,505.60
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	12,916.67	1,637,650.95	1,650,567.62
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	1,402.92	681,882.50	683,285.42
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	7,311.42	695,077.04	702,388.46
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	4,386.67	356,452.25	360,838.92
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	8,017.50	1,536,249.00	1,544,266.50
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	19,288.89	1,670,208.70	1,689,497.59
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	4,061.25	581,246.10	585,307.35
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	4,050.00	776,101.50	780,151.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,215.00	232,830.45	234,045.45
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,215.00	232,830.45	234,045.45
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	5,362.50	1,616,140.50	1,621,503.00
		<b>14,855,000.00</b>		<b>15,128,737.30</b>	<b>74,290.10</b>	<b>15,473,257.54</b>	<b>15,547,547.64</b>
FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,140,402.25	1,143,094.26
3137BM6P6	FHMS K-721 A2	792,778.26	08/25/2022	799,529.27	2,041.40	811,876.29	813,917.70
3137FKK39	FHMS K-P05 A	62,632.94	07/25/2023	62,632.76	167.18	64,337.18	64,504.36
3137FQ3V3	FHMS K-J27 A1	405,166.40	07/25/2024	405,156.68	706.34	417,605.01	418,311.35
		<b>2,315,577.61</b>		<b>2,374,574.17</b>	<b>5,606.93</b>	<b>2,434,220.74</b>	<b>2,439,827.67</b>
FNMA	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136B1XP4	FNA 2018-M5 A2	61,958.49	09/25/2021	63,190.91	183.81	62,186.50	62,370.31
		<b>61,958.49</b>		<b>63,190.91</b>	<b>183.81</b>	<b>62,186.50</b>	<b>62,370.31</b>

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	302,665.50	05/31/2021	302,665.50	0.00	302,665.50	302,665.50
SM - CP N/M A	County Pool New Measure A	113,791,119.85	05/31/2021	113,791,119.85	0.00	113,791,119.85	113,791,119.85
SM - CP O/M A	County Pool Old Measure A	26,987,155.94	05/31/2021	26,987,155.94	0.00	26,987,155.94	26,987,155.94
SM - LAIF	Local Agency Investment Fund	74,142,791.84	05/31/2021	74,142,791.84	0.00	74,142,791.84	74,142,791.84
		<b>215,223,733.13</b>		<b>215,223,733.13</b>	<b>0.00</b>	<b>215,223,733.13</b>	<b>215,223,733.13</b>
MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	2,626.25	391,530.00	394,156.25
		<b>375,000.00</b>		<b>375,000.00</b>	<b>2,626.25</b>	<b>391,530.00</b>	<b>394,156.25</b>
US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	97.25	1,773,406.25	1,773,503.50
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	21,860.50	2,527,710.94	2,549,571.43
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	98,149.17	11,348,906.25	11,447,055.42
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	50,859.12	5,880,796.88	5,931,655.99
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	392.93	9,109,968.75	9,110,361.68
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	126.54	2,933,718.75	2,933,845.29
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	6,994.57	5,120,156.25	5,127,150.82
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	2,826.09	2,068,750.00	2,071,576.09
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	8,189.62	1,603,156.25	1,611,345.87
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	3,807.07	2,373,308.59	2,377,115.66
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	12,228.26	7,623,046.88	7,635,275.14
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	39,049.72	4,888,312.50	4,927,362.22
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	54,585.64	6,833,125.00	6,887,710.64
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	12,596.69	1,576,875.00	1,589,471.69
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	3,359.12	420,500.00	423,859.12
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	21,834.25	2,733,250.00	2,755,084.25
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	2,934.78	2,332,968.75	2,335,903.53
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	23,513.81	3,347,000.00	3,370,513.81
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	14,707.18	3,304,500.00	3,319,207.18
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	9,097.83	3,274,500.00	3,283,597.83
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	1,905.74	2,248,593.75	2,250,499.49
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	521.74	1,590,000.00	1,590,521.74
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	10.59	1,530,625.00	1,530,635.59
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	8.20	1,185,000.00	1,185,008.20
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	2,361.88	2,220,117.19	2,222,479.07
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	369.57	1,668,921.88	1,669,291.44
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	20.49	1,971,875.00	1,971,895.49
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	5,865.33	3,668,542.97	3,674,408.30
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	3,666.35	2,876,554.69	2,880,221.04
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	1,532.61	2,345,960.94	2,347,493.55
		<b>99,885,000.00</b>		<b>99,898,381.93</b>	<b>403,472.61</b>	<b>102,380,148.44</b>	<b>102,783,621.05</b>

\* Weighted by: Base Market Value + Accrued

\* Holdings Displayed by: Lot

# Base Risk Summary - Fixed Income

06/01/2021 - 06/02/2021

SMCTA - Agg (165727)

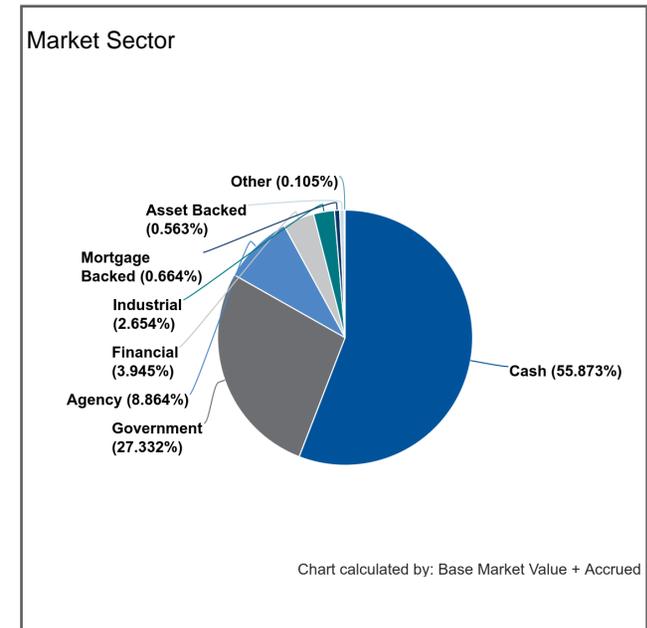
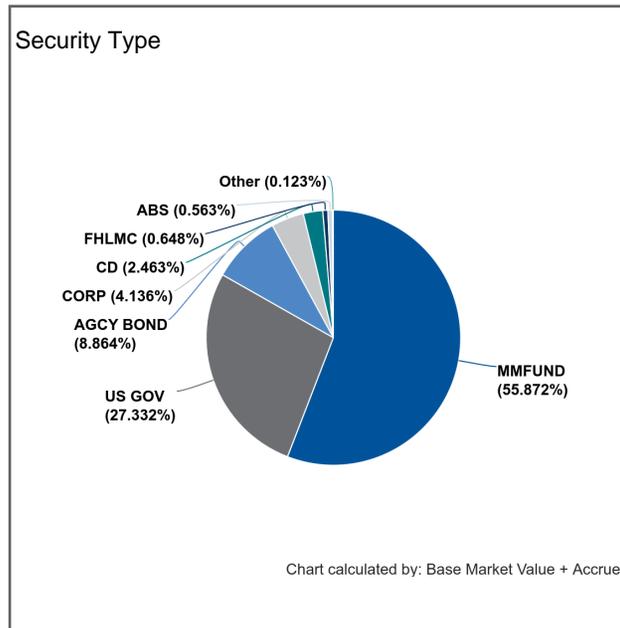
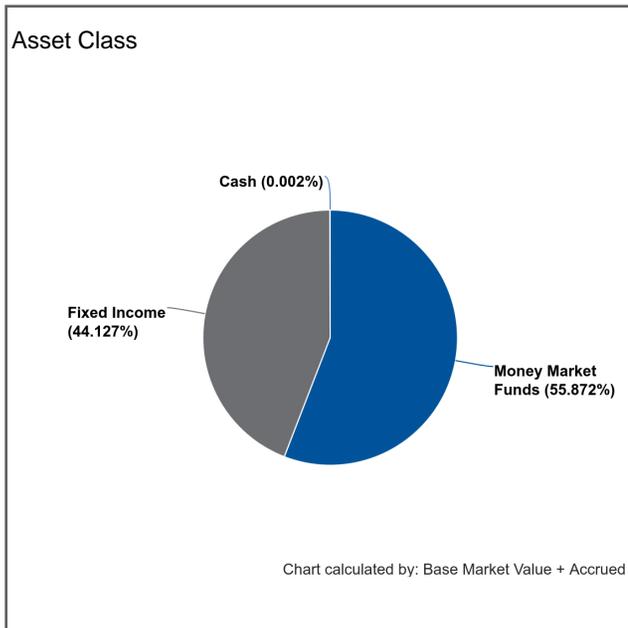
Dated: 06/03/2021

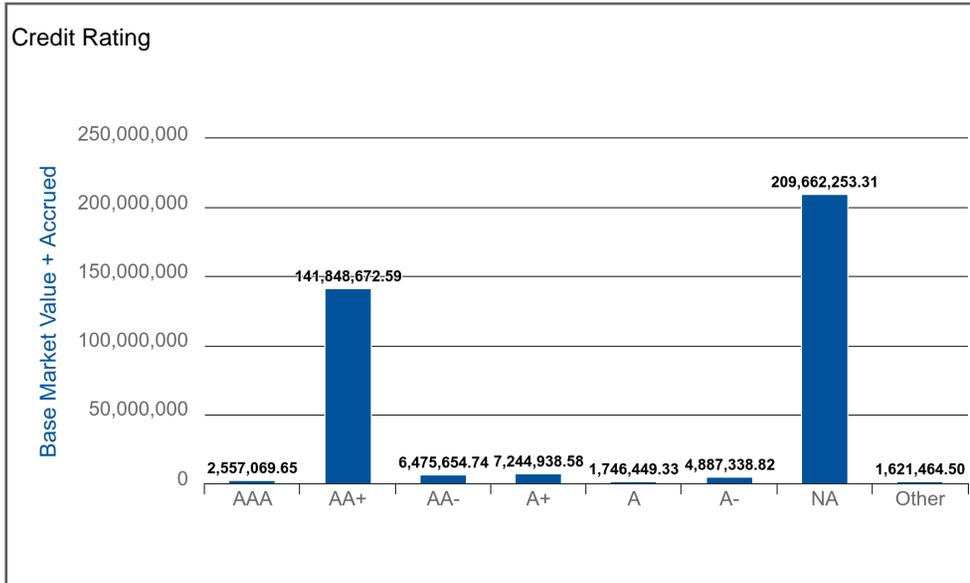
Balance Sheet	
Book Value + Accrued	373,364,179.11
Net Unrealized Gain/Loss	2,679,662.42
Market Value + Accrued	376,043,841.53

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	5,790.74
MMFund	210,101,467.02
Fixed Income	165,936,583.77
Duration	2.591
Convexity	0.094
WAL	1.169
Years to Final Maturity	1.187
Years to Effective Maturity	1.168
Yield	0.357
Book Yield	0.604
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	28.862%
United States	27.332%
(SM - LAIF) State of California	19.717%
Other	8.726%
(SM - CP O/M A) County Pool Old Measure A	7.177%
Federal Home Loan Mortgage Corporation	3.402%
Federal National Mortgage Association	3.110%
Farm Credit System	1.676%
---	100.000%

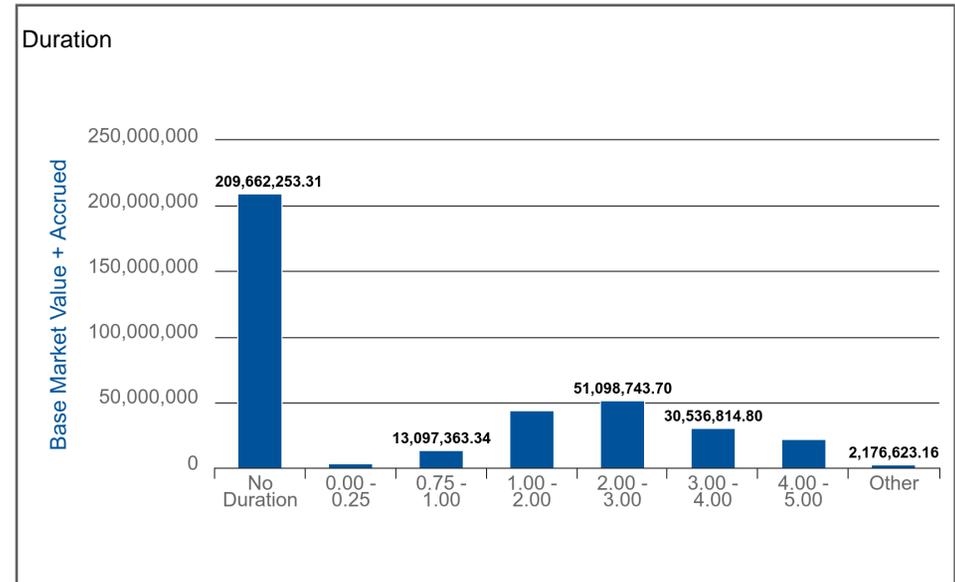
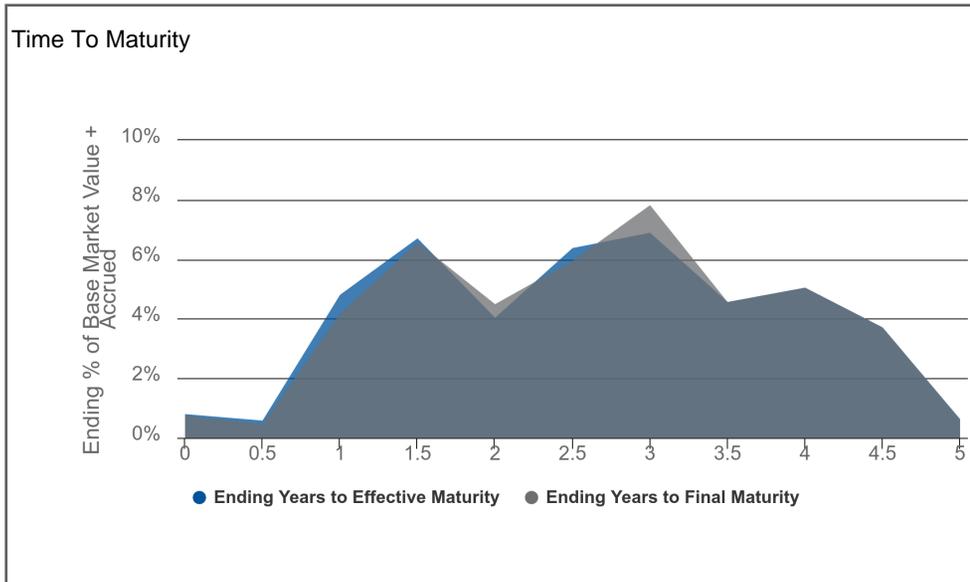
Footnotes: 1,2





### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.294%	0.386%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	3.424%	10.811%	12.107%	7.607%	5.926%	0.000%	0.000%	0.000%	0.000%
A	1.258%	0.437%	1.482%	0.514%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

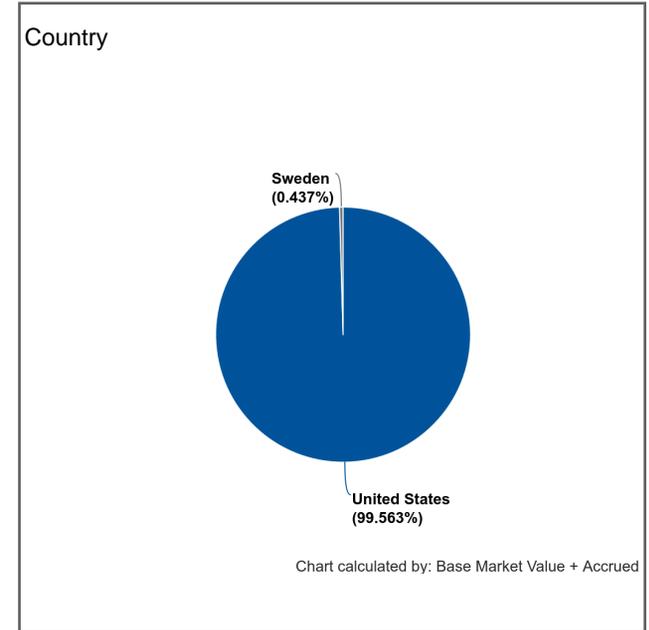
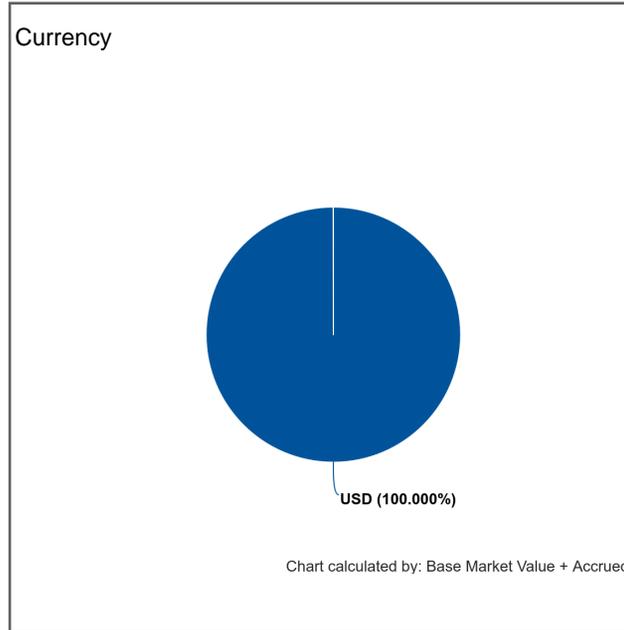
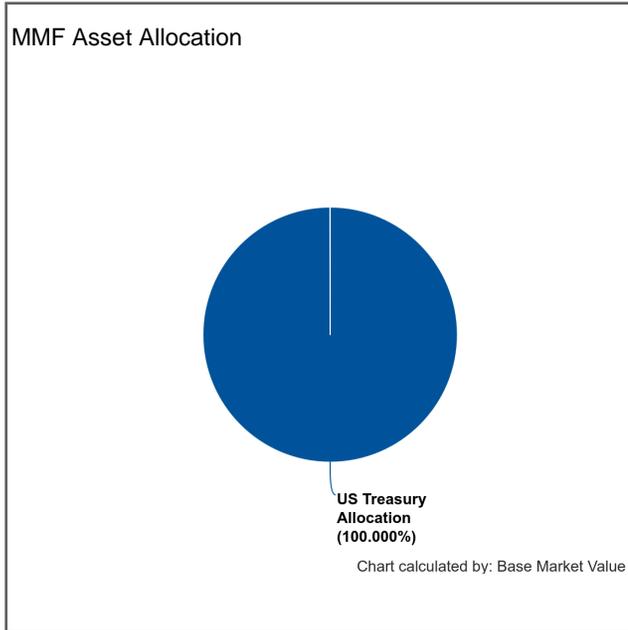
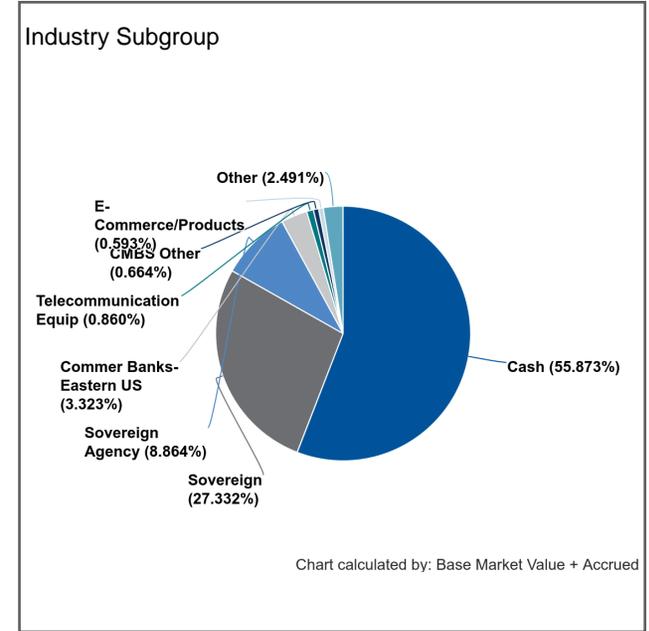
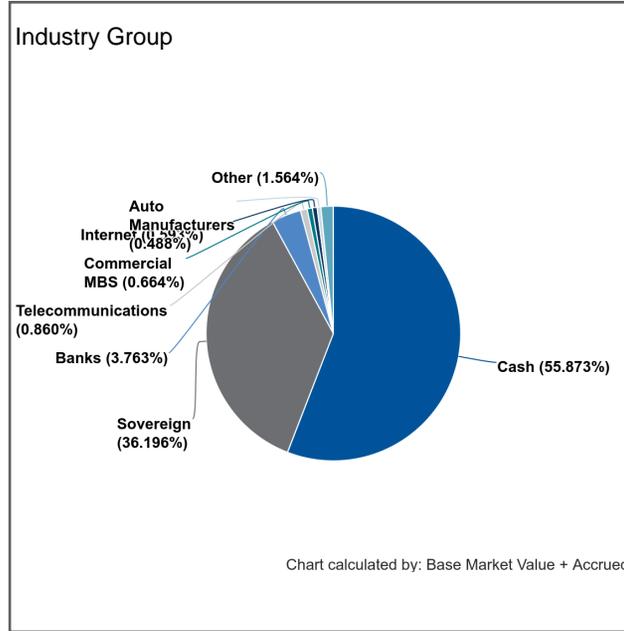
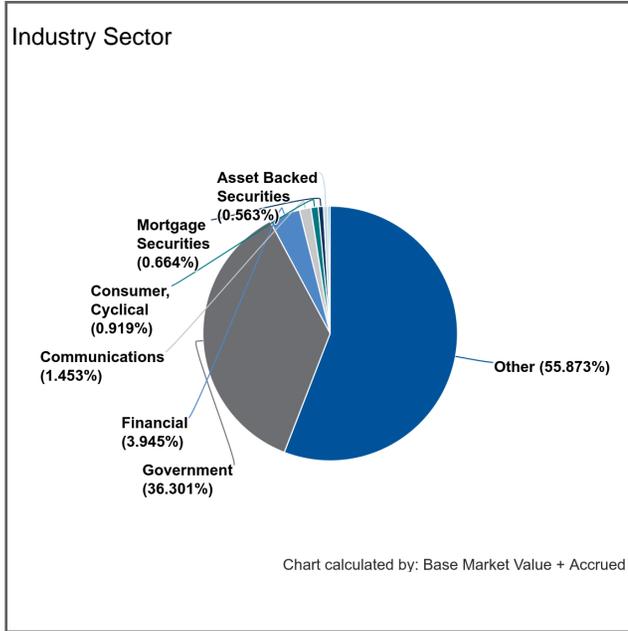


Base Risk Summary - Fixed Income

06/01/2021 - 06/02/2021

SMCTA - Agg (165727)

Dated: 06/03/2021



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# Base Risk Summary - Fixed Income

06/01/2021 - 06/02/2021

SMCTA - Agg (165727)

Dated: 06/03/2021

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

Report: GAAP Trading Activity  
 Account: SMCTA - Agg (165727)  
 Date: 05/01/2021 - 05/31/2021

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	-	(45,964.58)	Principal Paydown	05/15/2021	05/15/2021	11/15/2022	(45,964.58)	-	45,964.58
023135BW5	AMAZON.COM INC	2,225,000.00	2,225,000.00	Buy	05/10/2021	05/12/2021	05/12/2024	2,221,751.50	-	(2,221,751.50)
06051GHH5	BANK OF AMERICA CORP	(400,000.00)	(400,000.00)	Call Redemption	05/17/2021	05/17/2021	05/17/2022	(400,000.00)	-	400,000.00
14313FAD1	CARMX 2018-3 A3	-	(39,677.12)	Principal Paydown	05/15/2021	05/15/2021	06/15/2023	(39,677.12)	-	39,677.12
3136AJ7G5	FNA 2014-M6 A2	-	(200,476.29)	Principal Paydown	05/01/2021	05/01/2021	05/25/2021	(200,476.35)	-	200,476.35
3136B1XP4	FNA 2018-M5 A2	-	(10,024.32)	Principal Paydown	05/01/2021	05/01/2021	09/25/2021	(10,024.32)	-	10,024.32
3137BM6P6	FHMS K-721 A2	-	(1,342.81)	Principal Paydown	05/01/2021	05/01/2021	08/25/2022	(1,342.81)	-	1,342.81
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	(500,000.00)	(500,000.00)	Sell	05/11/2021	05/12/2021	05/05/2023	(501,875.00)	(36.46)	501,911.46
3137FKK39	FHMS K-P05 A	-	(42,941.10)	Principal Paydown	05/01/2021	05/01/2021	07/25/2023	(42,941.10)	-	42,941.10
3137FQ3V3	FHMS K-J27 A1	-	(23,979.72)	Principal Paydown	05/01/2021	05/01/2021	07/25/2024	(23,979.72)	-	23,979.72
31846V534	FIRST AMER:US TRS MM Y	2,277,717.48	2,277,717.48	Buy	---	---	05/31/2021	2,277,717.48	-	(2,277,717.48)
31846V534	FIRST AMER:US TRS MM Y	(3,834,990.72)	(3,834,990.72)	Sell	---	---	05/31/2021	(3,834,990.72)	-	3,834,990.72
36255JAD6	GMCAR 2018-3 A3	-	(30,782.82)	Principal Paydown	05/16/2021	05/16/2021	05/16/2023	(30,782.82)	-	30,782.82
427866BA5	HERSHEY CO	(630,000.00)	(630,000.00)	Maturity	05/15/2021	05/15/2021	05/15/2021	(630,000.00)	-	630,000.00
808513AW5	CHARLES SCHWAB CORP	(965,000.00)	(965,000.00)	Maturity	05/21/2021	05/21/2021	05/21/2021	(965,000.00)	-	965,000.00
89238BAD4	TAOT 2018-A A3	-	(28,941.28)	Principal Paydown	05/15/2021	05/15/2021	05/16/2022	(28,941.28)	-	28,941.28
91282CBW0	UNITED STATES TREASURY	2,350,000.00	2,350,000.00	Buy	05/24/2021	05/25/2021	04/30/2026	2,343,482.42	1,197.35	(2,344,679.77)
<b>San Mateo County TA</b>		<b>522,726.76</b>	<b>98,596.73</b>					<b>86,955.58</b>	<b>1,160.89</b>	<b>(88,116.47)</b>

\* Showing transactions with Trade Date within selected date range.  
 \* Weighted by: Absolute Value of Principal  
 \* MMF transactions are collapsed  
 \* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down.  
 \* While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.

## SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

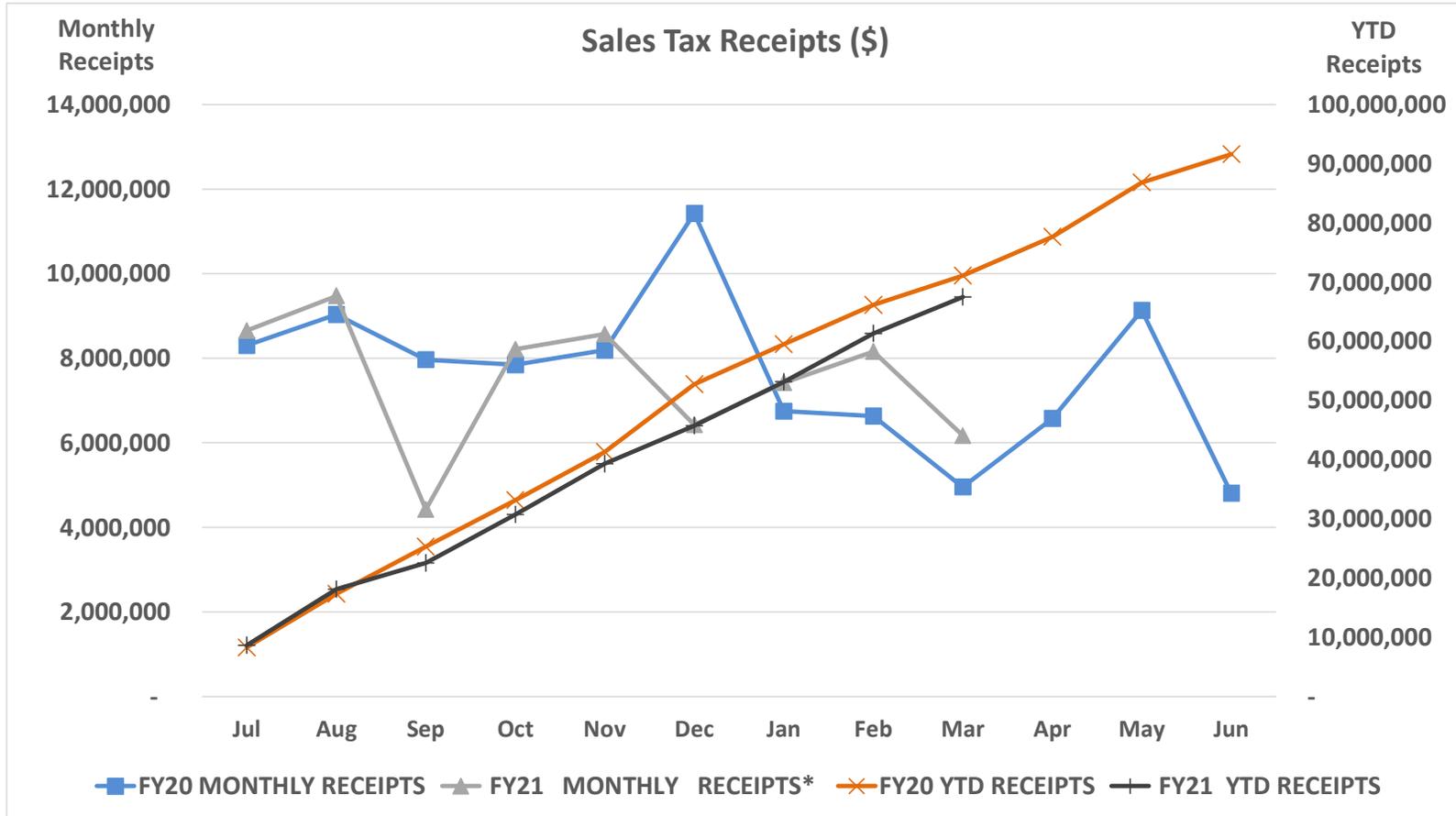
**Yield to Maturity at Cost (YTM @ Cost)** - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2021  
Measure A Sales Tax  
May 2021**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
MAY 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000035	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000036	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	000212	GOVERNMENT FINANCE OFFICERS ASSN	160.00	CHK	Operating Expense
SMCTA	000224	PUBLIC TRUST ADVISORS	6,821.59	CHK	Operating Expense
SMCTA	000229	PUBLIC TRUST ADVISORS	7,045.78	CHK	Operating Expense
SMCTA	000033	MARK THOMAS & COMPANY AND AECOM JV	419.30	ACH	Capital Programs (1)
SMCTA	000034	MARK THOMAS & COMPANY AND AECOM JV	52,485.47	ACH	Capital Programs (2)
SMCTA	000037	GRAY-BOWEN-SCOTT	52,773.98	ACH	Capital Programs (3)
SMCTA	000039	ZOON ENGINEERING, INC.	100,108.26	ACH	Capital Programs (3)
SMCTA	000075	DEPARTMENT OF TRANSPORTATION	9,113,198.90	WIR	Capital Programs (3)
SMCTA	000214	PACIFIC GAS & ELECTRIC COMPANY	9.96	CHK	Capital Programs (3)
SMCTA	000215	PACIFIC GAS & ELECTRIC COMPANY	10.35	CHK	Capital Programs (3)
SMCTA	000216	PACIFIC GAS & ELECTRIC COMPANY	51.11	CHK	Capital Programs (3)
SMCTA	000217	PACIFIC GAS & ELECTRIC COMPANY	10.35	CHK	Capital Programs (3)
SMCTA	000218	PACIFIC GAS & ELECTRIC COMPANY	89.77	CHK	Capital Programs (3)
SMCTA	000219	PACIFIC GAS & ELECTRIC COMPANY	203.25	CHK	Capital Programs (3)
SMCTA	000221	PACIFIC GAS & ELECTRIC COMPANY	10.35	CHK	Capital Programs (3)
SMCTA	000222	PACIFIC GAS & ELECTRIC COMPANY	100.42	CHK	Capital Programs (3)
SMCTA	000223	PALO ALTO, CITY OF	79.91	CHK	Capital Programs (3)
SMCTA	000227	PACIFIC GAS & ELECTRIC COMPANY	286.98	CHK	Capital Programs (3)
SMCTA	000038	GRAY-BOWEN-SCOTT	15,302.70	ACH	Capital Programs (4)
SMCTA	000226	FIVEPATHS, LLC	2,600.00	CHK	Capital Programs (4)
SMCTA	000040	MARK THOMAS & COMPANY AND AECOM JV	300,733.23	ACH	Capital Programs (5)
SMCTA	000072	PENINSULA CORRIDOR JOINT POWERS BOARD	5,019,230.13	WIR	Capital Programs (6)
SMCTA	000073	HANSON BRIDGETT LLP	43,480.00	WIR	Capital Programs (7)
SMCTA	000074	PENINSULA CORRIDOR JOINT POWERS BOARD	1,532,930.07	WIR	Capital Programs (8)
SMCTA	000076	PENINSULA CORRIDOR JOINT POWERS BOARD	1,301,617.59	WIR	Capital Programs (9)
SMCTA	000213	CITY OF PACIFICA	3,568.96	CHK	Capital Programs (10)
SMCTA	000220	REDWOOD CITY, CITY OF	57,118.73	CHK	Capital Programs (11)
SMCTA	000225	STANTEC CONSULTING SERVICES, INC.	57,344.86	CHK	Capital Programs (12)
SMCTA	000228	PENINSULA TRAFFIC CONGESTION RELIEF	83,650.72	CHK	Capital Programs (13)
SMCTA	000230	SOUTH SAN FRANCISCO, CITY OF	80,680.19	CHK	Capital Programs (13)
			<u>17,841,972.91</u>		

- (1) US 101 Interchange - Broadway
- (2) \$46,173.66 101 Peninsula Ave/Poplar Interchange; \$6,311.81 US 101 Interchange - Broadway
- (3) 101 HOV Ln Whipple - San Bruno
- (4) Express Lane Operations
- (5) 101 Managed Lanes (Nof I-380)
- (6) SSF Caltrain Station
- (7) \$600.00 Ferry Oversight; \$5,440.00 Pedestrian and Bicycle Oversight; \$280.00 Local Shuttle Oversight; \$2,880.00 TA-Caltrain Project Oversight; \$7,120.00 Street and Highways Oversight; \$27,160.00 Operating Expense
- (8) Caltrain Electrification
- (9) \$46,940.75 S. Linden Ave - Scott St Grade Sep; \$33,767.49 Broadway Grade Sep; \$31,008.20 CBOSS/PTC project (Recollectible project); \$268,660.03 Caltrain Electrification; \$921,241.12 25th Ave Grade Separation.
- (10) San Pedro Creed/Route 1 Bdge Replace Project
- (11) 84/101 Interchange
- (12) 2020 Short Range Highway Plan
- (13) Shuttles FY21-22 Funding

**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 CONTRACT TO PROVIDE E-BUILDER SOFTWARE SUBSCRIPTION SERVICES**

**ACTION**

Staff proposes that the Board:

1. Award a contract through the General Services Administration (GSA) cooperative contract to e-Builder, Inc. (e-Builder) of Plantation, Florida for e-Builder Software Subscription Services for a not-to-exceed amount of \$179,321 through December 31, 2022.
2. Authorize the Acting Executive Director, or designee, to execute a contract with e-Builder with terms and conditions substantially similar to the GSA cooperative contract, and in a form approved by legal counsel.

**SIGNIFICANCE**

The San Mateo 101 Express Lanes Project (Project) is being delivered by an integrated team of over 200 people, consisting of engineers and planners from both the California Department of Transportation (Caltrans) and San Mateo County Transportation Authority (TA) and their consultants. Over 40 Task Managers are directing the \$581 million Project. For the last two years, the team has utilized e-Builder software originally procured by the San Mateo County Transit District (District) for document management, financial management, invoicing, Project reporting, and overall Project administration. There are currently over 15,000 documents filed and managed in the system.

The District has determined it does not have independent need for e-Builder, and the TA recently adopted its own Procurement Policy, which enables the TA to utilize cooperative procurement mechanisms, such as GSA contracts. The proposed contract will provide the Project team with continued access to the system, which will save the TA from a substantial duplication of costs that would be incurred if the software were to be replaced.

We have an unlimited number of licenses through the current contract with the District, which would cost \$337,358.11 through the end of 2022. As part of the analysis leading up to this proposed TA action, staff has reassessed the number of licenses needed for the duration of the Project and determined that the number should be 100 licenses, resulting in Project cost savings of \$158,037.90.

**BUDGET IMPACT**

Funds to support the award of this contract are included in the proposed Fiscal Year 2022 budget and will be included in future year budgets.

**BACKGROUND**

The e-Builder construction management design software was originally procured by the District for the Project under a July 27, 2018 agreement. It was paid for by the TA via a cost reimbursement agreement between the District and the TA. The purchase was made under the GSA contract GS 35F-408AA. The agreement between the District and e-Builder is set to expire on July 22, 2021. A significant amount of Project document management work has been accomplished using e-Builder software and a large amount of data is housed within the system. Continued use of this system will preserve access to this data through Project completion. To date, the Project has expended \$937,000 on the e-Builder licenses in support of the Project.

Prepared by: Tim Willson, Procurement Administrator II  
Project Manager: Joseph Hurley, Director SMCTA Administration

650-508-6011  
650-508-7942

**RESOLUTION NO. 2021-**

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

\* \* \*

**AWARDING CONTRACT TO e-BUILDER, INC. TO PROVIDE e-BUILDER SOFTWARE  
SUBSCRIPTION SERVICES THROUGH DECEMBER 31, 2022 FOR A NOT-TO-EXCEED AMOUNT  
OF \$179,321**

**WHEREAS**, the San Mateo 101 Express Lanes Project (Project) is being delivered by engineers and planners from both the California Department of Transportation and San Mateo County Transportation Authority (TA) and their consultants; and

**WHEREAS**, pursuant to a General Services Administration (GSA) cooperative agreement, the San Mateo County Transit District (District) entered into an agreement with e-Builder, Inc. of Plantation, Florida (e-Builder) in 2018 to provide subscription services for its construction management and design software for the Project, including licenses, business intelligence and sandbox add-ons; and

**WHEREAS**, the Project has paid for access to e-Builder via a cost reimbursement agreement between the District and the TA; and

**WHEREAS**, the Project currently has over 15,000 documents filed and managed in the e-Builder system, which serves as the central repository of Project information; and

**WHEREAS**, the agreement between the District and e-Builder is set to expire on July 22, 2021; and

**WHEREAS**, by obtaining its own e-Builder software subscription, the TA can avoid a substantial duplication of costs that would be incurred if the software were to be replaced; and

**WHEREAS**, pursuant to its Procurement Policy adopted by Resolution No. 2021-5, the TA is permitted to procure products and services through the purchasing

cooperative offered by the GSA, which competitively solicits, negotiates, and establishes contracts for products and services, and makes these contracts available to public agencies; and

**WHEREAS**, staff and legal counsel reviewed the GSA procurement and determined that it complies with the TA's Procurement Policy; and

**WHEREAS**, e-Builder has submitted a proposal, dated May 12, 2021, under its GSA contract, offering to provide the TA with an e-Builder software subscription for up to 50 users through December 31, 2022 at a price of \$179,320.21; and

**WHEREAS**, the Acting Executive Director recommends that the Board of Directors award a contract to e-Builder to provide e-Builder software subscription services for a not-to-exceed amount of \$179,321.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby awards a contract through the General Services Administration cooperative contract to e-Builder, Inc. of Plantation, Florida to provide e-Builder software subscription services for a not-to-exceed amount of \$179,321 through December 31, 2022; and

**BE IT FURTHER RESOLVED** that the Acting Executive Director, or designee, is authorized to execute a contract with e-Builder, Inc. with terms and conditions substantially similar to those of the GSA cooperative contract and in a form approved by legal counsel.

Regularly passed and adopted this 1<sup>st</sup> day of July, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

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

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **APPROVE EXECUTION OF A SECOND AMENDMENT TO THE COOPERATIVE FUNDING AGREEMENT WITH THE SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY**

**ACTION**

Staff recommends the Board authorize the execution of a second amendment to the Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) to provide additional loan advances in the amount of \$1,407,116, to fund the San Mateo County Transportation Authority's (TA) share of the SMCEL-JPA operating budget for Fiscal Year 2021-22.

**SIGNIFICANCE**

SMCEL-JPA must rely on funding from its member agencies (the City/County Association of Governments of San Mateo County (C/CAG) and the TA) to pay for its operating costs until toll revenue is generated from the San Mateo County Express Lanes Project. In June 2021, the SMCEL-JPA approved a Fiscal Year 2021-22 operating budget of \$2,721,160. Under the proposed second amendment to Cooperative Funding Agreement, the TA will provide an operating loan of \$1,407,116, which is approximately 52% of the SMCEL-JPA Fiscal Year 2021-22 operating budget. Pursuant to a separate agreement with SMCEL-JPA, C/CAG will provide an operating loan of \$1,314,045, approximately 48% of the SMCEL-JPA Fiscal Year 2021-22 operating budget.

The percentage split is based on the assumption that each agency will advance funds to pay its own staff support and its own internal costs. The interest on the operating loan will accrue monthly at the County Investment Pool interest rate.

**BUDGET IMPACT**

The funds to support the operating loan are included in the TA's Fiscal Year 2022 Budget. This funding will be considered an operating loan from the TA and will be repaid from future revenues from the San Mateo County Express Lanes Project.

**BACKGROUND**

The SMCEL-JPA was created by C/CAG and TA to oversee the operations and administration of the San Mateo County Express Lanes Project. At the time of formation,

it was anticipated that the SMCEL-JPA would require three operating loans from the TA and C/CAG to support its operating budget, through Fiscal Year 2021-22, before it would begin collecting toll revenue from the San Mateo County Express Lanes Project. Currently, the express lanes segment between the Santa Clara County line and Whipple Avenue is scheduled to open in late 2021, and the segment between Whipple Ave. and I-380 is expected to open approximately one year later.

Under the Cooperative Funding Agreement between the TA and SMCEL-JPA, executed December 18, 2019, the TA agreed to loan the SMCEL-JPA \$872,456 to support the TA's share of the SMCEL-JPA's operating budget. On July 17, 2020 the TA and SMCEL-JPA executed the First Amendment to the Cooperative Funding Agreement to provide a further loan in the amount of \$1,270,463 to fully fund the TA's share of the SMCEL-JPA's Fiscal Year 2020-21 Budget.

Adoption of the SMCEL-JPA Fiscal Year 2021-22 Budget utilizes a two-step process. The first step was approval of the operating budget in June, which generally includes the executive, administrative, and legal costs to operate the SMCEL-JPA and continue to advance the project initiation activities towards the opening of the toll lanes. These include the staffing provided by C/CAG and the TA, the County Counsel legal resources, and consultants such as the HNTB PPM contract. The C/CAG and TA operating loans are intended to fund these activities until the toll lanes generate revenue.

The second step will consist of a SMCEL-JPA budget amendment after SMCEL-JPA approves multi-year contracts for the express lanes facilities with the Bay Area Infrastructure Financing Authority, Bay Area Toll Authority, State Department of Transportation and the California Highway Patrol to operate and maintain the express lanes and tolling infrastructure. The future SMCEL-JPA budget amendment is not expected to have any impact on the SMCTA operating loan because the additional expenses will be paid for with express lane revenue once the lanes are operational.

Prepared by: Jayden Sangha, Acting Director - Treasury

650-208-7277

**RESOLUTION NO. 2021-**

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

\* \* \*

**AUTHORIZE EXECUTION OF THE SECOND AMENDMENT TO THE COOPERATIVE FUNDING AGREEMENT WITH THE SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY**

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

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

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

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

**WHEREAS**, on July 17, 2020 the SMCEL-JPA and TA executed the first amendment to the Cooperative Funding Agreement to increase the loan to the SMCEL-JPA by \$1,270,463 to support the SMCEL-JPA's budget for Fiscal Year 2020-2021; and

**WHEREAS**, the SMCEL-JPA and TA now wish to further amend the Cooperative Funding Agreement to increase the loan amount by \$1,407,116 to support the SMCEL-JPA's budget for Fiscal Year 2021-2022.

**NOW THEREFORE BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the execution of the second amendment to the Cooperative Funding Agreement with the SMCEL-JPA to increase the loan amount by \$1,407,116 to fund the third year of SMCEL-JPA operations.

Regularly passed and adopted this 1st day of July, 2021 by the following vote:

AYES:

NOES:

ABSENT

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

DRAFT

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

This Second Amendment is entered into on the \_\_\_\_ day of \_\_\_\_\_, 2021, by and between the San Mateo County Express Lanes Joint Powers Authority (“JPA”) and the San Mateo County Transportation Authority (“Authority”), both California public agencies (each a “Party,”; and collectively, the “Parties”).

RECITALS

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

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

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

D. The Parties now wish to further amend the Original Agreement to provide for additional loan advances by the Authority for up to a maximum amount of \$1,407,116, to support a portion of the JPA’s Fiscal Year 2021-22 budget, with a separate portion (\$1,314,045) to be loaned to the JPA by C/CAG.

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

1. Amendments.

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

The Authority agrees to loan to the JPA, and the JPA agrees to accept, up to One Million Four Hundred and Seven Thousand, One Hundred and Sixteen Dollars (US \$1,407,116) to fund a portion of the JPA's Fiscal Year 2021-2022 expenses, consistent with budgeted commitments in the JPA's Fiscal Year 2021-2022 Budget. The loan under this paragraph shall be in addition to the other loans under the first and second paragraphs under this Section 1.A., and together they shall comprise the “Loan Amount,” notwithstanding the definition of such term above.

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

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

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

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

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

SAN MATEO COUNTY EXPRESS  
LANES JOINT POWERS AUTHORITY

SAN MATEO COUNTY  
TRANSPORTATION AUTHORITY

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

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

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

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

ATTESTED BY:

ATTESTED BY:

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

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

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

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

APPROVED AS TO FORM:

APPROVED AS TO FORM:

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

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

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

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

DRAFT

**San Mateo County Express Lanes JPA  
FY2022 Proposed Budget**

	FY2021 Adopted Budget	FY2022 Proposed Budget	FY22 Proposed vs. FY2021 Adopted Budget	Percentage Change	
1	SOURCES OF FUNDS				1
2	2,187,707	2,721,160	533,453	24.4%	2
3					3
4	USES OF FUNDS				4
5	814,700	689,030	(125,670)	-15.4%	5
6	53,415	53,415	-	0.0%	6
7	4,000	10,000	6,000	150.0%	7
8	16,160	16,160	-	0.0%	8
9	3,000	3,000	-	0.0%	9
10	5,000	5,000	-	0.0%	10
11	60,000	60,000	-	0.0%	11
12	1,171,432	1,614,707	443,275	37.8%	12
13	-	186,648	186,648	100.0%	13
14	60,000	83,200	23,200	38.7%	14
15	2,187,707	2,721,160	533,453	24.4%	15



**BOARD OF DIRECTORS 2021**

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

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

**AGENDA ITEM #9  
JULY 1, 2021**

**MEMORANDUM**

**Date:** June 24, 2021  
**To:** TA Board of Directors  
**From:** Carter Mau, Acting Executive Director  
**Subject:** Executive Director's Report – July 1, 2021

**San Mateo County Express Lanes JPA**

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Board of Directors adopted a toll ordinance to establish a process for toll collection and enforcement on the new US 101 Express Lanes in San Mateo County at its June 11, 2021 meeting. The first phase of the lanes opening from the Santa Clara County line to Whipple Avenue is estimated by the end of 2021, with the second phase of the lanes opening from Whipple to I-380 estimated by the end of 2022.

Over the past several months, a range of tolling policies were discussed and explored by the SMCEL-JPA Board of Directors to determine what would work best for the San Mateo County express lanes.

Tolls will be applied to express lane customers unless they are eligible for a toll-free trip and will be charged through the FasTrak system. All customers must have a FasTrak Flex toll tag to use the express lanes, as that allows them to disclose how many passengers they are carrying. Customers without a FasTrak Flex toll tag will be in violation and will be subject to fines and penalties. Tolls will be adjusted during operating hours depending on demand and traffic patterns, with the goal of keeping express lane traffic flowing smoothly.

Customers driving carpools with three or more people will be able to travel free of tolls in the express lanes. Customers driving vehicles with two people or certain clean air vehicles (CAVs) -- such as cars that run on fuel cells, battery, or plug-in hybrids that have a valid CAV decal from the Department of Motor Vehicles -- will qualify for a 50 percent toll discount when the lanes first open. The Board will revisit the CAV discount before the opening of the second phase.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

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

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

This project is responsible for building managed lanes on US 101 between I-380 and the San Mateo/San Francisco County line similar to the express lanes project currently under construction south of I-380 to the Santa Clara County line. This north of I-380 segment is approximately seven miles long. A "convert-a-lane" option and an "add-a-lane" option are being considered as part of the environmental review process.

The Project Approval and Environmental Document (PA&ED) phase of this project started in November 2020. The TA is contributing \$8 million towards the PA&ED phase.

As the owner and operator of the state highway system, Caltrans is the environmental lead agency. Completion of the environmental review process will comply with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. Caltrans is also the agency that will formally approve the project at the end of the environmental review process. An environmental review Notice of Preparation (NOP) is scheduled to be issued on July 20. The NOP 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 purpose of the NOP is to solicit input from agencies, organizations, and the public on the scope and content of the environmental information to be included in the Draft EIR.

During the public and agency review period, a virtual environmental scoping meeting is planned for Wednesday, August 4, 2021. The scoping meeting is an opportunity for the public to get involved and provide input. At the meeting, the project team will provide an overview of the project and solicit questions and comments that would help shape the content of the EIR. Following the meeting, the public will have a period of 45 days to provide further comment.

### **Safe Routes to School Program Update**

The San Mateo County Office of Education's (SMCOE) Safe Routes to School (SRTS) Fiscal Year 2021-2022 Call for Projects was released at the end of May with applications due to SMCOE at the end of June. This program was allocated \$202,500 of Measure W funding in June 2020 to help fund small capital and special projects in the vicinity of schools in San Mateo County. SMCOE conducts a call for projects each year to support programs and projects for the specific school year and has a balance of \$105,000 from the TA's allocation to contribute toward SRTS projects. TA staff participated in the review of project applications and applicants will be notified at the beginning of July if their projects are selected. A presentation to the TA Board on SRTS will be included with the larger Pedestrian and Bicycle Program Update in the fall.

### **Countywide Bike and Pedestrian Plan**

C/CAG adopted the updated Comprehensive Bicycle and Pedestrian Plan 2021 at their June 11th meeting. The TA helped fund the Plan and contributed staff time as part of a Technical Advisory Group. The updated Plan sets a new vision that strives to provide a safe, accessible, and comprehensive network of bicycle and pedestrian facilities that increases connectivity, promotes mode shift, improves safety, advances complete streets, prioritizes equity, and furthers regional collaboration in the County. The TA will be using information and the network developed in the plan to assist with project selection during the next Pedestrian and Bicycle Call for Projects.

**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: **PENINSULA CORRIDOR ELECTRIFICATION PROJECT UPDATE**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the six Measure A program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs will be featured individually throughout the year.

This item features a presentation on the latest progress of the Caltrain's Peninsula Corridor Electrification Project (PCEP).

PCEP, which had a prior project cost estimate of \$1.98 Billion, is funded through multiple sources as outlined in the table below.

<b>Fund Source</b>	<b>Amount (in Millions)</b>
Federal Transit Administration (FTA) Core Capacity Program	\$647.0
FTA 5307 Formula Funding	\$286.8
High Speed Rail (HSR) and Prop 1A	\$713.0
State Funds (non HSR funds)	\$37.0
Regional Funds	\$59.4
JPB Member Agencies*	\$237.0
Total	\$1,982.3

\*TA contribution of \$105.1M

The Caltrain Board of Directors received an update on PCEP at its June 2021 meeting. The project has experienced significant challenges associated with the overhead centenary system foundations due to unknown subsurface conditions, COVID-19 impacts, and implementation of a new grade crossing signal system. Based on an independent review conducted by FTA, the project schedule has slipped from quarter 3 of calendar year 2022 to quarter 4 of calendar year 2024. As part of this review, FTA has estimated the additional cost to complete the project is \$333 million.

Caltrain is looking at numerous avenues to close the funding gap, which may include requesting additional funding from the JPB member agencies.

Previously the TA, on behalf of the San Mateo County Transit District, along with the other JPB member agencies and the Metropolitan Transportation Commission (MTC) have collectively pledged an additional 10% contingency, or \$200 million, for possible cost increases associated with the project above the \$1.98 Billion project estimate. This is a requirement imposed by the FTA.

The approval of the additional funds was an action taken by the TA Board at its January 2017 meeting. Other funding partners, including San Francisco County Transportation Authority, Valley Transportation Authority and the MTC, took similar board actions. These board actions were necessary to ensure the execution of the \$647 million PCEP Full Funding Grant Agreement with the FTA at that time.

Further information on the project status, including a detailed overview of the project delays and cost increases, will be provided via PowerPoint.

### **BUDGET IMPACT**

There is no budget impact associated with this informational update.

### **BACKGROUND**

PCEP includes the electrification of the existing Caltrain corridor between San Francisco and San Jose and the replacement of 75 percent of Caltrain's diesel train service with high-performance electric trains, called Electric Multiple Units.

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

Project Manager: John Funghi, Chief Officer, Caltrain Modernization 650-295-6882

**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: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS IN THE AMOUNT OF \$23 MILLION FOR THE SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT**

**ACTION**

Staff recommends the Board:

1. Program and allocate \$23 million of Measure A Caltrain Program funds to the South San Francisco Caltrain Station Improvement Project (Project), with the understanding that responses to any subsequent requests to further fund this Project are not guaranteed, and that such requests would be considered in the context of potential requests for the San Mateo County Transportation Authority (TA) to fund other Caltrain projects in the near term; and
2. Authorize the Acting Executive Director or designee to take any actions necessary to program and allocate the subject funding, including the execution or amendment of funding agreements with the City of South San Francisco (City) and Peninsula Corridor Joint Powers Board (JPB).

**SIGNIFICANCE**

The TA, at its February 2015 meeting, programmed and allocated \$49.1 million in Measure A funds to the Project. The Project is reconstructing the sub-standard South San Francisco Station to provide a wider center platform and reconfigure the tracks to eliminate the hold-out rule at the station. The Project also will provide a pedestrian underpass connecting the west and east sides of the station and will serve as an important component of the City's downtown mixed-use developments.

In April 2017, the TA Board redirected \$38,827,600 of Measure A funds allocated in February 2015 from the Project to the Peninsula Corridor Electrification Project (PCEP) as part of a funding exchange that replaced the redirected Measure A funds with Federal Transit Administration (FTA) Section 5337 Program funds for the Project. This funding exchange was approved by the Metropolitan Transportation Commission (MTC); the new funding mix for the Project then included \$10,272,400 in Measure A funds and \$38,827,600 in FTA funds.

In November 2019, the TA Board was informed of several Project challenges that increased the Project cost from \$55.5 million to \$71.6 million. As a result, the JPB requested an additional \$11.3 million in Measure A Caltrain category funds to help address \$16.1 million in Project cost increases, along with additional contributions from the City of South San Francisco and other sources. The following table shows the current Project funding plan:

<u>Fund Source</u>	<u>Amount</u>
Measure A	\$21,572,400
City of South San Francisco	\$9,900,000
FTA Section 5337 Program	\$38,827,600
<u>Caltrain/Union Pacific Railroad</u>	<u>\$1,300,000</u>
Total	\$71,600,000

In February 2021, JPB staff provided a Project update to the TA Board of Directors (Board) and indicated that the Project cost would increase again given significant challenges that could not be addressed within the current funding, including:

- Delays associated with required permits, utility relocations and COVID-19
- Low contractor productivity
- Contaminated soil
- Contractor claims and change orders
- Cost escalation for labor and materials

At the February meeting, the JPB advised that additional funding would be necessary to resolve these issues and that the JPB would return to the TA once the cost estimate had been refined. Since that time, the review has been completed and Caltrain has identified an immediate need for \$25 million to resolve approved change orders, claims, cost escalation, as well as ongoing Project management support. It is anticipated that the \$25 million would take the Project to substantial completion.

Negotiations with the contractor to resolve outstanding contract issues will continue to determine any additional remaining costs to complete and close out the Project. Additionally, while contractor productivity has improved substantially, the Project schedule has slipped three months and the Project is now estimated to be complete in November 2021.

To fund the immediate Project funding need, the City of South San Francisco City Council approved at its June 23, 2021 meeting to provide \$2 million to the Project, subject to the following conditions: 1) no further funding would be provided beyond the \$2 million, and any future cost increases is the responsibility of the JPB; 2) the \$2 million to be provided may only be used for contractor costs and may not be used to support staff or oversight; 3) City funds are to be the "last dollars" used in the Project, with any savings be returned to South San Francisco, should the final Project be completed at a total Project cost under \$96.6 million.

The JPB is requesting the TA program and allocate the balance of the funding needed, or \$23 million, using available sales tax revenue from the Original and New Measure A Caltrain categories. Caltrain has indicated it may need to return to the TA with a final request to address any remaining costs at a later date. The table below shows the proposed Project funding plan.

<u>Funding Source</u>	<u>Current Budget</u>	<u>Additional Funds</u>	<u>Revised Budget</u>
Measure A	\$21,572,400	\$23,000,000	\$44,572,400
City of South San Francisco	\$9,900,000	\$2,000,000	\$11,900,000
FTA Section 5337	\$38,827,600	\$0	\$38,827,600
Caltrain/UPRR	\$1,300,000	\$0	\$1,300,000
Total	\$71,600,000	\$25,000,000	\$96,600,000

**BUDGET IMPACT**

There are sufficient Measure A funds in the Caltrain category to support the current funding request. Based on the sales tax received through May 2021, the Caltrain category has approximately \$27.3 million available to program and allocate to the Project or other eligible Caltrain projects.

**BACKGROUND**

Per the 2004 Expenditure Plan, 16 percent of Measure A sales tax revenue is apportioned to the Caltrain category. Up to half of the funding may be used to support Caltrain operating costs with the remainder funding capital projects. The TA has historically allocated funding from the Caltrain category on an annual basis in support of programs and projects in the Caltrain Short Range Transit Plan and the adopted Caltrain capital and operating budgets.

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

**RESOLUTION NO. 2021 –**

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

\* \* \*

**PROGRAMMING AND ALLOCATING \$23 MILLION IN  
MEASURE A FUNDS FROM THE CALTRAIN PROGRAM CATEGORY TO THE  
SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT**

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

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

**WHEREAS**, Caltrain improvements are qualified expenditures and designated as the number one priority under the 1988 Transportation Expenditure Plan; and

**WHEREAS**, the 2004 Transportation Expenditure Plan designates 16 percent of the New Measure A revenues to fund Caltrain projects; and

**WHEREAS**, the TA, at its February 2015 meeting, programmed and allocated \$49.1 million in Measures A funds to the South San Francisco Caltrain Station Improvement Project (Project), which will reconstruct the station by replacing two existing narrow platforms with a longer and wider center platform, and include construction of a new pedestrian underpass to connect the east and west sides of the station; and

**WHEREAS**, in April 2017, the TA Board of Directors (Board) redirected \$38.8 of Measure A funds from the Project to the Peninsula Corridor Electrification Project (PCEP) as part of a funding exchange that replaced the redirected Measure A funds with Federal Transit Administration (FTA) Section 5337 Program funds, leaving a balance of \$10.27 of Measure A funds on the Project; and

**WHEREAS**, in November 2019, the TA Board was informed of several Project challenges that increased the Project cost from \$55.5 million to \$71.6 million, resulting in the Peninsula Corridor Joint Powers Board (JPB) requesting an additional \$11.3 million in Measure A Caltrain category funds to help address \$16.1 million in Project cost increases, along with additional contributions from the City of South San Francisco and other sources; and

**WHEREAS**, in February 2021, the TA Board was informed by the JPB that the Project cost would increase again given significant challenges that could not be addressed within the current Project budget, that additional funding would be necessary to resolve these issues, and that the JPB would return to the TA once the updated Project cost estimate had been refined; and

**WHEREAS**, the JPB has identified an immediate need for \$25 million to resolve approved change orders, claims, cost escalation, as well as ongoing Project management support; and

**WHEREAS**, the JPB is continuing to negotiate with the Project contractor to resolve outstanding contract issues and settle on any additional remaining costs required to complete the Project; and

**WHEREAS**, the City of South San Francisco City Council approved at its June 23, 2021 meeting to provide \$2 million to the Project, subject to the following conditions: 1) no further funding would be provided beyond the \$2 million, and any future cost increases will be the responsibility of the JPB; 2) funding may only be used for contractor costs and may not be used to support JPB staff or oversight costs; 3) City funding is to be represent the "last dollars" used in the Project, with any savings to be returned to South San Francisco, should the final Project be completed at a cost under \$96.6 million; and

**WHEREAS**, the JPB has requested the TA program and allocate \$23 million, which is the balance of the immediate Project funding need of \$25 million; and

**WHEREAS**, staff has determined the request can be accommodated within previously budgeted and existing available Measure A Caltrain category funds and recommends the Board consider programming and allocating \$23 million in Measure A Caltrain Program Category funds for the Project with the understanding that responses to any subsequent funding requests for this Project are not guaranteed, and that such

requests would be considered in the context of potential requests for the TA to fund other Caltrain projects in the near term.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates \$23 million in Measure A Caltrain Program Category funds for implementation of the South San Francisco Caltrain Station Improvement Project with the understanding that responses to any subsequent funding requests for this Project are not guaranteed, and that such requests would be considered the context of potential requests for the TA to fund other Caltrain projects in the near term; and

**BE IT FURTHER RESOLVED** that the Acting Executive Director or designee is authorized to execute any necessary documents or agreements with the City and the JPB, and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 1st day of July, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

# South San Francisco Caltrain Station Improvement Project

July 1, 2021  
Board of Directors  
Item #11(a)



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# Project Description / Construction Progress



# Project Purpose

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- Improve station and system operations
- Improve safety
- ADA compliance
- Provide access to City Downtown
- Improve east-west connection
- Prepare station for electrification infrastructure



# Project Key Elements



- New center platform
- Track and signal work
- Pedestrian underpass
- 2 new entries/exits
- Downtown plaza
- ADA access
- Shuttle pick-up/drop-off

# Project Implementation Strategy

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- Project construction precede Caltrain electrification
  - Post-electrification construction cost ~\$135M (in 2027)
  - Pre-electrification project cost lower
- Accepted risk
  - Utility and permitting in parallel with construction



# Project Milestones

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Activity	Date
Bid & Award	April 2017 – August 2017
Begin Construction	November 2017
Partial Suspension	April 2018 – September 2019
Construction Resume	Current



# Project Status

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- Current budget \$71.6M
- Budget remaining (End of May 2021)
  - \$6.2M
  - Cashflow need urgent
- Project compete **87%**
- Project completion date: revised to November 2021



# Construction Update

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## Completed Work

- Finished northbound and southbound tracks in their final alignment
- Union Pacific (UP) main yard track in its final alignment
- Finished precast arches for underpass

## Work in Progress

- Tile work on stairs to underpass
- Poletti Way bioswale
- Platform amenities



# Construction Update – Platform



Rendering of Center Platform



Center Platform with partial Amenities

# Construction Update – West Plaza



Station West Access – West Plaza

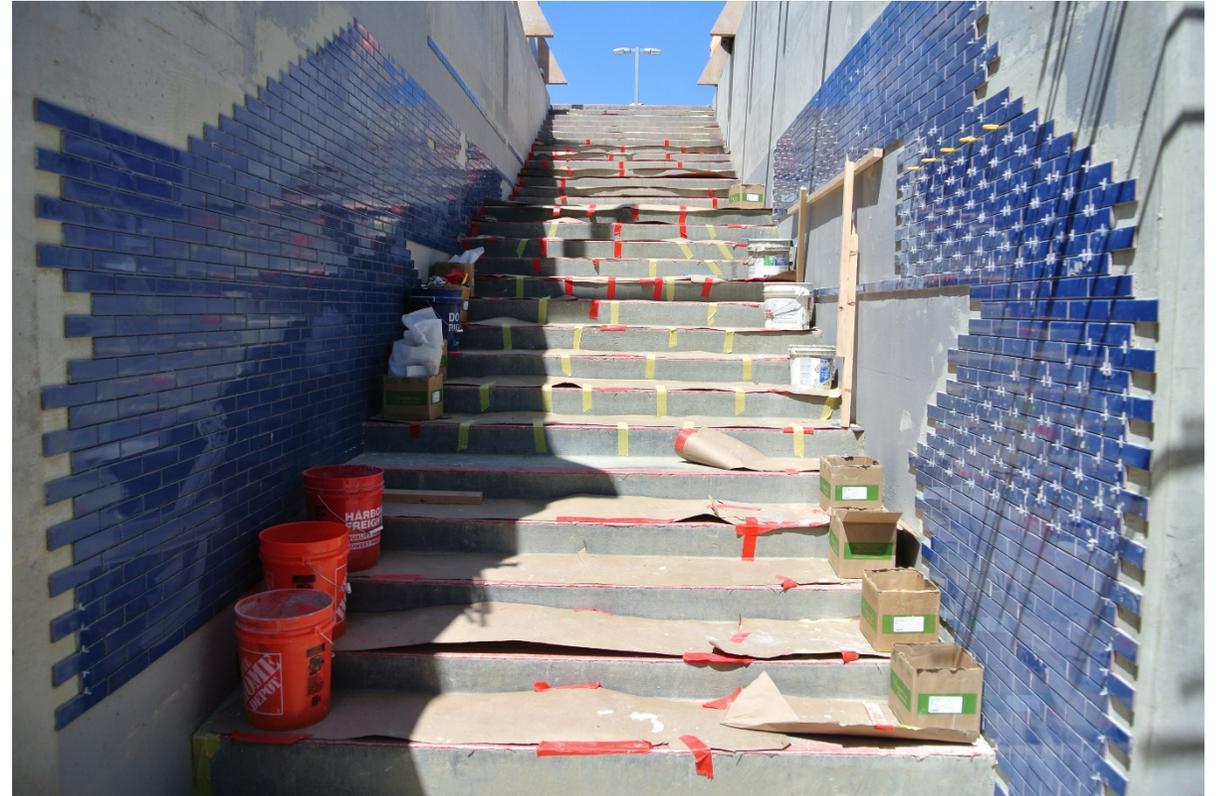


Construction of West Station Access

# Construction Update – Underpass Stairs



Rendering of Pedestrian Underpass



Tiling at Stairs to Pedestrian Underpass

# Construction Update – Arched Underpass



Arched Formwork



Cast-in-place Arched Underpass

# Construction Update – Ramp 1 Progression

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# Construction Update – Poletti Way Bioswale



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# Project Cost and Schedule Update



# Background

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- Project challenges identified and presented to TA Board February
  - Contractor low productivity
  - Limited progress on contract disputes and claims negotiations
  - Additional utility conflicts with UP Joint Fiber Optic trench (redesign, permits, and relocation)
  - COVID-19 impacts to construction crews (several interruptions during period)
- Actions
  - New project team
  - Establish new relationship with contractors
  - Increased productivity from \$1M to \$3M per month (cashflow stress)
  - Team reviewed project to assess costs and completion schedule



# Project Team Review

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- Path to project completion
  - Construction is over 80% complete
  - Contractor making deliberate positive progress
  - Finish work (lowest cost and least risk option)
- Additional funding needed for:
  - Resolution of change orders and claims
  - Cost escalation
  - Increased payment for performance and bond
  - Remaining construction risk
- Station opening Nov. 2021



# Remaining Work and Risks

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- Remaining work
  - Complete Ramp 1 / Stair 1 (East Plaza)
  - Complete East Plaza and West Plaza
  - Complete Poletti Way work
  - Bring station amenities online
- Risks
  - PG&E – power to the station
  - AT&T – communication circuits to the station
  - Poletti Way – tie in with SSF infrastructure and potential utility conflicts



# Project Cost Summary (amounts shown in Millions)

Description	Current	Proposed Changes	Updated
Engineering	\$2.80		\$2.80
ROW/Utilities	\$6.44		\$6.44
Construction	\$40.21	\$20.0 <sup>(1)</sup>	\$60.21
CM and DSDC	\$10.50	\$3.29 <sup>(2)</sup>	\$13.79
Administration	\$8.30		\$8.30
Procurement	\$0.15		\$0.15
Operations Support	\$3.20	\$0.91 <sup>(3)</sup>	\$4.11
Contingency	\$-	\$0.81 <sup>(4)</sup>	\$0.81
<b>Total</b>	<b>\$71.60</b>	<b>\$25.00</b>	<b>\$96.60<sup>(5)</sup></b>

**Notes:**

- 1 Funding request for claims resolution
- 2 Increased construction administration costs from extending contract duration from June 2019 to fall 2021
- 3 Increased Operations Support
- 4 Contingency on non-construction related costs
- 5 Final project cost subject to resolution of contractor claims



# Funding Context

(millions)	2015	2017	2019	2021	2022	Total
TA Measure A*	\$49.1	-	\$11.3	\$23.0	TBD	\$83.4
City of SSF	\$5.9	\$2.8	\$1.2	\$2.0	-	\$11.9
JPB	-	\$1.3	-	-	-	\$1.3
<b>TOTAL</b>	\$55.0	\$4.1	\$12.5	\$25.0	TBD	\$96.6

\* Include fund swap with PCEP (\$38.827M FTA formula funds)

- **\$25M to open station**
  - \$23.0 from SMCTA
    - Subject to SMCTA Board Approval at 7/1/21 meeting
  - \$2.0M from City of South San Francisco (for construction and approved claims only)
    - Approved at 6/23/21 Council meeting
- Remaining additional cost to be negotiated



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# Next Steps



# Next Steps

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- Request TA funding for \$23M
- Obtain City of South San Francisco contribution subject to TA approval
- Obtain JPB increased contract authority
- Open SSF station Nov 2021
- Complete negotiations / request additional TA funding TBD
- Project close out



**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 AND ALLOCATE ADDITIONAL MEASURE A FUNDS FOR THE DESIGN PHASE OF THE STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT - MAIN STREET TO KEHOE AVENUE**

**ACTION**

Staff recommends the Board take the following actions:

- 1) Program and allocate \$138,500 of Measure A Highway Program Category funds to supplement \$300,000 in Measure A funds that were previously allocated for the design phase of the State Route (SR) 1 Safety and Operational Improvements Project - Main Street to Kehoe Avenue (Project), sponsored by the City of Half Moon Bay (City); and
- 2) Authorize the Acting Executive Director, or his designee, to execute any necessary agreements, amendments or other documents, and take any additional actions necessary, to give effect to the above-referenced actions.

**SIGNIFICANCE**

This primary purpose of this Project is to provide safety enhancements and operational improvements on SR 1 from Main Street to Kehoe Avenue. The Project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection at Terrace Avenue. SR 1 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned to accommodate the Project.

The City submitted the final Plans, Specifications and Estimate (PS&E) package to the California Department of Transportation (Caltrans) for review in December 2020. In

response to Caltrans' review comments, the Project team will reconfigure the intersection of SR 1/Terrace Avenue by removing the existing stop signs and consolidating the accesses into a single signalized intersection to further enhance the safety and operation of the intersection.

In order to complete the intersection reconfiguration, additional funds of \$173,060 are needed. The City has agreed to pay \$34,560, which is approximately twenty percent of the additional cost, and requests that the TA provide funding for the balance of \$138,500. The City had previously contributed \$556,185 to match to TA's original contribution of \$300,000 for the Project.

### ***Justification for the Special Circumstances Request***

The City's funding allocation request for an additional \$138,500 in Highway Program Key Congested Area funds is being made outside the normal funding cycle of the Measure A and W Programs. Staff has evaluated the request in accordance with the Special Circumstance criteria for advancing funds, as provided in the Strategic Plan 2020-2024. The criteria includes: 1) urgency and 2) impact to the Measure A and W Programs. The funding request to allocate \$138,500 meets both the criteria:

#### 1) Urgency

Immediate completion of the final design and preparing a shovel ready project would advance an urgent public safety need.

Traffic Accident Surveillance and Analysis System (TASAS) records indicate that there were 20 injuries, seven incidents of property damage and one fatality over three years on this stretch of roadway. An investigation revealed that 30 percent of the accidents involved a broadside collision, 54 percent of the accidents involved a rear-end collision, and 16 percent involved a vehicle sideswiping another vehicle or hitting an immovable object. Fifty-four percent of the accidents occurred at one of the many intersections with SR 1. More importantly, the accident rate at this location is 0.97, which is higher than the State average of 0.85. This pattern of collisions calls for the need to pursue enhanced safety opportunities on this stretch of SR 1.

Implementing the proposed design modifications will reduce the accident rate on the subject stretch of SR 1. The elimination of the intersections with Belleville Boulevard and Grand Boulevard, as well as adding the signalized intersection at Terrace Avenue, will improve the safety of vehicles making turns onto and off of SR 1. This will lead to a reduction in the number of rear end and broadside collisions caused by vehicles merging onto and off of the highway. The City has an immediate need for the subject funding to complete the design of the Project in order to advance it to construction.

#### 2) Impact to the Measure A and W Programs

A similar project immediately south of this Project is currently under construction and is expected to be completed by fall 2021. Therefore, completing this Project as timely as

possible would provide continuity and help achieve the goals of the Measure A and W Programs. Completing the design phase of this Project soon would also prevent cost escalation into the construction phase, which would be far more than the amount of funds requested. Providing the requested funds would help complete the Project design phase immediately and position the Project as shovel ready, and in turn position the Project to be more competitive for federal and state funding opportunities and better help leverage Measures A and W funding. Advancing funding for this project would not delay other projects.

### **BUDGET IMPACT**

There is sufficient capacity in the Fiscal Year 2021 and prior year budgets to fully fund the recommended allocations for the Project.

### **BACKGROUND**

In May 2012, TA issued a call for projects for the Highway Program. The Project met the intent of the 2004 Transportation Expenditure Plan, and the Project was selected to receive Measure A funds for the design and construction of the Project. Through Resolution 2012-17, adopted in October 2012, the TA Board of Directors (Board) programmed and allocated \$300,000 of Measure A funds for the design phase, conditioned on securing environmental clearance. As part of the same action, the Board programmed and allocated an additional \$3,200,000 for the construction phase of the Project. The City has allocated \$2,100,000 from its General Funds towards the construction of this Project to match the TA's \$3,200,000 contribution.

The Project encountered significant delays because of the difficulty of securing regulatory permits in the Project's environmentally sensitive area along with unanticipated impacts on utilities. The estimated construction cost is now \$8,300,000, which leaves a funding gap of \$3,000,000. Currently, the City is aggressively exploring various funding opportunities to bridge the funding gap and feels a "shovel ready" project will be more competitive in securing external funding sources. If the City is unable to secure the balance needed to fully fund the construction phase of the Project, it will be submitting another application for supplemental funding as part of the TA's next Highway Program Call for Projects.

Prepared by: Arul Edwin, TA Project Manager

650-339-8845

**RESOLUTION NO. 2021 -  
SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

\* \* \*

**PROGRAMMING AND ALLOCATING \$138,500 OF ADDITIONAL MEASURE A  
HIGHWAY PROGRAM FUNDS FOR THE DESIGN PHASE OF THE  
STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT -  
MAIN STREET TO KEHOE AVENUE**

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

**WHEREAS**, the State Route (SR) 1 Safety And Operational Improvements Project - Main Street to Kehoe Avenue (Project) is a Highway Program Category project sponsored and implemented by the City of Half Moon Bay (City); and

**WHEREAS**, on October 4, 2012, the TA's Board of Directors programmed up to \$300,000 for the Design phase of the Project from Measure A Highway Program Category Key Congested Area (KCA) funds through Resolution 2012-17, with allocation conditioned upon the completion of the Project's Environmental phase; and

**WHEREAS**, the City contributed an additional \$556,185 for the Design phase of the Project; and

**WHEREAS**, as part of the Design phase, the City submitted Plans, Specifications and Estimates (PS&E) to the California Department of

Transportation (Caltrans) for review; and

**WHEREAS**, in response to Caltrans' review, the City determined that modifications to the PS&E were needed to incorporate additional safety measures into the Project; and

**WHEREAS**, the City determined that additional funding of \$173,060 was needed to accomplish the PS&E modifications; and

**WHEREAS**, the City has committed to contributing \$34,560 of additional funding to complete the PS&E modifications; and

**WHEREAS**, the City has further requested a Special Circumstance programming and allocation of the additional \$138,500 necessary to bridge the funding shortfall for the Design phase prior to the next Highway Program Call for Projects; and

**WHEREAS** the TA staff have considered the justification for the request, based on the "Urgency" and "Impacts to the Measure A and Measure W Programs" criteria for Special Circumstance funding and find it consistent with the guidance outlined in the TA's 2020-2024 Strategic Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates \$138,500 of additional Measure A Highway Program Key Congestion Area Category funds to the Design phase of the State Route 1 Safety and Operational Improvements Project - Main Street to Kehoe Avenue, in Half Moon Bay; and

**BE IT FURTHER RESOLVED THAT** the 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 1<sup>st</sup> day of July, 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: Rona Rios  
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

Staff proposes the Committee recommend the Board:

1. 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  
June 11, 2021

House and Senate committees of jurisdiction are actively working to meet the surface transportation authorization deadline of September 30, although it remains likely that an extension will be necessary.

The Senate EPW Committee introduced and quickly approved a surface transportation reauthorization bill in late May. Their Surface Transportation Reauthorization Act sets a new baseline funding level at \$303.5 billion for DOT highway, road, and bridges programs (an increase of over 30% over the last authorization). Many amendments were filed, but very few were considered in the committee process, with most being left for the Senate floor. The Senate Commerce Committee, which has jurisdiction over highway safety and rail, will consider its section of surface transportation bill next week. That bill includes a number of grade separation provisions, including \$500M/year for a new competitive grant targeted at grade crossing improvement projects, which has been a focus of Sen. Maria Cantwell's (D-WA).

The House T&I Committee, similarly, introduced and quickly considered its surface transportation reauthorization bill, the INVEST in America Act. That legislation was approved by the committee this week by a vote of 38-26. It authorizes \$547 billion in roads, bridges, transit and rail, including a significant increase for funding for active transportation. The bill also includes member designated projects (formerly known as earmarks). Democratic leadership have said it will be brought to the House floor the week of June 28.

The backdrop to this regular committee activity is the ongoing series of infrastructure / American Jobs Plan negotiations between the White House and various groups of counterparties. The White House has officially ended talks with Sen. Shelley Moore Capito (R-WV) after the sides could not make sufficient progress on a topline number, on how much of the spending would be above baseline, nor on how much of (and how) the agreement would need to be paid for.

A bipartisan group of centrist Senators has stepped into the void and announced this week that they were close to an agreement, and while the White House appears willing to entertain their proposal, details remain very fluid. Meanwhile, progressives in the House and Senate are clearly getting impatient at the pace and content of these negotiations, and congressional leadership will likely decide soon on whether to move to a reconciliation approach that does not rely on a bipartisan consensus.

The President's complete budget proposal, which includes \$88 billion for DOT programs, was submitted to Congress on May 28. The House and Senate Appropriations Committees are starting to hold hearings with agency heads to review the budget proposal, with DOT Sec. Buttigieg scheduled to testify before the Senate on June 16.



June 17, 2021

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

**RE: STATE LEGISLATIVE UPDATE – FY 2021-22 BUDGET UPDATE**

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**BUDGET UPDATE**

On May 14, Governor Newsom released his May Revision to the FY 2021-22 budget. The May Revision stands in stark contrast to the budget of one year ago. Compared to a projected budget deficit of \$54.3 billion a year ago, the state now has a projected \$75.7 billion surplus.

The May Revision includes \$24.4 billion in reserves, which is the highest in state history. The forecast does not project large structural deficits; however, risks to the economic forecast remain—new coronavirus variants, vaccine hesitancy, higher inflation if disrupted supply chains cannot support increased consumer demand, and a stock market decline that would impact state revenues. These risks, together with the one-time nature of the federal funds and new revenue, constrain the state’s ability to significantly expand ongoing commitments.

**What Does this Mean for Transportation?**

Senate Bill 1 (SB1) competitive programs are primarily funded by the vehicle registration fee, which provides for a more predictable, stable funding source as opposed to the volatility of the gas tax.

The Governor however is proposing to provide an additional \$11 billion in funding, \$4.4 billion from the General Fund to reduce greenhouse gas emissions, create jobs, and enhance mobility as follows:

- **Los Angeles Olympics**—\$1 billion (from the General Fund) to deliver critical projects in time for the 2028 Olympic Games.
- **Priority Transit and Rail Projects**—\$1 billion (from the General Fund) for transit and rail projects statewide that improve rail and transit connectivity between state and regional/ local services.
- **Active Transportation**—\$500 million (from the General Fund) to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- **Regional Sustainable Community Strategies Implementation Grants** - \$500 million (one-time federal funds) for Housing and Community Development Agency to provide additional planning and implementation grants to regional entities for infill developments, targeted towards the state’s climate goals and reducing vehicle miles traveled.

- **High Priority Grade Separations and Grade Crossing Improvements**—\$500 million (from the General Fund) to support critical safety improvements throughout the state.
- **High-Speed Rail**—\$4.2 billion (from Proposition 1A) to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- **State Highway Rehabilitation and Local Roads and Bridges**—\$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. This amount includes \$912 million from the Coronavirus Response and Relief Supplemental Appropriations Act that was enacted by Congress in March.
- **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. These funds are budgeted outside of the transportation budget and are included and described in the Climate Resilience Chapter.
- **Zero-Emission Vehicle Infrastructure**— \$826 million for a total of \$1.8B, and \$3.2B over three-years for ZEV infrastructure.
- **Litter Abatement**- One-time funding of \$1.5 billion General Fund will be used for a three-year effort to clean up garbage statewide, beautify the state’s transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents.

On June 1, the legislature released its response to the May Revision. Both houses have agreed to fund the programs above with a few additions as follows:

- An additional \$250 million in one-time General Fund money to support regional sustainable communities strategy implementation grants.
- \$400 million for the creation 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.

#### **Opportunities for Additional Funding for SMCTA**

The Governor’s budget contains \$2 billion (\$1.1 billion from interest earned in state transportation funds through 2028, and \$968 million federal funds) for the State Highway Operations and Protection Program (SHOPP), Interregional Transportation Improvement Program (ITIP), and local road and bridge investments. The portion that is derived from the earned interest does not have any traditional 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 Revision) 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 for nearly \$2.3 billion worth of requests. While the May Revise proposes 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 to be funded.

If the additional \$900 million in ATP were to materialize, the county may be able to realize additional funding for the following projects:

- Menlo Park-Middle Avenue Pedestrian/Bicycle Rail Crossing - \$10M (scored an 80)
- San Bruno- Huntington Bikeway and Pedestrian Safety Project- \$6.57M (scored a 79.5)

On Monday, June 14, the legislature met its constitutional obligation of presenting a balanced budget to the Governor by June 15 by approving AB 128 (Ting). Negotiations are ongoing however given several unresolved issues, including on high-speed rail.

Governor Newsom must sign the budget prior to July 1, which is the start of FY 21-22. Given that funding for high-speed rail is being delayed, it is possible that items pertaining to transportation may not be reconciled until August. The legislature will adjourn for Summer Recess between July 16 and August 16. Regular Session concludes on September 10.

### **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 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 – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">AB 5</a> <b>Fong (R)</b></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><b>Two-year bill</b></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;"><b>Watch</b></p>
<p><a href="#">AB 43</a> <b>Friedman (D)</b></p> <p>Traffic safety.</p>	<p>5/19/2021</p> <p>Senate Transportation 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;"><b>Watch</b></p>
<p><a href="#">AB 67</a> <b>Petrie-Norris (D)</b></p> <p>Sea-level Rise Working Group</p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p><b>Two-year bill</b></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;"><b>Watch</b></p>

## SMCTA Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">AB 361</a></p> <p><b>Rivas, Robert (D)</b></p> <p>Open meetings: local agencies: teleconferences</p>	<p>5/27/2021</p> <p>Senate</p> <p>Governance and Finance Committee</p>	<p>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.</p> <p>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.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 703</a></p> <p><b>Rubio, Blanca (D)</b></p> <p>Open meetings: local agencies: teleconferences</p>	<p>5/3/2021</p> <p>Assembly Local Government</p> <p><b>Two-year bill</b></p>	<p>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.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 745</a></p> <p><b>Gipson (D)</b></p> <p>Air pollution: Clean cars 4 all program</p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p><b>Two-year bill</b></p>	<p>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.</p>	<p style="text-align: center;"><b>Watch</b></p>

## SMCTA Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">AB 786</a> <b>Cervantes (D)</b></p> <p>California Transportation Commission: Executive Director</p>	<p>2/25/2021</p> <p>Assembly Transportation Committee</p> <p><b>Two-year bill</b></p>	<p>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.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 1499</a> <b>Daly (D)</b></p> <p>Transportation: design-build: highways</p>	<p>6/2/2021</p> <p>Senate Rules Committee</p>	<p>This bill would remove the sunset date of January 1, 2024, 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. <u>Amendments made in Assembly Appropriations Committee added a ten-year sunset and additional review.</u></p>	<p style="text-align: center;"><b>Supported on 5/6/2021</b></p>
<p><a href="#">ACA 1</a> <b>Aguiar-Curry (D)</b></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;"><b>Supported on 2/4/2021</b></p>

## SMCTA Bill Matrix –July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 7</a> <b>Atkins (D)</b></p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>5/21/2021</p> <p><b>Chapter 19, Statutes of 2021</b></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;"><b>Watch</b></p>

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Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 10</a></p> <p><b>Wiener (D)</b></p> <p>Planning and zoning: housing development: density.</p>	<p>6/2/2021</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, 2022, 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;"><b>Watch</b></p>

## SMCTA Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#"><u>SB 44</u></a> <b>Allen (D)</b>  California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>6/3/2021  Assembly Natural Resources 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;"><b>Watch</b></p>
<p><a href="#"><u>SB 66</u></a> <b>Allen (D)</b>  California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>6/2/2021  Assembly Desk</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;"><b>Watch</b></p>

## SMCTA Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 210</a></p> <p><b>Wiener (D)</b></p> <p>Automated license plate recognition systems: use of data</p>	<p>5/20/2021</p> <p>Senate</p> <p>Appropriations</p> <p><b>Two-year bill</b></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><b>Watch</b></p>
<p><a href="#">SB 339</a></p> <p><b>Wiener (D)</b></p> <p>Road User Charge</p>	<p>6/2/2021</p> <p>Assembly Desk</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. <u>Amendments made in Senate Appropriations Committee extended the deadlines for the mandatory reports to the Legislature by six months.</u></p>	<p><b>Supported on 4/1/2021</b></p>
<p><a href="#">SB 475</a></p> <p><b>Cortese (D)</b></p> <p>Transportation planning: sustainable communities strategies</p>	<p>4/27/2021</p> <p>Senate</p> <p>Transportation Committee</p> <p><b>Two-year bill</b></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><b>Watch</b></p>

## SMCTA Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#"><u>SB 623</u></a> <b>Newman (D)</b></p> <p>Electronic toll and transit fare collection systems</p>	<p>3/10/2021</p> <p>Senate Judiciary Committee</p> <p><b>Two-year bill</b></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;"><b>Watch</b></p>
<p><a href="#"><u>SB 635</u></a> <b>Gonzalez (D)</b></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><b>Held in committee</b></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;"><b>Watch</b></p>
<p><a href="#"><u>SB 771</u></a> <b>Becker (D)</b></p> <p>Sales and Use Tax Law: zero emissions vehicle exemption</p>	<p>5/20/2021</p> <p>Senate Appropriations Committee</p> <p>Do pass</p>	<p>This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. This bill has been amended to provide an exemption from the state sales tax for zero emission or hybrid vehicles purchased under two programs that seek to assist income-eligible individuals purchase them. The bill could potential imoact the State Transit Assitance program, which funds transit capital and operations, and is funded by the sales tax on diesel and ¼ general sales tax, which makes up the other component of the Transportation Development Act (\$1.7 billion statewide pot).</p>	<p style="text-align: center;"><b>Watch</b></p>

## SMCTA Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 792</a></p> <p><b>Glazer (D)</b></p> <p>Sales and use tax: retailers: reporting</p>	<p>5/26/2021</p> <p>Assembly Desk</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) what sales 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;"><b>Watch</b></p>