



# 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.

**December 3, 2020 – 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.

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

4) Report of the Citizens Advisory Committee

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 November 5, 2020 MOTION

b) Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2020 MOTION

c) Acceptance of Capital Projects Quarterly Status Report for 1<sup>st</sup> Quarter Fiscal Year 2021 MOTION

6) Report of the Chair

7) San Mateo County Transit District Liaison Report

8) Joint Powers Board Liaison Report

9) Report of the Executive Director

10) Finance

a) Acceptance of Fiscal Year 2020 Comprehensive Annual Financial Report MOTION

b) Programming and Allocation of \$7,714,729 in Measure A and Measure W Funds from the Pedestrian and Bicycle Category for 12 Projects RESOLUTION

11) Program

a) Silicon Valley Bicycle Coalition Update INFORMATIONAL

12) State and Federal Legislative Update INFORMATIONAL

13) 2021 Draft Legislative Program INFORMATIONAL

14) Requests from the Authority

15) Written Communications to the Authority

16) Date/Time of Next Regular Meeting: Thursday, January 7, 2021, 5:00 pm, via Zoom teleconference

17) Report of Legal Counsel

18) Adjourn

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at [www.smcta.com](http://www.smcta.com). 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**

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### **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 NOVEMBER 5, 2020**

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

**Via**  
**Teleconference**

**MEMBERS ABSENT:** C. Groom

**STAFF PRESENT:** J. Hartnett, C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften, D. Hansel, C. Mobley-Ritter, S. Petty, P. Gilster, P. Skinner, J. Brook, D. Seamans

## **1. CALL TO ORDER**

Chair Emily Beach called the meeting to order at 5:02 pm.

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

Ms. Seamans reviewed how attendees may use the Zoom raise the hand feature for public comment.

Jim Hartnett, Executive Director, led the Pledge of Allegiance.

Authority Secretary Dora Seamans confirmed that a quorum was present.

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

None.

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

Chair Beach noted that the report was in the packet.

## **5. CONSENT CALENDAR**

- a) Approval of Minutes of the Board of Directors Meeting of October 1, 2020**
- b) Acceptance of Statement of Revenues and Expenditures for the Period Ending September 30, 2020**
- c) Amend the San Mateo County Transportation Authority Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund –**  
*Approved by Resolution Nos. 2020-25 and 2020-26*

Motion/Second: Medina/Horsley

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

Absent: Groom

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

In response to Chair Beach noting that there was an October 19 Short-range Highway Plan Ad Hoc Committee meeting, Director Don Horsley said that they had discussed how to prioritize projects in the future. Director Julia Mates and Vice Chair Rico Medina said that they had enjoyed the collaboration at the meeting.

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

Director Karyl Matsumoto said she was pleased that the SamTrans Board approved the Clipper START Regional Means-based Fare Pilot Program. Mr. Hartnett echoed Director Matsumoto's comments.

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

Mr. Hartnett said that the report had been posted to the website. Chair Beach congratulated the Board and staff for their help in getting Measure RR passed.

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

Mr. Hartnett said that the report was provided in the packet. He said that although they have unofficially declared passage of Measure RR, the votes are still being counted. He noted that each of the three counties (San Francisco, San Mateo, and Santa Clara) had so far achieved a greater than the necessary two-thirds majority.

## **10. PROGRAM**

### **a) San Mateo 101 Express Lanes Quarterly Project Update**

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation. He gave a brief update on the I-880 express lane project and noted that it had recently opened up to tolling. He noted there was an initial adjustment period where there was increased traffic congestion.

Director Horsley asked how they notify the public about the type of transponder that is required for the express lanes. Mr. Scott said that the FasTrak customer service website had information about how to register and receive a transponder. He said that drivers that will be using the lane as a carpool lane will need a switchable transponder.

Director Carlos Romero asked about the underground high-pressure gas line. Mr. Scott said it runs parallel to US 101.

Director Romero asked how the mean risk exposure was determined. Mr. Scott said there is an algorithm that combines probability with the cost exposure, which includes direct costs and schedule delays.

### **b) Pedestrian and Bicycle Cycle 5 Call for Projects Draft Recommendations**

April Chan, Chief Officer, Planning, Grants/Transportation Authority, said that the TA is collecting comments from the CAC, Board, and staff prior to bringing the final recommendations for Board approval in December. She said that MTC (Metropolitan Transportation Commission) and the State currently have grant applications out that the TA would like to leverage.

Patrick Gilster, Manager, Programming and Monitoring, provided the presentation.

Ms. Chan clarified that adjustments could be made to the draft recommendations prior to presenting the final recommendations at the December Board meeting.

Chair Beach asked staff if the TA would go out with a call for projects sooner for the non-infrastructure program category rather than waiting for more Measure A and W funds to accumulate. Mr. Gilster said that they planned to do outreach to different jurisdictions regarding funding some smaller projects mid-cycle.

Public Comment:

Kelly Moran, President of the Bay Meadows Neighborhood Alliance, referenced her prior letter and email communications and spoke in opposition to the Hillsdale Caltrain Station Bicycle Access Gap Closure Project because it would create a safety issue just east of the project area.

Ms. Chan said the funding they have solicited is for planning and design. She said they wanted to discuss with staff how to mitigate some of the safety issues.

Chair Beach commended the community for their enthusiasm for cyclist and pedestrian safety. She said regarding the San Mateo project that TA does not typically get involved in the design work, adding that that is a public process outside the purview of the TA.

Director Romero said he trusted that staff would take into account the public's concerns.

Director Mates asked for confirmation that there could be changes in the design and plan even after the funds have been approved. Ms. Chan said the funding is allotted for the planning and design and that community approval would be sought if construction funding is requested in the future.

Mr. Hartnett said that the TA depends upon the cities that are applying for funds to have their public process in their communities in connection with their projects, and that residents that disagree with what their city has funded should contact their local elected officials

## 11. FINANCE

### a) Programming and Allocation of Measure A Transit -- Caltrain Category Funds to Support the Atherton Station Closure Project

Peter Skinner, Director, Grants and Fund Programming, introduced Sebastian Petty, Director, Caltrain Policy Development, who provided the presentation.

Chair Beach asked if the station remains, would there still be ongoing funding. Mr. Petty said they would be seeking grants.

Public Comment:

Rick DeGolia, Mayor, Town of Atherton, encouraged the Board to fund the station closure.

Nerissa Dexter spoke in support of the closure of the station.

Director Romero said he hopes that the neighboring stations of Redwood City and Menlo Park can be fortified or developed in the absence of Atherton station.

*Approved by Resolution No. 2020-27:*

Motion/Second: Horsley/Mates

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

Absent: Groom

**b) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending September 30, 2020**

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

Director Romero asked if moving to a one-to-five year from a zero-to-five year portfolio duration in investment strategy resulted in increased risk. Mr. Creger said that there would be a slight increase in market volatility but with longer-term chance of higher returns. Derek Hansel, Chief Financial Officer, clarified that the invested funds represent only a portion of the TA's funds.

Mr. Tight added that they provided a thorough analysis of the investment risks when their firm took over the TA's portfolio.

Motion/Second: Medina/Romero

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

Absent: Groom

**12. STATE AND FEDERAL LEGISLATIVE UPDATE**

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

She said there are no new TA delegation members in the House.

She said that Senator Mitch McConnell had stated that a new COVID relief package may happen before the end of the year.

**13. REQUESTS FROM THE AUTHORITY**

There were no requests.

**14. WRITTEN COMMUNICATIONS TO THE AUTHORITY**

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

**15. DATE/TIME OF NEXT REGULAR MEETING**

Chair Beach announced that the next meeting would be on Thursday, December 3, 2020, 5:00 pm, via Zoom teleconference.

**16. REPORT OF LEGAL COUNSEL**

Ms. Cassman said that there was nothing to report.

**17. ADJOURN**

The meeting adjourned at 7:30 pm.

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

## **Report from the TA Citizens Advisory Committee Meeting of November 3, 2020**

The TA CAC meeting held on November 3 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet and 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 action items requiring a motion with roll call vote.

### **The informational items were**

- San Mateo 101 Express Lanes Project Quarterly Update

Leo Scott gave a quarterly update on the progress with the express lanes. There has been significant construction progress and despite the impact of the COVID virus, the team is working hard to keep the project on schedule. The largest discussion involved risk and contingency management for the project, how the funding allocations and planned budgets are evolving, and what is likely drawdown of the contingency as the project moves towards completion.

- Pedestrian and Bicycle Cycle 5 Call for Projects Draft Recommendations

Patrick Gilster presented on the review of the submitted proposals, and went through the list of projects and the rankings. The ranking process, and the generation of the numeric score, was discussed with the committee. Peter Ohtaki wanted to better understand the funding recommended for the Menlo Park Caltrain undercrossing, and the rationale for partially funding the request. The item that generated extensive discussion, and public comment, had to do with the Hillside Station Gap Closure proposal from San Mateo. While this proposal was a modest amount of funding, there was a letter from the Bay Meadows Neighborhood Alliance that expressed design concerns and urged the committee to NOT fund the project. There was public discussion and comment from Kelly Moran, representing the Bay Meadows Neighborhood Alliance, also from Sue- Ellen Atkinson, Principal Transportation Planner from the City of San Mateo. Many concerns were expressed about the design which crosses driveways, and places a mixed class-1 ped-bike facility on the north side of the street, so that eastbound ped-bike traffic will not be seen by drivers exiting driveways or cross streets intending to turn right. Sight lines and other concerns were also discussed.

The committee discussed the situation and many members of the committee felt the concerns were valid, and design challenges in this project were deserving of much more extensive study of the existing situation and possible design alternatives. The most common concerns had to do with the scope of this small



gap-closure project, and the much larger aspect of integrating this connection within the congested 28th Avenue bike traffic. Many were concerned that this gap closure is to serve much more than pedestrian and bike access to the Caltrain station, but was a key component of a larger through cross east-west bike connector. As such, it will have traffic that is not just for Caltrain, and this traffic will be coming from far beyond the project scope area. While this initial proposal is just for a design phase, many felt the need to coordinate the proposal with the larger needs which serve bike commuter through traffic, station traffic, school age children, pedestrians headed to/from the residential neighborhood, etc.

Ms. Atkinson said there was now a formal link to the Caltrain station project team to better understand what can be done to mitigate hazards. Peter Skinner and Patrick Gilster explained that many of the concerns brought up had to do with the 25<sup>th</sup> Avenue Grade separation Project that is currently under construction and agreed to facilitate further discussion on the matter share prior to any subsequent allocation action. This proposal will return to the Committee in a future meeting for review and funding decision.

- State and Federal legislative Update

We heard a report from Lori Low on both State and Federal actions.

- Approval of Minutes of the Board of directors Meeting of October 1, 2020

There were no comments or suggested edits

**There were agenda items requiring a motion and vote.**

- Approval of CAC Minutes from September 29, 2020

Minutes were approved without edits or additions.

- TA Board Item 11(a) Allocation of Measure A Transit - to Support Atherton Station Closure Project

The discussion was led by Peter Skinner and David Pape. There was discussion about the history of the Atherton station, the configuration as a hold-out station, and the cost implications to modernize the station for use within the electrified Caltrain and high speed rail system. This allocation included a significant amount of funding associated with changing a crossing gate to a quad-gate configuration, and that significant costs raised questions. A similar crossing had been updated in San Leandro two years ago for much less money. There was also discussion if

other grant or support might pay for the gate work, essentially repaying the TA for the investment. Motion passed unanimously.

- TA Board Item 11(b). Acceptance of Quarterly Investment Report and Fixed Income Market Revenues Outlook

This motion passed unanimously.

- TA Board Item 5(b) Acceptance of Statement and Revenues and Expenditures for period ending September 20, 2020

This motion passed unanimously after brief discussion with Staff on the sales tax revenue ( up, as more home internet shopping?).

- TA Board Item 5(c) Amend the San Mateo County Transportation Authority Investment Policy, and re-authorize Investment of Monies with Local Agency Investment Fund

The discussion was brief, to clarify with Staff the purpose of expanding the authority to more fully align with the options available in the local agencies fund. The motion passed unanimously.

The meeting concluded with:

- Report of the Chair

Barbara Arietta reported on the impact of COVID 19 on local traffic. She comments that as more business and other activity increases, it seems more private auto traffic is appearing, rather than use of public transit. This has obvious impacts on fare box revenue, as well as congestion. There was brief discussion on "is this the new normal?"

- Report from Staff

Joe Hurley reported for the TA.

- Report from Members

Rich Hedges had some observations on traffic impacts and patterns with increasing local traffic, following the comments from the Chair.

Submitted November 5, 2020

John D. Fox

TA CAC Vice Chair

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
OCTOBER 31, 2020**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of October 2020 and supplemental information.

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

**SIGNIFICANCE**

**Year to Date Revenues:** As of October year-to-date, the Total Revenue (page 1, line 8) is \$4.8 million less than prior year actuals. This is primarily due to the decrease in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3).

**Year to Date Expenditures:** As of October year-to-date, the Total Expenditures (Page 1, line 29) are \$21.7 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 October 2020.

Prepared By: Soe Aung, Senior Accountant- General Ledger 650-622-8020  
Jennifer Ye, Manager - General Ledger 650-622-7890

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2021**  
**October 2020**

% OF YEAR ELAPSED: 33.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
<b>REVENUES:</b>					
Measure A Sales Tax	32,504,500	28,470,254	(4,034,246)	(12.4%)	80,000,000
Measure W Sales Tax	15,166,667	14,127,438	(1,039,229)	(6.9%)	40,000,000
Interest Income	1,393,264	1,641,949	248,685	17.8%	7,571,597
Rental Income	297,302	305,045	7,743	2.6%	1,031,339
Other Sources-101 EL Project	28,501	78,758	50,257	176.3%	100,000,000
<b>TOTAL REVENUE</b>	<b>49,390,234</b>	<b>44,623,445</b>	<b>(4,766,789)</b>	<b>(9.7%)</b>	<b>228,602,936</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	11,864,143	11,997,742	<b>133,600</b>	1.1%	29,200,000
Measure A Categories	4,167,990	2,429,816	<b>(1,738,174)</b>	(41.7%)	38,564,327
Other Uses-101 EL Project		23,956,228	<b>23,956,228</b>	100.0%	100,000,000
Measure W Annual Allocations	3,033,333	2,431,977	<b>(601,356)</b>	(19.8%)	8,000,000
Measure W Categories	-	-	-	0.0%	32,000,000
Oversight	346,611	432,100	<b>85,489</b>	24.7%	2,250,000
Administrative					
Staff Support	433,032	326,883	<b>(106,149)</b>	(24.5%)	1,037,829
Measure A Info.- Others	7,402	-	<b>(7,402)</b>	(100.0%)	5,000
Other Admin Expenses	199,347	175,955	<b>(23,392)</b>	(11.7%)	998,584
Total Administrative	639,781	502,838	<b>(136,942)</b>	(21.4%)	2,041,413
<b>TOTAL EXPENDITURES</b>	<b>20,051,857</b>	<b>41,750,701</b>	<b>21,698,844</b>	<b>108.2%</b>	<b>212,055,740</b>
<b>EXCESS (DEFICIT)</b>	<b>29,338,377</b>	<b>2,872,744</b>	<b>(26,465,633)</b>	<b>(90.2%)</b>	<b>16,547,196</b>
					<b>(11,435,673) (1) &amp; (2)</b>
					<b>5,111,523</b>
<b>BEGINNING FUND BALANCE</b>	<b>387,232,043</b>	<b>400,596,755</b>			<b>391,775,562</b>
<b>ENDING FUND BALANCE</b>	<b>416,570,420</b>	<b>403,469,499</b>			<b>396,887,085</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.



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF OCTOBER 31, 2020**

10/31/2020

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	4,359,043.43
JP Morgan Bank Checking	59,838,154.80
LAIF	64,962,376.48

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	164,897,751.54
MMF - US Bank Custodian Account	520,253.68
Cash	148,671.88
County Pool	125,281,789.99

**Total**

**\$ 420,008,041.80**

\* Fund Managed by Public Trust Advisors



Report: Master Balance Sheet by Lot  
 Account: SMCTA - Agg (165727)  
 As of: 10/31/2020  
 Base Currency: USD

ABS									
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued		
02004VAC7	ALLYA 2018-2 A3	477,314.44	11/15/2022	477,227.76	619.45	481,835.16	482,454.61		
14313FAD1	CARMX 2018-3 A3	571,009.77	06/15/2023	570,931.94	794.34	581,417.72	582,212.06		
17305EGK5	CCCIT 2018-A1 A1	1,500,000.00	01/20/2021	1,499,792.40	10,478.75	1,507,307.00	1,517,785.75		
36255JAD6	GMCAR 2018-3 A3	463,454.23	05/16/2023	463,346.16	583.18	470,394.46	470,977.64		
43814PAC4	HAROT 2017-3 A3	36,923.50	09/18/2021	36,919.50	23.87	36,965.29	36,989.15		
47788BAD6	JDOT 2017-B A3	1,701.69	10/15/2021	1,701.56	1.38	1,701.73	1,703.11		
47788CAC6	JDOT 2018 A3	117,568.50	04/18/2022	117,560.05	138.99	118,128.90	118,267.90		
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	155.22	635,312.89	635,468.12		
89238BAD4	TAOT 2018-A A3	240,636.40	05/16/2022	240,633.63	251.33	242,035.06	242,286.39		
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	819,582.23	820,034.45		
		<b>4,843,608.53</b>		<b>4,843,001.92</b>	<b>13,498.73</b>	<b>4,894,680.45</b>	<b>4,908,179.18</b>		

AGCY BOND									
Identifier	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	21,810.59	3,440,888.58	3,462,699.17		
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	07/14/2021	3,180,540.80	10,700.00	3,222,265.60	3,232,965.60		
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	377.78	1,604,252.80	1,604,630.58		
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	250.00	1,613,121.60	1,613,371.60		
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	2,933.33	1,600,758.40	1,603,691.73		
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	2,533.33	3,773,905.40	3,776,438.73		
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	08/17/2021	822,177.68	2,119.79	832,307.85	834,427.64		
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	08/17/2021	2,664,166.25	6,833.26	2,698,695.15	2,705,568.41		
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	01/11/2022	1,598,848.00	12,833.33	1,647,156.80	1,659,990.13		
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	2,900.00	1,606,036.80	1,608,936.80		
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,388.89	1,600,672.00	1,602,060.89		
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,425.00	3,773,491.20	3,774,916.20		
3137EAEE1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	203.13	3,885,187.80	3,885,390.93		
		<b>31,075,000.00</b>		<b>31,158,312.48</b>	<b>66,348.44</b>	<b>31,298,739.98</b>	<b>31,365,088.41</b>		

CASH									
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued		
CCYUSD	Receivable	148,671.88	10/31/2020	148,671.88	0.00	148,671.88	148,671.88		
		<b>148,671.88</b>		<b>148,671.88</b>	<b>0.00</b>	<b>148,671.88</b>	<b>148,671.88</b>		

CD									
Identifier	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	24,644.58	1,547,706.00	1,572,350.58		
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	13,781.33	1,657,732.80	1,671,514.13		
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	5,508.89	1,645,502.40	1,651,011.29		
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	35,640.00	2,801,180.25	2,836,820.25		
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	5,538.67	1,645,793.60	1,651,332.27		
87019UD6	Swedbank AB (publ)	3,100,000.00	11/16/2020	3,100,000.00	32,839.33	3,102,334.30	3,135,173.63		
		<b>12,150,000.00</b>		<b>12,150,000.00</b>	<b>117,952.81</b>	<b>12,400,249.35</b>	<b>12,518,202.16</b>		



<b>CORP</b>								
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
03783DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,630,796.80	1,639,296.80	
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	9,687.50	1,649,014.00	1,658,701.50	
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	153.13	176,738.98	176,892.10	
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	6,375.96	405,998.00	412,373.96	
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	265.42	682,552.65	682,818.07	
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	5,798.72	703,695.02	709,493.74	
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	3,453.33	361,888.45	365,341.78	
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	9,005.50	639,260.37	648,265.87	
44932HAG8	IBM CREDIT LLC	1,500,000.00	02/05/2021	1,499,265.00	9,495.83	1,509,348.00	1,518,843.83	
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	4,008.75	1,558,411.50	1,562,420.25	
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	625,000.00	03/15/2021	624,306.25	2,315.97	631,136.88	633,452.85	
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE CORP	875,000.00	03/15/2021	871,298.75	3,242.36	883,591.63	886,833.99	
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	14,768.06	1,686,032.65	1,700,800.71	
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	2,707.50	588,812.85	591,520.35	
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	902.22	1,021,842.12	1,022,744.34	
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	13,938.89	978,217.61	992,156.49	
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	2,925.00	781,686.00	784,611.00	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	877.50	234,505.80	235,383.30	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	877.50	234,505.80	235,383.30	
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	3,575.00	1,211,524.80	1,215,099.80	
		<b>17,040,000.00</b>		<b>17,057,913.65</b>	<b>102,874.13</b>	<b>17,569,559.89</b>	<b>17,672,434.01</b>	
<b>FHLMC</b>								
Identifier	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	1,156,069.00	1,158,761.01	
3137BM6P6	FHMS K-721 A2	800,000.00	08/25/2022	806,812.50	2,060.00	827,232.00	829,292.00	
3137FKK39	FHMS K-P05 A	213,435.71	07/25/2023	213,435.07	569.70	220,816.31	221,386.01	
3137FQ3V3	FHMS K-J27 A1	455,669.55	07/25/2024	455,658.61	794.38	471,321.79	472,116.18	
		<b>2,524,105.25</b>		<b>2,583,161.65</b>	<b>6,116.09</b>	<b>2,675,439.11</b>	<b>2,681,555.19</b>	
<b>FNMA</b>								
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
3136AJ7G5	FNA 2014-M6 A2	938,234.75	05/25/2021	957,219.34	2,094.23	945,599.89	947,694.11	
3136B1XP4	FNA 2018-M5 A2	418,780.26	09/25/2021	427,110.22	1,242.38	422,737.74	423,980.12	
		<b>1,357,015.01</b>		<b>1,384,329.56</b>	<b>3,336.61</b>	<b>1,368,337.62</b>	<b>1,371,674.23</b>	

**MMFUND**

Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER.US TRS MM Y	520,253.68	10/31/2020	520,253.68	0.00	520,253.68	520,253.68
SM - CP N/M A	County Pool New Measure A	98,444,973.12	10/31/2020	98,444,973.12	0.00	98,444,973.12	98,444,973.12
SM - CP O/M A	County Pool Old Measure A	26,836,816.87	10/31/2020	26,836,816.87	0.00	26,836,816.87	26,836,816.87
SM - LAIF	Local Agency Investment Func	64,962,376.48	10/31/2020	64,962,376.48	0.00	64,962,376.48	64,962,376.48
		<b>190,764,420.15</b>		<b>190,764,420.15</b>	<b>0.00</b>	<b>190,764,420.15</b>	<b>190,764,420.15</b>

**MUNI**

Identifier	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	1,969.69	393,116.25	395,085.94
		<b>375,000.00</b>		<b>375,000.00</b>	<b>1,969.69</b>	<b>393,116.25</b>	<b>395,085.94</b>

**US GOV**

Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	17,542.80	2,553,359.38	2,570,902.17
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	78,763.59	11,464,062.50	11,542,826.09
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	40,813.86	5,940,468.75	5,981,282.61
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	60,511.27	9,179,109.38	9,239,620.65
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	19,486.68	2,955,984.38	2,975,471.06
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	222.20	5,161,148.44	5,161,370.64
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	89.78	2,085,312.50	2,085,402.28
912828T91	UNITED STATES TREASURY	4,450,000.00	08/15/2022	4,263,308.59	15,327.11	4,566,812.50	4,582,139.61
912828W48	UNITED STATES TREASURY	3,275,000.00	02/29/2024	3,487,747.08	11,919.37	3,481,222.66	3,493,142.03
912828W71	UNITED STATES TREASURY	3,275,000.00	03/31/2024	3,492,352.55	6,118.13	3,485,316.41	3,491,434.54
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	120.94	2,395,199.22	2,395,320.16
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	388.47	7,693,359.38	7,693,747.84
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	31,336.96	4,945,710.94	4,977,047.89
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	43,804.35	6,913,359.38	6,957,163.72
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	10,108.70	1,595,390.63	1,605,499.32
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	2,695.65	425,437.50	428,133.15
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	17,521.74	2,765,343.75	2,782,865.49
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	18,869.57	3,391,500.00	3,410,369.57
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	11,119.57	3,344,000.00	3,355,119.57
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	6,165.75	3,311,500.00	3,317,665.75
91282CAG6	UNITED STATES TREASURY	2,600,000.00	08/31/2022	2,599,390.64	556.63	2,598,375.00	2,598,931.63
91282CAK7	UNITED STATES TREASURY	1,450,000.00	09/15/2023	1,447,904.30	235.32	1,447,281.25	1,447,516.57
91282CAN1	UNITED STATES TREASURY	2,600,000.00	09/30/2022	2,599,390.64	285.71	2,598,375.00	2,598,660.71
		<b>90,535,000.00</b>		<b>90,600,432.68</b>	<b>394,004.13</b>	<b>94,297,628.91</b>	<b>94,691,633.04</b>

**SUMMARY**

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
		<b>350,812,820.82</b>		<b>351,065,243.97</b>	<b>706,100.61</b>	<b>355,810,843.57</b>	<b>356,516,944.19</b>

\* Weighted by: Base Market Value + Accrued

\* Holdings Displayed by: Lo

# Base Risk Summary - Fixed Income

10/01/2020 - 10/31/2020

SMCTA - Agg (165727)

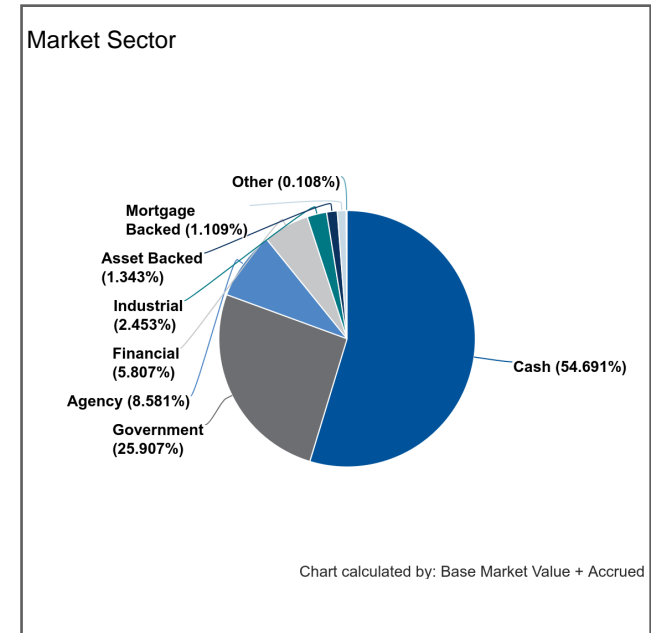
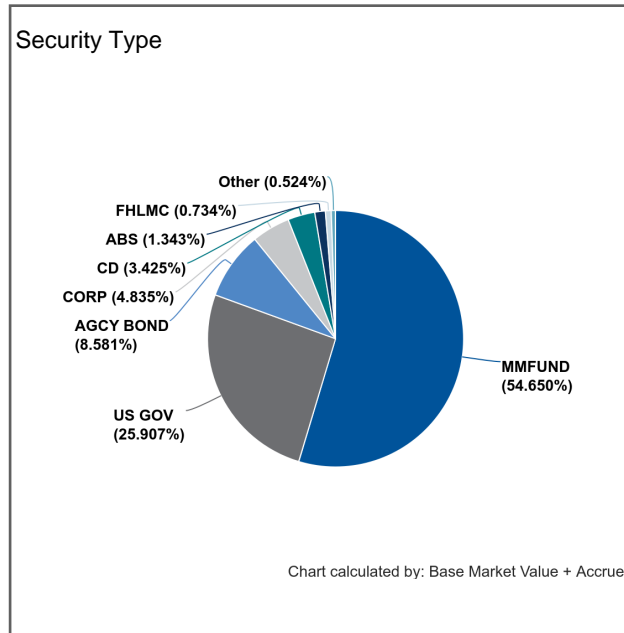
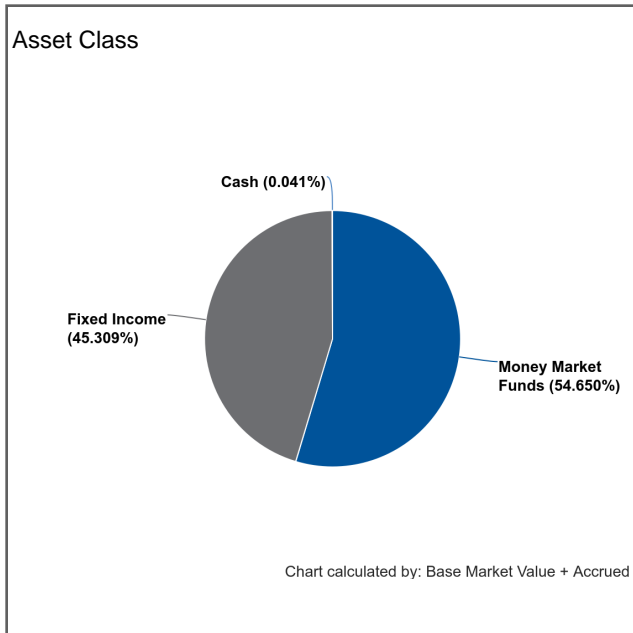
Dated: 11/05/2020

Balance Sheet	
Book Value + Accrued	361,240,304.09
Net Unrealized Gain/Loss	4,258,618.43
Market Value + Accrued	365,498,922.52

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	148,671.88
MMFund	199,746,398.48
Fixed Income	165,603,852.16
Duration	2.470
Convexity	0.090
WAL	1.150
Years to Final Maturity	1.179
Years to Effective Maturity	1.150
Yield	0.290
Book Yield	0.750
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	28.094%
United States (SM - LAIF) State of California	25.907%
Other	19.101%
(SM - CP O/M A) County Pool Old Measure A	9.894%
Federal National Mortgage Association	7.313%
Freddie Mac	3.711%
Freddie Mac	3.708%
Federal Home Loan Banks	2.271%
---	100.000%

Footnotes: 1,2

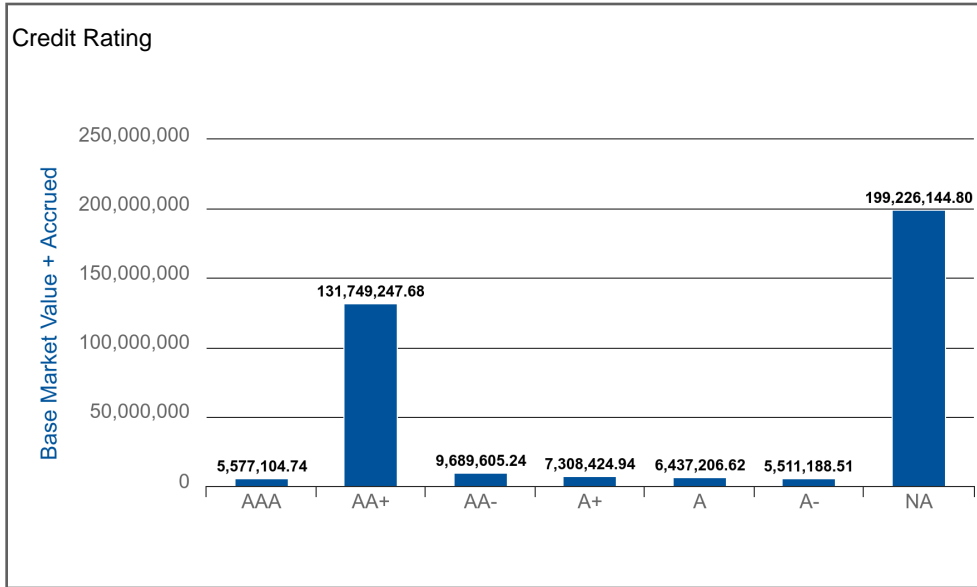


Base Risk Summary - Fixed Income

10/01/2020 - 10/31/2020

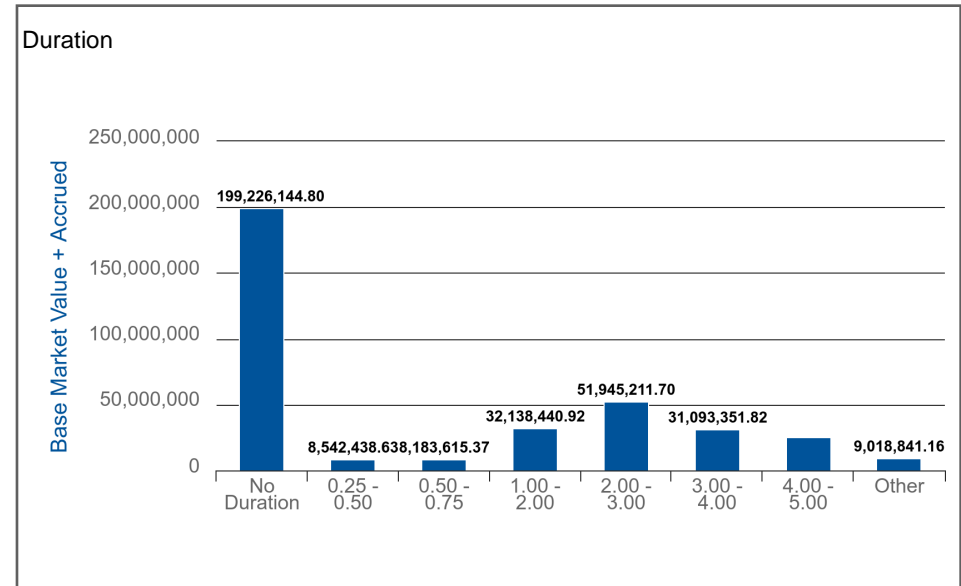
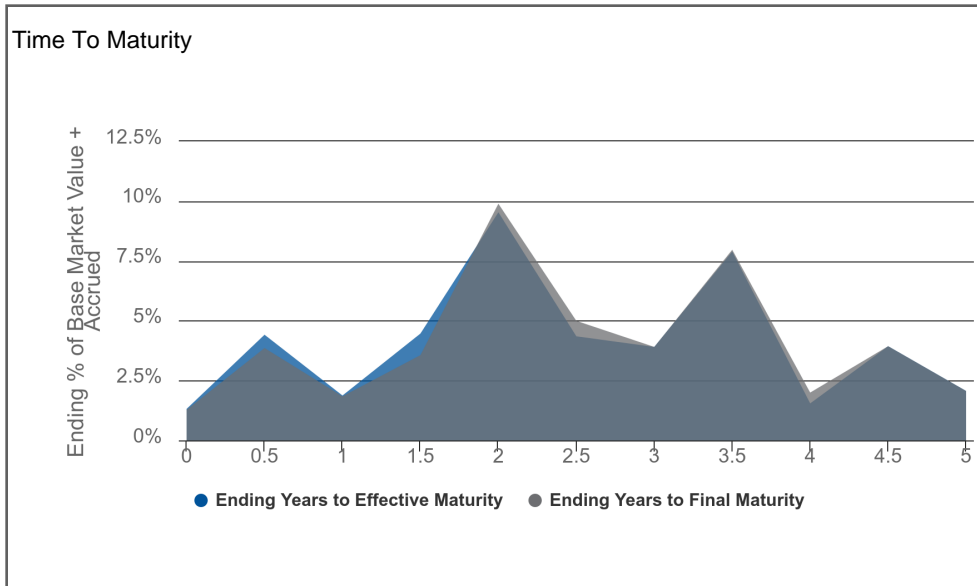
SMCTA - Agg (165727)

Dated: 11/05/2020



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	1.128%	0.398%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	3.862%	6.629%	13.747%	7.866%	6.592%	0.000%	0.000%	0.000%	0.000%
A	2.054%	1.765%	0.465%	0.641%	0.343%	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%

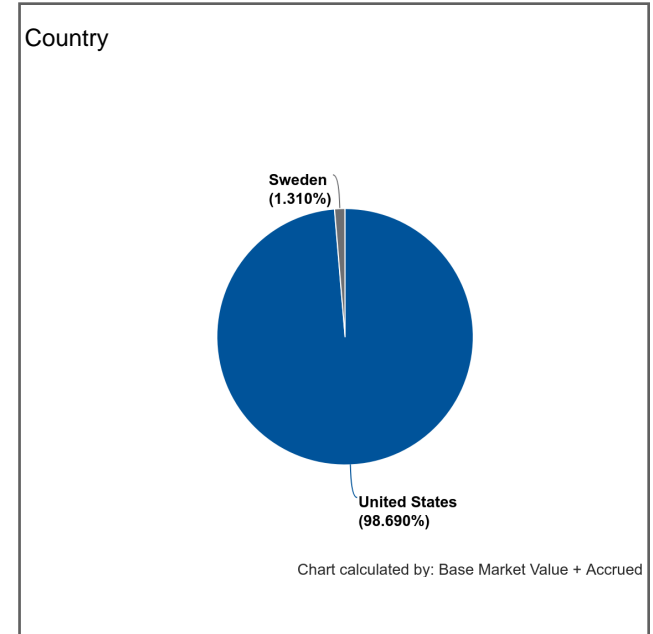
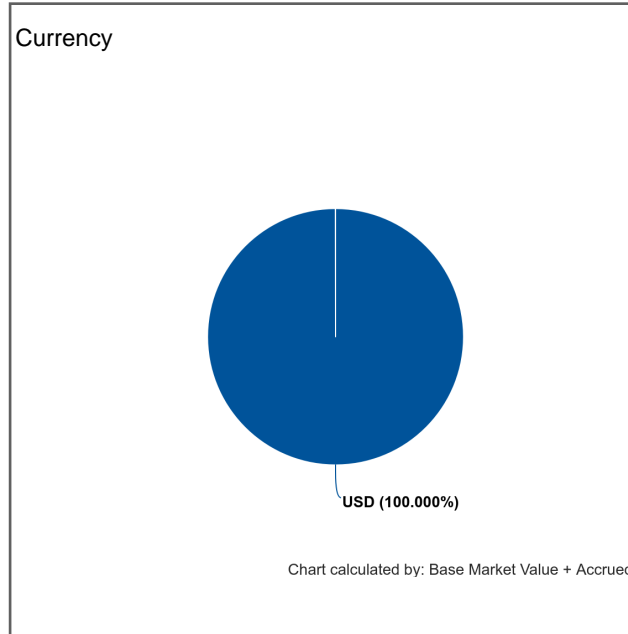
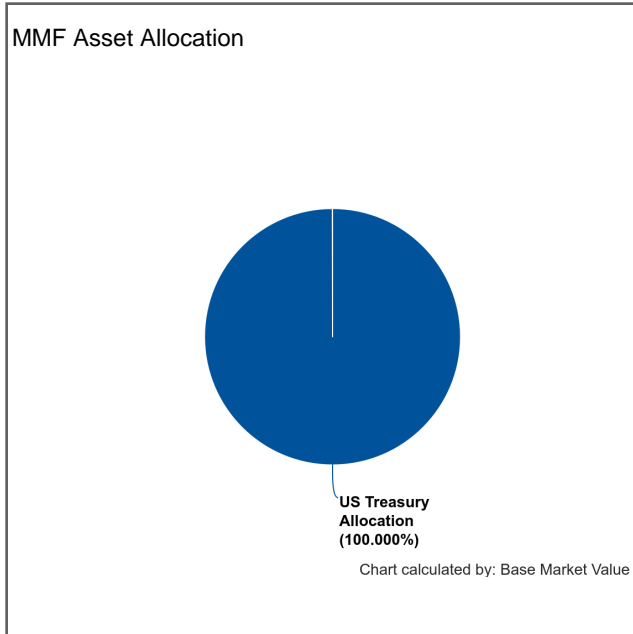
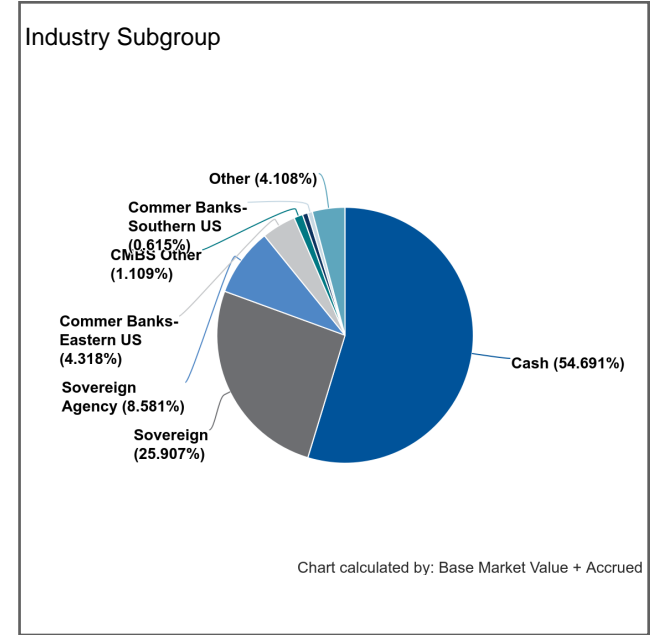
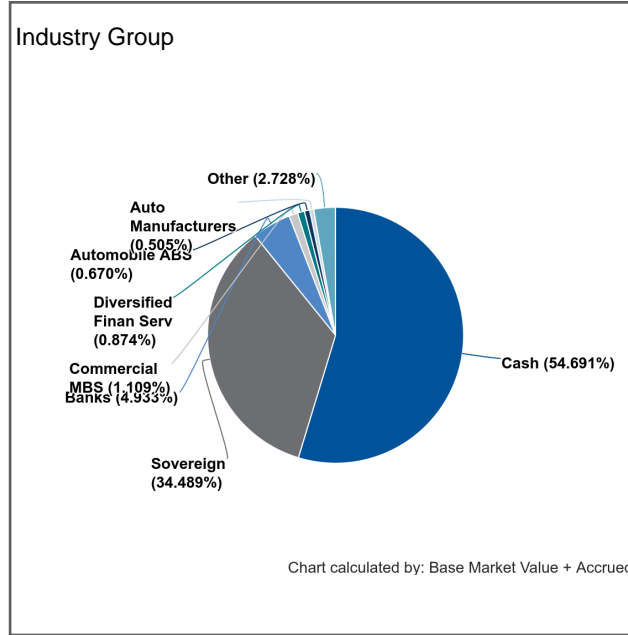
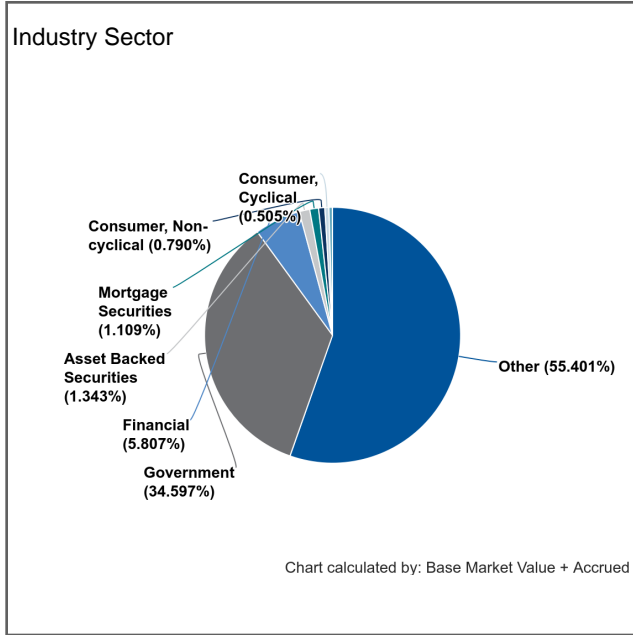


Base Risk Summary - Fixed Income

10/01/2020 - 10/31/2020

SMCTA - Agg (165727)

Dated: 11/05/2020



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# Base Risk Summary - Fixed Income

10/01/2020 - 10/31/2020

SMCTA - Agg (165727)

Dated: 11/05/2020

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



Report: GAAP Base Trading Activity  
 Account: SMCTA - Agg (165727)  
 Date: 10/01/2020 - 10/31/2020  
 Base Currency USD

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	0.00	(57,900.92)	Principal Paydown	10/15/2020	10/15/2020	11/15/2022	(57,900.91)	0.00	57,900.91
025816BU2	AMERICAN EXPRESS CO	(1,550,000.00)	(1,550,000.00)	Sell	10/14/2020	10/16/2020	05/17/2021	(1,574,040.50)	(21,651.56)	1,595,692.06
02665VVC22	AMERICAN HONDA FINANCE CORP	(1,550,000.00)	(1,550,000.00)	Sell	10/14/2020	10/16/2020	06/27/2024	(1,642,550.50)	(11,263.33)	1,653,813.83
06051GC52	BANK OF AMERICA CORP	(965,000.00)	(965,000.00)	Call Redemption	10/01/2020	10/01/2020	10/01/2021	(965,000.00)	0.00	965,000.00
14041NFU0	COMET 2019-2 A	(2,800,000.00)	(2,800,000.00)	Sell	10/14/2020	10/16/2020	09/15/2022	(2,871,750.00)	(133.78)	2,871,883.78
14313PAD1	CARMX 2018-3 A3	0.00	(40,913.61)	Principal Paydown	10/15/2020	10/15/2020	06/15/2023	(40,913.62)	0.00	40,913.62
254687FK7	WALT DISNEY CO	(1,550,000.00)	(1,550,000.00)	Sell	10/14/2020	10/16/2020	08/30/2024	(1,617,363.00)	(3,465.97)	1,620,828.97
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	3,275,000.00	Buy	10/14/2020	10/16/2020	06/14/2024	3,452,930.75	19,422.57	(3,472,353.32)
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	3,800,000.00	3,800,000.00	Buy	10/14/2020	10/16/2020	08/25/2025	3,787,422.00	1,939.58	(3,789,361.58)
3136A17G5	FNA 2014-M6 A2	0.00	(162,473.40)	Principal Paydown	10/01/2020	10/01/2020	05/25/2021	(162,473.40)	0.00	162,473.40
3136B1XP4	FNA 2018-MS A2	0.00	(23,691.66)	Principal Paydown	10/01/2020	10/01/2020	09/25/2021	(23,691.66)	0.00	23,691.66
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	3,800,000.00	Buy	10/14/2020	10/16/2020	09/23/2025	3,786,662.00	831.25	(3,787,493.25)
3137EAAY1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	3,900,000.00	Buy	10/14/2020	10/16/2020	10/16/2023	3,885,453.00	0.00	(3,885,453.00)
3137FKK39	FHMS K-P05 A	0.00	(377.94)	Principal Paydown	10/01/2020	10/01/2020	07/25/2023	(377.94)	0.00	377.94
3137FQ3V3	FHMS K-J27 A1	0.00	(902.22)	Principal Paydown	10/01/2020	10/01/2020	07/25/2024	(902.22)	0.00	902.22
31846V534	FIRST AMER-US TRS MM Y	9,331,509.41	9,331,509.41	Buy	---	---	10/31/2020	9,331,509.41	0.00	(9,331,509.41)
31846V534	FIRST AMER-US TRS MM Y	(21,827,721.51)	(21,827,721.51)	Sell	---	---	10/31/2020	(21,827,721.51)	0.00	21,827,721.51
362551AD6	GMCAR 2018-3 A3	0.00	(38,193.32)	Principal Paydown	10/16/2020	10/16/2020	05/16/2023	(38,193.32)	0.00	38,193.32
38141EC23	GOLDMAN SACHS GROUP INC	(1,500,000.00)	(1,500,000.00)	Sell	10/14/2020	10/16/2020	07/08/2024	(1,648,680.00)	(15,720.86)	1,664,400.86
43814PAC4	HAROT 2017-3 A3	0.00	(23,309.90)	Principal Paydown	10/18/2020	10/18/2020	09/18/2021	(23,309.90)	0.00	23,309.90
47788BAD6	JDOT 2017-B A3	0.00	(26,891.24)	Principal Paydown	10/15/2020	10/15/2020	10/15/2021	(26,891.23)	0.00	26,891.23
47788CAC6	JDOT 2018 A3	0.00	(24,193.81)	Principal Paydown	10/15/2020	10/15/2020	04/18/2022	(24,193.81)	0.00	24,193.81
62479LK61	MUFG Bank Ltd. (New York Branch)	(3,100,000.00)	(3,100,000.00)	Maturity	10/06/2020	10/06/2020	10/06/2020	(3,100,000.00)	0.00	3,100,000.00
63873JK90	Natixis, New York Branch	(4,500,000.00)	(4,500,000.00)	Maturity	10/09/2020	10/09/2020	10/09/2020	(4,500,000.00)	0.00	4,500,000.00
86565BPC9	Sumitomo Mitsui Banking Corporation, NY Branc	(1,550,000.00)	(1,550,000.00)	Maturity	10/16/2020	10/16/2020	10/16/2020	(1,550,000.00)	0.00	1,550,000.00
89190BAD0	TAOT 2017-B A3	0.00	(21,296.40)	Principal Paydown	10/15/2020	10/15/2020	07/15/2021	(21,296.39)	0.00	21,296.39
89238BAD4	TAOT 2018-A A3	0.00	(38,009.81)	Principal Paydown	10/15/2020	10/15/2020	05/16/2022	(38,009.81)	0.00	38,009.81
912828Q78	UNITED STATES TREASURY	(970,000.00)	(970,000.00)	Sell	10/14/2020	10/16/2020	04/30/2021	(976,706.64)	(6,125.10)	982,831.74
912828R77	UNITED STATES TREASURY	(3,500,000.00)	(3,500,000.00)	Sell	10/14/2020	10/16/2020	05/31/2021	(3,527,343.75)	(18,145.49)	3,545,489.24
912828W48	UNITED STATES TREASURY	3,275,000.00	3,275,000.00	Buy	10/14/2020	10/16/2020	02/29/2024	3,487,747.08	8,843.40	(3,496,590.48)
912828W71	UNITED STATES TREASURY	3,275,000.00	3,275,000.00	Buy	10/14/2020	10/16/2020	03/31/2024	3,492,352.55	3,059.07	(3,495,411.62)
912828Y0	UNITED STATES TREASURY	3,200,000.00	3,200,000.00	Buy	10/14/2020	10/16/2020	12/31/2024	3,400,875.01	16,434.78	(3,417,309.79)
912828Z52	UNITED STATES TREASURY	3,200,000.00	3,200,000.00	Buy	10/14/2020	10/16/2020	01/31/2025	3,352,750.02	9,206.52	(3,361,956.54)
912828ZC7	UNITED STATES TREASURY	3,200,000.00	3,200,000.00	Buy	10/14/2020	10/16/2020	02/28/2025	3,320,624.99	4,574.59	(3,325,199.58)
91282CAC6	UNITED STATES TREASURY	2,600,000.00	2,600,000.00	Buy	10/14/2020	10/16/2020	08/31/2022	2,599,390.64	412.98	(2,599,803.62)
91282CAK7	UNITED STATES TREASURY	1,450,000.00	1,450,000.00	Buy	10/15/2020	10/16/2020	09/15/2023	1,447,904.30	155.21	(1,448,059.51)
91282CAN1	UNITED STATES TREASURY	2,600,000.00	2,600,000.00	Buy	10/14/2020	10/16/2020	09/30/2022	2,599,390.64	142.86	(2,599,533.50)
931142EA7	WALMART INC	(1,550,000.00)	(1,550,000.00)	Sell	10/14/2020	10/16/2020	12/15/2020	(1,554,355.50)	(9,898.47)	1,564,253.97
<b>San Mateo County TA</b>		<b>(6,212.10)</b>	<b>(464,366.33)</b>					<b>131,346.78</b>	<b>(21,381.75)</b>	<b>(109,965.03)</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.

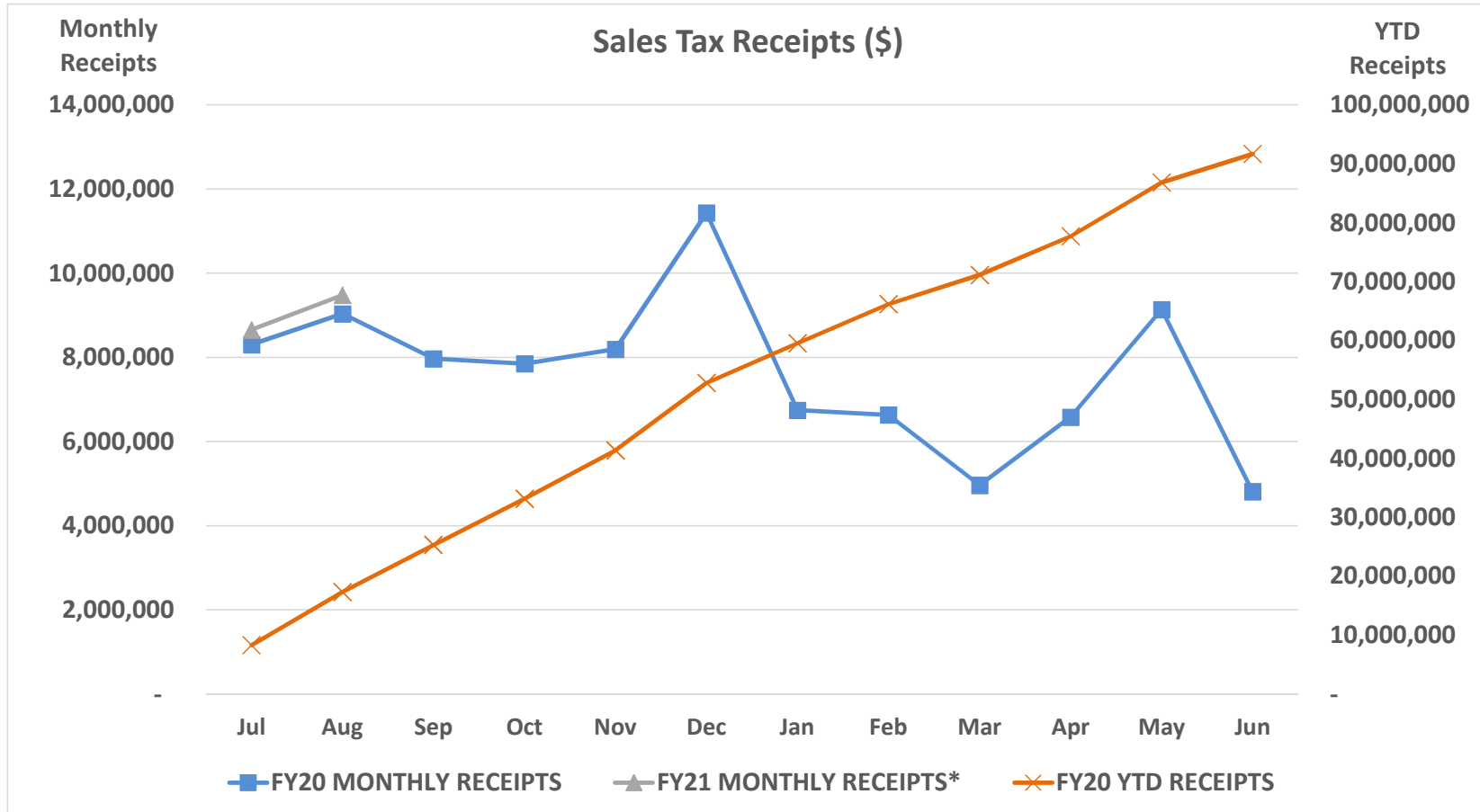
**Yield to Maturity at Market (YTM @ Market)** - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

**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  
FY2020  
October 2020**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
October 2020

Unit	Ref	Name	Amount	Method	Description
SMCTA	000021	USI INSURANCE SERVICES LLC	624.25	WIR	Operating Expense
SMCTA	000001	KHOURI CONSULTING LLC	10,500.00	ACH	Operating Expense
SMCTA	000070	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Operating Expense
SMCTA	000069	GOVERNMENT FINANCE OFFICERS ASSN	160.00	CHK	Operating Expense
SMCTA	000080	HINDERLITER, DE LLAMAS AND ASSOCIATES	3,896.26	CHK	Operating Expense
SMCTA	005259	SAN MATEO, COUNTY OF	5,498.40	CHK	ELJPA Operating Expense
SMCTA	005260	SAN MATEO, COUNTY OF	4,719.00	CHK	ELJPA Operating Expense
SMCTA	000067	MENLO PARK, CITY OF	25,138.56	CHK	Capital Programs (1)
SMCTA	000023	SAN MATEO COUNTY TRANSIT DISTRICT	304,000.00	WIR	Capital Programs (1)
SMCTA	000068	STANTEC CONSULTING SERVICES, INC.	3,074.63	CHK	Capital Programs (2)
SMCTA	000018	HANSON BRIDGETT LLP	9,320.00	WIR	Capital Programs (3)
SMCTA	000019	PENINSULA CORRIDOR JOINT POWERS BOARD	1,091,473.32	WIR	Capital Programs (4)
SMCTA	000066	DALY CITY, CITY OF	624,332.07	CHK	Capital Programs (5)
SMCTA	000020	SAN MATEO COUNTY TRANSIT DISTRICT	291,291.14	WIR	Capital Programs (6)
SMCTA	000071	PACIFIC GAS & ELECTRIC COMPANY	196.30	CHK	Capital Programs (7)
SMCTA	000072	PACIFIC GAS & ELECTRIC COMPANY	227.82	CHK	Capital Programs (7)
SMCTA	000076	PACIFIC GAS & ELECTRIC COMPANY	10.62	CHK	Capital Programs (7)
SMCTA	000022	DEPARTMENT OF TRANSPORTATION	10,361,219.22	WIR	Capital Programs (7)
SMCTA	000078	PACIFIC GAS & ELECTRIC COMPANY	11.04	CHK	Capital Programs (7)
SMCTA	000077	PACIFIC GAS & ELECTRIC COMPANY	121.24	CHK	Capital Programs (7)
SMCTA	000075	PACIFIC GAS & ELECTRIC COMPANY	11.04	CHK	Capital Programs (7)
SMCTA	000081	ZOON ENGINEERING, INC.	101,564.95	CHK	Capital Programs (7)
SMCTA	000079	GRAY-BOWEN-SCOTT	77,267.73	CHK	Capital Programs (7)
SMCTA	000073	STANTEC CONSULTING SERVICES, INC.	20,453.01	CHK	Capital Programs (8)
SMCTA	000074	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	50,000.00	CHK	Capital Programs (9)
SMCTA	000082	STANTEC CONSULTING SERVICES, INC.	13,015.34	CHK	Capital Programs (10)
			<u>13,002,725.94</u>		

- (1) Shuttles FY19-20 Funding
- (2) Pedestrian and Bicycle Oversight
- (3) \$7,400 Operating Expenses; \$320 Local Shuttle Oversight; \$1,600 Street and Highways Oversight
- (4) 25th Ave Grade Separation
- (5) Call for Proj-Ped & Bike FY14/15
- (6) FY17/FY18 Local Shuttles
- (7) 101 HOV Ln Whipple - San Bruno
- (8) Pedestrian and Bicycle Oversight
- (9) Street and Highways Oversight
- (10) 2020 Short Range Highway Plan

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT 1<sup>ST</sup> QUARTER  
FISCAL YEAR 2021**

**ACTION**

Staff proposes that the Board accept and enter into the record the [Capital Projects Quarterly Status Report](#), which is submitted to the Board for information only.

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board informed as to the scope, budget, and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

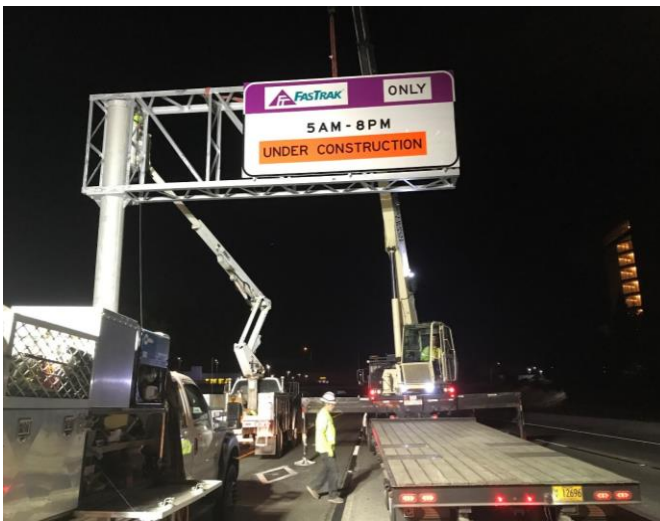
Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the status of capital projects.

# Capital Projects

# Quarterly Status Report

**First Quarter FY2021: July 01 - September 30, 2020**

**Report prepared for the December 03, 2020 TA Board Meeting**





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Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	O4 FY20	O1 FY21	O4 FY20	O1 FY21	O4 FY20	O1 FY21	O3 FY20	O4 FY20	
<b>Highways</b>									
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	4
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	6
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	8
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	G	G	G	10
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	12
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report ( PEER)	G	G	G	G	G	G	G	G	14
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	16
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	R	R	G	G	18
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	20
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	22
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	G	G	G	24
00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	26
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	28
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	30
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	32

Level 1 Projects

**Caltrain - Grade Separation & Oversight**

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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

# Level 2 Projects Highways

# 000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

**TA Role:** Funding Agency and Highway Planting Design

**Sponsor:** City of Burlingame

**Scope:**



The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans was the implementation agency for the construction phase, and was responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way will be part of a subsequent contract following completion of the current roadway construction contract.

**Project Status Summary:**

Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project is in right-of-way closeout stage and proceeding to 95% highway planting design.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	06/03/20*	05/06/19	10/03/20*

**Progress This Quarter:**

- (1) Continued addressing Caltrans' comments on right-of-way record maps.
- (2) Continued addressing Caltrans' comments on 65% submittal.
- (3) Continued to prepare 95% submittal.
- (4) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.
- (5) Continued coordination with City on Section 83 Quitclaim deed package for right-of-way transfers.

**Future Activities:**

- (1) Obtain Caltrans approval on final right-of-way record maps.
- (2) Submit highway planting 95% submittal.
- (3) City to obtain approval on Section 83 Quitclaim deed package.
- (4) City to execute Maintenance Agreement with Caltrans.

**Issues:**

\*The US 101 Express Lanes Project is utilizing the project area for staging until Spring 2022. Based on discussion with Caltrans, the construction of the highway planting will tentatively begin in summer 2022. There are on-going maintenance responsibilities discussions for highway planting. City confirmed that it does not intend to perform landscape maintenance in State right-of-way, direction for design changed and added time to the schedule. Schedule will be updated once concurrences from Caltrans and City are received.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$59,187,000	63%	\$57,223,175	97%	\$59,187,000	63%
<b>Others</b>						
<b>Federal</b>	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
<b>State</b>	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
<b>City</b>	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
<b>Total</b>	<b>\$93,738,000</b>	<b>100%</b>	<b>\$90,863,891</b>	<b>97%</b>	<b>\$93,738,000</b>	<b>100%</b>

**Issues:**

None

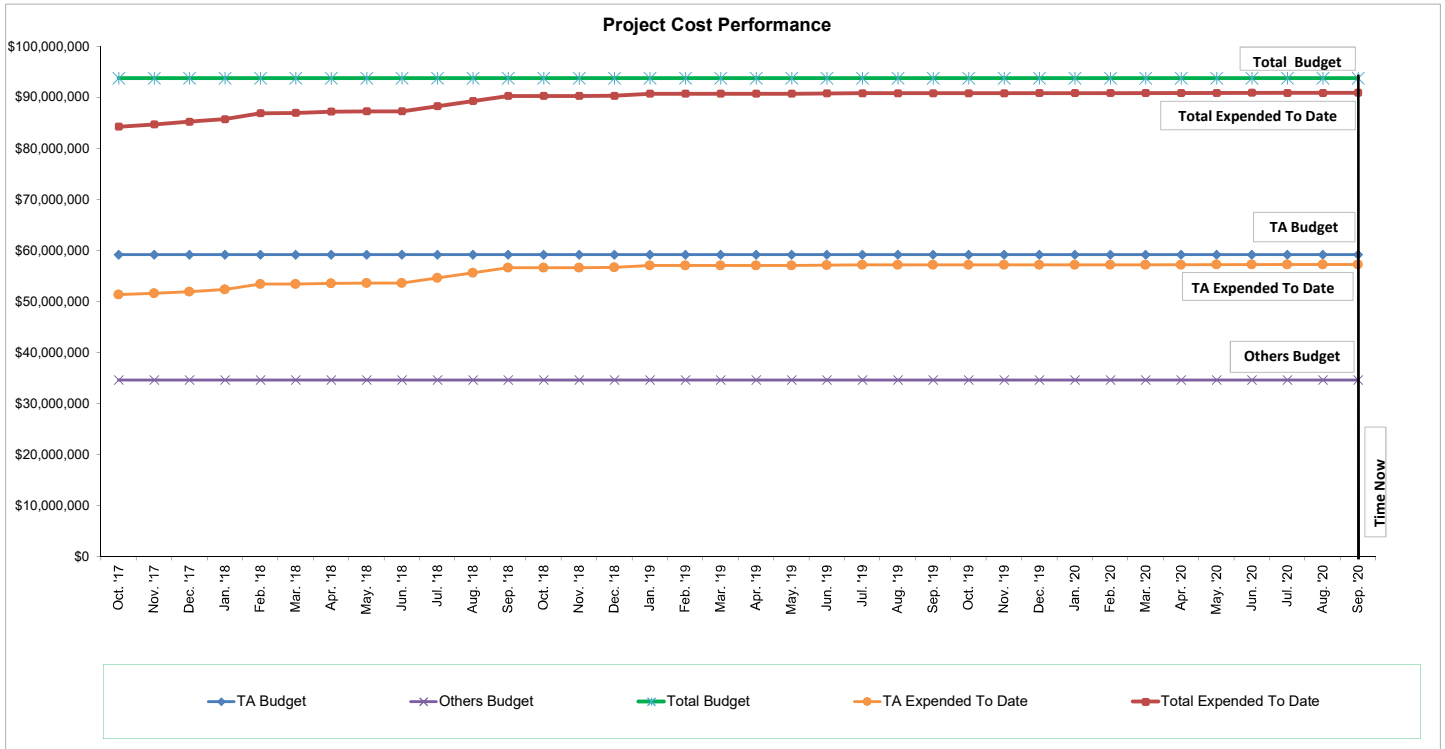


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,223,175	\$1,963,825	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$90,863,891</b>	<b>\$2,874,109</b>	<b>\$93,738,000</b>	<b>\$0</b>

Note: The current budget includes the cost for subsequent highway planting work.



\* Cost incurred from the beginning of roadway construction and current highway planting phases.

**Issues:** None

# 000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

**Scope:**



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also realigned and widened on- and off-ramps, and installed new signals at the ramp intersections.

**Project**

**Status**

**Summary:**

TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park (City) for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The construction is complete. The project is in closeout stage and the City has revised the concept highway planting design to accommodate excess excavated soil from the San Mateo Express Lanes Project. Caltrans continued to review claims received and discuss with contractors, TA and City.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	12/31/18	05/08/17	10/31/19

**Progress**

**This Quarter:**

- (1) Continued to closeout construction phase with Caltrans.
- (2) Caltrans continued to review claims with contractors.
- (3) Continued coordination with the San Mateo Express Lanes Project.
- (4) City continued to discuss design, construction, and maintenance responsibilities/ agreement with City of East Palo Alto (EPA) and Caltrans.
- (5) City prepared supporting documents for Urban Greening Grant.

**Future**

**Activities:**

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and EPA.
- (2) Caltrans to settle claims with contractors.
- (3) City to prepare for and attend Urban Greening Grant field review with TA, Caltrans and EPA.
- (4) Work with Caltrans to submit the second \$4M STIP funds reimbursement request to CTC.

**Issues:**

Schedule for highway planting final design will be provided once the City obtain the approval to proceed from City Council and Caltrans. Caltrans continued to review claims received and discuss with contractors. Additional funding may be needed to closeout the construction. Caltrans, City, and TA continued to work together to analyze the funding situation.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$56,400,000	84%	\$49,555,033	88%	\$56,400,000	84%
<b>Others</b>						
<b>State</b>	\$10,400,000	16%	\$8,957,382	86%	\$10,400,000	16%
<b>Total</b>	<b>\$66,800,000</b>	<b>100%</b>	<b>\$58,512,415</b>	<b>88%</b>	<b>\$66,800,000</b>	<b>100%</b>

**Issues:**

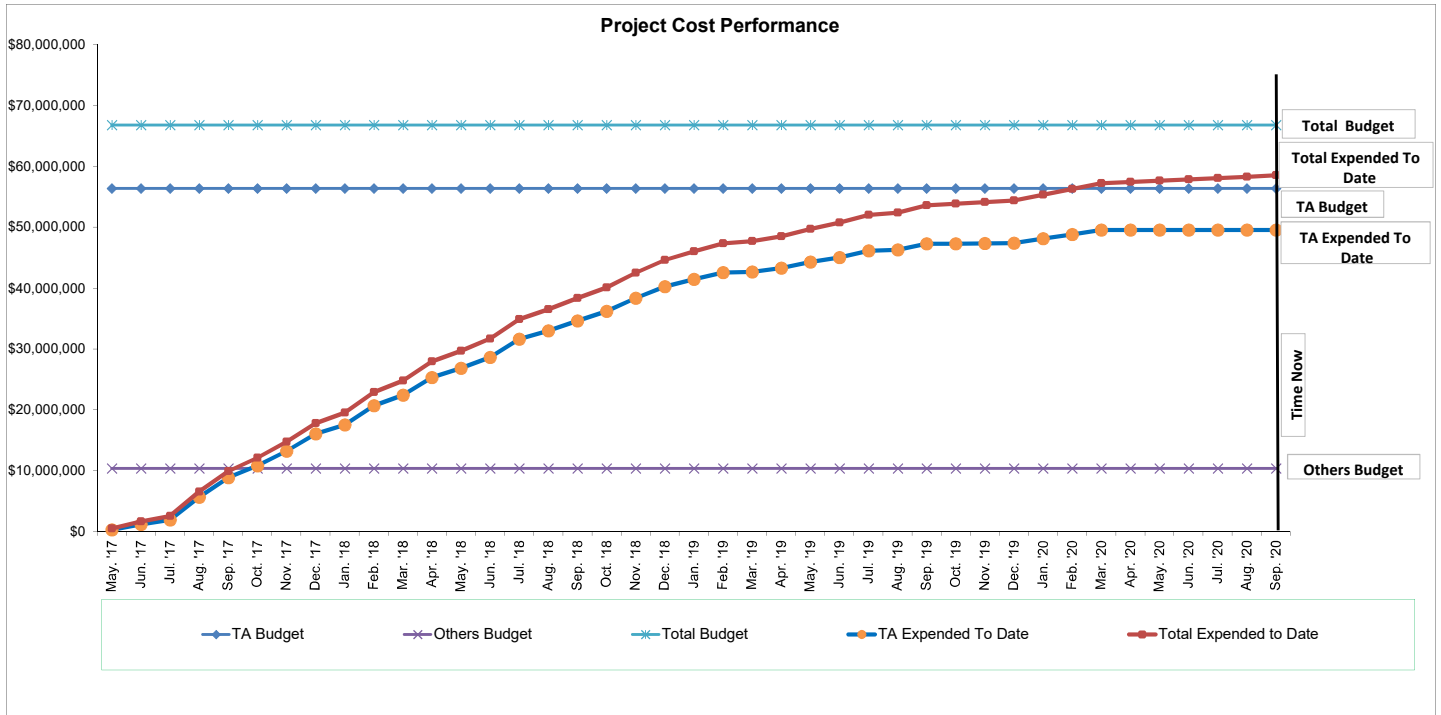
TA advanced \$10.4 M Measure A funds for construction support to be reimbursed by Caltrans. TA has submitted the second STIP funds reimbursement request (\$4M) to CTC. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table. Caltrans continued to review claims received and discuss with contractors. Additional funding may be needed to closeout the construction. Caltrans, City, and TA continued to work together to analyze the funding situation.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$49,555,033	\$6,844,967	\$56,400,000	\$0
State	\$10,400,000	\$8,957,382	\$1,442,618	\$10,400,000	\$0
<b>Total Project</b>	<b>\$66,800,000</b>	<b>\$58,512,415</b>	<b>\$8,287,585</b>	<b>\$66,800,000</b>	<b>\$0</b>

Note: Budget is for construction phase only. Construction cost saving may be made available to fund standard landscaping construction. The City is funding the highway planting design work and is not included in this table.



\* Cost incurred from the beginning of current construction phase.

**Issues:** None

# 000768 - U.S. 101/ WOODSIDE ROAD INTERCHANGE PROJECT

**TA Role:** Funding Agency

**Sponsor:** City of Redwood City (Also Implementing Agency)

**Scope:**



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realignment of freeway ramps. The project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

**Project Status Summary:**

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The City received comments on 95% PS&E package and is reviewing and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&E	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20*
Right-of-way	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20*

**Progress This Quarter:**

- (1) City continued to review and document Caltrans design comments.
- (2) City continued to work on utility identification and verification.
- (3) City updated utility plans.
- (4) City continued to address and document comments received from UPRR and California Public Utilities Commission (CPUC).
- (5) City conducted review meeting with UPRR and CPUC.
- (6) City began coordination with TA on shelving plan that includes scope, schedule, and budget to complete.

**Future Activities:**

- (1) City to complete documenting comments and responses for UPRR and CPUC.
- (2) City to begin draft appraisal maps, plats/ descriptions, and appraisals.
- (3) City to submit finalized shelving plan.
- (4) City to submit formal Funding Agreement extension request to TA.

**Issues:** \*In consultation with Caltrans and TA, the City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The City continued to develop a scope, schedule and budget to complete the remaining tasks. The schedule will be updated once the City complete the analysis and the extension to Funding Agreement is executed.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$8,140,000	79%	\$6,497,962	80%	\$8,140,000	79%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$2,110,000	21%	\$1,112,459	53%	\$2,110,000	21%
<b>Total</b>	<b>\$10,250,000</b>	<b>100%</b>	<b>\$7,610,421</b>	<b>74%</b>	<b>\$10,250,000</b>	<b>100%</b>

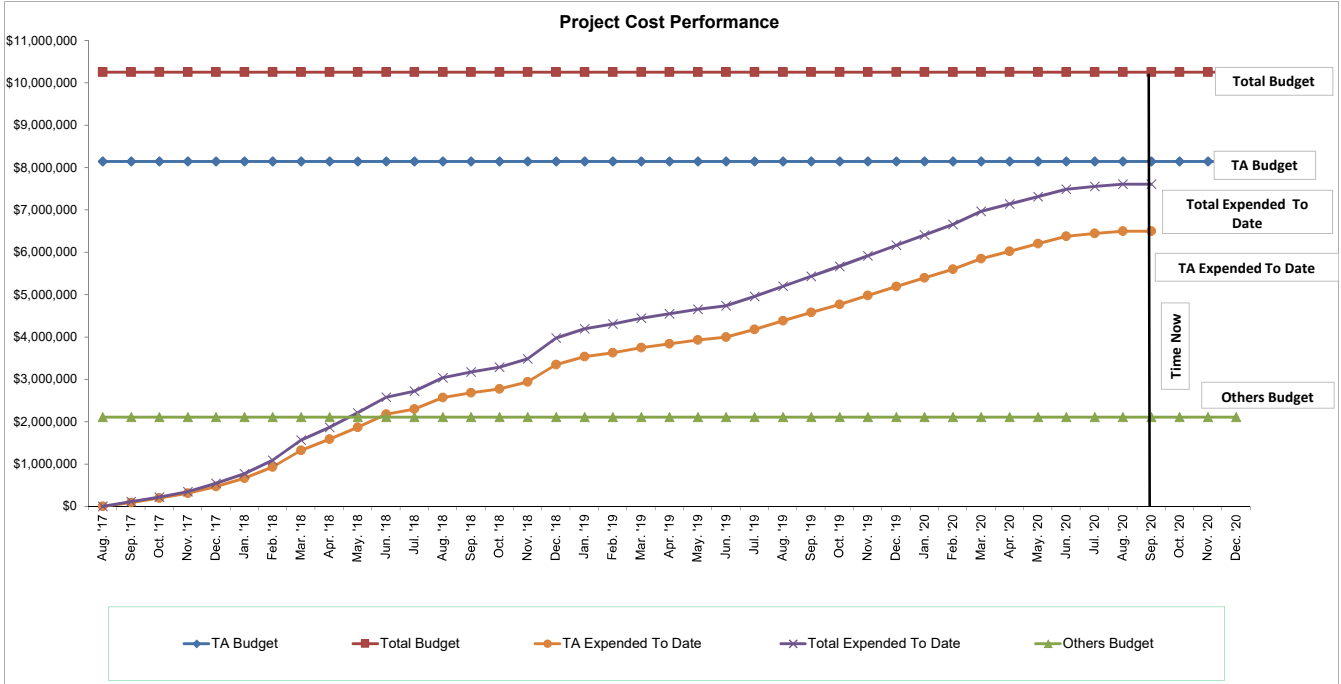
**Issues:** The City is working to develop a full funding plan for the right-of-way capital and construction phases. Funding is for PS&E and right-of-way support phases.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,497,962	\$1,642,038	\$8,140,000	\$0
City	\$2,110,000	\$1,112,459	\$997,541	\$2,110,000	\$0
<b>Total Project</b>	<b>\$10,250,000</b>	<b>\$7,610,421</b>	<b>\$2,639,579</b>	<b>\$10,250,000</b>	<b>\$0</b>

Note: Budget is for PS&E and right-of-way support phases only.



\* Cost incurred from the beginning of current PS&E and right-of-way phases.

**Issues:** None

# 000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

**TA Role:** Funding Agency and technical support during construction

**Sponsor:** City of Pacifica

**Scope:**



The project replaced the existing San Pedro Creek Bridge on State Route 1 with a longer and higher structure. The project also widened San Pedro Creek bed in the vicinity of the bridge. The limits of work on State Route 1 are from 0.3 miles south of the Linda Mar Intersection to the Linda Mar Intersection in Pacifica, CA.

**Project Status Summary:**

The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans. The 2019 Annual Monitoring Report shows that the overall survivorship, vigor, and percent cover of seeded areas exceeded success criteria, and remained stable.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/20	01/01/18	12/31/20

**Progress This Quarter:** (1) Continued Phase II biological monitoring.

**Future Activities:** (1) Continue Phase II biological monitoring.

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$10,054,000	56%	\$7,724,314	99.9%	\$7,735,075	50%
<b>Others</b>						
<b>Federal</b>	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	29%
<b>State</b>	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
<b>City</b>	\$150,000	1%	\$150,000	100%	\$150,000	1%
<b>Total</b>	<b>\$17,844,381</b>	<b>100%</b>	<b>\$15,421,512</b>	<b>99.9%</b>	<b>\$15,432,273</b>	<b>100%</b>

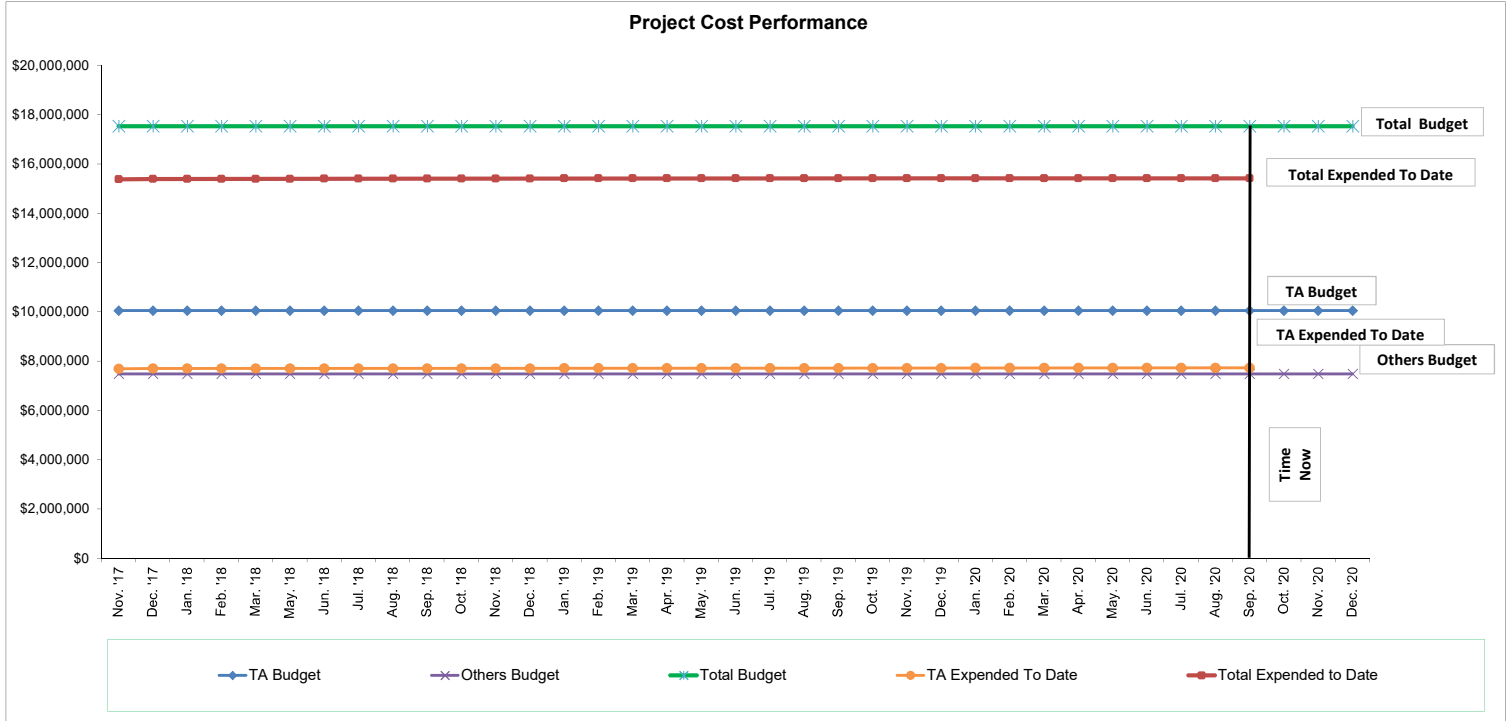
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,724,314	\$10,761	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
<b>Total Project</b>	<b>\$17,844,381</b>	<b>\$15,421,512</b>	<b>\$10,761</b>	<b>\$15,432,273</b>	<b>\$2,412,108</b>

Note: Budget for PS&E, construction, plant establishment and a 3-year biological monitoring period.



\* Cost incurred from the beginning of current biological monitoring phase.

**Issues:** None

# 000791 - U.S. 101 EXPRESS LANES PROJECT

TA Role: Funding Agency / Co-Implementer / Co-Sponsor

Sponsors: C/CAG and TA

**Scope:**

This project will provide Express Lanes in both northbound and southbound directions of US 101 from the proposed Express Lanes in Santa Clara County to I-380 in San Mateo County.



**Project Status Summary:**

The PSR-PDS was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. In February 2017, the project began a series of meetings to inform the City's staff (located in the vicinity of the project limits) about the project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018. In February 2018, TA Board programmed and allocated \$22,000,000 for PS&E, right-of-way and construction. Allocation for construction conditioned on completion of PS&E and right-of-way. Based on comments received on the DED, it was determined that modifications of some sections of the DED is necessary. To provide ample opportunity for public input, a 30-day partial recirculation was established. The partial recirculation of the PA&ED phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019. The construction contract of the northern segment was awarded in November 2019 and construction began in March 2020.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	06/30/22

**Progress**

- (1) Continued to review and issue Contract Change Orders.
- (2) Continued punch list of items and close out of southern civil project.

**This Quarter:**

- (3) Continued to advance Toll Systems design and cost estimates.
- (4) Substantial Completion of two of the three sound walls
- (5) Executed Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (6) Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities.

**Future Activities:**

- (1) Closeout civil construction for the southern segment.
- (2) Continue reconstruction of sound walls
- (3) Finalize Operations and Maintenance Agreements.
- (4) Continue outside widening to accommodate new lanes
- (5) Begin Toll System installation.

**Issues:**

Encountered delays with the procurement of blocks for the sound walls due to Covid 19 supply chain interruption.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA **</b>	\$30,500,000	5%	\$27,464,300	90%	\$30,500,000	5%
<b>Others</b>						
<b>Regional</b>	\$95,000,000	16%	\$0	0%	\$95,000,000	16%
<b>Loan/Future Toll</b>	\$86,470,000	15%	\$64,276,436	74%	\$86,470,000	15%
<b>Federal</b>	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
<b>State</b>	\$306,670,000	53%	\$151,236,011	49%	\$306,670,000	53%
<b>Private*</b>	\$53,000,000	9%	\$4,733,974	9%	\$53,000,000	9%
<b>Total</b>	<b>\$581,140,000</b>	<b>100%</b>	<b>\$257,210,721</b>	<b>44%</b>	<b>\$581,140,000</b>	<b>100%</b>

\* \$8M from SAMCEDA and \$45M from Facebook Funding Agreements.

\*\* For tracking purposes going forward consistent with the reported project cost of \$581 million the total does not include the \$2 million earlier allocation from the TA for the PID phase.

**Issues:**

An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

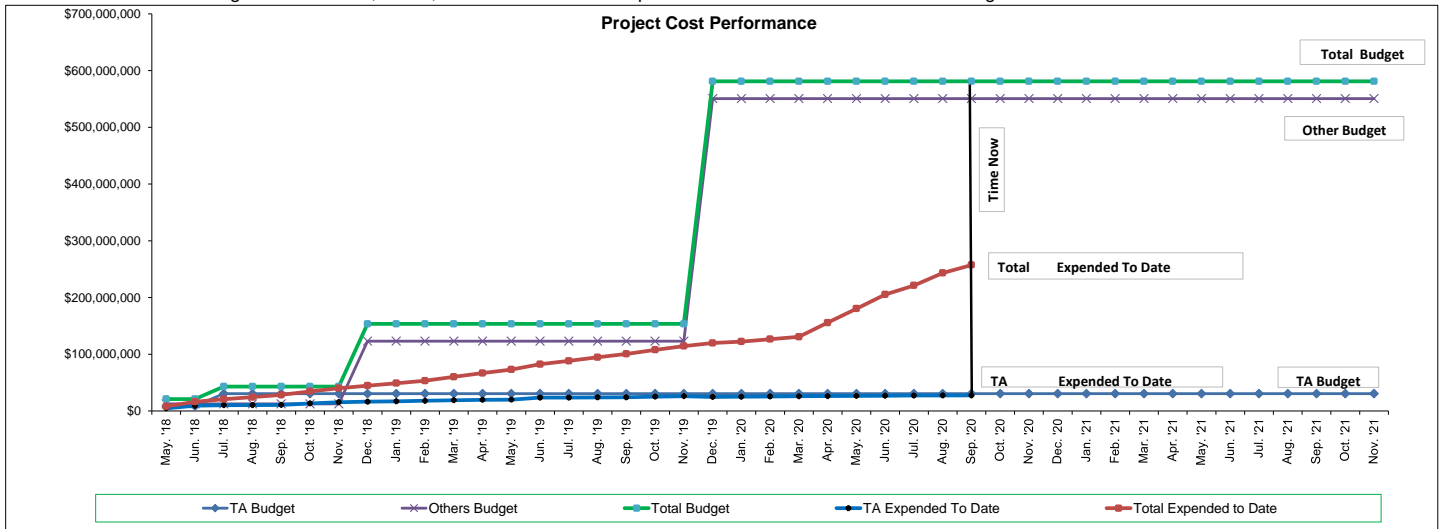


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$27,464,300	\$3,035,700	\$30,500,000	\$0
Others	\$550,640,000	\$229,746,421	\$320,893,579	\$550,640,000	\$0
<b>Total Project</b>	<b>\$581,140,000</b>	<b>\$257,210,721</b>	<b>\$323,929,279</b>	<b>\$581,140,000</b>	<b>\$0</b>

Note: Budget is for PA&ED, PS&E, ROW and construction phases for both southern and northern segment.



\*\* For tracking purposes going forward consistent with the reported project cost of \$581 million the total does not include the \$2 million earlier allocation from the TA for the PID phase.

**Issues:**

An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work. An additional \$22M of Measure A funds were added to the project budget in July 2018. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018. \$36.03M of design funding for Cooperative Agreement was added to the project budget. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

# 000793 - HIGHWAY 1 SAFETY & OPERATIONAL PROJECT (GRAY WHALE COVE)

**TA Role:** Implementing and Funding Agency

**Sponsor:** County of San Mateo

**Scope:**



Safety and mobility improvement to relieve traffic congestion, improve throughput, and enhance safety for motorists, bicyclists and pedestrians along a 7-mile stretch of Highway 1 from Gray Whale Cove to Miramar. Scope of project includes Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.

**Project Status**

**Summary:**

The Final PPS was issued on August 31, 2015. Improvements were grouped into five general locations with two or three alternatives evaluated for each location. Four public outreach meetings were held on the coast. Project delivery recommendations are included in the final PPS report. The project stakeholders are in favor of the Gray Whale Cove improvement location. In November 2016, the Gray Whale Cove improvement alternative was selected to move forward as a standalone project under the Caltrans PEER process. The PEER will serve as the Project Initiation Document (PID) and Project Approval document to enter the Caltrans Encroachment Permit process. In September 2017, TA and the County of San Mateo entered a Memorandum of Understanding to begin work associated with the PEER phase and Notice-to-proceed was issued to design consultant on September 27, 2017. The project is on hold until the County of San Mateo has staff available to prepare and attend the Planning Commission Meeting.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	04/30/20	09/27/17	11/30/19*

**Progress**

- (1) Continued coordination with County and Caltrans for the Planning Commission Meeting.
- (2) County continued to pursue funding sources for construction phase.

**This Quarter:**

**Future**

**Activities:**

- (1) Conduct hazardous materials investigation.
- (2) County to work with Caltrans to schedule to attend the Planning Commission Meeting.
- (3) County to continue pursue funding sources for construction phase.

**Issues:**

\*The project is on hold. Schedule will be updated once County of San Mateo has staff available to prepare and attend the Planning Commission Meeting. The Planning Commission Meeting date is to be determined. Hazardous materials field work is postponed and shall begin when the project resume.

**Funding:**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$1,500,000</b>	<b>100%</b>	<b>\$783,078</b>	<b>52%</b>	<b>\$1,500,000</b>	<b>100%</b>

**Issues:**

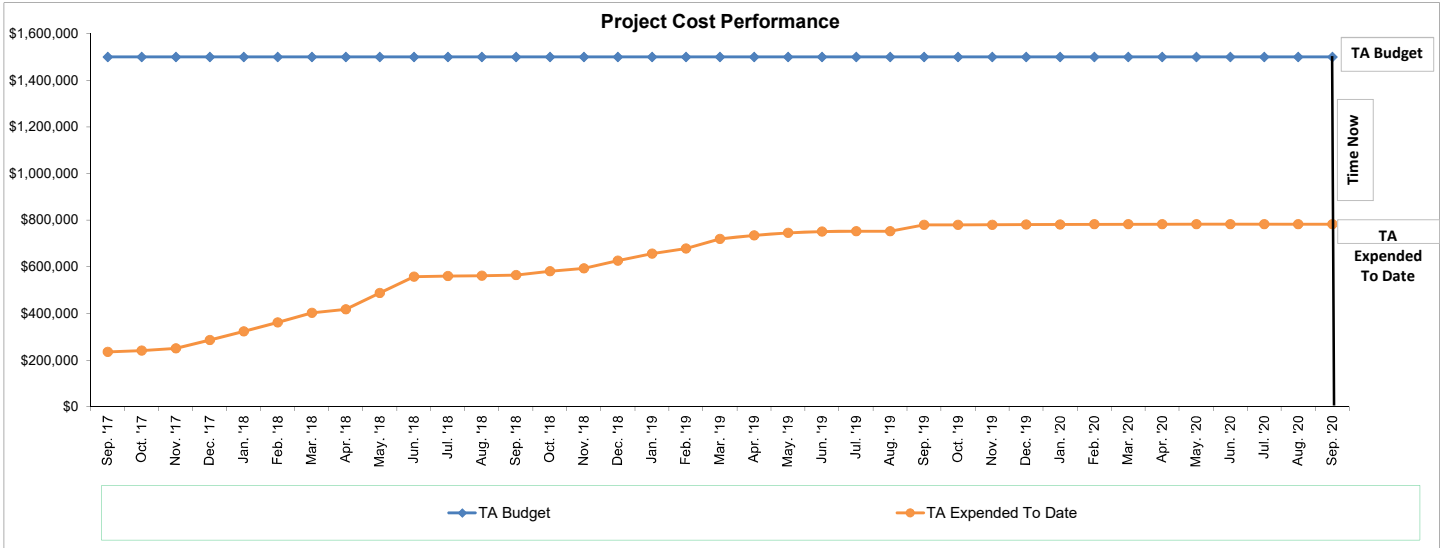
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$1,500,000</b>	<b>\$783,078</b>	<b>\$716,922</b>	<b>\$1,500,000</b>	<b>\$0</b>

Note: Budget is for PPS, PEER and construction phases. Any cost saving from PEER phase will be made available for subsequent construction phase.



\* Cost incurred from the beginning of current PEER phase.

**Issues:** None

# 000795 - U.S. 101/ HOLLY STREET INTERCHANGE PROJECT

**TA Role:** Funding Agency

**Sponsor:** City of San Carlos (Also Implementing Agency)

**Scope:** This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks with the addition of bike lanes.

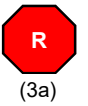


**Project Status Summary:** The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project with a one-year construction delay clause and which includes some scope of work shifted from the U.S. 101 Express Lanes Project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. 8 bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the POC element of the Project. The City is updating the design based on value engineering and pursuing additional funding sources.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	7/31/22*



**Progress This Quarter:** (1) City addressed Caltrans' comments. (2) City submitted revised 95% submittal.

**Future Activities:** (1) City to address Caltrans' comments on the revised 95% submittal. (2) City to submit 100% submittal. (3) City to apply for additional funding sources.

**Issues:** \*City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval of PS&E package. The City is conducting value engineering studies to explore cost saving opportunities along with pursuing additional funding sources which includes the next cycle of ATP funding schedule to be available March 2021. If successful, the City intends to re advertise the Project in May 2021. The work that was proposed to be shifted to the project will now remain and be completed as part of the U.S. 101 Express Lanes Project.

**Funding:**

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,000,000	80%	\$2,858,776	95%	\$3,000,000	80%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$763,063	20%	\$710,117	93%	\$763,063	20%
<b>Total</b>	<b>\$3,763,063</b>	<b>100%</b>	<b>\$3,568,892</b>	<b>95%</b>	<b>\$3,763,063</b>	<b>100%</b>



**Issues:** The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

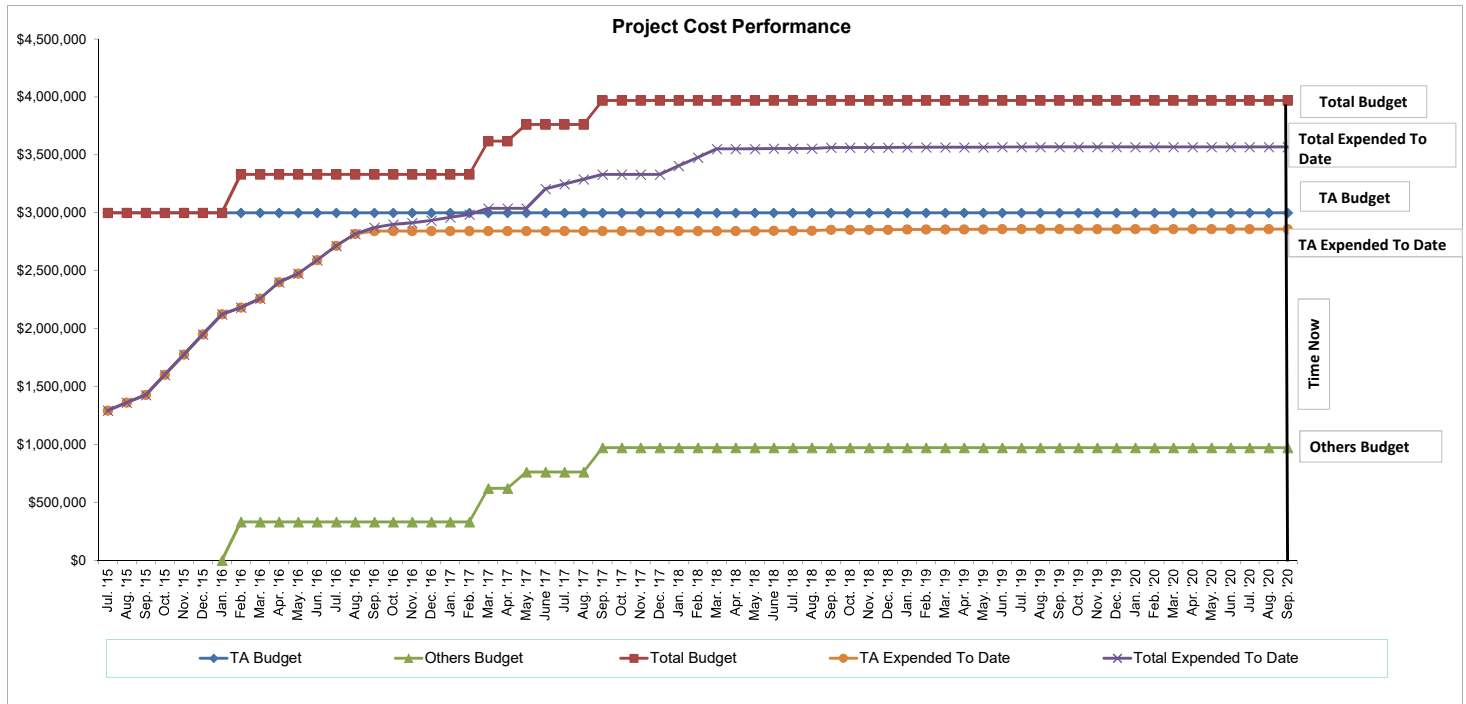
**Budget:**



(2a)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
<b>Total Project</b>	<b>\$3,763,063</b>	<b>\$3,568,892</b>	<b>\$194,171</b>	<b>\$3,763,063</b>	<b>\$0</b>

Note: Budget is for PA&E and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study and the \$1,000,000 fund provided for the construction of the Pedestrian Overcrossing.



\* Cost inception from the beginning of current phase.

**Issues:**

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds. In November 2019, TA Board programmed and allocated an additional \$2.6 M to accommodate one-year construction delay and scope shifting from the Express Lanes Project to the Holly Project. Since work will remain with Express Lanes Project, TA to seek Board authorization to reallocate the associated fund back to Express Lanes Project.

# 000801 - U.S. 101/ PENINSULA AVE INTERCHANGE PROJECT

**TA Role:** Implementing Agency and Funding Agency

**Sponsor:** City of San Mateo

**Scope:**



The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.

**Project Status Summary:**

The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed in May 2015. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. At the requests of the Cities of Burlingame and San Mateo, additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of City of San Mateo (City) as the project sponsor to move forward into the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. The environmental and technical studies will begin after City host several community meetings to provide updates to the community.

**Issues:** None

**Schedule:**



(3a)

Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	02/18/14	06/30/15	02/18/14	06/30/15	02/18/14	05/22/15
PA&ED	06/01/16	TBD*	06/01/16	TBD*	06/01/16	TBD*

**Progress This Quarter:**

- (1) Completed work directive negotiations and issued Limited Notice to Proceed to consultant.
- (2) Began coordination to resume Project Development Team meetings with Caltrans and City.
- (3) City and TA began to quantify the additional funding needed to complete this phase.

**Future Activities:**

- (1) Schedule follow up community meetings to present traffic study results.
- (2) Develop updated project baseline schedule.

**Issues:** \*Schedule will be updated once the project baseline schedule is finalized and approved by the City.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,500,000	100%	\$1,805,920	52%	\$3,500,000	100%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$3,500,000</b>	<b>100%</b>	<b>\$1,805,920</b>	<b>52%</b>	<b>\$3,500,000</b>	<b>100%</b>

**Issues:** Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach. The City of San Mateo and TA staff are working to quantify the additional cost and resources to bridge the funding gap.

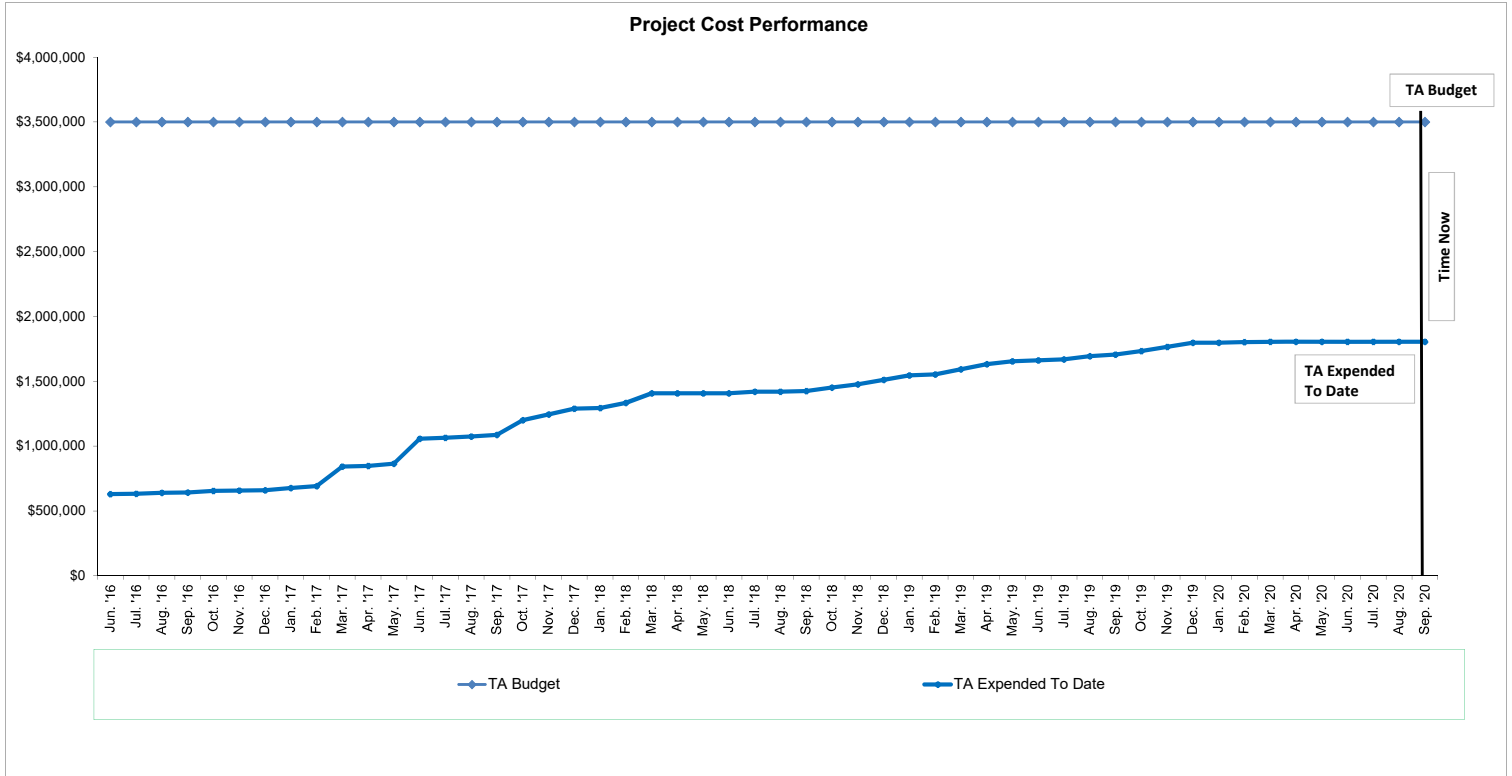
**Budget:**



(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,805,920	\$1,694,080	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$3,500,000</b>	<b>\$1,805,920</b>	<b>\$1,694,080</b>	<b>\$3,500,000</b>	<b>\$0</b>

Note: Budget is for PID and PA&ED phases.



\* Cost inception from the beginning of current PA&ED phase.

**Issues:** Cost associated with additional traffic studies and enhanced public outreach will require additional funding to complete the environmental phase of the project.

# 000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

**Scope:**



Project scope is to study alternatives for a new interchange and street that connect from Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

**Project Status**

**Summary:**

The Project Study Report – Project Development Support (PSR – PDS) was approved on August 31, 2015. During the PA&ED phase of the project, the PSR design alternatives and two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities begun in October 2018. The properties impacted by the design alternatives have been identified. Caltrans and the City will soon decide on the preferred alternative(s).

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	10/30/15
PA&ED	05/15/17	09/15/19	07/20/17	12/31/21	07/20/17	12/31/21

**Progress**

**This Quarter:**

- (1) Updated the Overcrossing Only alternative.
- (2) Conducted Caltrans' PDT meetings
- (3) Updated Alternative 6 based on stakeholders input including business owners.

**Future**

**Activities:**

- (1) Continue to update the CPM Design Schedule.
- (2) Update Project Geometry and nonstandard features
- (3) Submit Geometric Drawings,
- (4) Submit Draft Environmental Study Reports

**Issues:**

None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,550,000	92%	\$1,893,672	53%	\$3,550,000	92%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$300,000	8%	\$91,662	31%	\$300,000	8%
<b>Total</b>	<b>\$3,850,000</b>	<b>100%</b>	<b>\$1,985,334</b>	<b>52%</b>	<b>\$3,850,000</b>	<b>100%</b>

Note: Budget is for PSR-PDS and PA&ED phases.

**Issues:**

None

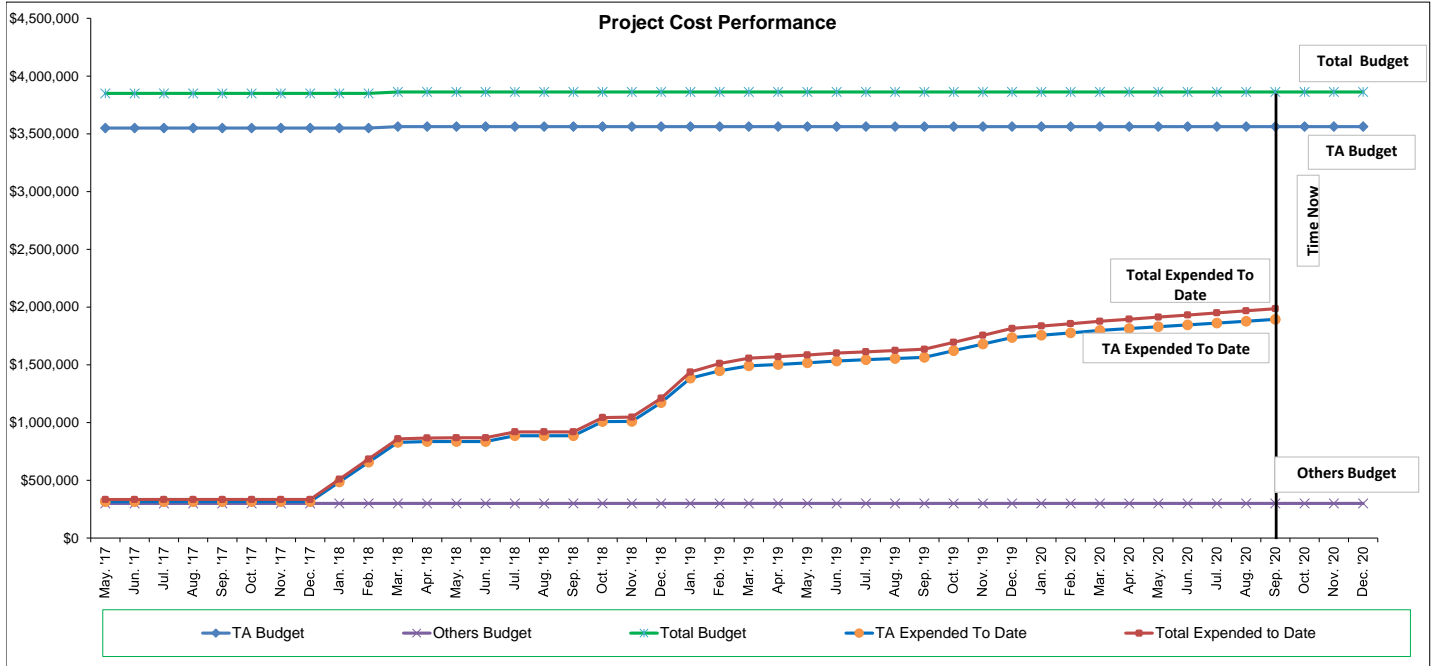


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,893,672	\$1,656,328	\$3,550,000	\$0
Others	\$300,000	\$91,662	\$208,338	\$300,000	\$0
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$1,985,334</b>	<b>\$1,864,666</b>	<b>\$3,850,000</b>	<b>\$0</b>

Note: Budget is for PSR-PDS and PA&ED phases.



\* Cost inception from the beginning of current PA&ED phase.

**Issues:** None

# 000805 - HIGHWAY 92 / SR 82 (EL CAMINO REAL) INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Mateo

**Scope:** This project converted the existing interchange to a partial cloverleaf interchange, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.



**Project Status Summary:** Caltrans completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway planting final design.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Highway Planting Design	09/01/19	07/30/20	09/01/19	07/30/20	09/01/19	06/30/21

**Progress This Quarter:** (1) City developed and initiated public outreach plan, releasing public outreach survey to obtain public input on landscaping concepts and plant palate. (2) City received draft Coop agreement between the City and Caltrans for landscaping portion of the project and prepared report for San Mateo City Council approval.

**Future Activities:** (1) Execute 82-92 Landscaping Co-Op Agreement. (2) Analyze results from public outreach survey and refine conceptual design. (3) City to present conceptual design to Sustainability and Infrastructure Commission and City Council and review any further input to final design. (4) Revalidate environmental clearance for landscape work.

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$18,400,000	69%	\$17,162,220	93%	\$18,400,000	69%
<b>Others</b>						
<b>Federal</b>	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
<b>State</b>	\$5,050,000	19%	\$4,899,198	97%	\$5,050,000	19%
<b>City</b>	\$1,181,535	4%	\$1,186,901	100%	\$1,181,535	4%
<b>Total</b>	<b>\$26,611,535</b>	<b>100%</b>	<b>\$25,228,319</b>	<b>95%</b>	<b>\$26,611,535</b>	<b>100%</b>

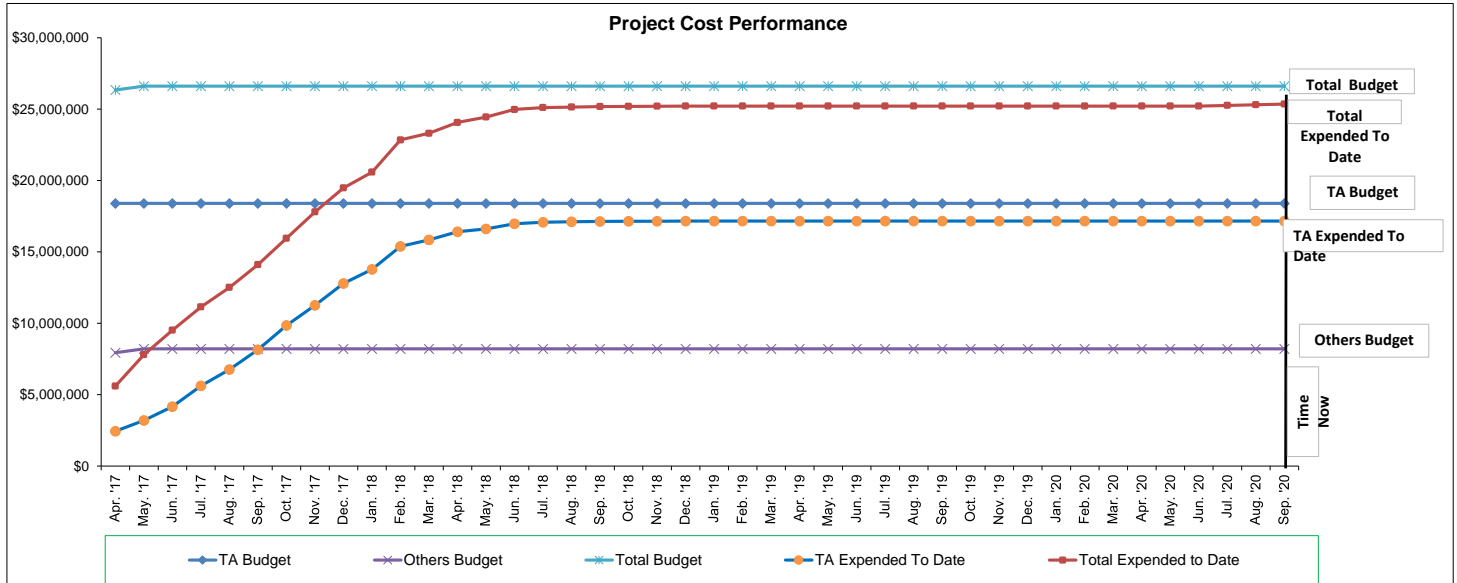
**Issues:** Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,162,220	\$1,237,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,066,100	\$145,435	\$8,211,535	\$0
<b>Total Project</b>	<b>\$26,611,535</b>	<b>\$25,228,319</b>	<b>\$1,383,216</b>	<b>\$26,611,535</b>	<b>\$0</b>

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases. Construction cost saving may be made available to fund standard landscaping construction.



\* Cost inception from the beginning of construction phase.

**Issues:** None

# 000822 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

TA Role: Funding Agency

Sponsor: City of Half Moon Bay (Implementing Agency)

**Scope:** This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

**Project Status Summary:** The City completed the design and advertised the project for construction. City awarded the construction contract to Redgwick Construction company. The contractor was given Notice to Proceed on September 23, 2020. The construction completion is expected by the end of 2021.

**Issues:**

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction	07/01/20	09/30/21	07/01/20	09/30/21	09/15/20	12/31/21

**Progress This Quarter:**

- (1) SMCTA Board allocated additional funding of \$440,000, bringing the total funding to \$3,640,000.
- (2) City Council Awarded the construction contract to Ridgewig Construction in July meeting.
- (3) City provided NTP to the contractor on September 23, 2020.
- (4) The Contractor has installed the project signs and has started implementing the Stormwater Pollution Prevention Plan (SWPPP)

**Future Activities:**

- (1) Prepare submittals for Caltrans' approval
- (2) Clear and grub the construction area and complete the SWPPP.
- (3) Install K-Rails and prepare work-zones.
- (4) Install underground utilities.
- (5) The City and the TA are planning to host a Groundbreaking Ceremony in October 2020

**Issues:** None.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,940,000	78%	\$300,000	8%	\$3,940,000	78%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$1,095,000	22%	\$992,500	91%	\$1,095,000	22%
<b>Total</b>	<b>\$5,035,000</b>	<b>100%</b>	<b>\$1,292,500</b>	<b>26%</b>	<b>\$5,035,000</b>	<b>100%</b>

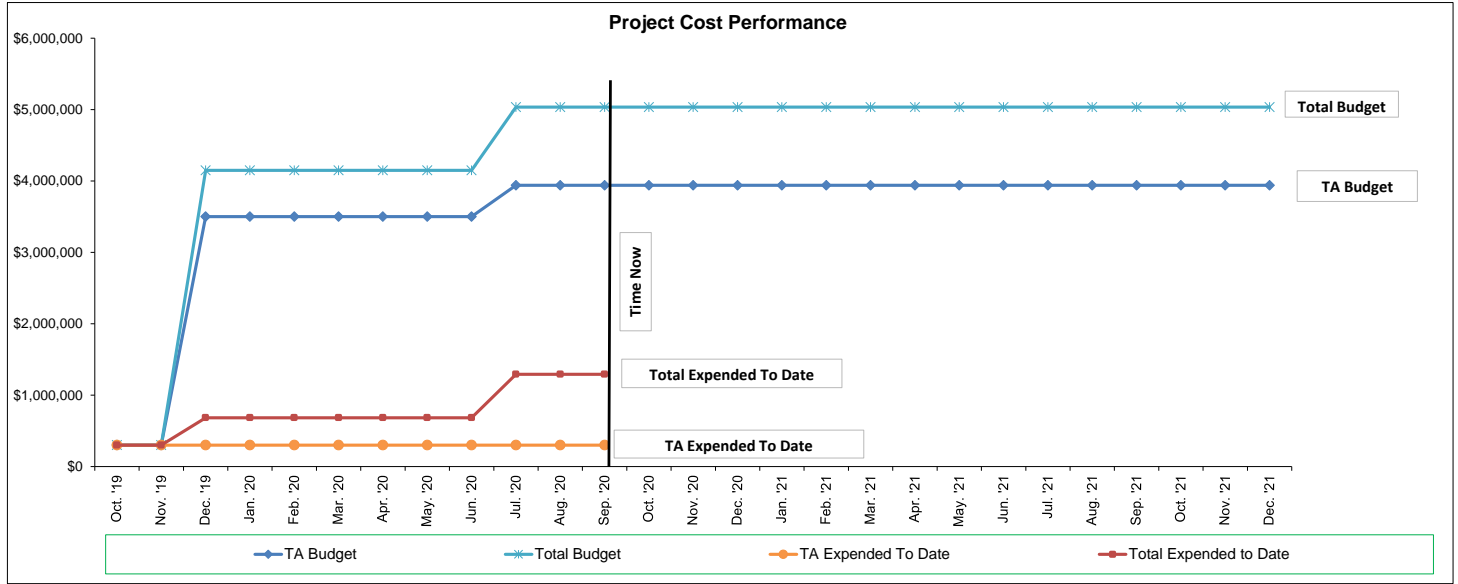
Note: Funding is \$300,000 for design and \$3,640,000 for construction

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$300,000	\$3,640,000	\$3,940,000	\$0
Others	\$1,095,000	\$992,500	\$102,500	\$1,095,000	\$0
<b>Total Project</b>	<b>\$5,035,000</b>	<b>\$1,292,500</b>	<b>\$3,742,500</b>	<b>\$5,035,000</b>	<b>\$0</b>



**Issues:** Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

# 000823 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE

**TA Role:** Funding Agency

**Sponsor:** City of Half Moon Bay

**Scope:**



This project will provide safety enhancement and operational improvements on State Route (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. The existing Frontage Road will be extended south to connect with Grand Boulevard. 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. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

**Project Status Summary:**

Submitted one-hundred percent design Plans, Specifications & Estimates to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

**Issues:**

Project has been delayed due to Covid-19 lock-down. Preliminary construction estimates indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/20	06/15/20	12/31/20

**Progress This Quarter:**

- (1) Completed 100% Plans, Specifications and Estimates (PS&E).
- (2) Completed ADL investigations, design of retaining walls, and Right-of-Way plans.
- (3) Completed preliminary construction cost estimates
- (4) Applied for grants.

**Future Activities:**

- (1) Coordinate with Caltrans and resolve comments on the 100% PS&E.
- (2) Coordinate with PG&E and facilitate utility relocation plans.
- (2) Complete preliminary construction cost estimate.

**Issues:**

Due to Covid-19 issues, the schedule has been delayed by about three months.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$300,000	35%	\$279,186	93%	\$300,000	35%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$556,185	65%	\$518,488	93%	\$556,185	65%
<b>Total</b>	<b>\$856,185</b>	<b>100%</b>	<b>\$797,674</b>	<b>93%</b>	<b>\$856,185</b>	<b>100%</b>

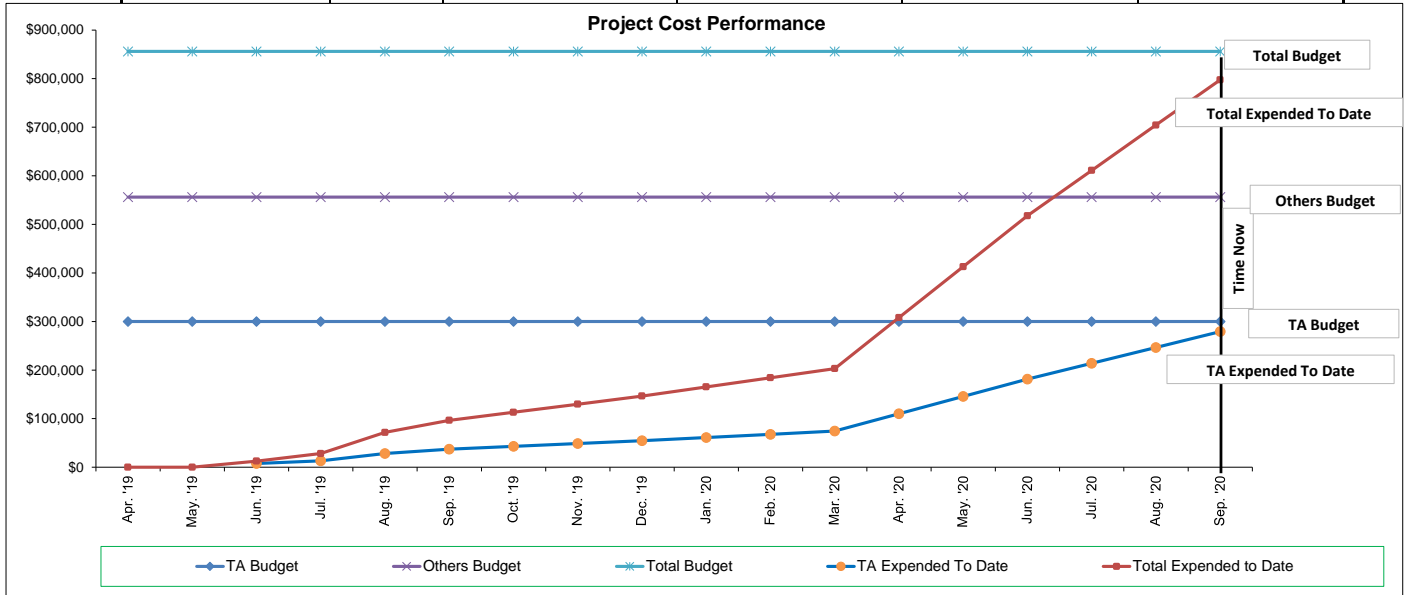
**Issues:**

Approximately \$4.5 Million will be required during construction phase.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$279,186	\$20,814	\$300,000	\$0
Others	\$556,185	\$518,488	\$37,697	\$556,185	\$0
<b>Total Project</b>	<b>\$856,185</b>	<b>\$797,674</b>	<b>\$58,511</b>	<b>\$856,185</b>	<b>\$0</b>



**Issues:** None

# 100302 - U.S. 101 MANAGED LANES NORTH PROJECT

**TA Role:** Funding Agency / Co-Implementer/ Co-Sponsor

**Sponsor:** C/CAG and TA (In Coordination With SFCTA)

**Scope:**



This project will provide Managed Lanes on US 101 and I 280 from the terminus of US 101 Managed Lanes project in San Mateo County near the I-380 interchange into downtown San Francisco at the terminus of I 280 at 5th Street/ King Street. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Initiation Document (PID) will refine the alternatives for managed lanes based on inputs from the San Francisco Freeway Corridor Management Study Phase 2 in San Francisco County.

**Project Status Summary:**

A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the environmental phase of within San Mateo County (from I-380 to the San Mateo- San Francisco County line) and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. Caltrans and the TA discussed the possibility of developing an integrated team for the next phase, Project Approval-Environmental Document (PA/ED). TA and Caltrans jointly agreed that it is best to award the entire work to the consultants. TA is negotiating with the consultant to finalize the scope, budget and schedule of the project. A revised schedule for the PA/ED has been developed.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	06/22/20	03/31/22	11/15/20	12/31/22

- Progress This Quarter:**
- (1) Revised the draft Cooperative Agreement to reflect Caltrans will provide oversight and TA will manage the project.
  - (2) Developed draft cost, budget and schedule for the project considering tasks will be performed by the consultants.
  - (3) Initiated Negotiations with the consultants on scope, budget and schedule.

- Future Activities:**
- (1) Execute the cooperative agreements with Caltrans and C/CAG for PAED phase.
  - (2) Finalize scope, budget and schedule.
  - (3) Provide a work directive to the consultants
  - (4) Begin the environmental Document phase
  - (5) Submit initial deliverables to Caltrans for review and approval

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$1,000,000	57%	\$768,994	100%	\$768,994	58%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>SFCTA &amp; CMA</b>	\$750,000	43%	\$560,705	100%	\$560,705	42%
<b>Total</b>	<b>\$1,750,000</b>	<b>100%</b>	<b>\$1,329,699</b>	<b>100%</b>	<b>\$1,329,699</b>	<b>100%</b>

**Issues:** None

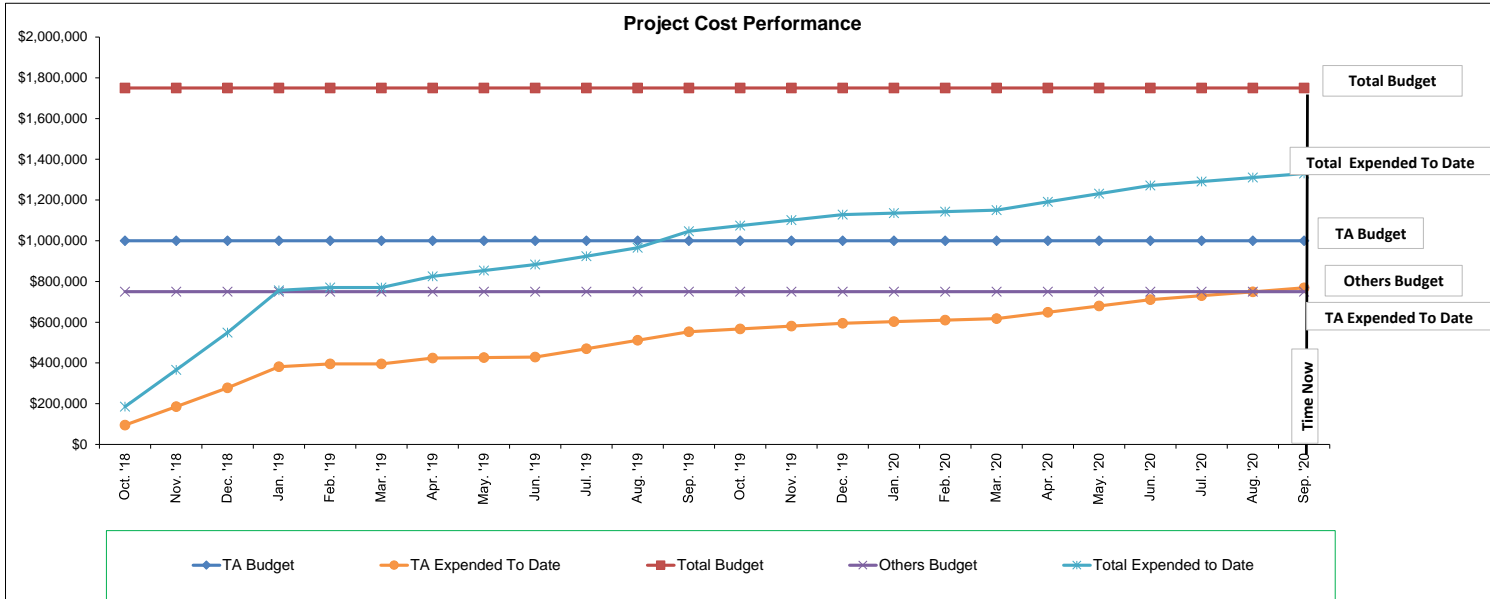


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$768,994	\$0	\$768,994	\$231,006
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
<b>Total Project</b>	<b>\$1,750,000</b>	<b>\$1,329,699</b>	<b>\$0</b>	<b>\$1,329,699</b>	<b>\$420,301</b>

Note: Budget is for PID phase only.




**Issues:** None

# 100318 - U.S. 101 / SR 92 INTERCHANGE AREA IMPROVEMENTS PROJECT


TA Role: Cosponsors with C/CAG

Cosponsors: TA and C/CAG

**Scope:**  The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the widening of US 101 Hillsdale Boulevard exit ramp.

**Project Status Summary:** The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase.

**Issues:** None

**Schedule:** 


Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	10/29/19
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21

**Progress This Quarter:**

- (1) CT began conducting reoccurring Project Development Team (PDT) meetings.
- (2) CT began technical studies.
- (3) CT to work with Headquarters to determine whether Vehicle Miles Traveled (VMT) analysis will be required of this project.

**Future Activities:** (1) CT continue technical studies.

**Issues:** None

**Funding:** 

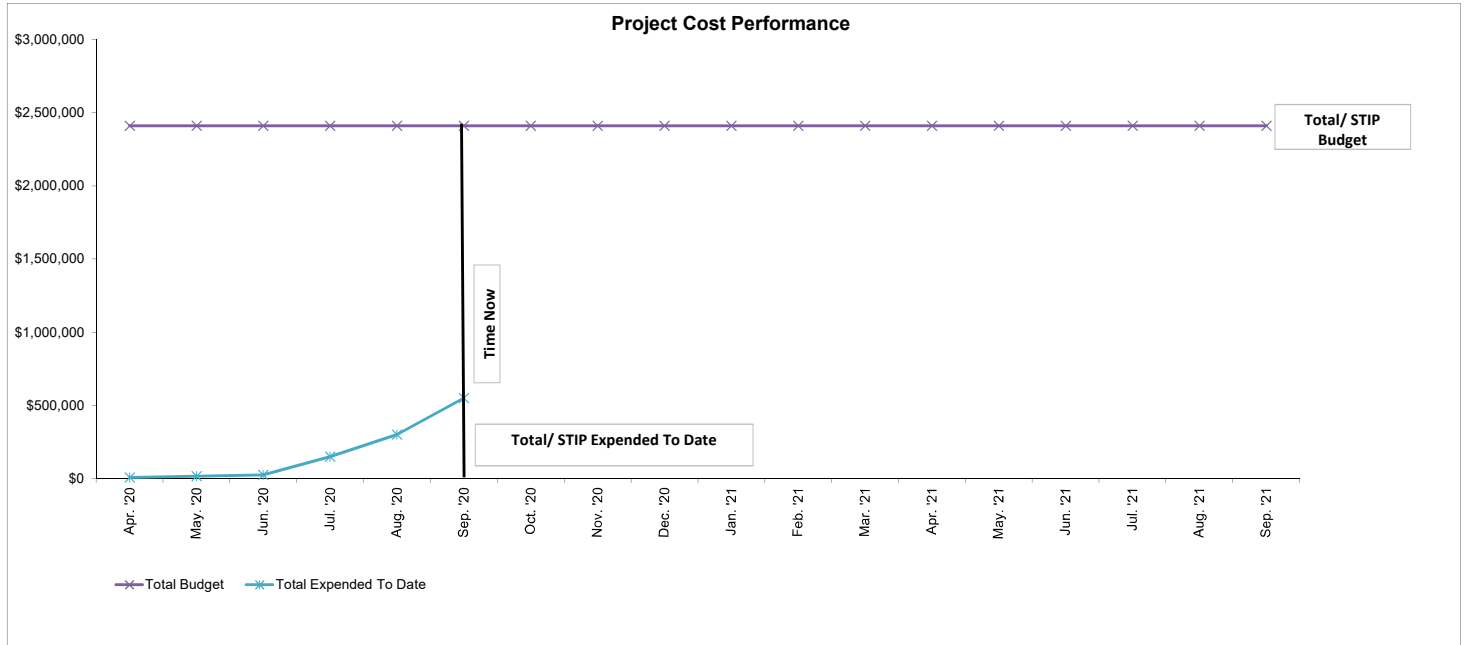
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$0	0%	\$0	0%	\$0	0%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$2,411,000	100%	\$550,758	23%	\$2,411,000	100%
<b>Cities</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$2,411,000</b>	<b>100%</b>	<b>\$550,758</b>	<b>23%</b>	<b>\$2,411,000</b>	<b>100%</b>

**Issues:** None

**Budget:**




Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$550,758	\$1,860,242	\$2,411,000	\$0
<b>Total Project</b>	<b>\$2,411,000</b>	<b>\$550,758</b>	<b>\$1,860,242</b>	<b>\$2,411,000</b>	<b>\$0</b>



**Issues:** None


# 100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

**TA Role:** Implementing and Funding Agency  
**Sponsor:** City of Foster City, City of San Mateo

**Scope:**  The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 Bridge over Seal Slough.

**Project Status Summary:** (1) The alternative analysis and technical studies for the Project Study Report (PSR) has been completed.  
 (2) A draft PSR was submitted to Caltrans for review and Caltrans provided comments.  
 (3) Currently, the PSR is being revised to incorporate the comments from Caltrans.  
 (4) The Approval of a PSR will serve as a Project Initiation Document (PID) to advance the project to "Project Approval/Environmental Document (PA/ED) phase of the Project.

**Issues:** None


**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (9/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	10/30/20	10/01/18	11/16/20

**Progress This Quarter:** (1) Addressed Caltrans comments and submitted the PSR-PDS document to Caltrans for signature.  
 (2) Revised drawings to include CHP enforcement area per Caltrans' comments  
 (3) Updated project cost estimates  
 (4) Obtained approval from the Board of Directors in September to transfer the remaining money from the PID phase to the Environmental Phase

**Future Activities:** (1) Closeout the PID Phase  
 (2) Provide Work Directive to the Joint Venture consultant for critical path items and jump-start the PA/ED phase.

**Issues:** Full funding for the Environmental phase will not be available until after the Short Range Highway Plan is finalized and the next Highway Program call for projects.

**Funding:** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$2,207,000	99%	\$988,025	46%	\$2,140,691	99%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>Cities</b>	\$23,000	1%	\$8,202	37%	\$22,309	1%
<b>Total</b>	<b>\$2,230,000</b>	<b>100%</b>	<b>\$996,227</b>	<b>46%</b>	<b>\$2,163,000</b>	<b>100%</b>

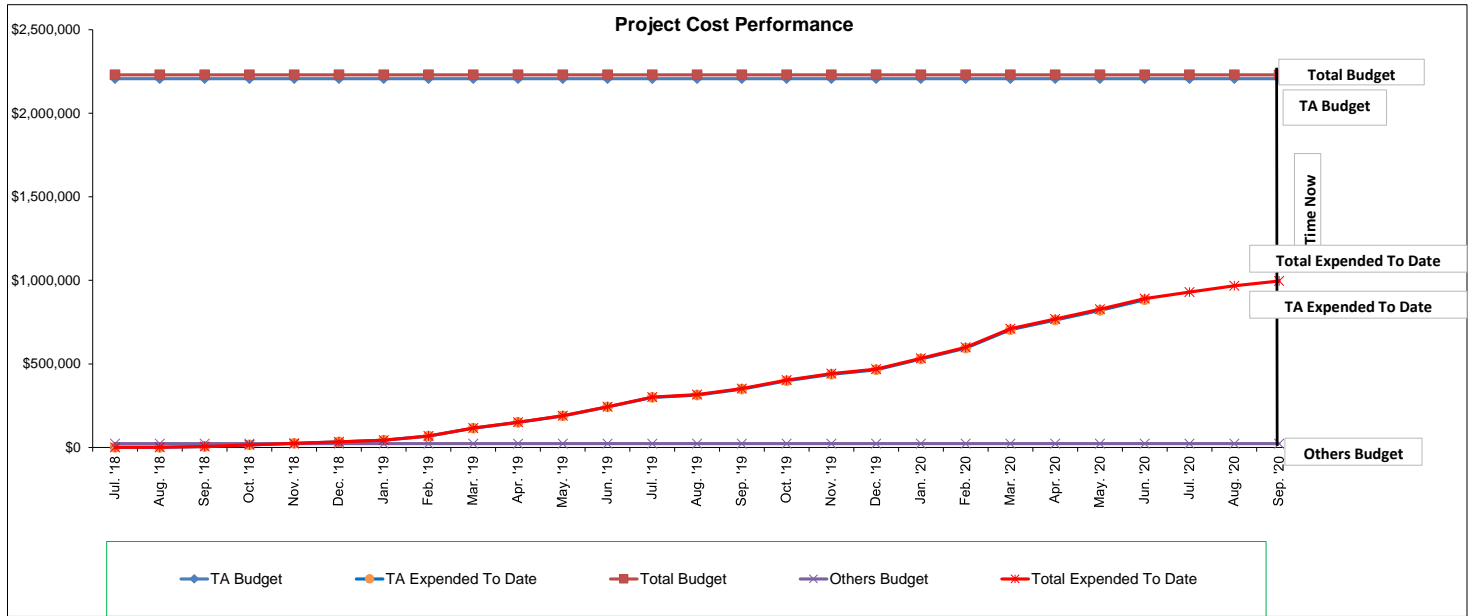
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$988,025	\$1,152,666	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
<b>Total Project</b>	<b>\$2,230,000</b>	<b>\$996,227</b>	<b>\$1,166,773</b>	<b>\$2,163,000</b>	<b>\$67,000</b>

Note: Budget is for PID phase only.



**Issues:** None

# **TA – Caltrain Project**

**TA - Caltrain Projects:  
Railroad Grade Separations**

<p><b>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</b></p> <p><b>Scope:</b> This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillsdale Caltrain Station are also included in the project but are being funded from other sources.</p> <p><b>Phase:</b> Construction (Scheduled for completion approximately, May 2021)</p> <p><b>Status:</b> Construction continued, which included completion of construction of ramps and stairs, Main Track 1 (MT-1) completed and operational, continued work on 31st Avenue soldier pile walls on west side of tracks, coordinated with Clean Water team for 30" sewer line work within JPB ROW, continued lowering of 28th Avenue east side roadway/structure excavation, continued working on removal of old tracks and ballast at MT-1 and Main Track 2 (MT-2), continued excavation for parking lot, project staff coordinated with the City for 25th Avenue stage construction work, ongoing work at Station House for amenities and platform fixtures, ongoing work at Borel Creek. Maintained coordination meetings between Contractor, City, Caltrain, SMCTA, Utility companies and stakeholders.</p>	<table border="1"> <thead> <tr> <th>SMCTA Budget</th> <th>Expended</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>\$74,000,000</td> <td>\$66,238,509</td> <td>\$7,761,491</td> </tr> </tbody> </table>	SMCTA Budget	Expended	Remaining	\$74,000,000	\$66,238,509	\$7,761,491
SMCTA Budget	Expended	Remaining					
\$74,000,000	\$66,238,509	\$7,761,491					

<p><b>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</b></p> <p><b>Scope:</b> The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p><b>Phase:</b> Preliminary Engineering/Environmental (PE/ENV) (Scheduled for completion approximately, September 2020)</p> <p><b>Glui g.</b> Project Team continued coordination towards environmental clearance, which included preparation of response on Section 106 for State Historic Preservation Officer and Native Americans package for FTA and was sent to the FTA on July 24, 2020. Concurrently, the Project Team conducted interviews for the Request for Proposal (RFP) on July 15 and 16, 2020 and was negotiating RFP with highest consultant.</p>	<table border="1"> <thead> <tr> <th>SMCTA Budget</th> <th>Expended</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>\$4,850,000</td> <td>\$3,899,210</td> <td>\$950,790</td> </tr> </tbody> </table>	SMCTA Budget	Expended	Remaining	\$4,850,000	\$3,899,210	\$950,790
SMCTA Budget	Expended	Remaining					
\$4,850,000	\$3,899,210	\$950,790					

**TA - Caltrain Projects (Continued):  
Railroad Grade Separations**

<b>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p><b>Scope:</b> This is a planning study by Caltrain in conjunction with the cities of South San Francisco (SSF) and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p><b>Phase:</b> Planning. (Scheduled for completion approximately, April 2021)</p> <p><b>Status:</b> Project team prepared and presented to South San Francisco City Council and selected a preferred alternative to move forward with the PSR, presented to San Bruno City Council and selected a preferred rail alternative, but was directed to pursue more public outreach for the pedestrian over-crossing/under-crossing. Project team prepared additional San Bruno outreach material (new website, community survey) and conducted monthly Project Development Meetings.</p>	\$650,000	\$401,019	\$248,981

<b>100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p><b>Scope:</b> The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p><b>Phase:</b> Planning. (Scheduled for completion approximately, July 2021)</p> <p><b>Status:</b> Project team continued project coordination, outreach meetings, refined outreach strategy, updated the newsletter mailer with survey, set-up the virtual open house, created PowerPoint for the virtual open house, refined geometry of the alternatives and updated the Alternatives Matrix, initiated traffic analysis, reviewed development plans provided by the City and maintained Project Development Meetings.</p>	\$750,000	\$343,183	\$406,817



# **Ferry** **Program Project**

**TA - : San Mateo County Ferry Service**

<b>100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p><b>Scope:</b> Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by April 2021.</p> <p><b>Phase:</b> Planning.</p> <p><b>Status:</b> Drafts of the study have been completed, which include the financial feasibility study, executive summary, benefit-cost analysis and economic impact analysis memos. Due to current events relating to the pandemic, City Council acceptance of the report and direction on next steps have been delayed. In addition, on August 14, 2020, city staff sent the San Mateo County Transportation Authority (TA), a request letter to amend the original funding agreement to extend the scope of work deadline to April 5, 2021. A first amendment to the agreement was being drafted.</p>	\$450,000	\$382,999	\$67,001

# **Pedestrian and Bicycle** **Program Project**

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Project Status</i>	<i>Award Date</i>	<i>Measure A Funds</i>	<i>Measure A Expended</i>	<i>Measure A Remaining</i>
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	The project was accepted by City Council and filed with the County. Project close-out continued.	Mar 2016	\$882,036	\$820,983	\$61,053
Daly City	Mission Street Streetscape Project	Final design and construction	Project team continued on 95% construction documents to include additional pedestrian safety elements. Coordination began on development at 6098 Mission Street to incorporate improvements at the intersection of Mission Street and Goethe Street.	Mar 2018	\$810,000	\$67,673	\$742,327
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	City awarded contract to Teichert & Son, Inc. on July 30, 2020. Construction began on September 21, 2020.	Mar 2018	\$300,000	\$0	\$300,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Projects' 90% plans and construction estimate were completed. Project consultant was finalizing environmental document.	Mar 2018	\$315,000	\$107,137	\$207,863
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project team updated final design with Caltrans comments. Caltrans issued the encroachment permit and coordination continued with PG&E for design.	Apr 2014	\$170,000	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project team advertised sidewalk/bike route construction bid, continued outreach, responded to bid opening, prepared staff report, attended pre-construction meeting and reviewed submittals.	Mar 2018	\$805,600	\$42,190	\$763,410
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: The contractor completed installation of 12" storm drain and check valve, partially installed cathodic protection for piles, performed retaining walls east and west architectural treatment and backfill of retaining walls.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Project team had pre-construction meeting with contractor and coordinated construction logistics.	Mar 2018	\$375,000	\$52,850	\$322,150
Redwood City	Kennedy Safe Routes to School Project	Construction	City was preparing for acceptance of the project from City Council and final invoicing.	Mar 2016	\$500,000	\$256,347	\$243,654
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Traffic signals and meter installation were installed at the intersections of San Carlos Avenue/Alameda de las Pulgas and San Carlos Avenue/Phelps Road. The remaining paving, traffic striping and pavement markings at the intersections were completed. Project has been delayed to the beginning of FY 21 Q3, to coordinate with PG&E regarding electrical service connections and meter installation.	Mar 2018	\$1,000,000	\$650,062	\$349,938
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff continued with value engineering and grant application preparation. Due to funding and Express Lane Project conflicts, project construction will be delayed.	Mar 2016	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Project was put out to bid and City Council awarded the project to Golden Bay Construction on September 28, 2020.	Mar 2018	\$380,000	\$50,500	\$329,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction began in August 2020, which included curb ramps, bio retentions and traffic signal infrastructure. California Water Services scheduled water meter to be installed for irrigation systems.	Mar 2016	\$200,000	\$61,272	\$138,728



## Definition of Terms

**Active Capital Projects** - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

**Current Approved Budget** – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

**Current Contribution** – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

**Estimate at Completion (EAC)** – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

**Expended to Date** – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

**Issues** - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

**On-hold Projects** – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

**Original Contribution** – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

**Variance at Completion** – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.



## Abbreviations

**CAP** – Citizen Advisory Panel

**CAC** – Citizen Advisory Committee

**CEQA** – California Environmental Quality Act

**EIR/EIS** – Environmental Impact Report / Environmental Impact Study

**ERM** – Environmental Resource Management

**EMU** – Electric Multiple Unit trainset

**MTC** – Metropolitan Transportation Commission

**NEPA** – National Environmental Policy Act

**PAC** – Policy Advisory Committee

**PA/ED** – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

**PDT** – Policy Development Team / Project Development Team

**PS&E** – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

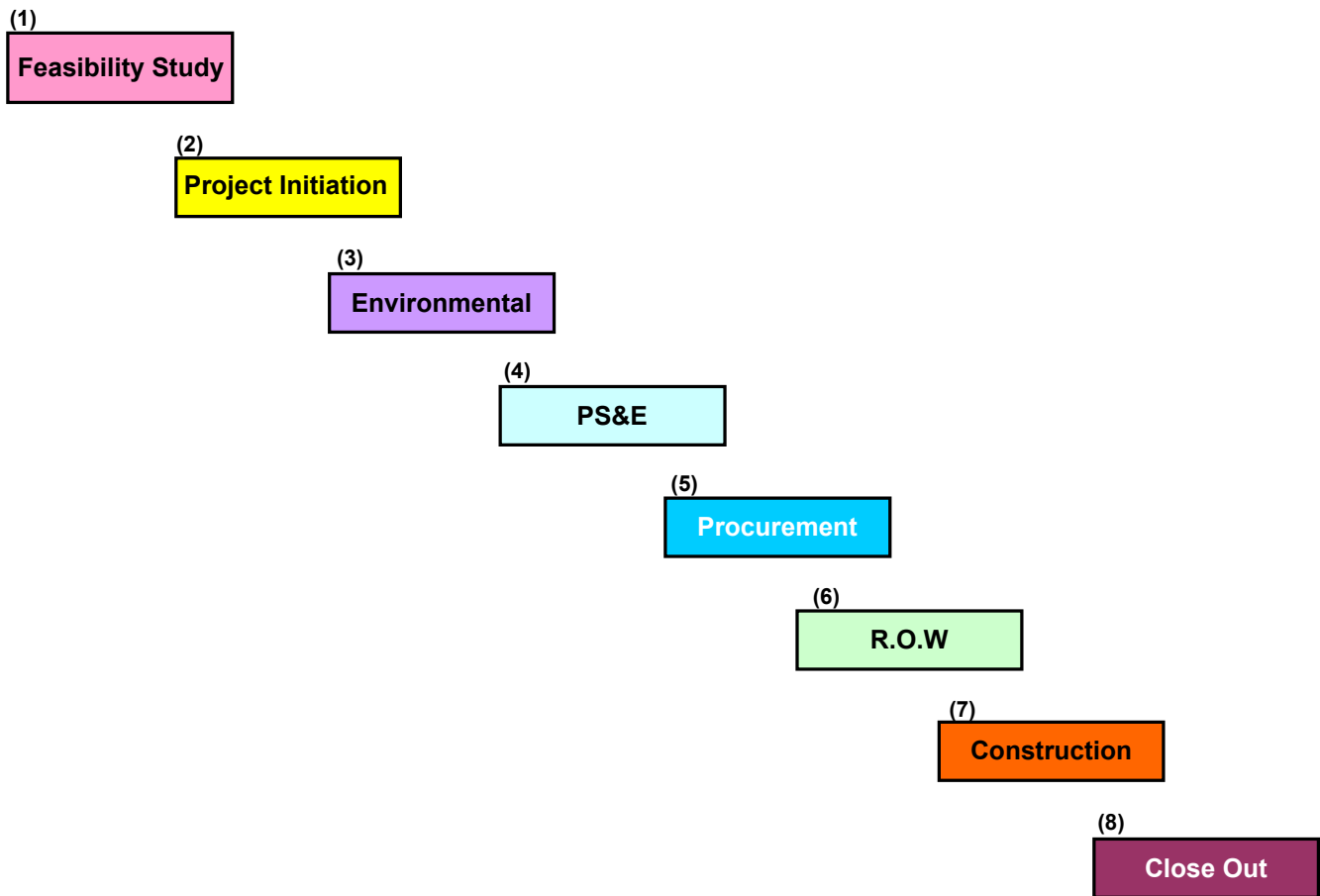
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

**ROW** – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

**RTIP** – Regional Transportation Improvement Program

**UPRR** – Union Pacific Railroad

# Project Phases



**Note:** Phase sequence is as shown; however some phases may overlap.



## Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
<b>1. SCOPE</b>	(a) Scope is consistent with Budget or Funding.  (b) Scope is consistent with other projects.  (c) Scope change has been mitigated.	(a) Scope is NOT consistent with Budget or Funding.  (b) Scope appears to be in conflict with another project.  (c) Scope changes have been proposed.	(a) Significant scope changes / significant deviations from the original plan.
<b>2. BUDGET</b>	(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.	(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.	(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.
<b>3. SCHEDULE</b>	(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.  (b) Physical progress during the report period is consistent with incurred expenditures.  (c) Schedule has been defined.	(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.  (b) No physical progress during the report period, but expenditures have been incurred.  (c) Detailed baseline schedule NOT finalized.	(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.
<b>4. FUNDING</b>	(a) Expenditure is consistent with Available Funding.	(a) Expenditure reaches 90% of <u>Available Funding</u> , where remaining funding is NOT yet available.	(a) Expenditure reaches 100% of <u>Available Funding</u> , where remaining funding is NOT yet available.
	(b) All funding has been secured or available for scheduled work.	(b) NOT all funding is secured or available for scheduled work.	(b) No funding is secured or available for scheduled work.





BOARD OF DIRECTORS 2020

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**AGENDA ITEM #9  
DECEMBER 3, 2020**

## MEMORANDUM

**Date:** November 23, 2020  
**To:** TA Board of Directors  
**From:** Jim Hartnett, Executive Director  
**Subject:** Executive Director's Report – December 3, 2020

### **San Mateo County Express Lanes Joint Powers Authority (JPA) Update**

At the November 13 SMCEL-JPA meeting, the Board members were briefed on the agreements that will need to be negotiated and executed before the 101 express lanes open for operations in late Fall 2021. These agreements include operating and maintenance agreements with Bay Area Infrastructure Financing Authority (BAIFA) as the toll system operator, and California Department of Transportation (Caltrans) as the owner of the state highway system. Other agreements that need to be negotiated and executed include ones with the California Highway Patrol (CHP) for enhanced enforcement, and with the Bay Area Toll Authority (BATA) for processing toll payment transactions, among other things BATA will provide services for.

On the equity study front, the project team hosted a virtual public meeting to discuss equity on the US 101 corridor on November 17. This meeting allowed local residents and community members the opportunity to learn more about the equity study and provide input on what kind of transportation pilot programs they would like to see funded by the toll revenues from the San Mateo 101 Express Lanes. The goal of the equity study is to learn more about potential mobility improvements that the San Mateo 101 Express Lanes Project can help to address in historically underserved communities in San Mateo County. These equity programs will be funded by tolls collected from the express lane users.

### **Caltrans Bay Area District Director Tony Tavares**

Caltrans District 4 Director Tony Tavares announced that he will be assuming the position of District 7 Director, which covers Los Angeles County. The TA has successfully partnered with Mr. Tavares on a number of high-profile improvement projects on the state highway system in San Mateo County. Among those projects is the ongoing 101 Express Lanes Project where Mr. Tavares served as a member of the Executive Steering Committee. He was also instrumental in assisting the TA to secure more than \$200 million in Senate Bill 1 funding.

District 4 will be filling his position on an interim basis while they search for a permanent replacement. The TA appreciates Mr. Tavares's collaboration and partnership with advancing highway projects here in San Mateo County and wishes him all the best.

### **101 / 92 Direct Connector**

On November 16, Caltrans approved the Project Initiation Document (PID) for the 101/92 Direct Connector Project which will result in ramps from SR 92 east of 101 directly to the future express lanes on 101. This serves as Caltrans' formal approval for the project to proceed to the environmental phase. As approved earlier by the TA Board, staff will be using savings from the PID phase to jump-start technical studies needed to support work to be conducted as part of the environmental review phase for the project.

### **Pavement Condition Index Scores**

Roadway pavement conditions are assessed and reported on annually using a score known as the Pavement Condition Index (PCI), The PCI score is rated from very good to poor, which has an impact on funding for the cities.

<b>Rating</b>	<b>Pavement Condition Index Score</b>
Very Good	Above 80
Good	70-79
Fair	60-69
At Risk	50-59
Poor	25-49

The Measure W program's local investment requires that local jurisdictions that have a PCI rating of fair or lower must use the Measure W funds on projects that will improve roadway conditions. The 2019 ratings have been released and while the Countywide average is Good (PCI = 72) there are seven jurisdictions with ratings of fair or lower. (The *Pavement Condition of Bay Area Jurisdictions 2019* document is attached.)

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# **Pavement Condition Of Bay Area Jurisdictions 2019**

## Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2019

3-Year Moving Average\*

Jurisdiction	County	Total Lane Miles	2017	2018	2019
<b>Very Good (PCI= 80-89)</b>					
Dublin	Alameda	327.0	85	85	85
Palo Alto	Santa Clara	414.4	83	84	84
Cupertino	Santa Clara	297.7	76	83	84
Clayton	Contra Costa	94.2	84	83	82
Brentwood	Contra Costa	425.9	83	82	82
Daly City	San Mateo	256.8	81	83	81
Solano County	Solano	927.9	81	81	81
Foster City	San Mateo	120.1	82	81	80
Los Altos Hills	Santa Clara	124.7	79	79	80
Woodside	San Mateo	97.2	74	81	80
Darville	Contra Costa	323.4	77	78	80
El Cerrito	Contra Costa	137.6	84	83	80
<b>Good (PCI= 70-79)</b>					
Hillsborough	San Mateo	166.4	76	79	79
Livermore	Alameda	719.3	78	78	79
Colma	San Mateo	26.9	83	80	79
Pleasanton	Alameda	516.0	79	78	79
Union City	Alameda	329.2	81	79	78
San Ramon	Contra Costa	503.8	80	79	78
Portola Valley	San Mateo	69.6	79	79	78
Ross	Marin	22.0	74	75	78
Oakley	Contra Costa	289.8	77	76	77
Brisbane	San Mateo	66.7	77	78	77
Windsor	Sonoma	171.1	78	77	77
Burlingame	San Mateo	162.6	75	78	77
Menlo Park	San Mateo	195.7	73	77	77
Sunnyvale	Santa Clara	639.2	76	76	76
Lafayette	Contra Costa	199.6	79	77	76
Tiburon	Marin	67.5	76	76	76
Atherton	San Mateo	105.4	77	76	76

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2018 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average*		
			2017	2018	2019
Newark	Alameda	256.0	76	75	75
Milpitas	Santa Clara	302.5	74	74	75
Santa Clara	Santa Clara	606.1	74	75	75
Orinda	Contra Costa	188.7	60	71	75
Redwood City	San Mateo	358.6	76	75	74
San Mateo	San Mateo	426.2	76	75	74
San Francisco	San Francisco	2,142.8	70	72	74
San Mateo County	San Mateo	629.3	73	74	74
South San Francisco	San Mateo	294.9	75	74	74
Emeryville	Alameda	47.2	77	75	74
Yountville	Napa	16.6	74	73	74
Fremont	Alameda	1,081.4	72	73	73
Walnut Creek	Contra Costa	435.0	73	73	73
Belvedere	Marin	23.4	76	73	73
Sonoma	Sonoma	68.3	74	72	72
San Pablo	Contra Costa	103.8	75	73	72
Contra Costa County	Contra Costa	1,330.1	72	72	72
Moraga	Contra Costa	113.3	68	71	72
Morgan Hill	Santa Clara	301.7	69	71	72
Alameda County	Alameda	993.7	71	72	71
Fairfield	Solano	772.3	71	72	71
Alameda	Alameda	276.5	72	71	70
Hayward	Alameda	655.3	70	70	70
Napa	Napa	467.6	69	70	70
<b>Fair (PCI= 60-69)</b>					
Campbell	Santa Clara	230.0	67	71	69
Los Altos	Santa Clara	227.0	71	70	69
Novato	Marin	318.7	70	69	69
Vacaville	Solano	697.2	68	70	69
Mill Valley	Marin	116.7	62	69	68
Rohnert Park	Sonoma	227.9	71	68	68
Los Gatos	Santa Clara	230.0	66	68	68

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2019 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average		
			2017	2018	2019
Antioch	Contra Costa	685.3	68	68	68
Saratoga	Santa Clara	284.4	69	70	68
Pleasant Hill	Contra Costa	225.3	66	66	67
Hercules	Contra Costa	122.3	69	67	67
Corte Madera	Marin	71.5	68	69	67
San Anselmo	Marin	81.5	63	66	66
Mountain View	Santa Clara	332.3	72	68	66
San Jose	Santa Clara	4,321.9	64	65	66
Santa Clara County	Santa Clara	1,428.9	67	67	66
<b>Marin County</b>	<b>Marin</b>	<b>850.9</b>	<b>64</b>	<b>65</b>	<b>66</b>
San Rafael	Marin	331.1	67	65	65
East Palo Alto	San Mateo	83.1	66	65	65
Monte Sereno	Santa Clara	31.5	62	64	65
Gilroy	Santa Clara	269.6	67	66	65
Richmond	Contra Costa	576.9	62	62	64
Dixon	Solano	138.9	67	66	64
Piedmont	Alameda	78.4	61	62	64
Half Moon Bay	San Mateo	55.4	65	61	64
Sausalito	Marin	56.4	64	64	63
American Canyon	Napa	112.8	67	63	63
Martinez	Contra Costa	233.0	51	54	63
San Bruno	San Mateo	180.1	64	61	62
Pittsburg	Contra Costa	343.8	67	63	62
San Carlos	San Mateo	179.2	62	63	62
Rio Vista	Solano	46.0	60	60	62
Pinole	Contra Costa	119.3	68	63	62
Healdsburg	Sonoma	94.1	62	62	61
Santa Rosa	Sonoma	1,128.6	60	61	61
Concord	Contra Costa	716.7	60	60	60
Fairfax	Marin	54.7	62	61	60
Suisun City	Solano	153.6	60	61	60

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2019 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average*		
			2017	2018	2019
<b>At Risk (PCI=50-59)</b>					
Belmont	San Mateo	139.2	55	55	59
Calistoga	Napa	30.6	52	59	58
Berkeley	Alameda	451.0	57	58	57
Cloverdale	Sonoma	64.7	59	59	57
St Helena	Napa	51.5	55	56	57
Cotati	Sonoma	48.6	53	55	57
Albany	Alameda	59.4	59	57	57
San Leandro	Alameda	393.8	57	56	57
Millbrae	San Mateo	122.9	52	52	55
Oakland	Alameda	2,022.5	54	54	53
Benicia	Solano	198.0	55	53	52
Larkspur	Marin	65.6	42	49	52
Vallejo	Solano	710.9	53	52	51
Sebastopol	Sonoma	47.5	56	52	51
<b>Poor (PCI=25-49)</b>					
Sonoma County	Sonoma	2,691.2	49	50	49
Napa County	Napa	838.0	51	49	47
Pacifica	San Mateo	188.1	53	48	46
Petaluma	Sonoma	391.8	46	44	45
<b>Bay Area</b>	—	<b>43,638.5</b>	<b>67</b>	<b>67</b>	<b>67</b>

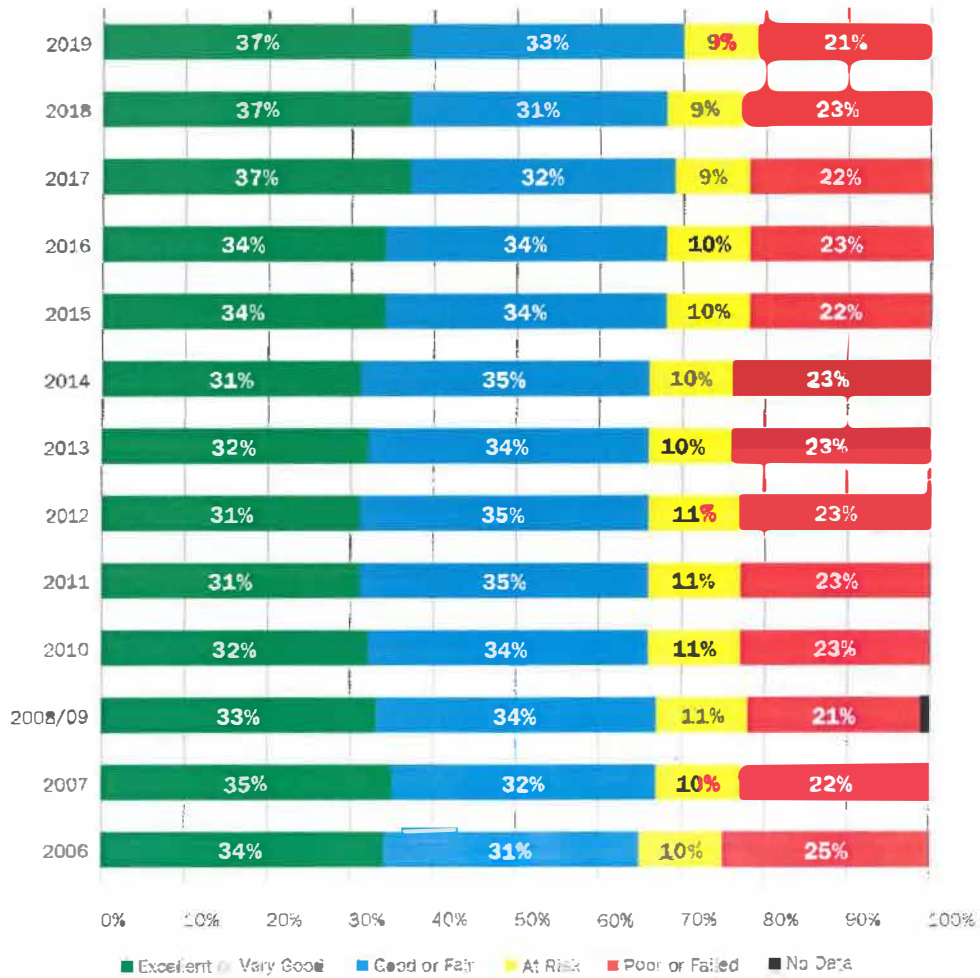
## Aggregate City and County PCI for Bay Area Counties, 2019

Jurisdiction	Total Lane Miles	3-Year Moving Average*		
		2017	2018	2019
<b>Good (PCI= 70–79)</b>				
San Francisco	2,143	70	72	74
San Mateo	3,924	72	72	72
Contra Costa	7,168	70	70	70
Santa Clara	10,045	68	69	70
<b>Fair (PCI= 60–69)</b>				
Alameda	8,207	68	68	68
Solano	3,645	67	68	67
Marin	2,060	65	66	66
<b>At Risk (PCI=50–59)</b>				
Napa	1,517	59	57	57
Sonoma	4,934	55	55	54



**Figure 1: Year-Over-Year Comparison of Local Roadway Conditions**

Pavement Conditions for Local Roadways,  
2006-2019 (Lane Miles)



Regional Weighted PCI (Year-over-Year)										
Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Weighted PCI	66	66	66	66	66	67	67	67	67	67

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **PRESENTATION OF THE COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR  
THE FISCAL YEAR ENDED JUNE 30, 2020**

**ACTION**

Staff proposes the Board of Directors accept the San Mateo County Transportation Authority's (TA) Fiscal Year (FY) 2020 Comprehensive Annual Financial Report (CAFR).

The FY 2020 CAFR is available online at <https://www.smcta.com/Finance/CAFR.html>

**SIGNIFICANCE**

The CAFR is prepared in accordance with the guidelines set forth by the Government Accounting Standards Board and is organized into three sections – Introductory, Financial, and Statistical Sections.

- 1) The **Introductory** Section includes a Transmittal Letter and provides general information on the District's structure, personnel, economic outlook and finances.
- 2) The **Financial** Section includes audited financial statements which provide detailed financial information as well as comparative financial data. The Management Discussion & Analysis (MD&A) is also found in the Financial Section. Along with the Transmittal Letter, the MD&A is of most interest to those looking for a narrative annual review of the District's finances.
- 3) The **Statistical** Section provides a broad range of data covering key financial trends including revenue and debt capacity, economic and demographic data and operating information.

Together, all sections of the CAFR provide the detail as well as the perspective with which to assess the TA's financial condition.

**BUDGET IMPACT**

There is no impact on the Budget.

## **BACKGROUND**

The TA contracts with an independent auditor, Eide Bailly LLP to conduct yearly audits of the Financial Statements in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States of America. The introductory section and the statistical section presented in the CAFR are not required by California Government Code to be reported as part of the audited financial statements of the TA. These sections are required when producing a CAFR which the TA chooses to do in order to provide detailed information about the financial condition of the TA in a form that is understandable to the our customers and constituents.

The CAFR is prepared and presented to the Government Finance Officers Association for their review, evaluation and to apply for the certificate of Achievement for Excellence in Financial Reporting. The TA has received an award for every year that the report was submitted.

Prepared by: Jennifer Ye, Manager, Financial Reporting  
& General Ledger

650-622-7890



October 26, 2020

The Board of Directors of the  
San Mateo County Transportation Authority

We have audited the financial statements of San Mateo County Transportation Authority (Authority) for the year ended June 30, 2020, and have issued our report thereon dated October 26, 2020. Professional standards require that we advise you of the following matters relating to our audit.

**Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards***

As communicated in our letter dated April 20, 2020, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Authority solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated October 26, 2020.

**Planned Scope and Timing of the Audit**

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

## Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

## Qualitative Aspects of the Entity's Significant Accounting Practices

### *Significant Accounting Policies*

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Authority is included in Note 1 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during the year. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

### Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

### Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. The following misstatements that we identified as a result of our audit procedures were brought to the attention of, and corrected by, management:

*Fair value adjustment: We noted that investments were not correctly stated on the financial statements. GASB Statement No. 31, Accounting and Financial Reporting for Certain Investments and for External Investment Pools, requires governments to state investments at fair value and not cost. Certain negotiable certificates of deposits (CDs) were noted to have been stated at cost. Negotiable CDs should be stated at market value and therefore an adjustment was proposed for the amount noted below to increase the reported value of those CDs to market value. The adjustment would increase the value of those CDs and related investment income.*

<b>To adjust investment balance to fair value</b>	<b>DR</b>	<b>CR</b>
Cash and investments	\$ 346,961	
Investment income		\$ 346,961

There were no uncorrected misstatements noted.

### **Disagreements with Management**

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

### **Representations Requested from Management**

We have requested certain written representations from management which are included in the management representation letter dated October 26, 2020.

### **Management's Consultations with Other Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

### **Other Significant Matters, Findings, or Issues**

In the normal course of our professional association with the Authority, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Authority's auditors.

This report is intended solely for the information and use of the governing board, and management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

*Eide Bailly LLP*

San Mateo, California

**San Mateo County Transportation Authority**  
San Carlos, California



# Comprehensive Annual Financial Report

Fiscal Year Ended June 30, 2020  
With Comparative Totals for 2019



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

**San Carlos, California**

***Comprehensive Annual Financial Report***

**Fiscal Year Ended June 30, 2020**  
**(With Comparative Totals for 2019)**

**Prepared by the Finance Division**

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# *Section I*

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## **INTRODUCTORY**

Letter of Transmittal

GFOA Certificate of Achievement

Board of Directors

Organization Chart

Executive Management

Map

Table of Credits

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# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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October 26, 2020

**To the Board of Directors of the San Mateo County  
Transportation Authority, and the Citizens of San Mateo  
County San Carlos, California**

**Comprehensive Annual Financial Report  
Year Ended June 30, 2020**

We are pleased to present the Comprehensive Annual Financial Report (CAFR) of the San Mateo County Transportation Authority (Transportation Authority) for Fiscal Year July 1, 2019 through June 30, 2020. This transmittal letter includes the formal transmittal of the CAFR, a profile of the Transportation Authority, information useful in assessing the government's economic condition and awards and acknowledgements. Readers desiring an analytical overview of the basic financial statements or the Transportation Authority's financial activities may refer to the Management's Discussion and Analysis in the Financial Section.

Management assumes sole responsibility for the information contained in this report, including its presentation and the adequacy of its disclosures. To the best of our knowledge, this report is complete and reliable in all material respects. To provide a reasonable basis for making this representation, we have established a comprehensive system of internal controls designed to protect the Transportation Authority's assets from loss, to identify and record transactions accurately and to compile the information necessary to produce financial statements in conformity with generally accepted accounting principles (GAAP). Because the cost of internal controls should not exceed the likely benefits, the Transportation Authority's internal control system intends to provide reasonable, but not absolute, assurance that the financial statements are free from material misstatement.

To test the performance of the internal control system, the Transportation Authority contracted independent auditing services from Eide Bailly LLP, a certified public accounting firm licensed to practice in the State of California. The auditor expressed an opinion that the Transportation Authority's financial statements are fairly stated in all material respects and in compliance with accounting principles generally accepted in the United States. This conclusion is the most favorable kind and is commonly known as an "unmodified" or "clean" opinion.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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### ORGANIZATIONAL PROFILE

#### *Basic Information*

San Mateo County, with a population of over 750,000, is located on a peninsula south of the City and County of San Francisco, bordered on the west by the Pacific Ocean, on the east by San Francisco Bay and on the south by the counties of Santa Clara and Santa Cruz. The voters of San Mateo County approved the creation of the Transportation Authority pursuant to the Bay Area County Traffic and Transportation Funding Act in June 1988. This Measure A vote authorized an annual one-half cent county sales tax levy. The Transportation Authority programs allocate sales tax revenues to designated project sponsors that are responsible for delivering a broad spectrum of transportation projects and programs pursuant to a Transportation Expenditure Plan over a period of 20 years. In November 2004, the voters reauthorized the levy of the sales tax with a new publicly developed Expenditure Plan containing transportation programs and projects to be implemented over an additional 25 years beyond the original expiration date of December 31, 2008. The 2004 Transportation Expenditure Plan (TEP) includes six program categories including:

1. Transit
2. Highways
3. Local Streets/Transportation
4. Grade Separations
5. Pedestrian and Bicycle
6. Alternative Congestion Relief Programs

In November 2018, San Mateo County voters approved Measure W, another sales tax measure that provides an additional half-cent transportation sales tax for 30 years to fund countywide transportation and traffic congestion solutions in San Mateo County. The San Mateo County Transit District (District) imposes the tax and administers the investments in the County Public Transportation Systems Program Category in the associated Measure W Congestion Relief Plan, which represents 50% of the proceeds. Measure W also provides that the District may designate the Transportation Authority to administer the other half of the revenues, which it has done. As a result of this designation, the Transportation Authority administers the remaining 50% of Measure W sales tax proceeds in the following four categories:

1. Countywide Highway Congestion Improvements
2. Local Safety, Pothole and Congestion Relief Improvements
3. Bicycle and Pedestrian Improvements
4. Regional Transit Connections

The Measure A TEP requires the Transportation Authority to develop and adopt a Strategic Plan and that it be updated at least once every five years. The Measure W TEP, otherwise known as the San Mateo County Congestion Relief Plan, also requires the Transportation Authority to prepare a Strategic Plan with broad-based public outreach. This plan, which was approved in December 2019, provides the policy guidance for the implementation of both the Measure A and Measure W transportation sales tax programs the Transportation Authority is tasked with administering.

Whenever possible, the Transportation Authority seeks to attract matching funds, which grantees provide in the form of state, federal, local, private and other funds. These efforts have led to effective partnerships with city, county, state and federal agencies for designing and completing transportation projects. The Transportation Authority itself is not a recipient of federal assistance.



# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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Interested readers may view the Measure A and Measure W TEPs as well as the Strategic Plan 2020-2024 online at [www.smcta.com](http://www.smcta.com) or by contacting:

Director, Transportation Authority Program  
San Mateo County Transportation Authority  
1250 San Carlos Avenue  
P.O. Box 3006  
San Carlos, California 94070-1306

### ***Governance***

A seven-member Board of Directors governs the Transportation Authority with input from a 15-member Citizens Advisory Committee. The Board members are selected as follows:

- The publicly elected County Board of Supervisors appoints two of its members to serve on the Board.
- Local governments participate in a Cities Selection Committee to appoint four Board members, one each to represent the interests of North County, Central County, South County and the cities-at-large.
- The San Mateo County Transit District (District) (SamTrans) appoints one Board member.

The Board of Directors meets once a month to determine overall policy for the Transportation Authority and to review the progress of the Transportation Expenditure Plans.

### ***Administration***

The District provides administrative and staff services under the direction and oversight of the Transportation Authority Board of Directors. District staff manages the funds collected through the one-half cent county sales tax, allocates the funds to grantees as authorized by the Board, and monitors delivery of projects included in the Transportation Expenditure Plans. The Transportation Authority reimburses the District for the cost of its direct services charged to its cost centers and also for indirect charges pursuant to overhead rates approved by the U.S. Department of Transportation. Currently, District divisions and departments provide a complete and responsive team for all the Transportation Authority activities as follows:

The *Executive Office* is responsible for directing and overseeing all activities and for providing support to the Board of Directors and Citizens Advisory Committee.

The *Finance Division* is responsible for financial accounting and reporting, capital budgeting, operational budgeting, payroll and vendor disbursements, investments and cash management, debt management, revenue control, purchasing, contract administration, risk management, and information technology.

The *Bus Division* provides technical support for the Transportation Authority project sponsors, particularly for employer and other shuttles. The Bus Division also operates the Redi-Wheels paratransit program funded by the Transportation Authority.

The *Rail Division and the Caltrain Modernization Program (CalMod)* manages the Caltrain service, carries out state of good repair, the Peninsula Corridor Electrification Project, and Positive Train Control. The division also assists sponsors with implementing major projects, such as grade separations, with expertise offered by the capital project engineering and construction teams.

The *Communications Division* is responsible for customer service, marketing, advertising, public information, media relations, legislative activities and community outreach.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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The *Planning, Grants and Transportation Authority Division* is responsible for oversight of voter-approved Transportation Expenditure Plans; SamTrans operations planning, strategic planning and performance; grant administration; and property management.

The *Administrative Division* provides management assistance to executive divisions and is responsible for human resources and safety and security.

### ***Component Units***

The Transportation Authority is a legally separate and financially independent governmental agency similar to a special district that is not a component unit of the County of San Mateo, the San Mateo County Transit District (District) or any other entity. This CAFR and the financial statements contained within represent solely the activities, transactions and status of the Transportation Authority.

### ***Budget***

State law requires the Transportation Authority to adopt an annual budget by resolution of the Board of Directors. In the spring preceding the start of each Fiscal Year, staff presents an annual budget for the General Fund based on established agency goals, objectives and performance measures to the Board of Directors. The staff may recommend financial reserves be made available to balance the budget where proposed expenditures exceed projected revenues. The Board of Directors monitors budget-to-actual performance through monthly staff reports. The Financial Section of this report includes supplemental schedules that compare actual results on a budgetary basis of accounting to the original and final adopted budgets.

Once adopted, the Board of Directors has the authority to amend the budget. While the legal level of budgetary control is at the entity level, the Transportation Authority maintains more stringent control at division, departmental and line item levels to serve various needs. Cost center managers monitor budget-to-actual performance on a monthly basis. The Board has delegated the authority to transfer budget amounts between divisions and departments to the Executive Director or his designee. However, any increase to the expenditure budget as a whole requires the approval of the Board. In addition, the Transportation Authority uses the encumbrance system to reduce budget balances by issuing purchase orders to avoid over-commitment of resources.

The Transportation Authority employs the same basis of controls and accounting principles for both budgeted and actual revenues and expenditures, except that actual proceeds from the sale of capital assets, unrealized investment gains and losses and inter-fund transfers are not included in the budget. Pursuant to procedures established in its enabling legislation, the Transportation Authority establishes an appropriation limit for each annual budget cycle. The appropriation limit for Fiscal Year 2020 was \$742.7 million.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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### FINANCIAL AND ECONOMIC OUTLOOK

#### *Local Economy*

The Bay Area was California's fastest growing labor market but was hit hard by the unprecedented coronavirus (COVID-19) pandemic. The regional unemployment rate was 2.7% in February. To stem the spread of COVID-19, a shelter in place order was implemented in March resulting in the shutdown of many non-essential activities and businesses. This resulted in an unemployment rate that spiked to 13.1% in April. The current economic situation is highly unique in that lost or delayed consumption and business activity are not the result of imbalances in the economy, but rather are self-imposed. Therefore, the length of time before the health-mandates are fully lifted, coupled with consumers' restored confidence to gather in large crowds and the economic damage experienced throughout the mitigation phase will be the primary factors determining when and to what degree the region will recover. Employment began showing signs of recovery in July and the unemployment rate decreased to 10.6%, but future forecasts are highly uncertain as many pandemic impacts are unknown. California and the Bay Area lagged behind the nation in terms of job recovery and that is most likely due to a more cautious re-opening pace. There is also concern, as crisis continues, whether many of the temporary layoffs become permanent job losses.

The San Mateo County economy mirrors the greater Bay Area in terms of growth and unemployment, but could not escape the impact of COVID-19. Unemployment in San Mateo County was 2.8% in March and ranked #1 in lowest unemployment in the state. In April that rate jumped to 11.4%. With restrictions lifted, the unemployment rate improved to 10.8% in June, however the County's unemployment ranking dropped to #7 in the state. While the recovery is slow the region is well positioned due to the relatively large number of high-paying tech jobs.

Despite a recent construction boom and building activity, housing production has not kept pace with population growth. High home prices are reducing migration to San Mateo County. Population growth has decelerated to below the statewide average. Because home prices are expected to rise faster than incomes, worsening the housing affordability problem, net migration will be negative for the foreseeable future.

The San Mateo County technology sector continues to expand rapidly. In 2018, venture capital funding to local tech firms surpassed \$10 billion, helping to fuel job growth. The county now has 11,900 workers at software firms, 18,800 workers at Internet publishing and search companies, and 3,600 workers in data services and hosting companies. Income per capita in 2018 was \$121,400, placing San Mateo County among the wealthiest regions of California. Real income per capita has risen at a rapid rate in the county, growing by an average of 2.5 percent per year over the last 6 years. Real income per capita was expected to grow by 2.3 percent per year through 2024 prior to the pandemic induced recession.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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### TRANSPORTATION AUTHORITY PROGRAMS AND INITIATIVES

The goal of the Transportation Authority is to administer the proceeds from the voter approved Measures A and Measure W to fund a broad spectrum of projects and programs to meet San Mateo County's growing transportation need. Long-term financial planning is crucial in order to accomplish this goal, and to ensure funds are expended in the most efficient and effective manner possible.

As noted previously, both Measure A and Measure W require the adoption of a Strategic Plan. The current plan, Strategic Plan 2020-2024, was adopted in December 2019, and can be viewed at [www.smcta.com](http://www.smcta.com). The plan establishes a framework of policies to guide the decision-making process of prioritizing transportation projects and programs consistent with the goals and objectives of the Countywide Transportation Plan and the Transportation Expenditure Plan.

Below are highlights of the programs currently supported by Measures A and W.

#### Caltrain

Measure A funds help subsidize San Mateo County's share of the Peninsula Corridor Joint Powers Board (JPB) annual operating and capital funding needs. The JPB provides public transit services via its Caltrain railroad over a 77-mile right of way extending from San Francisco in the north to Gilroy in the south. Projects funded include:

- Grade crossing improvements and grade separations
- Safety improvements
- Planning studies to support new capital projects and operations
- State of good repair projects for:
  - Rail and associated civil structures
  - Bridges
  - Signal and communications
  - Facilities
  - Vehicles

Notable recent projects supported by Measure A include:

- On-going construction of a new South San Francisco Caltrain station, slated for completion in 2021
- On-going construction of the 25th Avenue Grade Separation Project, slated for completion in 2021
- Ongoing construction for the Peninsula Corridor Electrification and the Positive Train Control projects

#### Accessible Services

With a growing aging population in San Mateo County, Accessible Services are becoming an even more critical component of providing mobility options for county residents. Four percent of Measure A is provided to SamTrans for their annual Paratransit budget, providing an essential lifeline for the county's mobility-impaired population.

#### Shuttles

Four percent of Measure A revenue supports commuter and community shuttle programs in San Mateo County. The Measure A program has allocated over \$32.8 million in funding for shuttles operations through fiscal year end June 30, 2020. A joint Shuttle Program Call for Projects with the City and County Association of Governments was issued in January 2020 which resulted in the allocation of another \$8.6 million of Measure A funding. Funding was allocated to support a combination of 28 commuter and community shuttles in Fiscal Year 21 and Fiscal Year 22.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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### Highway Program

The Transportation Authority previously adopted a Short-Range Highway Plan in 2011, which included a policy framework for making investment decisions. The Transportation Authority subsequently prepared a capital improvement plan in 2017. These planning documents support the call for projects processes to make funding decisions anchored to goals for the program. The following are examples of the types of projects funded and constructed under the highway program:

- Roadway widening
- Interchangereconstruction
- Highway ramp modification
- Travel pattern forecasts
- Travel time information system
- Applying technology to help better manage traffic

Notable street and highway projects completed include:

- Completion of the Highway 92/El Camino Interchange Project
- Completion of the U.S. 101/Willow Interchange
- Substantial completion of the southern segment of the U.S. 101 Express Lanes Project from the Santa Clara County Line to Whipple Avenue
- Start of construction of the northern segment of the U.S. 101 Express Lanes Project from Whipple Avenue to I-380
- Ongoing final design for the U.S. 101/Woodside Road Interchange Project
- Ongoing environmental work associated with the 101 Peninsula and Produce Avenue Projects
- Completion of environmental and design work for safety and operational improvements on State Route 1

Measure A provides 27.5% of the annual one-cent sales tax receipts for highway projects, while Measure W added another 22.5% of the new one cent sales approved by voters in 2018 for these types of projects. Together, these two measures provide approximately \$45 million for the highway program in FY2020. To help prioritize future investments of Measure A and Measure W funds, the Transportation Authority will develop a new Short Range Highway Plan, which was kicked off in August 2020 and will be complete in early 2021. This is done in accordance with the directions set forth in the Strategic Plan 2020-2024.

In 2019, as co-sponsors of the San Mateo 101 Express Lanes Project with the City/County of Association of Governments of San Mateo County (C/CAG), the Transportation Authority and C/CAG jointly created the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA). The SMCELJPA Board is comprised of six members, three members each from the TA and C/CAG Boards, and the new agency is the owner of the San Mateo County express lanes, and will be responsible for administration and management of the facility once the construction of the facility is complete. The facility, when complete in late 2022, will provide 22 continuous miles of express lanes in each direction on the 101 Corridor within San Mateo County.

In mid-2020, the TA Board took action to authorize a loan to SMCEL JPA of up to \$100 million in support of the construction of the San Mateo 101 Express Lanes Project, which has a project cost of \$581 million. In addition to the \$100 million loan, the project also has funding sources that include State, Regional, and Federal grants, as well as \$53 million in private sector funds. The TA and SMCELJPA entered into a loan agreement, and the SMCELJPA pledged to pay the \$100 million loan from future toll revenues in the coming years.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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### Alternative Congestion Relief

The Transportation Authority funds alternative congestion relief (ACR) programs aimed at reducing single occupancy vehicles (SOV) trips on congested freeways and busy city streets. These customized programs target both infrastructure problems and personal driving habits. ACR programs have an incremental but discernible impact on reducing traffic congestion and improving air quality in San Mateo County and the San Francisco Bay region. One percent of Measure A proceeds are set aside for this category.

To date the Transportation Authority has provided a major portion of its ACR funding to Commute.org, which serves seventeen cities. The Transportation Authority made an allocation of \$567,036 in support of Commute.org's Fiscal Year 2020 work plan. Commute.org's work plan concentrates on four primary activities:

- 1) Employer outreach and support services
- 2) Employer-based shuttle program administration
- 3) Commuter outreach and incentive programs
- 4) Development of public/private partnerships to reduce congestion

As part of the Measure W, four percent of the Measure W Highway Congestion Improvements Category will be provided for Transportation Demand Management (TDM)/ACR programs, which is equivalent to 1% of the Measure W program. Funding allocation guidelines for this new subcategory will be coordinated with the development of the Alternative Congestion Relief/TDM plan. The ARC/TDM plan will serve as a guide for initiating and selecting projects to be implemented under the Measure A Alternative Congestion Relief Program and the Measure W TDM subcategory.

### Pedestrian and Bicycle Programs

Three percent of Measure A and five percent of Measure W funds are available for the Pedestrian and Bicycle Program. The purpose of the program is to fund specific projects to encourage and improve walking and bicycling conditions. The 2004 Transportation Expenditure Plan and the Measure W Congestion Relief Plan include a list of candidate pedestrian & bicycle candidate improvement projects. Funding considerations are made through a call for projects where project review committees evaluate applications and review the projects based on a set of criteria which were approved as part of the adoption of the Strategic Plan. The Transportation Authority allocated approximately \$5.7 million to 10 projects in Fiscal Year 18 from its fourth Pedestrian and Bicycle Call for Projects.

The Transportation Authority released its fifth call for projects in August 2020 and \$8.1 million in both Measure A and W funding is available. Included in this amount is \$202,500 for Safe Routes to School projects that will be administered by the San Mateo County Office of Education (SMCOE). The Board programmed and allocated these funds to SMCOE in June 2020.

### Local Programs

Measure A requires the Transportation Authority to earmark 22.5% to local cities and San Mateo County for various transportation-related improvements according to a formula based on population and number of road-miles and Measure W has added an additional 10 percent to this category. During Fiscal Year 2020, local agencies received \$28.7 million from both Measures and recipients of these funds primarily use them for street projects.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## LETTER OF TRANSMITTAL

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### Regional Transit Connections

Ten percent of Measure W will be invested in infrastructure and services that are designed to improve transit connectivity between the County and the nine county Bay Area region. Investments from this category will be prioritized based on a project's ability to reduce congestion and enhance mobility options by connecting the County to the rest of the region, and a project's support through public-private partnership. This program is somewhat unique in that it can fund a variety of different transit modes. A Regional Transit Connections planning study and an accompanying Transit CIP will be prepared in 2021 to better inform the competitive selection process for this program.

### AWARDS AND ACKNOWLEDGMENTS

The staff and contracted firms of the Transportation Authority bring an effective combination of skill, experience and dedication to carrying out the Transportation Authority's mission. Together, they plan, develop and finance the creation of a modern, coordinated multimodal transportation system offering convenient access to the many attributes of the Bay Area and beyond. Although we expect sales tax growth to be modest, the Transportation Authority expects the continued enthusiasm and dedication of its transit professionals to meet the transportation challenges of the future.

The Government Finance Officers Association (GFOA) recognized the Transportation Authority's Fiscal Year 2019 CAFR for excellence in financial reporting and the Certificate of Achievement appears immediately following this transmittal letter. To be awarded a certificate, a report must be easy to read and efficiently organized, while satisfying both generally accepted accounting principles and applicable legal requirements. We believe our Fiscal Year 2020 CAFR also meets the requirements for a Certificate of Achievement and have submitted it to the GFOA for evaluation. We would like to thank our independent audit firm, Eide Bailly LLP for its timely and expert guidance in this matter.

A comprehensive annual financial report requires the dedicated effort of many individuals working together as a team. We extend our grateful recognition to all the individuals who assisted in both the preparation of this report and the processing of financial transactions throughout the Fiscal Year. Finally, we wish to thank the Board of Directors for their interest and support in the development and maintenance of a reliable financial management and reporting system.

Respectfully submitted,



**Jim Hartnett**  
Executive Director



**Derek Hansel**  
Chief Financial Officer/Treasurer



Government Finance Officers Association

Certificate of  
Achievement for  
Excellence in  
Financial Reporting

Presented to

**San Mateo County Transportation Authority  
California**

For its Comprehensive Annual  
Financial Report  
For the Fiscal Year Ended

June 30, 2019

*Christopher P. Morill*

Executive Director/CEO



# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## BOARD OF DIRECTORS

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**EMILY BEACH, CHAIR**

**RICO E.MEDINA, VICE CHAIR**

**CAROLE GROOM**

**DON HORSLEY**

**JULIA MATES**

**KARYL MATSUMOTO CARLOS ROMERO**

**EMILY BEACH, Chair**, was appointed to the Transportation Authority in 2017 representing the Cities at Large. She was elected to the Burlingame City Council in 2015 and currently serves as Mayor. Ms. Beach's professional experience spans non-profit, public and private sectors, previously working as a business executive in Silicon Valley before re-inventing herself as a stay-at-home mom and active community volunteer. She served as an U.S. Army officer in Saudi Arabia, South Korea and Texas. During her four years on active duty, she earned the rank of captain and obtained the U.S. Army Parachutist Badge. Ms. Beach also serves on the Caltrain Modernization Local Policy Makers Group, El Camino Real (California Highway 82) Task Force, Peninsula Congestion Relief Alliance, the San Mateo County Congestion Management and Environmental Quality Committee and the Grand Boulevard Initiative Task Force. Ms. Beach holds a Bachelor's degree from the University of Notre Dame in Government and Spanish, Magna Cum Laude.

**RICO E. MEDINA, Vice Chair**, was appointed to the Transportation Authority in 2017, representing Northern San Mateo County. He also serves on the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA). Mr. Medina has served on the San Bruno City Council since 2005 and was directly elected as San Bruno's Mayor in November 2017. Mr. Medina is the Vice-Chair of the San Mateo County Operational Area Emergency Services Council, the Peninsula San Mateo County Pre-Hospital Emergency Medical Services Group (JPA) Traffic Congestion Relief Alliance (Commute.org) and serves as the alternate for the Association of Bay Area Governments board.

**CAROLE GROOM** was appointed to the Transportation Authority Board by the San Mateo County Board of Supervisors in January 2009. She was elected to the Board of Supervisors in June 2009, and served as President of the Board in 2011 and 2015. Ms. Groom represents District 2, which includes the cities of Belmont, Foster City and San Mateo. Prior to joining the Board of Supervisors, Supervisor Groom served on the San Mateo City Council for nine years; two terms as Mayor, and spearheaded many ongoing community events such as "Active San Mateo County," an annual conference on creating healthy communities and "Streets Alive! Parks Alive!," an annual event to promote parks and public spaces. She also serves on the San Mateo County Transit District, the California Coastal Commission and the Peninsula Clean Energy Board.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## BOARD OF DIRECTORS

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**DON HORSLEY**, was appointed to the Transportation Authority in 2011 representing the San Mateo County Board of Supervisors. He has served District 3 since 2010, representing several bayside cities, unincorporated parts of San Mateo County, as well as the coastside. Prior to joining the Board of Supervisors, Mr. Horsley dedicated his life to public service as a police officer in both the city of Daly City and the San Mateo County Sheriff's Office. In 1993, he successfully ran for the elected sheriff's position and held that position for fourteen years. Mr. Horsley also serves on the Sequoia Healthcare District Board of Directors. Mr. Horsley holds a Bachelor's degree from San Francisco State University.

**JULIA MATES**, a City Selection Committee appointee representing Central Cities of San Mateo County for a remaining term expiring December 31, 2020. She was appointed to the Transportation Authority Board in November 2019. Ms. Mates was appointed to the Belmont City Council in January 2018, elected in November 2018, and had served on the Belmont City Planning Commission prior to that. Ms. Mates' professional experience includes over 17 years as a Historian and Cultural Resources Specialist consultant with experience in land use planning. She has served as representative on a number of committees including the Belmont Chamber of Commerce, CalMod (Caltrain Modernization), Housing and Regional Trust (HEART), Peninsula Clean Energy, and the SFO Roundtable. She holds a Bachelor's degree from UCLA and a Master's degree from Cal State Sacramento History/Public History.

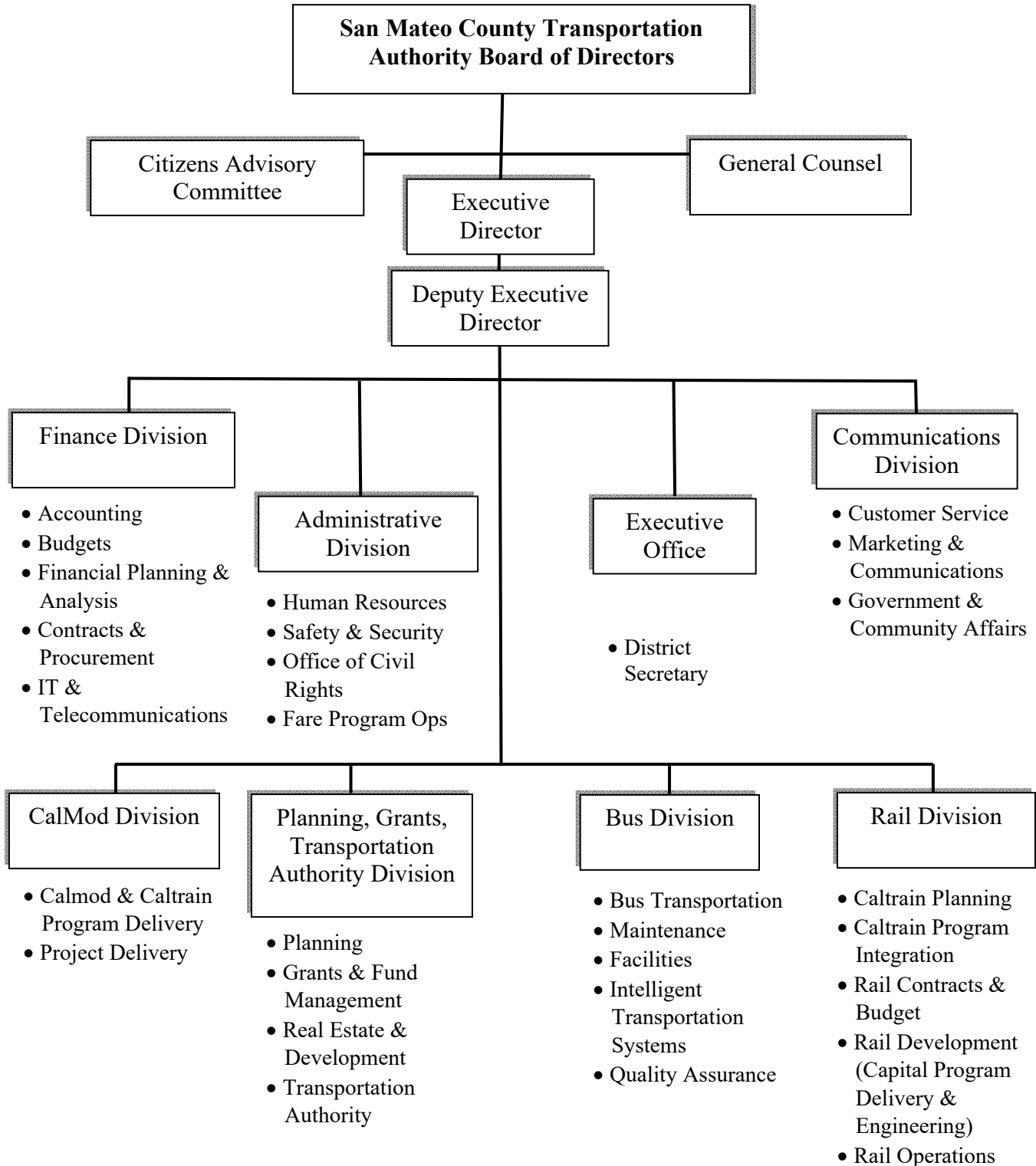
**KARYL MATSUMOTO**, a City Selection Committee appointee for the Northern portion of San Mateo County, was appointed to the Transportation Authority Board in February 2007. Ms. Matsumoto was elected to the South San Francisco City Council in November 1997 and has served as Mayor four times. Ms. Matsumoto is also the representative of the governing body of the San Mateo County Transit District ("SamTrans"), the City/County Association of Governments of San Mateo County and the Caltrain Modernization Local Policy Maker Group. She holds a Bachelor's degree in Business Administration and her work experience covers public, private, and nonprofit sectors.

**CARLOS ROMERO** was appointed to the Transportation Authority in 2019 representing San Mateo County. He was elected to the East Palo Alto City Council in May 2015, and was re-elected in November 2016 and 2018. Mr. Romero's professional experience includes consulting on affordable housing land-use development, serving as the executive director of the Mission Housing Development Corporation from 1994-2004, and serving as the mayor of East Palo Alto in 2010. Mr. Romero holds a Bachelor's degree from Stanford University in International Relations and Economics.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## ORGANIZATION CHART

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# **SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

## **EXECUTIVE MANAGEMENT**

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### **GENERAL MANAGER/CEO**

Jim Hartnett

### **EXECUTIVE OFFICERS**

Carter Mau – Deputy Chief Executive Officer

Derek Hansel – Chief Financial Officer

April Chan – Chief Officer, Planning, Grants, and the Transportation Authority

Michelle Bouchard – Chief Operating Officer, Rail

John Funghi – Chief Officer, CalMod Program

Seamus Murphy – Chief Communications Officer

David Olmeda – Chief Operating Officer, Bus

Dora Seamans – Executive Officer, District Secretary/Executive Administration

### **GENERAL COUNSEL**

Hanson Bridgett LLP

Joan Cassman, Esq.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## MAP

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### San Mateo County, California



# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## TABLE OF CREDITS

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### TABLE OF CREDITS

The following individuals contributed to the production of the Fiscal Year 2020 CAFR:

**Finance:**

Deputy Chief Financial

Grace Martinez, CPA

Director of Treasury

Connie Mobley-Ritter

Director, Budgets

Ladi Millard – Olmeda, CPA

Manager, Financial Reporting and General Ledger

Jennifer Ye, CPA

Manager of Finance Planning & Analysis

Ryan Hinchman

**Audit Firm:**

Partner

Ahmad Gharaibeh, CPA

Senior Manager

Tomohito Oku, CPA

# *Section II*

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## **FINANCIAL**

Independent Auditor's Report

Management's Discussion and Analysis

Basic Financial Statements:

- Government-wide Financial Statements
- Fund Financial Statements
- Notes to the Financial Statements

Required Supplementary Information

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of the  
San Mateo County Transportation Authority  
San Carlos, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities and the general fund of the San Mateo County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Transportation Authority's basic financial statements, as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor's Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

## ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the general fund of the Transportation Authority, as of June 30, 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## ***Other Matters***

### *Prior-Year Comparative Information*

We have previously audited the financial statements of the Transportation Authority as of and for the year ended June 30, 2019, and we expressed unmodified opinions on the respective financial statements of the governmental activities and each major fund in our report dated October 31, 2019. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2019, is consistent, in all material respects, with the audited financial statements from which it has been derived.

### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, and the general fund budgetary comparison schedule, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### *Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Transportation Authority's basic financial statements. The introductory and statistical sections are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

## **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated October 26, 2020 on our consideration of the Transportation Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transportation Authority's internal control over financial reporting and compliance.



San Mateo, California  
October 26, 2020

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***MANAGEMENT'S DISCUSSION AND ANALYSIS***

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# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## MANAGEMENT'S DISCUSSION & ANALYSIS JUNE 30, 2020

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### MANAGEMENT'S DISCUSSION & ANALYSIS

This discussion and analysis of the Transportation Authority's financial position addresses the Transportation Authority's activities for the fiscal year ended June 30, 2020, with comparisons to the fiscal year ended June 30, 2019. We encourage readers to consider the information presented here in conjunction with the transmittal letter contained in the introductory section and with the statements and related notes contained in the financial section.

#### ***FINANCIAL HIGHLIGHTS***

- The assets of the Transportation Authority exceeded its liabilities at June 30, 2020 by \$423.5 million (net position). Of this amount, \$11.7 million represents net investment in capital assets and \$411.8 million represents restricted net position, which is restricted to Measure A and Measure W programs.
- The Transportation Authority's total net position increased by \$16.1 million. Expenses in the public transit projects and street and highways projects increased by \$3.1 million.
- At June 30, 2020, the Transportation Authority's Governmental Fund reported a balance of \$406.4 million, an increase of \$16.0 million in comparison with the prior year. Of this amount, \$242.5 million represents restricted fund balance for current Measure A and Measure W projects and \$164.0 million represents restricted fund balance for future Measure A and Measure W projects.

#### ***OVERVIEW OF THE FINANCIAL STATEMENTS***

The Financial Section of this report presents the Transportation Authority's basic financial statements in three components: government-wide financial statements, fund financial statements, and notes to the financial statements. Other supplementary information also appears in addition to the financial statements.

#### **Government-wide Financial Statements**

The *Statement of Net Position* presents total assets and total liabilities with the difference between the two reported as net position. Changes in net position over time provide an indicator of whether the financial position of the government is improving or deteriorating.

The *Statement of Activities* reports on the change in net position during the year. It includes a comparison between direct expenses and related revenues for each program or function. Direct expenses are those specifically associated with and clearly identifiable with a particular program or function. The *Statement of Activities* matches revenues from charges to customers for goods and services to the program and functional expenses with which the revenues are directly related. Revenues not classified as program or functional, such as sales tax, are presented separately as general revenues. The Transportation Authority reports all changes in net position as soon as underlying events occur, regardless of the timing of the related cash flows. Thus, some revenues and expenses reported in the *Statement of Activities* result in cash flows in a future period.

#### ***Fund Financial Statements***

A *fund* is a set of accounts used to control resources segregated for specific activities or objectives. Funds classified as *major* are reported individually on the financial statements. The Transportation Authority reports one major fund only. The Transportation Authority uses fund accounting to ensure compliance with various legal requirements, such as the annually adopted budget. Accordingly, certain financial schedules in this report provide a comparison between budgeted and actual amounts.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## MANAGEMENT'S DISCUSSION & ANALYSIS

**JUNE 30, 2020**

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The Transportation Authority classifies all of its funds as *governmental*. Unlike the *government-wide* financial statements discussed above, the financial statements for *governmental funds* focus on the inflows, outflows and balances of spendable resources, rather than net position. This information is useful for evaluating the Transportation Authority's current financing requirements.

The Transportation Authority has only one General Fund:

- The *General Fund* which accounts for the proceeds of the one-half cent county sales tax and the TA's share of the half cent Measure W sales tax. These funds are legally restricted to expenditures for specific transportation improvement projects authorized in a referendum approved by San Mateo County voters. These referendums are referred to as *Measure A and Measure W* and the list of eligible projects can be found in the *Transportation Expenditure Plan*.

### Notes to the Financial Statements

The *Notes to the Financial Statements* provide additional information that is essential to fully understand the *government-wide* and *fund* financial statements. These notes begin immediately following the financial statements to which they refer.

### Other Information

This report also presents certain *required supplementary information* concerning compliance with the Transportation Authority's annual budget for the *General Fund* which is the Transportation Authority's main operating fund and the equivalent of a *general fund*. This information and associated notes immediately follow the *financial statements* and their accompanying notes.

### Government-wide Financial Analysis

At June 30, 2020, total assets were \$478.3 million, an increase of \$42.5 million or 9.8% from June 30, 2019. Cash and investments comprise \$434.0 million of this amount. With \$54.8 million in total liabilities, the Transportation Authority is in an excellent position to meet its obligations for current construction projects. As of the end of Fiscal Year 2020, existing encumbrances and expected future costs combined for current construction projects are estimated to total \$242.5 million.

Capital assets of \$11.7 million in 2020, remained unchanged from June 30, 2019.

The Transportation Authority does not record the capital assets created by the construction projects it finances on its own accounting books since these assets are of value only to the local government units to which the Transportation Authority's grants were made. For more information on capital assets, please refer to *Note #7-Capital Assets* of the *Notes to the Financial Statements*.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**MANAGEMENT'S DISCUSSION & ANALYSIS  
JUNE 30, 2020**

	<b>Governmental Activities</b>	
	<b>2020</b>	<b>2019</b>
<b>Assets:</b>		
Current and other assets	\$ 466,619,448	\$ 424,073,228
Capital assets	11,681,806	11,681,806
<b>Total assets</b>	<b>478,301,254</b>	<b>435,755,034</b>
<b>Liabilities:</b>		
Other liabilities	54,787,926	28,321,135
<b>Total liabilities</b>	<b>54,787,926</b>	<b>28,321,135</b>
<b>Net position:</b>		
Investment in capital assets	11,681,806	11,681,806
Restricted	411,831,522	395,752,093
<b>Total net position</b>	<b>\$ 423,513,328</b>	<b>\$ 407,433,899</b>

Total assets increased by \$42.5 million or 9.8% to \$478.3 million. Total liabilities increased by \$26.5 million or 93.5% to \$54.8 million.

Net position increased by \$16.1 million 3.9% to \$423.5 million at June 30, 2020, the result of total revenues exceeded total expenses in 2020.

	<b>Governmental Activities</b>	
	<b>2020</b>	<b>2019</b>
<b>Revenues:</b>		
Program revenues:		
Charges for services	\$ 1,050,483	\$ 708,491
Operating grants/contributions	5,672,417	7,730,472
General revenues:		
Sales tax	135,793,300	100,728,384
Investment earnings and others	14,033,006	14,691,660
<b>Total revenues</b>	<b>156,549,206</b>	<b>123,859,007</b>
<b>Expenses:</b>		
Public transit	45,534,584	63,988,983
Streets and highways	93,091,687	71,586,690
Others	1,843,506	2,252,811
<b>Total expenses</b>	<b>140,469,777</b>	<b>137,828,484</b>
Change in net position	16,079,429	(13,969,477)
Net position - beginning	407,433,899	421,403,376
<b>Net position - ending</b>	<b>\$ 423,513,328</b>	<b>\$ 407,433,899</b>

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## MANAGEMENT'S DISCUSSION & ANALYSIS

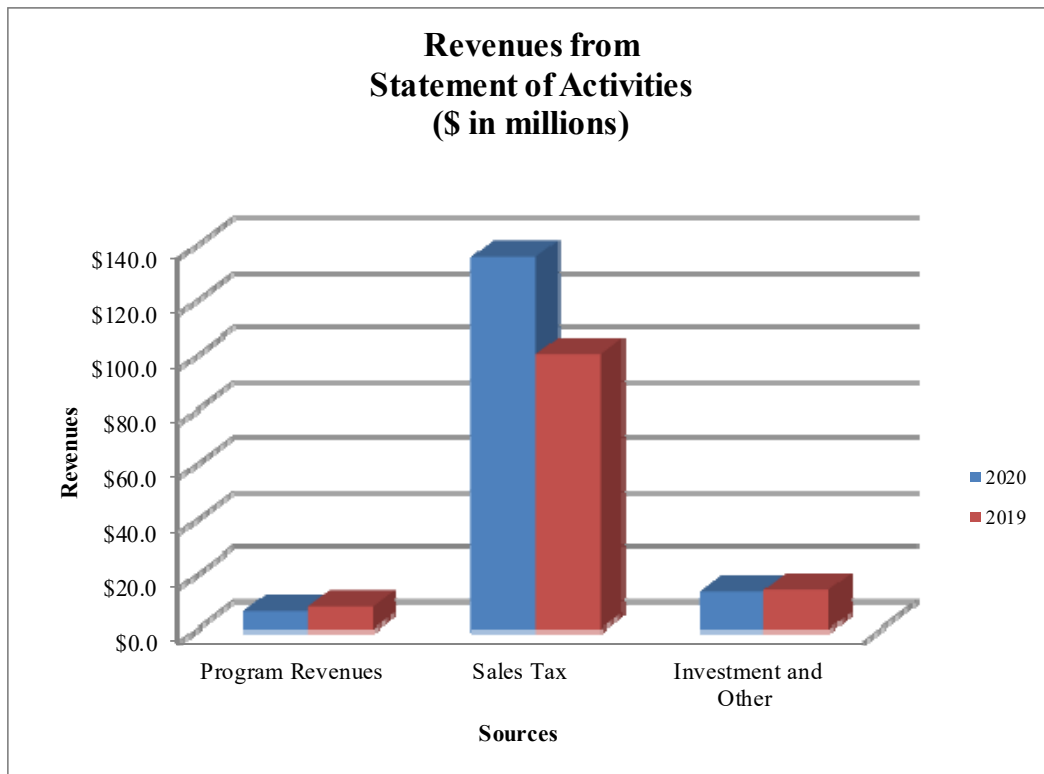
**JUNE 30, 2020**

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### *Governmental Activities*

Total expenses for governmental activities were \$140.5 million in 2020, an increase of \$2.6 million or 1.9% compared to 2019. The functional components of total expenses are public transit (32.4%), streets and highways (66.3%) and other programs (1.3%). The following are the highlights of the Transportation Authority's governmental activities:

- Sales tax revenue increased by \$35.1 million or 34.8% to \$135.8 million in 2020 from 2019.
- Investment earnings and other revenues of \$14.0 million in 2020 was \$0.7 million or 4.5% lower compared to 2019.



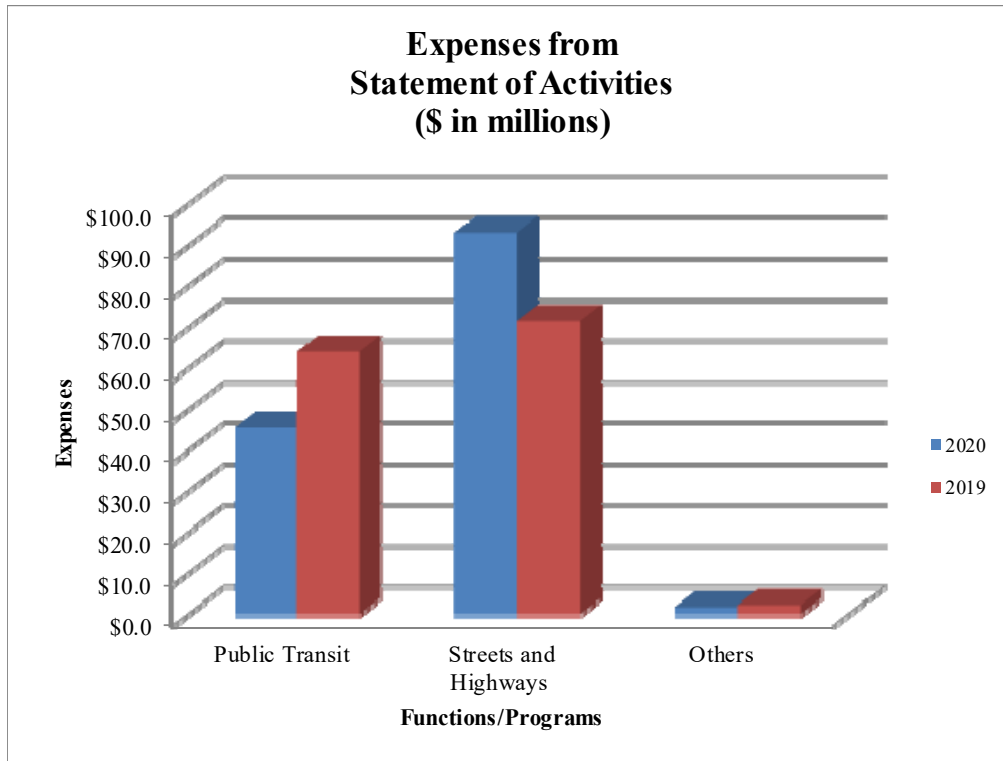
# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## MANAGEMENT'S DISCUSSION & ANALYSIS

**JUNE 30, 2020**

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- Expenses for public transit projects in 2020 decreased by \$18.5 million or 28.9% to \$45.5 million compared to 2019. The decrease was mainly due to less expenses in the Caltrain electrification project, 25th Ave Grade Separation, Caltrain and Shuttles projects, partially offset by more expenses in the South San Francisco Caltrain Station and Broadway Grade Separation projects.
- Spending for streets and highways in 2020 increased by \$21.5 million or 30.0% to \$93.1 million compared to 2019 mainly due to more expenses in the US 101 Express Lanes Project (Whipple Avenue to San Bruno Avenue), partially offset by less expenses in 101 Interchange to Willow and Broadway Projects.





# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## MANAGEMENT'S DISCUSSION & ANALYSIS JUNE 30, 2020

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### Financial Analysis of the Transportation Authority's Fund

The *General Fund* is the operating fund of the Transportation Authority. The fund balance reached \$406.0 million at June 30, 2020, an increase of \$16.0 million or 4.1% from June 30, 2019, as a new sales tax, Measure W, was effective since July 1, 2020. The total fund balance at June 30, 2020 is restricted for Measure A and Measure W projects and is available for spending at the discretion of the Transportation Authority's Board of Directors in accordance with the Transportation Expenditure Plan. Since the Transportation Authority principally passes funding through to other organizations, the most accurate indicator of the Transportation Authority's ability to meet its current and future obligations is a comparison of its fund balance to its future commitments. At June 30, 2020, the estimated cost to complete on-going projects is \$242.5 million or 59.7% of total fund balance.

### General Fund Budgetary Highlights

GAAP requires a discussion of the budget-to-actual performance for the general fund. The *General Fund* employs the same accounting basis and principles for both its budget and actual revenues and expenditures, except that proceeds from the sale of capital assets, unrealized investment gains and losses and inter-fund transfers are not included in the budget. Sales tax represented 93.4% of the *General Fund's* total budgeted revenue for Fiscal Year 2020. Actual sales tax revenue for the year was \$135.8 million, which is slightly less than the budget by \$0.71 million or 0.5%.

Total program expenses excluding capital outlay for the *General Fund* were slightly over budget.

During the Fiscal Year 2020, there was a \$6.5 million increase in the capital outlays between the original and final amended budget. Capital outlay budget, which is a "pass-through", was trued up based on the actual sales tax received. The Transportation Authority spent \$96.3 million or 111.3% of its final 2020 budget for capital outlays, which included the cost of completing on-going capital projects. Since capital projects normally span more than one year, the Transportation Authority carries over unexpended budgets to succeeding years. However, to enhance understanding of the Transportation Authority's fund balance for the *General Fund*, the carry-over amount from 2019 is not included in the 2020 *Budgetary Comparison Schedule*.

### Capital Projects

The Transportation Authority spent \$96.3 million on capital projects in 2020, a decrease of \$1.5 million or 1.5% compared to 2019. Following are the major capital expenditures:

- Caltrain Electrification project (\$4.2 million).
- San Mateo Local Share Caltrain CIP Project (\$7.5 million).
- Construction costs associated with the 101/Willow Interchange project (\$4.6 million).
- Construction costs associated with the 84/101 Interchange project (\$2.5 million).
- Construction costs associated with the 101/HOV Lane Whipple - San Bruno project (\$47.1 million).
- Construction costs associated with the 25th Avenue Grade Separation project (\$15.1 million).
- Construction costs associated with South San Francisco Caltrain Station project (\$3.1 million).

More information on the Transportation Authority's capital project activity appears in *Notes #13 and #14 – Capital Project and Construction Commitments* in the *Notes to the Financial Statements*.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## MANAGEMENT'S DISCUSSION & ANALYSIS

**JUNE 30, 2020**

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### **Economic Factors and Next Year's Budget**

The Transportation Authority's Board adopted the Fiscal Year 2021 Budget of \$212.1 million on September 3, 2020. The Transportation Authority's role is to administer the proceeds from Measure A and Measure W to fund a broad spectrum of transportation-related projects. In accordance with the 2004 Transportation Expenditure Plan, annual allocations have been budgeted to four plan categories based on a percentage of projected sales tax revenues. The total annual allocations are approximately \$37.2 million. The Transportation Authority's projected program expenditures are approximately \$70.6 million and compose the funding requirements for Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle, Local Shuttle, Streets and Highways programs, Grade Separation and the San Mateo County Ferry Service, and Regional Transit Connections. In addition, \$100.0 million was budgeted as a loan to the San Mateo County Express Lanes Joint Powers Authority for the 101 Express Lanes Project.

Of the \$0.8 million budgeted for the Alternative Congestion Relief program, \$0.5 million was proposed to be set aside for Peninsula Traffic Congestion Relief Alliance's Transportation Demand Management (TDM) Program. A budget of \$6.4 million has been set aside to fund system-wide capital improvements for the Caltrain system. These include State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from the Caltrain partners, Santa Clara Valley Transportation Authority and the City and County of San Francisco, as well as funds from a variety of outside sources. The Streets and Highways program, which include funding for key congested corridors has a budget of \$13.8 million and \$8.2 million for the supplemental roadway projects. Under Measure W, the Countywide Highway Congestion Improvement program has a budget of \$18.0 million and Regional Transit Connections program has a budget of \$8.0 million. The Transportation Authority will put out a call for projects in order to allocate these funds to eligible recipients.

### ***Requests for Information***

This financial report intends to provide our citizens, taxpayers, customers and creditors with a general overview of the Transportation Authority's finances and to demonstrate accountability for resources received. If you have questions about this report or need additional financial information, contact the Chief Financial Officer, 1250 San Carlos Avenue, P.O. Box 3006, San Carlos, California, 94070-1306.

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***BASIC FINANCIAL STATEMENTS***

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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**STATEMENT OF NET POSITION  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

	<b>Governmental Activities</b>	
	<b>2020</b>	<b>2019</b>
<b>ASSETS:</b>		
Cash and investments (Note 2)	\$ 433,979,291	\$ 392,022,094
Receivables:		
Sales tax (Note 3)	20,643,934	16,650,195
Interest (Note 4)	2,474,807	3,193,008
Note receivable (Note 5 and 7)	4,343,404	4,343,404
Other (Note 6)	5,178,012	7,864,527
Capital assets, nondepreciable (Note 7)	11,681,806	11,681,806
<b>Total assets</b>	<b>478,301,254</b>	<b>435,755,034</b>
<b>LIABILITIES:</b>		
Accounts payable (Note 8)	4,845,510	12,975,126
Accrued liabilities (Note 9)	41,913,742	10,285,820
Unearned revenue	8,028,674	5,003,102
Deposits	-	57,087
<b>Total liabilities</b>	<b>54,787,926</b>	<b>28,321,135</b>
<b>NET POSITION (Note 10):</b>		
Investment in capital assets	11,681,806	11,681,806
Restricted for Measure A and Measure W Programs	411,831,522	395,752,093
<b>Total net position</b>	<b>\$ 423,513,328</b>	<b>\$ 407,433,899</b>

The accompanying notes are an integral part of the financial statements.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

<b>Functions/Programs</b>	<b>Expenses</b>	<b>Program Revenues</b>		<b>Net (Expenses) Revenues and Changes in Net Position</b>	
		<b>Charges for Services</b>	<b>Operating Contributions and Grants</b>	<b>2020</b>	<b>2019</b>
<b>GOVERNMENTAL ACTIVITIES:</b>					
Public Transit					
Upgrades and extensions	\$ 15,487,720	\$ -	\$ -	\$ (15,487,720)	\$ (25,071,060)
Grade separations	17,938,990	1,050,483	-	(16,888,507)	(23,405,960)
Dumbarton spur	133,508	-	-	(133,508)	(40,332)
BART	1,832,842	-	-	(1,832,842)	(2,014,567)
Caltrain	7,331,368	-	-	(7,331,368)	(8,892,351)
Projects funding	2,810,156	-	-	(2,810,156)	(3,856,222)
Street and highways					
Distributions to local entities	33,115,396	-	-	(33,115,396)	(26,819,338)
Projects funding	59,976,291	-	5,672,417	(54,303,874)	(37,036,880)
Program administration	1,843,506	-	-	(1,843,506)	(2,252,811)
<b>Total governmental activities</b>	<b>\$140,469,777</b>	<b>\$ 1,050,483</b>	<b>\$ 5,672,417</b>	<b>(133,746,877)</b>	<b>(129,389,521)</b>
<b>GENERAL REVENUES:</b>					
				135,793,300	100,728,384
				14,033,006	14,691,660
				<b>149,826,306</b>	<b>115,420,044</b>
				16,079,429	(13,969,477)
				407,433,899	421,403,376
				<b>\$ 423,513,328</b>	<b>\$ 407,433,899</b>

The accompanying notes are an integral part of the financial statements.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**GOVERNMENTAL FUNDS – GENERAL FUND**

**BALANCE SHEET**

**JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

	<u>2020</u>	<u>2019</u>
<b>ASSETS:</b>		
Cash and investments (Note 2)	\$ 433,979,291	\$ 392,022,094
Receivables:		
Sales tax (Note 3)	20,643,934	16,650,195
Interest (Note 4)	2,474,807	3,193,008
Other (Note 6)	5,178,012	7,864,527
<b>Total Assets</b>	<b><u>\$ 462,276,044</u></b>	<b><u>\$ 419,729,824</u></b>
<b>LIABILITIES:</b>		
Accounts payable (Note 8)	4,845,510	12,975,126
Accrued liabilities (Note 9)	41,913,742	10,285,820
Unearned revenues	8,028,674	5,003,102
Deposits	-	57,087
<b>Total Liabilities</b>	<b><u>54,787,926</u></b>	<b><u>28,321,135</u></b>
<b>DEFERRED INFLOWS OF RESOURCES:</b>		
Unavailable revenues	1,059,661	981,625
<b>FUND BALANCES:</b>		
Fund balances (Note 10)		
Restricted for:		
Current Measure A and Measure W projects	242,478,032	194,704,006
Future Measure A and Measure W Projects	163,950,425	195,723,058
<b>Total fund balances</b>	<b><u>406,428,457</u></b>	<b><u>390,427,064</u></b>
<b>Total liabilities, deferred inflows and fund Balances</b>	<b><u>\$ 462,276,044</u></b>	<b><u>\$ 419,729,824</u></b>

The accompanying notes are an integral part of the financial statements.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**RECONCILIATION OF THE GOVERNMENTAL FUND BALANCE SHEET  
TO THE STATEMENT OF NET POSITION  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

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	<u>2020</u>	<u>2019</u>
<b>TOTAL FUND BALANCES - GOVERNMENTAL FUND</b>	\$ 406,428,457	\$ 390,427,064
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets of governmental activities are not current financial resources and, therefore, are not reported in the governmental fund.	11,681,806	11,681,806
Long term note receivable is not a financial resource and, therefore, is not reported in the governmental fund.	4,343,404	4,343,404
Accrued interest on long-term note receivable is not available to pay for current period expenditures and therefore are deferred in the governmental fund.	1,059,661	981,625
<b>NET POSITION OF GOVERNMENTAL ACTIVITIES</b>	<u><u>\$ 423,513,328</u></u>	<u><u>\$ 407,433,899</u></u>

The accompanying notes are an integral part of the financial statements.



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**GOVERNMENTAL FUNDS – GENERAL FUND  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND  
BALANCES  
FOR THE YEAR ENDED JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

	<u>2020</u>	<u>2019</u>
<b>REVENUES:</b>		
Sales tax revenue	\$ 135,793,300	\$ 100,728,384
Investment income (Note 11)	13,954,970	14,614,241
Rental income	1,050,483	708,491
Other income	5,672,417	7,730,472
<b>Total revenues</b>	<u>156,471,170</u>	<u>123,781,588</u>
<b>EXPENDITURES:</b>		
Public Transit:		
Upgrades and extensions	15,487,720	25,071,060
Grade separations	17,938,990	24,114,451
Dumbarton spur	133,508	40,332
BART	1,832,842	2,014,567
Caltrain	7,331,368	8,892,351
Projects funding	2,810,156	3,856,222
Street and highways:		
Distributions to local entities	33,115,396	26,819,338
Projects funding	59,976,291	44,767,352
Program administration	1,843,506	2,252,811
<b>Total expenditures</b>	<u>140,469,777</u>	<u>137,828,484</u>
<b>Net change in fund balances</b>	16,001,393	(14,046,896)
<b>Beginning fund balances</b>	390,427,064	404,473,960
<b>Ending fund balances</b>	<u><u>\$ 406,428,457</u></u>	<u><u>\$ 390,427,064</u></u>

The accompanying notes are an integral part of the financial statements.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**RECONCILIATION OF THE GOVERNMENTAL FUND STATEMENT  
OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES  
TO THE GOVERNMENT-WIDE STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

	<u>2020</u>	<u>2019</u>
Amounts reported for governmental activities in the statement of activities are different because of the following:		
<b>NET CHANGE IN FUND BALANCES - TOTAL GOVERNMENTAL FUND</b>	\$ 16,001,393	\$ (14,046,896)
Accrual of interest revenue on the note receivable for the sale of land is recorded as revenue in the government-wide statement of activities, but is not recorded in the governmental fund.	78,036	77,419
<b>CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES</b>	<u><u>\$ 16,079,429</u></u>	<u><u>\$ (13,969,477)</u></u>

The accompanying notes are an integral part of the financial statements.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020

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# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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### ***NOTE 1 - REPORTING ENTITY AND SIGNIFICANT ACCOUNTING POLICIES***

#### ***A. Financial Reporting Entity***

The San Mateo County Transportation Authority (Transportation Authority) was formed in June 1988 as a result of the approval of Measure A (one-half cent county sales tax and Transportation Expenditure Plan) by the voters of San Mateo County pursuant to the Bay Area County Traffic and Transportation Funding Act. The Transportation Authority is responsible for the administration of funds collected through the one-half cent county sales tax, initially for a period of 20 years from its formation. In November 2004, the voters reauthorized the sales tax to be administered by the Transportation Authority and a new publicly developed Expenditure Plan for an additional 25 years beyond the original expiration date of 2008. The Transportation Authority has designated the San Mateo County Transit District (District) as the entity responsible for overall management of the Transportation Authority.

#### ***B. Implementation of Governmental Accounting Standards Board (GASB) Statements***

##### ***Effective this Fiscal Year***

GASB Statement No. 95 – In May 2020, GASB issued Statement No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*. The objective of this Statement is to provide temporary relief to governments and other stakeholders in light of the COVID-19 pandemic. That objective is accomplished by postponing the effective dates of certain provisions in Statements and Implementation. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018 or later. For the Authority, the requirements became effective for FY 2019/2020. The dates noted below were modified to include the postponement.

##### ***Effective in Future Fiscal Years***

GASB Statement No. 84 – In January 2017, GASB issued Statement No. 84, *Fiduciary Activities*. The objective of this Statement is to improve guidance related to fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019, or the FY 2020/2021. The Authority is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 87 – In June 2017, GASB issued Statement No. 87, *Leases*. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. The Statement is effective for the reporting periods beginning after December 15, 2020, or FY 2021/2022. The Authority is evaluating the impact of this Statement on the financial statements.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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GASB Statement No. 89 – In June 2018, GASB issued Statement No. 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period*. The objectives of this Statement is to enhance the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period and (b) to simplify accounting for certain interest costs. This Statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in the financial statements. The requirements of this Statement are effective for reporting periods beginning after December 15, 2020 or FY 2021/2022. The Authority is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 90 – In August 2018, GASB issued Statement No. 90, *Majority Equity Interest, an amendment of GASB statement No. 14 and No. 61*. The objectives of this Statement is to improve how majority equity interest is reported. The Statement specifies that a majority equity interest in a legally separate organization should be reported as an investment using the equity method if a government’s holding of the equity interest meets the definition of an investment and for all other holdings of a majority equity interest in a legally separate organization, a government should report the legally separate organization as a component unit. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019 or FY 2020/2021. The Authority is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 91 – In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*. The objectives of this Statement is to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with commitments extended by issuers, arrangements associated with conduit debt obligations, and related note disclosures by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. The requirements of this Statement are effective for reporting periods beginning after December 15, 2021 or FY 2022/2023. The Authority is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 92 – In January 2020, GASB issued Statement No. 92, *Omnibus 2020*. The objectives of this Statement is to establish accounting and financial reporting requirements for specific issues related to leases, intra-entity transfers of assets, postemployment benefits, government acquisitions, risk financing and insurance-related activities of public entity risk pools, fair value measurements, and derivative instruments. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021 or FY 2021/2022, except for Statement 87 and Implementation Guide 2019-3, reinsurance recoveries, and terminology used to refer to derivative instruments are effective upon issuance. The Authority is evaluating the impact of this Statement on the financial statements.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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GASB Statement No. 93 – In May 2020, GASB issued Statement No. 93, *Replacement of Interbank Offered Rates*. The objectives of this Statement is to address those and other accounting and reporting implications resulting from the replacement of an IBOR by providing exceptions for certain hedging derivative instruments to the hedge accounting termination provisions when an IBOR is replaced and providing clarification to the hedge accounting termination provisions, removing LIBOR as a benchmark interest rate for the qualitative evaluation of the effectiveness of an interest rate swap, identifying a Secured Overnight Financing Rate and the Effective Federal Funds Rate as appropriate benchmark interest rates for the qualitative evaluation of the effectiveness of an interest rate swap and providing an exception to the lease modifications guidance in Statement 87, as amended, for certain lease contracts that are amended solely to replace an IBOR as the rate upon which variable payments depend. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021 or FY 2021/2022, except the removal of LIBOR as a benchmark interest rate which is effective for periods beginning after December 31, 2022 or FY 2022/2023. The Authority is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 94 – In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*. The objectives of this Statement improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). The requirements of this Statement are effective for reporting periods beginning after June 15, 2022 or FY 2022/2023. The Authority is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 96 – In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. The objectives of this Statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. The requirements of this Statement are effective for reporting periods beginning after June 15, 2022 or FY 2022/2023. The Authority is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 97 – In June 2020, GASB issued Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans—an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32*. The objective of this Statement is to increase consistency and comparability related to the reporting of fiduciary component units in circumstances in which a potential component unit does not have a governing board and the primary government performs the duties that a governing board typically would perform; (2) mitigate costs associated with the reporting of certain defined contribution pension plans, defined contribution other postemployment benefit (OPEB) plans, and employee benefit plans other than pension plans or OPEB plans (other employee benefit plans) as fiduciary component units in fiduciary fund financial statements; and (3) enhance the relevance, consistency, and comparability of the accounting and financial reporting for Internal Revenue Code (IRC) Section 457 deferred compensation plans (Section 457 plans) that meet the definition of a pension plan and for benefits provided through those plans. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021 or FY 2021/2022. The Authority is evaluating the impact of this Statement on the financial statements.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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### C. Basis of Presentation

#### *Government-wide Financial Statements*

The Statement of Net position and Statement of Activities report the financial activities of the Transportation Authority. The Statement of Activities presents a comparison between direct expenses and program revenues for each function of the Transportation Authority. Direct expenses are those that are specifically associated with a program or a function and therefore, are clearly identifiable to a particular function. Program revenues refer to charges paid by the recipients of goods or services offered by the program. Revenues that are not classified as program revenues, including sales tax revenues, are presented instead as general revenues.

#### *Fund Financial Statements*

The Transportation Authority accounts for its sales tax revenue in the General Fund. Sales tax proceeds are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan (Plan) adopted by the Board of Supervisors of San Mateo County, all of the Cities in the County, and the voters in San Mateo County with the approval of the sales tax. That Plan may be amended from time to time pursuant to the Plan and applicable law.

### D. Basis of Accounting

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Revenues are considered available when their receipt occurs within 180 days after the end of the accounting period. Sales tax and investment earnings are recorded when measurable and available. Expenditures are generally recognized in the accounting period in which the liability is incurred. Capital asset acquisitions are reported as expenditures in governmental funds.

### E. Fair Value Measurement

Generally accepted accounting principles provides guidance for determining a fair value measurement for reporting purposes, applying fair value to investments, and disclosures related to a hierarchy established by generally accepted accounting principles. The Transportation Authority's fair value hierarchy, which has three levels, is based on the valuation inputs used to measure fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs include inputs that are directly observable for the investment including quoted price for similar investments and inputs that are not directly observable but are derived from observable market data through correlation; Level 3 inputs are significant unobservable inputs.



# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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### ***F. Prepaid items***

Prepaid items represent amounts paid in advance of receiving goods or services. The Transportation Authority has the option of reporting an expenditure in governmental funds for prepaid items either when purchased or during the benefiting period. The Transportation Authority has chosen to report the expenditures during the benefiting period.

### ***G. Cash and Investments***

All highly liquid investments with maturities of three months or less when purchased are considered cash equivalents. Investments are reported at fair value. Cash deposits are reported at carrying amount.

### ***H. Capital Assets***

Capital assets are recorded at historical cost. Donated capital assets are recorded at estimated acquisition value at the date of donation plus ancillary charges, if any. All capital asset purchases are recorded as expenditures at the time of acquisition in the governmental funds. Such amounts are then capitalized and reported in the government-wide financial statements. Construction projects financed by the Transportation Authority from the one-half cent county sales tax include highways, streets and grade separations. These infrastructure assets are of value only to the local government units in whose jurisdiction they are constructed and are not recorded as capital assets on the Transportation Authority's books. The Transportation Authority does not have depreciable capital assets. The Transportation Authority's policy is to capitalize all capital assets with a cost greater than \$5,000 and a useful life of more than one year.

### ***I. Use of Estimates***

The Transportation Authority's management has made a number of estimates and assumptions relating to the reported amounts of the financial statements and the related disclosures in conformity with Generally Accepted Accounting Principles (GAAP). Actual results could differ from those estimates.

### ***J. Summarized Data***

The summarized partial data provided in these financial statements for Fiscal Year ended June 30, 2019 is not a requirement for fair presentation of the financial statements, but is being presented as additional analysis. Such information does not provide sufficient detail to constitute a presentation in conformity with accounting principles generally accepted in the United States of America. Accordingly, such information should be read in conjunction with the Transportation Authority's financial statements for the year ended June 30, 2019 from which such comparative partial information was derived.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

**NOTE 2 - CASH AND INVESTMENTS**

The Transportation Authority pools cash from all sources and funds so that it can be invested at the maximum yield, consistent with safety and liquidity, while individual funds can make expenditures at any time.

The Transportation Authority records investment transactions on the trade date. Investments are reported at fair value. Fair value is defined as the amount that the Transportation Authority could reasonably expect to receive for an investment in a current sale between a willing buyer and seller, and is generally measured by quoted market prices. The Transportation Authority adjusts the carrying value of its investments to reflect their fair value at each fiscal year end. The effects of changes in market value are reflected as a component of investment income. Deposits and investments as of June 30 are categorized as follows:

	<u>June 30, 2020</u>	<u>June 30, 2019</u>
Cash and Investments		
Cash in bank	\$ 38,261,749	\$ 18,314,118
Investments	395,717,542	373,707,976
<b>Total cash and investments</b>	<b>\$ 433,979,291</b>	<b>\$ 392,022,094</b>

***Authorized Investments by the Transportation Authority***

In accordance with the California Government Code or its investment policy when more restrictive, the Transportation Authority may acquire investments as identified in the table below:

<u>Authorized Investment Type</u>	<u>Minimum Credit Rating</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
U.S. Treasury Obligations		15 years	100%	100%
U.S. Agency Securities		15 years	100%	100%
Banker's Acceptances	A1/P1/F1	180 days	15%	5%
Commercial Paper (\$500 Mil. Min. Assets)	A1/P1/F1	270 days	15%	10%
Commercial Paper		31 days	10%	10%
Negotiable Certificates of Deposit		5 years	10%	5%
Repurchase Agreements		1 year	100%	50%
Reverse Repurchase Agreements		92 days	20% of base value	20%
Medium-term Notes		5 years	30%	10%
Shares of Beneficial Interest Issued By				
Diversified Management Companies		30 days	10%	5%
Mortgage Pass-through Securities	AA	5 years	20%	5%
Obligations of California Local Agencies		10 years	50%	50%
Local Agency Investment Fund (LAIF)		N/A	None	\$75M
San Mateo County Investment Fund		N/A	None	None

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

### *Disclosures Relating to Interest Rate Risk*

Interest rate risk is the risk incurred when market interest rates adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the Transportation Authority manages its exposure to interest rate risk is by purchasing a combination of short-term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations. The Transportation Authority monitors the interest rate risk inherent in its portfolio by measuring the weighted average maturity of its portfolio. With respect to this metric, the Transportation Authority's policies are as follows:

The Transportation Authority's weighted average maturity of its investment portfolio at June 30, 2020 was as follows:

<u>Investment Type</u>	<u>Amount</u>	<u>Weighted Average Maturity (in years)</u>
U.S. Treasury Bonds/Notes	\$ 76,390,516	2.52
Federal Agency Collateralized and Agency Bonds/Notes	23,588,232	2.32
Commercial Paper	9,257,644	0.24
Certificates of Deposit	14,042,531	1.44
Corporate Bonds and Notes	30,888,061	2.19
Asset Back Securities	9,260,169	2.11
Municipal Debt Securities	395,726	4.09
Money Market Mutual Funds	1,651,041	-
LAIF	70,026,669	0.52
San Mateo County Pool	160,216,953	1.75
<b>Total</b>	<b>\$ 395,717,542</b>	
Portfolio Weighted Average Maturity		1.71

The Transportation Authority's weighted average maturity of its investment portfolio at June 30, 2019 was as follows:

<u>Investment Type</u>	<u>Amount</u>	<u>Weighted Average Maturity (in years)</u>
U.S. Treasury Bonds/Notes	\$ 61,836,493	3.22
Federal Agency Collateralized and Agency Bonds/Notes	15,748,717	2.05
Commercial Paper	6,099,491	0.38
Certificates of Deposit	10,597,685	1.65
Corporate Bonds and Notes	56,370,258	2.02
Money Market Mutual Funds	7,866,189	-
LAIF	14,720,197	0.53
San Mateo County Pool	200,468,946	0.91
<b>Total</b>	<b>\$ 373,707,976</b>	
Portfolio Weighted Average Maturity		1.49

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

***Disclosures Relating to Credit Risk***

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the actual rating as of the fiscal year end for each investment type.

The Transportation Authority’s investment portfolio credit quality ratings at June 30, 2020 were as follows:

Investment Type	Amount	S&P Rating as of June 30, 2020				
		AAA	AA	A	BBB	Not Rated
U.S. Treasury Bonds/Notes	\$ 76,390,516	\$ -	\$ 76,390,516	\$ -	\$ -	\$ -
Federal Agency Collateralized and Agency Bonds/Notes	23,588,232	-	23,588,232	-	-	-
Commercial Papers	9,257,644	-	-	9,257,644	-	-
Certificates of Deposit	14,042,531	-	9,392,840	4,649,691	-	-
Corporate Bonds and Notes	30,888,061	-	3,193,046	21,295,060	6,399,955	-
Asset-Backed Security	9,260,169	9,260,169	-	-	-	-
Municipal Debt Securities	395,726	-	395,726	-	-	-
Money Market Mutual Funds	1,651,041	1,651,041	-	-	-	-
LAIF	70,026,669	-	-	-	-	70,026,669
San Mateo County Pool	160,216,953	-	-	-	-	160,216,953
<b>Total</b>	<b>\$ 395,717,542</b>	<b>\$ 10,911,210</b>	<b>\$ 112,960,360</b>	<b>\$ 35,202,395</b>	<b>\$ 6,399,955</b>	<b>\$ 230,243,622</b>

The Transportation Authority’s investment portfolio credit quality ratings at June 30, 2019 were as follows:

Investment Type	Amount	S&P Rating as of June 30, 2019			
		AAA	AA	A	Not Rated
U.S. Treasury Bonds/Notes	\$ 61,836,493	\$ -	\$ 61,836,493	\$ -	\$ -
Federal Agency Collateralized and Agency Bonds/Notes	15,748,717	-	15,748,717	-	-
Commercial Paper	6,099,491	-	-	6,099,491	-
Certificates of Deposit	10,597,685	-	3,128,589	7,469,096	-
Corporate Bonds and Notes	56,370,258	10,502,279	16,281,724	29,586,255	-
Money Market Mutual Funds	7,866,189	-	-	-	7,866,189
LAIF	14,720,197	-	-	-	14,720,197
San Mateo County Pool	200,468,946	-	-	-	200,468,946
<b>Total</b>	<b>\$ 373,707,976</b>	<b>\$ 10,502,279</b>	<b>\$ 96,995,523</b>	<b>\$ 43,154,842</b>	<b>\$ 223,055,332</b>

***Concentration of Credit Risk***

There were no investments in any one issuer that exceeded 5% of the Authority’s total investment portfolio for the years ended June 30, 2020 or June 30, 2019.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

### *Custodial Credit Risk*

The custodial credit risk for deposit is the risk that, in the event of the failure of a depository financial institution, the Transportation Authority will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that in the event of the failure of the counter party (e.g. broker-dealer) to a transaction, the Transportation Authority will not be able to recover the value of its investment or collateral securities that are in possession of another party.

California Law requires banks and savings and loan institutions to pledge government securities with a market value of 110% of the cash on deposit in the name of the pool, or first trust deed mortgage notes with a market value of 150% of the deposit, as collateral for these deposits. Under California Law, this collateral is held in a separate investment pool by another institution and places the pool ahead of general creditors of the institution in which the Transportation Authority is a participant.

The Transportation Authority invests in individual investments and in investment pools. Individual investments are evidenced by specific identifiable securities instruments, or by an electronic entry registering the owner in the records of the institution issuing the security, called the book entry system. In order to increase security, the Transportation Authority employs the Trust Department of a bank or trustee as the custodian of certain Transportation Authority managed investments, regardless of their form.

### *Fair Value Measurements*

Fair value measurements are categorized based on the valuation inputs used to measure fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs include inputs that are directly observable for the investment including quoted price for similar investments and inputs that are not directly observable but are derived from observable market data through correlation; Level 3 inputs are significant unobservable inputs. Investments in County Pool and in State pool (LAIF) are not measured using the input levels above because the Transportation Authority's transactions are based on a stable net asset value per share. All contributions and redemptions are transacted at \$1.00 net asset value per share. The following is the Transportation Authority's fair value hierarchy table as of June 30, 2020:

Investment Type	Quoted Prices (Level 1)	Observable Inputs (Level 2)	Total
Investment securities:			
U.S. Treasury Bonds/Notes	\$ 76,390,516	\$ -	\$ 76,390,516
Federal Agency Collateralized and Agency Bonds/Notes	-	23,588,232	23,588,232
Commercial Paper	-	9,257,644	9,257,644
Certificates of Deposit	-	14,042,531	14,042,531
Corporate Bonds and Notes	-	30,888,061	30,888,061
Asset Back Securities	-	9,260,169	9,260,169
Municipal Debt Securities	-	395,726	395,726
Money Market Mutual Funds	1,651,041	-	1,651,041
<b>Total</b>	<b>\$ 78,041,557</b>	<b>\$ 87,432,363</b>	<b>165,473,920</b>
Uncategorized:			
LAIF			70,026,669
San Mateo County Investment Pool			160,216,953
Cash			38,261,749
<b>Total investments by fair value type</b>			<b>\$ 433,979,291</b>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

The following is the Transportation Authority’s fair value hierarchy table as of June 30, 2019:

Investment Type	Quoted Prices (Level 1)	Observable Inputs (Level 2)	Total
Investment securities:			
U.S. Treasury Bonds/Notes	\$ 61,836,493	\$ -	\$ 61,836,493
Federal Agency Collateralized and Agency Bonds/Notes	-	15,748,717	15,748,717
Commercial Paper	-	6,099,491	6,099,491
Certificates of Deposit	-	10,597,685	10,597,685
Corporate Bonds and Notes	-	56,370,258	56,370,258
Money Market Mutual Funds	7,866,189	-	7,866,189
<b>Total</b>	<b>\$ 61,836,493</b>	<b>\$ 96,682,340</b>	<b>158,518,833</b>
Uncategorized:			
LAIF			14,720,197
San Mateo County Investment Pool			200,468,946
Cash			18,314,118
<b>Total investments by fair value type</b>			<b>\$ 392,022,094</b>

**Methods and Assumptions Used to Estimate Fair Value:** The Transportation Authority maintains investment accounting records on amortized cost and adjusts those records to “fair value” on an annual basis. Unrealized gains and losses are recorded on an annual basis and the carrying value of its investments is considered “fair value.” The Transportation Authority’s investment custodian provides the market value on each investment instrument. The investments held by the Transportation Authority are widely traded in the financial markets and trading values are readily available from numerous published sources.

**San Mateo County Treasurer’s Investment Pool:** The Transportation Authority holds investments in the County Pool that are subject to adjustments to “fair value.” The Transportation Authority had a contractual withdrawal value (which is reported using the amortized cost) of \$157,106,141 and \$199,948,968, at June 30, 2020 and 2019, respectively, that is recorded at \$160,216,953 and \$200,468,946 on the balance sheet after the adjustment for unrealized gains/losses for fiscal years ending June 30, 2020 and 2019, respectively. The fair value change in these investments for the year just ended is included in investment income in the statement of revenues, expenditures and changes in fund balance as well as in the statement of activities via inclusion in the amount of Investment Income.

The Transportation Authority is a voluntary participant in the San Mateo County Treasurer’s Investment Pool. The Pool is a governmental investment pool managed and directed by the elected San Mateo County Treasurer. The County Pool is not registered with the Securities and Exchange Commission. An oversight committee comprised of local government officials and various participants provide oversight to the management of the fund. The daily operations and responsibilities of the pool fall under auspices of the County Treasurer’s office.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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During September 2008, Lehman Brothers Holding filed for Chapter 11 bankruptcy protection. The San Mateo County Portfolio included \$155 million of Lehman Brothers Holding investment at the time, in both commercial paper and floating securities. The County Pool wrote off these investments as of September 2009, consequently showing a loss of \$155 million out of the total portfolio of approximately \$2.6 billion. The Transportation Authority had approximately \$453 million invested through the County Pool at the time, and therefore incurred its percentage share of this loss during October 2009. The loss the Transportation Authority incurred was approximately \$25.3 million. All funds subsequently recovered by the County Pool will be distributed to participants in proportion to their participation in the loss. Lehman exited bankruptcy in March 2012 and began making settlement payments to creditors. To date, the Transportation Authority has successfully recovered \$11,630,679, or approximately \$0.46 on the dollar.

**State of California State Treasurer’s Local Authority Investment Fund (LAIF):** The Transportation Authority holds an investment in LAIF that is subject to “fair value” adjustments. The Transportation Authority had a contractual withdrawal value of \$69,560,289 and \$14,720,197 (which is reported using the amortized cost) after the adjustment for unrealized gains/losses for fiscal year 2020 and 2019, respectively. LAIF is a governmental investment pool managed and directed by the California State Treasurer and is not registered with the Securities and Exchange Commission. An oversight committee comprised of California State officials and various participants provide oversight to the management of the fund. The daily operations and responsibilities of LAIF fall under the auspices of the State Treasurer’s office. The Transportation Authority is a voluntary participant in the investment pool.

### **NOTE 3 - SALES TAX RECEIVABLES**

Sales tax receivable consists of sales tax due from the State Board of Equalization of the quarter ended June 30, 2020.

### **NOTE 4 - INTEREST RECEIVABLE**

Interest receivables at June 30 consist of the following sources:

	<u>2020</u>	<u>2019</u>
Interest due from investment portfolio	\$ 1,415,146	\$ 2,211,383
Accrued interest on note receivable	1,059,661	981,625
<b>Total</b>	<u><u>\$ 2,474,807</u></u>	<u><u>\$ 3,193,008</u></u>

### **NOTE 5 - NOTE RECEIVABLE**

In July 2007, the Transportation Authority transferred 174,047 square feet of development and railroad corridor property owned by the Transportation Authority and located at the northeast corner of Holly Street and El Camino Real in the City of San Carlos to San Mateo County Transit District (District). The property was originally acquired by the Transportation Authority for a grade separation project but eventually became excess property. The development portion of the property was transferred to the District and the Transportation Authority holds a note for the payments due. The District is required to make the principal and interest payments before December 1, 2033.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

**NOTE 6 - OTHER RECEIVABLES**

Other receivables at June 30 consist of amounts owed by other governmental agencies and miscellaneous receivables as follows:

	<u>2020</u>	<u>2019</u>
Metropolitan Transportation Commission	\$ 25,619	\$ 157,949
California Department of Transportation	4,301,964	7,559,074
Other	850,429	147,504
<b>Total other receivables</b>	<b><u>\$ 5,178,012</u></b>	<b><u>\$ 7,864,527</u></b>

**NOTE 7 - CAPITAL ASSETS**

Capital assets activities for the years ended June 30, 2019 and 2020 are as follows:

	<u>Balance at June 30, 2019</u>	<u>Acquisitions</u>	<u>Dispositions</u>	<u>Balance at June 30, 2020</u>
Capital Assets - Land	\$ 11,681,806	\$ -	\$ -	\$ 11,681,806

	<u>Balance at June 30, 2018</u>	<u>Acquisitions</u>	<u>Dispositions</u>	<u>Balance at June 30, 2019</u>
Capital Assets - Land	\$ 11,681,806	\$ -	\$ -	\$ 11,681,806

Land represents the cost of right of way acquisition for future grade separation projects, as well as for corridor preservation purposes. On December 27, 2007, the Transportation Authority conveyed right of way on the land located on Holly Street to the District for a promissory note of \$4,343,404. The original acquisition cost of the property was \$4,570,000. See Note 5 – Note Receivable.

**NOTE 8 - ACCOUNTS PAYABLE**

Accounts payable at June 30 are as follows:

	<u>2020</u>	<u>2019</u>
District - Salaries and benefits	\$ 573,522	\$ 537,181
Shuttle program	23,153	-
Paratransit program	910,000	613,505
Caltrain	2,462,752	1,227,010
Capital project	832,124	10,484,970
Other	43,959	112,460
<b>Total</b>	<b><u>\$ 4,845,510</u></b>	<b><u>\$ 12,975,126</u></b>



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

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**NOTE 9 - ACCRUED LIABILITIES**

Accrued liabilities at June 30 are as follows:

	<u>2020</u>	<u>2019</u>
Disbursements to local entities for transportation projects	\$ 6,799,933	\$ 7,136,232
Capital projects	34,639,746	2,716,795
BART	306,421	365,995
Other	167,642	66,798
<b>Total</b>	<b>\$ 41,913,742</b>	<b>\$ 10,285,820</b>

**NOTE 10 - NET POSITION/FUND BALANCE**

Net position is measured on the full accrual basis while fund balance is measured on the modified accrual basis.

**Net Position**

Net Position is the excess of all the Transportation Authority’s assets over all its liabilities. Net position is divided into two captions. These captions apply only to net position, which is determined only at the government-wide level, and are described below:

*Investment in Capital Assets* – The investment in capital assets reported on the statement of net position, represents the Transportation Authority’s ownership of right of way classified as nondepreciable land under capital assets, as described at Note 7.

*Restricted* – The restricted net position reported on the statement of net position represents the resources available to the Transportation Authority that are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan adopted by the Board of Supervisors of San Mateo County and all of the Cities in the County. That Plan may be amended from time to time pursuant to the Plan and applicable law.

**Fund Balances**

The General Fund (the Fund) balance is classified in accordance with generally accepted accounting principles, which require the Transportation Authority to classify its fund balances based on spending constraints imposed on the use of resources. For programs with multiple funding sources, the Transportation Authority prioritizes and expends funds in the following order, as applicable: restricted, committed, assigned, and unassigned. Each category in the following hierarchy is ranked according to the degree of spending constraint:

*Nonspendables* - amounts that cannot be spent either because they are in nonspendable form or because they are legally or contractually required to be maintained intact.

*Restricted* - The restricted fund balance classification reflects amounts subject to externally imposed and legally enforceable constraints. The restricted fund balance reported on the governmental fund balance sheet represents the resources available to the Transportation Authority that are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan adopted by the Board of Supervisors of San Mateo County and all of the Cities in the County. That Plan may be amended from time to time pursuant to the Plan and applicable law.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

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**NOTE 11 - INVESTMENT INCOME**

Investment income activity for the fiscal year ended June 30 is as follows:

	<u>2020</u>	<u>2019</u>
Interest income	\$ 8,185,335	\$ 9,736,281
Net increase (decrease) in fair value of investments	5,847,671	4,955,379
Investment income - Statements of Activities	<u>14,033,006</u>	<u>14,691,660</u>
Increase in long-term interest receivable	<u>(78,036)</u>	<u>(77,419)</u>
<b>Investment income - Statements of Revenues, Expenditures and Changes in Fund Balance</b>	<b><u>\$ 13,954,970</u></b>	<b><u>\$ 14,614,241</u></b>

**NOTE 12 - STAFF SUPPORT EXPENDITURES**

As discussed in Note 1A, the San Mateo County Transit District has been designated as the entity responsible for overall management of the Transportation Authority. The Transportation Authority reimburses the District for staff support services.

Staff support expenditures for the year ended June 30 are as follows:

	<u>2020</u>	<u>2019</u>
Salaries and benefits	\$ 922,351	\$ 724,140
Indirect costs	59,820	939,871
<b>Total</b>	<b><u>\$ 982,171</u></b>	<b><u>\$ 1,664,011</u></b>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)**

**NOTE 13 - CAPITAL PROJECTS**

The expenditures on public transportation projects during fiscal years 2020 and 2019 were \$96,346,664 and \$97,849,417, respectively. Total expenditures on such projects from inception through June 30, are as follows:

<b>Capital Projects</b>	<b>2020</b>	<b>2019</b>
Dumbarton Spur	\$ 33,830,783	\$ 33,697,275
Caltrain	332,395,993	316,908,273
Paratransit	6,510	6,510
Ferry	8,170,390	8,096,677
Local Shuttle	19,680,416	16,950,765
Railroad Grade Separations	311,279,558	293,340,568
Streets and Highways	474,903,402	418,793,014
Alternative Congestion Relief	3,742,308	2,973,025
Administration	1,755	1,755
Oversight and Bicycle	26,529,151	23,425,740
<b>Total</b>	<b>\$ 1,210,540,266</b>	<b>\$ 1,114,193,602</b>

Of the total expenditures of \$1,210,540,266 for capital projects, \$39,489,061 was funded by contributions from external entities.

**NOTE 14 - COMMITMENTS AND CONTINGENCIES**

**Capital projects**

At June 30, the Transportation Authority estimated the cost to complete the following committed projects:

<b>Capital Projects</b>	<b>2020</b>	<b>2019</b>
Dumbarton Spur	\$ -	\$ 3,800
Caltrain	82,194,045	24,500,624
Ferry	382,548	453,700
Local Shuttle	15,097,556	9,113,741
Railroad Grade Separations	35,147,355	35,472,422
Streets and Highways	98,538,668	110,928,554
Alternative Congestion Relief	-	165,502
Oversight and Bicycle	11,117,860	14,065,663
<b>Total</b>	<b>\$ 242,478,032</b>	<b>\$ 194,704,006</b>

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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### Litigation

From time to time, the Transportation Authority is involved in litigation arising from the normal course of business. In the opinion of management and legal counsel, as of June 30, 2020, the disposition of any litigation that may be pending is not expected to have a material adverse effect on the overall financial position of the Transportation Authority.

### Peninsula Corridor Electrification Project

In its role as a primary source of San Mateo County funds for the Peninsula Corridor Joint Powers Board ("JPB"), the Transportation Authority is a party to a series of funding agreements for the funding of the Peninsula Corridor Electrification Project ("PCEP" or "Project").

For over two decades, the JPB has been preparing to electrify the Caltrain railroad corridor, with revenue service expected on the electrified rail line by 2022. The estimated total budget for the PCEP is \$1.98 billion and, as part of the funding plan, the JPB applied for \$647 million in Federal Transit Administration ("FTA") Core Capacity Grant funds for the PCEP and worked with FTA staff to prepare for approval of a Full Funding Grant Agreement ("FFGA").

In late 2016, the FTA informed the JPB that it would not issue the FFGA without evidence that the JPB will have access to an additional 10% contingency (or \$200 million) beyond the budgeted 16.5% for potential cost overruns or funding shortfalls.

To address this requirement, on January 5, 2017, the Transportation Authority passed a resolution committing to provide up to \$135 million of additional contingency, with Santa Clara Valley Transportation Authority ("VTA") making a similar commitment in the amount of \$65 million. These actions were conditioned upon VTA, the San Francisco County Transportation Authority and the Metropolitan Transportation Commission accepting the obligation to each share equally with the Transportation Authority in funding whatever amount of additional contingency is called upon to complete the Project.

### NOTE 15 - INSURANCE PROGRAMS

The Transportation Authority is exposed to various risks of loss including but not limited to those related to torts; theft of, damage to, and destruction of assets; errors and omissions, and natural disasters. As of June 30, 2020, coverage provided by self-insurance and excess coverage (purchased by or for the Transportation Authority) is generally summarized as follows:

Type of Coverage	Self-Insured Retention	Excess Insurance
Commercial General Liability	\$50,000 self-insured retention	\$11,000,000 per occurrence/ aggregate  \$3,000,000 per occurrence/ aggregate (\$100,000,000 excess carried by the San Mateo County Transit District on behalf of the Transportation Authority)
Public Officials Liability	\$50,000 self-insured retention	

To date, there have been no significant reductions in any of the Authority's insurance coverage. Settlements have not exceeded coverages for each of the past three fiscal years.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2020 (WITH COMPARATIVE TOTALS FOR 2019)

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### *NOTE 16 - SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY*

The San Mateo County Transportation Authority and the City/County Association of Governments of San Mateo County (“C/CAG”) are co-sponsors of the San Mateo County 101 Express Lanes Project (“Project”). The Project includes (i) the conversion of the existing High Occupancy Vehicle (“HOV”) lanes into express lanes from the northern terminus of the Santa Clara County express lanes to the Whipple Road Interchange and (ii) the construction of new express lanes from Whipple Road to north of 1-380 in San Mateo County. When completed, the Project will provide continuous express lanes in San Mateo County in both the northbound and southbound directions of US-101. Resulting toll revenues will fund transportation and transit improvements in the corridor, as well as Project operations and maintenance.

In May of 2019, the Transportation Authority and the C/CAG formed the San Mateo County Express Lanes Joint Powers Authority (“JPA”) through a Joint Exercise of Powers Agreement to exercise their shared rights to own, administer and manage the Project. Under that agreement, the San Mateo County Transit District (as managing agency for the Transportation Authority) and C/CAG both will provide staff support to the JPA. The District’s staff will support the JPA’s financial activities (e.g., budgeting, accounting, audits and treasury), marketing (including marketing use of the lanes and promoting the broader benefits of the lanes), and communications (including media and community relations, and the JPA’s website). The Transportation Authority will compensate the District for staff time spent in support of the JPA; the JPA will reimburse the Transportation Authority such costs.

In Fiscal Year 2020, the Transportation Authority and the C/CAG authorized operating funds of up to \$1,744,911, or \$872,456 from each agency, for the JPA through loans which will be repaid when Project operations commence and toll revenues become available, which is estimated to begin in 2022 for the southern segment. As of June 30, 2020, the Transportation Authority has an account receivable of \$491,055 and a loan receivable of \$125,785 from the JPA, which are reported in other receivables on the Statement of Net Positions.

Subsequent to year end, the San Mateo County Transportation Authority issued \$100 million Limited Tax Bonds in the form of subordinate sales tax revenue variable rate demand bonds, 2020 Series A in the aggregate principal amount of \$50,000,000 issued with a Weekly Reset Period and, 2020 Series B in the aggregate principal amount of \$50,000,000 with a Daily Reset Period. The entire debt is secured by and payable from a lien on revenue of (i) the measure A sales tax revenues pursuant to the Bay Area County Traffic and Transportation Funding Act and (ii) the Measure W sales tax revenues pursuant to the San Mateo County Transit District Act. The bonds have been issued to fund a loan to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for the construction of express lanes on US 101 in San Mateo County in partnership with San Mateo County Transportation Authority, SMCEL-JPA and C/CAG. Excess net toll revenues will be used to repay the loan from the Transportation Authority to the SMCEL-JPA after operation of the Express Lanes begins.

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***REQUIRED SUPPLEMENTARY INFORMATION***

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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**GENERAL FUND  
BUDGETARY COMPARISON SCHEDULE  
FOR THE YEAR ENDED JUNE 30, 2020**

	<u>Budgeted Amounts</u>		<u>Actual Amounts (Budgetary Basis)</u>	<u>Variance with Final Budget Positive/ (Negative)</u>
	<u>Original</u>	<u>Final</u>		
Resources (inflows):				
Sales tax	\$ 136,500,000	\$ 136,500,000	\$ 135,793,300	\$ (706,700)
Investment income	8,673,040	8,673,040	8,107,299	(565,741)
Rental income	911,951	911,951	1,050,483	138,532
Other income	-	-	5,672,417	5,672,417
Amounts available for appropriation	<u>146,084,991</u>	<u>146,084,991</u>	<u>150,623,499</u>	<u>4,538,508</u>
Charges to appropriations (outflows):				
Staff support	1,289,924	1,250,868	982,172	268,696
Board compensation	8,400	8,400	8,557	(157)
Professional and legal fees	511,464	511,464	311,913	199,551
Other services and supplies	575,950	615,006	518,609	96,397
Travel and meeting	25,850	25,850	8,468	17,382
Total program administration	<u>2,411,588</u>	<u>2,411,588</u>	<u>1,829,719</u>	<u>581,869</u>
Distributions to local entities	33,215,000	33,215,000	33,115,398	99,602
BART	1,820,000	1,820,000	1,832,842	(12,842)
Caltrain	7,280,000	7,280,000	7,331,368	(51,368)
Measure A information	15,000	15,000	13,785	1,215
Capital outlays	<u>80,055,000</u>	<u>86,595,709</u>	<u>96,346,664</u>	<u>(9,750,955)</u>
<b>Total charges to appropriations</b>	<u><u>\$ 124,796,588</u></u>	<u><u>\$ 131,337,297</u></u>	<u>140,469,776</u>	<u><u>\$ (9,132,479)</u></u>
Fund balances				
Beginning of Year			<u>387,232,043</u>	
End of Year			397,385,766	
Reconciliation to the Statement of Revenues, Expenditures and Fund Balances				
Unrealized gains under GASB 31			<u>9,042,691</u>	
<b>Total Revenues in the Statement of Revenues, Expenditures and Changes in Fund Balances - GAAP basis</b>			<u><u>\$ 406,428,457</u></u>	

See note to required supplementary information.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## NOTES TO REQUIRED SUPPLEMENTARY SCHEDULE JUNE 30, 2020

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### *Budgets and the Budgetary Process*

The Transportation Authority Board adopts an annual operating budget in accordance with Section 131265(a) of the Public Utilities Code. Budget amounts may be revised by Board Resolutions. The budget and actual revenues and expenditures are presented as required supplementary information. The basis the Transportation Authority uses to prepare the budget is consistent with the basis used to reflect the actual revenues and expenditure, except that proceeds from sale of capital assets and unrealized gains and losses on investment are not included in the budget for the General Fund. The excess of FY2020 actual expense over FY2020 Budget for both Grade Separation and San Mateo County Ferry Service is funded by balances from previous years' Measure A allocations.

Management is authorized to exceed budget for individual categories provided that there is sufficient fund balance.

# *Section III*

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## **STATISTICAL**

### Financial Trends

- Net Position and Change in Net Position
- Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balance

### Revenue Capacity

- Revenue Base and Revenue Rate
- Principal Revenue Payers

### Debt Capacity

The Transportation Authority had no debt outstanding for the past ten years.

### Demographics and Economic Information

- Population, Income and Unemployment Rates
- Principal Employers

### Operating Information

- Capital Outlay
- Employees
- Capital Assets

## STATISTICAL SECTION

The Statistical Section of the Transportation Authority's CAFR presents detailed information as a context for understanding the information in the financial statements, notes disclosure, required supplementary information and other supplemental information and assessing the Transportation Authority's economic condition.

### **Financial Trends**

These schedules contain trend information to assist readers in understanding and assessing how the Transportation Authority's financial position has changed over time.

### **Revenue Capacity**

These schedules contain information to assist readers in understanding and assessing the factors affecting the Transportation Authority's ability to generate its most significant local revenue source, sales tax.

### **Debt Capacity**

The Transportation Authority had no debt outstanding for the past ten years.

### **Demographic and Economic Information**

These schedules present socioeconomic indicators to assist readers in understanding the environment within which the Transportation Authority's financial activities take place.

### **Operating Information**

These schedules contain contextual information about the Transportation Authority's operations and resources to assist readers in using financial statement information as a tool to understand and assess the Transportation Authority's economic condition.

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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**FINANCIAL TRENDS – NET POSITION AND CHANGE IN NET POSITION  
FISCAL YEARS 2011 THROUGH 2020 (in thousands)**

<b>Fiscal year</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
<b>GOVERNMENTAL ACTIVITIES:</b>				
<b>PROGRAM REVENUES:</b>				
Grade Separations	\$ 1,050	\$ 708	\$ 708	\$ 916
Dumbarton Spur	-	-	366	308
Projects Funding	5,672	7,730	3,040	1,210
<b>Total Program Revenues</b>	<b>6,722</b>	<b>8,438</b>	<b>4,114</b>	<b>2,434</b>
<b>PROGRAM EXPENSES:</b>				
Upgrades and Extension	15,488	25,071	62,257	13,364
Grade Separations	17,939	24,114	18,042	821
Dumbarton Spur	134	40	210	138
BART	1,833	2,015	1,756	1,687
Caltrain	7,331	8,892	6,191	6,748
Distribution to local entities	33,115	26,819	23,612	22,938
Projects funding	62,786	48,624	66,666	24,733
Caltrain Shuttle Program	-	-	-	-
Program Administration	1,844	2,253	1,689	1,316
<b>Total Program Expenditures</b>	<b>140,470</b>	<b>137,828</b>	<b>180,423</b>	<b>71,745</b>
<b>NET PROGRAM REVENUES (EXPENSES)</b>	<b>(133,748)</b>	<b>(129,390)</b>	<b>(176,309)</b>	<b>(69,311)</b>
General revenues				
Sales tax	135,793	100,728	87,818	84,354
Unrestricted investment earnings	14,033	14,692	3,841	1,488
Other income	-	-	-	-
<b>CHANGE IN NET POSITION:</b>	<b>16,078</b>	<b>(13,970)</b>	<b>(84,650)</b>	<b>16,531</b>
Net Position Components:				
Invested in capital assets	11,682	11,682	11,682	11,682
Restricted	411,832	395,752	409,721	494,372
<b>NET POSITION</b>	<b>\$ 423,514</b>	<b>\$ 407,434</b>	<b>\$ 421,403</b>	<b>\$ 506,054</b>

Source: Current and prior years' CAFRs.

This table presents Governmental activity program revenues and expenditures, general revenues, sales tax and other income.

<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
\$ 874	\$ 895	\$ 888	\$ 839	\$ 819	\$ 786
293	324	397	694	1,916	994
-	5,672	52	2,408	1,979	9
<u>1,167</u>	<u>6,891</u>	<u>1,337</u>	<u>3,941</u>	<u>4,714</u>	<u>1,789</u>
15,682	14,573	7,671	4,270	3,574	16,285
4,142	6,525	27,553	21,421	9,157	9,607
205	210	329	674	2,044	1,017
1,594	1,619	1,552	1,477	1,390	1,270
6,376	6,478	6,210	5,909	5,558	5,081
21,596	21,902	20,573	19,982	18,809	17,289
23,909	25,336	11,155	28,681	13,521	8,948
-	-	-	-	1,448	1,377
1,211	1,208	838	666	825	833
<u>74,715</u>	<u>77,851</u>	<u>75,881</u>	<u>83,080</u>	<u>56,325</u>	<u>61,707</u>
<u>(73,548)</u>	<u>(70,960)</u>	<u>(74,544)</u>	<u>(79,139)</u>	<u>(51,611)</u>	<u>(59,918)</u>
79,704	80,974	77,626	73,858	69,476	63,516
6,786	4,106	3,065	378	3,569	5,201
6	669	7,172	2,239	1,528	-
<u>12,948</u>	<u>14,789</u>	<u>13,319</u>	<u>(2,664)</u>	<u>22,962</u>	<u>8,799</u>
11,682	11,682	13,591	13,591	13,591	13,591
477,842	464,893	453,869	440,549	443,213	420,251
<u>\$ 489,524</u>	<u>\$ 476,575</u>	<u>\$ 467,460</u>	<u>\$ 454,140</u>	<u>\$ 456,804</u>	<u>\$ 433,842</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**FINANCIAL TRENDS – GOVERNMENTAL FUNDS  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND  
BALANCE  
FISCAL YEARS 2011 THROUGH 2020 (in thousands)**

<b>Fiscal year</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
<b>REVENUES:</b>				
Sales tax revenue	\$ 135,793	\$ 100,728	\$ 87,818	\$ 84,354
Investment income	13,955	14,614	3,787	1,447
Rental income	1,050	708	1,074	1,224
Grant proceeds	-	-	-	-
Proceeds from sale of properties	-	-	-	-
Other income	5,672	7,730	3,040	1,210
<b>Total Revenue</b>	<b>156,470</b>	<b>123,780</b>	<b>95,719</b>	<b>88,235</b>
<b>EXPENDITURES:</b>				
Public Transit				
Upgrades and extensions	15,488	25,071	62,257	13,364
Grade separations	17,939	24,114	18,042	821
Dumbarton spur	134	40	210	138
BART	1,833	2,015	1,756	1,687
Caltrain	7,331	8,892	6,191	6,748
Project funding	2,810	3,856	2,209	3,042
Street and highways				
Distributions to local entities	33,115	26,819	23,612	22,938
Projects funding	59,976	44,767	64,457	21,691
Caltrain shuttle program	-	-	-	-
Program administration	1,844	2,253	1,689	1,316
<b>Total Expenditures</b>	<b>140,470</b>	<b>137,828</b>	<b>180,423</b>	<b>71,745</b>
Net Change In Fund Balance	16,000	(14,048)	(84,704)	16,490
Fund Balance				
Non-Spendable	-	-	-	355
Restricted	406,428	390,427	404,474	488,823
<b>Total Ending Fund Balance</b>	<b>\$ 406,428</b>	<b>\$ 390,427</b>	<b>\$ 404,474</b>	<b>\$ 489,178</b>



<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
\$ 79,704	\$ 80,974	\$ 77,626	\$ 73,858	\$ 69,476	\$ 63,516
6,744	4,181	3,019	319	3,503	5,120
1,167	1,219	1,204	1,142	1,108	1,064
-	-	121	2,796	3,607	725
-	1,793	-	-	-	-
6	669	7,184	2,241	1,527	-
<u>87,621</u>	<u>88,836</u>	<u>89,154</u>	<u>80,356</u>	<u>79,220</u>	<u>70,425</u>
15,682	14,573	7,671	4,270	3,574	16,285
4,142	6,525	31,003	21,421	9,157	9,607
205	210	329	674	2,044	1,017
1,594	1,619	1,552	1,477	1,390	1,270
6,376	6,478	6,210	5,909	5,558	5,081
1,940	2,205	1,646	2,420	5,664	1,760
21,596	21,902	20,573	19,982	18,809	17,289
21,969	23,131	9,509	26,260	7,856	7,188
-	-	-	-	1,448	1,377
1,211	1,209	838	666	825	833
<u>74,715</u>	<u>77,852</u>	<u>79,331</u>	<u>83,079</u>	<u>56,325</u>	<u>61,707</u>
<u>12,906</u>	<u>10,984</u>	<u>9,823</u>	<u>(2,723)</u>	<u>22,895</u>	<u>8,718</u>
-	1,786	3	3	3	3
472,689	457,997	448,796	438,973	441,696	418,801
<u><b>\$ 472,689</b></u>	<u><b>\$ 459,783</b></u>	<u><b>\$ 448,799</b></u>	<u><b>\$ 438,976</b></u>	<u><b>\$ 441,699</b></u>	<u><b>\$ 418,804</b></u>

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## FINANCIAL TRENDS – FUND BALANCES OF GOVERNMENTAL FUNDS FISCAL YEARS 2011 THROUGH 2020 (in thousands)

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Fiscal year ended	General Fund		
	Non-Spendable	Restricted	Total
2020	\$ -	\$ 406,428	\$ 406,428
2019	-	390,427	390,427
2018	-	404,474	404,474
2017	355	488,823	489,178
2016	-	472,689	472,689
2015	1,786	457,997	459,783
2014	3	448,796	448,799
2013	3	438,973	438,976
2012	3	441,696	441,699
2011	3	419,288	419,291

Source: Current and prior years' CAFRs.

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# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## REVENUE CAPACITY – REVENUE BASE AND REVENUE RATE FISCAL YEARS 2011 THROUGH 2020 (in thousands)

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<b>Fiscal Year</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
The Sales Tax Rate <sup>[2]</sup>	0.75%	0.50%	0.50%	0.50%
Total Sales Tax Revenue	\$ 135,793	\$ 100,728	\$ 87,818	\$ 84,354
Total Taxable Sales in San Mateo County <sup>[1]</sup>	\$ 18,105,733	\$ 19,700,000	\$ 17,900,000	\$ 16,600,000

[1] 2020 taxable sales are estimates based on sales tax revenues received; 2019 taxable sales amount is the most current information available on the County of San Mateo CAFR.

[2] Includes 0.25% Tax Rate for Measure W, effective on 7/1/2019.

This table presents total sales tax revenue and total taxable sales in San Mateo County.

Source: California State Board of Equalization and County of San Mateo County FY2019 CAFR.

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<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
\$ 79,704	\$ 80,974	\$ 77,626	\$ 73,858	\$ 69,476	\$ 63,516
\$ 15,941,000	\$ 16,194,800	\$ 15,298,434	\$ 14,611,618	\$ 13,906,978	\$ 13,020,643

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## REVENUE CAPACITY – PRINCIPAL REVENUE PAYERS FISCAL YEARS 2019 AND 2010

Major Industry Group	FY2019*			FY2010*		
	Rank	Percent of Sales Receipts	Amount	Rank	Percent of Sales Receipts	Amount
County & State Pool	1	20.8%	28,742,124	5	10.5%	12,175,579
General Consumer Goods	2	17.8%	24,513,327	1	23.6%	27,421,152
Autos And Transportation	3	15.9%	21,919,255	3	14.7%	17,049,367
Restaurants And Hotels	4	13.8%	18,980,596	4	12.3%	14,273,858
Business And Industry	5	10.9%	15,046,755	2	15.0%	17,429,585
Building And Construction	6	8.5%	11,692,098	7	8.3%	9,657,874
Fuel And Service Stations	7	7.2%	9,942,046	6	9.8%	11,417,449
Food And Drugs	8	5.0%	6,909,480	8	5.9%	6,910,020
Transfers & Unidentified	9	0.1%	187,539	9	0.0%	32,978
<b>Total</b>			<b>137,933,220</b>			<b>116,367,862</b>

\* Most recent information available.

Source: County-wide sales tax data provided by the County of San Mateo and Major Industry Group provided by Hinderliter, de Llamas and associates (HdL).

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**DEMOGRAPHIC AND ECONOMIC INFORMATION – POPULATION, INCOME AND UNEMPLOYMENT RATES  
FISCAL YEARS 2011 THROUGH 2020**

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<b>Year</b>	<b>Population</b>	<sup>[1]</sup> <b>Total Personal Income (in millions)</b>	<sup>[2]</sup> <b>Per Capita Personal Income</b>	<sup>[3]</sup> <b>Average Unemployment Rates</b>
2020	773,244	\$ 95,598 *	\$ 123,926 *	10.8%
2019	774,485	92,814 *	120,317 *	2.2%
2018	772,372	90,111 *	116,812 *	2.5%
2017	770,256	87,486	113,410	2.9%
2016	765,895	82,046	106,615	3.3%
2015	759,155	78,607	102,516	3.3%
2014	758,581	71,111	93,672	4.2%
2013	750,489	65,656	87,501	5.7%
2012	740,738	64,765	87,523	7.0%
2011	729,425	57,965	79,465	8.3%

[1] Data include retroactive revisions by the State of California Department of Finance, Demographic Research Unit.

[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

[3] Data include retroactive revisions by the State of California Employment Development Department. Unemployment rates are non-seasonally adjusted for June.

\*Personal Income and Per Capital Personal Income data for 2018, 2019, and 2020 is based on an estimated three percent annual increase over 2017. Source data for table is FY19 San Mateo County CAFR.

This table highlights San Mateo County's total population, total personal and per capita income, and percentage of unemployed residents.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## DEMOGRAPHIC AND ECONOMIC INFORMATION – PRINCIPAL EMPLOYERS FISCAL YEARS 2018 AND 2010

Employers in San Mateo County	Business Type	2018*			2010		
		Number of Employees	Rank	Percent of Total County Employment	Number of Employees	Rank	Percent of Total County Employment
Facebook Inc.	Social Network	14,000	1	3.13%			
Genentech Inc.	Biotechnology	9,500	2	2.12%	8,800	1	2.57%
Oracle Corp.	Hardware and Software	7,535	3	1.68%	5,600	3	1.64%
County of San Mateo	Government	5,570	4	1.25%	6,079	2	1.78%
Gilead Sciences Inc	Biotechnology	4,000	5	0.89%			
Walmart Labs	Retail Technology	2,000	6	0.45%			
YouTube	Online Video-Streaming Platform	2,000	7	0.45%			
Robert Half International Inc.	Personnel Services	1,668	8	0.37%			
Sony Interactive Entertainment	Interactive Entertainment	1,602	9	0.36%			
Electronic Arts Inc.	Interactive Entertainment	1,520	10	0.34%			
Kaiser Permanente	Health Care				3,777	4	1.10%
Mills-Peninsula Health Services	Health Care				2,500	5	0.73%
Visa Inc	Global Payments Technology				2,462	6	0.72%
Safeway Inc	Retail Grocer				2,075	7	0.61%
San Mateo Community College District	Public Education				1,951	8	0.57%
SLAC National Accelerator Laboratory	Scientific Research				1,764	9	0.52%
Seton Medical Center	Hospital				1,672	10	0.49%
Total		49,395		11.04%	36,680		10.73%

\* The latest information available for principal employers in the County.



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# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## OPERATING INFORMATION – CAPITAL OUTLAY FISCAL YEARS 2011 THROUGH 2020 (in thousands)

<b>Cumulative Capital Projects</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
Dumbarton Spur	\$ 33,831	\$ 33,697	\$ 33,657	\$ 33,447
Caltrain-Downtown Extension	332,396	316,908	291,837	229,908
Paratransit	7	7	7	7
Ferry	8,170	8,097	8,090	8,090
Local Shuttle	19,680	16,951	13,101	10,892
Railroad Grade Separations	311,280	293,341	269,226	251,184
Streets and Highways	474,903	418,793	377,040	314,829
Alternative Congestion Relief	3,742	2,973	2,269	1,811
Admin, Oversight and Bicycle	26,531	23,428	21,117	18,541
<b>Total</b>	<b>\$ 1,210,540</b>	<b>\$ 1,114,195</b>	<b>\$ 1,016,344</b>	<b>\$ 868,709</b>

Source: Current and prior years' CAFRs.

This table presents the total cumulative capital outlay on public transportation projects for the past 10 years.

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<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
\$ 33,309	\$ 33,104	\$ 32,894	\$ 32,565	\$ 31,891	\$ 29,847
216,918	201,236	186,663	178,993	174,723	171,149
7	7	2	-	-	-
8,090	8,090	8,088	8,087	7,393	2,044
7,850	5,910	3,707	2,269	543	228
250,363	246,221	239,697	212,143	190,722	181,565
294,846	275,287	253,794	245,552	223,100	216,936
1,366	897	456	10	-	-
16,321	13,911	12,272	11,005	7,197	5,505
<b>\$ 829,069</b>	<b>\$ 784,663</b>	<b>\$ 737,573</b>	<b>\$ 690,624</b>	<b>\$ 635,569</b>	<b>\$ 607,274</b>

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# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## OPERATING INFORMATION – EMPLOYEES FISCAL YEARS 2011 THROUGH 2020

DIVISION	Full-Time Equivalents									
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
CALTRAIN MODERNIZATION PROGRAM	-	-	-	0.20	-	-	-	0.02	-	-
CUSTOMER SERVICE AND MARKETING	3.02	1.39	1.50	1.55	0.15	0.15	0.17	0.13	0.14	0.20
EXECUTIVE	0.35	0.49	0.49	0.49	0.40	0.57	0.60	0.55	0.57	0.55
FINANCE AND ADMINISTRATION	2.65	3.07	2.75	3.78	2.17	2.10	2.29	3.76	4.39	4.00
OPERATIONS, ENGINEERING AND CONSTRUCTION	0.12	0.12	0.14	0.08	4.16	4.34	4.35	4.43	4.47	3.66
PLANNING AND DEVELOPMENT	9.07	7.94	7.59	6.69	3.39	3.35	3.30	2.63	1.97	2.75
PUBLIC AFFAIRS	-	-	-	-	1.40	1.20	1.20	1.40	1.10	1.00
<b>TOTAL EMPLOYEES</b>	<b>15.21</b>	<b>13.01</b>	<b>12.47</b>	<b>12.79</b>	<b>11.67</b>	<b>11.71</b>	<b>11.91</b>	<b>12.92</b>	<b>12.64</b>	<b>12.16</b>

Note: The organization went through a reorganization in FY2010; Caltrain Modernization Program division was added in FY2013 as a replacement for the Peninsula Rail department.

Source: TA's annual operating and capital budgets.

This table presents total full-time equivalents by division.

# SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## OPERATING INFORMATION – CAPITAL ASSETS FISCAL YEARS 2011 THROUGH 2020 (in thousands)

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	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Capital Assets:				
Land	\$ 11,682	\$ 11,682	\$ 11,682	\$ 11,682
<b>Total</b>	<b>\$ 11,682</b>	<b>\$ 11,682</b>	<b>\$ 11,682</b>	<b>\$ 11,682</b>

Source: Current and prior years' CAFRs.

This table presents capital assets for the past 10 years.

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<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>
\$ 11,682	\$ 11,682	\$ 13,591	\$ 13,591	\$ 13,591	\$ 13,591
<u>\$ 11,682</u>	<u>\$ 11,682</u>	<u>\$ 13,591</u>	<u>\$ 13,591</u>	<u>\$ 13,591</u>	<u>\$ 13,591</u>

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***INDEPENDENT AUDITOR'S REPORTS***

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**INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

To the Board of Directors of the  
San Mateo County Transportation Authority  
San Carlos, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the general fund of the San Mateo County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Transportation Authority’s basic financial statements, and have issued our report thereon dated October 26, 2020.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Transportation Authority’s internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Transportation Authority’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Transportation Authority’s internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the financial statements will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies or material weaknesses. Given these limitations, during our audit we did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above. However, material weaknesses may exist that have not been identified.

## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Transportation Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Transportation Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Eide Bailly LLP".

San Mateo, California  
October 26, 2020

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***SCHEDULE OF FINDINGS AND QUESTIONED COSTS***

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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED JUNE 30, 2020**

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**SUMMARY OF AUDITOR'S RESULTS**

**FINANCIAL STATEMENTS**

Type of auditors' report issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

Material weaknesses identified?

No

Significant deficiencies identified not considered to be material weaknesses?

None reported

Noncompliance material to financial statements noted?

No

**FINANCIAL STATEMENT FINDINGS**

None reported.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**STATUS OF PRIOR YEAR FINDINGS AND QUESTIONED COSTS  
YEAR ENDED JUNE 30, 2020**

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***Financial Statement Prior Year Findings***

There are no prior year financial statement findings reported.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **PROGRAMMING AND ALLOCATION OF \$7,714,729 IN MEASURE A AND MEASURE W FUNDS FROM THE PEDESTRIAN AND BICYCLE CATEGORY FOR 12 PROJECTS**

**ACTION**

Staff proposes the Board of Directors (Board):

1. Program and allocate \$7,714,729 of Measure A and Measure W Pedestrian and Bicycle Program Category funds to 12 projects selected through the Pedestrian and Bicycle Call for Projects (CFP), as shown in Attachment A.
2. Authorize the Executive Director to award funding to the next-highest-ranked eligible project(s) in the Large Infrastructure category should the original highest-ranked applicants not be successful in timely fulfilling the conditional requirements as shown in Attachment A.
3. Authorize the Executive Director or his designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

**SIGNIFICANCE**

In August 2020, the San Mateo County Transportation Authority (TA) issued its fifth Pedestrian and Bicycle Program CFP, announcing the availability of up to \$8.1 million in Measure A and Measure W funds. This is the first Pedestrian and Bicycle CFP to include funds from both measures. The tables below outline the available funding and program categories.

**Cycle 5 Pedestrian and Bicycle Program Funding**

Measure A	3%	\$4,500,000
Measure W	5%	3,600,000
Total		\$8,100,000



### Program Categories

Capital	95%	\$7,695,000
Safe Routes to School*	2.5%	202,500
Planning/Promotion	2.5%	202,500
Total		\$8,100,000

\*Allocated to the San Mateo County Office of Education in June 2020.

### Capital Project Funding

Small Projects (under \$1M)	33%	\$2,565,000
Large Projects (over \$1M)	67%	5,130,000
Total		\$7,695,000

Nineteen applications were received from 11 jurisdictions. The total funding request exceeded \$17.1 million, resulting in a CFP that is oversubscribed by approximately \$9 million.

The TA project review committee (Committee) met on October 21, 2020 to evaluate and score the submitted applications. The Committee was composed of two TA staff members, two representatives from the City/County Association of Governments of San Mateo County (C/CAG) Bicycle and Pedestrian Advisory Committee, a staff member from Caltrain, a staff member from Caltrans District 4 Bicycle and Pedestrian Branch, and a staff member from C/CAG.

The recommendations from the Committee, along with a brief description of the applications, are provided as attachments A and B to this staff report. Staff will also make a brief presentation via PowerPoint on the final recommended program of projects and provide updates on public comments from the November Board meeting.

The Committee rankings resulted in recommendations to fund four Large Capital projects, seven Small Capital projects and one Non-Infrastructure project. Though all of the recommended projects would be subject to both programming and allocation at this time, the sponsors for two of the Large Capital projects must meet specified conditions before funding will be made available. Staff recommends that if the conditions are not met on the specified timelines, the Executive Director have authority to reprogram the associated funds to the next-highest-ranked Large Capital project(s). Staff would then be required to report on such action at the next regular Board meeting.

This is the first CFP cycle that includes Measure W funding for planning and promotions projects. Only one application was received, which leaves funding for approximately three additional planning or promotional activities. The TA proposes a mid-cycle planning and promotions CFP next year and will proactively work with eligible project sponsors to ensure they are aware of this new funding category.

**BUDGET IMPACT**

There is sufficient budget authority in the Fiscal Year 2021 and prior budgets to fully fund the 12 recommended projects in the amount of \$7,714,729 from the Measure A and Measure W Pedestrian and Bicycle program.

**BACKGROUND**

The schedule below outlines the key dates and milestones for this process:

<b>Event</b>	<b>Date</b>
CFP Issued	August 7, 2020
Workshop for Potential Applicants	August 12, 2020
Project Applications Due	September 21, 2020
TA Project Review Committee Scoring Meeting	October 21, 2020
TA Board Information Update	November 5, 2020
TA Board Action	December 5, 2020

The purpose of the Measure A and Measure W Pedestrian and Bicycle Program is to fund specific projects to encourage and improve bicycling and walking conditions. Funding can be used for non-infrastructure programs or infrastructure project development and construction of pedestrian and bicycle facilities within San Mateo County.

As defined in the 2004 Transportation Expenditure Plan, Measure A provides the Pedestrian and Bicycle Program category with a three percent share of the sales tax revenues collected. Similarly, as defined in the 2018 Congestion Relief Plan, Measure W provides the Bicycle and Pedestrian Improvement Program category with a five percent share of the sales tax revenues collected.

This CFP combines funding to pedestrian and bicycle projects from Measure A and Measure W to streamline the application, evaluation, and grant administration process as prescribed in the 2020-2024 Strategic Plan. The TA holds its Measure A and Measure W Pedestrian and Bicycle CFP biennially.

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

RESOLUTION NO. 2020 –

BOARD OF DIRECTORS SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA

\* \* \*

PROGRAMMING AND ALLOCATING \$7,714,729 IN NEW MEASURE A AND MEASURE W  
FUNDS FROM THE FISCAL YEAR 2021 PEDESTRIAN AND BICYCLE PROGRAM CATEGORY  
BUDGET FOR 12 PROJECTS

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

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

**WHEREAS**, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the TA with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

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

**WHEREAS**, the Strategic Plan 2020-2024 designates three percent of New Measure A funds, in accordance with the 2004 Transportation Expenditure Plan, and five percent of Measure W funds, in accordance with the Congestion Relief Plan approved by voters, to fund pedestrian and bicycle projects; and

**WHEREAS**, in August 2020, the TA issued a competitive call for pedestrian and bicycle projects with up to \$8.1 million in Measure A and Measure W funding available, which yielded 19 applications from 11 sponsors requesting over \$17.1 million; and

**WHEREAS**, the TA project review committee evaluated and scored the projects; and

**WHEREAS**, consistent with the TA Strategic Plan 2020-2024, staff recommends that the Board of Directors (Board) authorize the programming and allocation of a total of \$7,714,729 to the 12 top-ranked projects, which will equitably distribute New Measure A and Measure W investment within San Mateo County and which including four Large Infrastructure Projects, seven Small Infrastructure Projects and one Non-Infrastructure Project; and

**WHEREAS**, staff also recommends that the Board (a) authorize the Executive Director to redirect a portion of the programmed and allocated funding to the next-highest-ranked eligible project(s) in the Large Infrastructure category should the original highest-ranked applicants not be successful in timely fulfilling the conditional requirements associated with their projects as shown in Attachment A, and (b) require the Executive Director to the inform the Board of such action at the next regular meeting of the Board of Directors; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Programs and allocates a total of \$7,714,729 in New Measure A and Measure W Pedestrian and Bicycle Program Category funds as listed in Attachment A; and
2. (a) Authorizes the Executive Director to redirect funding a portion of the programmed and allocated funding to the next-highest-ranked eligible project(s) in the Large Infrastructure category should the original highest-ranked applicants not be successful in timely fulfilling the conditional requirements associated with the projects as shown in Attachment A, and (b) requires the Executive Director to the inform the Board of such action at the next regular meeting of the Board of Directors; and
3. Authorizes the Executive Director or his designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

Regularly passed and adopted this 3<sup>rd</sup> day of December, 2020 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary



CITY OF SAN MATEO  
PUBLIC WORKS DEPARTMENT

330 W. 20<sup>th</sup> Avenue  
San Mateo, CA 94403  
[www.cityofsanmateo.org](http://www.cityofsanmateo.org)  
(650) 522-7000

November 23, 2020

San Mateo County Transportation Authority Board of Directors  
Attn: Chair Emily Beach

Chair Beach,

On behalf of the City of San Mateo, I would like to submit this letter modifying the proposed scope of work for the City's Hillsdale Caltrain Station Bicycle Access Gap Closure project application under the Pedestrian and Bicycle Program Cycle 5 Call for Projects. This modification is as a result of community discussion regarding this future project and the adjacent Caltrain bicycle and pedestrian facility currently under construction.

While the City's grant application suggested one proposed design option, the City intends to evaluate all designs that would result in increased bicycle and pedestrian safety for the project extents. If funded, the City will evaluate implementation of the Class IV separated bike lane on 28<sup>th</sup> Avenue between Edison Street and El Camino Real proposed in the adopted 2020 Bicycle Master Plan. The City will consider options for alignment for the facility as part of the design phase of the project. The project will also consider options for bicycle and pedestrian connectivity across El Camino Real to connect the gap in the bicycle network. The final design of the facility will encompass the alignments best suited to the location based on safety, connectivity, and community engagement.

In response to public concerns regarding the Class I bicycle/pedestrian path being constructed as part of the Caltrain 25<sup>th</sup> Avenue Grade Separation Project, the City is coordinating with the Caltrain and SMCTA team, and has met with resident representatives. The group intends to meet again to discuss potential improvements for that project to address the concerns raised. The proposed gap closure project is intended to connect to the Caltrain bicycle and pedestrian facilities when completed.

Thank you for your consideration of this request.

Sincerely,

Brad B. Underwood, P.E., L.S.  
Director of Public Works  
City of San Mateo

## SMCTA Measure A & Measure W Bicycle and Pedestrian Call for Projects Cycle 5 (2020)

### TA Project Evaluation Committee Final Allocation Recommendations

Sponsor	Project Title	Proposed Work Phases	Total Project Budget	Funding Request Amount	TA Scoring Committee Recommended Funding Allocations	Local Match %	Project Readiness	Funding Leverage	Project Need	Effectiveness	Sustainability	Total Score
<b>Large Infrastructure (&lt;= \$1 million)</b>												
Burlingame	California Drive Bicycle Facility	CON	\$1,070,000	\$800,000	\$800,000	25%	10.5	4.0	14.8	33.7	6.7	69.7
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	CON	\$20,258,334	\$2,000,000	\$1,130,000 <sup>1</sup>	41%	9.8	7.0	18.5	24.8	8.7	68.8
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PAED, PS&E, ROW, CON	\$6,755,136	\$2,000,000	\$2,000,000 <sup>2</sup>	70%	7.8	7.3	14.2	24.8	9.5	63.7
Redwood City	Hopkins Avenue Traffic Safety Implementation	CON	\$2,859,216	\$1,200,000	\$1,200,000	58%	11.0	6.0	12.5	20.7	11.5	61.7
Belmont	Ralston Avenue Corridor Project - Segment 3	CON	\$3,000,000	\$1,000,000		67%	14.0	6.0	15.0	21.3	5.0	61.3
San Carlos	San Carlos Avenue Pedestrian Safety Improvement Project - Phase III	CON	\$1,500,000	\$1,350,000		10%	9.5	2.0	14.8	20.5	6.3	53.2
Half Moon Bay	Highway 1 Safety and Operational Improvements North	CON	\$11,162,290	\$2,500,000		60%	8.5	6.0	16.5	11.0	4.0	46.0
Belmont	Ralston Avenue Corridor Project - Segment 4	CON	\$2,900,000	\$1,000,000		66%	6.8	5.3	15.7	15.5	2.7	46.0
San Bruno	Crystal Springs Road Pedestrian and Bike Improvements Project	PAED, PS&E, CON	\$1,960,000	\$1,568,000		20%	8.0	4.0	9.0	17.3	5.8	44.2
			<b>\$51,464,976</b>	<b>\$13,418,000</b>	<b>\$5,130,000</b>							

**Evaluation Committee Large Infrastructure Category Note:** The TA Project Evaluation Committee came to consensus to recommend fully funding the construction of the Redwood City Hopkins Avenue Traffic Safety Implementation project and recommends a partial funding award to the Menlo Park Middle Avenue Bicycle/Pedestrian Caltrain Crossing.

### Small Infrastructure (> \$1 million)

Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	\$400,000	\$300,000	\$300,000	25%	9.8	4.0	17.5	36.5	8.4	76.3
Redwood City	Roosevelt Avenue Pilot Traffic Calming Implementation	CON	\$894,834	\$625,000		30%	10.2	5.0	14.5	33.2	10.8	73.7
Burlingame	Burlingame Station Pedestrian Improvements	CON	\$890,000	\$600,000	\$600,000	33%	12.0	5.0	12.8	21.8	7.7	59.3
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure	PLAN, PAED, PS&E	\$170,000	\$153,000	\$153,000	10%	8.5	2.0	13.3	27.3	7.5	58.7
San Mateo County	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	\$950,000	\$700,000	\$700,000	26%	8.3	4.2	15.0	24.0	5.0	56.5
Daly City	John Daly Boulevard/Skyline Boulevard Pedestrian Connection Project	PS&E, CON	\$776,000	\$620,800	\$620,800	20%	9.0	4.0	14.3	21.0	5.7	54.0
Portola Valley	RRFB on Portola Road at Corte Madera Road	CON	\$146,718	\$102,703	\$102,703	30%	12.5	5.0	13.0	14.3	4.8	49.7
Portola Valley	RRFB on Alpine Road at Golden Oaks Drive	ROW, CON	\$83,180	\$58,226	\$58,226	30%	12.2	5.0	14.2	11.8	4.8	48.0
San Bruno	Citywide Bicycle Route Implementation Project	PLAN, PS&E, CON	\$622,325	\$497,860		20%	10.3	4.0	10.3	15.5	7.5	47.7
			<b>\$4,933,057</b>	<b>\$3,657,589</b>	<b>\$2,534,729</b>							

**Evaluation Committee Small Infrastructure Category Note:** The TA Project Evaluation Committee came to consensus to recommend the Redwood City Roosevelt Avenue Pilot Traffic Calming Implementation project not be awarded because both of the City's other two applications are recommended to be funded in full. In an effort to promote equitable distribution of countywide funds, the Committee recommends that full funding be awarded to the Daly City and both Portola Valley projects. The remaining \$30,271 in the small infrastructure budget should be rolled over to the next cycle call for projects.

### Non-Infrastructure

Daly City	Vision Zero Community Outreach Program	Program	\$100,000	\$50,000	\$50,000	50%	12.3	6.0	18.0	21.5	7.7	65.5
			<b>\$100,000</b>	<b>\$50,000</b>	<b>\$50,000</b>							

**Evaluation Committee Non-Infrastructure Category Note:** The remaining \$152,500 should be rolled over to a mid-cycle non-infrastructure only call for projects or to the next full cycle call for projects.

### Proposed Conditions on Awards:

1. The recommendation is contingent on Menlo Park closing the funding gap with other grant or funding sources by May 2021 (successful receipt of regional and state grants will be known by then). If unsuccessful, then the award would be reallocated to fully fund the Belmont Ralston Avenue Corridor Project – Segment 3.

2. The recommendation is contingent on the City of San Bruno fully closing their funding gap or confirming the ability to implement Phase I of the project with the inclusion of a two-way rapid implementation separated bikeway between the Centennial Trail and Herman St (traffic study pending) by May 2021 (successful receipt of regional and state grants will be known by then) to receive the full \$2,000,000 award. If San Bruno is unsuccessful in closing their funding gap and cannot implement the rapid implementation segment, then the award will be reduced to \$1,401,000 to cover the buildout of only Phase I. The remaining funds would then be reallocated to the next eligible project(s) assuming it (they) can meet the award eligibility. The City of San Bruno will also be required to meet with TA staff after each requested phase to confirm that the original project benefits are included in the overall project design as it progresses from PAED to CON.

# SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

## Summary of Project Descriptions by Category

### Large Infrastructure Projects by Rank

#### 1. California Drive Bicycle Facility Project

**Sponsor:** City of Burlingame

**Phases Requested:** CON

**Requested Funding:** \$800,000

**Recommended Award:** \$800,000

**Project Description:**

California Drive is currently has a wide right-of-way with high traffic speeds and Class III bicycle route sharrows that do not provide dedicated spaces for cyclists to feel comfortable or encourage new riders to use the corridor. The corridor is one of the only uninterrupted north/south routes that connects to major destinations and transit within the City and to adjacent jurisdictions.

The project will construct approximately 0.75 miles of bicycle network along California Drive, between Broadway and Oak Grove Avenue, to enhance north/south connectivity across the City while improving the safety, comfort, and attractiveness of bicycling for people of varying ages and abilities. For planning & budgeting purposes, a Class II or better bicycle facility is proposed. Details of final design will be analyzed and vetted through the project design process involving community outreach and input.

#### 2. Middle Avenue Pedestrian/Bicycle Rail Crossing Project

**Sponsor:** City of Menlo Park

**Phases Requested:** CON

**Requested Funding:** \$2,000,000

**Recommended Award:** \$1,130,000

**Project Description:**

Existing connections across the Caltrain tracks in Menlo Park consist of at-grade, street-level pedestrian crossings of the railroad tracks spaced 0.75 mile apart. This creates an inadequate and highly inconvenient path of travel for users that currently requires bicyclists and pedestrians to interact with both vehicular and railroad thoroughfares, resulting in safety issues and conflicts.

The project will construct a pedestrian/bicycle-only grade separated structure (tunnel/underpass) and a mid-block crossing featuring raised crosswalks, signage, and flashing beacons to provide safe, direct connectivity between major Menlo Park destinations for Menlo Park students, workers, and residents east and west of the Caltrain corridor. The project is located between El Camino Real & Alma Street under Caltrain railroad tracks at approximately Middle Avenue near 500 El Camino Real.

#### 3. Huntington Bikeway and Pedestrian Safety Project

**Sponsor:** City of San Bruno

**Phases Requested:** PAED, PS&E, ROW, CON

**Requested Funding:** \$2,000,000

**Recommended Award:** \$2,000,000

**Project Description:**

This project aims to provide enhanced bicycle and pedestrian facilities along Huntington Avenue which is a critical arterial road that includes both the BART and Caltrain stations in San Bruno and serves as a connector to the Centennial Way Trail into South San Francisco. The corridor currently experiences high traffic speeds, does not have adequate lighting to support commute periods, has missing crosswalks, and does not include bicycle facilities.



## SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

### Summary of Project Descriptions by Category

The project will include construction of a Class IV two-way cycle track with concrete barrier and installation of streetscape improvements that will provide added safety for pedestrians and/or bicyclists on Huntington Avenue. The project will complete the bike route connection between South San Francisco and Millbrae and creates the City's first north-south bike route on the east side of the city.

#### 4. Hopkins Avenue Traffic Safety Implementation

**Sponsor:** City of Redwood City

**Requested Funding:** \$1,200,000

**Phases Requested:** CON

**Recommended Award:** \$1,200,000

##### **Project Description:**

Hopkins Avenue was the top-ranked request identified in the City's traffic calming prioritization process. This east-west corridor connects two major north-south arterial streets, El Camino Real and Alameda de las Pulgas, and experiences cut-through traffic at speeds above the posted speed limit (25 mph).

The project includes the permanent construction of traffic calming treatments and new crosswalks that were installed on a pilot basis (curb bulb-outs, speed humps, flashing crosswalks, raised medians, etc.). The project is located on Hopkins Avenue from Alameda de las Pulgas to El Camino Real. Bicyclists will benefit from the traffic calming and upgrades including green thermoplastic markings for conflict zones at intersections and upgrading sections of painted bike lanes to buffered bike lanes with raised buffers.

#### 5. Ralston Avenue Corridor Project – Segment 3

**Sponsor:** City of Belmont

**Requested Funding:** \$1,000,000

**Phases Requested:** CON

**Recommended Award:** N/A

##### **Project Description:**

This segment of Ralston Avenue currently has non-ADA compliant sidewalks which have deteriorated and cause tripping hazards. The corridor lacks a dedicated bicycle facility that is comfortable for people of all ages abilities given the roadway speed and traffic volume.

The project will install new high visibility crosswalks; replace existing curb ramps with ADA compliant ones; install sharrows; install new green conflict bike lane markings; install new bike lanes; new concrete bulb-outs; relocate an existing RRFB and install new RRFBs; median modifications; remove street parking stalls; and will replace deficient sidewalks and driveways.

#### 6. San Carlos Avenue Pedestrian Safety Improvement Project – Phase III

**Sponsor:** City of San Carlos

**Requested Funding:** \$1,350,000

**Phases Requested:** CON

**Recommended Award:** N/A

##### **Project Description:**

San Carlos Avenue lacks adequate pedestrian and bicycle facilities along the northern side between Wellington Dr. and Beverly Dr. Pedestrians and vehicles are not vertically separated. Pedestrians have to use the unimproved right-of-way adjacent to the roadway as the path of travel. Although there are existing bicycle facilities, the lanes are not buffered from vehicles, clearly visible or delineated.

## SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

### Summary of Project Descriptions by Category

The project will improve pedestrian safety along the north side of San Carlos Avenue by installing sidewalk, curb ramps, curb, gutter, and driveway approaches. In addition, pavement, traffic marking and striping improvements will enhance circulation for pedestrians, bicyclists, and vehicles. Construction of green infrastructure elements such as, flow-through planters, trees, and landscaped areas will improve water quality.

#### **7. Highway 1 Safety and Operational Improvements North**

**Sponsor:** City of Half Moon Bay

**Requested Funding:** \$2,500,000

**Phases Requested:** CON

**Recommended Award:** N/A

#### **Project Description:**

Highway 1 between Main Street and Spindrift Ave currently has no pedestrian or bikeway infrastructure on its east side. This creates a challenging situation for the three residential neighborhoods on this side of the highway where residents have to bike or walk along the shoulders or jay-walk across the highway to the trail on the west side. Limited controlled pedestrian crossings exist throughout the portion of the project area which create barriers to neighborhood and coastal connectivity.

The project proposes safety improvements on Highway 1 from Post Mile 29.1 to 30.0 through the addition of a new signalized intersection at Terrace Avenue, construction of a retaining wall on the east side of Highway 1, and of Class I Multi-Use Path. The new path would connect residential neighborhoods on the north side of Highway 1 into downtown Half Moon Bay, create enhanced transit stops, and provide new opportunities for controlled crossings where none currently exist.

#### **8. Ralston Avenue Corridor Project – Segment 4**

**Sponsor:** City of Belmont

**Requested Funding:** \$1,000,000

**Phases Requested:** CON

**Recommended Award:** N/A

#### **Project Description:**

Ralston Avenue's westernmost segment has multiple gaps where sidewalks do not currently exist for pedestrians to safely travel along the corridor or access transit stops. Pedestrian currently have to walk in a bike lane or in the dirt outside of the roadway. The corridor also does not have a consistent bikeway treatment and lacks ADA currently in many locations.

The project will construct of concrete sidewalk to close existing pedestrian gaps and upgrade existing asphalt concrete sidewalk. New Class III Bike Routes will provide bicyclists a clear path and additional visibility by alerting drivers of the shared roadway at locations where existing bike facilities do not exist. Street resurfacing and base repairs will provide a safe surface for travelers and upgrading approximately 20 curb ramps will help to meet ADA standards along the entirety of the corridor. The installation of Rectangular Rapid Flashing Beacon will help to increase pedestrian crossing comfort and safety.

## SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

### Summary of Project Descriptions by Category

#### 9. Crystal Springs Road Pedestrian and Bicycle Safety Improvements

**Sponsor:** City of San Bruno

**Requested Funding:** \$1,568,000

**Phases Requested:** CON

**Recommended Award:** N/A

**Project Description:**

Crystal Springs Road serves as a major east-west arterial for residents to connect to El Camino Real, nearby transit stops, local schools, an active senior center, and City Park. This constrained two-lane road lacks dedicated bikeway infrastructure, has a high number of non-compliant ADA curb ramps, and has a highly uncomfortable intersection for all modes of transportation at Crystal Springs Road and Oak Avenue.

The project will construct improvements along the Crystal Springs Road corridor to encourage active transportation and increase pedestrian / bicycle safety. Improvements include the installation of an intersection control device located at the intersection of Crystal Springs Road / Oak Avenue in the form of either a roundabout with pedestrian refuge areas or traffic signal with curb extensions, accessible curb ramps, shared-lane bikeway markings, high-visibility crosswalks, and benches.

### Small Infrastructure Projects by Rank

#### 1. El Camino Real Corridor Safety Project

**Sponsor:** City of Redwood City

**Requested Funding:** \$300,000

**Phases Requested:** PAED, PS&E

**Recommended Award:** \$300,000

**Project Description:**

Since 2015, Redwood City has engaged the community in the development and advancement of the El Camino Real Corridor Plan. The corridor is currently very automobile oriented and is unfriendly and unsafe for cyclists and pedestrians. There are no dedicated bikeway facilities and the number of locations to safely cross El Camino are limited and far apart. In spite of this, cyclists ride on El Camino Real as it is one of the only uninterrupted north/south corridors in the city and people are seen continually crossing at midblock and unsignalized locations.

The project will pilot separated bike lanes on El Camino Real from Brewster Avenue in the north to the city's southern limit. In segments where a Class IV Separated Bikeway facility is not feasible, Class II Bike Lanes will be installed. Improvements include the addition of HAWK signal(s) to increase the number of safe crossing locations for both cyclists and pedestrians. The project will advance the city's planning work on the El Camino Real corridor to the design phase and coordinate closely with Caltrans.

#### 2. Roosevelt Avenue Pilot Traffic Calming Implementation

**Sponsor:** City of Redwood City

**Requested Funding:** \$625,000

**Phases Requested:** CON

**Recommended Award:** N/A

**Project Description:**

Roosevelt Ave is a neighborhood street that serves multiple land-uses (residential, commercial, community services, and parks). The road connects residents to schools and services, but there are limited pedestrian or bicycle amenities. A traffic calming study with

## SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

### Summary of Project Descriptions by Category

outreach to local residents documented concerns regarding vehicle speed and pedestrian visibility, including excessive road width and curb radii encouraging speeding, uncontrolled crosswalks with poor sight distance, and poor curvature with visibility concerns.

The project will install a combination of permanent and quick-build improvements to implement the approved, pilot traffic calming plan on Roosevelt Ave with features to reduce speeding, enhance crossings, and address overall traffic safety. The interventions include RRFB's, bump-outs, a roundabout, relocation of bus stops, new crosswalks, bicycle friendly speed humps, advance yield signage, splitter islands, and opportunities for landscaping, seating, bike racks, and public art.

#### **3. Burlingame Station Pedestrian Improvements**

**Sponsor:** City of Burlingame

**Requested Funding:** \$600,000

**Phases Requested:** CON

**Recommended Award:** \$600,000

##### **Project Description:**

The project aims to address concerns of traffic speeds, sight distance, and visibility of the unique intersection layout at East Lane and Burlingame Avenue. Identified in the Lyon Hoag and Adjacent Neighborhood Traffic Calming Study, which featured extensive community outreach, the long crosswalks and off-set approaches create high pedestrian exposure situations to motor vehicles at crossings adjacent to the Burlingame Caltrain Station.

The project will construct enhancements of pedestrian accessibility through the installation of 230 linear feet of sidewalk, four curb ramps, one curb extension with bio-retention area which will relocate and shorten the pedestrian crossing at East Lane and Burlingame Avenue; a high activity intersection that connects and provide a pedestrian network to and from the Burlingame Caltrain Station to nearby Burlingame Community Center, schools, tennis courts, aquatic center, parks, and neighborhood communities.

#### **4. Hillsdale Caltrain Station Bicycle Access Gap Closure**

**Sponsor:** City of San Mateo

**Requested Funding:** \$153,000

**Phases Requested:** PLAN, PAED, PS&E

**Recommended Award:** \$153,000

##### **Project Description:**

28th Avenue is a two-lane roadway with parking and sidewalks on both sides. A bicycle boulevard will be implemented on 28th Avenue this fall. The Hillsdale Caltrain Station has been relocated north toward 28th Avenue, with bicycle and pedestrian access along the north side of 28th Avenue via a Class I facility. The existing intersection at El Camino Real does not provide a safe connection for bicyclists and pedestrians to the new station access point.

The project scope includes funding for the Plans, Specifications, and Estimates (PS&E) and Environmental phases to complete the connection via a short segment of Class IV separated bike lane on 28th Avenue between Edison and El Camino Real to transition bicyclists to the north side of the roadway in an area with fewer vehicle conflict points and less congestion. Design and environmental review is requested for the Class IV Separated Bikeway, ADA ramp installation, new crosswalk and pedestrian push buttons, and signalization modification at El Camino Real intersection, including design for video detection for bicyclists and vehicles. The scope also includes coordination and permitting with Caltrans for intersection improvements.

## SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

### Summary of Project Descriptions by Category

#### 5. Santa Cruz Avenue and Alameda de las Pulgas Improvement Project

**Sponsor:** San Mateo County

**Requested Funding:** \$700,000

**Phases Requested:** PAED, PS&E

**Recommended Award:** \$700,000

##### **Project Description:**

The project will address significant safety improvements along this heavily traveled corridor within unincorporated West Menlo Park along portions of Santa Cruz Avenue and Alameda De Las Pulgas surrounding the uncomfortable Y intersection. Narrow sidewalks, a lack of dedicated bicycle facilities, non-compliant ADA curb ramps, and pedestrian crossings with low visibility create deficiencies for all active transportation users.

The project will implement safety & access improvements by reducing travel lanes & lane widths to calm traffic, installing dedicated Class II Bike Lanes or better for bicyclists, constructing wider sidewalks, and shorten crossings for pedestrians. Additional bicycle and pedestrian improvements include: bike boxes for turning movements, buffered green bike lanes, dashed green conflict zones, bicycle detection loops, bulb-outs, and median islands to reduce crossing widths, bicycle/pedestrian signal modifications, and rectangular rapid flashing beacon.

#### 6. John Daly Boulevard/Skyline Boulevard Pedestrian Connection Project

**Sponsor:** City of Daly City

**Requested Funding:** \$620,800

**Phases Requested:** PS&E, CON

**Recommended Award:** \$620,800

##### **Project Description:**

The project is located at the west end of John Daly Blvd, which terminates at Skyline Blvd. The west leg of the intersection ends in a parking lot for Thornton State Beach. Currently, the sidewalk on the north side of John Day Blvd ends approximately 1400 ft. east of Skyline Blvd (just west of Eastgate Dr.) at the SamTrans bus stop.

The project will construct a sidewalk on the north side of John Daly Boulevard between Eastgate Avenue and Skyline Boulevard to provide a pedestrian connection between the Westlake neighborhood and activity centers west of Skyline Boulevard. It will also install pedestrian-scale lighting along the sidewalk and construct an ADA-compliant curb ramp at the west end of the sidewalk.

#### 7. RRFB on Portola Road at Corte Madera Road

**Sponsor:** Town of Portola Valley

**Requested Funding:** \$102,703

**Phases Requested:** CON

**Recommended Award:** \$102,703

##### **Project Description:**

The current site conditions consist of a marked crosswalk on a two-lane road with an inoperable first generation lighted crosswalk on Portola Road at Brookside Drive. This crosswalk is in front of the Woodside Priory prep school and close to Ormandale Elementary School. The crossing will help children and parents walking or biking to school, recreational hiking and biking, and transit users be better visible to motorists on this higher speed roadway.

The project will relocate the existing crosswalk at Portola Road at Brookside to just south of Portola Road at Corte Madera Road with an installation of a Rectangular Rapid Flashing

## SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

### Summary of Project Descriptions by Category

Beacon (RRFB) system and associated grading and pathway extensions. Improvements to this crosswalk will address safety concerns that have been raised by the community about this intersection and as documented in the Towns Pedestrian Safety Study by its Traffic Engineering consultant.

#### **8. RRFB on Alpine Road at Golden Oaks Drive**

**Sponsor:** Town of Portola Valley  
**Phases Requested:** ROW, CON

**Requested Funding:** \$58,226  
**Recommended Award:** \$58,226

#### **Project Description:**

The current site conditions consist of a 75' marked crosswalk on Alpine Road at Golden Oaks Drive due to an active left turn lane. The curve of the roadway currently creates pedestrian visibility issues and makes the long crossing uncomfortable for all users. The Alpine Hills neighborhood on the north side and the very popular Alpine Swim and Tennis Club is on the south side make this crossing widely used by residents, school children, transit users, and recreational hikers and bikers.

The proposed project is an installation of a Rectangular Rapid Flashing Beacon (RRFB) system and associated pavement markings, signage, and electrical conduit at the existing crosswalk on Alpine at Golden Oaks Drive. Improvements to this crosswalk will address safety concerns that have been raised by the community about this intersection since 2014 and as documented in the Towns Pedestrian Safety Study by its Traffic Engineering consultant (Attachment I).

#### **9. Citywide Bicycle Route Implementation Project**

**Sponsor:** City of San Bruno  
**Phases Requested:** PLAN, PS&E, CON

**Requested Funding:** \$497,860  
**Recommended Award:** N/A

#### **Project Description:**

While bicyclists may use any non-freeway street in San Bruno, the city has few dedicated bicycling facilities. The proposed network seeks to address the main biking-related need expressed by the community: the lack of bikeways, providing direct, continuous and more convenient north-south and east-west connections across the city and to neighboring jurisdictions.

Installation of approximately 18.2 miles of Class III Bike Routes identified in the City of San Bruno Walk 'n Bike Plan to improve the environment and neighborhood livability by reducing traffic, air pollution, noise and energy consumption by implementing components of a comprehensive bikeway network and making it easier to navigate by bike along non-arterial streets in San Bruno.

## SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

### Summary of Project Descriptions by Category

#### Non-Infrastructure Project

##### 1. Vision Zero Community Outreach Program

**Sponsor:** City of Daly City

**Phases Requested:** Program

**Requested Funding:** \$50,000

**Recommended Award:** \$50,000

##### **Project Description:**

Within Daly City, 84 serious injuries or fatalities occurred during the Vision Zero Action Plan's study period of 2013-2017. Half involved bicyclists and pedestrians. Of the 84, 83% occurred along just 17% of the City's roadway network, now known as the High Injury Network (HIN). The Vision Zero Action Plan, which was funded by the Federal Highway Administration, did not include a community outreach component and educational opportunities for residents.

The Vision Zero Community Outreach Program is the next step in implementing Daly City's recently adopted Vision Zero Action Plan, the first in San Mateo County. The Action Plan requires education of the all roadway users as we work towards zero serious injuries and fatalities by 2035. With consultant help, community outreach will include branding materials for the city's program, updating of the City's website, education materials, and when allowed Vision Zero promotion at public events.

***Pedestrian and Bicycle Program  
Call for Projects  
Cycle 5 – Fiscal Years 2021 & 2022***

December 3, 2020  
Board of Directors  
Item #10 (b)





# Agenda

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- Program Overview
- Project Proposals
- Final Recommendations



# Program Overview: Cycle 5 Funding

- 3% of Measure A Program
- 5% of Measure W Program
- Funds specific projects to encourage walking and bicycling
- Project applications, guidelines and evaluation criteria have been updated to reflect the Strategic Plan 2020-2024.

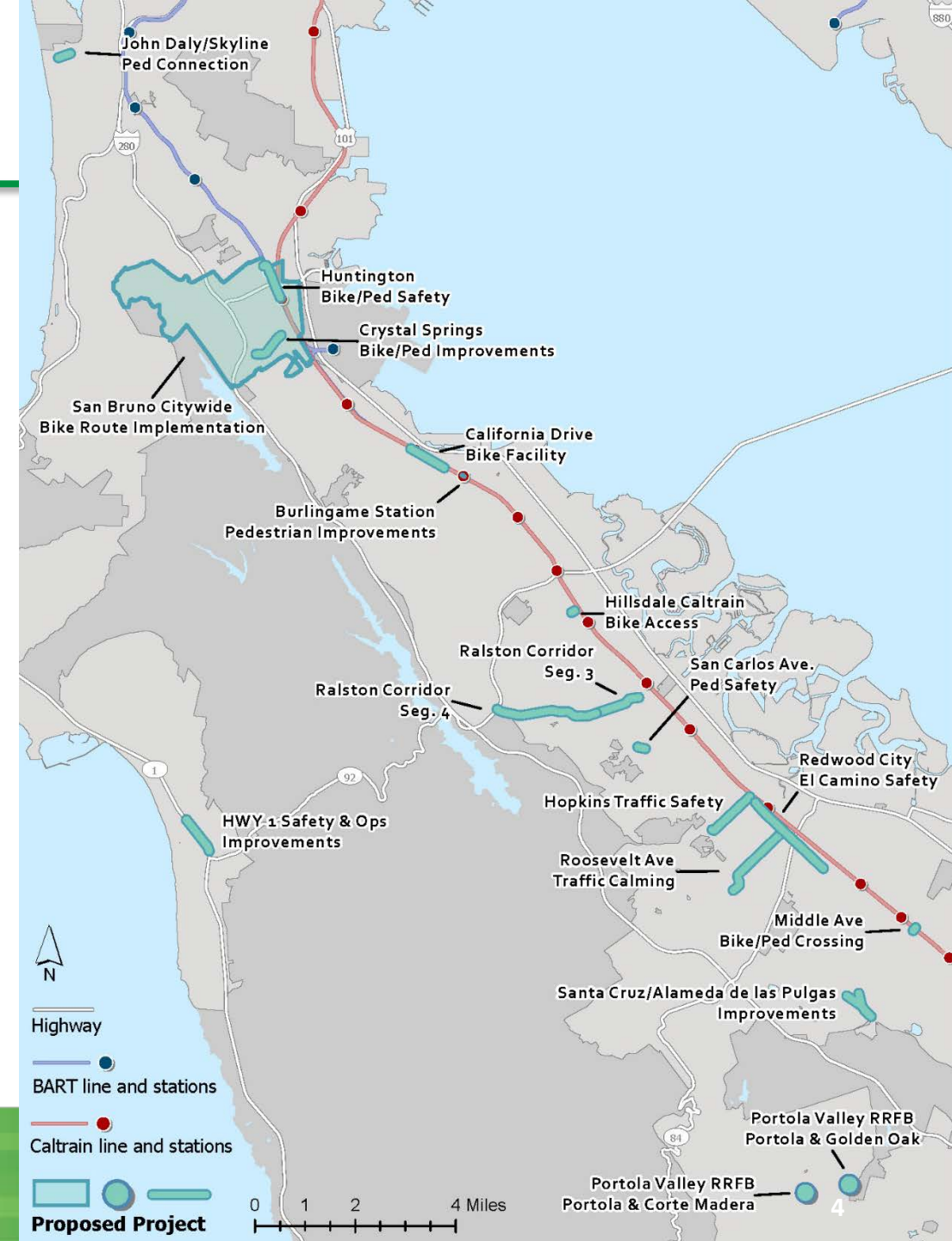
Program Category	Available Funds
Capital Projects (95%)	\$7,695,000
<i>Small Capital Projects (33%)</i>	<i>\$2,565,000</i>
<i>Large Capital Projects (67%)</i>	<i>\$5,130,000</i>
Planning and Promotions (2.5%)	\$202,500
Safe Routes to School (2.5%)* (Administered by County office of Education)	\$202,500
<b>Total Available</b>	<b>\$8,100,000</b>

\*Funds programmed and allocated at the June 2020 Board Meeting



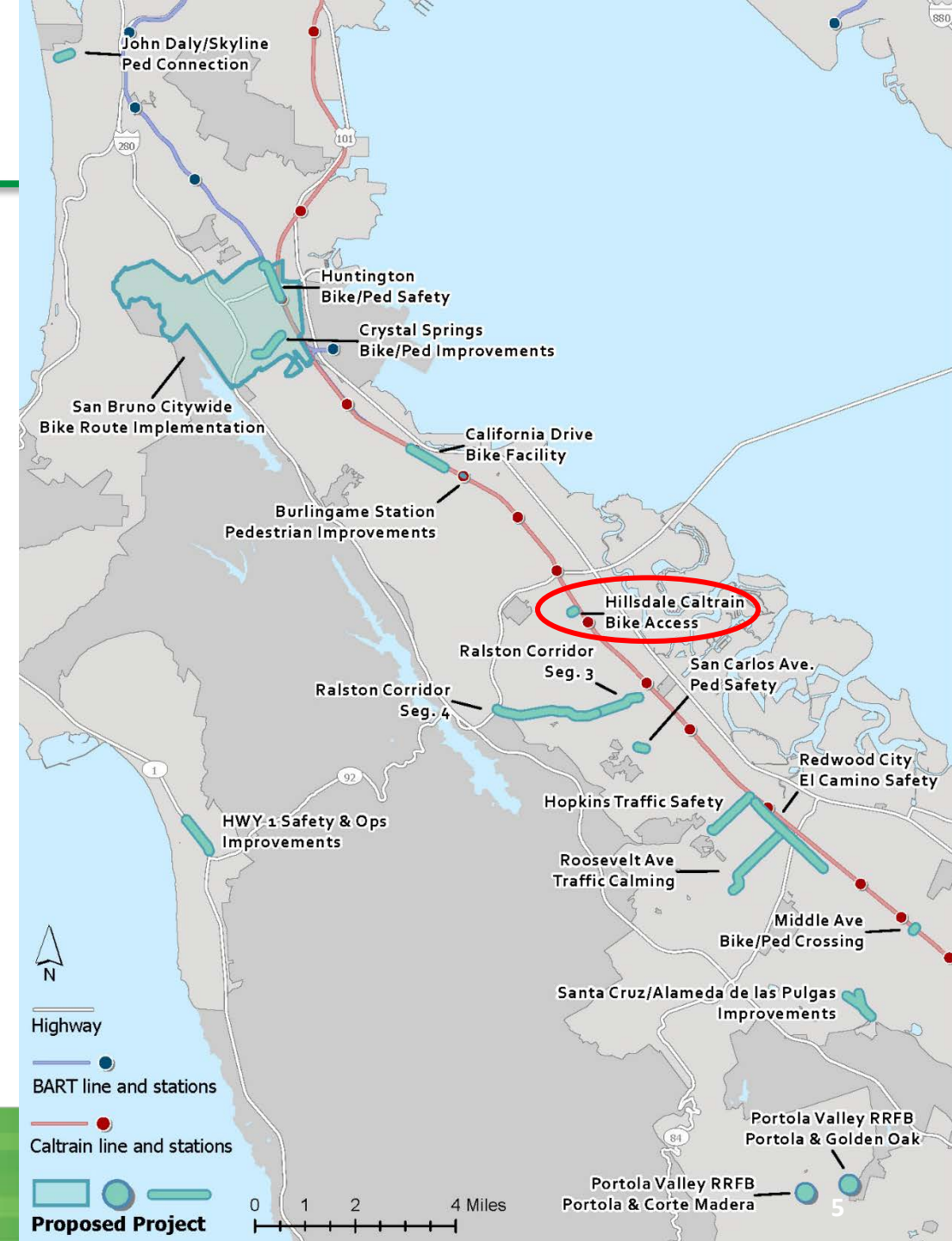
# Project Proposals

- 19 applications submitted from 11 sponsors for over \$17.1 million
- Only one non-infrastructure application submitted
- Program is oversubscribed, project scores were very close



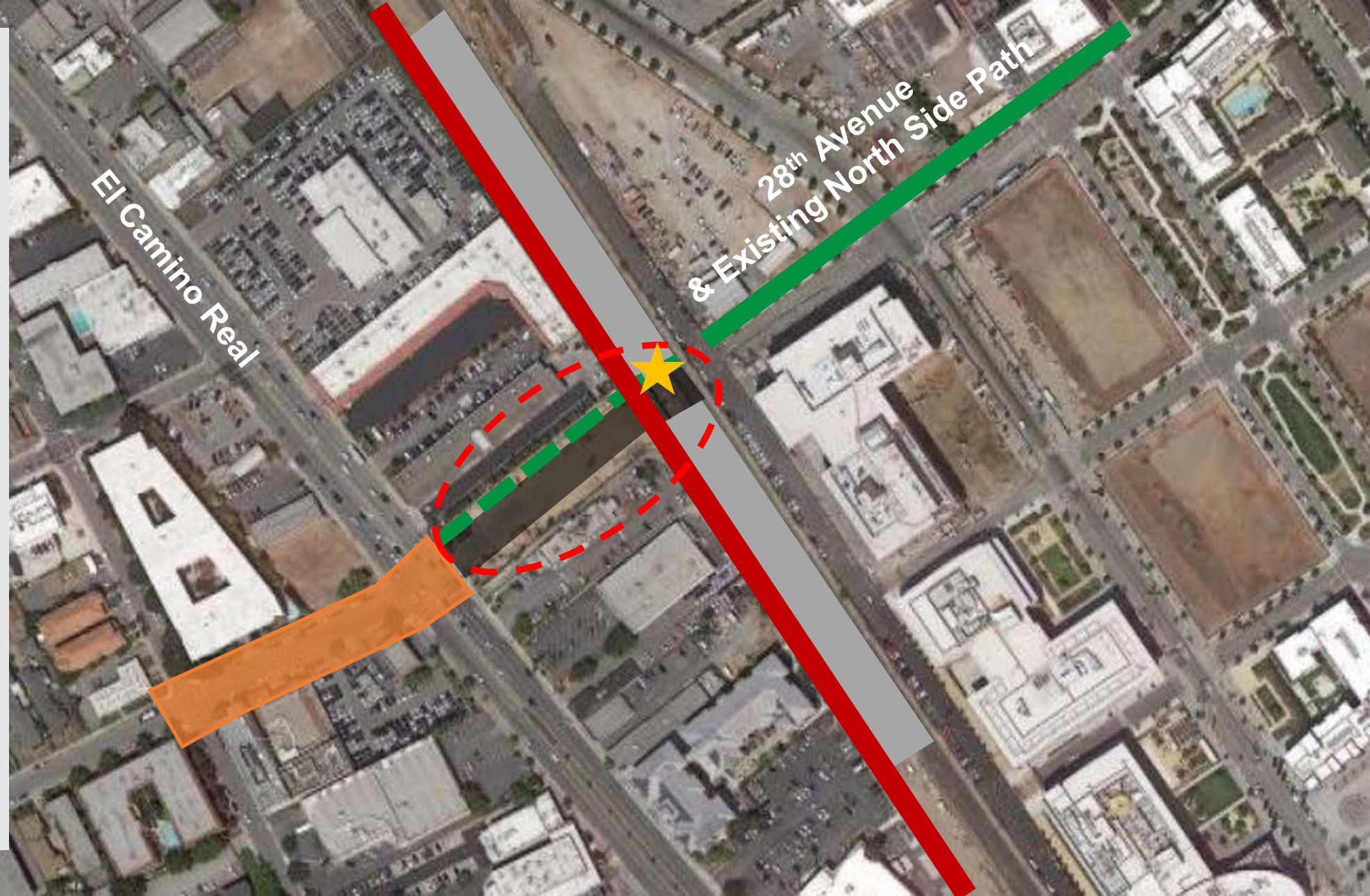
# Public Comments

- Update on the City of San Mateo Hillsdale Bicycle Access Project application and 25<sup>th</sup> Ave Grade Separation Project concern
- The Caltrain Grade Separation team, City of San Mateo staff, TA staff, Bay Meadows Neighborhood Alliance, Silicon Valley Bike Coalition, San Mateo United Homeowners Association met on November 19<sup>th</sup> to better understand the groups concerns
- Caltrain and City staff have agreed to look into some potential design modifications to enhance safety and will host another meeting with the groups to review proposed improvements
- The TA recommends funding for the planning and design application while providing flexibility to accommodate potential improvements in the grade separation area of concern



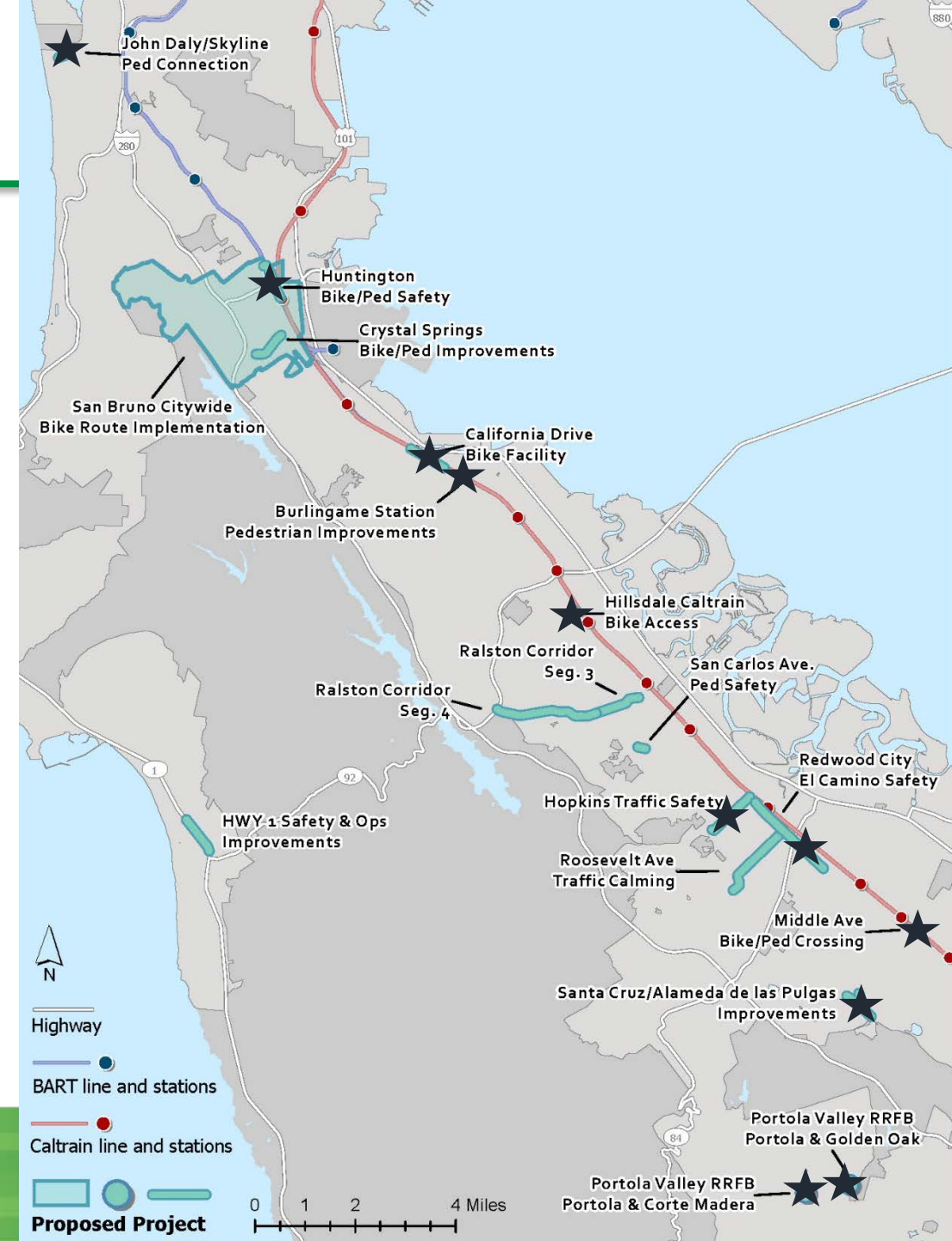
# Legend

-  Application Project Area
-  Caltrain Tracks
-  28<sup>th</sup> Ave Grade Separation Project Area
-  North side 28<sup>th</sup> Ave Bicycle & Pedestrian Path
-  Parking Lots
-  28<sup>th</sup> Ave Roadway Extension
-  Driveway Access & Visibility Concern



# Recommendation

- Staff recommends awarding \$7.714 million to fully fund 11 projects and partially fund 1 project (\$202,500 previously allocated to SRTS)
- Rollover \$30,271 small infrastructure funding to the next CFP
- Rollover \$152,500 for non-infrastructure programs or planning to the next CFP
- Committee focused on equitable distribution of funds for competitive projects



# *Questions?*

**Patrick Gilster, AICP**

Manager, Programming and Monitoring

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



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **SILICON VALLEY BICYCLE COALITION UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The Silicon Valley Bicycle Coalition will be presenting the results of a recent research study highlighting travel behaviors and travel attitudes of cyclists in Silicon Valley. The research conducted by the Silicon Valley Bicycle Coalition, in partnership with the Mineta Transportation Institute at San Jose State University can help inform how the TA considers project applications under its funding programs to best serve the residents of San Mateo County. Additionally, the final recommendations in the TA Pedestrian and Bicycle Program Cycle 5 Call for Projects, which will be considered under a separate item at the December 2020 meeting, are in alignment with many of the themes identified through this research.

This presentation will be provided via PowerPoint.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Silicon Valley Bicycle Coalition is the largest bicycle advocacy organization that operates within both Santa Clara and San Mateo counties. In partnership with the Mineta Transportation Institute at San Jose State University, they surveyed over 1,000 residents in Santa Clara County in March 2020. The goal of the survey was to identify current travel behavior, attitudes towards using various modes of transportation, and opportunities for encouraging more residents to bicycle.

The survey found several factors influence a cyclist's willingness to ride (in order of importance): fastest time possible, safety from crime, ease of use, safety from crashes,



and enjoyable/non-stressful travel. Additionally, responses indicated that while many individuals felt conventional bike lanes were comfortable, a much higher percentage of respondents indicated that physically separated bike lanes with vertical posts or parked cars as a barrier would be much more comfortable. Many survey respondents felt they still need a car to carry shopping bags or other people but would be willing to bicycle for other trips under the right conditions.

The TA Cycle 5 Pedestrian and Bicycle Call for Projects application and requirements were updated for this cycle to include many of the indicators identified as a result of the survey. Specifically, the TA requests information regarding the type of separation proposed for bicycle facilities to generally assess comfort levels, collision history to understand safety needs, and gap closures to determine route effectiveness. The TA could consider future requirements such as providing Level of Traffic Stress information for existing and proposed facilities which is a technical measurement of cycling comfort for the average rider.

Link to Key Takeaways: <https://bikesiliconvalley.org/resources/surveying-silicon-valley/>

Link to Full Survey and Report: <https://transweb.sjsu.edu/sites/default/files/1947-Fang-Survey-Silicon-Valley-Cycling.pdf>

Prepared by: Patrick Gilster, AICP, Manager of Programming and Monitoring,  
650-622-7853



# Surveying Silicon Valley on Cycling, Travel Behavior, and Travel Attitudes

San Mateo County Transportation Authority  
December 2020

Emma Shlaes, Deputy Director

# About SVBC



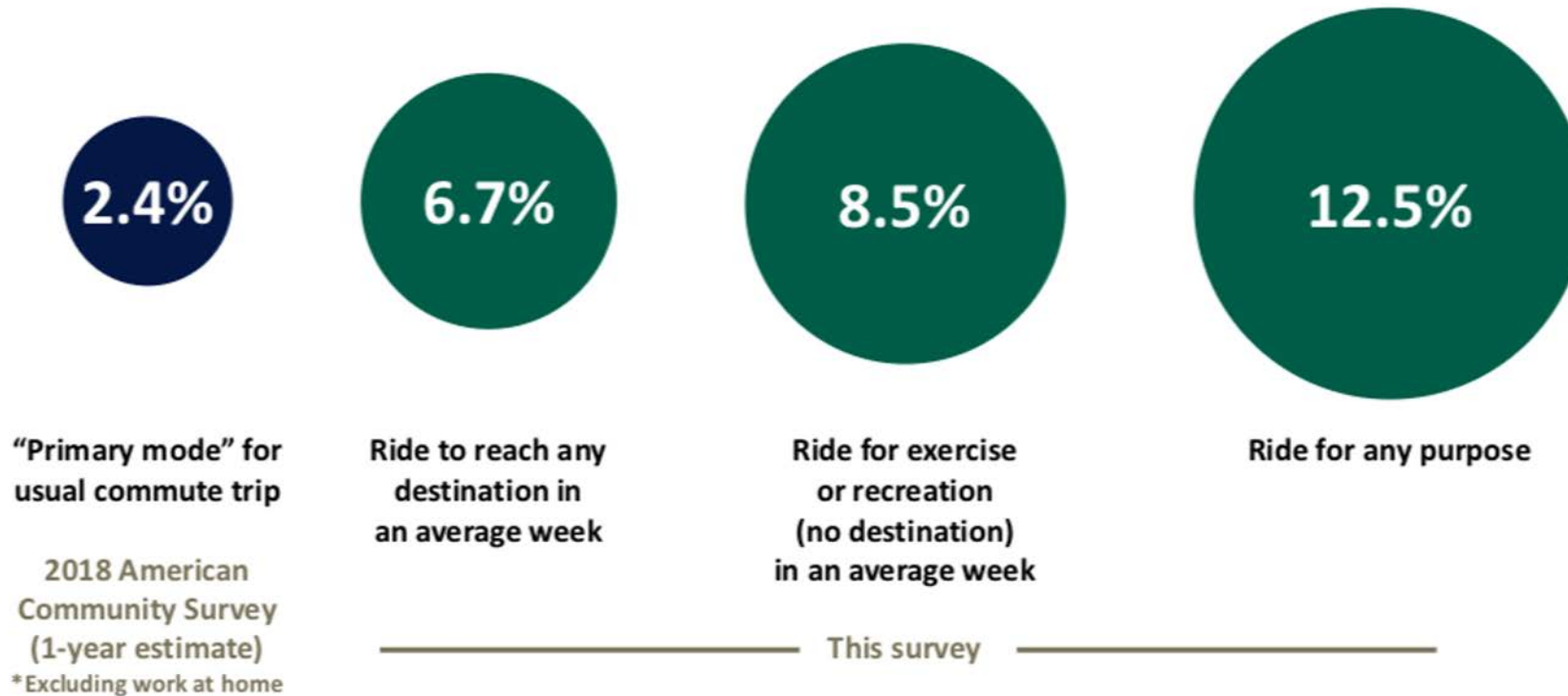
## **Mission**

*Our purpose is to create a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties.*

## **Vision**

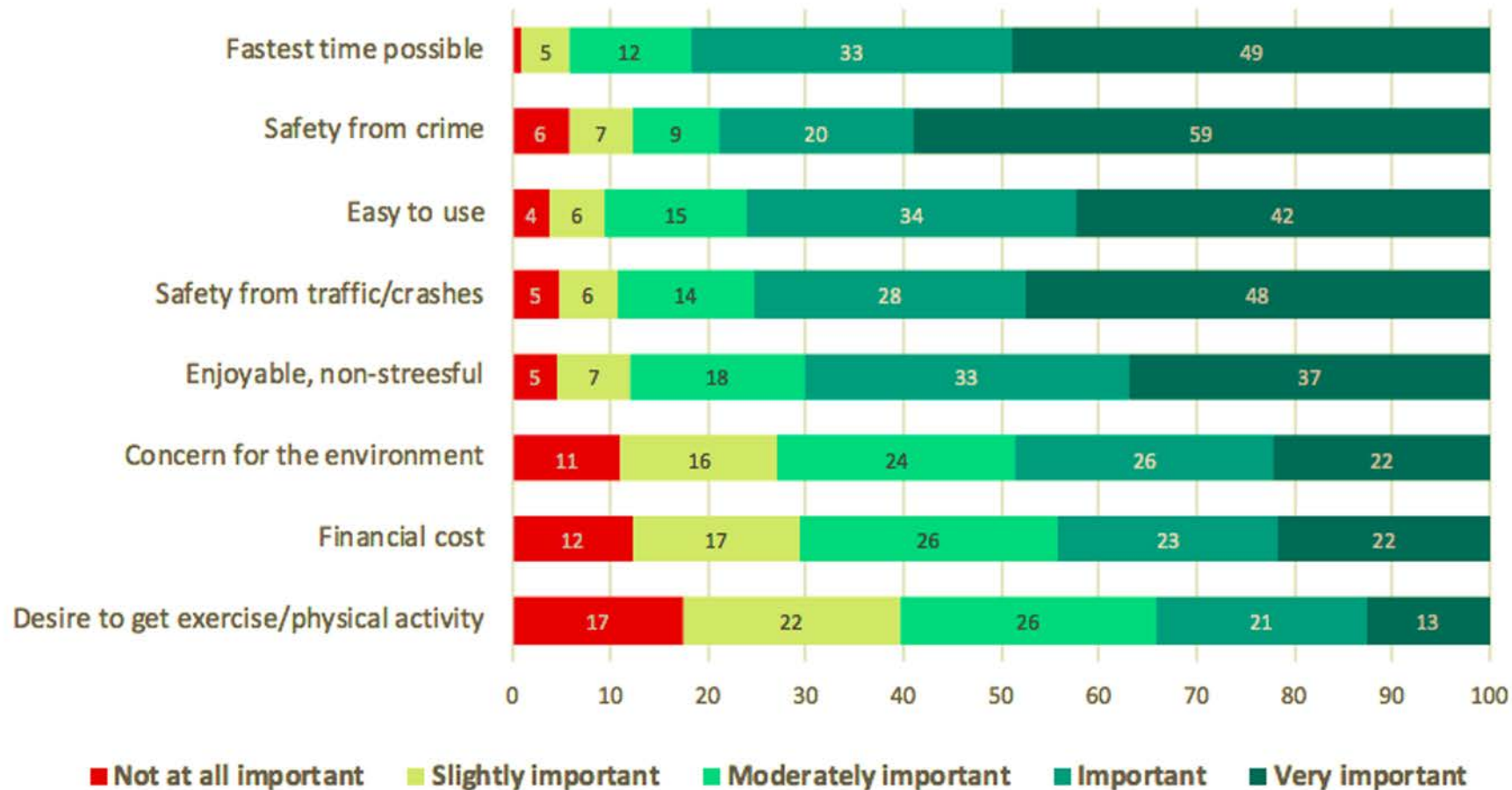
*We envision a community that values, includes, and encourages bicycling for all purposes for all people.*

# Survey illuminates more cycling than Census Bureau data



# Factors behind mode choice

Q: "Indicate how important each one is to you when you're deciding which form of transportation to use for your daily travel"



- 1,000 people, SCC
- ChangeResearch, FB
- 13% ride a bike in a given week
- Factors causing trans decisions: #1 speed
- Women/Men diff: Safety from crime and crashes
- Women/Men similar: ease, speed, stress

# Mode choice nuggets...

- **Women care more about everything**

*Compared to men...*

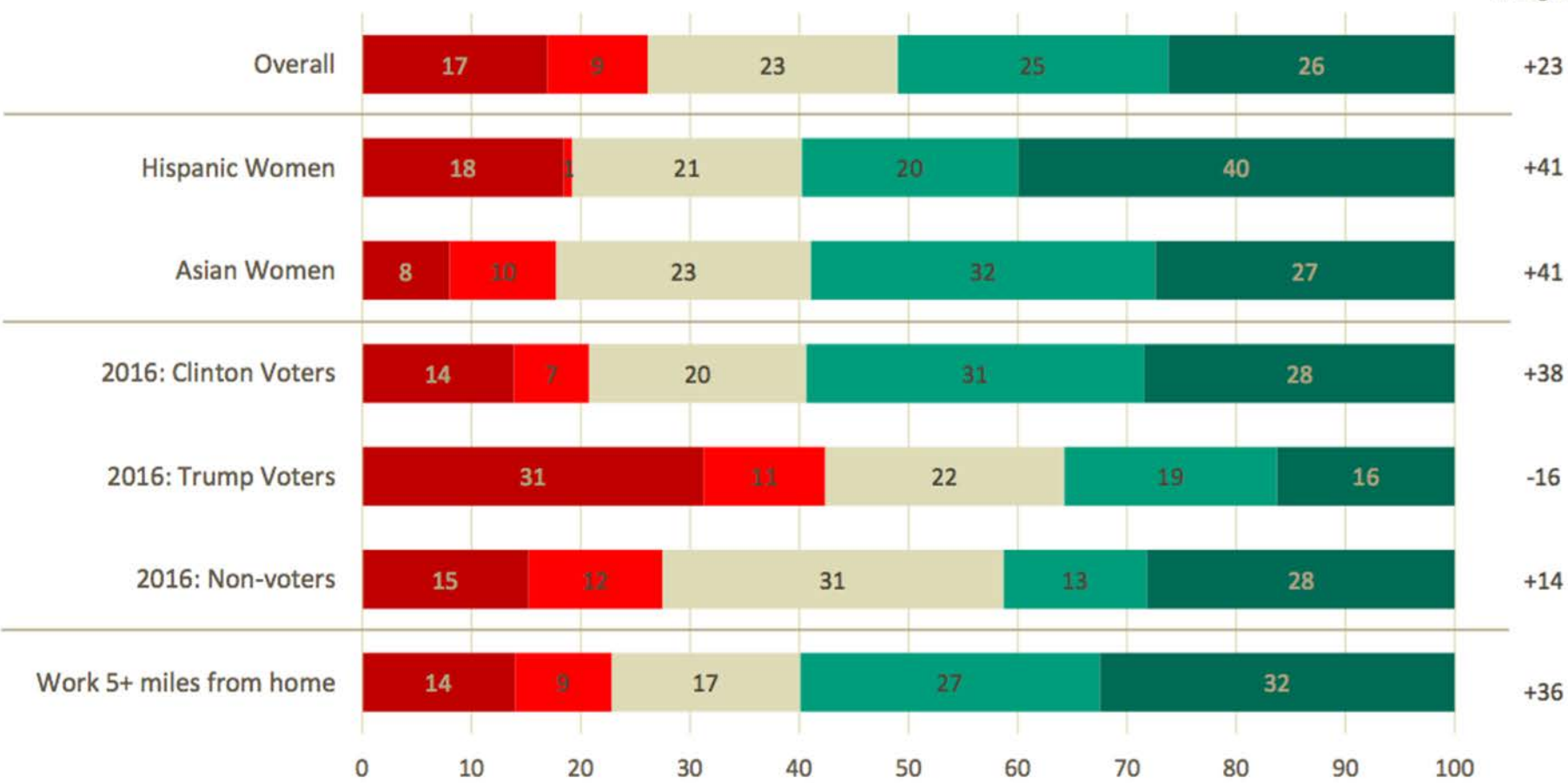
- Safety from crime +10
- Concern for the environment +17
- Financial cost +9
- Ease of use +8

# Minority women, Clinton voters, workers who live 5+ miles from their job relatively more likely to say they drive more than they would like



"I drive a car more than I would like to drive a car"

Net agreement  
(agree minus disagree)



- Trump voters, men of Latino descent like their cars!
- Minority women want to drive less
- 20% say that owning a car is unaffordable

■ Strongly disagree      ■ Somewhat disagree      ■ Neither agree nor disagree  
■ Somewhat agree      ■ Strongly agree



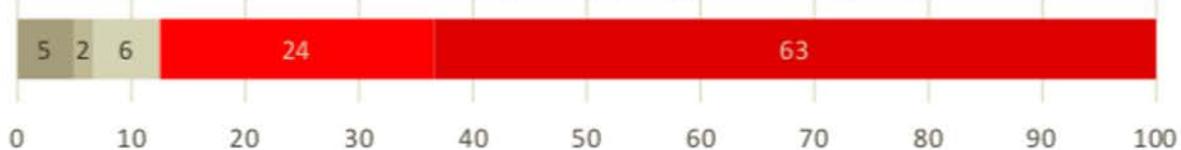
# Preferences for driving...

"I need a car to do many of the things I like/need to do"



OVERALL +84

"I need a car to carry shopping or other people"

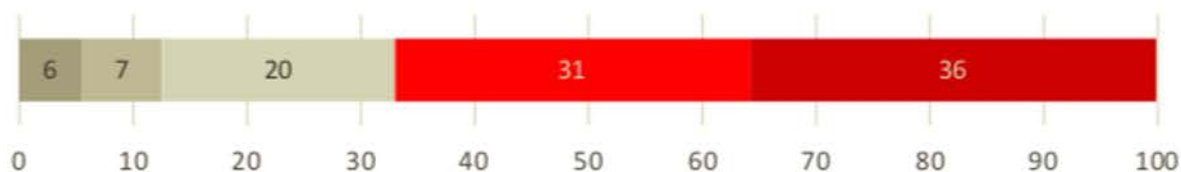


OVERALL +81

Live with kids +91

Ages 35-49 +87

"I enjoy driving a car"



OVERALL +54

Men +64

Women +47

Hispanic Men +77

Hispanic Women +34

Trump voters +77

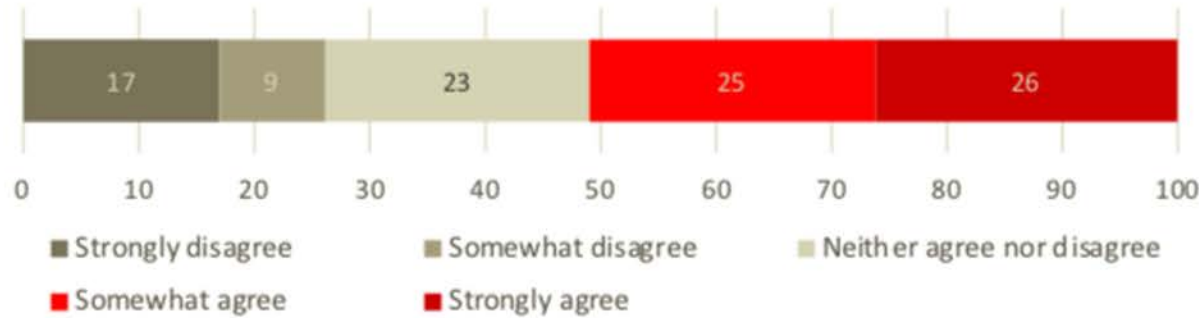
Clinton Voters +49

Strongly disagree    
  Somewhat disagree    
  Neither agree nor disagree  
 Somewhat agree    
  Strongly agree

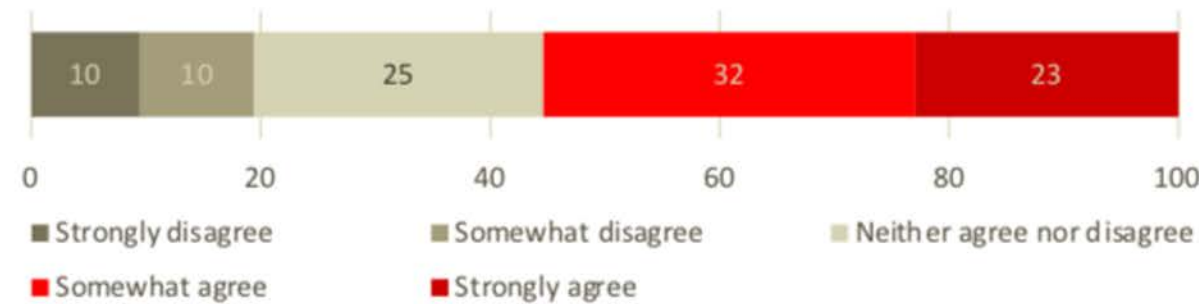


# ... but concerns about driving a lot...

"I drive a car more than I would like to drive a car"



"Spending too much time in a car is harmful to your health"



OVERALL	+25
Hispanic Women	+41
Asian Women	+41
Live with kids	+38
Clinton voters	+38
Clinton voters	+39
Trump voters	-7

OVERALL	+36
Women	+38
Age 35-49	+47
Asian	+49
Hispanic	+40
College graduates	+43
Clinton voters	+47
Trump voters	-3

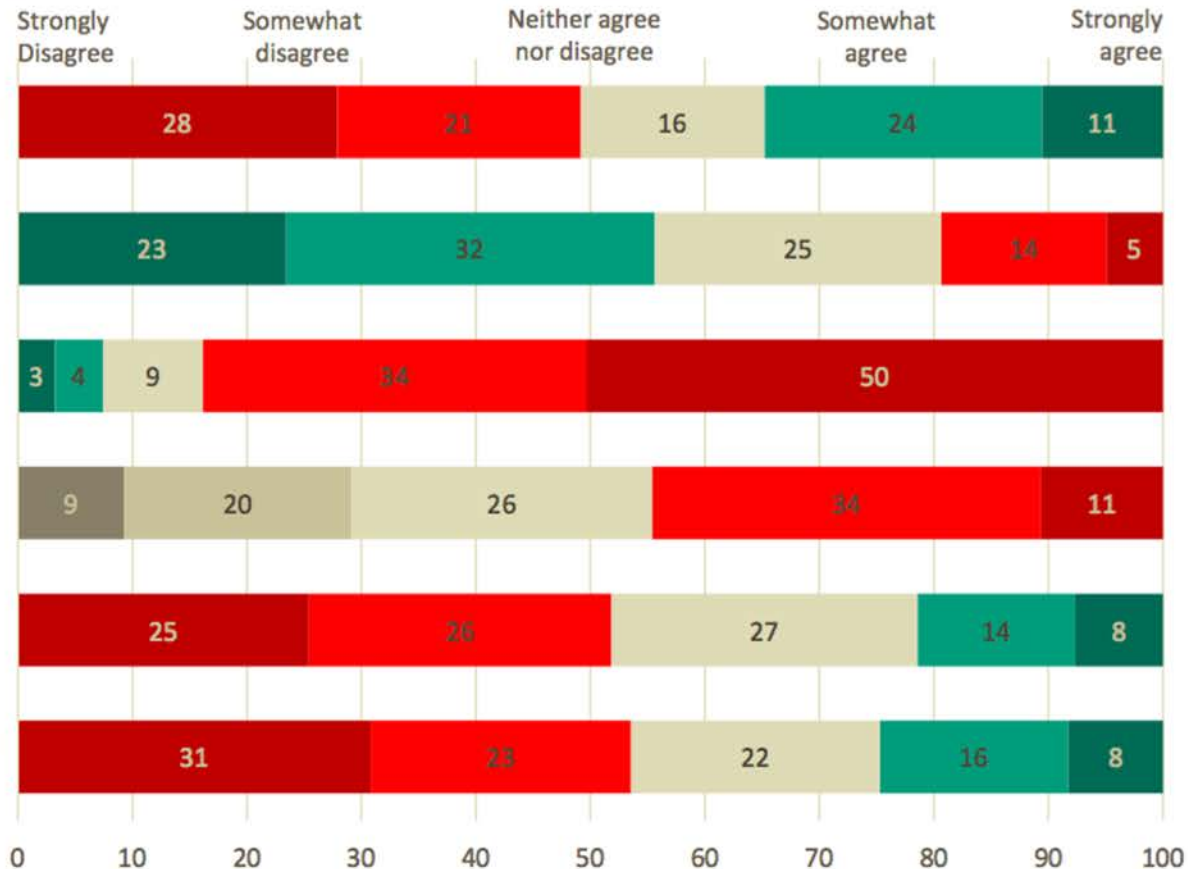
# Lack of places within biking distance, stress of riding near cars, lack of bike parking potential barriers to cycling



Also, more agree than disagree that one needs to be in good physical shape to bicycle

In Santa Clara County, weather not perceived to be a barrier

Agreement with the following statements:



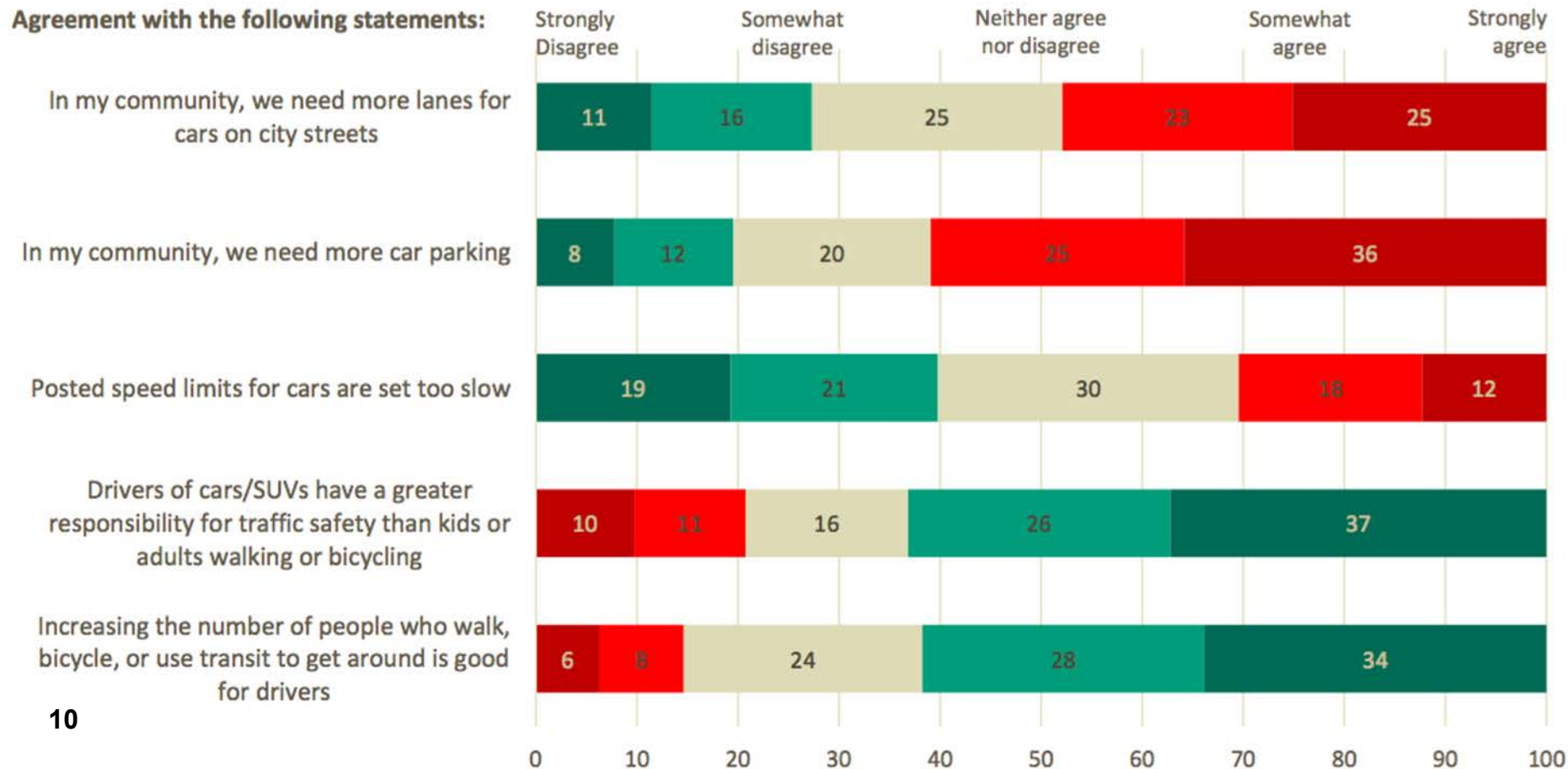
- Riding in traffic is stressful, esp for white women
- Men and people who ride a bike are not nearly as stressed riding in traffic
- People who don't ride, 7pts lower in knowing someone who does

# Conflicting and cooperative interests between car and bike planning



More respondents think their communities need more car infrastructure, which can be problematic for proposals on the reallocation of road space for alternatives.

That said, most think increasing the use of alternatives is good for drivers. Also, more respondents think speed limits are fast rather than slow.



- People need more parking! (They think)
- People who ride a bike disagree
- White people disagree more
- More people riding/transit is good for drivers!

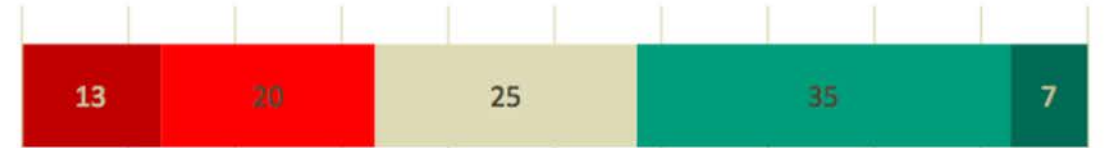
# Most do not think their communities are safe for cycling

42% of all respondents, 48% of those who own a bicycle, say their communities are safe for adult cyclists

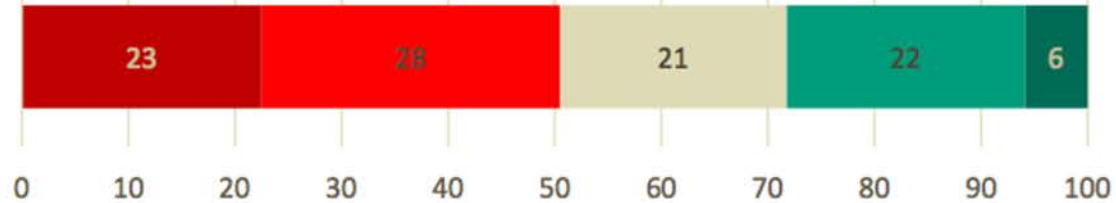
28% of all respondents, 32% of those who own a bicycle, say their communities are safe for kids to cycle

All respondents:

It is safe for adults to bicycle in my community



It is safe for kids to bicycle in my community



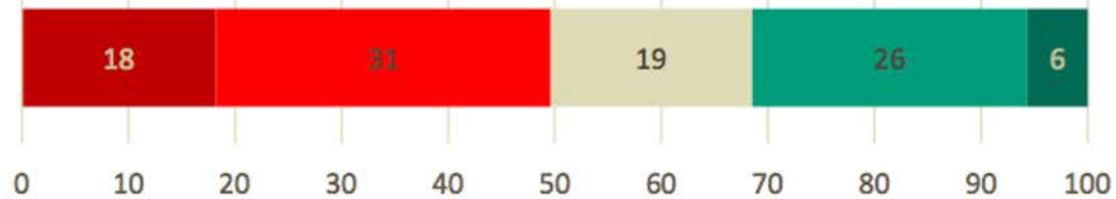
Strongly disagree    Somewhat disagree    Neither agree nor disagree  
Somewhat agree    Strongly agree

Bicycle owners:

It is safe for adults to bicycle in my community



It is safe for kids to bicycle in my community



# Childhood Experience Matters...

Grew up in...	Bike today*
California	4.2%
Other US State	6.4%
Other Country	10.8%

**Respondents who grew up in California bike less than people who grew up elsewhere**

Rode a bike as a...	Bike today*
Pre-teen (only)	9.6%
Pre-teen and teen	16.2%
Neither	6.9%

**Respondents who biked throughout childhood ride more today**

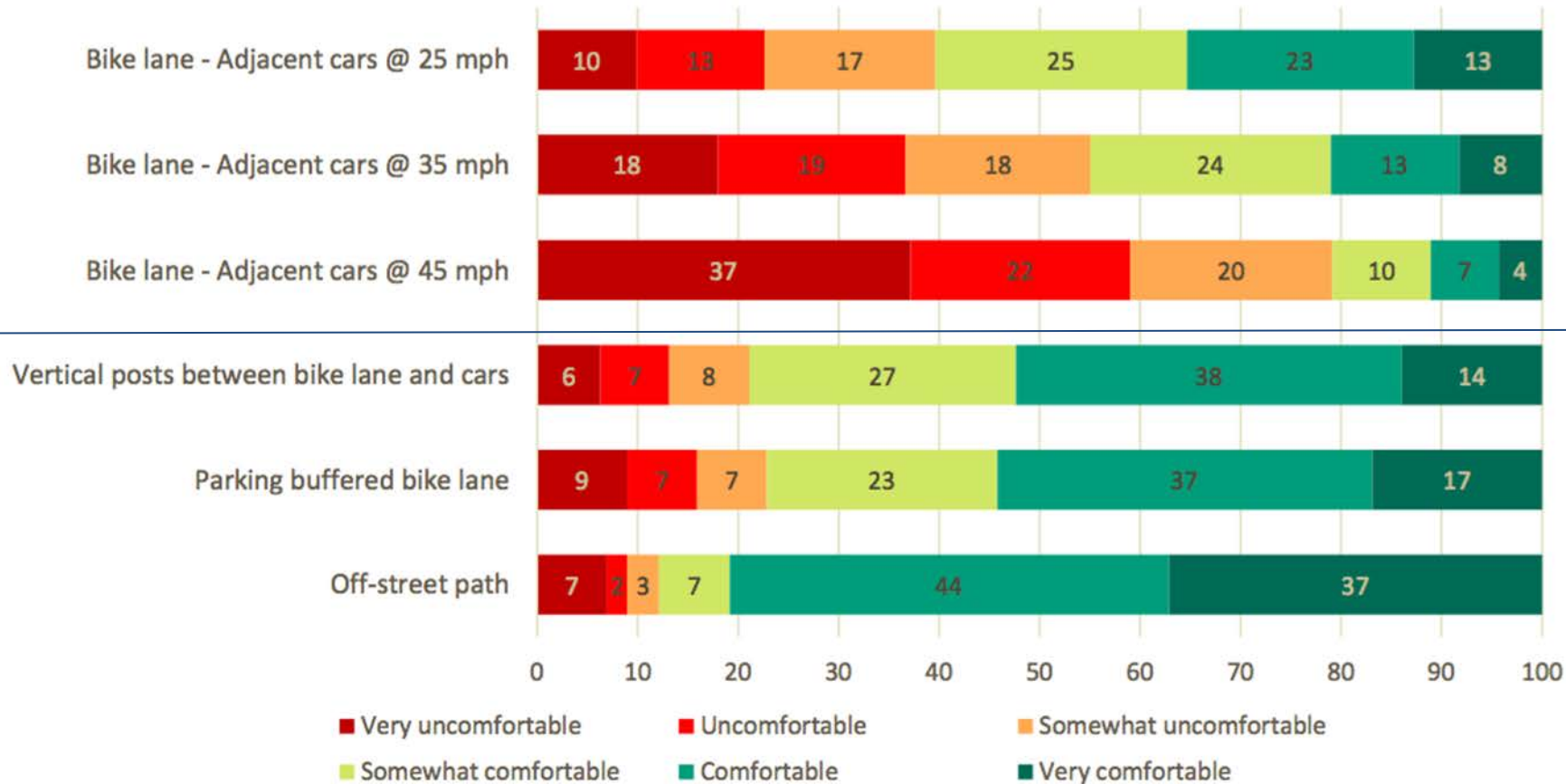
\*Ride a bike for travel in an average week

# Most would be uncomfortable cycling next to moderate-high speed traffic, much more comfortable on protected facilities

40% of respondents would be comfortable cycling next to 25 mph traffic, drops to 11% with 45 mph traffic

Supermajority would be comfortable riding on an off-street bike path

Comfort riding on various types of bike facilities



- Realistic Solution: Create trail-like feel with your streets.
- Slow down cars, create buffers, barriers

# Facility comfort by group...

	Comfortable or Very Comfortable (%)					
	Conventional bike lane, adjacent traffic at...			Bike lane w/ vertical posts	Parking- buffered bike lane	Off-street path
	25 mph	35 mph	45 mph			
All respondents	35	21	11	52	54	81
Bicycle in an average week	58	39	19	79	70	86
Men	44	27	14	56	62	84
Women	27	15	8	48	45	78
18 to 34	39	19	8	72	65	90
35 to 49	38	21	11	46	51	82
50 to 64	33	25	14	46	53	76
65 or older	26	18	11	38	43	72

People who currently bike (unsurprisingly) more comfortable everywhere

Men, younger age groups more comfortable everywhere

# Takeaways

- There are real demographic differences, mainly between women and men, with specific cultural overlays
- If we want people to ride, we must slow down cars and create the feel of a trail through buffered and protected bike lanes
- Distance and trip speed matters, meaning land use matters – laundry, libraries, ice cream should all be within 15 minutes



# SVBC Programs

- **Safe Routes to Schools** education for youth
- **Adult education:** how to ride and different components of biking
- **Bike Buddies:** Pairs volunteers with newbies to answer any question and do whatever it takes to get folks riding
- **Fun Rides:** A regular fun ride series for your city highlighting city gems, culture, local businesses
- **Bike to Work Day Support:** The one day a year where everyone can ride and feel normal doing so
- **Pedal to Health:** A program that works with affordable housing communities to bring bike safety education and rides to low income communities





Thank you!

[bikesiliconvalley.org/resources/surveying-silicon-valley/](https://bikesiliconvalley.org/resources/surveying-silicon-valley/)

Emma Shlaes, Deputy Director  
[emma@bikesiliconvalley.org](mailto:emma@bikesiliconvalley.org)

# Cycling by group

	Unweighted n	Ride a Bicycle in an Average Week (%)		
		To a destination	For recreation/ exercise	Any cycling
Overall	1,009	6.7	8.5	12.5
Men	511	7.4	10.4	14.4
Women	484	5.9	6.3	10.2
18 to 34	190	7.4	7.4	12
35 to 49	266	9.5	8.9	15
50 to 64	294	5.1	7.9	11.4
65 or older	244	3.4	9.6	10.2
Asian	139	5.9	7.4	11
Hispanic	157	5.7	6.0	9.7
White	605	5.3	12.4	14.3
Bachelor's degree or more	579	8.5	9.2	14.2
Some college or less	421	4.3	7.7	10.2
2016: Clinton voter	459	7	8.6	12.9
2016: Trump voter	252	5.2	10.5	13.3
2016: Non-voter	167	6.7	4.5	9.6
San Jose: Central	80	12.1	9.6	18.2
San Jose: Outer	473	5.2	6.3	9.1
North county	278	10.6	10.6	17.4
South county	95	0.3	10.8	11.1
West foothills	76	1.7	8.4	8.4

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

# KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
November 16, 2020

Both the House and Senate have returned from the election recess. The Senate returned on November 9 and the House is expected back on November 16. House leadership elections will be conducted that week; no changes are expected at the top leadership for either party in both chambers.

The current CR expires on 12/11. At this point, we assume that another CR will be required to get into next year but there will be a great effort to “clear the decks” and finish appropriations bills this year. Last week, the Senate appropriations committee posted its bills and went straight to conference. This is first time in the modern budget process that the Senate will not have passed any of its annual appropriations bills. Staff level conference discussions are already under way and conference allocations are expected this week. Both the House and Senate FY21 THUD appropriations bills contain adequate funding to support the next \$100m payment on the PCEP FFGA.

While both sides insist that negotiations on a COVID bill are ongoing, nothing is really happening. We will keep you posted, but I do not expect news on that front until after the inauguration.

We will keep staff posted on new developments relating to the FY21 budget.

In other news:

- Earlier this month, FRA released the latest round of funding from the State of Good Repair program. California received two awards for projects in Los Angeles and San Diego.
- With the defeat of Rep. Lipinski, there will be an open race for the gavel on the House T&I’s rail subcommittee. Rep. Donald Payne (D-NJ) and Federica Wilson (D-FL) have already announced they are running. Committee gavels will not be decided until December.
- The Biden DOT “landing team” includes Therese McMillan from MTC and Phil Washington from Los Angeles Metro.



November 13, 2020

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

**RE: STATE LEGISLATIVE UPDATE – DECEMBER 2020**

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**2020 ELECTION RESULTS**

Similar to results nationally, both political parties can claim victories within California. Currently, there are still 1.05 million ballots left to count, which may still determine the winners in a few closely contested contests.

In the 40-member State Senate, Democrats will pick up at least two seats. Two additional seats are still too close to call: Senate District 21 and Senate District 23. The balance of power in the Senate will be somewhere between 31 to 33 Democrats and 7 to 9 Republicans. A special election will need to be called once Senator Holly Mitchell vacates her current seat, District 30 (a safe Democratic seat) for the Los Angeles Board of Supervisors. Josh Becker will succeed Jerry Hill to represent Senate District 13. Each of San Mateo's legislative delegation members won handily.

In the 80-member State Assembly, Republicans will pick up at least one seat as a result of a Democrat not making the runoff in Assembly District 38 (currently held by Christy Smith, who is in a tight race for Congressional District 25). The composition of the Assembly will either be 59 to 60 Democrats, 8 to 19 Republicans, and one Independent. Of the 53 Congressional seats in California, best case scenario for Democrats is to keep the current partisan make up (46 Democrats and 7 Republicans), however 4 seats are extremely close and will be decided in the coming weeks. Republicans potentially could pick up 4 House seats in California.

There were a number of state propositions on the ballot as well. With the current totals, voters have likely approved the following measures: bonds to continue stem cell research, restoring voting rights for those on state parole, changing certain property tax rules, amending privacy rights, and allowing app-based companies to keep their employees as independent contractors. Voters appear to have rejected measures that would have increased commercial property taxes to help fund schools, restored affirmative action, allowed 17-year-olds to vote in primaries if they would be 18 by the general election, toughened criminal sentencing, expanded rent control, added new standards for dialysis clinics, and eliminated the cash bail system.

New members of the California Legislature will be sworn into office on December 7, 2020. The Legislature will reconvene in January 2021 to begin the new session. Committee chairs and membership will be announced in late December or early January although the exact date is unknown.

With the election of Senator Kamala Harris as Vice President, Governor Gavin Newsom will fill the US Senate vacancy. The front-runner is expected to be Alex Padilla, who ran Governor Newsom's initial bid for Governor in 2010.

### State Ballot Measures

Proposition #	Description	Yes/ No % Vote
14	Bonds to Continue Stem Cell Research	<b>8,025,624</b> --- <b>51.0%</b> 7,700,870--- 49.0%
15	Property Tax to Fund Schools, Government Services	7,689,551--- 48.1% <b>8,305,396</b> --- <b>51.9%</b>
16	Affirmative Action in Government Decisions	6,799,374-- 43.1% <b>8,985,239</b> --- <b>56.9%</b>
17	Restores Right to Vote After Prison Term	<b>9,360,022</b> --- <b>58.7%</b> 6,592,051--- 41.3%
18	17-year-old Primary Voting Rights	7,062,185--- 44.2% <b>8,924,432</b> -- <b>55.8%</b>
19	Changes Certain Property Tax Rules	<b>7,988,336</b> -- <b>51.1%</b> 7,652,789- 48.9%
20	Parole Restrictions for Certain Offenses	<b>5,943,588</b> --- <b>38.1%</b> <b>9,657,632</b> --- <b>61.9%</b>
21	Expands Governments' Authority to Rent Control	<b>6,344,780</b> --- <b>40.2%</b> <b>9,433,021</b> --- <b>59.8%</b>
22	App--Based Drivers and Employee Benefits	<b>9,303,329</b> --- <b>58.6%</b> <b>6,583,279</b> --- <b>41.4%</b>
23	State Requirements for Kidney Dialysis Clinics	<b>5,732,743</b> --- <b>36.4%</b> <b>10,025,844</b> --- <b>63.6%</b>
24	Amends Consumer Privacy Laws	<b>8,760,221</b> --- <b>56.1%</b> <b>6,856,699</b> --- <b>43.9%</b>
25	Eliminates Money Bail System	<b>6,796,575</b> --- <b>43.8%</b> <b>8,731,213</b> --- <b>56.2%</b>

### San Mateo County Delegation Races (\* incumbent)

Senate District 11	<b>Scott Wiener (D)*</b> Jackie Fielder (D)	<b>252, 719 – 57.2%</b> 188,722 – 42.8%
Senate District 13	<b>Josh Becker (D)</b> Alex Grew (R)	<b>333,524 – 75.4%</b> 108,565 – 24.6%
Assembly District 19	<b>Phil Ting (D)*</b> John P. McDonnell (R)	<b>173,535 – 77.6%</b> 50,125 – 22.4%
Assembly District 22	<b>Kevin Mullin (D)*</b> Mark Gilham (R)	<b>176,058 – 75.5%</b> 57,266 – 24.5%
Assembly District 24	<b>Marc Berman (D)*</b> Peter Ohtaki (R)	<b>150,707 – 73.4%</b> 54,518 – 26.6%

## **General Update**

In June, Governor Newsom signed the 2020-21 state budget package with modifications to assume additional revenues (\$14 billion in federal assistance that has not materialized), in addressing a \$54.3 billion budget deficit. Those revenues however have not materialized. It is likely that the Governor will wait until the release of his FY 2021-22 State Budget, which is due by January 10, to address the current fiscal year shortfall. The 2021-22 class will be sworn in on December 7.

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. While Caltrans has cash reserves, and SB 1 provides a continuous source of funding, the anticipated \$1.8 billion decline in gas consumption will impact programs like the Statewide Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP). Governor Newsom has requested that the federal government consider a \$1 trillion plan to bail out state and local governments. The continuance of a shelter in place order will most certainly increase deficits to the STIP and SHOPP, which may force the California Transportation Commission (CTC) to administer an allocation plan.

## **Governor's Transportation Action Plan**

The California State Transportation Agency in collaboration with the Governor's Office of Planning and Research (OPR) and California Air Resources Board (CARB) is in the process of adding additional guidance to supplement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure. The policy could require SMCTA to reassess investments made in the expenditure plans for Measure A and W since OPR wants to have the final say on investments made on the state highway system. While tolling/ congestion pricing is identified as a continued strategy, this may impact or require innovation for the completion of the 101 HOT lanes to the San Francisco City/County border and efforts to address congestion on Highway 92. There is a conscious effort to discourage the use of single-occupant, gas powered vehicles.

On September 23, Governor Newsom announced Executive Order N-76-20, which would require all vehicle sales by 2035 be zero-emission vehicles (passenger cars and trucks). The order builds on the previous memorandum of understanding that was established with four car manufacturers last September to increase fuel economy. Governor Newsom alluded to more forthcoming details with respect to the investments into electric vehicle infrastructure and rebates for electric vehicle purchases. A successor funding source to the gas tax would need to be examined since transportation funding is heavily dependant on petroleum consumption. Expanding upon the vehicle registration fee in SB 1 merits consideration given that it is progressive, agnostic on fuel source, and would provide predictable, stable funding.

On October 20, CalSTA held a workshop to discuss the Climate Action Plan for Transportation Infrastructure (CAPTI). The plan is a confluence of objectives that builds on previous executive orders to reduce vehicle miles traveled and make additional investments into multi-modal options without capacity improvements to the state highway system. The Governor's goal is to have a plan adopted by Spring of 2021. CARB and OPR, in particular, have expressed concern that local sales tax measure plans are too reliant on passenger vehicle usage.

## **California Transportation Commission Update**



The California Transportation Commission (CTC) is expected to release its staff recommendations on November 16 to the SB 1 Cycle 2 competitive grants for the Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridors Enhancement Program. SMCTA submitted an application for \$2.725 million through LPP to address the hold-out rule at Atherton Station to improve Caltrain service. The CTC will adopt the recommended allocations at its December 2-3 meeting.

The Active Transportation Program (ATP) is administered under a separate timeframe as follows:

Quick-build projects application deadline	All other project applications due	Staff recos posted- Quick-build projects	Staff recos posted for statewide, small urban, rural projects	Quick-Build Project Adoption	Statewide, small urban, and rural project adoption	Deadline for draft MPO program ming recos to CTC	Final MPO recos to CTC	CTC adopts MPO selected projects
July, 15, 2020	Sept 15, 2020	Sept 15, 2020	Feb 15, 2021	Dec 2-3, 2020	Mar 2021*	April 2021*	May 14, 2021	June 2021*

\*Exact dates will coincide with CTC scheduled meetings.

### **Statewide Competitive Grant Programs**

At the request of SMCTA staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

#### *Transit and Intercity Rail Capital Program (TIRCP)*

The TIRCP was created to fund capital improvements to modernize California’s intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-emission buses. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Important Dates:

April 2020 – CalSTA Award Announcement

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

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Important Dates:

December 2-3, 2020 – Program Adoption

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

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

Important Dates:

December 2-3, 2020 – Program Adoption

*Trade Corridor Enhancement Program (TCEP)*

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.

Important Dates:

December 2-3, 2020 – Program Adoption

**Zero-Emission Bus Funding**

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

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

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

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

Status: [Funding cycle open](#)

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

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

Current Guidelines: Found [here](#)

Status: [Funding cycle open](#)

**Future Opportunities**

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

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

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

Status: [Funding cycle is currently oversubscribed](#)

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

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

Current Guidelines: Concept found [here](#)

Status: Concept under review, solicitation expected Q1 2020

**Grade Separation Funding**

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

*PUC Section 190 Grade Separation Program*

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

*State Transportation Improvement Program*

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

*Transit and Intercity Rail Capital Program*

The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

*Proposition 1A*

This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **2021 DRAFT LEGISLATIVE PROGRAM**

**ACTION**

This report is for information only. No Board action is required. At the January 7, 2021, meeting, staff will present the final 2021 Legislative Program for Board adoption.

**SIGNIFICANCE**

The 2021 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transportation Authority's (TA) legislative and regulatory advocacy efforts through the 2021 calendar year, including the first half of the State legislative session and the first session of the 117<sup>th</sup> Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the TA to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the TA's priorities.

*Objectives*

The 2021 Program is organized to guide the TA's actions and positions in support of three primary objectives:

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

The Program is structured to apply these core objectives to a series of issues detailed in the 2021 Legislative Program.

Should other issues surface that require the TA's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are

unrelated to these policy goals will be brought to the TA's Board of Directors for consideration.

#### *Advocacy Process*

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

The TA and its legislative consultants will employ a variety of engagement tools to support the 2021 Legislative Program, including:

1. Direct Engagement

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

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2021 Program.

3. Media Engagement

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

#### **BUDGET IMPACT**

There is no impact on the budget.

#### **BACKGROUND**

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

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

# San Mateo County Transportation Authority

## 2021 Legislative Program

### Purpose

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

The 2021 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2021 calendar year, including the first half of the 2021-22 State legislative session and first session of the 117<sup>th</sup> Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

### Objectives

The 2021 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate county services with other agencies in the Bay Area.

### Issues

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

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

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

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

### **Advocacy Process**

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

### **Public Engagement Strategies**

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2021 Legislative Program, including:

- Direct Engagement  
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement  
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2021 Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

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

**State and Regional**

**Funding Opportunities and Challenges**

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>General Funding</b>                      In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. Caltrain and SamTrans ridership dropped by 95% and 65%, respectively. While federal funding has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s impact.</p> <p>In 2017, the State enacted SB1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p>	<ul style="list-style-type: none"> <li>● Direct advocacy for additional resources and support efforts by the California Transit Association and other stakeholders to secure additional state funding for transit systems in response to COVID-19.</li> <li>● Ensure that COVID relief funding is sub allocated through the region is based on revenue losses.</li> <li>● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs.</li> <li>● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services.</li> <li>● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities.</li> <li>● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.</li> <li>● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA).</li> <li>● Monitor efforts to implement a mileage-based user fee as a potential revenue source.</li> </ul>
<p><b>Formula Funding</b> In 2020, transit formula funding suffered due to the COVID-19 pandemic as fuel consumption declined.</p> <p>After years of diversion to support the State’s</p>	<ul style="list-style-type: none"> <li>● Support CTA efforts to provide formula funding flexibility as part of a larger response to COVID-19 impacts.</li> <li>● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation.</li> </ul>



<p>General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The Agency is part of the working group.</p>	<ul style="list-style-type: none"> <li>• Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs.</li> <li>• Support full and timely allocation of the Agency’s STIP share.</li> <li>• Participate in the California Transit Association’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.</li> </ul>
<p><b>Cap-and-Trade Revenues</b> In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined</p>	<ul style="list-style-type: none"> <li>• Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs.</li> <li>• Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment.</li> <li>• Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation.</li> <li>• Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project.</li> <li>• Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.</li> </ul>

<p>“disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	
<p><b>Voter Threshold</b> Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> <li>• Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.</li> </ul>
<p><b>Other State or Local Funding Options</b> Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. They may be working towards a future ballot and many details about the timing, funding mechanism and expenditure plan are still being discussed.</p> <p>In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. The State of</p>	<ul style="list-style-type: none"> <li>• Advocate for legislation that would create new local funding tools to support transportation infrastructure and services.</li> <li>• Support innovative local and regional funding options that will provide financial support for the agency.</li> <li>• Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin.</li> <li>• Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions.</li> <li>• Support funding for workforce development, retention and housing to attract and retain quality personnel.</li> <li>• Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.</li> <li>• Work to ensure the agency is at the table and appropriately funded as part of any potential regional funding measure.</li> <li>• Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA’s requests.</li> </ul>

<p>California has been active in addressing this issue.</p>	
<p><b>Transportation &amp; Housing Connection</b> Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> <li>• Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations.</li> <li>• Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn't be financially penalized for decisions that are outside the authority of the agency).</li> </ul>
<p><b>Transportation Projects</b></p>	
<p><b>General</b> As the Bay Area's population continues to grow, the region's transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</p>	<ul style="list-style-type: none"> <li>• Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.</li> </ul>
<p><b>101 Express Lanes</b> The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County.  <b>Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022.</b>  <b>Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.</b></p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>
<p><b>Transit Oriented Development / First and Last Mile</b> First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> <li>• Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination.</li> <li>• Support the development of new and innovative first and last mile options.</li> <li>• Support increased funding opportunities for first and last mile projects.</li> <li>• Advocate for policies that promote transit-oriented developments in ways that with</li> </ul>

	<p>compliment transit services.</p> <ul style="list-style-type: none"> <li>• Support the State’s GHG reduction goals by supporting transit oriented developments.</li> <li>• Support state funding incentives and streamlining processes for transit oriented development.</li> </ul>
<p><b>Transportation Demand Management (TDM)</b> TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> <li>• Support efforts that provide more TDM tools and funding opportunities.</li> <li>• Support policies that encourage use of TDM.</li> </ul>
<p><b>Caltrain Modernization (CalMod) Program</b> In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p><b>Caltrain 2040 Business Plan</b> In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level</p>	<ul style="list-style-type: none"> <li>• Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations.</li> <li>• Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program.</li> <li>• Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program.</li> <li>• Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits.</li> <li>• Advocate for funding and policies to support grade separation projects.</li> <li>• Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects.</li> <li>• Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements.</li> <li>• Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.</li> <li>• Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans.</li> <li>• <b>Support funding and regulations that are consistent with Caltrain’s equity and growth policy.</b></li> <li>• Consistent with existing agreements between JPB and CHSRA, support efforts to plan,</li> </ul>

<p>boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. <b>The plan is expected to be complete early 2021.</b></p> <p><b>Caltrain Equity and Growth Framework</b> In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.</p> <p><b>High-Speed Rail Blended System</b> In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. <b>HSR may ask for another Prop 1A allocation in 2021.</b></p>	<p>engage stakeholders, and implement the Blended System project on the Caltrain corridor.</p> <ul style="list-style-type: none"> <li>• Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state’s rail modernization efforts.</li> </ul>
<p style="text-align: center;"><b>Regulatory and Administrative Issues</b></p>	
<p><b>General</b> Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.</li> </ul>

<p>to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. <b>Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</b></p> <p><b>State is providing guidance on COVID related transit measure to protect the public health and reduce virus transmission during the pandemic.</b></p>	<ul style="list-style-type: none"> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> <li>• <b>Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC’s Blue Ribbon Transit Recovery Task Force and the “Seamless” Bay Area efforts.</b></li> <li>• <b>Ensure that new requirements impacting transit agencies don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders.</b></li> <li>• <b>Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.</b></li> </ul>
<p><b>California Environmental Quality Act (CEQA)</b> Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. <b>In 2020, legislation was passed (SB 288) providing a series of statutory exemptions for transit</b> and active transportation projects under CEQA.</p>	<ul style="list-style-type: none"> <li>• Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects.</li> <li>• <b>Monitor the implementation and opportunities related to SB 288 (Wiener).</b></li> </ul>
<p><b>Sustainable Communities Strategies</b> Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p>	<ul style="list-style-type: none"> <li>• Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area.</li> <li>• Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning, especially the Caltrain Business Plan.</li> </ul>

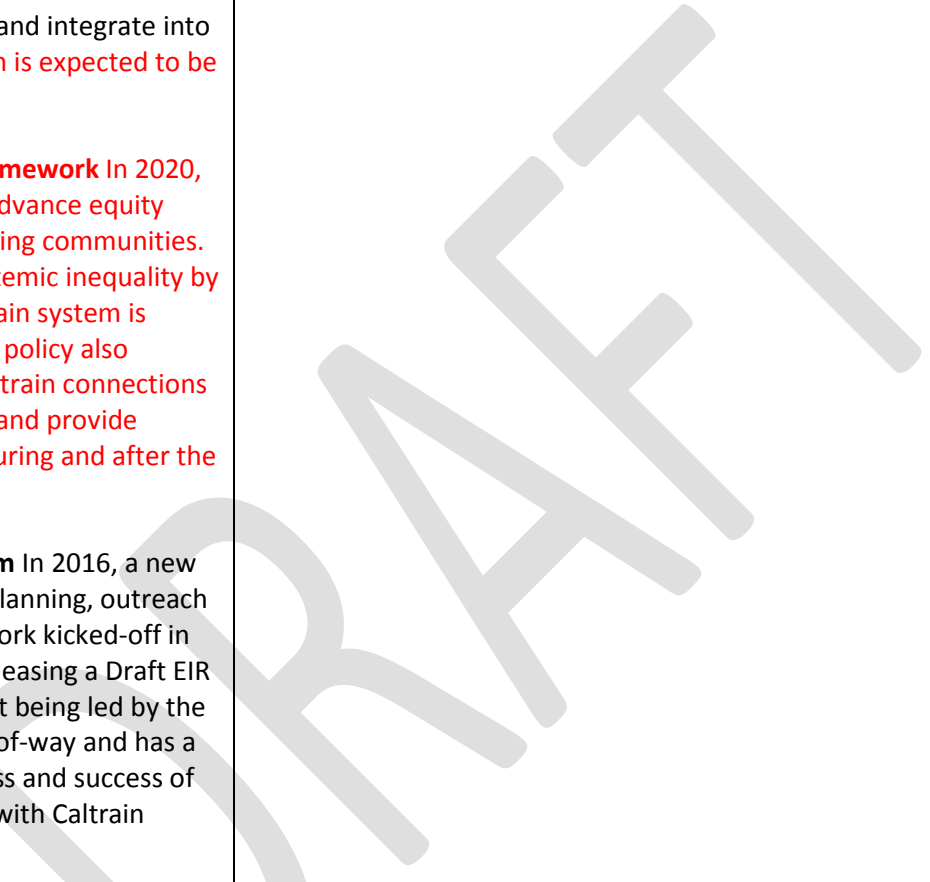
<p><b>Transit Bus Electrification</b> In December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including ARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> <li>• Advocate for priority funding from the State Legislature, ARB, CEC and CPUC for zero-emission buses and charging infrastructure to facilitate compliance with the ICT regulation.</li> <li>• Continue to educate State Legislature, ARB, CEC and CPUC on any challenges to implement the ICT regulation.</li> <li>• Continue to monitor implementation of Pacific Gas &amp; Electric’s Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.</li> </ul>
<p><b>Executive Orders Related to GHG:</b> Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling for reduced emissions from the transportation sector and larger, coordinated investments in transit, active transportation and land-use. The executive orders highlight the need for expanding clean transportation options. The Administrative efforts on this issue are also being referred to as: Climate Action Plan for Transportation Infrastructure (CAPTI).</p>	<ul style="list-style-type: none"> <li>• Engage in the State’s effort to address the transit-specific goals outlined in the executive orders.</li> <li>• Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding).</li> <li>• Work to ensure state and federal funds are made available to achieve the goals outlined in the orders.</li> </ul>

**Federal**

Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Federal Appropriations</b> In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. SamTrans and Caltrain saw ridership drop 95% and 65%, respectively. While federal funding (CARES Act) has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic's impact.</p> <p>Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2020, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 11, 2020. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2021.</p> <p>Despite Administration budgets to limit funding for the Capital Investment Grant program (New Starts/Small Starts/Core Capacity), Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA)</p>	<ul style="list-style-type: none"> <li>• Advocate directly as well as support broad stakeholders coalition efforts to secure additional federal funding for transit systems in response to COVID-19.</li> <li>• Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency's transportation services and needs.</li> <li>• Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program and BUILD.</li> <li>• Communicate frequently with the agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.</li> </ul>



to allocate funding for projects and to continue to sign full funding grant agreements.	
<b>Tax and Finance</b> Congress considers legislation that governs tax and finance issues that impact transit agencies.	<ul style="list-style-type: none"> <li>• Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal.</li> <li>• Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.</li> </ul>
<b>Transportation Projects</b>	
<b>General</b> Support the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.	<ul style="list-style-type: none"> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.</li> </ul>
<p><b>Caltrain Modernization (CalMod) Program</b> The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes some funding from the Federal Railroad Administration (FRA).</p> <p>The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p><b>Caltrain 2040 Business Plan</b> In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such</p>	<ul style="list-style-type: none"> <li>• Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills.</li> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding.</li> <li>• Advocate for additional PTC funding for operating expenses.</li> <li>• Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations.</li> <li>• Support the allocation of federal funding to advance implementation of Caltrain-related projects.</li> <li>• Advocate for funding and policies to support grade separation projects.</li> <li>• Work to address regulatory actions or policies that negatively impact future capacity or service improvements.</li> <li>• Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.</li> <li>• <b>Support funding and regulations that are consistent with Caltrain’s equity and growth policy.</b></li> <li>• Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.</li> </ul>

<p>as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. <b>The plan is expected to be complete early 2021.</b></p> <p><b>Caltrain Equity and Growth Framework</b> In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.</p> <p><b>High-Speed Rail Blended System</b> In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service.</p>	
<p><b>101 Express Lanes</b> The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County.</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>

<p>Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022. Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.</p>	
<p><b>Regulatory and Administrative Issues</b></p>	
<p><b>General</b> Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> </ul>
<p><b>FAA Rule</b> In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p> <p>The Senate FY2021 Transportation/HUD Appropriations bill includes report language encouraging the Department of Transportation “to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their</p>	<ul style="list-style-type: none"> <li>• Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated.</li> <li>• Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue.</li> <li>• Support the State of California in its efforts to respond and address FAA’s requests</li> </ul>

<p>enactment.”</p> <p>Congress is currently negotiating the FY2021 appropriations bills now and it unclear if this language remains in the final conference report.</p>	
<p><b>FAST Act Reauthorization and other Regulations</b>  In September 2020, Congress passed the extension of the FAST Act until September 2021.</p> <p>During Congress’ consideration of the reauthorization bill next year, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</p> <p>Both Senate and House authorization committees have stated that passing the FAST Act authorization bill is their top priority.</p> <p>Background: In July 2019, the Senate Environment and Public Works (EPW) Committee passed, America’s Transportation Infrastructure Act of 2019. This bill will need to be introduced in the next Congress and will likely be the “base” bill that the Senate will use.</p> <p>However, four committees in the Senate have jurisdiction of the bill: EPW (highways); Banking (transit); Commerce (rail and goods movement); and Finance (paying for the bill). EPW is the only committee that has written their portion of the bill. The other three committees need to draft their seconds and identify funding to pay for the bill.</p>	<ul style="list-style-type: none"> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users.</li> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization.</li> <li>• Support efforts to increase authorization levels for transit programs – both discretionary and formula programs.</li> <li>• Support efforts to increase access to additional federal funds for bus electrification and infrastructure.</li> <li>• Support authorizing transit agencies to become direct subrecipients of Section 5310 for the Enhanced Mobility of Seniors and Individuals with Disabilities.</li> <li>• Support securing authorization to implement low-cost solutions, such as dynamic envelope painting, to increase safety at at-grade rail grade crossings.</li> <li>• Support additional funding for grade separations: Increase the annual funding for the Federal Highways Administration (FHWA) Railway-Highway Crossings (Section 130) Program by \$1B per year and authorize 50% of the annual funding set aside for a discretionary grant program that States, metropolitan planning organizations, local governments, special purpose districts or public authorities a transportation function, and tribal governments will be eligible.</li> <li>• Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.</li> </ul>

<p>In July 2020, the House passed Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act as part of a broader infrastructure bill. The INVEST Act authorized a \$494 surface transportation bill. The INVEST Act will require Congress to identify \$140 billion for the Highway Trust Fund. This bill will likely be reintroduced in the new Congress and the “base bill” that the House Transportation &amp; Infrastructure Committee uses as it advances surface transportation reauthorization next year.</p>	
<p><b>Infrastructure Proposals</b> Congress and the Biden Administration could consider an infrastructure package in 2021 that would include increased funding for highways, transit, aviation, and water programs. House Speaker Nancy Pelosi has said that the House’s infrastructure bill, Moving America Forward, will be the base for the House infrastructure bill. It is unclear if the Senate will consider an infrastructure bill.</p>	<ul style="list-style-type: none"> <li>• Monitor closely and take action as needed on the new Biden Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs.</li> <li>• Advocate for funding for the Agency’s projects and needs in a broad infrastructure proposal.</li> </ul>