



**BOARD OF DIRECTORS 2022**

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

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

**Agenda**  
**Board of Directors Meeting**  
**August 4, 2022, 5:00 pm**  
**San Mateo County Transportation Authority**

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

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

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

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

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

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

The video live stream will be available after the meeting at

<https://www.samtrans.com/about-samtrans/video-board-directors-cac>

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

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

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

**Thursday, August 4, 2022**

**5:00 pm**

1. Call to Order
2. Roll Call/Pledge of Allegiance
3. Public Comment For Items Not on the Agenda  
*Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.*
4. Report of the Citizens Advisory Committee Informational
5. Consent Calendar  
*Members of the Board may request that an item under the Consent Calendar be considered separately*
  - 5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue Resolution
  - 5.b. Approval of Minutes of the Board of Directors Meeting of July 7, 2022 Motion
  - 5.c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook Motion
  - 5.d. Reaffirm the San Mateo County Transportation Authority Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund Resolutions
  - 5.e. Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2022 Informational

6. Nominating Committee Report for the Citizens Advisory Committee (C. Groom/D. Horsley)
  - 6.a. Appointment of Citizens Advisory Committee Members Motion
7. Report of the Chair Informational
8. San Mateo County Transit District Liaison Report Informational
9. Joint Powers Board Liaison Report Informational
10. Report of the Executive Director Informational
11. Program
  - 11.a. San Mateo 101 Express Lanes Quarterly Project Update Informational
  - 11.b. US 101/Peninsula Avenue Interchange Project Update Informational
12. Finance
  - 12.a. Program and Allocate \$4,356,300 in Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Funds for the Cycle 1 Call for Projects and Direct Allocations Resolution
13. State and Federal Legislative Update Informational
14. Requests from the Authority
15. Written Communications to the Authority Informational
16. Date/Time of Next Regular Meeting - Thursday, September 1, 2022, at 5:00 pm  
*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.*
17. Report of Legal Counsel Informational
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 <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the Board of Directors can be emailed to [board@smcta.com](mailto:board@smcta.com).

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

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

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

### **Location of Meeting**

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

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

### **Public Comment**

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

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

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

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

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

### **Availability of Public Records**

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

**San Mateo County Transportation Authority  
Staff Report**

To: Board Of Directors

Through: Carter Mau, Acting Executive Director

From: Joan Cassman, Legal Counsel

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

**Action**

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

**Significance**

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

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

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

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

With passage of the proposed resolution, certain committee meetings and all advisory

committee meetings will continue to be conducted remotely with no in-person option.

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

### **Budget Impact**

There is no impact on the budget.

### **Background**

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

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. Under certain circumstances, the bill also would allow, upon a determination by a majority vote of the legislative body, a member of the legislative body to be exempt from identifying the address of the member's teleconference location in the notice or agenda or having the location be accessible to the public.

AB 1944, as amended, passed the Assembly on May 26, 2022 and is pending in the Senate. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

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

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

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

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

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

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

**Resolution No. 2022 -**

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

**\*\*\***

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

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

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

**Whereas**, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transportation Authority (TA) Board of Directors (Board) adopted its first monthly resolution making the requisite findings to allow teleconferencing for 30 days; and

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

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

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

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

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

**Now, Therefore, Be It Resolved**, that the Board of Directors has reviewed the findings made in prior AB 361-compliant resolutions and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the State of Emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

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

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

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

Regularly passed and adopted this 4th day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

**San Mateo County Transportation Authority**  
**1250 San Carlos Avenue, San Carlos, California**  
**Minutes of July 7, 2022**

**Members Present:** R. Medina (Chair), D. Horsley  
**(In Person)**

**Members Present:** E. Beach, J. Mates, M. Nagales  
**(Via Teleconference)**

**Members Absent:** C. Groom, C. Romero (Vice Chair)

**Staff Present:** C. Mau, A. Chan, J. Cassman, S. van Hoften, P. Gilster, P. Skinner, C. Fromson, J. Brook, D. Seamans

**1. Call to Order**

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

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

Dora Seamans, Authority Secretary, confirmed that a quorum was present. Chair Medina requested that Carter Mau, Acting General Manager/CEO, lead the Pledge of Allegiance.

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

There were no comments.

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

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

**5. Consent Calendar**

**5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-20**

**5.b. Approval of Minutes of the Board of Directors Meeting of June 2, 2022**

**5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending May 31, 2022**

**5.d. Program and Allocate \$4,330,880 In Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program – Approved by Resolution No. 2022-21**

**5.e. Amend Transportation Authority Strategic Plan 2020-2024 Measure A and Measure W Pedestrian and Bicycle Program Match Requirements – Approved by Resolution No. 2022-22**

Motion/Second: Horsley/Beach

Ayes: Beach, Horsley, Mates, Medina, Nagales

Noes: None

Absent: Groom, Romero

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

Chair Medina said that he had no report.

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

Chair Medina said that the report was posted on the website and provided a brief summary of SamTrans Board actions, which included voting to make the pilot Youth Unlimited program a permanent program. He also noted that SamTrans was testing a regional pass through MidPen Housing that can be used for any transit agency.

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

Mr. Mau said that the report was in the packet. He highlighted from that report that the TA granted Measure W funding to the Safe Routes to School program. He then noted that the JPB held a special meeting on June 23 where they approved a draft Caltrain governance MOU (Memorandum of Understanding), which had also been approved by the SamTrans Board on June 21.

## **9. Program**

### **9.a. Alternative Congestion Relief and Traffic Demand Management Program Cycle 1 Call for Projects Draft Recommendations**

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

Director Julia Mates asked for details on how the applications were recommended for funding. Mr. Gilster said that all 19 projects/programs that were submitted with funding requests were being recommended for funding.

## **10. Finance**

### **10.a. US 101 Express Lanes: Update on Variable Rate Bond and Phase 1 Operations**

April Chan, Acting Deputy General Manager/CEO, introduced Connie Mobley-Ritter, Director of Treasury, and Lacy Vong, Senior Product Manager, HNTB for the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA).

Ms. Mobley-Ritter provided the presentation on the \$100 million bond that the TA issued for the construction of the 101 Express Lanes project.

Director Emily Beach reminded the Board why the TA took out a loan, including the need to support the full funding of the 101 Express Lanes project and provide funding for equity strategies ahead of the project's full operation and revenue generation. She asked about the assumption of 2 percent interest rate during the three-year period. Ms. Mobley-Ritter said they projected out what they thought would be the maximum exposure for interest over the three-year period and arrived at the 2 percent figure.

Director Don Horsley asked how often the interest rate changes. Ms. Mobley-Ritter said they have two bonds; one that changes weekly and one that changes monthly.

Ms. Vong continued providing the presentation on the operation of the Express Lanes.

Director Mates said she felt reassured with the additional information presented. She suggested having future updates every two or three months and said that she would be interested to see if there would be more usage of the lanes once the northern portion opens.

Director Mark Nagales said he agreed with Director Mates on having more frequent updates on the revenues and interest rates.

Director Beach said the initial financial projections when staff presented the data from March 2020 showed toll revenues ranging from \$4 to 25 million. She said with only the southern segment open, the lanes are currently running at a deficit between revenues generated and expenses. Director Beach said that while interests for the capital loan are currently covered by bond proceeds in the next three years, she would like to know what happens if revenues continue to lag expenses beyond the three years. Ms. Chan responded that it is likely that the two member agencies of the JPA, the TA and C/CAG (City/County Association of Governments of San Mateo County), will continue to provide operating loans for the JPA. She added that the TA would possibly take on a larger share as is occurring in the current fiscal year since C/CAG has financial constraint. She noted, however, that the JPA can adjust policy levers to tweak how much toll revenues are generated, which may help with balancing the amount of revenues generated to cover expenses but that more discussion would be needed with the JPA Board.

Director Beach said the express lanes have made the general purpose lanes perform better, but that the project still presents a financial risk.

**10.b. Approve Execution of a Third Amendment to the Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority – Approved by Resolution No. 2022-23**

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

Director Mates asked what the timing of the payback was. Ms. Martinez said she believed it was five years, but said that she would get back to her.

Director Beach said the project was indebted to the TA, which was able to get a favorable loan to fund the project.

Motion/Second: Beach/Horsley

Ayes: Beach, Horsley, Mates, Medina, Nagales

Noes: None

Absent: Groom, Romero

**10.c. Approval and Ratification of the Fiscal Year 2023 Transportation Authority Insurance Program – Approved by Resolution No. 2022-24**

Ryan Hinchman, Director Financial Planning and Analysis, presented the staff report.

Motion/Second: Nagales/Beach

Ayes: Beach, Horsley, Mates, Medina, Nagales

Noes: None

Absent: Groom, Romero

**11. State and Federal Legislative Update**

Casey Fromson, Chief Communications Officer, provided a summary of federal and state legislation.

She noted at the federal level, there was currently a recess. She said there might be another continuing resolution coming from the Senate.

She said at the state level, the Governor passed a transportation budget, including for high-speed rail. She said there was \$3.56 billion for capital projects statewide. She anticipated that Caltrain would be in a position to receiving a lot of state funding and would therefore not require money from the TA for PCEP (Peninsula Corridor Electrification Project).

Jessica Epstein, Manager, Government and Community Affairs, said they had been watching AB 1778, AB 2237, and SB 917.

**12. Requests from the Authority**

There were no requests.

**13. Written Communications to the Authority**

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

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

Chair Medina announced that the next meeting would be on Thursday, August 4, 2022, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

**15. Report of Legal Counsel**

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

**16. Adjourn**

The meeting adjourned at 6:31 pm.

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

## **Report of the TA Citizens Advisory Committee**

### **Meeting of July 5, 2022**

#### **Committee Action**

- Approved the Minutes of the CAC Meeting of May 31, 2022

#### **Committee Motions Regarding TA Board Items for July 7, 2022**

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- Accepted the Statement of Revenues and Expenditures for the Period Ending May 31, 2022
- Approved the Programming and Allocation of \$4,330,880 In Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program
- Approved the Amendment of Transportation Authority Strategic Plan 2020-2024 Measure A and Measure W Pedestrian and Bicycle Program Match Requirements
- Approved Execution of a Third Amendment to the Cooperative Funding Agreement with the San Mateo County Express Lanes Joint Powers Authority
- Approved the Ratification of the Fiscal Year 2023 Transportation Authority Insurance Program

#### **Discussion Highlights**

##### *Alternative Congestion Relief and Traffic Demand Management Program Cycle 1 Call for Projects Draft Recommendations*

Patrick Gilster, Manager, Programming and Monitoring, provided the presentation. He said that the Eucalyptus project was creating a side path connection adjacent to the roadway and that they will be removing some of the eucalyptus trees as part of the project. Rich Hedges asked if the money could be used for engineering of difficult intersections. Mr. Gilster said the money could be use only if the intersection is accessing a major transit hub or part of the Safe Routes to School Project. Jeff Londer said the program looked undersubscribed. Mr. Gilster said he was encouraged that they had received 19 applications for funding, as this was a new program. Ken Chin asked re the San Mateo 101 project, who was the lead. Mr. Gilster said the lead was the City of San Mateo and the TA is dedicated to helping with that project. Mr. Chin asked that when the project starts that the San Mateo/Foster City School District be notified. Vice Chair John Fox said that typically the TA has more projects than they have funding and asked about how TA staff publicized the ACR/TCDM program. Mr. Gilster outlined how the TA publicizes their calls for projects via news blasts and social media to local jurisdictions within the County. Peter Skinner, Director, Grants and Fund Management, said they had predicted the program would be undersubscribed since this is the first time the TA had done a call for projects for the program. Mr. Hedges said he felt that the smaller cities may not have the time or staff to apply. Mr. Chin asked if matching funds posed a barrier to cities applying. Mr. Gilster said he felt that

the matching request for the project was lower than for other programs and was not as big of an issue. Vice Chair Fox suggested providing funding to assist potential applicants apply for projects. Chair Barbara Arietta asked if there was feedback regarding application guidelines, and Mr. Gilster said there was not. Vice Chair Fox asked what the timeframe was for implementation. Mr. Gilster said they have two years to expend all the funds.

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

April Chan, Acting Deputy General Manager/CEO, introduced Connie Mobley-Ritter, Director of Treasury, who provided the presentation on the bond issued for the project. Peter Ohtaki asked if she felt that the capitalized interest fund would last in light of increasing interest rates. Ms. Mobley-Ritter said it should cover the next three years. Mr. Ohtaki asked if the toll revenue would be adequate to cover the higher interest rates, which are approaching 4 percent. Ms. Mobley-Ritter said that they only have the southern portion of the Express Lanes open, they do not yet have enough data to make those projections. She said they would be able to provide more information in the future once the northern portion opens. Ms. Chan introduced Lacy Vong, Senior Product Manager, HNTB for the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), who continued providing the presentation on the operation of the Express Lanes. Mr. Hedges asked what the current policy was on toll penalties. Ms. Chan replied that under the current toll ordinance, the first notice of violation is \$25, which increases to \$45 for the second notice. She said there is recommendation for the SMCEL-JPA Board to lower the penalties. Mr. Hedges asked how people can qualify for the equity program. Ms. Vong said the JPA voted to raise the income threshold to \$76,000 for a family of four. Mr. Ohtaki asked how the projections look to be able to cover the interest costs down the line, based on existing toll project data. Ms. Chan said they had presented to the JPA board that they would be receiving at least \$5 million in total revenues through the end of Fiscal Year 2022. She said once the entire 22-mile corridor in San Mateo County is open, they will have better data. Ms. Vong said there was also important data from the I-880 and I-680 managed lanes projects. Karen Kuklin expressed her support for the Express Lanes but noted that the FasTrak transponders may not stick to windshields in hot weather. She said that it was a bit more difficult for her to acquire the transponder for her all-electric vehicle. Ms. Chan said they would look into those issues. Vice Chair Fox added that more outreach may be helpful to let electric vehicle drivers know they can get a special transponder. Mr. Chin asked if the CHP (California Highway Patrol) was enforcing the lanes yet. Ms. Chan said they are under contract and working to ensure users are in compliance. Mr. Chin said it would be helpful to compare user volume data from pre-pandemic and now. He asked what the success metric is, i.e., for the reduction of traffic congestion as opposed to revenue generation to cover system operations. Ms. Chan said that was something that they would look into. Vice Chair Fox asked re the capacity measures how the numbers were generated. Ms. Vong said the numbers in her presentation were per lane, not in aggregate. Vice Chair Fox suggested showing the volume of people in addition to the volume of vehicles to indicate the increased mobility of individuals and not only cars.

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

Grace Martinez, Acting Chief Financial Officer, summarized the staff report. Mr. Hedges asked if there was a repayment plan. Ms. Martinez said the repayment would come from the toll revenues once there are enough funds coming in.

Approval and Ratification of the Fiscal Year 2023 Transportation Authority Insurance Program

Ryan Hinchman, Director, Financial Planning and Analysis, presented the staff report. He said that the TA's insurance premium saw a decrease of about \$85,000 or 25 percent. He attributed the pricing change to their marketing efforts to solicit new insurance carriers.

State and Federal Legislative Update

Amy Linehan, Government and Community Affairs Officer, provided a summary of federal and state legislation. On the federal level, she said the Senate and House were on recess. She said the House had approved the 2023 appropriations bill. She said the Senate has not laid out a timeline for the appropriations process and was likely to have a continuing resolution in 2023. On the state side, she said the Governor announced a multibillion-dollar transportation package and noted that the August Board packet would contain more details on all the pending bills.

**Report of the Chair**

Chair Arietta provided an update on Caltrain governance and California High-Speed Rail.

**Report from Staff**

Mr. Skinner said the San Mateo County Office of Education released a call for projects for the Safe Routes to School program and TA staff participated in the evaluation of project proposals, recommending 12 projects for funding totaling \$130,000. He said additional details were available in the Report of the Executive Director.

**Member Comments/Requests**

The members wished An Chen well in her endeavors after retiring from the CAC.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Quarterly Investment Report and Fixed Income Market Review and Outlook**

**Action**

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2022.

**Significance**

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

**Budget Impact**

There is no budget impact.

**Background**

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 9 through 11. The schedule separates the investments into two groups: the Investment

Portfolio managed by Public Trust Advisors (PTA), and Liquidity funds, which are managed by TA staff. The investment policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

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

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

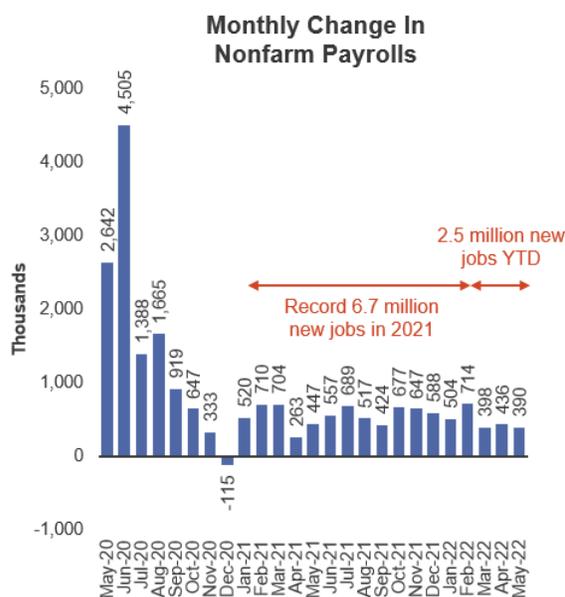
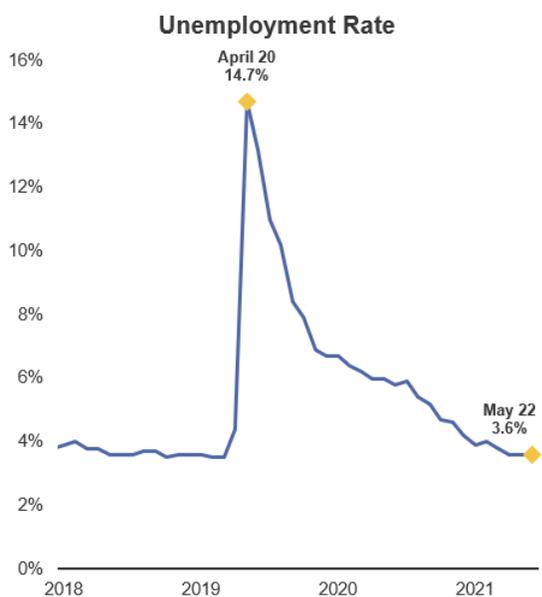
The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The TA has the ability to meet its expenditure requirements for the next six months.

### ***Discussion***

#### **Market Conditions**

As we wrap up the fourth quarter of FY 2022, most of the significant headwinds are still in place: high levels of inflation, slowing growth, rising rates, Fed policy uncertainty, and fallout from Russia's war on Ukraine:

- Inflation has peaked with the consumer price index (CPI) increasing 8.6%, the largest 12-month increase since December 1981. There are numerous factors that have driven this inflation. Prices for food at home rose 11.9 percent over the last 12 months, the largest 12-month increase since the period ending April 1979. Energy prices rose 34.6 percent over the past 12 months. Gasoline prices increased 48.7 percent over the span.
- The U.S. labor market remains a tailwind to domestic economic growth. Initial jobless claims fell 2,000 to 231k last week of the quarter, a figure that is now above the pre-pandemic average (225k). The U.S. unemployment rate fell below 4%, as labor force participation held steady. The tight labor market also added pressure to higher inflation, as wages rose rapidly and companies increased prices to offset these higher costs.
- As a result of surging inflation, the Federal Reserve lifted the fed funds rate in the June meeting by three-quarters of a percentage point, to between 1.5% and 1.75%, a hike of the biggest magnitude in almost 28 years. In addition to more forecasted interest rate hikes for the year, the Fed embarked on actively reducing its balance sheet through the taper of agency-backed mortgage security reinvestments and outright run-off maturities.



## Portfolio Recap

- Economic Growth:** Following an annualized contraction of 1.6% in the first quarter, the U.S. economy is showing further signs of decelerating and fueling concerns that recession may be on the horizon. The Atlanta Fed’s GDPNow forecast currently projects the U.S. economy will contract by 1.2% in the second quarter resulting in two consecutive quarters of negative GDP and fitting the technical definition of recession. While the National Bureau of Economic Research (NBER) methodology for officially identifying recessions takes a variety of information into account, underlying economic momentum has clearly slowed as a multitude of factors weigh on activity. Notably, after two years of record fiscal stimulus the U.S. economy faces a substantial fiscal drag in the year ahead as stimulus checks, enhanced unemployment benefits, enhanced child tax credits, and a variety of other programs that supported households during the pandemic come to an end. Moreover, record high inflation continues to pressure household budgets while the Federal Reserve’s efforts tighten monetary policy have pushed mortgage rates notably higher causing housing activity to slow. As the Federal Reserve endeavors to raise interest rates to dampen inflation without tipping the economy into a recession, the likelihood of a so-called “soft landing” appears to be diminishing by the day.
- Labor Markets:** The labor market continues to be a comparative bright spot in an increasingly uncertain U.S. economic environment. The four-month moving average for nonfarm payrolls remains a healthy 381k per month while at 3.6%, the unemployment rate sits just 0.10% above its all-time low reached in 2019. Labor scarcity continues to represent a headwind for many businesses and excess demand for labor should help to keep wages elevated and encourage greater labor force participation. Notably, continued upward pressure on wages resulting from labor scarcity may serve to limit declines in inflation, which remains a top concern for consumers and policymakers alike.

- **Inflation:** Inflation continues to accelerate at a vigorous pace, threatening to undermine consumer spending and underscoring the growing pressure on the Federal Reserve to raise interest rates. The Consumer Price Index (CPI) rose 1.0% in May pushing the year-over-year rate to 8.6%, its highest reading since 1981. Inflation this cycle has largely reflected the impact of resurgent demand colliding with supply shortages across many sectors of the economy. More recently, rents have surged at a double-digit pace while the Russia-Ukraine conflict and China's "zero-COVID" policy have added further strains to already fractured global supply chains. As a result, inflation has proven to be notably more persistent than policy makers first hoped, and consumers are struggling to keep pace with fast rising prices.
- **Monetary Policy:** Tight labor market conditions and persistent inflationary pressures have compelled the Federal Reserve to adopt a much more hawkish stance. At its June meeting, the Fed increased the federal funds rate by 0.75%, following increases of 0.25% and 0.50% in March and May, respectively. In addition, the Summary of Economic Projections indicated a median expectation, among FOMC members, of cumulative further increases of 1.75% this year and 0.5% next year, bringing the federal funds rate to a range of 3.25% - 3.50% by the end of 2022 and 3.75% - 4.00% by the end of 2023. In terms of its balance sheet, the Fed is also accelerating the pace of reduction of their massive bond holdings to up to \$95 billion/month by September from the current pace of \$47.5 billion/month.

### **Investment Strategy Outlook**

While the year-to-date selloff in the bond markets has been significant from a historical perspective, rising yields present opportunities to bolster portfolio yield and income and provide more attractive forward-looking returns as greater portfolio income helps to offset unrealized market value changes. In addition to rising interest rates, credit markets have recently perked up with credit spreads relative to Treasuries continuing to rise over the quarter in response to higher volatility and growing economic uncertainties. Looking ahead, we will seek opportunities to enhance the portfolio's risk and return profile summarized as follows:

- **Interest Rate & Markets:** Treasury yields again moved sharply higher over the second quarter of 2022 as investors adjusted to expectations for a faster pace of Fed rate hikes amid persistent and broadening inflationary pressures. For the period, three-month, two-year, and five-year Treasury yields rose by 1.64%, 0.70%, and 0.57%, respectively. Despite the rate volatility, the closely-watched yield spread between two- and ten-year Treasury yields remained notably contained rising to just six basis points (0.06%) from one basis point (0.01%) last quarter. While shorter-term yields have risen on expectations for Fed rate hikes, longer-term yields have been comparatively more contained as investors simultaneously contemplated U.S. economy's longer-term growth prospects amidst growing concerns of recession. Historically, the slope of the yield curve has been a closely watched barometer for longer-term economic growth with periods of inversion (shorter-term yields in excess of longer-term yields) often preceding periods of economic slowdown and recession.
- **Duration:** We anticipate maintaining portfolio duration generally neutral relative to its benchmark as the Federal Reserve looks to raise short-term interest rates further to

combat rising inflation and fixed income markets evaluate the growing risk of an economic slowdown. We may implement certain tactical duration adjustments as bouts of volatility present opportunities to improve risk-adjusted returns.

- **Yield Curve Positioning:** The persistent flattening of the yield curve is representative of growing economic uncertainties. As shorter-term yields rise on expected rate increases, longer-term yields remain comparatively contained reflecting uncertainties regarding future growth. As incoming data shapes inflation, growth, and policy expectations, we will review opportunities to tactically underweight or overweight certain maturity tenors to capitalize on anticipated changes in the slope of the yield curve.
- **Asset Allocation:** Credit spreads available on corporate bonds and other credit-sensitive sectors (e.g., ABS & CD's) have recently widened from historically narrow levels. In Public Trust's view, such credit-sensitive sectors have become slightly more attractive in relative terms but continue to warrant caution, as spreads appear poised to widen further amidst growing economic uncertainty. Corporate bond allocations may be increased slightly, and incrementally towards the 15 - 18% range as widening yield spreads present comparatively attractive entry opportunities. As always, careful consideration will be given to individual issuers and preferred maturity targets. Other credit-sensitive sectors, such as CD's and ABS, are expected to be maintained at 10% or less of total portfolio market value given evolving liquidity conditions as well as current and anticipated pressures on the consumer and related consumer-receivable backed structures.

### **Budget Impact**

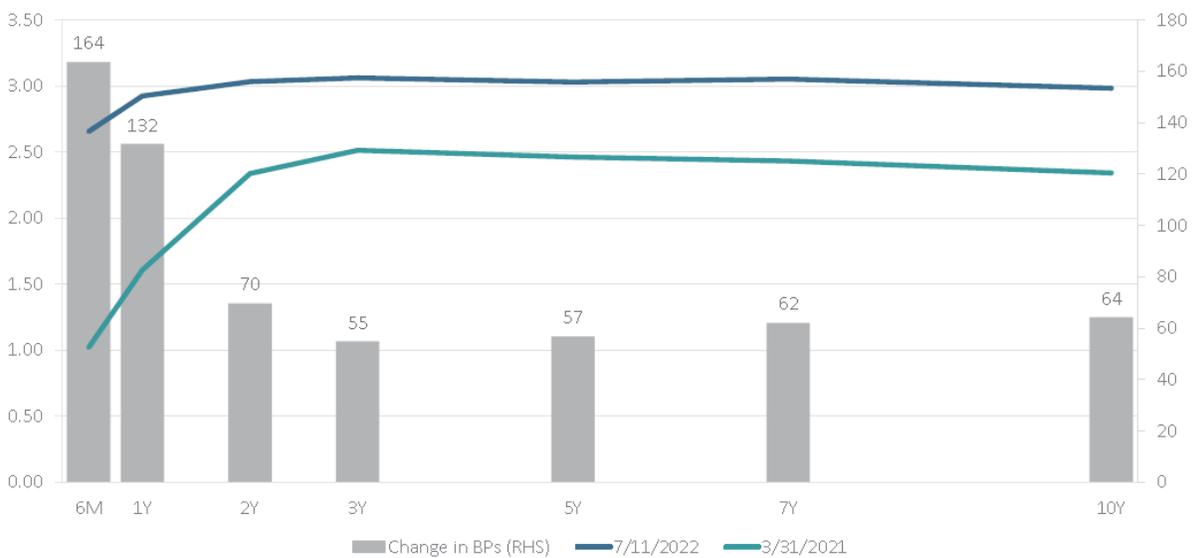
Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending June 30 the gross total return of the portfolio and the Measure W portfolio were **-0.829 percent** and **-0.833 percent** respectively. This compares to the gross benchmark return of **-0.840 percent** for both portfolios.

As of the end of the quarter, the original and Measure W, portfolio's gross yields to maturity at cost were **1.116 percent** and **.873 percent** respectively.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30 the original and Measure W portfolio's gross market yields to maturity were **3.004 percent** and **3.035 percent** respectively.

## Treasury Market: Yields Continue to Surge Amidst Growing Fed Hawkishness

Treasury Yields Surged as the Fed Adopted a Notably Hawkish Policy Stance Which Includes Planned Rate Hikes and Balance Sheet Reduction



Prepared By:	Ashok Deshmukh	Acting Manager, Treasury	650-508-6405
	Connie Mobley-Ritter	Director, Treasury	650-508-7765

## INVESTMENT GLOSSARY

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

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

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

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

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

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

**Excess Returns** – Excess returns can be either positive or negative. Positive excess returns suggest that a portfolio's performance is greater than the benchmark, whereas, negative excess returns suggest that a portfolio has underperformed as compared to the benchmark.

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

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

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

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

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

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

**EXHIBIT 1**  
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**REPORT OF INVESTMENTS**  
**JUNE 30, 2022**

Identifier	Securities	Current Units	Maturity	Original Cost	Base Market Value (MV)	Base MV + Accrued
65479CAD0	NAROT 2020-B A3	317,408.49	07/15/2024	317,399.79	314,196.06	314,273.65
92348TAA2	VZOT 2020-A A1A	435,952.38	07/22/2024	435,901.33	434,607.42	434,853.85
<b>Subtotal</b>		<b>753,360.87</b>		<b>753,301.12</b>	<b>748,803.48</b>	<b>749,127.50</b>

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	3,195,858.02	3,198,564.44
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,493,483.74	1,495,194.86
3133EMRZ7	FED FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	3,164,199.62	3,167,064.20
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	1,497,540.34	1,499,457.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	1,485,615.54	1,485,926.65
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	3,493,614.51	3,498,602.01
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	4,665,000.00	11/27/2023	4,659,681.90	4,497,613.32	4,498,714.77
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	1,076,972.58	1,077,614.24
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	3,488,191.72	3,492,070.89
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	3,763,863.52	3,764,879.14
<b>Subtotal</b>		<b>28,640,000.00</b>		<b>28,755,955.65</b>	<b>27,156,952.90</b>	<b>27,178,088.22</b>

Identifier	Cash	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
CCYUSD	Receivable	166.75	06/30/2022	166.75	166.75	166.75
CCYUSD	Cash	65,719.45	06/30/2022	65,719.45	65,719.45	65,719.45
CCYUSD	Receivable	34.27	06/30/2022	34.27	34.27	34.27
<b>Subtotal</b>		<b>65,920.47</b>		<b>65,920.47</b>	<b>65,920.47</b>	<b>65,920.47</b>

Identifier	Certificates Deposit	Base Current Units	Final Maturity	Base of Original Cost	Base Market Value (MV)	Base MV + Accrued
23341VZT1	DNB Bank ASA - New York Branch	1,600,000.00	12/02/2022	1,600,000.00	1,598,414.40	1,601,043.73
65558TLL7	Nordea ABP - New York Branch	1,600,000.00	08/26/2022	1,600,000.00	1,600,008.00	1,610,121.33
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	1,600,148.80	1,610,482.13
<b>Subtotal</b>		<b>4,800,000.00</b>		<b>4,800,000.00</b>	<b>4,798,571.20</b>	<b>4,821,647.20</b>

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	496,488.19	501,504.85
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,117,240.60	2,118,603.41
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	4,156,203.76	4,183,471.26
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	1,392,006.27	1,401,138.77
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	1,481,127.45	1,488,901.92
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	736,085.45	743,481.29
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,503,229.62	1,505,729.62
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	1,514,315.34	1,530,461.18
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	627,817.98	630,358.39
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	758,137.99	759,586.99
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	3,046,573.81	3,060,788.19
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	459,403.99	461,547.43
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	869,098.05	875,270.92
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	260,238.40	262,086.77
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,551,216.24	1,575,025.96
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	429,928.20	430,531.07
69371RR81	PACCAR FINANCIAL CORP	2,570,000.00	06/13/2024	2,569,408.90	2,561,202.38	2,565,250.13
69371RR81	PACCAR FINANCIAL CORP	600,000.00	06/13/2024	599,862.00	597,946.08	598,891.08

89236TF59	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	500,825.80	508,875.11
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	715,626.38	720,801.38
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	214,687.91	216,240.41
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	214,687.91	216,240.41
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	780,550.59	782,106.84
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	2,807,900.58	2,827,929.91
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	468,989.16	469,975.97
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	1,503,887.28	1,513,374.78
<b>Subtotal</b>		<b>32,595,000.00</b>		<b>32,978,836.55</b>	<b>31,765,415.39</b>	<b>31,948,174.04</b>

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	1,045,633.39	1,048,325.40
3137BM6P6	FHMS K-721 A2	109,818.02	08/25/2022	110,753.19	109,761.95	110,044.74
3137FKK39	FHMS K-P05 A	21,821.02	07/25/2023	21,820.95	21,383.05	21,441.30
3137FQ3V3	FHMS K-J27 A1	36,078.94	07/25/2024	36,078.07	35,890.89	35,953.79
<b>Subtotal</b>		<b>1,222,717.97</b>		<b>1,275,907.68</b>	<b>1,212,669.29</b>	<b>1,215,765.22</b>

Identifier	MMFUND	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
31846V534	FIRST AMER:US TRS MM Y	695,120.45	06/30/2022	695,120.45	695,120.45	695,120.45
CM - CP N/MA	County Pool New Measure A	163,070,435.24	06/30/2022	163,070,435.24	163,070,435.24	163,070,435.24
CM - CP N/MA	County Pool OLD Measure A	23,894,843.17	06/30/2022	23,894,843.17	23,894,843.17	23,894,843.17
SM - LAIF	Local Agency Investment Fund	65,839,109.23	06/30/2022	65,839,109.23	65,839,109.23	65,839,109.23
<b>Subtotal</b>		<b>253,499,508.09</b>		<b>253,499,508.09</b>	<b>253,499,508.09</b>	<b>253,499,508.09</b>

Identifier	MUNICIPAL DEBT	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	365,640.00	368,922.81
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	458,645.00	460,040.83
<b>Subtotal</b>		<b>875,000.00</b>		<b>875,000.00</b>	<b>824,285.00</b>	<b>828,963.65</b>

Identifier	SUPRANATIONAL	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION A	750,000.00	04/22/2025	750,900.00	700,566.35	701,466.23
<b>Subtotal</b>		<b>750,000.00</b>		<b>750,900.00</b>	<b>700,566.35</b>	<b>701,466.23</b>

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128283J7	UNITED STATES TREASURY	815,000.00	11/30/2024	872,877.74	798,858.93	800,325.81
9128285K2	UNITED STATES TREASURY	1,565,000.00	10/31/2023	1,577,348.84	1,564,204.98	1,571,785.45
912828W48	UNITED STATES TREASURY	440,000.00	02/29/2024	468,582.81	434,327.96	437,453.10
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	4,565,537.40	4,565,790.12
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	6,381,934.00	6,382,287.26
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	1,472,754.00	1,472,835.52
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	392,734.40	392,756.14
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	2,552,773.60	2,552,914.90
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	1,432,998.16	1,438,578.49
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	2,175,644.25	2,181,330.39
912828YX2	UNITED STATES TREASURY	3,615,000.00	12/31/2026	3,451,618.95	3,422,671.16	3,422,843.06
912828YX2	UNITED STATES TREASURY	1,290,000.00	12/31/2026	1,231,698.05	1,221,368.13	1,221,429.48
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	3,104,124.80	3,104,276.97
912828YY0	UNITED STATES TREASURY	2,675,000.00	12/31/2024	2,669,879.89	2,594,854.33	2,594,981.53
912828YY0	UNITED STATES TREASURY	430,000.00	12/31/2024	448,375.78	417,116.77	417,137.22
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	2,102,080.50	2,104,908.37
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	1,994,640.83	1,997,324.16
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,486,499.20	1,487,510.07
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	1,431,872.95	1,432,201.16
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	1,108,546.80	1,108,800.90
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	993,073.18	993,300.80

91282ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	2,073,867.75	2,073,883.04
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	2,256,586.90	2,259,147.02
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,861,339.50	1,863,451.21
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	1,990,861.40	1,991,826.45
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,420,854.00	1,422,149.18
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	1,591,669.20	1,592,103.11
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,550,918.50	1,551,634.53
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	501,767.75	501,999.41
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	5,134,673.85	5,136,374.09
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,828,828.00	1,829,463.25
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	960,134.70	960,468.20
91282CBA8	UNITED STATES TREASURY	1,235,000.00	12/15/2023	1,228,680.27	1,185,840.83	1,185,908.31
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	3,398,917.23	3,398,955.18
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,414,314.55	1,414,330.34
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	335,302.80	335,504.63
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,662,893.68	2,667,469.04
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	341,396.63	341,983.21
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	2,002,935.23	2,003,919.06
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,426,003.30	4,434,108.60
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,478,376.36	1,481,083.70
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	2,781,935.20	2,787,638.07
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	459,824.00	460,766.62
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	1,648,049.48	1,649,410.39
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	2,157,043.85	2,160,013.28
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	1,491,572.88	1,493,626.20
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	1,789,887.45	1,792,351.44
91282CBX8	UNITED STATES TREASURY	1,435,000.00	04/30/2023	1,432,309.38	1,402,768.47	1,403,070.67
91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	1,789,482.83	1,789,677.10
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	2,908,722.28	2,910,739.18
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	1,488,716.13	1,489,748.40
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	1,637,200.95	1,637,389.47
91282CCK5	UNITED STATES TREASURY	1,365,000.00	06/30/2023	1,362,867.19	1,327,835.15	1,327,839.78
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	997,092.33	997,095.81
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	783,234.38	784,661.60
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	4,851,955.00	4,854,562.04
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	2,315,718.75	2,322,366.71
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	2,315,718.75	2,322,366.71
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,021,640.63	1,024,573.55
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	771,906.25	774,122.24
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	4,861,146.84	4,872,836.93
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,646,296.20	1,650,255.22
91282CDR9	UNITED STATES TREASURY	1,500,000.00	12/31/2023	1,488,750.00	1,452,129.00	1,452,159.57
91282CEA5	UNITED STATES TREASURY	3,390,000.00	02/29/2024	3,378,479.29	3,312,531.72	3,329,527.78
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	3,992,952.60	4,019,273.93
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	1,402,286.93	1,411,530.73
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	1,529,175.59	1,539,010.28
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	293,132.70	295,017.95
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	3,881,183.10	3,889,965.37
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	1,179,093.60	1,181,761.63
	<b>Subtotal</b>	<b>145,510,000.00</b>		<b>145,243,820.89</b>	<b>137,556,331.42</b>	<b>137,749,891.14</b>
	<b>Grand Total</b>	<b>468,711,507.40</b>		<b>468,999,150.45</b>	<b>458,329,023.59</b>	<b>458,758,551.75</b>

## EXHIBIT 2

## Portfolio Summary Original Investment

Summary	03/31/22	06/30/22
Historical Cost	\$166,191,607.42	\$166,198,280.57
Book Value	165,679,211.50	165,717,490.28
Accrued Interest	433,554.81	339,780.61
Net Pending Transactions	0.00	166.75
<b>Book Value Plus Accrued</b>	<b>\$166,112,766.32</b>	<b>\$166,057,437.64</b>
Net Unrealized Gain/Loss	(6,443,006.00)	(7,716,601.42)
<b>Market Value Plus Accrued</b>	<b>\$159,669,760.32</b>	<b>\$158,340,836.22</b>

## Income Summary

Period Income	Income
Interest Income	\$463,409.20
Net Amortization/Accretion Income	(40,482.83)
Net Realized Gain/Loss	(476,001.59)
Other Income/Expenses	(774.89)
<b>Net Income</b>	<b>(\$53,850.11)</b>

## Portfolio Summary Measure W Investment

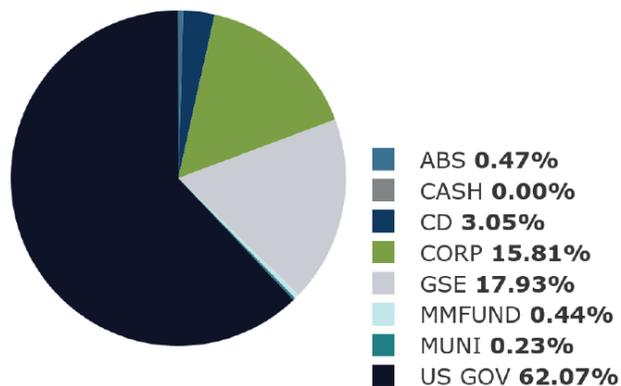
Summary	03/31/22	06/30/22
Historical Cost	\$50,094,560.26	\$49,996,281.21
Book Value	50,087,513.65	50,008,804.86
Accrued Interest	53,378.57	89,747.56
Net Pending Transactions	0.00	34.27
<b>Book Value Plus Accrued</b>	<b>\$50,140,892.21</b>	<b>\$50,098,586.69</b>
Net Unrealized Gain/Loss	(2,126,092.97)	(2,485,258.79)
<b>Market Value Plus Accrued</b>	<b>\$48,014,799.24</b>	<b>\$47,613,327.90</b>

## Income Summary

Period Income	Income
Interest Income	\$87,968.95
Net Amortization/Accretion Income	7,161.54
Net Realized Gain/Loss	(136,786.41)
Other Income/Expenses	(239.66)
<b>Net Income</b>	<b>(\$41,895.58)</b>

**EXHIBIT 3**

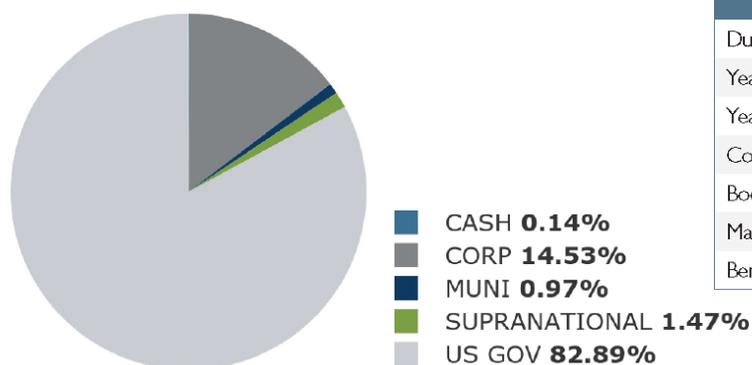
**Original Investment  
Asset Allocation**



**Portfolio Characteristics**

	03/31/22	06/30/22
Duration	2.552	2.529
Years to Effective Maturity	2.630	2.614
Years to Final Maturity	2.647	2.626
Coupon Rate	1.084	1.225
Book Yield	0.918	1.116
Market Yield	2.285	3.004
Benchmark Yield	2.338	3.013

**Measure W Investment  
Asset Allocation**



**Portfolio Characteristics**

	03/31/22	06/30/22
Duration	2.566	2.539
Years to Effective Maturity	2.627	2.621
Years to Final Maturity	2.628	2.621
Coupon Rate	0.622	0.809
Book Yield	0.620	0.873
Market Yield	2.320	3.035
Benchmark Yield	2.338	3.013

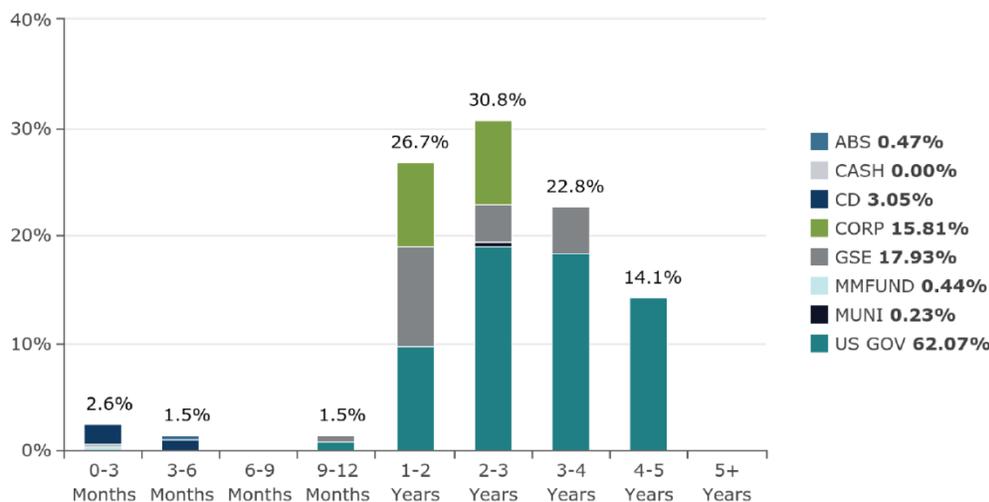
**EXHIBIT 4**

**Top Ten Holdings**

Issuer	Value
United States	62.07%
Federal National Mortgage Association	6.94%
Federal Home Loan Mortgage Corporation	6.03%
Amazon.com, Inc.	3.98%
Federal Home Loan Banks	2.96%
Toyota Motor Corporation	2.51%
Farm Credit System	2.00%
Caterpillar Inc.	1.93%
Apple Inc.	1.89%
PACCAR Inc	1.62%

**Original Investment**

**Maturity Distribution by Type**



**Top Ten Holdings**

Issuer	Value
United States	82.89%
Amazon.com, Inc.	4.00%
Toyota Motor Corporation	2.71%
Caterpillar Inc.	2.56%
PACCAR Inc	2.16%
Apple Inc.	1.56%
International Bank for Reconstruction and Development	1.47%
U.S. Bancorp	0.99%
State Of Washington	0.97%
The Home Depot, Inc.	0.55%

**Measure W Investment**

**Maturity Distribution by Type**

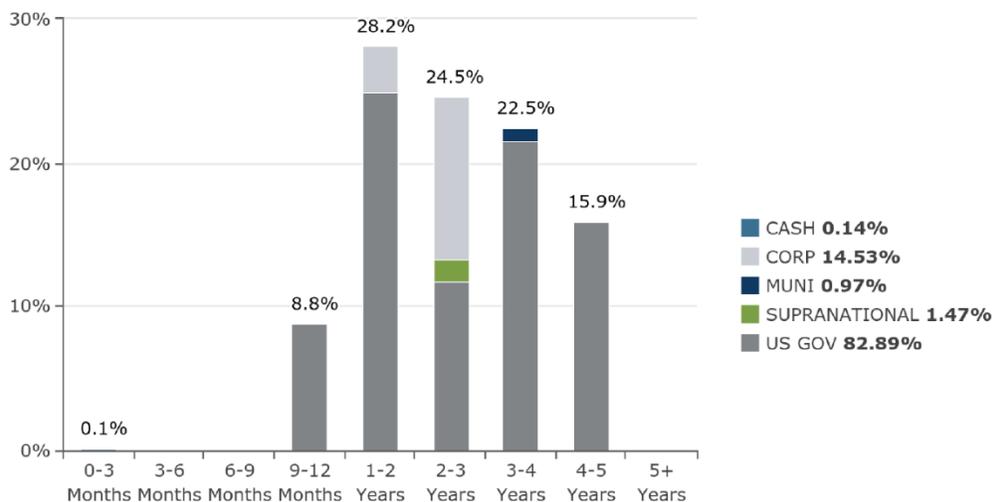
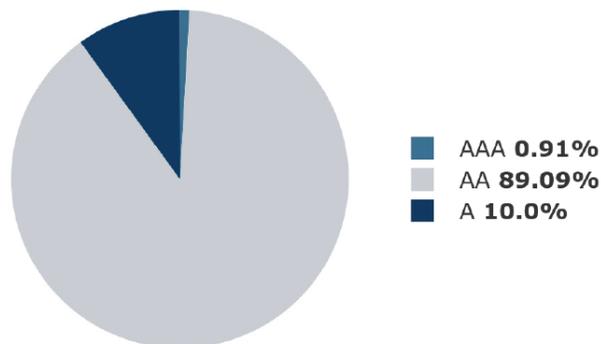


EXHIBIT 5

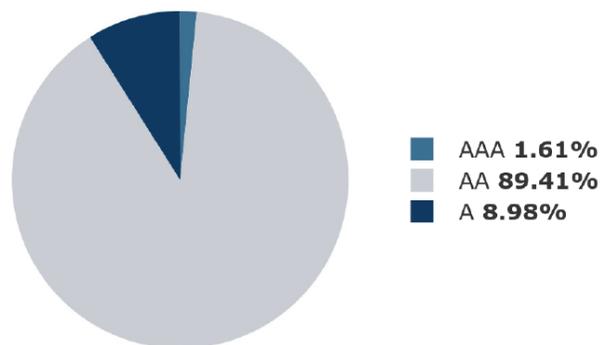
Allocation by Standard and Poor's Rating



S&P Rating Distribution Original Investment

S&P Rating Distribution	Jun 30, 2022 Ending Balance	Portfolio Allocation
<b>Short Term Rating Distribution</b>		
A-1+	\$0.00	0.00%
A-1		
A-2		
<b>Total Short Term Ratings</b>	<b>\$0.00</b>	<b>0.00%</b>
<b>Long Term Rating Distribution</b>		
AAA	\$1,444,414.70	0.91%
AA	\$141,067,572.49	89.09%
A	\$15,828,849.02	10.00%
Below A		
Not Rated		
<b>Total Long Term Ratings</b>	<b>\$158,340,836.22</b>	<b>100.00%</b>
<b>Portfolio Total</b>	<b>\$158,340,836.22</b>	<b>100.00%</b>

Allocation by Standard and Poor's Rating



S&P Rating Distribution Measure W Investment

S&P Rating Distribution	Jun 30, 2022 Ending Balance	Portfolio Allocation
<b>Short Term Rating Distribution</b>		
A-1+	\$0.00	0.00%
A-1		
A-2		
<b>Total Short Term Ratings</b>	<b>\$0.00</b>	<b>0.00%</b>
<b>Long Term Rating Distribution</b>		
AAA	\$767,219.95	1.61%
AA	\$42,572,506.70	89.41%
A	\$4,273,601.25	8.98%
Below A		
Not Rated		
<b>Total Long Term Ratings</b>	<b>\$47,613,327.90</b>	<b>100.00%</b>
<b>Portfolio Total</b>	<b>\$47,613,327.90</b>	<b>100.00%</b>

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Reaffirm the San Mateo County Transportation Authority Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund**

**Action**

Staff recommends the Board:

1. Reaffirm the San Mateo County Transportation Authority (TA) Statement of Investment Policy as presented;
2. Reauthorize the investment of TA funds in Local Agency Investment Funds (LAIF) in compliance with LAIF requirements and
3. Authorize the then-current permanent or Acting Executive Director, or their designee, to order the deposit or withdrawal of TA funds in LAIF.

**Significance**

The Acting Executive Director or his designee serves as the TA's trustee for purposes of placing investments pursuant to the Investment Policy. The Board of Directors, in accordance with California Government Code Section 53646(a), may review the Investment Policy and also reauthorize the included delegations of authority on an annual basis at a public meeting.

After consideration of the existing policy, staff and the TA's investment advisor recommend no changes to the existing Investment Policy this year. Staff will continue to review the Investment Policy on a regular basis, and especially as increases in investable balances may lead to any appropriate changes. As such, the proposed action will:

- Reaffirm the Investment Policy's limitations for investment instruments consistent with the limitations set forth in California Government Code Sections 53600 et seq. for the TA's current portfolio and to be updated annually by the then-current Executive Director or a designee;
- Reauthorize the investment of TA monies in LAIF; and
- Confirm the ability of the then-current permanent or acting Executive Director to order the withdrawal or deposit of the TA's LAIF investments.

**Budget Impact**

Reaffirmation of the Investment Policy and reauthorization of investment in LAIF will have no impact on the TA's budgets.

**Background**

The TA's investments continue to be in accordance with sound treasury management practices and comply with the objectives of safety, liquidity, and yield in that order of priority. The TA originally adopted its Investment Policy in November of 1999 and has, from time to time, amended this policy. The TA most recently amended this policy in November of 2020 to align with State law.

Continued investments in LAIF are also consistent with the TA's investment objectives.

Prepared By:	Ashok Deshmukh	Acting Manager, Treasury	650-508-6405
	Connie Mobley-Ritter	Director, Treasury	650-508-7765

**Resolution No. 2022 -**

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

\* \* \*

**Reaffirming the Investment Policy for the Investment of  
Transportation Authority Funds**

**Whereas**, in accordance with applicable State law, the San Mateo County Transportation Authority (TA) is required to adopt an investment policy; and

**Whereas**, in November 1999, the TA adopted a Statement of Investment Policy for the Investment of TA funds; and

**Whereas**, the TA may annually render a statement of said investment policy to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

**Whereas**, the TA has amended or reaffirmed its Statement of Investment Policy over the years, most recently in October 2021, to align with State law; and

**Whereas**, in presenting the Statement of Investment Policy to the Board of Directors for this year, the Acting Executive Director recommends the Board reaffirm the policy as presented; and

**Whereas**, staff recommends appointment of the then-current permanent or Acting Executive Director, or their designee, as trustee for purposes of placing investments pursuant to the aforementioned policy.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority takes the following actions: 1) Reaffirms the Statement of Investment

Policy for the Investment of Transportation Authority Funds, attached hereto as Exhibit A; and  
2) Appoints the then-current permanent or Acting Executive Director, or their designee, as trustee for purposes of placing investments pursuant to said policy.

Regularly passed and adopted this 4th day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

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

Attest:

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

Adopted November 1999	Reaffirmed May 2005	Amended May 2010	Amended August 2016
Amended April 2001	Reaffirmed May 2006	Reaffirmed June 2011	Reaffirmed September 2017
Reaffirmed May 2002	Amended August 2007	Amended May 2012	Reaffirmed October 2019
Amended May 2003	Reaffirmed August 2008	Reaffirmed May 2013	Amended November 2020
Reaffirmed May 2004	Amended May 2009	Reaffirmed May 2014	Reaffirmed October 2021
			Proposed for Reaffirmation August 2022

**EXHIBIT A****SAN MATEO COUNTY TRANSPORTATION AUTHORITY****Statement of Investment Policy for the Investment of Transportation Authority Funds****I. PURPOSE**

This Statement of Investment Policy (Investment Policy) sets forth the investment guidelines for the prudent investment and cash management of the San Mateo County Transportation Authority (the Authority). It is the goal of this Investment Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter "*Code*"), and investment guidelines to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return over an economic cycle consistent with the Authority's goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the Authority's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*). Irrespective of these policy provisions, should the provisions of the Code be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

**II. OBJECTIVE**

The Authority's cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling the Authority to invest funds to the fullest extent possible. Idle funds of the Authority shall be invested in accordance with sound treasury management and in accordance with the provisions of the *Code* and this Investment Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. Authority officials shall act in accordance with written procedures and the Investment Policy, and should report

deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The Authority's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the Authority. The third objective is to achieve a return on its invested funds.

### III. **BENCHMARKS**

Investment performance will be compared to the performance benchmark selected by the Authority, which approximates the Authority's portfolio and the specific restrictions on the Authority's portfolio in accordance with applicable current legislation by the State of California. The benchmark will be reviewed periodically to ensure it remains appropriate and consistent with the Authority's risk and return expectations.

### IV. **POLICY**

At all times, the Authority shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (including the *Code*). In addition, the Authority shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The Executive Director of the Authority, or his designee, shall serve as the Authority's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis.

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
  - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The Authority shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 6, and Section 7, are deemed to constitute safe investments within the meaning of this Investment Policy.
  - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months' operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment

term and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the Authority's investment portfolio.

- c. **Return on Investment.** The Authority's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles consistent with the portfolio's benchmark as described in Section III. This benchmark takes into account the Authority's investment risk constraints and the cash flow characteristics of the portfolio.

2. **Diversification.** The Authority will focus on diversification and invest in securities consistent with the diversification limits established by this policy and consistent with California Government Code.
3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements will be executed on a Delivery versus Pay Basis (DVP). The assets of the Authority shall be held in safekeeping by the Authority's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitution will not be acceptable.
4. **Maturity of Investments.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this Investment Policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the Authority including money paid to the Authority to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

6. **Allowable Investment Instruments.** The Authority also may invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. This Policy may be more restrictive than *California Government Code* regarding the limitations of certain investment types, as shown in the table in Section 10. These investment instruments include but are not limited to:
- a. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest, pursuant to *California Government Code Section 53601(b)*.
  - b. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government sponsored enterprises, pursuant to *California Government Code Section 53601(f)*.
  - c. Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank. Purchases of bankers' acceptances shall not exceed 180 days' maturity or 40 percent of the agency's moneys that may be invested pursuant to this section. However, no more than 30 percent of the agency's moneys may be invested in the bankers' acceptances of any one commercial bank pursuant to this section. This subdivision does not preclude a municipal utility district from investing moneys in its treasury in a manner authorized by the Municipal Utility District Act (*California Public Utilities Code Section 11501, et seq.*). Pursuant to *California Government Code Section 53601(g)*.
  - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical rating organization (NRSRO). Eligible commercial paper shall have a maximum maturity of 270 days or less. No more than 40percent of the agency's money may be invested in eligible commercial paper. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and medium-term notes of any single issuer pursuant to *California Government Code Section 53601(h)*.
  - e. Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by *California Financial Code Section 5102*), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank. Purchases of negotiable certificates of deposit shall not exceed 30 percent

of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(i)*.

- f. Investments in repurchase agreements or reverse repurchase agreements or securities lending agreements as defined in *California Government Code Section 53601(j)*.
- g. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of "A" or its equivalent or better by an NRSRO. Purchases of medium-term notes shall not include other instruments authorized by this section and may not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(k)*. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer.
- h. Shares of beneficial interest issued by diversified management companies that invest in the securities and obligations as described by *California Government Code Section 53601(l)*.
- i. Local government investment pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 as described by *California Government Code Section 53601(p)*.
- j. A mortgage passthrough security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable passthrough certificate, or consumer receivable-backed bond. Securities eligible for investment under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less. Purchase of securities authorized by this subdivision may not exceed 20 percent of the agency's surplus moneys that may be invested pursuant to this *California Government Code Section 53601(o)*.
- k. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state. Pursuant to *California Government Code 53601(c)*.

Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California. Pursuant to *California Government Code 53601(d)*.

Bonds, notes, warrants, or other evidences of indebtedness of any local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. Pursuant to *California Government Code 53601(e)*.

- l. Supranational obligations including United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and shall not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(q)*.
- m. Collateral is defined in this Investment Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; or Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's and Standard & Poor's.

- 7. **Local Agency Investment Fund & San Mateo County Investment Fund**. The Board of Directors also authorizes the Authority to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).

8. **Prohibited Investments.** The Authority shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The Authority shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the Authority may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.
9. **Portfolio Transactions.** The Authority's investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.5*, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the Authority. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time.
10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the Executive Director or his designee may invest in the following instruments, subject to the limits of flexibility described above and in the table below. Limitations set in this Policy may be more restrictive than required by *California Government Code*:

<b>Instrument</b>	<b>Credit Rating</b>	<b>% of Fund</b>	<b>% of Fund per Issuer</b>	<b>Maximum Maturity</b>
(a) U.S. Treasury Obligations		100	N/A	15 years
(b) Obligations of U.S. Agencies or Government Sponsored Enterprises		100	N/A	15 years
(c) Bankers' Acceptances		40	30	180 days
(d) Commercial Paper	A1/P1/F1	40	10	270 days
(e) Negotiable Certificates of Deposit		30	N/A	5 years
(f) Repurchase Agreements		100	N/A	1 year
Reverse Repurchase Agreements & Securities Lending		20	N/A	92 days
(g) Medium Term Corporate Notes	"A" category (split rated issues not allowed)	30	10	5 years
(h) Shares of beneficial interest issued by diversified management companies		20	10	N/A
(i) Local Government Investment Pools		100	N/A	N/A
(j) Asset-backed and mortgage-backed securities	"AA" category	20	N/A	5 years
(k) Municipal Obligations		100	N/A	10 years
(l) Supranational Obligations	"AA" category	30%	N/A	5 years
Local Agency Investment Fund				Up to current state limit
San Mateo County Investment Fund				Up to current state limit

**11. Oversight.**

- a. Quarterly, the Executive Director shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:
  - 1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the Authority;

2. description of any of the Authority's funds, investments or programs that are under the management of contracted parties, including lending programs;
  3. for all securities held by the Authority or under management by any outside party that is not a local agency or the State of California LAIF, a current market value as of the date of the report and the source of this valuation;
  4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
  5. statement that the Authority has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.
- b. Annually, the Executive Director shall perform, or cause to be performed, an independent audit of the Authority's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the Authority's Investment Policy and the State Codes. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.
- c. If the Authority places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association, or the SMCIF (or any combination of these three), the Executive Director can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

**Resolution No. 2022 -**

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

\* \* \*

**Reauthorizing Investment of San Mateo County Transportation Authority Funds into the Local  
Agency Investment Fund**

**Whereas**, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund (LAIF) was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

**Whereas**, staff recommends that the deposit and withdrawal of money in LAIF in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transportation Authority (TA).

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority does hereby reauthorize the deposit and withdrawal of TA funds in LAIF in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment.

**Be It Further Resolved** that the then-current permanent or Acting Executive Director, or their designee, shall be authorized to order the deposit or withdrawal of TA monies in the LAIF.

Regularly passed and adopted this 4th day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2022**

**Information**

The Finance Division engages in many activities following the end of the June 30 fiscal year to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 6th meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Annual Comprehensive Financial Report finalized in early November 2022.

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



**BOARD OF DIRECTORS 2022**

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

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

## Memorandum

**Date:** July 28, 2022  
**To:** TA Board of Directors  
**From:** Carter Mau, Acting Executive Director  
**Subject:** Executive Director's Report

### **2022 Cycle 6 Pedestrian and Bicycle Program Call for Projects**

The TA is pleased to announce the upcoming roll-out of the Measure A and W Pedestrian and Bicycle Program 2022 Cycle 6 Call for Projects (CFP). The purpose of this CFP 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.

The Cycle 6 CFP will be the largest in San Mateo County history with over \$17 million in combined funding from Measure A and W. For capital projects (large and small), all phases of work are eligible for projects that can meet the TA's timely use of funds requirements. Quick build strategies that improve bicycle and pedestrian safety and comfort are highly encouraged to apply for the small capital project funds. The Planning & Promotions category may fund a wide variety of projects such as corridor implementation or feasibility studies for priority projects. Eligible projects in this category include but not limited to: traffic or parking analysis, initial concept designs, Vision Zero programs, encouragement activities, public engagement, and more.

A virtual workshop with stakeholders is scheduled for August 9, 2022, and staff will communicate the guidelines and CFP schedule. Applications are due on September 21, 2022 and will be scored by an evaluation committee. Staff anticipates a draft program of projects will be presented to the TA Board of Directors in November 2022, with final approval and allocation in December 2022.

All materials and a recording of the workshop will be available on the TA's website here: <https://www.smcta.com/whats-happening/call-projects>

### **Senate Bill 1 Competitive Programs**

The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. Since its inception, the SB1 Program has been the most significant leveraged state funding source for the TA programs and projects, including over \$200 million for the 101 Express Lanes project.

Two programs under SB1 require MTC action: the Solutions for Congested Corridors (SCC) and the Trade Corridor Enhancement Program (TCEP). For the SCC projects, MTC and Caltrans are the sole nominating agencies in the Bay Area. For the TCEP projects, MTC does not nominate but rather compiles project nominations from sponsor agencies.

The California Transportation Commission (CTC) is now preparing for the next round of grants covering FYs 24 and 25, with applications due in late 2022. Cycle 3 of the SCC Program totals \$494 million available statewide for FYs 24 and 25. The Bay Area is projected to receive one-quarter to one-third of the statewide funding. Two tiers of SCC projects are proposed to help maintain financial constraints. The **Caltrain Electrification Signal System Project** is recommended under Tier 1 with requested funding of \$45 million. And the **US 101/SR 92 Area Improvements and Multimodal Project** is recommended under Tier 2 with requested funding of \$40 million.

The current TCEP program will cover the same two fiscal years totaling over \$1 Billion statewide. Funds are split 40% to Caltrans and 60% to regions, of which a target of \$183 million is identified for the Bay Area and Central Valley. MTC compiled 8 candidate projects totaling \$375 million for the TCEP. The **US 101/Woodside Interchange - Port Access Project** is one of the eight nominated projects in the Bay Area for TCEP funds with a request of \$25 million. With the receipt of Measure A funds for a portion of the construction funds needed for this project in December 2021, the City of Redwood City has been seeking different funding sources to fully fund the project in order to enable the Project to proceed with the construction phase.

### **New Caltrain Electric Multiple-Unit (EMU) on the Caltrain Corridor**

Over the weekend of July 16<sup>th</sup> and 17<sup>th</sup> clearance testing of the new Caltrain EMUs was conducted over the entire length of the corridor. This was done to assure there were no physical obstructions with the new cars which the testing confirmed. On August 27<sup>th</sup> PG&E is scheduled to energize the traction power substation No.2 (TPS-2), located in the southern end of the Caltrain Corridor between San Jose and Santa Clara. Energization of TPS-2 will enable Caltrain to perform energized testing of the substation and the overhead power lines in Santa Clara and San Jose. Upon successful testing of the substation and overhead power lines, the new Caltrain EMUs will be able to be tested in a fully electrified system.

**Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) Plan  
Selected for Statewide American Planning Association Award**

The TA's ACR/TDM Plan was selected for an Award of Merit in Transportation Planning by the California American Planning Association (APA) in July 2022. The award is based on selections made from across the state, and it will be presented at the 2022 California APA Conference later this year. The Plan was also previously selected for the local Northern California APA chapter award for Transportation Planning in May 2022.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: April Chan, Acting Deputy General Manager/CEO  
Subject: **San Mateo 101 Express Lanes Quarterly Project Update**

**Action**

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

**Significance**

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

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

The southern segment of the 101 Express Lanes that runs from the Santa Clara/San Mateo County line to Whipple Avenue in Redwood City began operations on February 11. The TA Board received an update on the performance of the southern segment at their July meeting. While volumes in the Express Lanes are lower than previously estimated, primarily due to the continued impacts on reduced travel stemming from the pandemic, there continues to be modest increases in both usage and toll revenue.

For the northern segment between Whipple Avenue and Interstate 380 (I-380) in San Bruno, construction activities this last quarter saw the completion of over 150 lane miles of roadway repaving and striping. Another milestone was the installation the eighth and final sign bridge. These sign bridges required full freeway night closures that detoured the traffic onto side streets. A testament to the effectiveness extensive public outreach closures was that there were no reported complaints.

The project team is reassessing the project schedule and has indicated a likely delay to the opening of the northern segment. After consultation with both the civil and toll system contractors, failing fiber optic test results and added time to identify and implement corrective measures has delayed the system integrator's access to conduct their work. While the team continues to explore schedule recovery opportunities such as enhanced resources and various workarounds, the revised opening of the northern segment is likely to shift to early 2023.

More information on the Project's progress will be presented via a PowerPoint at the August 2022 Board meeting.

**Budget Impact**

There is no budget impact with this quarterly update.

**Background**

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

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

In June 2019, the San Mateo County Express Lanes – Joint Powers Authority (SMCEL-JPA) was established as the owner of the express lanes. SMCEL-JPA Board of Directors is comprised of members from the C/CAG and TA Boards.

In August 2019, the California Transportation Commission (CTC) unanimously approved the application submitted by SMCEL-JPA to develop and operate a high-occupancy toll facility on US 101 in San Mateo County.

Prepared By: Joseph Hurley, Director TA Program

650-508-7942

# SM 101 EXPRESS LANES PROJECT

Quarterly Project Update



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SMCTA Board Meeting August 4, 2022

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SM 101  
EXPRESS LANES PROJECT  
AGENDA



Item #11.a.  
8/4/2022



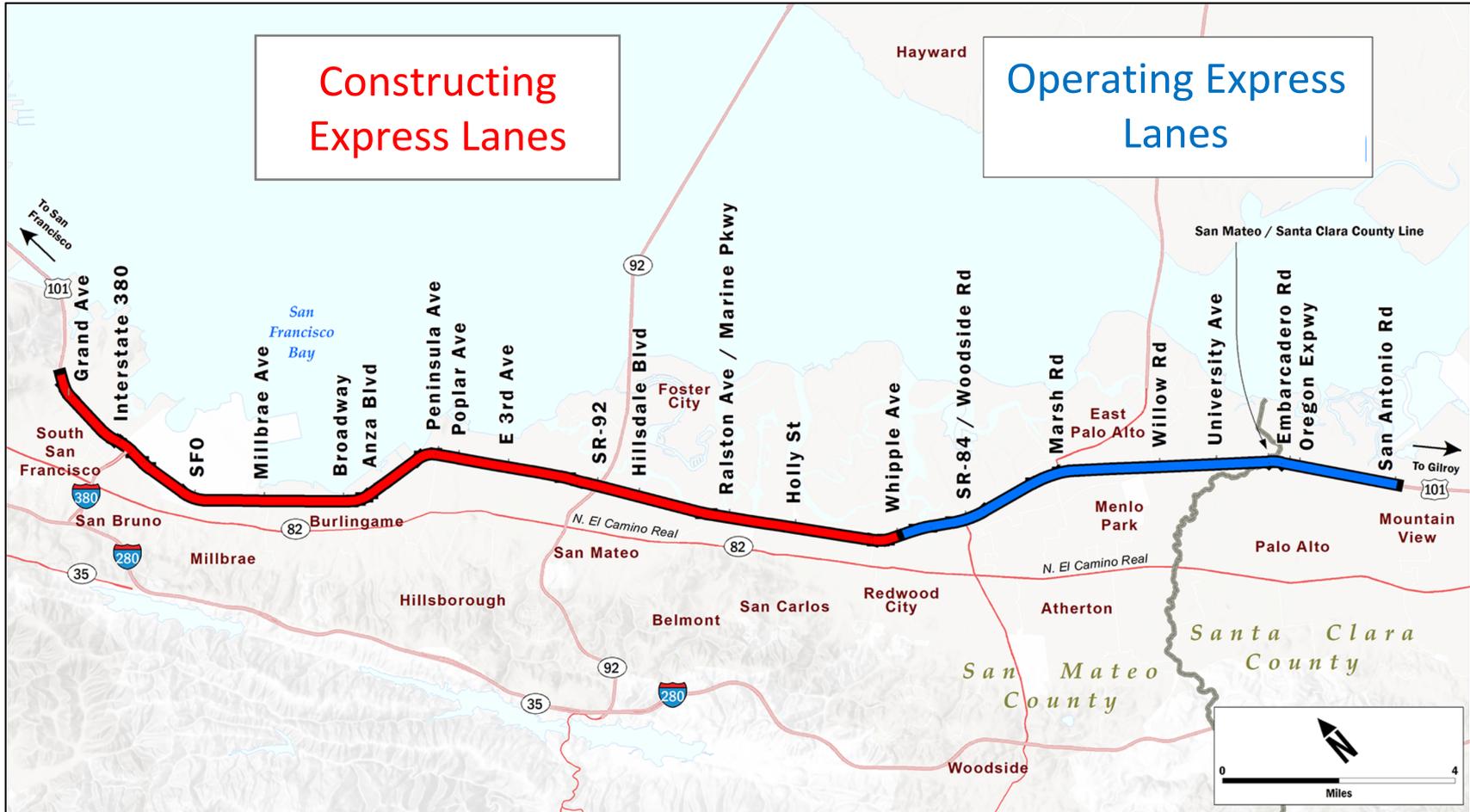
- Construction Progress
- Financial and Risk Status
- Project Spotlight – Opening the New Lanes
- Public Outreach Activities

# SM 101 EXPRESS LANES PROJECT

## PROJECT LIMITS



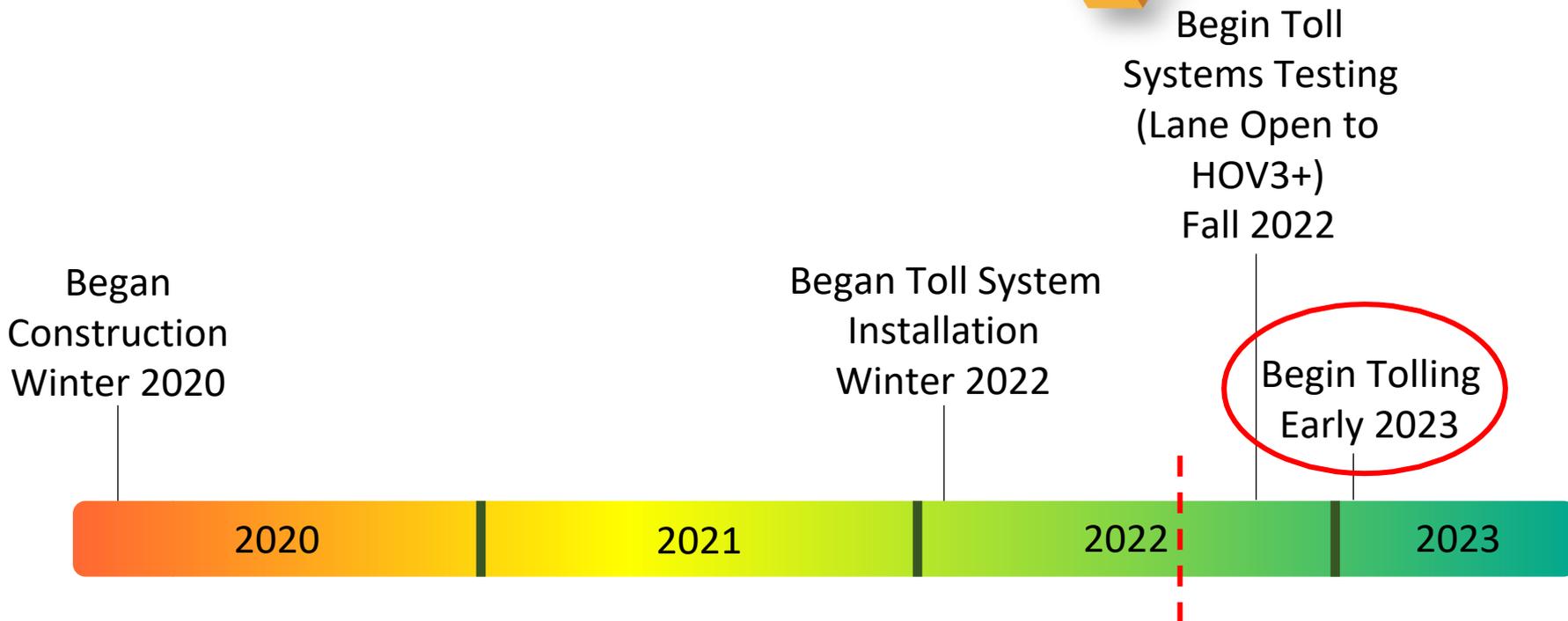
Item #11.a.  
8/4/2022



# SM 101 EXPRESS LANES PROJECT PROJECT SCHEDULE (NORTH OF WHIPPLE)



Item #11.a.  
8/4/2022





- Fiber optic cable facility readiness
- Schedule complications resulting from paving operation
- Damage to fiber optic cable
- Fiber optic cable work sequencing issues
- High performance standard for fiber optic cable

## Fiber Readiness Plan:

- Mobilized a stronger and faster inspection effort earlier
- Kiewit mobilized their subcontractor to make repairs as quickly as possible
- TransCore's work temporarily paused to allow repairs and make handoff cleaner



## Schedule Efficiency Plan:

- Integrated schedule to minimize future work conflicts
- Expedited review of Kiewit test information and results
- TransCore executed baseline cable testing in parallel with Kiewit's testing to avoid sequential delay
- TransCore bringing on additional crews to expedite splicing operation





## **North of Whipple through July:**

- \$317M of \$330M completed (96%) with 89% time elapsed.
- 150 lane-miles of SM-101 resurfaced (paving 100% complete).
- All overhead sign bridges installed.
- All striping complete.
- Final restriping completed on Bayshore Boulevard.
- Tolling equipment installed in Blocks 1 and 4.
- Fiber optic cable turned over for splicing in Blocks 1 – 4.
- 32 of 33 PG&E locations energized.

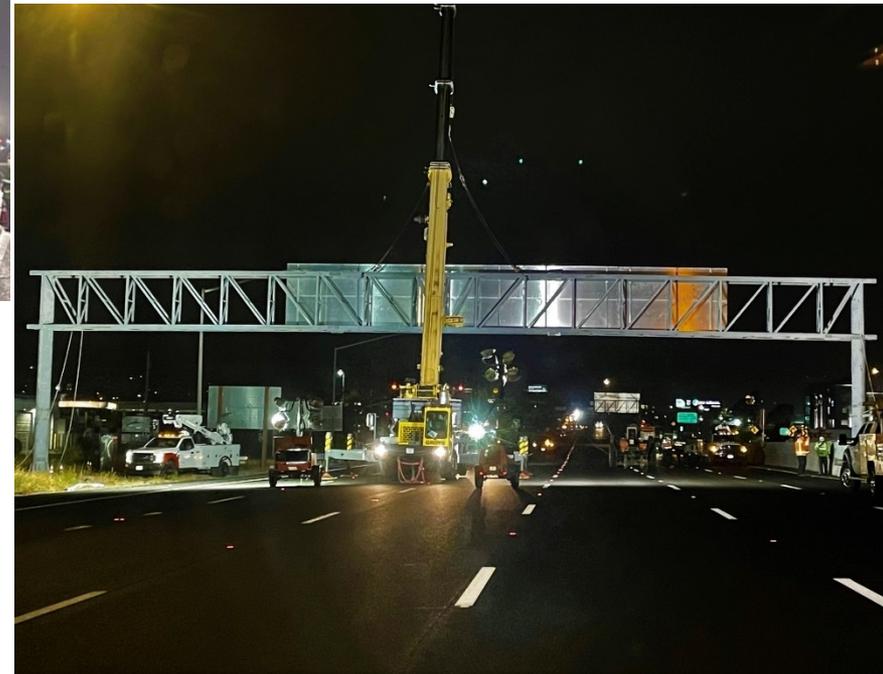
# SM 101 EXPRESS LANES PROJECT NORTH CONTRACT WORK COMPLETED



Item #11.a.  
8/4/2022



## Sign Bridge Installation



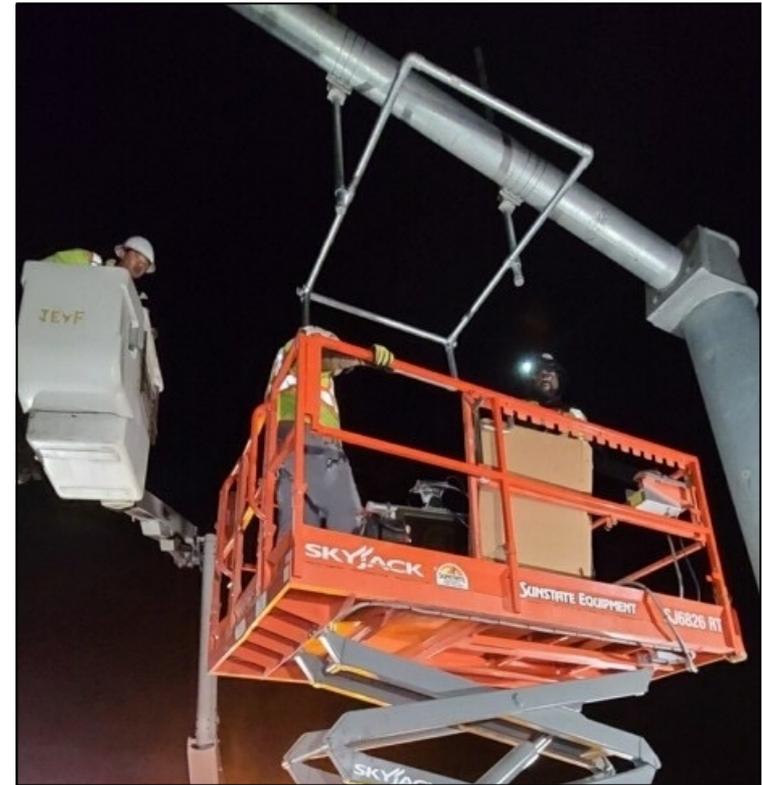
**SM 101**  
**EXPRESS LANES PROJECT**  
**NORTH CONTRACT WORK ONGOING**



Item #11.a.  
8/4/2022



## Toll System Installation





## North of Whipple:

- Complete civil contract punch list
- Complete last PG&E service point energization
- Complete toll system equipment installation
- Connect all toll system equipment to fiber optic cable
- Test north segment express lanes

# SM 101 EXPRESS LANES PROJECT

## CURRENT COST ESTIMATE - CONTRACT FOCUSED



Item #11.a.  
8/4/2022

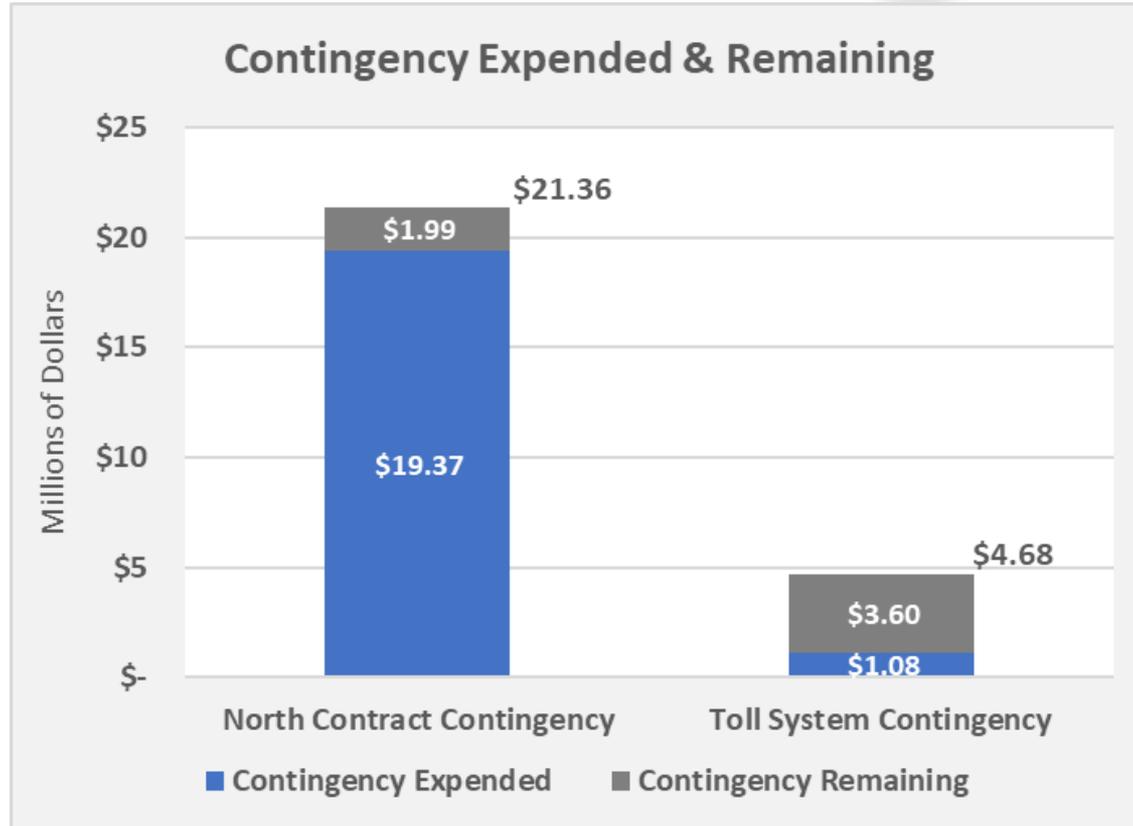
Contract	Budget	Estimated Cost <sup>(1)</sup>	Variance	Expended as of 6/30/22 <sup>(2)</sup>	Percent Expended	Percent Complete <sup>(3)</sup>	Confidence <sup>(4)</sup>
SM-101 Express Lanes Project <span style="float: right;">Costs shown in millions of escalated dollars</span>							
Environmental	20.39	20.28	(0.11)	20.19	99%	100%	☐ ☐
Design & Right of Way	42.14	42.14	0.00	37.87	90%	90%	☐ ☐
South Contract – Civil	74.81	74.81	0.00	74.47	99.5%	100%	☐ ☐
North Contract - Civil	390.87	390.87	0.00	374.25	96%	95%	☐ ☐
<i>North Contract – Civil</i>	<i>369.51</i>	<i>388.88</i>	<i>19.37</i>	<i>354.88</i>	<i>96%</i>	<i>95%</i>	☐ ☐
<i>Project Contingency <sup>(5)</sup></i>	<i>21.36</i>	<i>1.99</i>	<i>(19.37)</i>	<i>19.37</i>	<i>91%</i>	<i>95%</i>	☐ ☐
Toll System	48.12	48.12	0.00	19.50	40%	60%	☐ ☐
<i>Toll System</i>	<i>43.44</i>	<i>44.52</i>	<i>1.08</i>	<i>18.42</i>	<i>42%</i>	<i>60%</i>	☐ ☐
<i>Project Contingency <sup>(5)</sup></i>	<i>4.68</i>	<i>3.60</i>	<i>(1.08)</i>	<i>1.08</i>	<i>23%</i>	<i>60%</i>	☐ ☐
Highway Planting	4.81	7.00	2.19	0.00	0%	0%	☐ ☐
<b>TOTALS</b>	<b>581.14</b>	<b>583.22</b>	<b>2.08</b>	<b>526.28</b>	<b>91%</b>	<b>94%</b>	

- (1) Estimated Cost represents current estimated cost to complete each contract.
- (2) Expenditures include \$12M deposit against North Contract – Civil.
- (3) Percent completes shown are based on qualitative assessment of physical % complete per milestones and schedule.
- (4) ☐ Within budget, ☐ identified potential risks that may significantly exceed budget if not mitigated, ☐ Known impacts to budget – changes forthcoming.
- (5) Assume 100% utilization of Project Contingency in overall estimated cost of project; update since previous reports \$2.6M Supplemental North Contract – Civil savings moved to North Contract – Civil Project

**SM 101**  
**EXPRESS LANES PROJECT**  
**CAPITAL CONTRACTS CONTINGENCY USE**



Item #11.a.  
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Contingency expended includes the following: Contract change orders for various reasons including, k-rail salvage, barrier foundation revisions, grade and drainage revisions, maintenance of landscape areas, misc. signage issues, and pavement corrections.

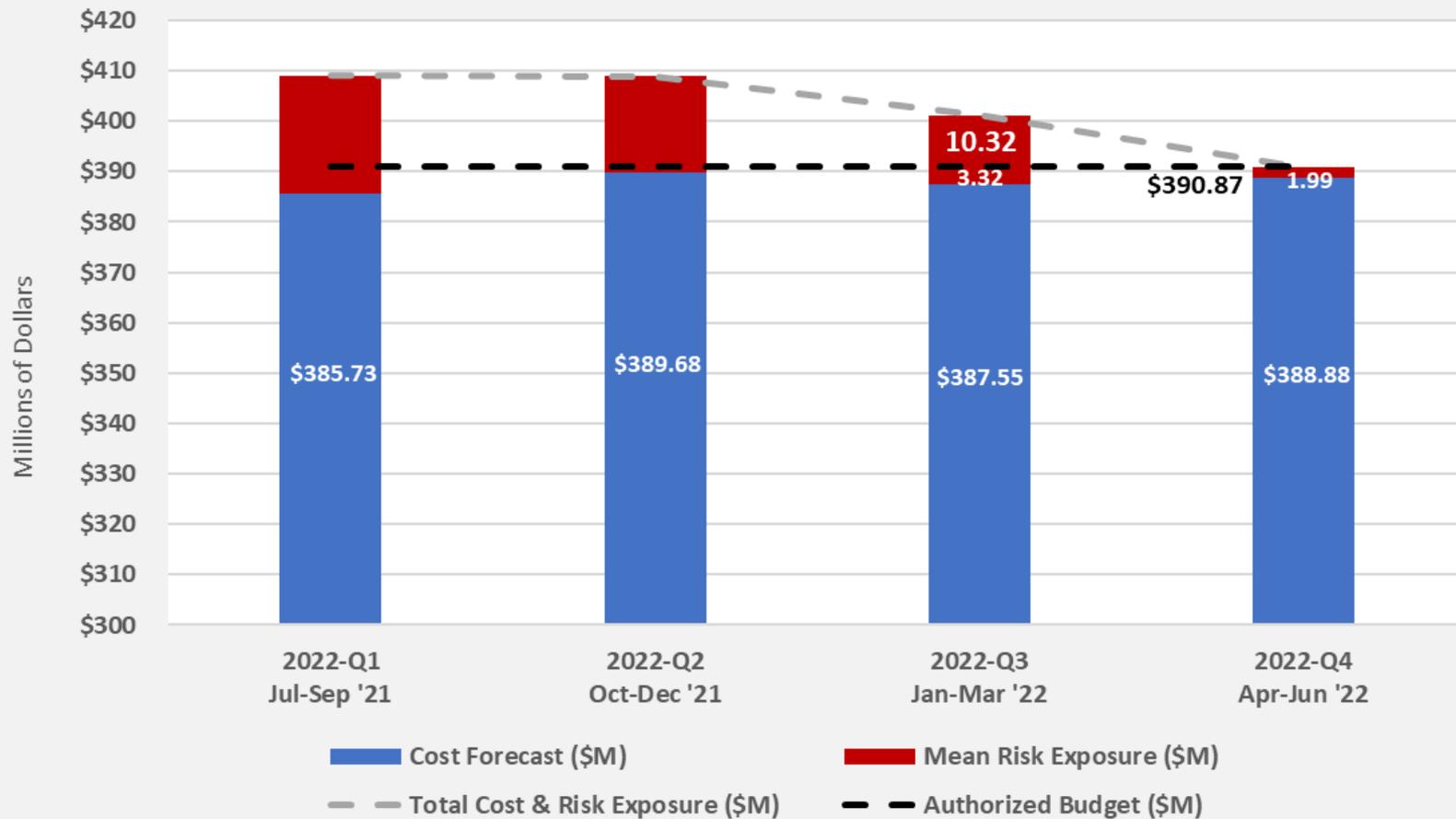
# SM 101 EXPRESS LANES PROJECT

## CIVIL CONTRACT RISK ASSESSMENT



Item #11.a.  
8/4/2022

### North Contract Cost Forecast and Risk Exposure vs. Authorized Budget



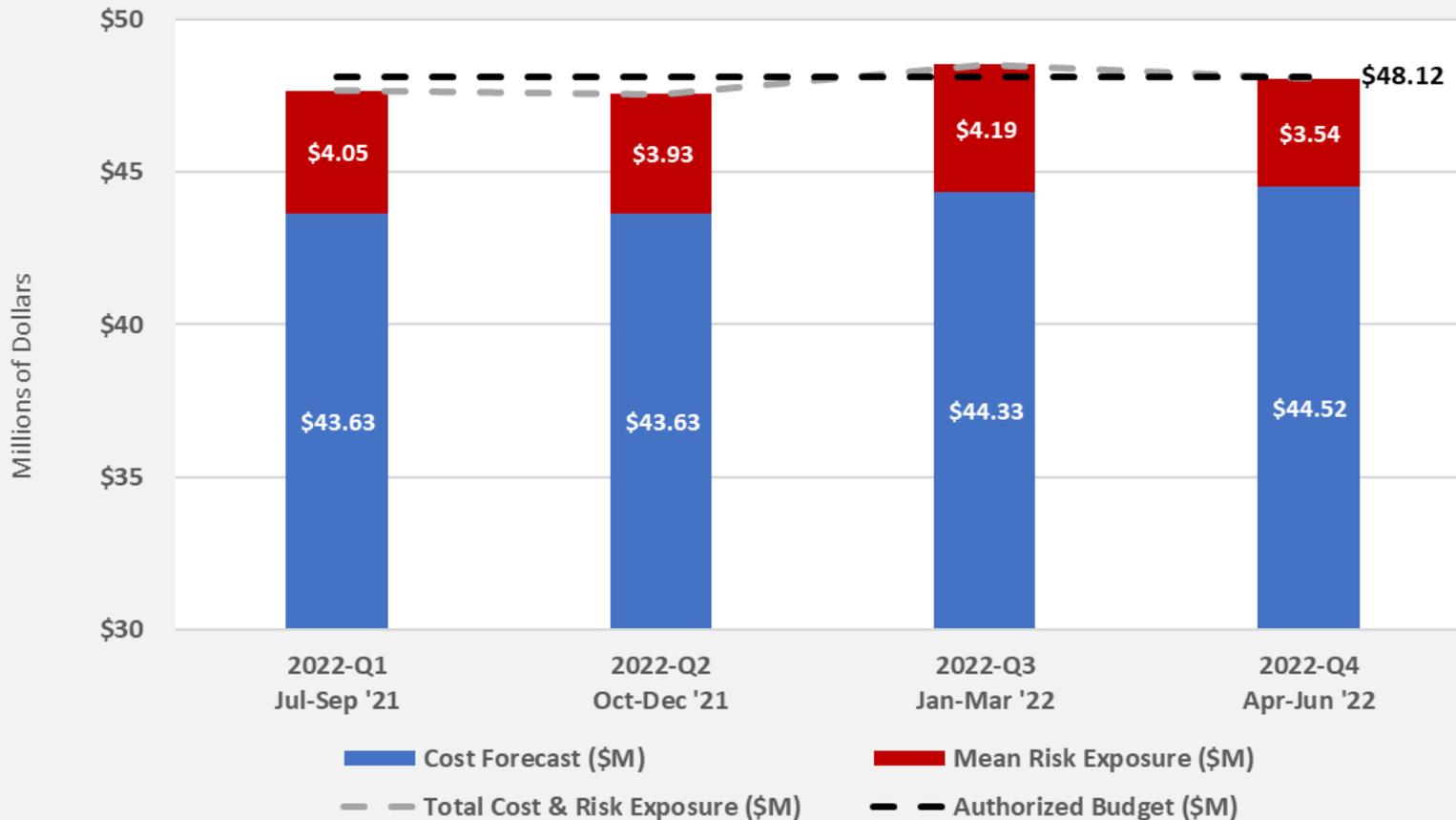
# SM 101 EXPRESS LANES PROJECT

## TOLL SYSTEM CONTRACT RISK ASSESSMENT



Item #11.a.  
8/4/2022

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

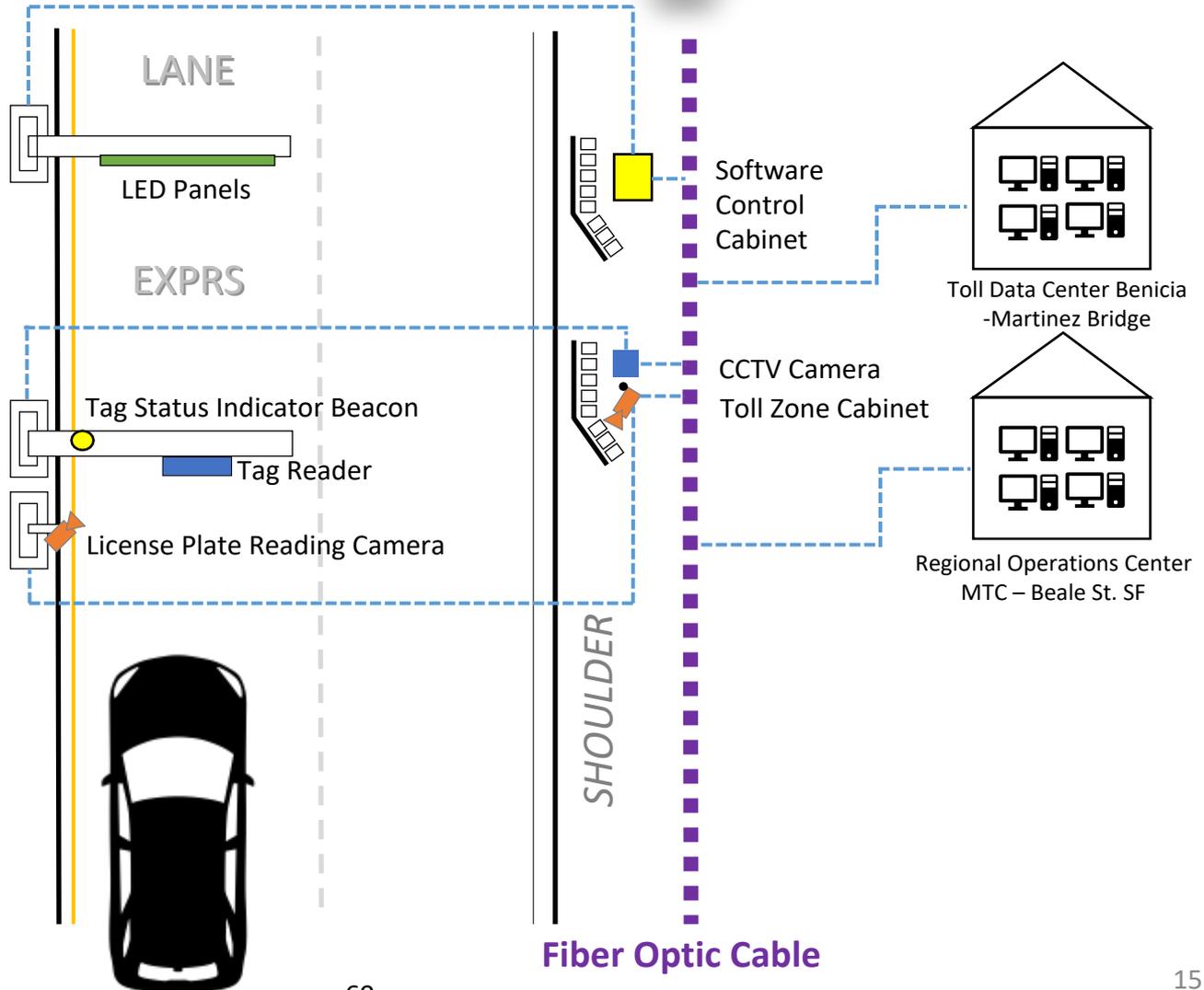
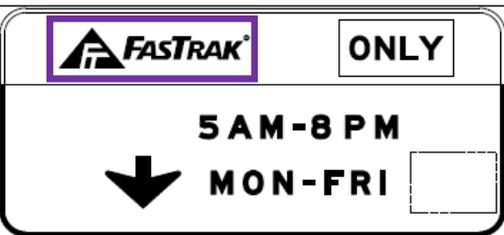


# SM 101 EXPRESS LANES PROJECT

## TOLL SYSTEM INTEGRATION/TESTING



Item #11.a.  
8/4/2022



# SM 101 EXPRESS LANES PROJECT

## EXISTING LANE CONFIGURATION



Item #11.a.  
8/4/2022



# SM 101 EXPRESS LANES PROJECT

## LANE OPERATING MODES DURING TRANSITION



Item #11.a.  
8/4/2022



TODAY



LANE CLOSED

*Channelizers and Barricades in Place*



TOLL SYSTEM TESTING



HOV 3+ ONLY

EXPRESS LANE IN  
HOV 3+ ONLY MODE



TOLLING



System Installation

SUMMER 2022

Toll System Testing

FALL 2022

Express Lane Operations

EARLY 2023

# SM 101 EXPRESS LANES PROJECT

## RISKS TO NORTH SEGMENT TOLL COMMENCEMENT



Item #11.a.  
8/4/2022

- Rain/Weather
- Installation Challenges
  - Damaged Equipment
  - Construction Errors
  - Lane Closure Conflicts
- Testing Failures
- Impact of holidays



# SM 101 EXPRESS LANES PROJECT TOLL SYSTEM TESTING OUTREACH



Item #11.a.  
8/4/2022



## KEY MESSAGES:

- **HOV 3+ ONLY** During Toll Testing
- Visit [101ExpressLanes.org](https://101ExpressLanes.org) to learn to use SM101 Express Lanes

## OUTREACH TOOLS:

- Quarterly Email
- Updated Caltrans project website
- Social Media (Twitter and Facebook)
- Traffic Advisory (for media)
- Portable Changeable Message Signs

**TOLL SYSTEM TESTING**



**HOV 3+ ONLY**

# SM 101 EXPRESS LANES PROJECT LANE OPENING OUTREACH



Item #11.a.  
8/4/2022



- **Public Information - 45 days before lane opens (tolling begins)**
  - On Corridor Signage
  - Regional websites (Caltrans, 511.org, FasTrak)
  - Social Media Messaging (Partners)
  - Press Release (with Caltrans & MTC)
  - Email Blast: Cities, Community, Business and Key Stakeholders
- **Marketing/Advertising - 30 days before/after lane opens (tolling begins)**
  - Collaboration with MTC (511.org, FasTrak)
  - Digital/Social
  - Radio
  - Multi-lingual outreach





# Questions?

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting Executive Director  
From: April Chan, Acting Deputy General Manager/CEO  
Subject: **US 101/Peninsula Avenue Interchange Project Update**

**Action**

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

**Significance**

Purpose of the US 101/Peninsula Avenue Interchange Project (Project) is to eliminate the existing partial interchange condition and create a single, full access interchange at Peninsula Avenue and Airport Boulevard. The project limits encompass portions of US 101, Peninsula Avenue, and adjacent local roadways in both the City of San Mateo and the City of Burlingame. The Project improvements will include construction of new US 101 southbound on- and off-ramps at Peninsula Avenue and removal of the existing southbound on- and off-ramps at East Poplar Avenue, which is just south of Peninsula Avenue.

The project is sponsored by the City of San Mateo and is currently in the environmental review phase. This project is implemented by the Transportation Authority (TA) with Caltrans as the CEQA/NEPA lead agency.

The environmental review documents are evaluating three alternatives, including a No Build, and two Build alternatives. The No Build alternative offers a basis for comparison with the Build alternatives and assumes no major improvements within the project area other than routine rehabilitation and repair. The Build alternatives are for two types of diamond interchanges, a Spread Diamond and a Tight Diamond. In a Spread Diamond, the ends of the ramps meet the local road further away from the freeway to maximize sight distance at the ramp intersection. A Spread Diamond alternative has the advantage of flatter ramp grades and greater storage capacity. In an effort to reduce the right of way impact associated with the Project, the project team is exploring a Tight Diamond alternative. With a Tight Diamond, the ends of the ramps intersect the local road very close to the freeway to minimize project footprint and right of way impact. More information regarding the Project designs will be provided in a PowerPoint presentation at the August Board meeting.

The Project's environmental review has been actively progressing and the Draft Environmental Document and Draft Project Report are expected to be completed in December 2022, with the Final Environmental Document and Project Report targeted to be completed in July 2023.

### **Budget Impact**

There is no budget impact with this Project update. Cost of the environmental review is \$4.5 million and is fully funded as follows: Measure A funds of \$2.5 million awarded in 2015 and \$1.4 million awarded in 2021. This is in addition to \$600,000 in local match by the City of San Mateo.

### **Background**

The Project aims to improve safety and operations of southbound US 101 and the off/on-ramps to/from East Poplar Avenue, improve safety and traffic operations of the intersection at East Poplar Avenue and North Amphlett Boulevard, improve access into north San Mateo, improve bicycle and pedestrian circulation and safety conditions in the project area, and improve local traffic circulation in the project area.

In 2012, the Project was awarded \$1 million of Measure A funds for a project initiation document which was approved by Caltrans in 2015. Also in 2015, the Project was awarded \$2.5 million of Measure A funds for environmental review. Further coordination took place between the cities of San Mateo and Burlingame, and the Project scope was expanded to include additional analysis locations (intersections and roadway segments) in Burlingame to address traffic concerns. In the most recent Call for Projects, the TA Board of Directors awarded the Project on December 2, 2021, an additional \$6 million of Measure A funds for completion of the Project environmental review (\$1.4 million), as well as for the detailed design (\$4.2 million) and right-of-way analysis (\$400,000). The City of San Mateo also contributed \$1.2 million of local match (\$600,000 for environmental, \$500,000 for design, and \$100,000 for right-of-way).

Community engagement has been an integral part of Project development and in shaping the scope of work. Multiple community meetings and other public engagement efforts took place between June 2016 and May 2021. In addition, Project presentations were given at the San Mateo City Council (meetings on 11/7/2016 and 2/3/2020) and at the Burlingame City Council (meeting on 4/21/2021). The Project scoping meeting to officially kick off the environmental review process was held in April 2021. Additional community outreach and consultation efforts, including a number of community and stakeholders' meetings, are currently planned to take place from September 2022 through March 2023.

Prepared By: Heba El-Guindy Deputy Director, TA Program

650-508-6476

# US 101/Peninsula Avenue Interchange Project

TA Board of Directors Meeting

August 04, 2022



# Agenda/Overview

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- Project Overview
- Design Alternatives
- Project Timeline
- Technical Studies Progress Update
- Project Costs
- Public Engagement
- Nest Steps



# Project Partners & Roles

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Project Sponsor



Funding and Implementing Agency



CEQA/NEPA Lead Agency



# Project Description

- Relocate the southbound US 101 on- and off-ramps from East Poplar Avenue to Peninsula Avenue in the City of San Mateo
- The project would:
  - Construct new southbound on- and off-ramps that connect to the existing elevated Peninsula Avenue overcrossing
  - Widen the overcrossing to add a travel lane
  - Construct new bridges, sound walls and retaining walls
  - Remove light industrial/commercial and possibly residential structures
  - Realign the existing frontage road by upgrading an existing alleyway



# Purpose and Need

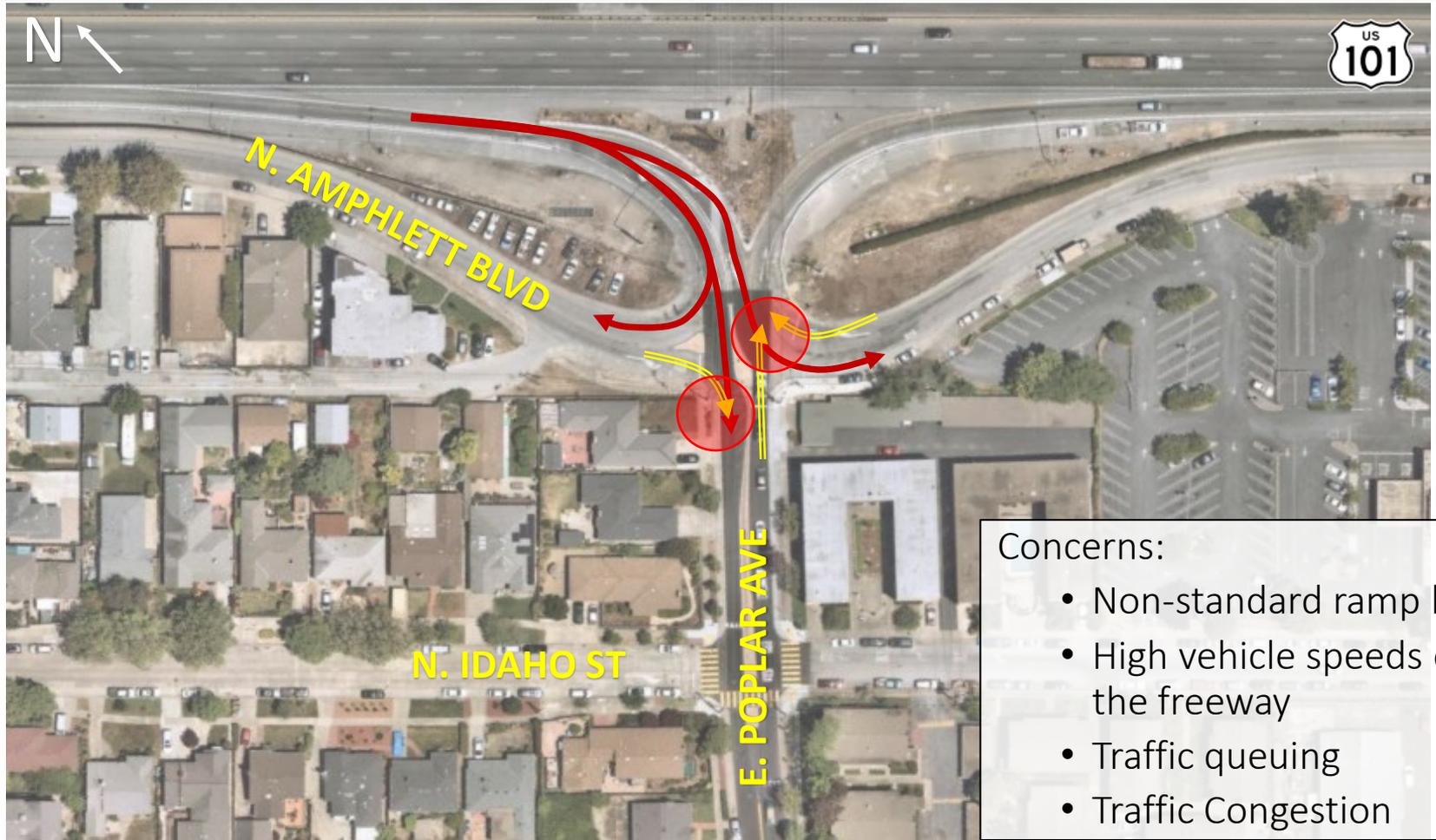
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- Improve safety and operations of southbound US 101 and the off/on-ramps to/from East Poplar Avenue.
- Improve safety and traffic operations of the intersection at East Poplar Avenue and North Amphlett Boulevard.
- Improve access into north San Mateo.
- Improve bicycle and pedestrian circulation and safety conditions in the project area.
- Improve local traffic circulation in the project area and better accommodate future traffic growth.





# US 101 Ramps at East Poplar Ave



## Concerns:

- Non-standard ramp length
- High vehicle speeds exiting the freeway
- Traffic queuing
- Traffic Congestion

# Existing Conditions

## Peninsula



- Two lanes in each direction
- No parking, no driveways
- 5-foot shoulders/bike lane

Vs.

## East Poplar

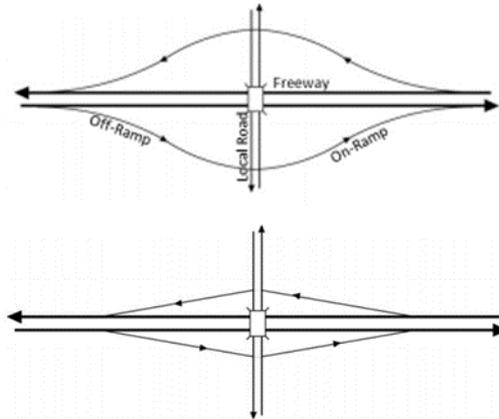


- One lane in each direction
- On-street parking and driveways
- No shoulders

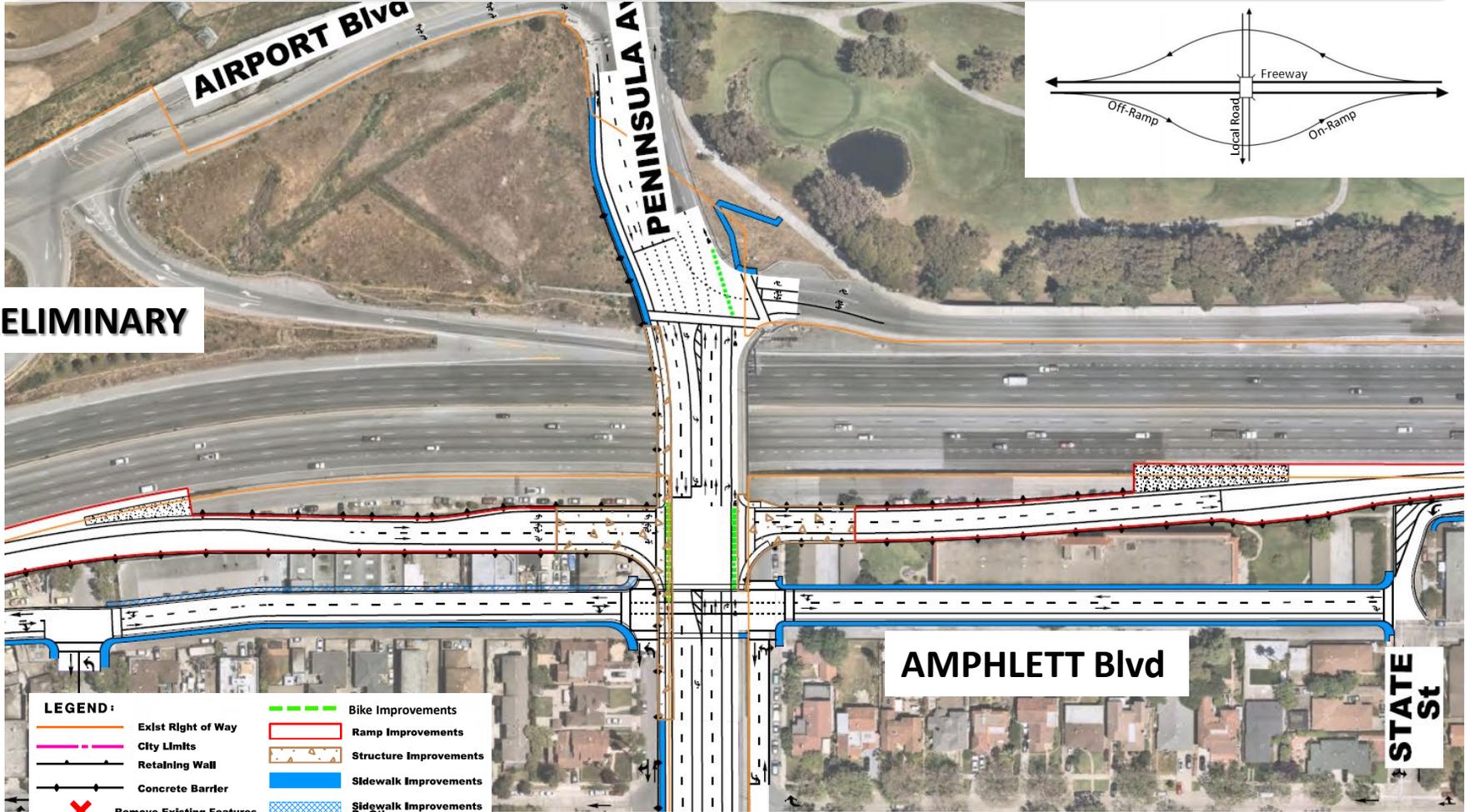


# Project Alternatives

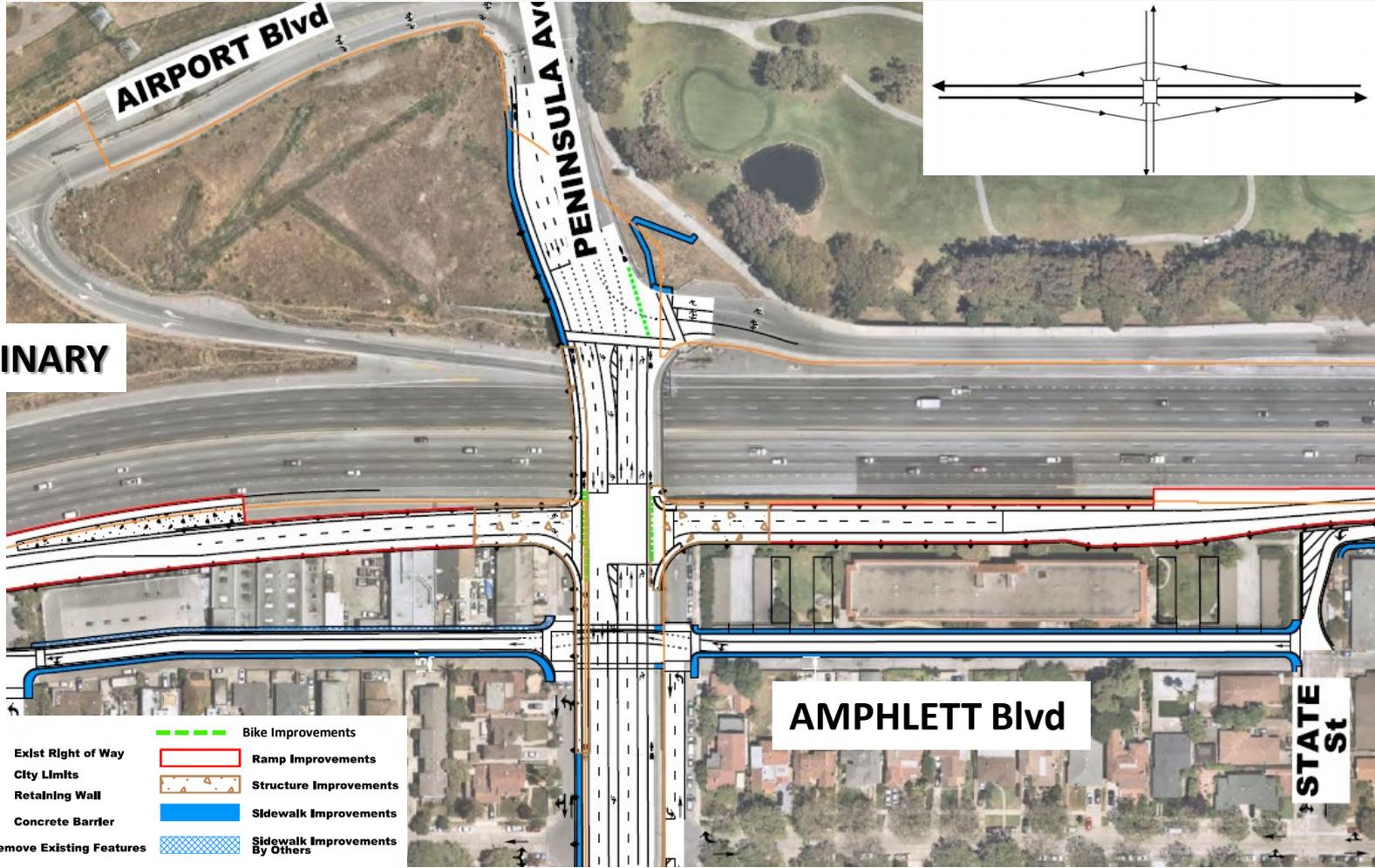
- No Build
- Spread Diamond
- Tight Diamond



# Spread Diamond Alternative



# Tight Diamond Alternative



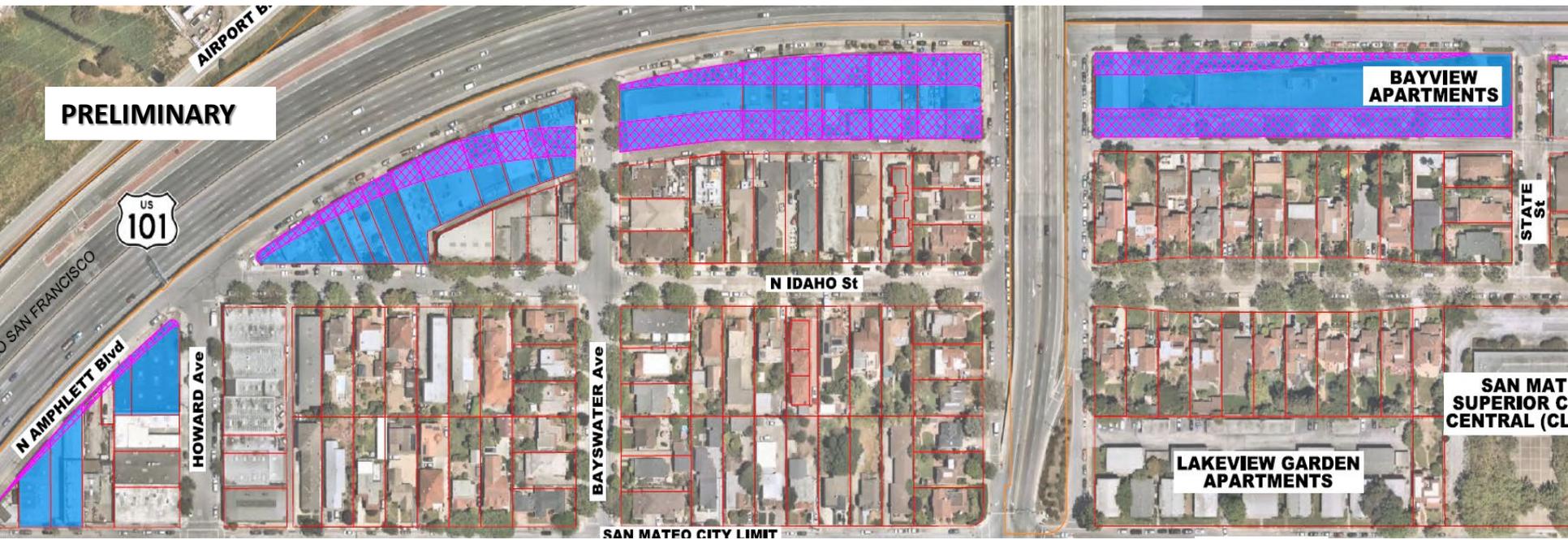
**PRELIMINARY**

**LEGEND :**

-  Exist Right of Way
-  City Limits
-  Retaining Wall
-  Concrete Barrier
-  Remove Existing Features

-  Bike Improvements
-  Ramp Improvements
-  Structure Improvements
-  Sidewalk Improvements
-  Sidewalk Improvements By Others

# Spread Diamond Right-of-Way Needs



## LEGEND:

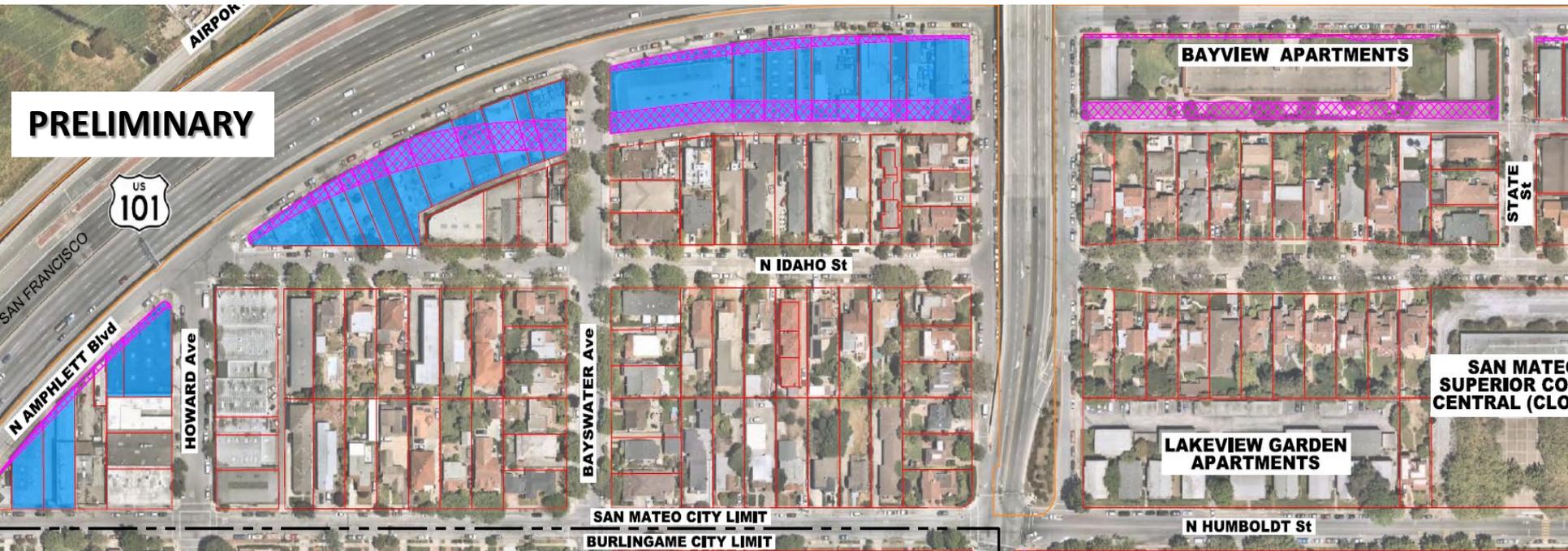
-  Right of Way Needed
-  Impacted Structure

-  Exist Right of Way
-  Property Line

Full Take Properties: 25 (24 commercial/light industrial and 1 multi-family)  
Partial Take Properties: 8 (3 commercial/light industrial and 5 multi-family)

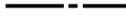


# Tight Diamond Right-of-Way Needs



**PRELIMINARY**

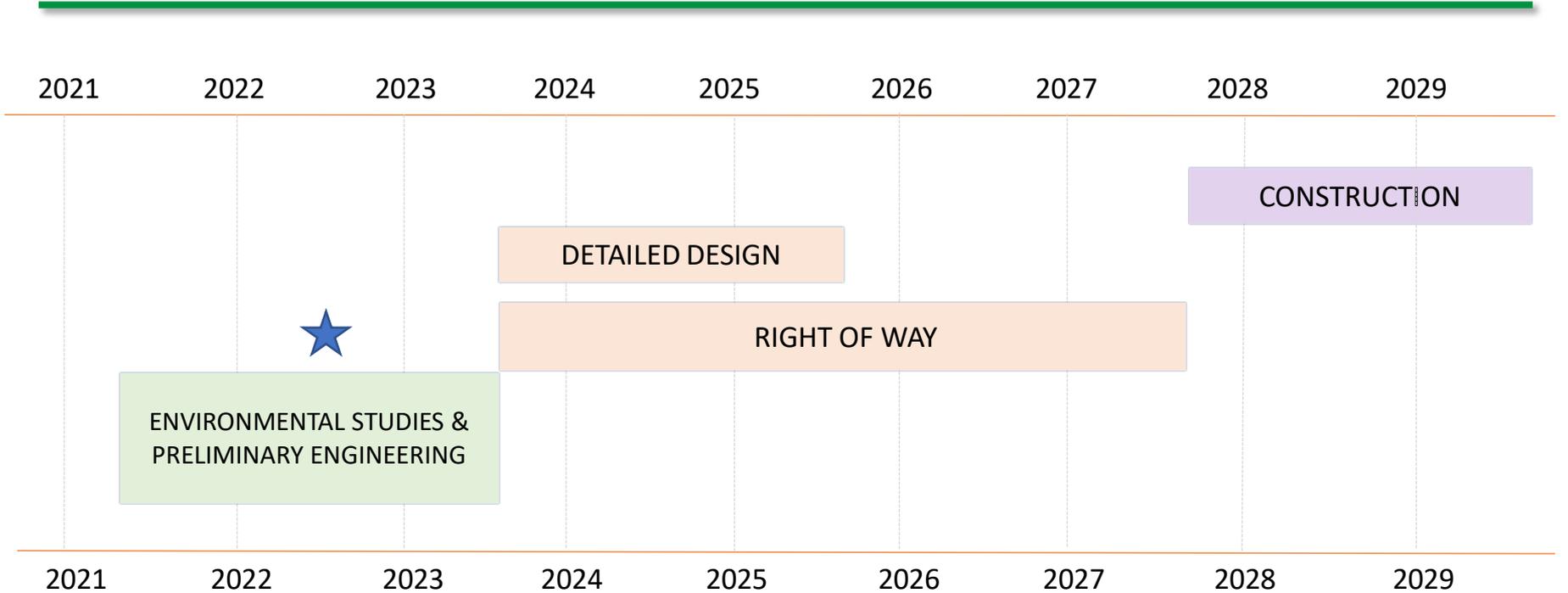
**LEGEND:**  
 Right of Way Needed  
 Impacted Structure

 Exist Right of Way  
 Property Line  
 City Limits

Full Take Properties: 24 (24 commercial/light industrial)  
 Partial Take Properties: 9 (3 commercial/light industrial and 6 multi-family)



# Project Timeline



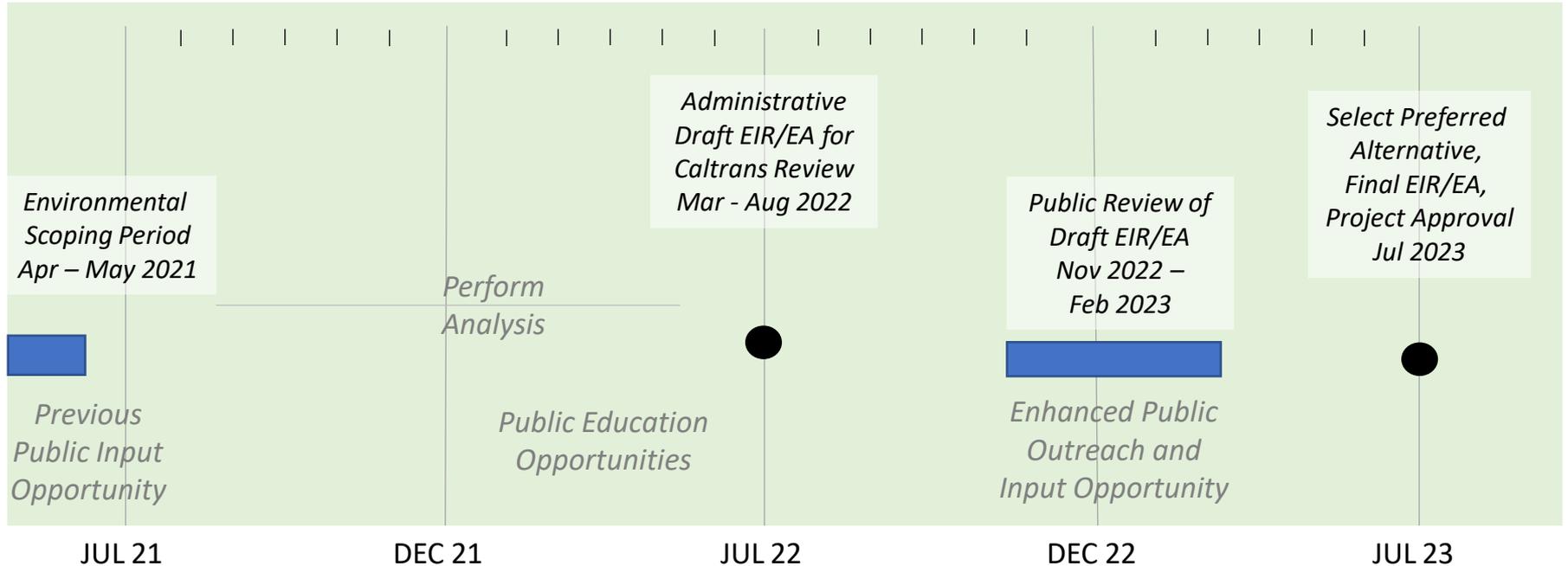
# Environmental Studies and Preliminary Design



Environmental Assessment (EA)  
National Environmental Policy Act



Environmental Impact Report (EIR)  
California Environmental Quality Act



# Project Costs

US 101/Peninsula Avenue Interchange Project					
	Total Cost	Funding Sources		Start Date	End Date
Project Initiation Document (PID)	\$1,000,000	\$1,000,000 Measure A		Completed	
Environmental Review (PA&ED)	\$4,500,000	\$3,900,000 Measure A	\$600,000 City Match	4/2021	7/2023
Engineering Design (PS&E)	\$4,700,000	\$4,200,000 Measure A	\$500,000 City Match	8/2023	7/2025
Right of Way Support	\$500,000	\$400,000 Measure A	\$100,000 City Match	8/2023	7/2025
Right of Way (initial estimate)*	\$70,000,000	Unfunded	Unfunded	8/2025	7/2027
Construction (initial estimate)*	\$90,000,000	Unfunded	Unfunded	8/2027	7/2029
	\$170,700,000				

Note\*: Right of Way and Construction costs take into account utilities. Costs are dependent on findings of the environmental review phase and preferred alternative



# Completed Technical Studies/Consultations

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- ✓ Air Quality
- ✓ Natural Environment Study (Biology)
- ✓ Location Hydraulic Study (Flooding)
- ✓ Water Quality
- ✓ Noise Study
- ✓ Archaeological Survey, Historic Resource Evaluation, and Historic Properties Survey (Cultural Resource Studies)
- ✓ Design Alternatives
- ✓ Field Confirm Survey
- ✓ Advanced Planning Study (APS)
- ✓ Structural Preliminary Geotechnical Report (SPGR)
- ✓ Draft Storm Water Data
- ✓ Paleontology Identification
- ✓ Initial Site Assessment (Hazardous Waste)
- ✓ Community Impact Assessment
- ✓ Relocation Impact Document
- ✓ Energy Study
- ✓ Vehicle Miles Traveled Memorandum
- ✓ Traffic Operations Methodology Memorandum
- ✓ Traffic Forecasting Memorandum
- ✓ Streetlight Data Collection and Validation Memorandum
- ✓ Existing Conditions VISSIM Models
- ✓ Local Intersections Analysis – Existing Conditions



# In Progress Technical Studies/Consultations

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- Visual Impact Assessment
- Noise Abatement Decision Report
- Bay Area Air Quality Conformity Task Force Determination
- Caltrans Consultation with State Historic Preservation Officer
- VISSIM Forecasting Models for Years 2028 and 2048
- Traffic Operations Analysis
- Intersection Control Evaluation Memorandum (ICE Memo)
- Right-of-Way Data Sheet
- Utility Impact Assessment
- Preliminary Project Cost Estimate
- Draft and Final EIR/EA Project Reports



# Public Engagement

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- Community Meeting – June 25, 2016
- Presentation to San Mateo City Council – November 7, 2016
- Community Meeting – May 17, 2017
- Project Update Mailer – June 2018
- Presentation to San Mateo City Council – February 3, 2020
- North Amphlett Property Owners Meeting - January 14, 2021
- Stakeholder Outreach with Local Schools - January 26, 2021
- Community Meeting - January 27, 2021
- Presentation to Burlingame City Council – April 21, 2021
- Project Scoping Meeting – April 28, 2021
- North Idaho Property Owners Meeting – May 20, 2021



Additional Community Engagement Planned between September 2022 and March 2023



# Next Steps

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- Additional Community Engagement: September 2022 - March 2023
- Complete Environmental Review and Identify Preferred Alternative – July 2023
- Work with Project Sponsor to Identify and Seek Funding for Project Right of Way and Construction: August 2023 – July 2025
- Detailed Design of Preferred Alternative: August 2023 – July 2025
- Right of Way Review and Acquisition: August 2023 – July 2027
- Project Construction: August 2027 – July 2029



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: Carter Mau, Acting Executive Director

From: April Chan, Acting Deputy General Manager/CEO

Subject: **Program and Allocate \$4,356,300 in Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Funds for the Cycle 1 Call for Projects and Direct Allocations**

**Action**

Staff proposes the Board of Directors (Board):

1. Program and allocate \$510,000 of Measure A Alternative Congestion Relief category funds and \$2,496,700 of Measure W Transportation Demand Management category funds to 19 projects selected through the competitive Cycle 1 Call for Projects, as shown in Attachment A; and
2. Program and allocate \$1,349,600 of Measure A Alternative Congestion Relief category funds to the Peninsula Traffic Congestion Relief Alliance (known as "Commute.org") for Fiscal Years (FYs) 2023 and 2024 operations as well as for a new Countywide TDM Monitoring Program, as shown in Attachment A; and
3. Authorize the Acting 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 April 2022, the San Mateo County Transportation Authority (TA) issued its first Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program Call-for-Projects (CFP), announcing the availability of up to approximately \$4.7 million in Measure A and Measure W funds on a competitive basis, in addition to \$1.3 million directly allocated to Commute.org to support its operations. The tables below outline the available funding and ACR/TDM Program subcategories.

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

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

<b>Direct Allocations by Subcategory</b>	
Commute.org Operations (FYs 2023 and 2024)	\$1,156,800
Countywide TDM Monitoring Program (managed by Commute.org) (FYs 2023 and 2024)	\$192,800
<b>Total</b>	<b>\$1,349,600</b>

The competitive subcategories are intended to fund projects, programs, or plans that best meet the program evaluation criteria, as set forth in the TA ACR/TDM Plan that was approved by the TA Board in January 2022. As previously discussed with the Board, investment targets for small/coastal and mid/large jurisdictions were set within the TDM Competitive Projects subcategory to ensure geographic equity across San Mateo County.

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

The TA evaluation committee assessed and scored the submitted applications and subsequently recommended all 19 applications be considered by the TA Board for award. The draft recommendations were presented to the TA Board at its July 7, 2022 meeting. No changes have been made since that time.

The recommended Cycle 1 ACR/TDM program of competitive projects and direct allocations, along with a brief description of the applications, are set forth in Attachment A and B. Staff will provide a brief verbal update on any comments received following the July TA Board meeting on the draft recommendations.

**Budget Impact**

There is sufficient budget authority in current and prior year budgets in the Measure A Alternative Congestion Relief and Measure W Transportation Demand Management programs to fully fund the proposed total of \$4,356,300 for the 19 selected projects and direct allocations to Commute.org.

**Background**

The TA's 2004 Transportation Expenditure Plan allocates one percent of Measure A revenues to ACR, supporting commute alternatives projects as well as planning work for Intelligent Transportation Systems. The TA Strategic Plan 2020-2024 established a subcategory for TDM under the Measure W Countywide Highway Congestion Improvements program, which commits one percent of Measure W funds for TDM projects that have a nexus to reducing highway congestion.

In January 2022, The TA adopted its first ACR/TDM Plan to guide investment decisions and funding allocations for a combined Measure A ACR and Measure W TDM Program. The purpose of the ACR/TDM Program is to fund strategies that encourage the use of sustainable transportation options and enhance mobility. ACR/TDM initiatives work toward ensuring that trips are safe, reliable and convenient, while discouraging driving, managing congestion, and reducing vehicle miles traveled.

Prepared By: Patrick Gilster      Manager, Planning & Programming      650-622-7853

**Resolution No. 2022 –**

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

\* \* \*

**Programming and Allocating \$4,356,300 in Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program Funds for the Cycle 1 Competitive Projects and Direct Allocations**

**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 half-cent sales tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A ); and

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

**Whereas**, in December 2019, the TA prepared and adopted its Strategic Plan 2020-2024 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 directed staff to prepare an Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) Plan (ACR/TDM Plan) to create a consolidated program and guide project funding decisions specific to the ACR category in Measure A and the TDM subcategory of the Countywide Highway Congestion Improvements category in Measure W; and

**Whereas**, in January 2022, the TA Board of Directors adopted the ACR/TDM Plan that includes program guidelines for competitive calls for projects and plan-based Measure A direct allocations to the Peninsula Traffic Congestion Relief Alliance (known as Commute.org) in support of on-going operations and maintenance of the Countywide TDM Monitoring Program; and

**Whereas**, in April 2022, the TA issued the competitive Cycle 1 ACR/TDM call for projects with up to \$4.7 million in Measure A and Measure W funding available over Fiscal Years 2023 and 2024, which yielded 19 applications from 13 sponsors requesting \$3,006,700 in total funding; and

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

**Whereas**, consistent with the TA's Strategic Plan 2020-2024 and ACR/TDM Plan, staff recommends that the Board of Directors program and allocate a total of \$3,006,700 to fund all 19 submitted projects, which include two intelligent transportation systems projects, five TDM

planning projects, six small/coastal jurisdiction projects, and six mid/large jurisdiction projects;  
and

**Whereas**, staff also recommends that the Board of Directors program and allocate \$1,349,600 to Commute.org for Fiscal Years 2023 and 2024 to fund (a) operational costs and (b) maintenance of the Countywide TDM Monitoring Program as established for the plan-based Measure A ACR funds in the adopted ACR/TDM Plan.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Programs and allocates \$3,006,700 of Measure A and Measure W Alternative Congestion Relief and Transportation Demand Management Program funds to 19 projects, as listed in Attachment A; and
2. Programs and allocates \$1,349,600 of Measure A Alternative Congestion Relief funds to Commute.org for Fiscal Years 2023 and 2024 (a) operations and (b) Countywide TDM Monitoring Program; 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 4th day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

---

Authority Secretary

Attachment A. SMCTA ACR/TDM Program Cycle 1 Program of Final Recommended Projects for FY 2023/2024

Project Title	Sponsor	Implementing Agency (if different than Sponsor)	Total Project Cost	Requested Amount	Matching Funds	Unfunded	Match % (Request/ Match)	Equity Match Eligible	TA Technical Assistance (Not included in Match calculation)	Total Allocation	Measure A	Measure W	Highway Nexus	Total Score
<b>Intelligent Transportation Systems</b>														
101/92 Mobility Hub and Smart Corridor Concept Plan	San Mateo	SMCTA	\$275,000	\$200,000	\$20,000	\$0	10.0%	No	\$55,000	\$255,000	\$255,000		Yes	81.0
Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	C/CAG	SMCTA	\$275,000	\$200,000	\$20,000	\$0	10.0%	No	\$55,000	\$255,000	\$255,000		Yes	67.6
<b>ITS Category Subtotal</b>			<b>\$550,000</b>	<b>\$400,000</b>	<b>\$40,000</b>	<b>\$0</b>			<b>\$110,000</b>	<b>\$510,000</b>	<b>\$510,000</b>	<b>\$0</b>		
<b>Planning</b>														
Midcoastside TDM Plan	County of San Mateo		\$110,000	\$100,000	\$10,000	\$0	10.0%	No	\$0	\$100,000		\$100,000	Yes	86.1
Midcoastside TDM Plan	Half Moon Bay	County of San Mateo	\$110,000	\$100,000	\$10,000	\$0	10.0%	No	\$0	\$100,000		\$100,000	Yes	78.7
Citywide TDM Plan	Burlingame		\$110,000	\$100,000	\$10,000	\$0	10.0%	No	\$0	\$100,000		\$100,000	Yes	63.8
Bicycle Parking Guidelines	Redwood City		\$80,000	\$72,000	\$8,000	\$0	11.1%	No	\$0	\$72,000		\$72,000	Yes	63.7
TMA Feasibility and Implementation Study	Redwood City		\$111,000	\$100,000	\$11,000	\$0	11.0%	No	\$0	\$100,000		\$100,000	Yes	60.1
<b>Planning Category Subtotal</b>			<b>\$521,000</b>	<b>\$472,000</b>	<b>\$49,000</b>	<b>\$0</b>			<b>\$0</b>	<b>\$472,000</b>	<b>\$0</b>	<b>\$472,000</b>		
<b>Competitive - Small/Coastal Jurisdictions</b>														
JUHSD Workforce Housing TDM	Commute.org		\$91,300	\$83,000	\$8,300	\$0	10.0%	Yes	\$0	\$83,000		\$83,000	Yes	79.3
Pedal for a Purpose E-Bicycle Pilot Program	Half Moon Bay		\$220,000	\$200,000	\$20,000	\$0	10.0%	No	\$0	\$200,000		\$200,000	Yes	70.0
Rideshare Voucher Program	Colma		\$75,000	\$67,500	\$7,500	\$0	11.1%	No	\$0	\$67,500		\$67,500	Yes	64.7
El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvement	Colma		\$180,000	\$162,000	\$18,000	\$0	11.1%	No	\$0	\$162,000		\$162,000	Yes	62.3
Commuter Shuttle Stop Improvement Project	Brisbane		\$225,000	\$200,000	\$25,000	\$0	12.5%	No	\$0	\$200,000		\$200,000	Yes	60.7
Eucalyptus Pedestrian Pathway Project	Hillsborough		\$804,000	\$200,000	\$175,000	\$429,000	87.5%	No	\$0	\$200,000		\$200,000	Yes	60.7
<b>Competitive - Small/Coastal Subtotal</b>			<b>\$1,595,300</b>	<b>\$912,500</b>	<b>\$253,800</b>	<b>\$429,000</b>			<b>\$0</b>	<b>\$912,500</b>	<b>\$0</b>	<b>\$912,500</b>		
<b>Competitive - Medium/Large Jurisdictions</b>														
Essential Wheels E-Bike Loaner Program	Redwood City	Manzanita Works	\$212,500	\$200,000	\$12,500	\$0	6.3%	Yes	\$0	\$200,000		\$200,000	Yes	78.0
Burlingame and Millbrae Bicycle Sharing Program	Burlingame		\$220,000	\$200,000	\$20,000	\$0	10.0%	No	\$0	\$200,000		\$200,000	Yes	69.3
Burlingame and Millbrae Bicycle Sharing Program	Millbrae	Burlingame	\$220,000	\$200,000	\$20,000	\$0	10.0%	No	\$0	\$200,000		\$200,000	Yes	67.3
El Camino Real and Ravenswood Avenue Crossing Improvement	Menlo Park		\$500,000	\$200,000	\$300,000	\$0	150.0%	No	\$0	\$200,000		\$200,000	Yes	65.7
California Drive Congestion Management Video Detection Project	Burlingame		\$173,000	\$144,200	\$28,800	\$0	20.0%	No	\$0	\$144,200		\$144,200	Yes	65.0
Westmoor Ave and Westbridge Ave Intersection Quick Build	Daly City		\$185,000	\$168,000	\$17,000	\$0	10.1%	Yes	\$0	\$168,000		\$168,000	Yes	59.0
<b>Competitive - Mid/Large Subtotal</b>			<b>\$1,510,500</b>	<b>\$1,112,200</b>	<b>\$398,300</b>	<b>\$0</b>			<b>\$0</b>	<b>\$1,112,200</b>	<b>\$0</b>	<b>\$1,112,200</b>		
<b>Direct Allocations</b>														
Commute.org Operations (FY 2023/FY2024)	Commute.org									\$1,156,800	\$1,156,800		N/A	N/A
Commute.org Countywide TDM Monitoring Program (FY 2023/FY2024)	Commute.org									\$192,800	\$192,800		N/A	N/A
<b>Direct Allocations Subtotal</b>										<b>\$1,349,600</b>	<b>\$1,349,600</b>	<b>\$0</b>		
<b>Total All Categories</b>			<b>\$4,176,800</b>	<b>\$2,896,700</b>	<b>\$741,100</b>	<b>\$429,000</b>			<b>\$110,000</b>	<b>\$4,356,300</b>	<b>\$1,859,600</b>	<b>\$2,496,700</b>		

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

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

## Intelligent Transportation Systems (Planning & Design)

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

**Request:** \$200,000

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

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

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

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

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

**Request:** \$200,000

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

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

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

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

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

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

## Planning

### 1. Midcoastside TDM Plan

**Request:** \$100,000

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

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

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

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

## 2. Midcoastside TDM Plan

**Request:** \$100,000

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

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

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

## 3. Burlingame TDM Plan

**Request:** \$100,000

**Sponsor:** Burlingame

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

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

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

### Summary List of Projects Descriptions: Ranked List

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

#### 4. Bicycle Parking Guidelines

**Request:** \$72,000

**Sponsor:** Redwood City

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

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

#### 5. Transportation Management Association Feasibility Study

**Request:** \$100,000

**Sponsor:** Redwood City

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

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

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

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

## Small/Coastal Competitive Projects

### 1. JUHSD Workforce Housing TDM

**Request:** \$83,000

**Sponsor:** Commute.org

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

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

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

**Request:** \$200,000

**Sponsor:** Half Moon Bay

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

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

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

### 3. Rideshare Voucher Program

**Request:** \$67,500

**Sponsor:** Colma

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

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

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

**Request:** \$162,000

**Sponsor:** Colma

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

**2022 Measure A & W ACR/TDM Program CFP Application Submittals**  
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This funding request is for the design phase (plans, specifications and estimates) and environmental studies for the El Camino Real and Mission Road intersection improvements which are part of the larger ECR Improvement project that stretches the entire town. The reconfiguration of the intersection is a near-term priority to the Town and will include the realignment to a 90-degree angle, a new traffic signal, and various pedestrian and bicycle enhancements to help people better access nearby transit stops. These changes will improve connectivity, reduce speeds and enhance safety and mobility for all users.

### 5. Commuter Shuttle Stop Improvements

**Request:** \$200,000

**Sponsor:** Brisbane

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

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

### 6. Eucalyptus Pedestrian Pathway

**Request:** \$200,000

**Sponsor:** Hillsborough

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

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

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

## Mid/Large Competitive Projects

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

**Request:** \$200,000

**Sponsor:** Hillsborough

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

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

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

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

**Sponsor:** Burlingame and Millbrae

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

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

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

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

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

**Request:** \$200,000

**Sponsor:** Menlo Park

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

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

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

**Request:** \$144,200

**Sponsor:** Burlingame

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

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

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

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

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

**Request:** \$168,000

**Sponsor:** Daly City

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

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

**San Mateo County Transportation Authority  
Staff Report**

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

**Action**

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

**Significance**

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

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

## KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
Jul 13, 2022

### **House and Senate Appropriations**

The House has moved all of its Fiscal Year 2023 (FY23) appropriations bills out of committee and intends to pass those bills on the floor prior to the August recess. House Rules has already started its process for consideration of the rule to facilitate floor consideration of a consolidated appropriations bill (known as a minibus) consisting of: Transportation, Housing and Urban Development (THUD), Agriculture, Energy & Water, Financial Services, Interior, and the Military Construction Appropriations Bills.

This package could be on the floor as early as next week and would be followed in short order by another minibus containing the balance of the FY23 appropriations bills. Staff will monitor amendments to the THUD package, but are not expecting anything controversial.

The House has also started consideration of the FY23 defense authorization bill; House Rules is allowing 650 amendments to the bill, although no one expects all of them to be offered. While this bill is not usually relevant to transportation – and this year is no exception – the defense authorization is usually the largest and last bi-partisan bill to pass every year and can sometimes be the vehicle for other – more partisan – legislation.

We expect the House to recess for August starting July 29; they are not scheduled to return until after Labor Day.

The Senate is moving much more slowly on its FY23 appropriations bill, but we have been told to expect the Senate appropriations bills to be made public prior to the August recess. The Senate committee is unlikely to move on any of its bills and, instead will move straight to conference with the House. Similar to the process followed for the FY 2022 bills.

There is no timing for the Senate on taking these next steps, though, and the fiscal year ends on September 30.

### **Earmark and Grants**

Senator Padilla submitted an earmark request for \$5 million for the 101/92 interchange project as part of the Senate's FY 2023 THUD appropriations bill. Submission does not guarantee funding and we continue to work with his office to maximize the chances this funding will be included in the final bill.

Lastly, we continue to work with Senators Feinstein and Padilla and encourage s DOT's funding of the TA's RAISE grant application for the 101/92 Area Improvement and Multimodal project. We tentatively expect RAISE awards to be announced on August 12.



July 8, 2022

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

**RE: STATE LEGISLATIVE UPDATE – AUGUST**

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**General Update**

The Legislature recently concluded policy committee hearings for bills in the second house. Fiscal committees must reconcile items by August 12, and all business on the floor of each house must be acted upon by August 31 to be considered for signature by the Governor by September 30. The legislature is currently on Summer Recess, which runs from July 1 to August 1.

**State Budget Package Enacted**

On June 30, 2022, Governor Newsom signed a package of bills revising the current state budget (FY 21-22) in addition to the FY 22-23 State Budget and several trailer bills. Below is a summary of the package.

**Transportation Funding**

AB 180 (Committee on Budget), Chapter 44, Statutes of 2022, revises the current state budget (FY 21-22) agreement and includes significant new resources for transportation programs, particularly those focused on capital transit and rail improvements and active transportation. No new funding, however, is provided for transit operations purposes. The following is included:

- \$4.2 billion of remaining Proposition 1A (2008) funding for the California High-Speed Rail project.
- \$4 billion over the next two years for priority capital transit and rail purposes, distributed via a population-based formula. This is speculative funding as the appropriation is expressed in intent language and contingent upon the availability of funds for FY 23-24 and FY 24-25.
- \$3.63 billion for transit capital projects to be allocated via the Transit and Intercity Rail Capital Program (TIRCP), a competitive program administered by the California State Transportation Agency (CalSTA).
  - \$300 million off the top for a metropolitan planning organization to conduct project development activities related to rail realignment capital projects for high-priority intercity rail corridors located primarily in the coastal zone to protect against sea level rise, identified in the State Rail Plan as being at risk of sea-level rise, and designated as a

Strategic Rail Corridor Network by the United States Department of Defense and Federal Railroad Administration.

- \$1.8 billion off the top for existing projects that have previously been awarded TIRCP funding and can demonstrate a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant program.
- Up to \$150 million of the overall total is to be used for project development purposes for projects that have entered or applied to enter federal project development processes and expect to receive federal funding in the future once project development is complete.
- \$1.8315 billion is to be dedicated to projects in Southern California, including the counties of Orange, Imperial, Los Angeles, Riverside, San Bernardino, San Diego, and Ventura (\$900M must be for previously awarded projects).
- \$1.4985 billion to the remainder of the state (\$900M must be for previously awarded projects).
- \$1.2 billion to be administered by CalSTA for port-specific high priority projects that increase goods movement capacity on rail and roadways serving ports and at port terminals. 70 percent of allocated funds are to be used for infrastructure projects at the Port of Los Angeles and the Port of Long Beach, with the remaining 30 percent of funds to be used for other high-priority projects supporting ports and goods movement infrastructure in the rest of the State, including inland ports.
- \$1.049 billion for the Active Transportation Program.
  - Of this amount, \$250 million is dedicated to grade separations and \$149 million to the Highways to Boulevards program.
- \$198 million for local climate adaptation projects. Of this amount, \$148 million is to be allocated through the Local Transportation Infrastructure Climate Adaptation program administered by the California Transportation Commission (CTC). The remaining \$50 million is to be available as competitive grants awarded and administered by the Caltrans to local agencies to identify climate vulnerabilities through the development of climate adaptation plans and incorporation of transportation climate adaptation needs into existing transportation plans.
- \$100 million for deployment of zero-emission bus deployment and associated infrastructure.

### **SB 198 Transportation Trailer Bill**

The transportation trailer bill (SB 198) contains several substantive policy changes, including parameters for new grant funding programs and the following:

- New oversight, prioritization, and reporting requirements for the California High-Speed Rail Authority (CHSRA), including:
  - The ability for Caltrans to advance funds for a transit or passenger rail project or project component for certain publicly led projects funded by various funding sources, including TIRCP.
  - The creation of the Transportation Infrastructure Climate Adaptation Strategy Grant Program, a competitive program to be administered by Caltrans to identify climate vulnerabilities through the development of various planning documents or identify ways to incorporate transportation-related climate adaptation needs into existing transportation plans. Caltrans is to create guidelines in consultation with various other state agencies, including CalSTA and the CTC.
  - The creation of a State Transportation Infrastructure Climate Adaptation Program, to be administered by Caltrans for the purposes of planning, developing, and implementing projects adaptation state transportation infrastructure to climate change. Caltrans will be required to prepare a resilience improvement plan for the State and a program of its top priority climate

adaptation projects through its Adaptation Priorities Report process. Caltrans is to submit projects via this program to the CTC for adoption. The program of projects is to be developed in consultation with CalSTA, the CTC, the Office of Planning and Research, the California Natural Resources Agency, the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council, and any other relevant state or local agencies that have adopted climate adaptation plans or strategies.

- The creation of the Local Transportation Infrastructure Climate Adaptation Project Program to be administered by the CTC for purposes of developing and implementing projects adaptation local transportation infrastructure to climate change. The CTC is to develop guidelines and administer the program in consultation with the same agencies consulted in development of the State Transportation Infrastructure Climate Adaptation Program.
- The \$1.2 billion in funding for port improvements allows for public agencies to partner with private operators of projects, such as freight railroads, to implement an eligible project, including port-specific high priority projects, intermodal railyard expansion and electrification, goods movement railway corridor capacity projects, high-priority grade separations, and zero-emission goods movement demonstration projects. Funding may not be used that include automated cargo handling equipment.

#### **BILLS OF INTEREST**

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

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

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

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

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

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

#### **STATEWIDE COMPETITIVE GRANT PROGRAMS**

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

*Active Transportation Program (ATP)*

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. On March 16, the CTC adopted guidelines for Cycle 6, which initiated the call for projects. Applications were due by June 15. The CTC will adopt the Statewide and Small Urban and Rural components and Quick-Build Pilot Program on December 7-8, 2022. MPO selected projects are scheduled to be approved June 28-29, 2023. An additional \$650 million will be provided to augment Cycle 6 through the enactment of AB 180, Chapter 44, statutes of 2022, which amends the FY 21-22 State Budget.

*Solutions for Congested Corridors Program (SCCP)*

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements. Guideline adoption and call for projects will occur on August 17-18. Project nominations are due December 2. Staff recommendations are scheduled to be released on June 8, 2022, with program adoption occurring on June 28-29, 2023.

*Local Partnership Program (LPP)*

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually. Project nominations are due by November 29, 2022. Staff recommendations are scheduled to be released on June 8, 2022, with program adoption occurring on June 28-29, 2023.

*Trade Corridor Enhancement Program (TCEP)*

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

**State Formulaic Programs**

*State Transportation Improvement Program*

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient), as does the State (25%). The STIP is funded

with gasoline excise tax revenues. The STIP is programmed every two years (currently the 2022 STIP added \$2.1 billion in new funding).

### **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. AB 180, Chapter 44, Statutes of 2022, provides a \$350 million augmentation through the California State Transportation Agency.

#### *Proposition 1A*

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. AB 180 authorizes the remaining \$4.2 billion balance of funding from Proposition 1A.

## SMCTA Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1638</b> <b>Kiley (R)</b>  Motor Vehicle Fuel Tax Law: suspension of tax	3/28/2022  Assembly Transportation  Failed Passage	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	<b>Watch</b>
<b>AB 1778</b> <b>Garcia, C (D)</b>  State transportation funding: freeway widening	6/29/2022  Senate Transportation  Failed Passage	This bill would require Caltrans to consult with the California Healthy Places Index (CHPI) as a condition of using any state funds or personnel time to fund or permit freeway widening projects in areas that fall within the zero to 40th percentile on the housing and environmental variables analyzed through the CHPI. <b>As amended on June 20</b>	<b>Watch</b>
<b>AB 1909</b> <b>Friedman (D)</b>  Vehicles: bicycle omnibus	6/30/2022  Senate Floor	This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of a any electric bicycle.  <del>This bill also extends the authorization for an electric bike to cross an intersection to a when a "WALK" sign is displayed, unless a bicycle control signal is displayed.</del>  This bill would additionally would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle. <b>As amended on March 30.</b>	<b>Watch</b>
<b>AB 1944</b> <b>Lee (D)</b>  Local government: open and public meetings	6/22/2022  Assembly Local Government  Failed Passage	The Ralph M. Brown Act, allows for meetings to occur via teleconferencing as long as the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency's jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health.  This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency, if the place is not public, and requires that virtual participation by each individual member be referenced in the agenda. A quorum must be present at a single location within the boundaries of the local agency's location. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. The bill has a sunset date of January 1, 2030. <b>As amended on May 25.</b>	<b>Supported on 4/7/2022</b>

## SMCTA Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2197</b> Mullin D  Caltrain electrification project: funding.	2/24/2022  Assembly Transportation  Failed Passage	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	<b>Supported on 3/3/2021</b>
<b>AB 2237</b> <b>Friedman (D)</b>  Transportation planning: regional transportation improvement plan: climate goals	6/16/2022  Senate Transportation  Failed Passage	This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. <b>As amended June 13.</b>	<b>Watch</b>
<b>AB 2438</b> <b>Friedman (D)</b>  Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards	6/19/2022  Senate Appropriations	<del>This bill requires that state funding, including maintenance programs such as Local Streets and Roads and the State Highway Operation Protection Program, the SB 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure as guidelines are developed for allocation of funds for those programs. State agencies that administer these programs would be required to revise the guidelines or plans applicable to ensure projects are in compliance. The California State Transportation Agency, Caltrans, California Transportation Commission, and California Air Resources Board and Strategic Growth are required to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity. The bill also requires the California Transportation Plan to account for the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues. <b>As amended June 16.</b></del>	<b>Watch</b>
<b>AB 2449</b> <b>Rubio (D)</b>  Open meetings: local agencies: teleconferences	6/30/2022  Senate Appropriations	This bill allows a local agency to meet virtually without posting each members location, as required under the Brown Act, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. <b>As amended June 30.</b>	<b>Watch</b>

## SMCTA Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2594 Ting (D)</b></p> <p>Vehicle registration and toll charges</p>	<p>6/29/2022</p> <p>Senate Appropriations</p>	<p>Until July 1, 2024, this bill would require that an issuing agency, such as the Bay Area Transportation Authority, that permits pay-by-plate toll payment or permits payment by a transponder or other electronic toll payment device to send an invoice by mail of any unpaid toll to the registered owner of the vehicle, and instruct payment by a due date or be subject to a toll evasion penalty. <del>allows pay-by-plate tolling and also offers an alternate method of toll payment utilizing a transponder or other electronic toll payment device, to provide notification of how to enroll using an alternative method-payment.</del> It requires the issuing agency to allow sending a notice no later than 21 days after the toll violations, with a process for collections for unpaid invoices. The bill authorizes out-of-state drivers to register their vehicle for up to two weeks at a time with the agency for purposes of paying tolls. Rental car companies would be required to provide information to customers on how to register rental vehicles with the tolling agency. <b>As amended on June 22.</b></p>	<p><b>Watch</b></p>
<p><b>AB 2647 Levine (D)</b></p> <p>Local government: open meetings</p>	<p>6/30/2022</p> <p>Senate Governance and Finance</p> <p>Failed Passage</p>	<p>This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates <del>or post</del> and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including that the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. <b>As amended on April 19.</b></p>	<p><b>Watch</b></p>
<p><b>ACA 1 Aguiar-Curry (D)</b></p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>4/22/2021</p> <p>Assembly Local Government and Appropriations</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.</p>	<p><b>Supported on 2/4/2021</b></p>
<p><b>SB 873 Newman (D)</b></p> <p>California Transportation Commission: state transportation improvement program: capital outlay support</p>	<p>3/9/2022</p> <p>Senate Transportation</p> <p>Failed passage</p>	<p>This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.</p>	<p><b>Watch</b></p>

## SMCTA Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 917 Becker (D)</b></p> <p>Seamless Transit Transformation Act</p>	<p>6/28/2022</p> <p>Assembly Appropriations</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework. This bill would require MTC to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure. The bill would require transit agencies within the MTC region to establish a regional transit coordinating council, and to submit the integrated transit fare structure to the commission for approval and, after approval, would require each transit agency in the region to present the structure to its board for consideration. MTC would be required to notify agencies for non-compliance and those agencies would be subject to losing funding. This bill is similar to AB 2057 from 2020. <b>As amended on June 20.</b></p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 922 Wiener (D)</b></p> <p>CEQA exemptions; transportation-related projects</p>	<p>6/30/2022</p> <p>Assembly Floor</p>	<p>This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are located in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. <b>As amended on May 11.</b></p>	<p style="text-align: center;"><b>Supported on 4/7/2022</b></p>
<p><b>SB 932 Portantino (D)</b></p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>6/28/2022</p> <p>Assembly Appropriations</p>	<p>Commencing January 1, 2024, this bill would require the legislative body, upon the next substantive revision of the circulation element, after January 1, 2025, <del>on or before June 30, 2024,</del> to develop or update the plan for a balanced, multimodal transportation network, as specified, and to ensure that the plan additionally includes bicycle and pedestrian plans and traffic calming plans within the scope of the county or city general plan. The bill would make this cause of action inoperative after January 1, 2028. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan. The bill would allow a county or city to have 20 years to implement the plan. Failure to implement the plans creates a cause of action for <i>victims of traffic violence</i>. <b>As amended on June 20.</b></p>	<p style="text-align: center;"><b>Watch</b></p>