



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbfHfjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available during or after the meeting at <http://www.smcta.com/about/boardofdirectors/video.html>.

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

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

January 7, 2021 – Thursday

5:00 pm

- 1) Call to Order
- 2) Swearing-in:
 - a) Carole Groom (Board of Supervisors Representative)
 - b) Julia Mates (Cities – Central County Representative)
 - c) Carlos Romero (Cities – Southern County Representative)
- 3) Roll Call/Pledge of Allegiance

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

- 4) Election of 2021 Officers MOTION
- 5) 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.
- 6) Report of the Citizens Advisory Committee
- 7) Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of the Board of Directors Meeting of December 3, 2020 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for the Period Ending November 30, 2020 MOTION
- 8) Report of the Chair
- 9) San Mateo County Transit District Liaison Report
- 10) Joint Powers Board Liaison Report
- 11) Report of the Executive Director
- 12) State and Federal Legislative Update INFORMATIONAL
- 13) Adoption of 2021 Legislative Program MOTION
- 14) Program
 - a) Grade Separation Program Update INFORMATIONAL
- 15) Finance
 - a) Program and Allocate \$23.8 Million of Measure A Grade Separation Program Funds for the 25th Avenue Grade Separation Project RESOLUTION
 - b) Program and Allocate \$350,000 for the Development of the Alternative Congestion Relief and Transportation Demand Management Plan RESOLUTION
- 16) Requests from the Authority
- 17) Written Communications to the Authority
- 18) Date/Time of Next Regular Meeting: Thursday, February 4, 2021, 5:00 pm, via Zoom teleconference
- 19) Report of Legal Counsel
- 20) Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

*Should Zoom not be operational, please check online at <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html> for any updates or further instruction.

Public Comment

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF DECEMBER 3, 2020**

MEMBERS PRESENT: E. Beach (Chair), C. Groom (arrived at 5:24 pm), D. Horsley, J. Mates,
Via K. Matsumoto, R. Medina (Vice Chair), C. Romero
Teleconference

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften,
D. Hansel, G. Martinez, P. Gilster, P. Skinner, C. Fromson, J. Brook,
D. Seamans

1. CALL TO ORDER

Chair Emily Beach called the meeting to order at 5:01 pm.

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Chair Beach led the Pledge of Allegiance.

Authority Secretary Dora Seamans confirmed that a quorum was present.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

4. REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Beach noted that the report was in the packet.

5. CONSENT CALENDAR

- a) Approval of Minutes of the Board of Directors Meeting of November 5, 2020
- b) Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2020
- c) Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2021

Motion/Second: Horsley/Romero

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

Absent: Groom

6. REPORT OF THE CHAIR

Chair Beach said she had nothing to report.

7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Director Karyl Matsumoto noted that the Public Member Nominating Committee re-appointed Directors Rose Guilbault and Josh Powell to new four-year terms.

She added that SamTrans Vice Chair Peter Ratto offered to remain as Vice Chair for 2021 and graciously offered the Chair position to Director Charles Stone, and the Board approved Charles Stone as Chair and Peter Ratto as Vice Chair.

She noted that the Board had approved the Zero-emission Rollout Plan to comply with the California Air Resources Board. Jim Hartnett, Executive Director, noted that the plan will achieve zero emissions in advance of the state mandate and provides for flexibility as the technology for developing zero-emission vehicles matures.

8. JOINT POWERS BOARD LIAISON REPORT

Mr. Hartnett said that the report had been posted to the website. He highlighted details of the report, including the budget, governance process, and the CalMod electrification project.

Director Carlos Romero asked for clarification regarding the required substantial borrowing. Mr. Hartnett said the JPB had an operating line of credit where approximately \$15 million could be borrowed during the current fiscal year.

Director Rico Medina left the meeting at 5:17 pm

9. REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said that the report was provided in the packet. He added that SamTrans and the TA are in relatively good shape despite experiencing the worst public transit crisis in history. He credited the passage of Measure W for mitigating a structural deficit for the agencies. He thanked the Board for their continued support during 2020.

10. FINANCE

a) Acceptance of Fiscal Year 2020 Comprehensive Annual Financial Report

Derek Hansel, Chief Financial Officer, thanked Grace Martinez, Deputy Chief Financial Officer, and her team, and the team at auditor Eide Bailly for producing the report in a timely way.

Ms. Martinez introduced Ahmad Gharaibeh, Partner, Eide Bailly LLP. They both provided the presentation.

Director Carole Groom joined the meeting at 5:24 pm

Vice Chair Medina rejoined the meeting at 5:25 pm

Director Romero said that it appeared that the TA had more money in LAIF (Local Agency Investment Fund) than in the previous fiscal year. Mr. Hansel responded that they would work with Public Trust to set up TA's portfolio in conjunction with the County pool investments and LAIF investments to provide a mixture of appropriate liquidity and diversification.

Motion/Second: Mates/Romero

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

Absent: None

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

Patrick Gilster, Manager, Programming and Monitoring, provided the presentation. He noted that City of San Mateo staff and joined with various community groups, including the Bay Meadows Neighborhood Alliance, in November to listen to community concerns.

Director Romero said he had recently biked around the 28th Avenue area and was looking forward to the improvements. He said he was pleased that the community and the City of San Mateo are working together on a solution.

Approved by Resolution No. 2020-28:

Motion/Second: Matsumoto/Romero

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

Absent: None

11. PROGRAM

a) Silicon Valley Bicycle Coalition Update

April Chan, Chief Officer, Planning, Grants/Transportation Authority, noted that Emma Shlaes, Deputy Director, Silicon Valley Bicycle Coalition (SVBC), was part of the SAG (stakeholder advisory group) that supported the development of the TA's 2020-2024 Strategic Plan. Mr. Gilster said that SVBC's objectives would help the TA shape program priorities.

Ms. Shlaes provided the presentation that included results of a recent survey showing the demographic differences about how people use various modes of transportation, such as driving car, taking transit, biking, and walking.

Director Matsumoto said that it has been difficult to provide bus services to the various colleges due to scheduling issues. She said she thought it was important to recruit younger people to start riding bikes, with the idea of college students being provided with bikes to ride to campus. Ms. Shlaes said that people are more likely to change during a major life change, such as starting college. She noted however that the County colleges were located in the hills, which makes biking difficult. She mentioned that SVBC would be working with Peninsula Clean Energy to initiate an electric bike program in 2021.

Director Don Horsley said that safety is a major concern for older people. He advocated separating bike lanes from cars and said the biggest complaint he hears about is speeding.

Director Julia Mates said that the City of Belmont recently approved rebates for low-income residents. She asked how the survey results will be applied. Ms. Shlaes said that there are more white males biking today compared to other demographics and that they want to remove barriers to biking for the other groups. Director Mates said that the solution for many is more protected bike lanes.

Director Romero asked for confirmation that the survey respondents were chosen randomly, and Ms. Shlaes concurred. She added that there was not a statistically significant sample for the black population. Director Romero noted that the question regarding the type of voter would not apply to undocumented respondents. Ms. Shlaes

said that she could direct him to the Mneta Transportation Institute, which had developed the survey questions.

Chair Beach noted that 84 percent of respondents said they did not feel safe biking next to traffic. Ms. Shlaes said that the City of San Jose has parking-protected bike lanes.

12. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Director, Government and Community Affairs, summarized highlights of recent federal and state legislation. She noted that President-Elect Biden, who has historically been an avid transit rider, has included the Chief Executive Officer of the Los Angeles Metropolitan Transportation Authority and the Executive Director of the Metropolitan Transportation Commission on his transition team. She said there is a package with \$15 billion for transit being considered. She said that a federal shutdown is unlikely. She said that the state would start introducing new bills starting December 7.

Chair Beach asked about policies at the Governor's level that might impact transit. Ms. Fromson said there is a strengthened focus on projects that reduce greenhouse gases.

13. 2021 DRAFT LEGISLATIVE PROGRAM

Ms. Fromson said the TA CAC had seen and commented on the legislative program. She said the program was broad enough to encompass expected legislation in 2021 yet would be flexible enough for the Board to respond when needed.

She highlighted the key proposed changes to the program for both federal and state categories, noting that there was a lot of new legislation relating to COVID-19 and that references to Senate Bill (SB) 797 had been removed.

Chair Beach asked if language regarding the TA's equity framework could be added to the 101 Express Lanes project.

Director Romero said he supported the emphasis on public transit funding.

14. REQUESTS FROM THE AUTHORITY

There were no requests.

15. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

16. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, January 7, 2021 5:00 pm, via Zoom teleconference.

17. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

18. ADJOURN

The meeting adjourned at 6:38 pm.

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

Report from the TA Citizens Advisory Committee Meeting of December 1, 2020

The TA CAC meeting held on December 1 was chaired by Vice Chair John Fox due to Chair Barbara Arietta's inability to access Internet and cell phone service. Chair Arietta did participate by calling in from a landline.

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

The informational items were:

- Silicon Valley Bike Coalition Update

Patrick Gilster introduced Emma Shlaes from Silicon Valley Bike Coalition (SVBC), who gave a slide presentation about SVBC, their goals and also the results of a survey. The survey was taken pre-COVID, and asked about various factors that are perceived as encouraging safe and effective cycling for recreation, for commuters, children and teens to school, and for around-town shopping. Results were broken down by age group, various demographic groups, and were interesting in highlighting some of the reported percentage of bicycle use, perceived challenges for the average rider.

The committee discussed some of the ways information such as this can help guide us as we look at future Bike and Ped projects, and judge their effectiveness after implementation. Joe Hurley commented that in the past the evaluation panelists toured proposed project sites to get a better sense of the proposals. All agreed that post-COVID such site tours and oversight visits would be very helpful.

- State and Federal Legislative Update

We heard a report from Amy Linehan on both State and Federal actions.

- 2021 Draft Legislative Program

We heard from Amy Linehan of the plans for new legislative outreach and strategic plans to be ready for future funding and grant opportunities. There was interested discussion with the committee regarding directions a new administration might take in terms of transportation and infrastructure investments. All agreed that being proactive, understanding potential new opportunities, and ready with proposals, is an important task for the TA.

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

There were no comments or suggested edits.

- Report from Staff

Joe Hurley reported for the TA.

There were agenda items requiring a motion and vote.

- Approval of CAC Minutes from November 3, 2020

Minutes were approved with one small edit to clarify the wording from the discussion on the 28th Avenue proposal in the Pedestrian and Bicycle projects.

- TA Board Item 10a - Acceptance of Fiscal Year 2020 Comprehensive Annual Financial Report

Motion passed unanimously after some discussion with Staff about the overall financial audit and review of the year.

- TA Board Item 10b - Programming and Allocation of \$7M of Measures A and W Funds for 12 Pedestrian and Bike Projects

This item was the follow-on from the informational item on the proposals and rankings presented in the last meeting. At that meeting one project (the 28th Avenue proposal from San Mateo) generated much discussion, with comments from the public and committee. Since our last TA CAC meeting, a separate meeting to review this proposal in more depth and the state of the Caltrain station construction project was held with representation from TA staff (Patrick Gilster and Peter Skinner), CAC members (Naomi Hsu and John Fox), San Mateo city staff, and representatives from the Bay Meadow Homeowners Association. All felt that the meeting was very constructive. After this meeting, the City of San Mateo sent the TA a letter asking to expand use the proposed grant funding to look more broadly at the bicycle and pedestrian aspects of the larger project area, not just a short segment immediately at the train station. Motion passed unanimously.

The second project that was discussed was the Menlo Park Caltrain undercrossing. Peter Ohtaki sought clarification about the partial funding, and asked what would happen if the City was delayed in their ability to get the necessary matching funds. Mr. Gilster reported that the deadline to obtain the matching funds was set to align with possible external grants from County, state, and federal sources. It was reported that Menlo Park is at work on obtaining these matching grants to coordinate with the TA partial funding. The motion passed unanimously.

- TA Board Item 5(b) Acceptance of Statement and Revenues and Expenditures for period ending October 31, 2020

This motion passed unanimously after brief discussion with staff.

- TA Board Item 5(c) Acceptance of Capital projects Quarterly Status Report for 1st Quarter FY 2021

The discussion was brief, to clarify with Staff the state of the Peninsula Ave. project, and the state of the Holly Street project. The motion passed unanimously.

The meeting concluded with:

- Report of the Chair and Appointment of Nominating Committee for 2021 Officers

Chair Barbara Arietta sought members for the nominating committee to select Chair and Vice-Chair of the CAC for calendar year 2021. Rich Hedges, Karen Kuklin, and Jeff Londer accepted the committee assignment and will do outreach to the committee members before the next meeting. Barbara also expressed best holiday wishes to everyone, and the committee and staff concurred.

- Report from Members

Members expressed holiday greetings to staff and thanked everyone for the dedication and care during this most unusual year. All look forward to 2021.

Submitted December 3, 2020

John D. Fox

TA CAC Vice Chair

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
NOVEMBER 30, 2020**

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of November year-to-date, the Total Revenue (Page 1, Line 8) is \$90.8 million higher than prior year actuals. This is primarily due to the issuance of the 2020 Series A & B Sales Tax Revenue Bonds included in Other Sources – 101 EL Project (Page 1, Line 6).

Year to Date Expenditures: As of November year-to-date, the Total Expenditures (Page 1, Line 29) are \$24.6 million higher than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment: Staff will be requesting a FY2021 Budget Amendment to increase Administration Expense for Bond Issuance Fees.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATEMENT OF REVENUES AND EXPENDITURES

Fiscal Year 2021

November 2020

% OF YEAR ELAPSED: 41.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
REVENUES:					
Measure A Sales Tax	40,472,603	33,812,639	(6,659,965)	(16.5%)	80,000,000
Measure W Sales Tax	19,212,280	16,752,914	(2,459,366)	(12.8%)	40,000,000
Interest Income	2,732,330	2,555,393	(176,937)	(6.5%)	7,571,597
Rental Income	379,518	401,566	22,048	5.8%	1,031,339
Other Sources-101 EL Project	60,705	100,115,169	100,054,464	164,820.4%	100,000,000
TOTAL REVENUE	62,857,436	153,637,681	90,780,245	144.4%	228,602,936
EXPENDITURES:					
Measure A Annual Allocations	14,772,500	12,341,614	(2,430,887)	(16.5%)	29,200,000
Measure A Categories	9,571,697	5,481,960	(4,089,737)	(42.7%)	38,564,327
Other Uses-101 EL Project	-	30,573,064	30,573,064	100.0%	100,000,000
Measure W Annual Allocations	3,791,667	3,388,565	(403,102)	(10.6%)	8,000,000
Measure W Categories	-	1,485	1,485	100.0%	32,000,000
Oversight	407,802	552,653	144,851	35.5%	2,250,000
Administrative					
Staff Support	489,786	383,627	(106,160)	(21.7%)	1,037,829
Measure A Info.- Others	7,473	-	(7,473)	(100.0%)	5,000
Other Admin Expenses	240,165	1,128,658	888,493	370.0%	998,584
Total Administrative	737,424	1,512,285	774,861	105.1%	2,041,413
TOTAL EXPENDITURES	29,281,090	53,851,625	24,570,535	83.9%	212,055,740
EXCESS (DEFICIT)	33,576,346	99,786,056	66,209,709	197.2%	16,547,196
					(11,435,673) (1) & (2)
					5,111,523
BEGINNING FUND BALANCE	387,232,043	397,385,766	(3)		391,775,562
ENDING FUND BALANCE	420,808,389	497,171,821	(4)		396,887,085

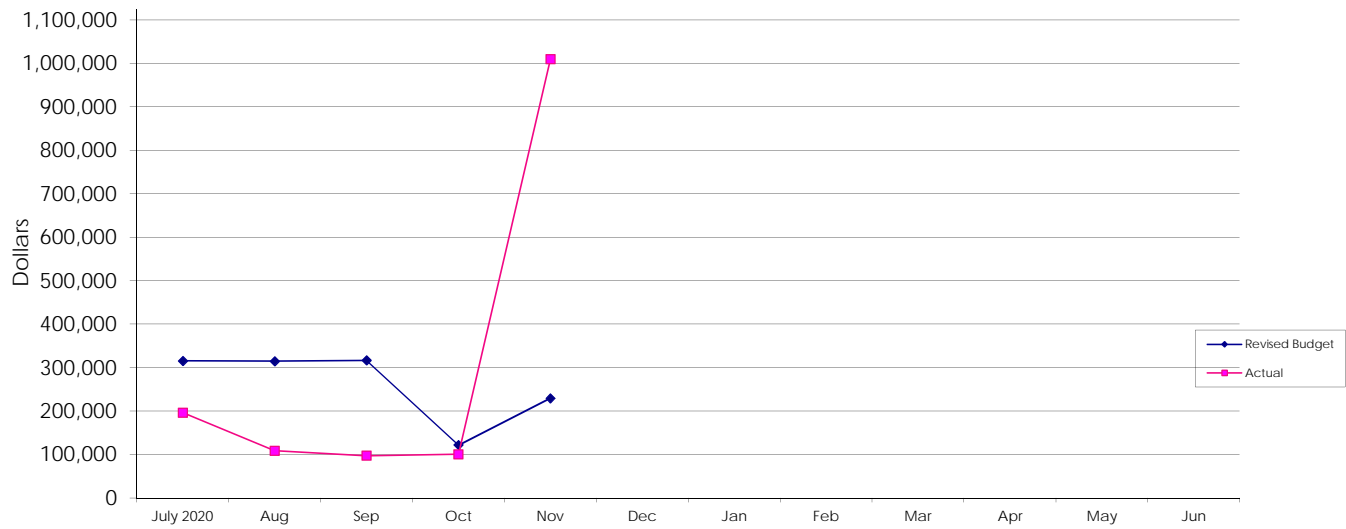
(1) The excess of FY2020 expense over FY2020 Budget for Grade Separation in the amount of \$10,784,417, is funded by balances from previous years' Measure A allocations.

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

(3) Restated to reflect audited fund balance.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '20	Aug '20	Sep '20	Oct '20	Nov '20	Dec '20	Jan '21	Feb '21	Mar 21	Apr 21	May 21	Jun 21
MONTHLY EXPENSES												
Revised Budget	315,656	314,740	316,573	121,605	229,346							
Actual	196,314	108,651	97,311	100,561	1,009,447							
CUMULATIVE EXPENSES												
Staff Projections	315,656	630,396	946,969	1,068,574	1,297,920							
Actual	196,314	304,966	402,277	502,838	1,512,285*							
Variance-F(U)	119,342	325,430	544,692	565,735	(214,365)							
Variance %	37.81%	51.62%	57.52%	52.94%	-16.52%							

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2020**

11/30/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	4,353,471.15
JP Morgan Bank Checking	52,854,974.21
LAIF	64,962,376.48

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	165,500,912.42
MMF - US Bank Custodian Account	216,279.01
Cash	939.74
County Pool	112,997,168.76

Total

	<hr style="border: 1px solid black;"/> \$ 400,886,121.77 <hr style="border: 1px solid black;"/>
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* Fund Managed by Public Trust Advisors



Report: GAAP Base Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 11/30/2020
 Base Currency: USD

ABS									
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued		
02004VAC7	ALLYA 2018-2 A3	421,154.37	11/15/2022	421,077.89	546.56	425,641.69	426,188.26		
14313FAD1	CARMX 2018-3 A3	529,954.39	06/15/2023	529,882.16	737.23	539,062.13	539,799.35		
17305EGK5	CCCIT 2018-A1 A1	1,500,000.00	01/20/2021	1,499,792.40	13,591.25	1,504,663.40	1,518,254.65		
36255JAD6	GMCAR 2018-3 A3	423,091.94	05/16/2023	422,993.27	532.39	429,034.18	429,566.57		
43814PAC4	HAROT 2017-3 A3	14,825.70	09/18/2021	14,824.09	9.58	14,835.95	14,845.54		
47788CAC6	JDOT 2018 A3	79,714.57	04/18/2022	79,708.84	94.24	80,034.74	80,128.98		
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	145.52	635,209.96	635,355.48		
89238BAD4	TAOT 2018-A A3	205,612.59	05/16/2022	205,610.22	214.75	206,628.32	206,843.07		
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	817,959.35	818,411.58		
		4,609,353.54		4,608,777.79	16,323.75	4,653,069.72	4,669,393.47		
AGCY BOND									
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued		
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	26,586.63	3,441,625.45	3,468,212.08		
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,044.44	1,607,452.80	1,608,497.24		
3133EMGX4	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,000,000.00	11/23/2022	2,994,270.00	83.33	2,997,552.00	2,997,635.33		
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	1,083.33	1,616,190.40	1,617,273.73		
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	3,600.00	1,604,864.00	1,608,464.00		
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	3,720.83	3,786,244.00	3,789,964.83		
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	194.38	4,665,503.82	4,665,698.20		
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	01/11/2022	1,598,848.00	16,333.33	1,643,940.80	1,660,274.13		
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	433.33	1,606,918.40	1,607,351.73		
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,722.22	1,601,788.80	1,603,511.02		
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	2,612.50	3,784,218.60	3,786,831.10		
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	609.38	3,887,562.90	3,888,172.28		
		32,040,000.00		32,145,379.65	58,023.72	32,243,861.97	32,301,885.69		
CD									
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued		
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	28,182.08	1,545,453.00	1,573,635.08		
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	16,501.33	1,654,972.80	1,671,474.13		
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	7,975.56	1,642,785.60	1,650,761.16		
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	43,065.00	2,794,673.75	2,837,738.75		
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	08/26/2022	1,600,000.00	8,018.67	1,643,062.40	1,651,081.07		
		9,050,000.00		9,050,000.00	103,742.64	9,280,947.55	9,384,690.19		

CORP								
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,000.00	1,635,944.00	1,636,944.00	
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	12,916.67	1,647,415.95	1,660,332.62	
06051GFW4	BANK OF AMERICA CORP	175,000.00	04/19/2021	176,358.00	535.94	176,523.20	177,059.14	
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	544.29	405,488.80	406,033.09	
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	1,402.92	688,320.75	689,723.67	
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	7,311.42	702,627.11	709,938.53	
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	4,386.67	361,286.45	365,673.12	
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	868.00	637,929.81	638,797.81	
44932HAG8	IBM CREDIT LLC	1,500,000.00	02/05/2021	1,499,265.00	12,808.33	1,506,646.50	1,519,454.83	
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	8,017.50	1,555,249.50	1,563,267.00	
63743HER9	NATL RURAL UTILITIES COOP FINANCE CORP	625,000.00	03/15/2021	624,306.25	3,826.39	629,729.38	633,555.76	
63743HER9	NATL RURAL UTILITIES COOP FINANCE CORP	875,000.00	03/15/2021	871,298.75	5,356.94	881,621.13	886,978.07	
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	19,288.89	1,686,217.10	1,705,505.99	
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	4,061.25	587,578.23	591,639.48	
713448DX3	PEPSICO INC	1,015,000.00	04/15/2021	1,014,797.00	2,593.89	1,020,184.62	1,022,778.51	
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	871.18	975,844.67	976,715.85	
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	4,050.00	783,102.00	787,152.00	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,215.00	234,930.60	236,145.60	
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,215.00	234,930.60	236,145.60	
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	03/22/2021	1,193,868.00	6,325.00	1,208,330.40	1,214,655.40	
		17,040,000.00		17,057,913.65	98,595.28	17,559,900.79	17,658,496.06	
FHLMC								
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,153,442.05	1,156,134.06	
3137BM6P6	FHMS K-721 A2	800,000.00	08/25/2022	806,812.50	2,060.00	825,792.00	827,852.00	
3137FKK39	FHMS K-P05 A	213,061.54	07/25/2023	213,060.90	568.70	220,060.61	220,629.30	
3137FQ3V3	FHMS K-J27 A1	454,869.66	07/25/2024	454,858.74	792.99	470,344.32	471,137.31	
		2,522,931.19		2,581,987.61	6,113.69	2,669,638.98	2,675,752.67	
FNMA								
Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued	
3136AJ7G5	FNA 2014-M6 A2	893,408.31	05/25/2021	911,485.87	1,994.17	899,179.73	901,173.90	
3136B1XP4	FNA 2018-M5 A2	403,238.01	09/25/2021	411,258.82	1,196.27	406,306.65	407,502.93	
		1,296,646.32		1,322,744.69	3,190.44	1,305,486.38	1,308,676.82	

MMFUND

Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER-US TRS MM Y	216,279.01	11/30/2020	216,279.01	0.00	216,279.01	216,279.01
SM - CP N/M A	County Pool New Measure A	86,160,351.89	11/30/2020	86,160,351.89	0.00	86,160,351.89	86,160,351.89
SM - CP O/M A	County Pool Old Measure A	26,836,816.87	11/30/2020	26,836,816.87	0.00	26,836,816.87	26,836,816.87
SM - LAIF	Local Agency Investment Fund	64,962,376.48	11/30/2020	64,962,376.48	0.00	64,962,376.48	64,962,376.48
		178,175,824.25		178,175,824.25	0.00	178,175,824.25	178,175,824.25

MUNI

Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	2,626.25	393,843.75	396,470.00
		375,000.00		375,000.00	2,626.25	393,843.75	396,470.00

US GOV

Identifier	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	21,787.02	2,550,296.88	2,572,083.90
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	97,819.29	11,450,312.50	11,548,131.79
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	50,688.18	5,933,343.75	5,984,031.93
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	395.09	9,170,812.50	9,171,207.59
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	127.23	2,953,312.50	2,953,439.73
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	6,888.29	5,158,054.69	5,164,942.98
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	2,783.15	2,084,062.50	2,086,845.65
912828TJ9	UNITED STATES TREASURY	2,250,000.00	08/15/2022	2,155,605.47	10,730.30	2,306,601.56	2,317,331.86
912828W48	UNITED STATES TREASURY	3,275,000.00	02/29/2024	3,487,747.08	17,686.81	3,477,640.63	3,495,327.43
912828W71	UNITED STATES TREASURY	3,275,000.00	03/31/2024	3,492,352.55	11,853.88	3,482,757.81	3,494,611.69
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	3,749.22	2,392,280.47	2,396,029.69
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	12,042.47	7,683,984.38	7,696,026.85
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	38,918.48	4,943,531.25	4,982,449.73
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	54,402.17	6,910,312.50	6,964,714.67
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	12,554.35	1,594,687.50	1,607,241.85
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	3,347.83	425,250.00	428,597.83
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	21,760.87	2,764,125.00	2,785,885.87
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	2,890.19	2,358,281.25	2,361,171.44
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	23,434.78	3,391,000.00	3,414,434.78
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	14,706.52	3,343,500.00	3,358,206.52
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	9,149.17	3,311,500.00	3,320,649.17
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	1,916.21	2,268,984.38	2,270,900.58
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	2,353.94	2,241,562.50	2,243,916.44
91282CAG6	UNITED STATES TREASURY	2,600,000.00	08/31/2022	2,599,390.64	825.97	2,598,781.25	2,599,607.22
91282CAN1	UNITED STATES TREASURY	2,600,000.00	09/30/2022	2,599,390.64	553.57	2,599,187.50	2,599,741.07
		93,635,000.00		93,911,631.91	423,365.00	97,394,163.28	97,817,528.28

SUMMARY

Identifier	Description	Par	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
		338,744,755.31		339,229,259.54	711,980.76	343,676,736.67	344,388,717.43

* Weighted by: Base Market Value + Accrued

* Holdings Displayed by: Lot

Base Risk Summary - Fixed Income

11/01/2020 - 11/30/2020

SMCTA - Agg (165727)

Dated: 12/05/2020

Balance Sheet

Book Value + Accrued	352,627,475.75
Net Unrealized Gain/Loss	4,045,862.92
Market Value + Accrued	356,673,338.66

Cash and Fixed Income Summary

Risk Metric	Value
MMFund	190,460,445.48
Fixed Income	166,212,893.18
Duration	2.608
Convexity	0.096
WAL	1.245
Years to Final Maturity	1.273
Years to Effective Maturity	1.244
Yield	0.272
Book Yield	0.715
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration

Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	27.601%
United States	27.425%
(SM - LAIF) State of California	18.213%
Other	9.903%
(SM - CP O/M A) County Pool Old Measure A	7.524%
Federal National Mortgage Association	4.107%
Freddie Mac	3.802%
Federal Home Loan Banks	1.423%

--- 100.000%

Footnotes: 1,2

Asset Class

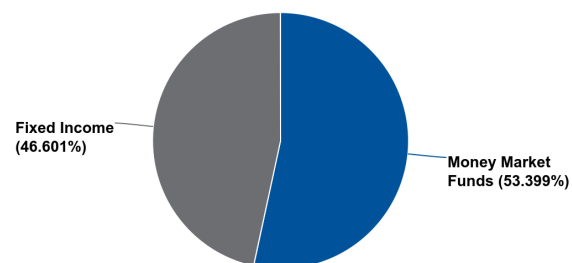


Chart calculated by: Base Market Value + Accrued

Security Type

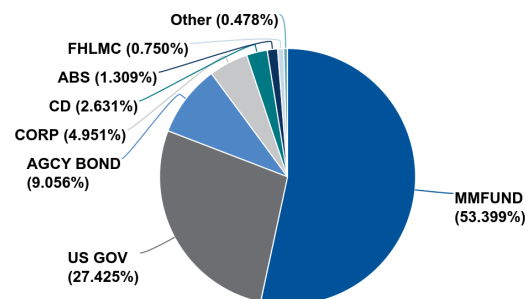


Chart calculated by: Base Market Value + Accrued

Market Sector

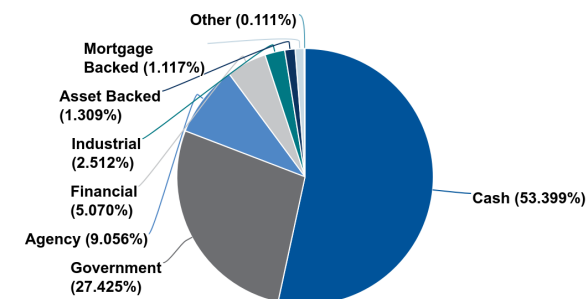


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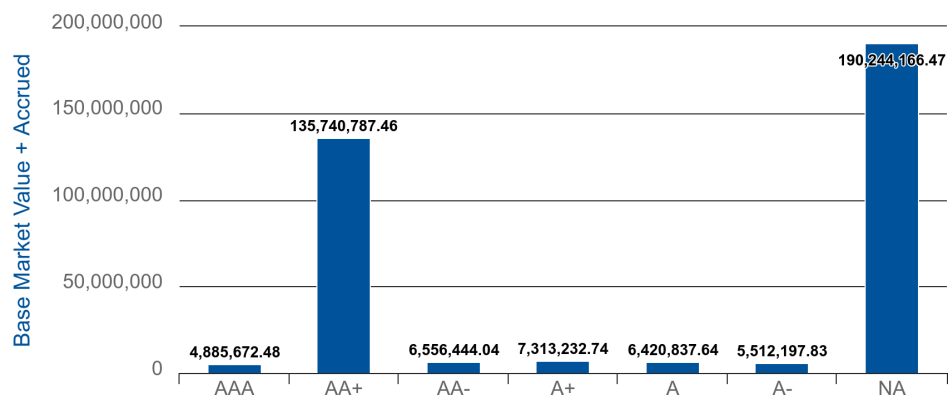
Base Risk Summary - Fixed Income

11/01/2020 - 11/30/2020

SMCTA - Agg (165727)

Dated: 12/05/2020

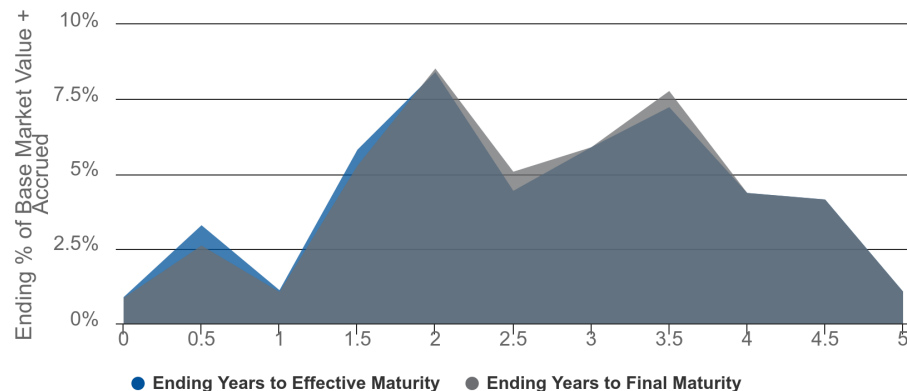
Credit Rating



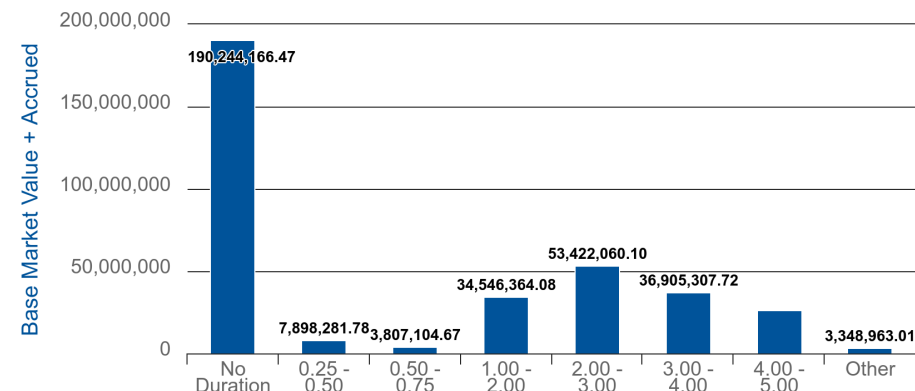
Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.962%	0.408%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	1.163%	7.468%	14.500%	9.688%	7.077%	0.000%	0.000%	0.000%	0.000%
A	2.096%	1.810%	0.478%	0.659%	0.353%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

Time To Maturity



Duration



Base Risk Summary - Fixed Income

11/01/2020 - 11/30/2020

SMCTA - Agg (165727)

Dated: 12/05/2020

Industry Sector

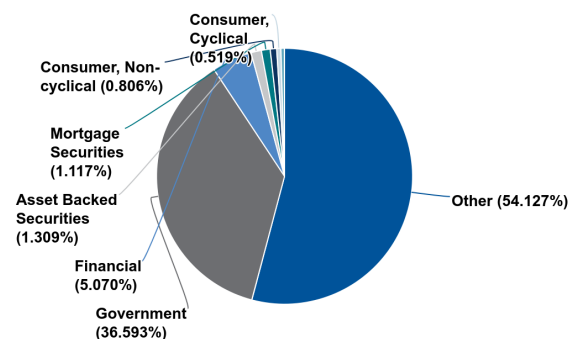


Chart calculated by: Base Market Value + Accrued

Industry Group

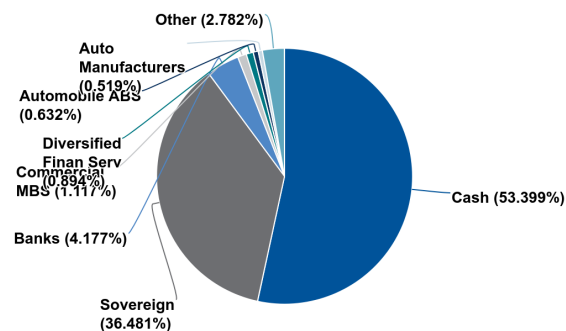


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

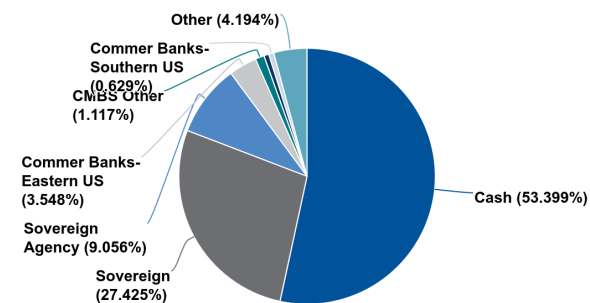


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

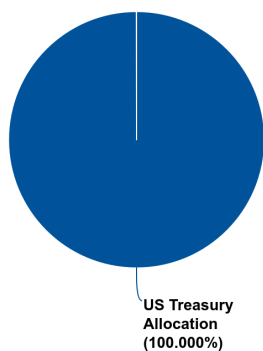


Chart calculated by: Base Market Value

Currency

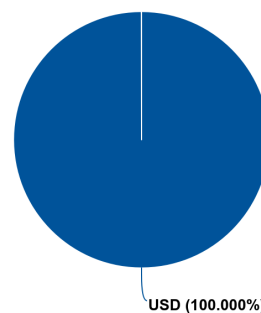


Chart calculated by: Base Market Value + Accrued

Country

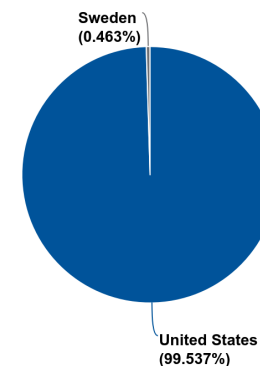


Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

11/01/2020 - 11/30/2020

SMCTA - Agg (165727)

Dated: 12/05/2020

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



Report: GAAP Base Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 11/01/2020 - 11/30/2020
 Base Currency USD

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	0.00	(56,160.07)	Principal Paydown	11/15/2020	11/15/2020	11/15/2022	(56,160.07)	0.00	56,160.07
14313FAD1	CARMX 2018-3 A3	0.00	(41,055.38)	Principal Paydown	11/15/2020	11/15/2020	06/15/2023	(41,055.38)	0.00	41,055.38
3130A8QS5	FEDERAL HOME LOAN BANKS	(3,200,000.00)	(3,200,000.00)	Sell	11/02/2020	11/04/2020	07/14/2021	(3,222,227.20)	(11,000.00)	3,233,227.20
3133EMCX4	FEDERAL FARM CREDIT BANKS FUNDING CI	3,000,000.00	3,000,000.00	Buy	11/16/2020	11/23/2020	11/23/2022	2,994,270.00	0.00	(2,994,270.00)
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	4,665,000.00	4,665,000.00	Buy	11/23/2020	11/25/2020	11/27/2023	4,659,681.90	0.00	(4,659,681.90)
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSN	(3,500,000.00)	(3,500,000.00)	Sell	11/02/2020	11/04/2020	08/17/2021	(3,530,905.00)	(9,357.64)	3,540,262.64
3136AJ7G5	FNA 2014-M6 A2	0.00	(44,826.44)	Principal Paydown	11/01/2020	11/01/2020	05/25/2021	(44,826.44)	0.00	44,826.44
3136B1XP4	FNA 2018-M5 A2	0.00	(15,542.25)	Principal Paydown	11/01/2020	11/01/2020	09/25/2021	(15,542.25)	0.00	15,542.25
3137FKK39	FHMS K-P05 A	0.00	(374.17)	Principal Paydown	11/01/2020	11/01/2020	07/25/2023	(374.17)	0.00	374.17
3137FQ3V3	FHMS K-J27 A1	0.00	(799.89)	Principal Paydown	11/01/2020	11/01/2020	07/25/2024	(799.89)	0.00	799.89
31846V534	FIRST AMER-US TRS MM Y	3,648,429.09	3,648,429.09	Buy	---	---	11/30/2020	3,648,429.09	0.00	(3,648,429.09)
31846V534	FIRST AMER-US TRS MM Y	(3,952,403.76)	(3,952,403.76)	Sell	---	---	11/30/2020	(3,952,403.76)	0.00	3,952,403.76
362551AD6	GMCAR 2018-3 A3	0.00	(40,362.30)	Principal Paydown	11/16/2020	11/16/2020	05/16/2023	(40,362.30)	0.00	40,362.30
43814PAC4	HAROT 2017-3 A3	0.00	(22,097.81)	Principal Paydown	11/18/2020	11/18/2020	09/18/2021	(22,097.81)	0.00	22,097.81
47788BAD6	JDOT 2017-B A3	0.00	(1,701.69)	Principal Paydown	11/15/2020	11/15/2020	10/15/2021	(1,701.69)	0.00	1,701.69
47788CAC6	JDOT 2018 A3	0.00	(37,853.93)	Principal Paydown	11/15/2020	11/15/2020	04/18/2022	(37,853.93)	0.00	37,853.93
87019U6D6	Swedbank AB (publ)	(3,100,000.00)	(3,100,000.00)	Maturity	11/16/2020	11/16/2020	11/16/2020	(3,100,000.00)	0.00	3,100,000.00
89238BAD4	TAOT 2018-A A3	0.00	(35,023.81)	Principal Paydown	11/15/2020	11/15/2020	05/16/2022	(35,023.81)	0.00	35,023.81
912828TJ9	UNITED STATES TREASURY	(2,200,000.00)	(2,200,000.00)	Sell	11/24/2020	11/25/2020	08/15/2022	(2,255,687.50)	(9,908.97)	2,265,596.47
912828YM6	UNITED STATES TREASURY	2,250,000.00	2,250,000.00	Buy	11/02/2020	11/04/2020	10/31/2024	2,358,808.59	372.93	(2,359,181.52)
912828ZF0	UNITED STATES TREASURY	2,250,000.00	2,250,000.00	Buy	11/02/2020	11/04/2020	03/31/2025	2,267,753.92	1,081.73	(2,268,835.65)
912828ZW3	UNITED STATES TREASURY	2,250,000.00	2,250,000.00	Buy	11/02/2020	11/04/2020	06/30/2025	2,240,244.14	1,941.24	(2,242,185.38)
91282CAK7	UNITED STATES TREASURY	(1,450,000.00)	(1,450,000.00)	Sell	11/24/2020	11/25/2020	09/15/2023	(1,446,601.56)	(355.49)	1,446,957.05
San Mateo County TA		661,025.33	365,227.59					365,564.88	(27,226.20)	(338,338.68)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

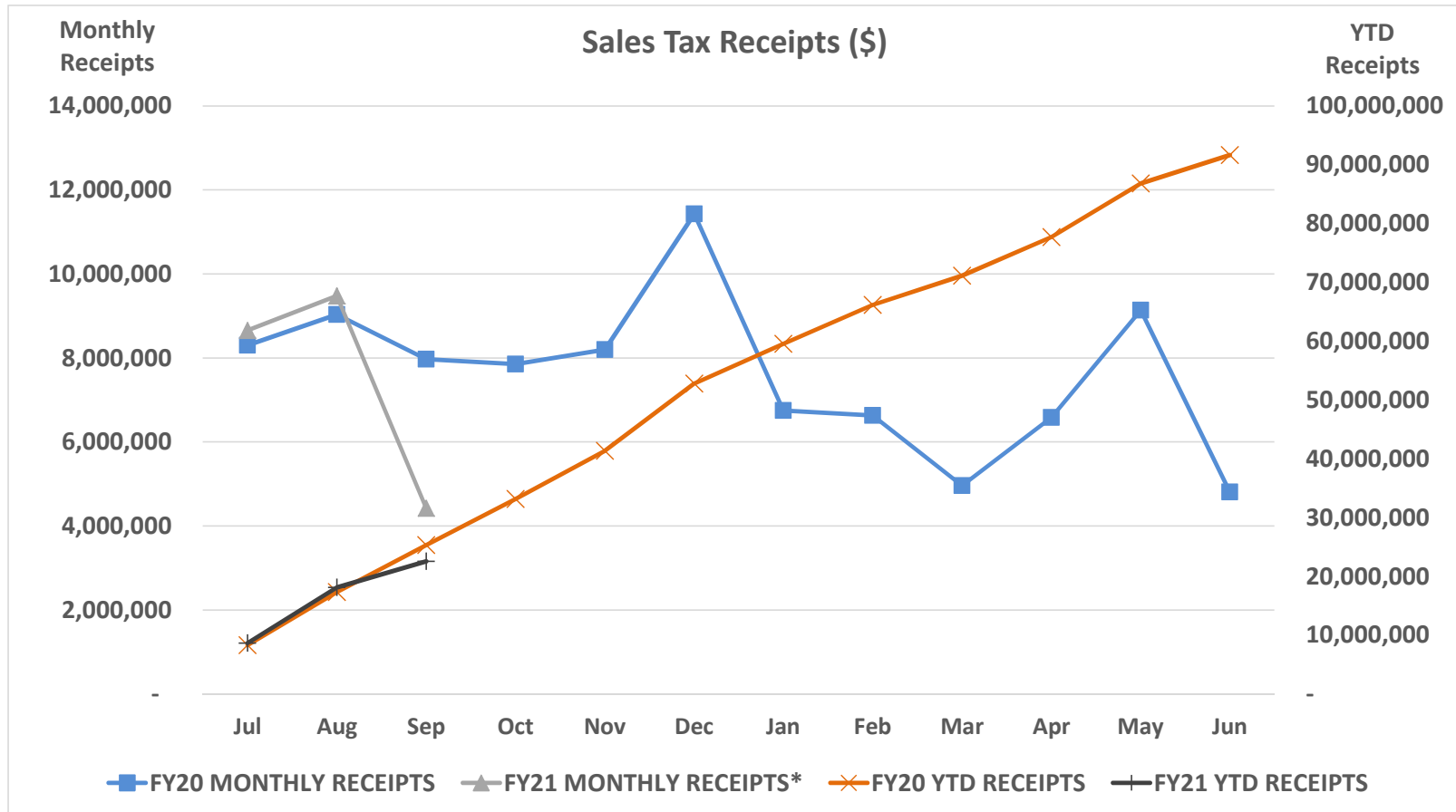
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2021
Measure A Sales Tax
November 2020**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
November 2020

Unit	Ref	Name	Amount	Method	Description
SMCTA	000002	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	000101	BANK OF NEW YORK MELLON, THE	6,750.00	CHK	Operating Expense
SMCTA	000083	FEDERAL EXPRESS CORPORATION	87.24	CHK	Operating Expense
SMCTA	000086	PUBLIC TRUST ADVISORS	13,863.98	CHK	Operating Expense
SMCTA	000027	SAN MATEO COUNTY TRANSIT DISTRICT	3,789,028.74	WIR	Operating Expense
SMCTA	000003	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	000107	PUBLIC TRUST ADVISORS	7,045.01	CHK	Operating Expense
SMCTA	000098	FEDERAL EXPRESS CORPORATION	119.52	CHK	Operating Expense
SMCTA	000099	KADESH & ASSOCIATES, LLC	9,200.00	CHK	Operating Expense
SMCTA	000024	SAN MATEO COUNTY EXPRESS LANES JOINT POW	319,695.19	WIR	ELJPA Loan
SMCTA	000028	SAN MATEO COUNTY EXPRESS LANES JOINT POW	49,201.27	WIR	ELJPA Loan
SMCTA	000100	SOUTH SAN FRANCISCO, CITY OF	128,813.23	CHK	Capital Programs (1)
SMCTA	000108	STANTEC CONSULTING SERVICES, INC.	35,337.14	CHK	Capital Programs (2)
SMCTA	000095	PACIFIC GAS & ELECTRIC COMPANY	10.35	CHK	Capital Programs (3)
SMCTA	000084	PACIFIC GAS & ELECTRIC COMPANY	7,125.19	CHK	Capital Programs (3)
SMCTA	000089	PACIFIC GAS & ELECTRIC COMPANY	204.27	CHK	Capital Programs (3)
SMCTA	000025	DEPARTMENT OF TRANSPORTATION	6,430,238.48	WIR	Capital Programs (3)
SMCTA	000105	PACIFIC GAS & ELECTRIC COMPANY	16,780.62	CHK	Capital Programs (3)
SMCTA	000091	PACIFIC GAS & ELECTRIC COMPANY	9.96	CHK	Capital Programs (3)
SMCTA	000092	PACIFIC GAS & ELECTRIC COMPANY	228.82	CHK	Capital Programs (3)
SMCTA	000093	PACIFIC GAS & ELECTRIC COMPANY	123.85	CHK	Capital Programs (3)
SMCTA	000094	PACIFIC GAS & ELECTRIC COMPANY	10.35	CHK	Capital Programs (3)
SMCTA	000085	PALO ALTO, CITY OF	81.56	CHK	Capital Programs (3)
SMCTA	000106	PALO ALTO, CITY OF	71.39	CHK	Capital Programs (3)
SMCTA	000030	DEPARTMENT OF TRANSPORTATION	6,605,380.53	WIR	Capital Programs (3)
SMCTA	000090	PACIFIC GAS & ELECTRIC COMPANY	174.95	CHK	Capital Programs (3)
SMCTA	000097	STANTEC CONSULTING SERVICES, INC.	6,845.84	CHK	Capital Programs (4)
SMCTA	000102	DALY CITY, CITY OF	80,974.44	CHK	Capital Programs (5)
SMCTA	000029	PENINSULA CORRIDOR JOINT POWERS BOARD	2,383,106.66	WIR	Capital Programs (6)
SMCTA	000026	HANSON BRIDGETT LLP	6,620.00	WIR	Capital Programs (7)
SMCTA	000103	HALF MOON BAY, CITY OF	97,952.28	CHK	Capital Programs (8)
SMCTA	000088	MARK THOMAS & COMPANY AND AECOM JV	26,905.67	CHK	Capital Programs (9)
SMCTA	000096	PENINSULA TRAFFIC CONGESTION RELIEF	262,305.50	CHK	Capital Programs (10)
SMCTA	000104	MARK THOMAS & COMPANY AND AECOM JV	15,663.07	CHK	Capital Programs (11)
SMCTA	000087	CITY OF PACIFICA	106.50	CHK	Capital Programs (12)
			<u>20,310,561.60</u>		

(1) \$118,688 101 Produce Ave. Interchange; \$10,125 Railroad Avenue Extension

(2) 2020 Short Range Highway Plan

(3) 101 HOV Ln Whipple - San Bruno

(4) Pedestrian and Bicycle Oversight

(5) Shuttles FY19-20 Funding

(6) \$38,351 CBOSS/PTC Project (Recollectible Project); \$147,072 SSF Caltrain Station; \$2,156,126 25th Ave Grade Separation; \$41,558 S. Linden Ave - Scott St Grade Sep

(7) \$280 Railroad Grade Separations Oversight; \$4,740 Operating Expense; \$1,600 Ferry Oversight

(8) Hwy 1 Main - Kehoe HMB

(9) US 101 Interchange - Broadway

(10) ACR Countywide TDM Prgm

(11) US 101/SR 92 Direct Connector

(12) San Pedro Creek /Route 1 Bdge Replace Project



BOARD OF DIRECTORS 2020

EMILY BEACH, CHAIR
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JULIA MATES
KARYL MATSUMOTO
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JIM HARTNETT
EXECUTIVE DIRECTOR

**AGENDA ITEM #11
JANUARY 7, 2021**

MEMORANDUM

Date: December 30, 2020
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – January 7, 2021

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

At the December 11 SMCEL JPA meeting, the Board members were provided an update to the Equity Study, which included equity data analysis, public engagement process, and other technical analysis efforts along with the timeline for the various milestones.

The Equity Study was officially kicked-off on May 13, 2020 with the goal of learning more about potential mobility improvements that the San Mateo 101 Express Lanes Project can help to address in historically underserved communities in San Mateo County. Specific goals of the study included an understanding of:

- Target populations' demographic characteristics, travel behavior, barriers to travel and likely use of the express lanes;
- Where the target populations are traveling to and from, use of the 101 corridor, and the potential impact that the Equity Program may have on express lanes operations

JPA is scheduled to take action to approve a pilot program of strategies and projects to support findings in the Equity Study by Summer 2021.

Pedestrian and Bicycle Cycle 5 Call for Projects Debrief with Eligible Sponsors

Following the programming and allocation of the Pedestrian and Bicycle Cycle 5 project awards at the December 3, 2020 TA Board of Directors meeting, TA staff reached out to local jurisdictions that did not apply for funding. These debriefs were intended to allow the TA to better understand potential barriers that local jurisdictions face when considering applying for available Measure A and Measure W program funds. The TA was able to meet virtually with representatives from eight cities, most of whom were public works directors. Key takeaways from cities of all sizes included the need for grant writing support due to limited staff capacity, support for further streamlining of the application process using a web-based platform, and initial

assistance with conceptual planning designs and cost estimation to scope potential projects.

For small, rural, and coastal cities, there was a clear takeaway that many cities felt that their projects could not compete with those put forth from cities in the more urbanized areas of the County. This is largely due to the evaluation metrics that are currently prescribed in the TA Strategic Plan 2020-2024, which place an emphasis on urban-centric metrics such as housing/job density, high-frequency transit access, and greenhouse gas or vehicle miles traveled reductions. Many of these cities were supportive of future changes to the program that could include: pre-application scoping meetings to discuss how various projects might score in relation to the evaluation metrics, modifying evaluation scoring criteria to be tailored to jurisdiction size and location, and possibly considering a small set-aside for only small, rural, and coastal communities. These improvements would give these types of jurisdictions more confidence in applying for funding.

For larger, more urbanized cities that did not apply but likely had projects which could have competed well for funding, the most cited barrier to applying was limited staff capacity to complete applications due to other concurrent grant application needs. Other barriers to applying for funding included potential future staffing limitations to implement projects if successful in securing funds, non-supplantation issues with capital improvement programs, and uncertainty about applying to multiple grant sources for the same project. Many of the cities were supportive of TA assistance leading locally sponsored projects and incorporating more communication regarding available local, regional, and state grant opportunities.

Staff will take the input gathered during the debrief process into consideration for future call-for-projects processes.

US 101/ Peninsula Avenue Interchange Project

The US 101/ Peninsula Ave Interchange Project, sponsored by the City of San Mateo, proposes to relocate the US 101 southbound on- and off-ramps from East Poplar Avenue to Peninsula Avenue. This would improve safety and traffic operations as well as reduce most typical travel times within the Peninsula Avenue interchange area for residents of both San Mateo and Burlingame. The project would also provide bicycle and pedestrian improvements on Peninsula Avenue, and improve local streets to facilitate circulation and property access.

The City of San Mateo, TA staff, and its consultants are in the process of developing and evaluating various design options for the interchange improvements. The Project team is also in constant communications with Caltrans, the owner of the highway facility. A virtual meeting to provide the community with an update from the traffic study and answer questions about the project is scheduled for January 27, 2021 at 6:30 pm. For information regarding reservations, please visit www.cityofsanmateo.org/Peninsula.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

This report is for information only. No Board action is required.

SIGNIFICANCE

The 2021 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Amy Linehan, Public Affairs Specialist

650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
December 14, 2020

Congress is slowly completing its work for the year. The current continuing resolution expires on Friday, December 18. Congressional leadership could release – as early as tomorrow – a 12-part omnibus bill cover all of the annual appropriations bills. We understand agreements have been reached on some of the toughest issues within the homeland bill (border wall and ICE funding) and the MilCon/VA bill (VA Mission Act funding). The omnibus is expected to continue the \$100m for the PCEP in the FY21 THUD title. We will keep staff apprised of new developments.

Legislation providing additional COVID relief remains a very difficult issue. Today, the problem solvers caucus ([PSC](#)) released details of its \$908b plan. The PSC plan would split [COVID relief](#) -into two bills: one for state/local aid and liability reform (\$160b); and, another for COVID relief (\$748b). The proposal has received a lot of press attention, but support from congressional leadership has been tepid, at best. It is unclear if the PSC proposal – or any other [COVID](#) ~~✓~~ package – has enough support to be attached to the omnibus bill. Speaker Pelosi has indicated her willingness to stay past Christmas to work on the bill.

President-elect Biden's transition and cabinet secretaries continue to be moving targets and the DOT remains open. We expect all of the cabinet posts to be named before the end of the year.

The end of session is always a challenging part of the schedule. We will work with TA staff to stay on top of new developments as they occur.



December 15, 2020

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

RE: **STATE LEGISLATIVE UPDATE – JANUARY 2021**

FINAL 2020 ELECTION RESULTS

Similar to results nationally, both political parties can claim victories within California.

In the 40-member State Senate, Democrats will pick up 2 seats. The balance of power in the Senate will be 31 Democrats and 9 Republicans. A special election will need to be called once Senator Holly Mitchell vacates her current seat, District 30 (a safe Democratic seat) for the Los Angeles Board of Supervisors. Josh Becker will succeed Jerry Hill to represent Senate District 13.

In the 80-member State Assembly, Republicans will pick up at least one seat as a result of a Democrat not making the runoff in Assembly District 38 (was held by Christy Smith, who lost a tight race for Congressional District 25).

The composition of the Assembly will be 60 Democrats, 19 Republicans, and one Independent. Of the 53 Congressional seats in California, Democrats have lost four seats (Congressional Districts 21, 25, 39, and 48), with Democrats will make up 42 seats, whereas Republicans will hold 11 seats. New members of the California Legislature were sworn into office on December 7, 2020.

GENERAL UPDATE

New members of the California Legislature were sworn into office on December 7, 2020. The Legislature will officially reconvene on January 4, 2021 to begin the new session. On January 10, Governor Newsom will introduce his proposed Fiscal Year 2021-2022 State Budget. Members of the Legislature have until February 19 to introduce bills.

When the legislature reconvenes, the leadership for this session will stay the same, with Assemblymember Rendon remaining as Assembly Speaker and Senator Atkins holding her post as Senate President Pro Tempore.

Committee assignments and leadership positions have also begun to take shape in both chambers. Assembly Speaker Rendon (D-Lakewood) recently announced the committee assignments for the 2021-22 Legislative Session. Of note, Assembly Member Frazier (D-Oakley) is no longer the Chair of the Assembly Transportation Committee. He is now the Chair of the Assembly Governmental Organization Committee. **Assembly Member Friedman (D-Glendale) was appointed Chair of the Assembly Transportation Committee** (she previously served as Chair of the Assembly Natural Resources Committee).

On December 14, Senate President pro Tem Atkins (D-San Diego) named the new Senate committee chairs and committee members for the 2021-22 session. Of note, **the Senate Transportation Committee will be chaired by Senator Gonzalez (D-Long Beach)** and the Senate Budget Committee will be chaired by Senator Skinner (D-

Oakland). **Senator Becker was appointed to the Senate Transportation Committee and as Vice-Chair of the newly-formed Joint Legislative Committee on Climate Change Policies.**

A complete listing of Senate and Assembly appointments is included with the Board packet.

Bills of Interest

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. Position: Watch

SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects.

This bill would establish procedures for the expedited administrative and judicial review of environmental leadership transit project undertaken by a public agency. More specifically, the bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. Position: Watch

Governor's Transportation Action Plan

The California State Transportation Agency in collaboration with the Governor's Office of Planning and Research (OPR) and California Air Resources Board (CARB) is in the process of adding additional guidance to supplement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

The policy could require SMCTA to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measure A and W since CARB and OPR wants to have the final say on capacity-inducing projects and the availability of state investments made on the state highway system. While the state clearly cannot make adjustments to locally-approved sales tax expenditure plans, it is the owner/operator of the state highway system, and it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources, which could call into the question the leveraging power of local sales tax revenues, as well as the ability to deliver certain projects. While tolling/congestion pricing is identified as a continued strategy, this may impact or require innovation for the completion of the 101 HOT lanes to the San Francisco City/County border and efforts to address congestion on Highway 92.

STATEWIDE COMPETITIVE GRANT PROGRAMS

At the request of SMCTA staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

Active Transportation Program (ATP)

Important Dates:

- Quick-build projects application deadline: July, 15, 2020
- All other project applications due: Sept 15, 2020
- Staff recos posted-Quick-build projects: Sept 15, 2020

- Quick-Build Project Adoption: Dec 2-3, 2020
- Statewide, small urban, and rural project adoption: March 2021
- Deadline for draft MPO programming recos to CTC: April 2021
- Final MPO recos to CTC: May 14, 2021
- CTC adopts MPO selected projects: June 2021

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP was created to fund capital improvements to modernize California's intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-emission buses. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Important Dates:

April 2020 – CalSTA Award Announcement

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Important Dates:

December 2-3, 2020 – Program Adoption

Local Partnership Program (LPP)

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

Important Dates:

December 2-3, 2020 – Program Adoption

Trade Corridor Enhancement Program (TCEP)

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.

Important Dates:

December 2-3, 2020 – Program Adoption

Zero-Emission Bus Funding

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

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

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

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

Status: [Funding cycle open](#)

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

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

Current Guidelines: Found [here](#)

Status: [Funding cycle open](#)

Future Opportunities

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

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

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

Status: [Funding cycle is currently oversubscribed](#)

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

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

Current Guidelines: Concept found [here](#)

Status: Concept under review, solicitation expected Q1 2020

Grade Separation Funding

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

PUC Section 190 Grade Separation Program

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program

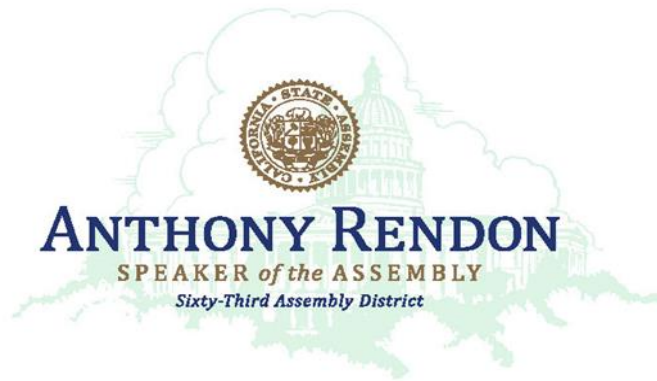
The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program

The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A

This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.



December 12, 2020

Sue Parker
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, California

Dear Ms. Parker:

Please be advised that I have made appointments to the following committees for the 2021-22 Regular Session:

Accountability and Administrative Review

Assemblymember Cottie Petrie-Norris, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Autumn Burke
Assemblymember Adam Gray
Assemblymember Tom Lackey
Assemblymember Jose Medina
Assemblymember Freddie Rodriguez

Aging and Long-Term Care

Assemblymember Adrin Nazarian, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Lisa Calderon
Assemblymember Tom Lackey
Assemblymember Eloise Reyes
Assemblymember Blanca Rubio

Agriculture

Assemblymember Robert Rivas, Chair
Assemblymember Devon Mathis, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Jordan Cunningham
Assemblymember Heath Flora
Assemblymember Adam Gray
Assemblymember Jacqui Irwin
Assemblymember Reginald Jones-Sawyer

Agriculture (continued)

Assemblymember Marc Levine
Assemblymember Carlos Villapudua
Assemblymember Jim Wood

Appropriations

Assemblymember Lorena Gonzalez, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Richard Bloom
Assemblymember Rob Bonta
Assemblymember Lisa Calderon
Assemblymember Wendy Carrillo
Assemblymember Ed Chau
Assemblymember Megan Dahle
Assemblymember Laurie Davies
Assemblymember Vince Fong
Assemblymember Jesse Gabriel
Assemblymember Eduardo Garcia
Assemblymember Sydney Kamlager
Assemblymember Marc Levine
Assemblymember Bill Quirk
Assemblymember Robert Rivas
I have decreased the size of the committee from 18 to 16 members.

Arts, Entertainment, Sports, Tourism, and Internet Media

Assemblymember Sharon Quirk-Silva, Chair
Assemblymember Suzette Valladares, Vice Chair
Assemblymember David Chiu
Assemblymember Steven Choi
Assemblymember Laura Friedman
Assemblymember Sydney Kamlager
Assemblymember Adrin Nazarian

Banking and Finance

Assemblymember Timothy Grayson, Chair
Assemblymember Phillip Chen, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Autumn Burke
Assemblymember Sabrina Cervantes
Assemblymember Steven Choi
Assemblymember Jesse Gabriel
Assemblymember Cristina Garcia
Assemblymember Janet Nguyen
Assemblymember Mark Stone
Assemblymember Shirley Weber
Assemblymember Buffy Wicks

Budget

Assemblymember Phil Ting, Chair
Assemblymember Vince Fong, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Steve Bennett
Assemblymember Richard Bloom
Assemblymember Wendy Carrillo
Assemblymember David Chiu
Assemblymember Jim Cooper
Assemblymember Jim Frazier
Assemblymember James Gallagher
Assemblymember Cristina Garcia
Assemblymember Reginald Jones-Sawyer
Assemblymember Kevin Kiley
Assemblymember Tom Lackey
Assemblymember Alex Lee
Assemblymember Devon Mathis
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Kevin Mullin
Assemblymember Adrin Nazarian
Assemblymember Patrick O'Donnell
Assemblymember Jim Patterson
Assemblymember James Ramos
Assemblymember Eloise Reyes
Assemblymember Luz Rivas
Assemblymember Blanca Rubio
Assemblymember Thurston "Smitty" Smith
Assemblymember Mark Stone
Assemblymember Suzette Valladares
Assemblymember Shirley Weber
Assemblymember Jim Wood

Budget Subcommittee No. 1 on Health and Human Services

Assemblymember Joaquin Arambula, Chair
Assemblymember Jim Frazier
Assemblymember Devon Mathis
Assemblymember Jim Patterson
Assemblymember James Ramos
Assemblymember Blanca Rubio
Assemblymember Jim Wood
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 2 on Education Finance

Assemblymember Kevin McCarty, Chair
Assemblymember James Gallagher
Assemblymember Alex Lee
Assemblymember Jose Medina
Assemblymember Patrick O'Donnell
Assemblymember Eloise Reyes
Assemblymember Suzette Valladares
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy, and Transportation

Assemblymember Richard Bloom, Chair
Assemblymember Steve Bennett
Assemblymember Cristina Garcia
Assemblymember Kevin Mullin
Assemblymember Jim Patterson
Assemblymember Luz Rivas
Assemblymember Thurston "Smitty" Smith
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 4 on State Administration

Assemblymember Wendy Carrillo, Chair
Assemblymember David Chiu
Assemblymember Jim Cooper
Assemblymember Tom Lackey
Assemblymember Adrin Nazarian
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 5 on Public Safety

Assemblymember Shirley Weber, Chair
Assemblymember Reginald Jones-Sawyer
Assemblymember Tom Lackey
Assemblymember Mark Stone
Assemblymember Suzette Valladares
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation

Assemblymember Phil Ting, Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Wendy Carrillo
Assemblymember Vince Fong

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation
(continued)

Assemblymember Kevin Kiley
Assemblymember Kevin McCarty
Assemblymember Thurston “Smitty” Smith
Assemblymember Shirley Weber

Business and Professions

Assemblymember Evan Low, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Marc Berman
Assemblymember Richard Bloom
Assemblymember Phillip Chen
Assemblymember David Chiu
Assemblymember Jordan Cunningham
Assemblymember Megan Dahle
Assemblymember Vince Fong
Assemblymember Mike Gipson
Assemblymember Timothy Grayson
Assemblymember Chris Holden
Assemblymember Jacqui Irwin
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Kevin Mullin
Assemblymember Rudy Salas
Assemblymember Phil Ting

Communications and Conveyance

Assemblymember Miguel Santiago, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Rob Bonta
Assemblymember Sabrina Cervantes
Assemblymember Laurie Davies
Assemblymember Eduardo Garcia
Assemblymember Chris Holden
Assemblymember Sydney Kamlager
Assemblymember Evan Low
Assemblymember Sharon Quirk-Silva
Assemblymember Freddie Rodriguez
Assemblymember Suzette Valladares

Education

Assemblymember Patrick O'Donnell, Chair
Assemblymember Kevin Kiley, Vice Chair
Assemblymember Steve Bennett
Assemblymember Megan Dahle
Assemblymember Alex Lee
Assemblymember Kevin McCarty
Assemblymember Shirley Weber

Elections

Assemblymember Marc Berman, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Steve Bennett
Assemblymember Evan Low
Assemblymember Chad Mayes
Assemblymember Kevin Mullin
Assemblymember Shirley Weber

Emergency Management

Assemblymember Freddie Rodriguez, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Lisa Calderon
Assemblymember James Gallagher
Assemblymember Adam Gray
Assemblymember Christopher Ward

Environmental Safety and Toxic Materials

Assemblymember Bill Quirk, Chair
Assemblymember Thurston "Smitty" Smith, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Rebecca Bauer-Kahan
Assemblymember Megan Dahle
Assemblymember Cristina Garcia
Assemblymember Chris Holden
Assemblymember Devon Mathis
Assemblymember Al Muratsuchi

Governmental Organization

Assemblymember Jim Frazier, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Marc Berman
Assemblymember Rob Bonta
Assemblymember Ken Cooley
Assemblymember Jim Cooper

Governmental Organization (continued)

Assemblymember Tom Daly
Assemblymember Laurie Davies
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Mike Gipson
Assemblymember Reginald Jones-Sawyer
Assemblymember Tom Lackey
Assemblymember Evan Low
Assemblymember Devon Mathis
Assemblymember Sharon Quirk-Silva
Assemblymember James Ramos
Assemblymember Robert Rivas
Assemblymember Blanca Rubio
Assemblymember Rudy Salas
Assemblymember Thurston "Smitty" Smith
I have increased the size of the committee from 21 to 22 members.

Health

Assemblymember Jim Wood, Chair
Assemblymember Chad Mayes, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Frank Bigelow
Assemblymember Rob Bonta
Assemblymember Autumn Burke
Assemblymember Wendy Carrillo
Assemblymember Heath Flora
Assemblymember Brian Maienschein
Assemblymember Kevin McCarty
Assemblymember Adrin Nazarian
Assemblymember Luz Rivas
Assemblymember Freddie Rodriguez
Assemblymember Miguel Santiago
Assemblymember Marie Waldron

Higher Education

Assemblymember Jose Medina, Chair
Assemblymember Steven Choi, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Jesse Gabriel
Assemblymember Jacqui Irwin
Assemblymember Kevin Kiley
Assemblymember Marc Levine
Assemblymember Evan Low
Assemblymember Miguel Santiago

Higher Education (continued)

Assemblymember Suzette Valladares
Assemblymember Shirley Weber

Housing and Community Development

Assemblymember David Chiu, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Jesse Gabriel
Assemblymember Ash Kalra
Assemblymember Kevin Kiley
Assemblymember Brian Maienschein
Assemblymember Sharon Quirk-Silva
Assemblymember Buffy Wicks

Human Services

Assemblymember Lisa Calderon, Chair
Assemblymember Janet Nguyen, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Steven Choi
Assemblymember Mike Gipson
Assemblymember Mark Stone
Assemblymember Carlos Villapudua
Assemblymember Christopher Ward

Insurance

Assemblymember Tom Daly, Chair
Assemblymember Chad Mayes, Vice Chair
Assemblymember Marc Berman
Assemblymember Frank Bigelow
Assemblymember Phillip Chen
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Jim Frazier
Assemblymember Mike Gipson
Assemblymember Timothy Grayson
Assemblymember Sydney Kamlager
Assemblymember Freddie Rodriguez
Assemblymember Randy Voepel
Assemblymember Jim Wood

Jobs, Economic Development, and the Economy

Assemblymember Sabrina Cervantes, Chair
Assemblymember Jordan Cunningham, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Ed Chau
Assemblymember Sharon Quirk-Silva

Jobs, Economic Development, and the Economy (continued)

Assemblymember James Ramos
Assemblymember Thurston "Smitty" Smith

Judiciary

Assemblymember Mark Stone, Chair
Assemblymember James Gallagher, Vice Chair
Assemblymember Ed Chau
Assemblymember David Chiu
Assemblymember Laurie Davies
Assemblymember Lorena Gonzalez
Assemblymember Chris Holden
Assemblymember Ash Kalra
Assemblymember Kevin Kiley
Assemblymember Brian Maienschein
Assemblymember Eloise Reyes

Labor and Employment

Assemblymember Ash Kalra, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Lorena Gonzalez
Assemblymember Reginald Jones-Sawyer
Assemblymember Eloise Reyes
Assemblymember Kelly Seyarto
Assemblymember Christopher Ward

Local Government

Assemblymember Cecilia Aguiar-Curry, Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Richard Bloom
Assemblymember Tasha Boerner Horvath
Assemblymember James Ramos
Assemblymember Luz Rivas
Assemblymember Robert Rivas
Assemblymember Randy Voepel

Military and Veterans Affairs

Assemblymember Jacqui Irwin, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Tom Daly
Assemblymember Jim Frazier
Assemblymember Devon Mathis
Assemblymember Al Muratsuchi
Assemblymember Cottie Petrie-Norris
Assemblymember James Ramos

Military and Veterans Affairs (continued)

Assemblymember Rudy Salas
Assemblymember Thurston "Smitty" Smith

Natural Resources

Assemblymember Luz Rivas, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Ed Chau
Assemblymember Laura Friedman
Assemblymember Cristina Garcia
Assemblymember Devon Mathis
Assemblymember Kevin McCarty
Assemblymember Al Muratsuchi
Assemblymember Kelly Seyarto
Assemblymember Mark Stone
Assemblymember Jim Wood

Privacy and Consumer Protection

Assemblymember Ed Chau, Chair
Assemblymember Kevin Kiley, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Steve Bennett
Assemblymember Wendy Carrillo
Assemblymember Jordan Cunningham
Assemblymember Jesse Gabriel
Assemblymember James Gallagher
Assemblymember Jacqui Irwin
Assemblymember Alex Lee
Assemblymember Buffy Wicks

Public Employment and Retirement

Assemblymember Jim Cooper, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Lisa Calderon
Assemblymember Sabrina Cervantes
Assemblymember Ken Cooley
Assemblymember Patrick O'Donnell
Assemblymember Kelly Seyarto

Public Safety

Assemblymember Reginald Jones-Sawyer, Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Sydney Kamlager
Assemblymember Bill Quirk

Public Safety (continued)

Assemblymember Miguel Santiago
Assemblymember Kelly Seyarto
Assemblymember Buffy Wicks

Revenue and Taxation

Assemblymember Autumn Burke, Chair
Assemblymember Janet Nguyen, Vice Chair
Assemblymember Adam Gray
Assemblymember Timothy Grayson
Assemblymember Marc Levine
Assemblymember Chad Mayes
Assemblymember Kevin Mullin
Assemblymember Cottie Petrie-Norris
Assemblymember Bill Quirk
Assemblymember Luz Rivas
Assemblymember Kelly Seyarto

Rules

Assemblymember Ken Cooley, Chair
Assemblymember Jordan Cunningham, Vice Chair
Assemblymember Steve Bennett
Assemblymember Heath Flora
Assemblymember Mike Gipson
Assemblymember Sydney Kamlager
Assemblymember Alex Lee
Assemblymember Marc Levine
Assemblymember Brian Maienschein
Assemblymember Devon Mathis
Assemblymember James Ramos
Assemblymember Carlos Villapudua
Assemblymember Blanca Rubio, Democratic Alternate
Assemblymember Suzette Valladares, Republican Alternate

Transportation

Assemblymember Laura Friedman, Chair
Assemblymember Vince Fong, Vice Chair
Assemblymember Marc Berman
Assemblymember Jordan Cunningham
Assemblymember Tom Daly
Assemblymember Laurie Davies
Assemblymember Mike Gipson
Assemblymember Ash Kalra
Assemblymember Alex Lee
Assemblymember Jose Medina
Assemblymember Adrin Nazarian

Transportation (continued)

Assemblymember Janet Nguyen
Assemblymember Patrick O'Donnell
Assemblymember Christopher Ward
Assemblymember Buffy Wicks

Utilities and Energy

Assemblymember Chris Holden, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Autumn Burke
Assemblymember Wendy Carrillo
Assemblymember Phillip Chen
Assemblymember Jordan Cunningham
Assemblymember Cristina Garcia
Assemblymember Eduardo Garcia
Assemblymember Chad Mayes
Assemblymember Al Muratsuchi
Assemblymember Bill Quirk
Assemblymember Eloise Reyes
Assemblymember Miguel Santiago
Assemblymember Phil Ting

Water, Parks, and Wildlife

Assemblymember Eduardo Garcia, Chair
Assemblymember Megan Dahle, Vice Chair
Assemblymember Steve Bennett
Assemblymember Frank Bigelow
Assemblymember Laura Friedman
Assemblymember Cristina Garcia
Assemblymember Ash Kalra
Assemblymember Marc Levine
Assemblymember Al Muratsuchi
Assemblymember Janet Nguyen
Assemblymember Blanca Rubio
Assemblymember Rudy Salas
Assemblymember Thurston "Smitty" Smith
Assemblymember Carlos Villapudua
Assemblymember Christopher Ward
I have increased the size of the committee from 14 to 15 members.

Joint Legislative Audit

Assemblymember Rudy Salas, Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Kevin Kiley
Assemblymember Jim Patterson

Joint Legislative Audit (continued)

Assemblymember Blanca Rubio
Assemblymember Randy Voepel
Assemblymember Jim Wood

Joint Legislative Budget

Assemblymember Phil Ting, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Vince Fong
Assemblymember Kevin Kiley
Assemblymember Kevin McCarty
Assemblymember Luz Rivas
Assemblymember Shirley Weber

Legislative Ethics

Assemblymember Buffy Wicks, Co-Chair
Assemblymember Jordan Cunningham, Co-Chair
Assemblymember Marc Berman
Assemblymember Steven Choi
Assemblymember Heath Flora
Assemblymember Eloise Reyes

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Rendon', with a long horizontal flourish extending to the right.

ANTHONY RENDON
Speaker of the Assembly



FOR IMMEDIATE RELEASE

December 14, 2020

CONTACT: Niesha.Fritz@sen.ca.gov

**Senate Leader Atkins Announces Committee Membership for the
2020-2021 Legislative Session**

SACRAMENTO – California Senate President pro Tempore, Toni G. Atkins (D-San Diego), today announced the Senate’s committee membership assignments for the 2020-2021 Legislative session.

Standing Committees

Agriculture

- **Senator Andreas Borgeas (R-Fresno), Chair.**
- Senator Melissa Hurtado (D-Sanger), Vice Chair.
- Senator Anna M. Caballero (D-Salinas)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Steven M. Glazer (D-Contra Costa)

Appropriations

- **Senator Anthony J. Portantino (D-La Cañada-Flintridge), Chair.**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair.
- Senator Steven Bradford (D-Gardena)
- Senator Brian W. Jones (R-Santee)
- Senator John Laird (D-Santa Cruz)
- Senator Bob Wieckowski (D-Fremont)
- *Vacancy

Banking and Financial Institutions

- **Senator S. Monique Limón (D-Santa Barbara), Chair.**
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa), Vice Chair.
- Senator Steven Bradford (D-Gardenia)
- Senator Anna M. Caballero (D-Salinas)
- Senator Brian Dahle (R-Bieber)
- Senator Maria Elena Durazo (D-Los Angeles)
- Senator Ben Hueso (D-San Diego)
- Senator Dave Min (D-Irvine)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)

Budget and Fiscal Review

- **Senator Nancy Skinner (D-Berkeley), Chair.**
- Senator Jim Nielsen (R-Tehama), Vice Chair.
- Senator Anna M. Caballero (D-Salinas)
- Senator Dave Cortese (D-San Jose)
- Senator Brian Dahle (R-Bieber)
- Senator Maria Elena Durazo (D-Los Angeles)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator John Laird (D-Santa Cruz)
- Senator Mike McGuire (D-Healdsburg)
- Senator Melissa Melendez (R-Lake Elsinore)
- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa)
- Senator Richard Pan (D-Sacramento)
- Senator Henry I. Stern (D-Canoga Park)
- Senator Bob Wieckowski (D-Fremont)
- Senator Scott Wilk (R-Santa Clarita)
- *Vacancy

Business, Professions and Economic Development

- **Senator Richard D. Roth (D-Riverside), Chair.**
- Senator Melissa Melendez (R-Lake Elsinore), Vice Chair.
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Josh Becker (D-Menlo Park)
- Senator Bill Dodd (D-Napa)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Melissa Hurtado (D-Sanger)
- Senator Connie M. Leyva (D-Chino)

- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa)
- Senator Richard Pan (D-Sacramento)
- Senator Scott Wilk (R-Santa Clarita)

Education

- **Senator Connie M. Leyva (D-Chino), Chair.**
- Senator Scott Wilk (R-Santa Clarita), Vice Chair.
- Senator Dave Cortese (D-San Jose)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Mike McGuire (D-Healdsburg)
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa)
- Senator Richard Pan (D-Sacramento)

Elections and Constitutional Amendments

- **Senator Steven M. Glazer (D-Contra Costa), Chair.**
- Senator Jim Nielsen (R-Tehama), Vice Chair.
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Connie M. Leyva (D-Chino)
- Senator Josh Newman (D-Fullerton)

Energy, Utilities and Communications

- **Senator Ben Hueso (D-San Diego), Chair.**
- Senator, Brian Dahle (R-Bieber), Vice Chair.
- Senator Josh Becker (D-Menlo Park)
- Senator Andres Borgeas (R-Fresno)
- Senator Steven Bradford (D-Gardena)
- Senator Bill Dodd (D-Napa)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Mike McGuire (D-Healdsburg)
- Senator Dave Min (D-Irvine)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Henry I. Stern (D-Canoga Park)
- Senator Scott Wilk (R-Santa Clarita)

Environmental Quality

- **Senator Benjamin Allen (D-Santa Monica), Chair.**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair.
- Senator Brian Dahle (R-Bieber)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Nancy Skinner (D-Berkeley)
- Senator Henry I. Stern (D-Canoga Park)
- Senator Bob Wieckowski (D-Fremont)

Governance and Finance

- **Senator Mike McGuire (D-Healdsburg), Chair.**
- Senator Jim Nielsen (R-Tehama), Vice Chair.
- Senator Maria Elena Durazo (D-Los Angeles)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Scott D. Wiener (San Francisco)

Governmental Organization

- **Senator Bill Dodd (D-Napa), Chair.**
- Senator Scott Wilk (R-Santa Clarita), Vice Chair.
- Senator Benjamin Allen (D-Santa Monica)
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Josh Becker (D-Menlo Park)
- Senator Andreas Borgeas (R-Fresno)
- Senator Steven Bradford (D-Gardena)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Ben Hueso (D-San Diego)
- Senator Brian W. Jones (R-Santee)
- Senator Jim Nielsen (R-Tehama)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)
- Senator Susan Rubio (D-Baldwin Park)
- *Vacancy

Health

- **Senator Richard Pan (D-Sacramento), Chair.**
- Senator Melissa Melendez (R-Lake Elsinore) Vice Chair.
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Shannon Grove (R-Bakersfield)
- Senator Melissa Hurtado (D-Sanger)
- Senator Connie M. Leyva (D-Chino)
- Senator S. Monique Limón (D-Santa Barbara)

- Senator Richard D. Roth (D-Riverside)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Scott D. Wiener (D-San Francisco)

Housing

- **Senator Scott D. Wiener (D-San Francisco), Chair.**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair.
- Senator Anna M. Caballero (D-Salinas)
- Senator Dave Cortese (D-San Jose)
- Senator Mike McGuire (D-Healdsburg)
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa)
- Senator Nancy Skinner (D-Berkeley)
- Senator Thomas J. Umberg (D-Santa Ana)
- Senator Bob Wieckowski (D-Fremont)

Human Services

- **Senator Melissa Hurtado (D-Sanger), Chair.**
- Senator Brian W. Jones (R-Santee), Vice Chair.
- Senator Dave Cortese (D-San Jose)
- Senator Richard Pan (D-Sacramento)
- *Vacancy

Insurance

- **Senator Susan Rubio (D-Baldwin Park), Chair.**
- Senator Brian W. Jones (R-Santee), Vice Chair.
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Andreas Borgeas (R-Fresno)
- Senator Bill Dodd (D-Napa)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Ben Hueso (D-San Diego)
- Senator Melissa Hurtado (D-Sanger)
- Senator Melissa Melendez (R-Lake Elsinore)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)
- Senator Richard D. Roth (D-Riverside)

Judiciary

- **Senator Thomas J. Umberg (D-Santa Ana), Chair.**
- Senator Andreas Borgeas (R-Fresno), Vice Chair.
- Senator Anna M. Caballero (D-Salinas)
- Senator Maria Elena Durazo (D-Los Angeles)

- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Brian W. Jones (R-Santee)
- Senator John Laird (D-Santa Cruz)
- Senator Henry I. Stern (D-Canoga Park)
- Senator Bob Wieckowski (D-Fremont)
- Senator Scott D. Wiener (D-San Francisco)

Labor, Public Employment and Retirement

- **Senator Dave Cortese (D-San Jose), Chair.**
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa), Vice Chair.
- Senator Maria Elena Durazo (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)
- Senator Josh Newman (D-Fullerton)

Natural Resources and Water

- **Senator Henry I. Stern (D-Canoga Park), Chair.**
- Senator Brian W. Jones (R-Santee), Vice Chair.
- Senator Benjamin Allen (D-Santa Monica)
- Senator Andreas Borgeas (R-Fresno)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Ben Hueso (D-San Diego)
- Senator John Laird (D-Santa Cruz)
- Senator S. Monique Limón (D-Santa Barbara)

Public Safety

- **Senator Steven Bradford (D-Gardena), Chair.**
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa), Vice Chair.
- Senator Nancy Skinner (D-Berkeley)
- Senator Scott D. Wiener (San Francisco)
- *Vacancy

Rules

- **Senate President pro Tempore Toni G. Atkins (D-San Diego), Chair.**
- Senator Scott Wilk (R-Santa Clarita), Vice Chair.
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)

Transportation

- **Senator Lena A. Gonzalez (D-Long Beach), Chair.**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair.
- Senator Benjamin Allen (D-Santa Monica)
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Josh Becker (D-Menlo Park)
- Senator Dave Cortese (D-San Jose)
- Senator Brian Dahle (R-Bieber)
- Senator Bill Dodd (D-Napa)
- Senator Mike McGuire (D-Healdsburg)
- Senator Melissa Melendez (R-Lake Elsinore)
- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Nancy Skinner (D-Berkeley)
- Senator Thomas J. Umberg (D-Santa Ana)
- Senator Bob Wieckowski (D-Fremont)
- Senator Scott Wilk (R-Santa Clarita)

Military and Veterans Affairs

- **Senator Bob Archuleta (D-Pico Rivera), Chair.**
- Senator Shannon Grove (R-Bakersfield), Vice Chair.
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Melissa Melendez (R-Lake Elsinore)
- Senator Josh Newman (D-Fullerton)
- Senator Richard D. Roth (D-Riverside)
- Senator Thomas J. Umberg (D-Santa Ana)

Budget Sub-Committees

Budget Subcommittee #1 on Education

- **Senator John Laird (D-Santa Cruz), Chair.**
- Senator Dave Min (D-Irvine)
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa)

Budget Subcommittee #2 on Resources, Environmental Protection and Energy

- **Senator Bob Wieckowski (D-Fremont), Chair.**
- Senator Brian Dahle (R-Bieber)
- Senator Mike McGuire (D-Healdsburg)
- Senator Henry I. Stern (D-Canoga Park)

Budget Subcommittee #3 on Health and Human Services

- **Senator Susan Talamantes Eggman (D-Stockton), Chair.**
- Senator Melissa Melendez (R-Lake Elsinore)
- Senator Richard Pan (D-Sacramento)

Budget Subcommittee #4 on State Administration and General Government

- **Senator Anna M. Caballero (D-Salinas), Chair.**
- Senator Jim Nielsen (R-Tehama)
- *Vacancy

Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation

- **Senator Maria Elena Durazo (D-Los Angeles), Chair.**
- Senator Dave Cortese (D-San Jose)
- Senator Josh Newman (D-Fullerton)
- Senator Scott Wilk (R-Santa Clarita)

Joint Committees

Joint Legislative Audit Committee

- **Senator John Laird (D-Santa Cruz), Vice Chair.**
- Senator Josh Becker (D-Menlo Park)
- Senator Andreas Borgeas (R-Fresno)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Connie M. Leyva (D-Chino)
- Senator Jim Nielsen (R-Tehama)

Joint Committee on the Arts

- **Senator Benjamin Allen (D-Santa Monica), Chair.**
- Senator Richard Pan (D-Sacramento)
- Senator Henry I. Stern (D-Canoga Park)
- Senator Scott Wilk (R-Santa Clarita)
- *Vacancy

Joint Legislative Committee on Climate Change Policies

- **Senator Josh Becker (D-Menlo Park), Vice Chair.**
- Senator Benjamin Allen (D-Santa Monica)
- Senator Nancy Skinner (D-Berkeley)

- Senator Henry I. Stern (D-Canoga Park)

Joint Legislative Committee on Emergency Management

- **Senator Henry I. Stern (D-Canoga Park), Chair.**
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Bill Dodd (D-Napa)
- Senator S. Monique Limón (D-Santa Barbara)
- Senator Mike McGuire (D-Healdsburg)
- Senator Josh Newman (D-Fullerton)
- Senator Richard Pan (D-Sacramento)

Joint Committee on Fisheries and Aquaculture

- **Senator Mike McGuire (D-Healdsburg), Chair**
- Senator Ben Hueso (D-San Diego)
- Senator Jim Nielsen (R-Tehama)
- *Vacancy

Joint. Committee on Fairs Allocation and Classification

- **Senator Anna M. Caballero (D-Salinas), Vice Chair.**
- Senator Steve Bradford (D-Gardenia)
- Senator Brian Dahle (R-Bieber)
- Senator Bill Dodd (D-Napa)
- Senator Jim Nielsen (R-Tehama)
- Senator Richard Pan (D-Sacramento)
- *Vacancy

Joint Legislative Budget Committee

- **Senator Nancy Skinner (D-Berkeley), Chair**
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Anna M. Caballero (D-Salinas)
- Senator Maria Elena Durazo (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)
- Senator Jim Nielsen (R-Tehama)
- Senator Richard Pan (D-Sacramento)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)

Joint Committee on Rules

- Senate President pro Tempore Toni G. Atkins (D-San Diego)
- Senator Patricia C. Bates (R-Laguna Niguel)
- Senator Maria Elena Durazo (D-Los Angeles)

- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Melissa Hurtado (D-Sanger)
- Senator John Laird (D-Santa Cruz)
- Senator Connie M. Leyva (D-Chino)
- Senator Mike McGuire (D-Healdsburg)
- Senator Jim Nielsen (R-Tehama)
- Senator Richard Pan (D-Sacramento)
- Senator Richard D. Roth (D-Riverside)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Nancy Skinner (D-Berkeley)
- Senator Thomas J. Umberg (D-Santa Ana)
- Senator Scott Wilk (R-Santa Clarita)

Special Committee

Special Committee on Pandemic Emergency Response

- **Senator Josh Newman (D-Fullerton), Chair.**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair
- Senator Andreas Borgeas (R-Fresno)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator S. Monique Limón (D-Santa Barbara)
- Senator Mike McGuire (D-Healdsburg)
- Senator Richard Pan (D-Sacramento)
- Senator Richard D. Roth (R-Riverside)

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Website of President pro Tempore Toni G. Atkins: www.senate.ca.gov/Atkins.

SMCTA Bill Matrix – January 2021

Measure	Status	Bill Summary	Recommended Position
<u>AB 5</u> Fong (R) Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.	Introduced in the Assembly.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021-22 and 2022-23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education. This bill contains other related provisions and other existing laws.	Watch
<u>AB 43</u> Friedman (D) Traffic safety.	Introduced in the Assembly.	Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting, upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill contains other related provisions and other existing laws.	Watch
<u>ACA 1</u> Aguiar-Curry (D) Local government financing: affordable housing and public infrastructure: voter approval.	Introduced in the Assembly.	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. This bill contains other related provisions and other existing laws.	Watch

SMCTA Bill Matrix – January 2021

Measure	Status	Bill Summary	Recommended Position
SB 7 Atkins (D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.	Introduced in the Senate.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.	Watch
SB 10 Wiener (D) Planning and zoning: housing development: density.	Introduced in the Senate.	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.	Watch

SMCTA Bill Matrix – January 2021

Measure	Status	Bill Summary	Recommended Position
<u>SB 44</u> Allen (D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.	Introduced in the Senate.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.	Watch
<u>SB 66</u> Allen (D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	Introduced in the Senate	Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. This bill contains other related provisions.	Watch

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **ADOPTION OF 2021 LEGISLATIVE PROGRAM**

ACTION

At the January 6, 2021, meeting, staff will present the final 2021 Legislative Program for Board adoption.

SIGNIFICANCE

The 2021 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transportation Authority's (TA) legislative and regulatory advocacy efforts through the 2021 calendar year, including the first half of the State legislative session and the first session of the 117th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the TA to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the TA's priorities.

Objectives

The 2021 Program is organized to guide the TA's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the TA's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the TA's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2021 Legislative Program.

Should other issues surface that require the TA's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are

unrelated to these policy goals will be brought to the TA's Board of Directors for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

The TA and its legislative consultants will employ a variety of engagement tools to support the 2021 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the TA's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2021 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the TA's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, Director, Government and Community Affairs 650-508-9435

San Mateo County Transportation Authority

2021 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2021 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2021 calendar year, including the first half of the 2021-22 State legislative session and first session of the 117th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2021 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate county services with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory, Legislative, and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2021 Legislative Program, including:

- Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2021 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the agency's legislative advocacy efforts until approval of the next program.

State and Regional	
Funding Opportunities and Challenges	
Issue / Background	Strategy
<p>General Funding</p> <p>In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. Caltrain and SamTrans ridership dropped by 95% and 65%, respectively. While federal funding has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic's impact.</p> <p>In 2017, the State enacted SB1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs. Recent Executive Orders by Governor Newsom (N-19-19 and N-76-20) have placed an emphasis on reducing vehicle miles traveled, eliminating gas powered-vehicles, limiting capacity-inducing projects on the state highway system, and favoring active and public transportation options instead. This could impact the administration of the various competitive programs managed by the California Transportation Commission and California State Transportation Agency.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an</p>	<ul style="list-style-type: none"> • Direct advocacy for additional resources and support efforts by the California Transit Association and other stakeholders to secure additional state funding for transit systems in response to COVID-19. • Ensure that COVID relief funding is sub allocated through the region is based on revenue losses. • Protect against the elimination or diversion of any State or regional funds that support the agency's transportation needs. • Support State funding allocation requests for investments that benefit the agency's transportation programs and services. • Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency's transportation priorities. • Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure. • Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA). • Monitor efforts to implement a mileage-based user fee as a potential revenue source.

<p>alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p>	
<p>Formula Funding In 2020, transit formula funding suffered due to the COVID-19 pandemic as fuel consumption declined.</p> <p>After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential</p>	<ul style="list-style-type: none"> • Support CTA efforts to provide formula funding flexibility as part of a larger response to COVID-19 impacts. • Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. • Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs. • Support full and timely allocation of the Agency’s STIP share. • Participate in the California Transit Association’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.

<p>changes to the Transportation Development Act (TDA). The CTA effort resulted in temporary relief in meeting farebox recovery ratio requirements to access LTF, STA, LCTOP and SOGR funds. In 2020, the conversation will continue to assess adjustments to TDA to maximize flexibility for maintaining and expanding service. In 2020, the TDA conversation will continue to assess adjustments to TDA to maximize flexibility for maintaining and expanding service. The Agency is part of the working group.</p>	
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> • Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. • Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. • Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. • Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project. • Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.

<p>Voter Threshold Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. They may be working towards a future ballot and many details about the timing, funding mechanism and expenditure plan are still being discussed.</p> <p>In 2014, the Federal Aviation Administration's (FAA) issued a rule called the "Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel." The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states' rights to control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the agency. • Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce development, retention and housing to attract and retain quality personnel. • Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion. • Work to ensure the agency is at the table and appropriately funded as part of any potential regional funding measure. • Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA's requests.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations. • Advocate for solutions that appropriately match decision making authority with

and zoning with transportation funding.	funding (i.e – An agency shouldn't be financially penalized for decisions that are outside the authority of the agency).
Transportation Projects	
General As the Bay Area's population continues to grow, the region's transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.	<ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.
101 Express Lanes The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. The 101 project received \$253 million from SB1 to fund the project. Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022. Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Participate in future workshops held by the California Transportation Commission to ensure eligibility for funding Phase II. • Support funding and regulations that complement a 2021 board adopted 101 equity program.
Transit Oriented Development / First and Last Mile First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the development of new and innovative first and last mile options. • Support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that with compliment transit services. • Support the State's GHG reduction goals by supporting transit oriented developments. • Support state funding incentives and streamlining processes for transit oriented

	development.
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities. • Support policies that encourage use of TDM.
<p>Caltrain Modernization (CalMod) Program In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain's aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into</p>	<ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations. • Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program. • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits. • Advocate for funding and policies to support grade separation projects. • Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans. • Support funding and regulations that are consistent with Caltrain's equity and growth policy. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor. • Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and

<p>a regional rail network. The plan is expected to be complete early 2021.</p> <p>Caltrain Equity and Growth Framework In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.</p> <p>High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2021.</p>	<p>Trade funds and/or bond funds in support of the state’s rail modernization efforts.</p>
<p>Regulatory and Administrative Issues</p>	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

<p>without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p> <p>State is providing guidance on COVID related transit measure to protect the public health and reduce virus transmission during the pandemic.</p>	<ul style="list-style-type: none"> • Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC's Blue Ribbon Transit Recovery Task Force and the "Seamless" Bay Area efforts. • Ensure that new requirements impacting transit agencies support improve connections with other transit system and don't result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. In 2020, legislation was passed (SB 288) providing a series of statutory exemptions for transit and active transportation projects under CEQA.</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA's effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects. • Monitor the implementation and opportunities related to SB 288 (Wiener).
<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency's transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency's policies and planning, especially the Caltrain Business Plan.
<p>Transit Bus Electrification In December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. This</p>	<ul style="list-style-type: none"> • Advocate for priority funding from the State Legislature, ARB, CEC and CPUC for zero-emission buses and charging infrastructure to facilitate compliance with the ICT regulation.

regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including ARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.	<ul style="list-style-type: none"> • Continue to educate State Legislature, ARB, CEC and CPUC on any challenges to implement the ICT regulation. • Continue to monitor implementation of Pacific Gas & Electric's Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.
Executive Orders Related to GHG: Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling for reduced emissions from the transportation sector and larger, coordinated investments in transit, active transportation and land-use. The executive orders highlight the need for expanding clean transportation options. The Administrative efforts on this issue are also being referred to as: Climate Action Plan for Transportation Infrastructure (CAPTI).	<ul style="list-style-type: none"> • Engage in the State's effort to address the transit-specific goals outlined in the executive orders. • Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding). • Work to ensure state and federal funds are made available to achieve the goals outlined in the orders.

Federal
Funding Opportunities and Challenges

<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. SamTrans and Caltrain saw ridership drop 95% and 65%, respectively. While federal funding (CARES Act) has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic's impact.</p> <p>Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2020, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 11, 2020. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2021.</p> <p>Despite Administration budgets to limit funding for the Capital Investment Grant program (New Starts/Small Starts/Core Capacity), Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to</p>	<ul style="list-style-type: none"> • Advocate directly as well as support broad stakeholders coalition efforts to secure additional federal funding for transit systems in response to COVID-19. • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency's transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program and BUILD. • Communicate frequently with the agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

sign full funding grant agreements.	
Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency's priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the agency's transportation needs.
Transportation Projects	
General Support the efforts of partnering agencies to obtain federal funding for the Agency's related transit projects.	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.
<p>Caltrain Modernization (CalMod) Program The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes some funding from the Federal Railroad Administration (FRA).</p> <p>The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level</p>	<ul style="list-style-type: none"> • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President's budget request and in the annual THUD Appropriations bills. • Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding. • Advocate for additional PTC funding for operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Support the allocation of federal funding to advance implementation of Caltrain-related projects. • Advocate for funding and policies to support grade separation projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Support funding and regulations that are consistent with Caltrain's equity and growth policy. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete early 2021.</p> <p>Caltrain Equity and Growth Framework In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.</p> <p>High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service.</p>	
<p>101 Express Lanes The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. The 101 project received \$253 million from SB1</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.

<p>to fund the project. Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022. Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.</p>	
Regulatory and Administrative Issues	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency's ability to conduct efficient transportation operations, administration, planning and project delivery efforts.
<p>FAA Rule In 2014, the Federal Aviation Administration's (FAA) issued a rule called the "Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel." The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states' rights to control their general application sales tax measures.</p> <p>The Senate FY2021 Transportation/HUD Appropriations bill includes report language encouraging the Department of Transportation "to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue. • Support the State of California in its efforts to respond and address FAA's requests

<p>be used in a manner consistent with their enactment.”</p> <p>Congress is currently negotiating the FY2021 appropriations bills now and it unclear if this language remains in the final conference report.</p>	
<p>FAST Act Reauthorization and other Regulations In September 2020, Congress passed the extension of the FAST Act until September 2021.</p> <p>During Congress’ consideration of the reauthorization bill next year, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</p> <p>Both Senate and House authorization committees have stated that passing the FAST Act authorization bill is their top priority.</p> <p>Background: In July 2019, the Senate Environment and Public Works (EPW) Committee passed, America’s Transportation Infrastructure Act of 2019. This bill will need to be introduced in the next Congress and will likely be the “base” bill that the Senate will use.</p> <p>However, four committees in the Senate have jurisdiction of the bill: EPW (highways); Banking (transit); Commerce (rail and goods movement); and Finance (paying for the bill). EPW is the only committee that has written their portion of the bill. The other three committees need to draft their seconds and identify funding to pay for the</p>	<ul style="list-style-type: none"> • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization. • Support efforts to increase authorization levels for transit programs – both discretionary and formula programs. • Support efforts to increase access to additional federal funds for bus electrification and infrastructure. • Support authorizing transit agencies to become direct subrecipients of Section 5310 for the Enhanced Mobility of Seniors and Individuals with Disabilities. • Support securing authorization to implement low-cost solutions, such as dynamic envelope painting, to increase safety at at-grade rail grade crossings. • Support additional funding for grade separations: Increase the annual funding for the Federal Highways Administration (FHWA) Railway-Highway Crossings (Section 130) Program by \$1B per year and authorize 50% of the annual funding set aside for a discretionary grant program that States, metropolitan planning organizations, local governments, special purpose districts or public authorities a transportation function, and tribal governments will be eligible. • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.

<p>bill.</p> <p>In July 2020, the House passed Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act as part of a broader infrastructure bill. The INVEST Act authorized a \$494 surface transportation bill. The INVEST Act will require Congress to identify \$140 billion for the Highway Trust Fund. This bill will likely be reintroduced in the new Congress and the “base bill” that the House Transportation & Infrastructure Committee uses as it advances surface transportation reauthorization next year.</p>	
<p>Infrastructure Proposals Congress and the Biden Administration could consider an infrastructure package in 2021 that would include increased funding for highways, transit, aviation, and water programs. House Speaker Nancy Pelosi has said that the House’s infrastructure bill, Moving America Forward, will be the base for the House infrastructure bill. It is unclear if the Senate will consider an infrastructure bill.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed on the new Biden Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency’s projects and needs in a broad infrastructure proposal.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: GRADE SEPARATION PROGRAM UPDATE**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board on each of the Transportation Authority's program areas. This item features a presentation on the Grade Separation Program, with specific emphasis on the status of each of the active grade separation projects, the TA's previously adopted Measure A programming and allocation policies, as well as the status of the Peninsula Corridor Joint Power's Board (JPB) grade separation study, which will help inform the programming of Measure W funding in the future.

Additional information will be provided via PowerPoint.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA's Grade Separation Program provides funding for the development of new and upgrade of existing grade separations along the Caltrain and Dumbarton rail lines to improve safety and relieve local traffic congestion.

Fifteen percent of the New, or 2004, Measure A sales tax revenue is available to support the Grade Separation Program. (The 1988 Measure A program provided 22.8%, or approximately \$240 M over the life of that measure, for Caltrain grade separation projects.) For Measure W approved in 2018, two and one-half percent is set aside for grade separation projects.

Currently, there is an estimated \$30M in collected but unprogrammed Measure A funds, and staff estimates through the end of this measure in 2033, there will be another \$180M (in 2019\$) in available funding for pipeline projects. Measure W funds are

estimated to generate approximately \$68 M (in 2019\$) in funding for grade separation projects.

Due to the high cost of grade separation projects and the limited funding available through the new Measure A, the Board adopted guiding principles setting the framework to establish a pipeline of grade separation projects. These criteria were adopted in 2013 and updated in 2016. A copy of the guiding principles is included with this report as Attachment A. These programming policies have allowed four pipeline projects to be considered for funding including: the 25th Avenue project in San Mateo, Broadway in Burlingame, Ravenswood in Menlo Park and South Linden/Scott Ave in the Cities of South San Francisco and San Bruno. As part of the guiding principles, up to \$5 million in Measure A funding will be made available for the planning of other grade separations in San Mateo County that are not included in the project pipeline. To date, only the City of Redwood City has requested planning funding to examine the potential grade separation of Whipple Ave, Brewster Avenue and Broadway.

With respect to Measure W, the Strategic Plan 2020-2024 recommends the programming and allocation of these funds to be guided by a grade separation priority study, which will be undertaken by the JPB in 2021.

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

MEASURE A GRADE SEPARATION PROGRAM GUIDING PRINCIPLES FOR PROJECT SELECTION

I. FUNDING

- Focus remaining funding on the projects previously-approved by the San Mateo County Transportation Authority (TA) for pre-construction funding, but set aside up to \$5 million to assist with planning for other eligible grade separation projects listed in the Transportation Expenditure Plan that were not funded in 2013 or 2014.

II. PROGRAMMING AND ALLOCATION

- Program and allocate funds to separate project phases:
 - Planning – Study project alternatives and develop cost estimates for different options, including at least one that is consistent with the Caltrain/High-speed Rail Blended System.
 - Preliminary Engineering/Environmental Assessment – Complete necessary State and/or Federal environmental assessment for the project; project must have (a) City Council approval to move forward, and (b) Caltrain concurrence with the selected project alternative.
 - Design – Complete final design in close coordination with Caltrain to ensure railroad design standards are met and complete value engineering; project must have (a) City Council approval to proceed, and (b) Caltrain concurrence with the selected project alternative.
 - Construction - Project must have full funding plan; construction must be done by Caltrain; project must have (a) City Council approval and (b) demonstrated local community support to proceed.
- Measure A funds will only be allocated to a particular phase when project sponsor demonstrates an earlier phase has been satisfactorily completed.

III. PROJECT SELECTION PROCESS

- In general, evaluation criteria should consider:
 - Project's ability to improve safety and relieve local traffic congestion at the crossing
 - Project's ability to improve railroad's operational flexibility
 - Project readiness
 - Project effectiveness
 - Geographic equity, considering where funds from the Grade Separation Program have previously been allocated
 - Extent to which project can support economic development
 - Funding leverage: project sponsor's ability to secure, at a minimum, matching funds for the construction of the project.
- Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process.
- Instead of utilizing a call-for-projects process, accept funding requests for the projects on an as-needed, first come first served basis, and taking into consideration Caltrain's assessment of the proposed project in the Caltrain Grade Crossing Hazard Analysis, and the project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria listed above.

- While the TA's Board of Directors previously approved a call-for-projects selection process for the Grade Separation Program in the 2014-2019 Strategic Plan, modifying the process to accept applications on an as-needed basis would better align with the limited number of projects proceeding at varying schedules.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM AND ALLOCATE \$23.8 MILLION OF MEASURE A GRADE
SEPARATION PROGRAM FUNDS FOR THE 25TH AVE GRADE SEPARATION
PROJECT**

ACTION

Staff recommends the Board:

1. Program and allocate \$23.8 million of Measure A Grade Separation Program funds to the 25th Ave Grade Separation Project (Project); and
2. Authorize the Executive Director or his designee to take any actions necessary to program and allocate the subject funding, including the execution of funding agreements with the City of San Mateo (City) and Peninsula Corridor Joint Powers Board (JPB) to provide funding to complete the Project.

SIGNIFICANCE

The City has requested the Transportation Authority (TA) Board to consider allocating \$23.8 million in additional Measure A funding for the Project to cover cost increases which have resulted in the original Project budget of \$180 million increasing to \$205.9 million. Of the additional \$25.9 million needed for the Project, the City is providing \$2.1 million. A copy of the City's request letter is included as Attachment A.

Existing funding for the Project includes the following:

<u>Fund Source</u>	<u>Amount</u>
Measure A	\$74 M
City of San Mateo	\$12 M
California High Speed Rail (HSR)	\$84 M
<u>Caltrans Section 190</u>	<u>\$10 M</u>
Total	\$180 M

Several significant and unforeseen circumstances have occurred since 2017, resulting in the Project exceeding the currently available funding. These circumstances were largely related to utility coordination and relocation that was not accounted for in the original Project scope. Some of the resulting costs are being paid for by the existing Project contingency. A more detailed description of these circumstances is provided below.

- Union Pacific Third Party Fiber Optic line (TPFOC) and AT&T lines: These underground communications facilities were in conflict with the Project and needed to be relocated, which resulted in approximately 500 days of delay. While the utility relocation work is complete, this delay increased Project costs by \$14 million.
- PG&E High Pressure Gas (HPG) Pipeline: This pipeline was in conflict with the Project construction and needed to be relocated outside the Project area. PG&E obtained easement rights to place their gas line within the JPB's right of way when the railroad was owned by Southern Pacific. There were no provisions in the easements requiring PG&E to bear the cost of relocation. The cost of this pipeline relocation is \$18 million.
- Additional administrative, materials, and labor escalation costs due to the overall delay in completion of the Project.
- Re-design of affected Project elements to accommodate the newly relocated TPFOC and AT&T lines.
- Utility connections to new Caltrain facilities: The design of these utilities was finalized after the original construction award causing an increase in the overall construction cost.
- Costs for removing contaminated soil and improving ground conditions related to unsuitable and unforeseen subsurface issues.
- Contingency for ongoing field adjustments to various structural components, roadways, the Hillsdale station, and the station parking lot.
- Contingency for upcoming change order work and open risk register items, including: COVID-19 related claims and differing site conditions.
- Costs associated with modifying the design and eventual construction of a set-out track to address nearby community concerns.

The table on the following page provides a comparison of the original costs with the revised costs for the Project. While some of the cost increases can be covered by the existing contingency, additional funding will be needed to fully fund the cost increases. Additional information on Project cost increases, challenges and status will be provided via a PowerPoint presentation at the January 2021 TA Board meeting.

	Original Estimate	Updated
Pre-Construction Costs	\$14.7M	\$15.0M
Construction Contract	\$84.9M	\$117.3M
Utilities and Right of Way	\$12.0M	\$31.9M
Construction management	\$28.6M	\$38.2M
Contingency	\$39.8M	\$5.3M
<u>Repayment from JPB*</u>		<u>(\$1.8M)</u>
Total	\$180.0M	\$205.9M
<i>*Repayment of costs associated with installation of overhead centenary system foundations from the JPB's Peninsula Corridor Electrification Project</i>		

While the status of the Project has been provided to the TA Board via the Quarterly Project Status Report, staff proposes to enhance the project monitoring process, including providing project management oversight, especially for any capital infrastructure projects including this one that exceed a certain dollar threshold and/or includes a significant amount of TA contribution. Staff also plans to report the status on these projects on a more regular basis at future TA Board meetings.

BUDGET IMPACT

The grade separation category has an available balance of approximately \$30 million. There is sufficient available funding to accommodate the \$23.8 million request. The remaining balance of Measure A funds, along with future receipts in the amount of approximately \$180 million (assuming annual receipts of \$13.8 million for the program) through the of the end of Measure A will be available for the other grade separation projects in the pipeline, including South San Francisco, San Bruno, Burlingame, and Menlo Park.

BACKGROUND

Fifteen percent of Measure A sales tax receipts are apportioned for Grade Separations. The intent of the Measure A grade separation programs is to reduce the number of rail/roadway at-grade crossings. Grade separations improve safety for drivers, bicyclists and pedestrians, and relieve traffic congestion.

The 25th Avenue Grade Separation Project is one of the pipeline projects to be funded in the Measure A Grade Separation Program. This Project will raise the tracks and slightly lower the road (grade separate) at E. 25th Avenue in San Mateo. In addition to separating the tracks and road at E. 25th Avenue, the Project will complete east-west street connections at 28th and 31st Avenues. The Project will also construct a new elevated Hillsdale Station located at E. 28th Avenue. The new station will offer updated amenities and will allow for better safety and reduced traffic. The City of San Mateo is the sponsor of this Project, with JPB as the holder of the construction contract.

The Project scope and associated funding plan were developed based on the assumption that the Project would incorporate certain scope elements that would enable the Peninsula Corridor Electrification Program (PCEP) and would be completed

in time to avoid conflicts with construction of PCEP. It was determined that waiting until after PCEP to complete the Project would greatly increase the Project's complexity and costs. As a result, the City and JPB opted to award the construction contract by mid-2017, while working in parallel on the relocation of several utilities and the resolution of other ROW issues. While it is unfortunate that resolving these issues took longer than anticipated, the construction of this Project before completion of PCEP is still economically more advantageous for all of the public agencies involved, and less disruptive to the local community.

Prepared by: Peter Skinner, Director, Grants and Fund Management

650-622-7818

RESOLUTION NO. 2021-

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

*** * ***

**PROGRAMMING AND ALLOCATING \$23.8 MILLION OF MEASURE A – GRADE SEPARATION
PROGRAM FUNDS FOR THE 25TH AVENUE GRADE SEPARATION PROJECT**

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

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

WHEREAS, grade separation improvements are qualified expenditures under the 1988 TEP, and the 2004 TEP designates 15 percent of the New Measure A revenue to fund grade separation projects; and

WHEREAS, the TA, at its November 2013 meeting, programmed and allocated \$3.7 million in Measure A Grade Separation Program funds to the 25th Avenue Grade Separation Project (Project) in the City of San Mateo (City) for Preliminary Engineering and Environmental Work; and

WHEREAS, the TA, at its December 2015 meeting, programmed and allocated \$5.0 million in Measure A Grade Separation Program funds for the Final Design and Right of Way Phases for the Project; and

WHEREAS, the TA, at its October 2016 meeting, programmed and allocated \$65.3 million in Measure A Grade Separation Program funds to complete the Project's Right of Way Phase and for its Construction; and

WHEREAS, as of October 2016, the total budget for the Project was \$180 million and included contributions from the California High Speed Rail Authority, the California Department of Transportation and the City; and

WHEREAS, unforeseen design and construction challenges have resulted in a Project cost increase from \$180 million to \$205.9 million; and

WHEREAS, the City has submitted a request for \$23.8 million in additional Measure A Grade Separation Program Funds, which, along with an additional \$2.1 million in City funds, would cover the \$25.9 million Project cost increase; and

WHEREAS, TA Staff has evaluated the City's proposal based on the Project's justification, urgency, and impacts to the Measure A Grade Separation Program Category Funds; and

WHEREAS, the City's request can be accommodated through the allocation of existing available Measure A Grade Separation Program Funds; and

WHEREAS, TA staff recommend the Board of Directors:

1. Program and allocate \$23.8 million in Measure A Grade Separation Program Category funds to complete the Construction Phase of the 25th Avenue Grade Separation Project; and
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements, and take any additional actions necessary, to give effect to this resolution.

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

1. Programs and allocates \$23.8 million in Measure A Grade Separation Program Category funds to complete the Construction Phase of the 25th Avenue Grade Separation Project; and
2. Authorizes the Executive Director or his designee to execute any necessary documents or agreements, and take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 7th day of January, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary



25th Avenue Grade Separation Update and Request for Additional Funds

Item #15 (a) – January 7, 2021



Project Location



Project Benefits

- East West Access
- Economic Development
- Roadway/Railroad Safety
- Benefit of Completing Project Pre-Electrification



Project Background

- Project developed by City of San Mateo
- Final \$180 Funding Secured in 2016-2017
 - SMCTA-\$74
 - CPUC-\$10
 - CSM-\$12
 - CHSRA-\$84
- Only project to receive CHSRA (High Speed Rail Authority) Grade Separation funding



Project Background (cont'd)

- Timing of project construction is to precede Caltrain electrification
 - If project were to delay until after electrification, will likely lose CHSRA funding
 - Completing project post-electrification would cost \$250M (in 2027)
- Project is complex and much has been completed
 - Construction contract was awarded concurrent with utility relocation and permitting. Delays in utility relocation due to UP negotiation has caused cost and delay to the project since Dec 2017 to April 2019.



City Request

- Total Additional Funds Required for Project Completion - \$25.9M
- City is requesting additional \$23.8M from TA
- City will fund added cost of \$2.1M
- City anticipates that with added funds, full scope of 25th GS is expected to be completed by Fall 2021



Project Update

- Project is 85% complete
- Track is completely separated from vehicular traffic
 - Train service on the berm and bridges since July 2020
- Hillsdale Station work is ongoing-projected opening Spring 2021
- Road work progressing with phased completions
 - 28th Avenue-January 2021
 - 25th Avenue- June 2021
 - 31st Avenue-September 2021



Project Update (Photos)



28th Ave



28th Ave

Project Update (Photos)



31st Ave



31st Ave

Project Update (Photos)



New Hillsdale Station



Pedestrian Underpass Bridge

Project Update (Photos)



South Parking Lot



North Parking Lot

Project Schedule Overview

- Contract Award-July 2017
- NTP-December 2017
- Original Contract Completion-January 2020
- Current Contract Completion-June 2021
- Anticipated Contract Completion-September 2021



Construction Challenges

- Project is to precede Caltrain electrification; as a result, construction contract needs to be advertised and awarded in 2017
 - Permits pursued in parallel
 - Major utility relocation pursued in parallel
 - UPRR negotiations impact ability to move fiber optic – Caused delay of more than 500 days
 - PGE not originally budgeted for relocation of high pressure gas line
 - Contaminated soil
 - Additional associated soft costs
- Additional challenges in 2020: COVID



Construction Challenges (cont'd)

- A detailed project analysis was performed between July – Oct 2020
- Deep dive program review establishes new cost to complete



Project Cost Summary

Description	Current	Updated
Pre-Construction Costs	\$14.7	\$15.0
Construction Costs (including Parking Track)	\$84.9	\$117.3
Right of Way & Utilities	\$12.0	\$31.9
Construction Management	\$28.6	\$38.2
Contingency	\$39.8	\$5.3
PCEP Reimbursable	\$0.00	(\$1.8)
Total	\$180.0	\$205.9



Project Cost Summary (cont'd)

Description	Added Cost	Allocated from Existing Contingency	Requested Funds
Pre-Construction Contract	\$0.3M	\$0.3M	
25 th GS Construction Contract	\$30.3M*	\$19.1M	\$11.2M
Parking Track	\$2.1M**		\$2.1M
Utility Relocation	\$19.9M***	\$15.1M	\$4.8M
Construction Management	\$9.6M****		\$9.6M
Remaining Contingency (Current/Anticipated Risks)		\$5.30M	
PCEP Cost			(\$1.8M)
Total		\$39.80M	\$25.9M

Notes:

- * UP FOC added \$18M, Other Utilities added \$2M, Other Construction Change Orders \$10.3M
- ** Set Out Track cost of \$2.1M to be compensated by City
- *** PG&E agreement for High Pressure Gas line for \$19M
- **** Increase in Admin Cost due to total project delay of more than 500 days



Remaining Major Risks

- Still digging at 25th and 31st
 - Advanced location of remaining utilities
 - Potential soil contamination
 - Unknown ground conditions/unknown utilities
 - Conformance Issues/Traffic Control at El Camino Real and Delaware
 - Covid-19 Impacts
- Program cash flow
 - \$8M left in project budget, project delays and cost escalation if funding not granted



Timeline for Funds Request

- SM City Council- January 4th
- TA CAC (Citizens Advisory Committee) and TA BOD (Board)- January 5th and 7th
- JPB Finance Committee-January 25th
- JPB BOD- February 4th
- Funds Allocated-March 1



Questions

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM AND ALLOCATE \$350,000 FOR THE DEVELOPMENT OF THE
ALTERNATIVE CONGESTION RELIEF AND TRANSPORTATION DEMAND
MANAGEMENT PLAN**

ACTION

Staff proposes the Board:

1. Program and allocate \$175,000 in Measure A and \$175,000 in Measure W funds, for a total of \$350,000, for the development of the Alternative Congestion Relief and Transportation Demand Management Plan (ACR/TDM Plan), and
2. Authorize the Executive Director or his designee to execute any agreements and other documents, and take any additional actions necessary, to give effect to the resolution.

SIGNIFICANCE

In accordance with the recommendations set forth in the San Mateo County Transportation Authority's (TA) Strategic Plan 2020-2024, staff, with consultant assistance, will prepare an ACR/TDM Plan to guide the investment decisions and allocation of funds for the Measure A Alternative Congestion Relief (ACR) program and the Measure W Transportation Demand Management (TDM) subcategory of the Countywide Highway Congestion Improvements program. The ACR/TDM Plan is envisioned to provide policy direction for the use of ACR/TDM program funding and develop a suite of project and program recommendations based on the potential ability to reduce reliance on automobiles. The ACR/TDM Plan will include a set of evaluation guidelines that meets both the goals of Measure A and the core principles of Measure W.

Development of the ACR/TDM Plan will include input from an advisory group consisting of advocacy, nonprofit, business, city and agency staff. Regular presentations at key milestones will also be made to the City/County Association of Governments of San Mateo County and Commute.org. In addition to providing regular TA Board of Directors updates, staff will seek input from a TA Board Ad-Hoc Committee on policy direction and project evaluation.

If the requested funding is approved, development of the ACR/TDM Plan is anticipated to begin in February 2021 and will be completed within twelve months. A Call for Projects will be issued after the ACR/TDM Plan is completed, likely in early 2022.

BUDGET IMPACT

The cost of the ACR/TDM Plan development is anticipated to be up to \$350,000. There is sufficient budget authority in the Fiscal Year 2021 Budget and prior budgets to fully fund the ACR/TDM Plan in the amount of \$350,000; \$175,000 from the Measure A Alternative Congestion Relief program and \$175,000 from Measure W Countywide Highway Congestion Improvements program.

BACKGROUND

The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County. Measure A took effect on January 1, 2009 and expires on December 31, 2033. Contained within the Measure A Transportation Expenditure Plan is a program category that allocates one percent of the generated funds to Alternative Congestion Relief, which is aimed at commute alternatives and planning work to support Intelligent Transportation Systems. Historically, this funding category has been primarily used to support Commute.org's ongoing annual TDM work programs. This historical allocation is expected to continue with the adoption of the ACR/TDM Plan.

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires on June 30, 2049. The Measure W Congestion Relief Program includes the Countywide Highway Congestion Improvements program category. Through the 2020-2024 TA Strategic Plan, the TA developed a competitive TDM subcategory to encourage programs and projects that reduce highway congestion including, but not limited to, non-Single Occupant Vehicle trips and off-peak trip demand. Unlike the ACR category in Measure A, projects that qualify for Measure W TDM funds must show a nexus to the highway system. Measure W commits twenty-two and a half percent of the revenue to the Highway program, of which four percent (or one percent of total annual Measure W funds) is available to the TDM subcategory.

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

RESOLUTION NO. 2021-
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

**PROGRAMMING AND ALLOCATING \$350,000
FOR THE ALTERNATIVE CONGESTION RELIEF AND TRANSPORTATION DEMAND
MANAGEMENT PLAN**

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

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

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

WHEREAS, the Strategic Plan 2020-2024 identified the need to develop an Alternative Congestion Relief and Transportation Demand Management Plan (ACR/TDM Plan) to fully assess current congestion management program needs; and

WHEREAS, the ACR/TDM Plan will develop a strategy in concurrence with the Strategic Plan 2020-2024 timeline horizon that includes a policy framework for

making investment decisions related to the Measure A Alternative Congestion Relief program and Measure W Transportation Demand Management subcategory of the Countywide Highway Congestion Improvements program; and

WHEREAS, TA staff recommends \$350,000 be made available for the ACR/TDM Plan, which would be funded from Measure A and Measure W funds with costs spread evenly.

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

1. Programs and allocates \$175,000 in Measure A and \$175,000 in Measure W funds, for a total of \$350,000, for the development of the Alternative Congestion Relief and Transportation Demand Management Plan; and
2. Authorizes the Executive Director or his designee to execute any necessary agreements and other documents, and take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 7th day of January, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary