



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 [Assembly Bill 361](#) (Government Code Section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbHFjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available during or after the meeting at <https://www.smcta.com/whats happening/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: https://www.smcta.com/whats happening/board_of_directorscalendar.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.

February 3, 2022 – Thursday

5:00 pm

- 1) Call to Order
- 2) Swearing-in:
 - a) Don Horsley (Board of Supervisors Representative)
- 3) Roll Call/Pledge of Allegiance
- 4) 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.
- 5) Report of the Citizens Advisory Committee

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

6) Consent Calendar

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

- | | |
|--|------------|
| a) Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person | RESOLUTION |
| b) Approval of Minutes of the Board of Directors Meeting of January 6, 2022 | MOTION |
| c) Acceptance of Statement of Revenues and Expenditures for the Period Ending December 31, 2021 | MOTION |
| d) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook | MOTION |

7) Report of the Chair

- | | |
|--|------------|
| a) Resolution of Appreciation for Former Chair Emily Beach | RESOLUTION |
|--|------------|

8) San Mateo County Transit District Liaison Report

9) Joint Powers Board Liaison Report

10) Report of the Executive Director

11) Program

- | | |
|--|---------------|
| a) Program Report: Peninsula Corridor Electrification Project Update | INFORMATIONAL |
| b) San Mateo 101 Express Lanes Quarterly Project Update | INFORMATIONAL |

12) State and Federal Legislative Update	INFORMATIONAL
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13) Requests from the Authority

14) Written Communications to the Authority

15) Date/Time of Next Regular Meeting: Thursday, March 3, 2022, 5:00 pm via Zoom teleconference (additional location, if any, to be determined)

16) Report of Legal Counsel

17) Adjourn

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at https://www.smcta.com/whats happening/board_of_directorscalendar.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 https://www.smcta.com/whats happening/board_of_directorscalendar.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 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
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Joan Cassman
Legal Counsel

SUBJECT: **ADOPTION OF RESOLUTION MAKING FINDINGS THAT THE PROCLAIMED
STATE OF EMERGENCY FOR COVID-19 CONTINUES TO IMPACT THE BOARD'S
AND COMMITTEES' ABILITY TO MEET SAFELY IN PERSON**

ACTION

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

SIGNIFICANCE

On October 7, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until conditions change and remote meetings are no longer necessary and appropriate. The proposed action would enable the TA's Board and committees to continue to meet remotely for the next 30 days.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to

allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

RESOLUTION NO. 2022 -

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

**FINDING THAT THE PROCLAIMED STATE OF EMERGENCY FOR THE COVID-19
PANDEMIC CONTINUES TO IMPACT THE ABILITY FOR THE BOARD OF DIRECTORS AND ITS
COMMITTEES TO MEET SAFELY IN PERSON, AND DIRECTING THAT VIRTUAL BOARD AND
COMMITTEE MEETINGS CONTINUE**

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

WHEREAS, the San Mateo County Board of Supervisors subsequently declared a local emergency related to COVID-19, which declaration also remains in effect; and

WHEREAS, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

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

WHEREAS, on October 7, 2021, pursuant to Resolution 2021-25, the San Mateo County Transportation Authority Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

WHEREAS, in recognition that California had stopped recording week-over-week declines in COVID-19 cases and hospitalizations and the fact that flu season was approaching, on November 10, 2021, Governor Newsom issued Executive Order N-21-21 to extend the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022; and

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

WHEREAS, the Board has reviewed the findings made in Resolution 2021-25 and again concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

WHEREAS, to help protect against the spread of COVID-19 and its variants, and to protect the health and safety of the public, the Board desires to take the actions necessary continue to hold its Board and committee meetings remotely as authorized by AB 361.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority has reconsidered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote social distancing; and

BE IT FURTHER RESOLVED, that in light of these findings, the Board directs the Acting Executive Director and Authority Secretary to continue to agendize public meetings of the Board, and all District committees that are subject to the Brown Act, only as online teleconference meetings; and

BE IT FURTHER RESOLVED, that the TA will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

BE IT FURTHER RESOLVED, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 3rd day of February, 2022 by the following
vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF JANUARY 6, 2022**

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

MEMBERS ABSENT: None

STAFF PRESENT: C. Mau, A. Chan, J. Hurley, H. El-Guindy, S. van Hoften, P. Gilster,
P. Skinner, J. Williams, J. Brook, D. Seamans

1. CALL TO ORDER

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

2. SWEARING-IN

- a) Emily Beach (Cities-at-large Representative)
- b) Mark Nagales (Cities – Northern County Representative)
- c) Board of Supervisors Representative

Chair Beach and Directors Carole Groom and Mark Nagales were sworn in for two-year terms expiring December 2023.

3. ROLL CALL/PLEDGE OF ALLEGIANCE

Chair Beach requested that Director Nagales lead the Pledge of Allegiance. Ms. Seamans confirmed that a quorum was present.

4. ELECTION OF 2022 OFFICERS

Chair Beach made a motion to nominate Director Rico Medina to serve as Chair.

Motion/Second: Beach/Romero

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

Noes: None

Absent: None

Director Don Horsley made a motion to nominate Director Carlos Romero as Vice Chair.

Motion/Second: Horsley/Nagales

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

Noes: None

Absent: None

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

There were no comments.

6. REPORT OF THE CITIZENS ADVISORY COMMITTEE

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

7. CONSENT CALENDAR

- a) Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-1**
- b) Approval of Minutes of the Board of Directors Meeting of December 2, 2021**
- c) Acceptance of Statement of Revenues and Expenditures for the Period Ending November 30, 2021**

Motion/Second: Romero/Groom

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

Noes: None

Absent: None

8. REPORT OF THE CHAIR

Chair Medina announced the ribbon cutting for the SSF Caltrain station on January 13.

Director Julia Mates thanked outgoing Chair Beach for her leadership over the past two years.

Director Nagales expressed his appreciation for Director Beach's leadership, especially during the pandemic.

Director Groom noted Director Beach's efficiency in running the meetings.

Director Horsley said he appreciated her passionate leadership.

Vice Chair Romero commended Director Beach for her thorough preparedness.

9. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Director Rico Medina said that the report was posted on the website and provided a brief summary of Board actions.

10. JOINT POWERS BOARD LIAISON REPORT

Carter Mau, Acting Executive Director, said the report was posted on the website. He said the primary topic of the morning's meeting was on Caltrain governance. He said they focused on a term sheet that would provide a framework for the new governance structure. He said there is still no consensus on how Caltrain will repay SamTrans for the right of way. He said the JPB would be scheduling another special meeting to continue the discussion. He announced that Director Steve Heminger was appointed Chair and Director Charles Stone was appointed as Vice Chair of the JPB for 2022.

11. REPORT OF THE EXECUTIVE DIRECTOR

Mr. Mau said that his report was in the packet. He expressed his thanks on behalf of TA staff for Director Beach's leadership as TA Chair, and welcomed Chair Medina and Vice Chair Romero. He announced the Complete Streets webinar on January 25.

12. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Acting Chief Communications Officer, introduced the TA's federal advocates Ben Miller and Chris Kierig from Kadesh and Associates, LLC.

Mr. Miller provided a recap of 2021 legislation. He noted that the President's State of the Union address would likely be delayed.

Mr. Kierig noted that the continuing resolution would expire on February 18. He said they are keeping an eye on the rollout of the signing of the infrastructure bill and are working with staff on how to best position the TA to receive funding.

Vice Chair Romero asked re rolling out the new programs, can they get it out the door relatively quickly. Mr. Kierig said there will be emphasis to move the newer programs along. He added that most of the focus is on working with the administration on where to spend the money.

Director Horsley asked if there was interest in high-speed rail at the federal level. Mr. Kierig said there was money earmarked for high-speed rail in the Build Back Better Bill.

Director Groom asked if a high-ranking federal official could visit the District. Mr. Kierig said any requests for federal funding would come with an invitation to visit. He commended TA staff for their cooperation. Ms. Fromson thanked her staff.

13. ADOPTION OF 2022 LEGISLATIVE PROGRAM

Motion/Second: Groom/Horsley

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

Noes: None

Absent: None

14. PROGRAM

a) Program Report: Peninsula Corridor Electrification Project Update

This item was removed from the agenda prior to the meeting.

15. FINANCE

a. Amendment of the Fiscal Year 2022 Budget to Increase Total Expenditures from \$148,893,304 to \$162,834,813 – Approved by Resolution No. 2022-2

Derek Hansel, Chief Financial Officer, presented the staff report.

Motion/Second: Beach/Groom

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

Noes: None

Absent: None

b) Adoption of Alternative Congestion Relief and Transportation Demand Management Plan; Programming and Allocation of Funds for TDM Monitoring and Equity Programs – Approved by Resolution No. 2022-3

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

Public Comment:

John Ford, Executive Director, Commute.org, expressed his support for the programs.

Vice Chair Romero requested to include in the plan document some local TDM plans that have already been approved.

Motion/Second: Nagales/Romero

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

Noes: None

Absent: None

c) Authorize the Filing of a Letter of No Prejudice Request for Regional Measure 3 Funding in the Amount of \$2.025 Million for the State Route 92/US 101 Direct Connector and Area Improvements Projects – *Approved by Resolution No. 2022-4*

Peter Skinner, Director, Grants and Fund Programming, presented the staff report.

Motion/Second: Groom/Mates

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

Noes: None

Absent: None

16. REQUESTS FROM THE AUTHORITY

Director Nagales invited the directors to attend the January 13 ribbon-cutting for the reopening of the South San Francisco Caltrain station.

17. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

18. DATE/TIME OF NEXT REGULAR MEETING

Chair Medina announced that the next meeting would be on Thursday, February 3, 2022, 5:00 pm via Zoom teleconference.

19. REPORT OF LEGAL COUNSEL

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

20. ADJOURN

The meeting adjourned at 5:59 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 of the TA Citizens Advisory Committee

Meeting of January 4, 2022

Committee Action

- Approved the Minutes of the CAC Meeting of November 30, 2021

Committee Motions Regarding TA Board Items for January 6, 2022

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- Accepted the Statement of Revenues and Expenditures for the Period Ending November 30, 2021
- Approved the Amendment of the Fiscal Year 2022 Budget to Increase Total Expenditures from \$148,893,304 to \$162,834,813
- Approved the Adoption of Alternative Congestion Relief and Transportation Demand Management Plan; Programming and Allocation of Funds for TDM Monitoring and Equity Programs
- Authorized the Filing of a Letter of No Prejudice Request for Regional Measure 3 Funding in the Amount of \$2.025 Million for the State Route 92/US 101 Direct Connector and Area Improvements Projects
- Approved the Adoption of the 2022 Legislative Program

Discussion Highlights

Amendment of the Fiscal Year 2022 Budget to Increase Total Expenditures from \$148,893,304 to \$162,834,8

Derek Hansel, Chief Financial Officer, presented the staff report.

Sandra Lang asked if the true-up was a requirement. Mr. Hansel said it allows the TA to recognize the actual revenue and the availability of funding for the various programs .

Vice Chair John Fox asked if the way the TA applies the revenues has been already decided, and Mr. Hansel said that this was the case, guided by the proportional distribution in the expenditure plans.

Peter Ohtaki asked if the motion could include the projected increase in tax revenues. Mr. Hansel said it was included in the staff report and in the first clause of the resolution.

Chair Barbara Arietta said she thought it could be presented more clearly for the public and suggested saying increasing total expenditure "capacity." Mr. Hansel clarified that when the financial expenditure is allocated to the various buckets, it is already deemed expended.

State and Federal Legislative Update

Amy Linehan, Public Affairs Specialist, provided a summary of federal and state legislation. She said the Senate returned to Washington; the House will start session next week. She said they were awaiting President Biden's first State of the Union Address in February or March. She said a priority item is funding the federal government and that current funding expires February 18. She said the Build Back Better Act is currently stalled.

Ms. Linehan said on the state side that February 18 is the introduction deadline for new bills. She said that the Governor will release his new Fiscal Year 2023 budget next week and a \$30 billion surplus is anticipated, which includes transportation funding.

Report of the Chair

Rich Hedges, Karen Kuklin, and Ken Chin volunteered to be on the Nominating Committee for 2022 Chair and Vice Chair.

Report from Staff

Joe Hurley, TA Director, gave an update on the progress of the Express Lanes project. He announced the upcoming TA-sponsored Complete Streets webinar on January 25 and said that the TA would offer complete streets technical training following the webinar. In response to a question from Jeff Londer, he said for the project north of I-380 that the release of the draft EIR (environmental impact report) was scheduled for early 2023. In response to a question from Sandra Lang about the opening of the South San Francisco Caltrain station, he said that there had been a soft opening of the station and the center platform was open. He said the east-west tunnel was anticipated to be open by the time of the ribbon cutting scheduled for January 13 at 10:00 am.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

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

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of December year-to-date, the Total Revenue (Page 1, line 8) is \$92.5 million less 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) in prior year. The decreases are partially offset by the increases in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3) in current year.

Year to Date Expenditures: As of December year-to-date, the Total Expenditures (Page 1, line 28) are \$19.1 million less than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment:

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

Prepared By: Yijia Ma, Senior Accountant– General Ledger
Jennifer Ye, Acting Director – Accounting

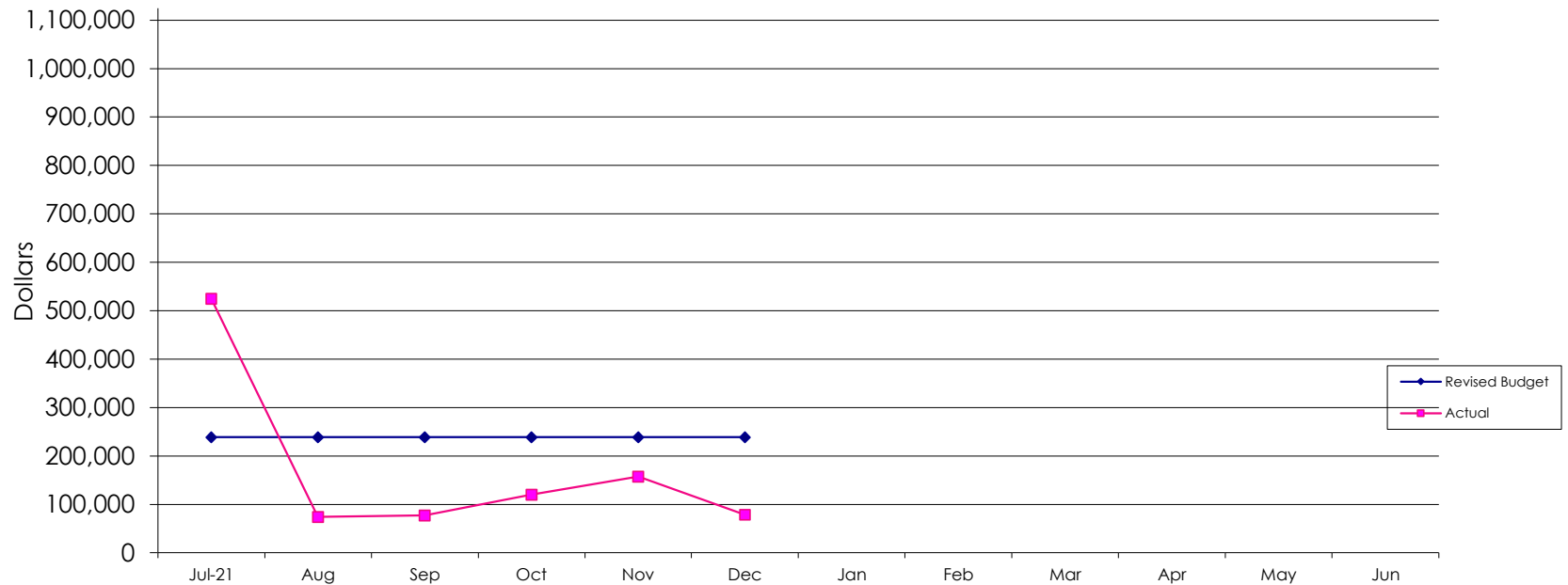
650-508-7947
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2022
December 2021

% OF YEAR ELAPSED: **50.0%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
REVENUES:					
Measure A Sales Tax	46,214,059	51,228,067	5,014,008	10.8%	96,495,540
Measure W Sales Tax	22,975,928	25,558,346	2,582,418	11.2%	48,247,770
Interest Income	2,779,403	2,647,756	(131,647)	(4.7%)	4,898,970
Rental Income	498,587	570,584	71,997	14.4%	1,170,938
Other Sources-101 EL Project	100,000,000	-	(100,000,000)	(100.0%)	400,000
TOTAL REVENUE	172,467,977	80,004,753	(92,463,224)	(53.6%)	151,213,218
EXPENDITURES:					
Measure A Annual Allocations	16,852,366	18,698,245	1,845,878	11.0%	35,220,872
Measure A Categories	10,658,247	21,289,743	10,631,496	99.7%	60,309,713
Other Uses-101 EL Project	37,492,040	6,071,898	(31,420,142)	(83.8%)	-
Measure W Annual Allocations	4,541,879	5,066,190	524,311	11.5%	9,649,554
Measure W Categories	1,485	335,714	334,229	22,507.0%	38,598,216
Oversight	665,997	438,183	(227,814)	(34.2%)	2,250,000
Administrative					
Staff Support	433,776	415,327	(18,449)	(4.3%)	1,421,054
Measure A Info.- Others	-	-	-	0.0%	5,000
Other Admin Expenses	1,337,334	617,625	(719,709)	(53.8%)	1,438,895
Total Administrative	1,771,110	1,032,952	(738,158)	(41.7%)	2,864,949
TOTAL EXPENDITURES	71,983,124	52,932,925	(19,050,199)	(26.5%)	148,893,304
EXCESS (DEFICIT)	100,484,853	27,071,828	(73,413,025)	(73.1%)	2,319,914
BEGINNING FUND BALANCE	397,385,766	506,922,667	(1)		472,440,349
ENDING FUND BALANCE	497,870,619	533,994,495			474,760,263
(1) Restated to reflect audited fund balance. Unspent bond proceeds of \$34,482,318 was included.					

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar 22	Apr 22	May 22	Jun 22
MONTHLY EXPENSES												
Revised Budget	238,746	238,746	238,745	238,746	238,746	238,746						
Actual	525,159	74,377	77,471	119,877	157,093	78,975						
CUMULATIVE EXPENSES												
Staff Projections	238,746	477,492	716,237	954,983	1,193,729	1,432,475						
Actual	525,159*	599,536	677,007	796,884	953,977	1,032,952						
Variance-F(U)	(286,413)	(122,044)	39,230	158,099	239,752	399,523						
Variance %	-119.97%	-25.56%	5.48%	16.56%	20.08%	27.89%						

*San Mateo County Transportation Authority recorded all insurance expenses paid in July for FY22 instead of amortizing on monthly basis.

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

12/31/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	4,306,578.59
JP Morgan Bank Checking	43,524,006.39
LAIF	65,748,512.36

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	212,927,422.12
MMF - US Bank Custodian Account	1,036,872.67
Cash	91,885.72
County Pool	153,153,322.96

Total

\$	480,788,600.81
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* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
 Account: PTA-San Mateo Co. Trans. Agg (257430)
 As of: 12/31/2021

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
14313FAD1	CARMX 2018-3 A3	71,167.41	06/15/2023	71,157.71	99.00	71,369.96	71,468.96
36255JAD6	GMCAR 2018-3 A3	47,470.47	05/16/2023	47,459.40	59.73	47,576.88	47,636.61
65479CAD0	NAROT 2020-B A3	557,416.56	07/15/2024	557,401.28	136.26	557,548.61	557,684.87
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	805,995.04	806,447.26
		1,476,054.44		1,475,924.71	747.22	1,482,490.49	1,483,237.70
AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	2,706.42	3,346,141.97	3,348,848.40
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,711.11	1,572,364.56	1,574,075.67
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	2,864.58	3,266,184.17	3,269,048.76
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	1,916.67	1,578,227.23	1,580,143.90
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	311.11	1,568,427.97	1,568,739.08
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	4,987.50	3,696,987.17	3,701,974.67
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	1,101.46	4,624,619.29	4,625,720.75
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	641.67	1,097,621.42	1,098,263.08
3137EAS4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	55.56	1,592,434.98	1,592,490.53
3137EAX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	3,879.17	3,697,969.01	3,701,848.18
3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,015.63	3,861,821.11	3,862,836.73
		30,240,000.00		30,351,283.65	21,190.87	29,902,798.88	29,923,989.75
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Cash	91,885.72	12/31/2021	91,885.72	0.00	91,885.72	91,885.72
		91,885.72		91,885.72	0.00	91,885.72	91,885.72
CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	31,955.42	1,508,977.50	1,540,932.92
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	2,720.00	1,621,233.60	1,623,953.60
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	10,524.44	1,616,464.00	1,626,988.44
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	10,581.33	1,615,977.60	1,626,558.93
		6,300,000.00		6,300,000.00	55,781.19	6,362,652.70	6,418,433.89
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	5,016.67	523,458.30	528,474.97
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	1,362.81	2,203,599.33	2,204,962.14
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	7,774.48	1,560,262.27	1,568,036.75
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	7,395.83	780,768.80	788,164.64

037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	2,500.00	1,595,663.52	1,598,163.52
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	16,145.83	1,600,202.67	1,616,348.50
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	2,540.42	666,857.12	669,397.54
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	1,435.58	794,181.89	795,617.48
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	8,824.13	685,095.79	693,919.92
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	3,320.00	350,155.89	355,475.89
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	12,026.25	1,508,959.29	1,520,985.54
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	23,809.72	1,623,233.98	1,647,043.70
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	5,415.00	572,286.77	577,701.77
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	602.88	452,292.03	452,894.91
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	8,049.31	523,627.85	531,677.15
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	5,175.00	761,526.27	766,701.27
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,552.50	228,457.88	230,010.38
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,552.50	228,457.88	230,010.38
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	1,556.25	818,794.84	820,351.09
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	986.81	502,269.69	503,256.49
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	9,487.50	1,572,594.15	1,582,081.65
		19,195,000.00		19,591,170.10	128,529.47	19,552,746.21	19,681,275.68
FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,107,994.44	1,110,686.45
3137BM6P6	FHMS K-721 A2	684,085.35	08/25/2022	689,910.77	1,761.52	690,041.20	691,802.72
3137FKK39	FHMS K-P05 A	22,178.76	07/25/2023	22,178.70	59.20	22,523.52	22,582.72
3137FQ3V3	FHMS K-J27 A1	154,923.37	07/25/2024	154,919.65	270.08	156,616.03	156,886.12
		1,916,187.49		1,974,264.59	4,782.81	1,977,175.20	1,981,958.01
MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,282.81	383,801.25	387,084.06
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,237.64	489,965.00	491,202.64
		875,000.00		875,000.00	4,520.45	873,766.25	878,286.70
MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	1,036,872.67	12/31/2021	1,036,872.67	0.00	1,036,872.67	1,036,872.67
SM - CP N/M A	County Pool New Measure A	129,416,649.24	12/31/2021	129,416,649.24	0.00	129,416,649.24	129,416,649.24
SM - CP O/M A	County Pool Old Measure A	23,736,673.72	12/31/2021	23,736,673.72	0.00	23,736,673.72	23,736,673.72
SM - LAIF	Local Agency Investment Fund	65,748,512.36	12/31/2021	65,748,512.36	0.00	65,748,512.36	65,748,512.36
		219,938,707.99		219,938,707.99		219,938,707.99	219,938,707.99
SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AN	750,000.00	04/22/2025	750,900.00	898.44	737,782.72	738,681.16
		750,000.00		750,900.00	898.44	737,782.72	738,681.16
US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued

9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	3,129.12	1,731,335.28	1,734,464.40
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	12,642.86	8,983,785.45	8,996,428.31
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	4,071.43	2,893,083.45	2,897,154.88
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	11,010.96	1,569,022.18	1,580,033.14
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	256.91	4,780,781.25	4,781,038.16
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	359.12	6,682,812.50	6,683,171.62
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	82.87	1,542,187.50	1,542,270.37
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	22.10	411,250.00	411,272.10
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	143.65	2,673,125.00	2,673,268.65
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	5,671.98	1,503,703.68	1,509,375.66
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	5,780.39	2,285,770.50	2,291,550.89
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	154.70	3,273,875.20	3,274,029.90
912828YY0	UNITED STATES TREASURY	1,480,000.00	12/31/2024	1,543,246.88	71.55	1,514,167.28	1,514,238.83
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	18,413.04	3,237,376.00	3,255,789.04
912828Z52	UNITED STATES TREASURY	375,000.00	01/31/2025	384,755.86	2,157.78	379,380.00	381,537.78
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	12,232.04	3,212,249.60	3,224,481.64
912828ZD5	UNITED STATES TREASURY	2,030,000.00	03/15/2023	2,041,260.17	3,028.18	2,030,793.73	2,033,821.91
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	2,874.31	2,213,349.75	2,216,224.06
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	2,727.40	2,100,222.99	2,102,950.39
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,027.62	1,565,000.00	1,566,027.62
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	340.66	1,508,222.85	1,508,563.51
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	263.74	1,167,656.40	1,167,920.14
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	236.26	1,046,025.53	1,046,261.79
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	15.54	2,186,718.75	2,186,734.29
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	2,568.41	2,382,214.16	2,384,782.57
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	2,118.55	1,964,962.80	1,967,081.35
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	970.26	2,038,383.27	2,039,353.53
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,316.64	1,502,108.10	1,503,424.74
91282CAN1	UNITED STATES TREASURY	480,000.00	09/30/2022	480,093.75	153.30	479,362.56	479,515.86
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	441.96	1,633,693.05	1,634,135.01
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	727.90	1,643,753.80	1,644,481.70
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	235.50	531,802.70	532,038.20
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	1,728.42	5,281,734.38	5,283,462.79
91282CAX9	UNITED STATES TREASURY	1,780,000.00	11/30/2022	1,779,860.95	195.60	1,775,966.52	1,776,162.12
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	659.34	1,940,468.00	1,941,127.34
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	346.15	1,018,745.70	1,019,091.85
91282CBA8	UNITED STATES TREASURY	1,650,000.00	12/15/2023	1,641,556.64	96.33	1,631,244.45	1,631,340.78
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	38.59	3,612,233.08	3,612,271.66
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	16.06	1,503,076.85	1,503,092.91
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	202.11	345,638.65	345,840.76
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	4,590.18	2,831,081.18	2,835,671.36
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	588.49	362,959.13	363,547.61
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	989.15	2,067,993.36	2,068,982.50
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	8,239.64	4,714,539.50	4,722,779.14
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	2,752.21	1,574,753.40	1,577,505.61
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	5,796.53	2,969,107.08	2,974,903.61
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	958.10	490,761.50	491,719.60
91282CBU4	UNITED STATES TREASURY	2,225,000.00	03/31/2023	2,221,610.35	710.59	2,214,831.75	2,215,542.34
91282CBU4	UNITED STATES TREASURY	1,835,000.00	03/31/2023	1,832,132.81	586.04	1,826,614.05	1,827,200.09
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	1,386.16	1,708,019.10	1,709,405.26
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	3,018.65	2,304,652.05	2,307,670.70
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	2,087.36	1,593,642.38	1,595,729.74
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	2,504.83	1,912,370.85	1,914,875.68
91282CBX8	UNITED STATES TREASURY	1,835,000.00	04/30/2023	1,831,559.38	392.85	1,825,252.48	1,825,645.33

91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	201.65	1,823,674.38	1,823,876.03
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	2,093.41	3,111,500.00	3,113,593.41
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	1,071.43	1,592,500.00	1,593,571.43
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	201.41	1,699,934.03	1,700,135.43
91282CCK5	UNITED STATES TREASURY	5,000,000.00	06/30/2023	4,992,187.50	17.27	4,966,405.00	4,966,422.27
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	3.54	1,018,113.03	1,018,116.56
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	1,429.18	814,977.90	816,407.08
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	2,615.49	4,961,135.00	4,963,750.49
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	6,669.50	2,480,971.50	2,487,641.00
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	6,669.50	2,480,971.50	2,487,641.00
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	2,942.43	1,094,546.25	1,097,488.68
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	2,223.17	826,990.50	829,213.67
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	11,882.09	5,223,438.50	5,235,320.59
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	4,024.04	1,768,991.40	1,773,015.44
		153,055,000.00		153,212,900.18	175,174.19	152,038,009.67	152,213,183.86

Base Risk Summary - Fixed Income

12/01/2021 - 12/31/2021

PTA-San Mateo Co. Trans. Agg (257430)

Dated: 01/06/2022

Balance Sheet

Book Value + Accrued	215,836,516.12
Net Unrealized Gain/Loss	-1,388,710.99
Market Value + Accrued	214,447,805.13

Cash and Fixed Income Summary

Risk Metric	Value
Cash	91,885.72
MMFund	1,036,872.67
Fixed Income	213,319,046.74
Duration	2.654
Convexity	0.097
WAL	2.700
Years to Final Maturity	2.724
Years to Effective Maturity	2.698
Yield	0.901
Book Yield	0.827
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration

Issuer Concentration	% of Base Market Value + Accrued
United States	70.979%
Other	11.024%
Federal Home Loan Mortgage Corporation	5.706%
Federal National Mortgage Association	5.352%
Federal Home Loan Banks	2.296%
Apple Inc.	1.844%
Farm Credit System	1.524%
Amazon.com, Inc.	1.275%

--- 100.000%

Footnotes: 1,2

Asset Class

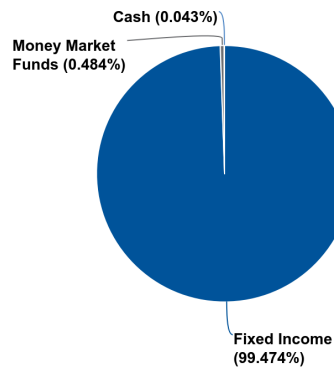


Chart calculated by: Base Market Value + Accrued

Security Type

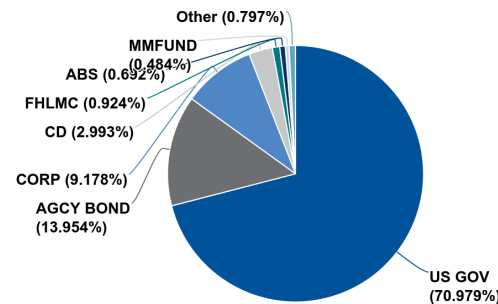


Chart calculated by: Base Market Value + Accrued

Market Sector

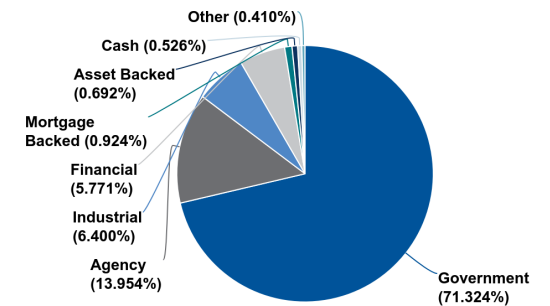


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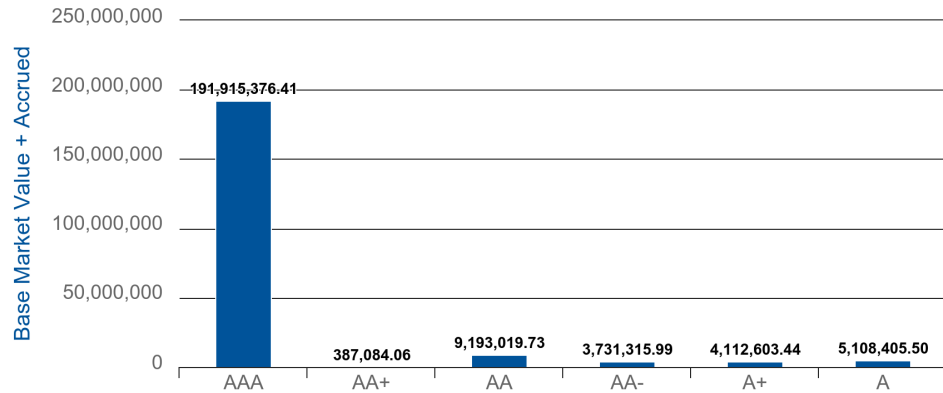
Base Risk Summary - Fixed Income

12/01/2021 - 12/31/2021

PTA-San Mateo Co. Trans. Agg (257430)

Dated: 01/06/2022

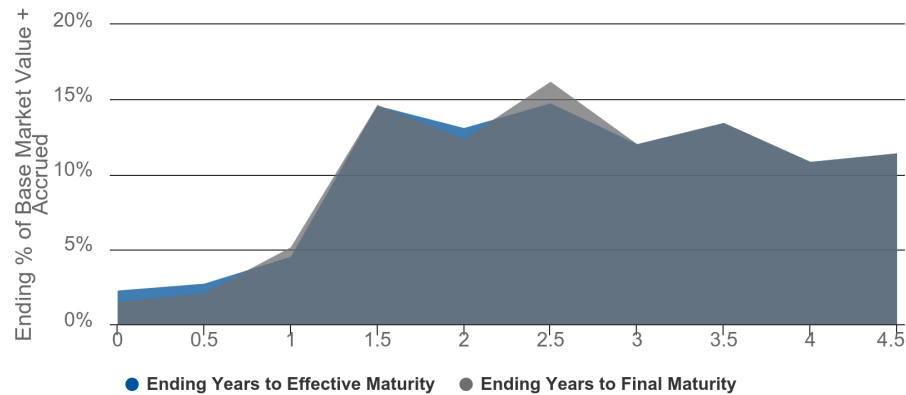
Credit Rating



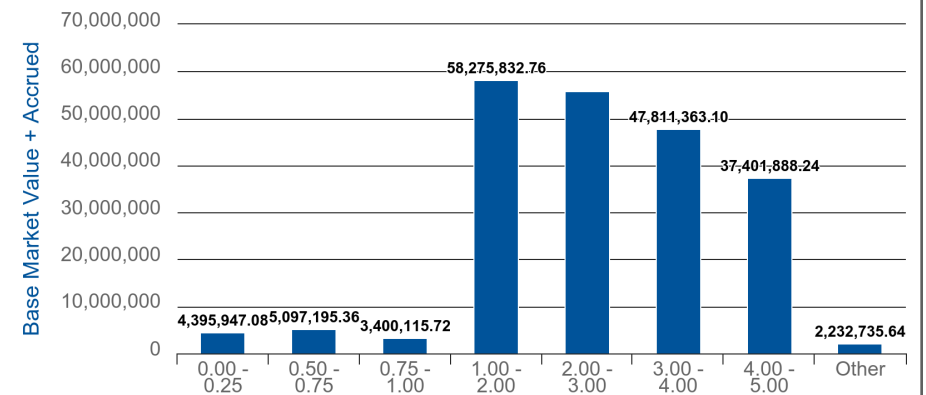
Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	2.592%	25.421%	22.550%	21.488%	17.441%	0.000%	0.000%	0.000%	0.000%
AA	3.702%	0.738%	1.767%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.759%	1.016%	1.718%	0.807%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

Time To Maturity



Duration



Base Risk Summary - Fixed Income

12/01/2021 - 12/31/2021

PTA-San Mateo Co. Trans. Agg (257430)

Dated: 01/06/2022

Industry Sector

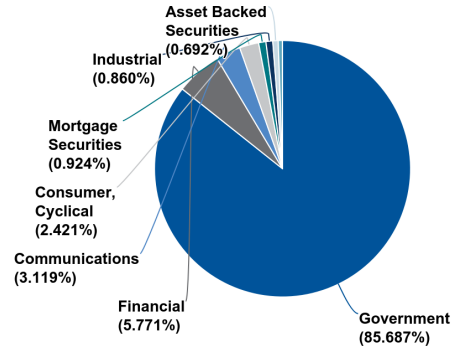


Chart calculated by: Base Market Value + Accrued

Industry Group

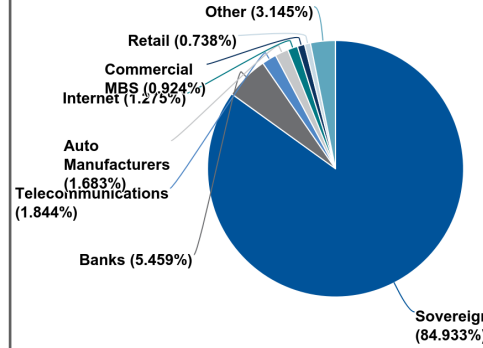


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Industry Subgroup

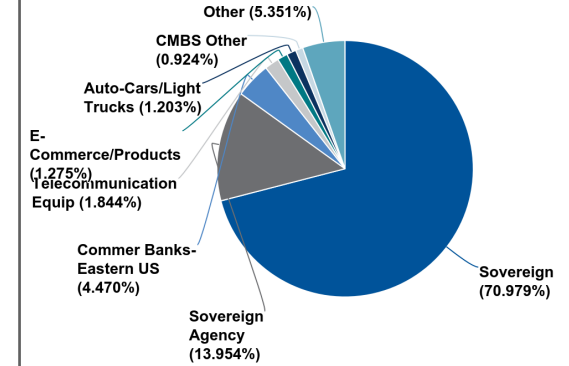


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

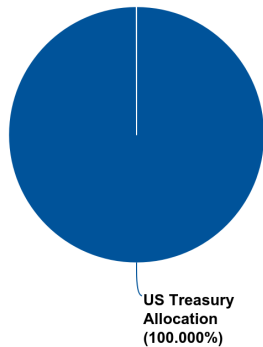


Chart calculated by: Base Market Value

Currency

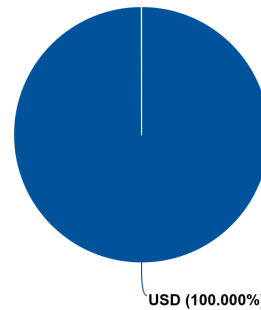


Chart calculated by: Base Market Value + Accrued

Country

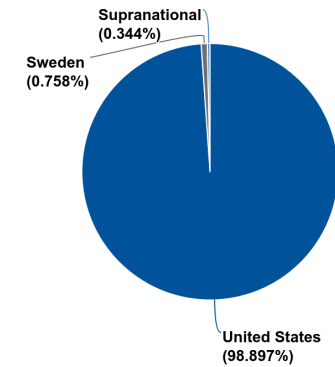


Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

12/01/2021 - 12/31/2021

PTA-San Mateo Co. Trans. Agg (257430)

Dated: 01/06/2022

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



Report: GAAP Trading Activity

Account: PTA-San Mateo Co. Trans. Agg (257430)

Date: 12/01/2021 - 12/31/2021

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
14313FAD1	CARMX 2018-3 A3	0.00	(28,869.58)	Principal Paydown	12/15/2021	12/15/2021	06/15/2023	(28,869.58)	0.00	28,869.58
3137BM6P6	FHMS K-721 A2	0.00	(56,691.25)	Principal Paydown	12/01/2021	12/01/2021	08/25/2022	(56,691.25)	0.00	56,691.25
3137FKK39	FHMS K-P05 A	0.00	(59.81)	Principal Paydown	12/01/2021	12/01/2021	07/25/2023	(59.81)	0.00	59.81
3137FQ3V3	FHMS K-J27 A1	0.00	(554.33)	Principal Paydown	12/01/2021	12/01/2021	07/25/2024	(554.33)	0.00	554.33
31846V534	FIRST AMER:US TRS MM Y	406,456.95	406,456.95	Buy	---	---	12/31/2021	406,456.95	0.00	(406,456.95)
36255JAD6	GMCAR 2018-3 A3	0.00	(21,478.20)	Principal Paydown	12/16/2021	12/16/2021	05/16/2023	(21,478.20)	0.00	21,478.20
65479CAD0	NAROT 2020-B A3	0.00	(43,253.99)	Principal Paydown	12/15/2021	12/15/2021	07/15/2024	(43,253.99)	0.00	43,253.99
San Mateo County TA		406,456.95	255,549.78					255,549.79	0.00	(255,549.79)

* 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.

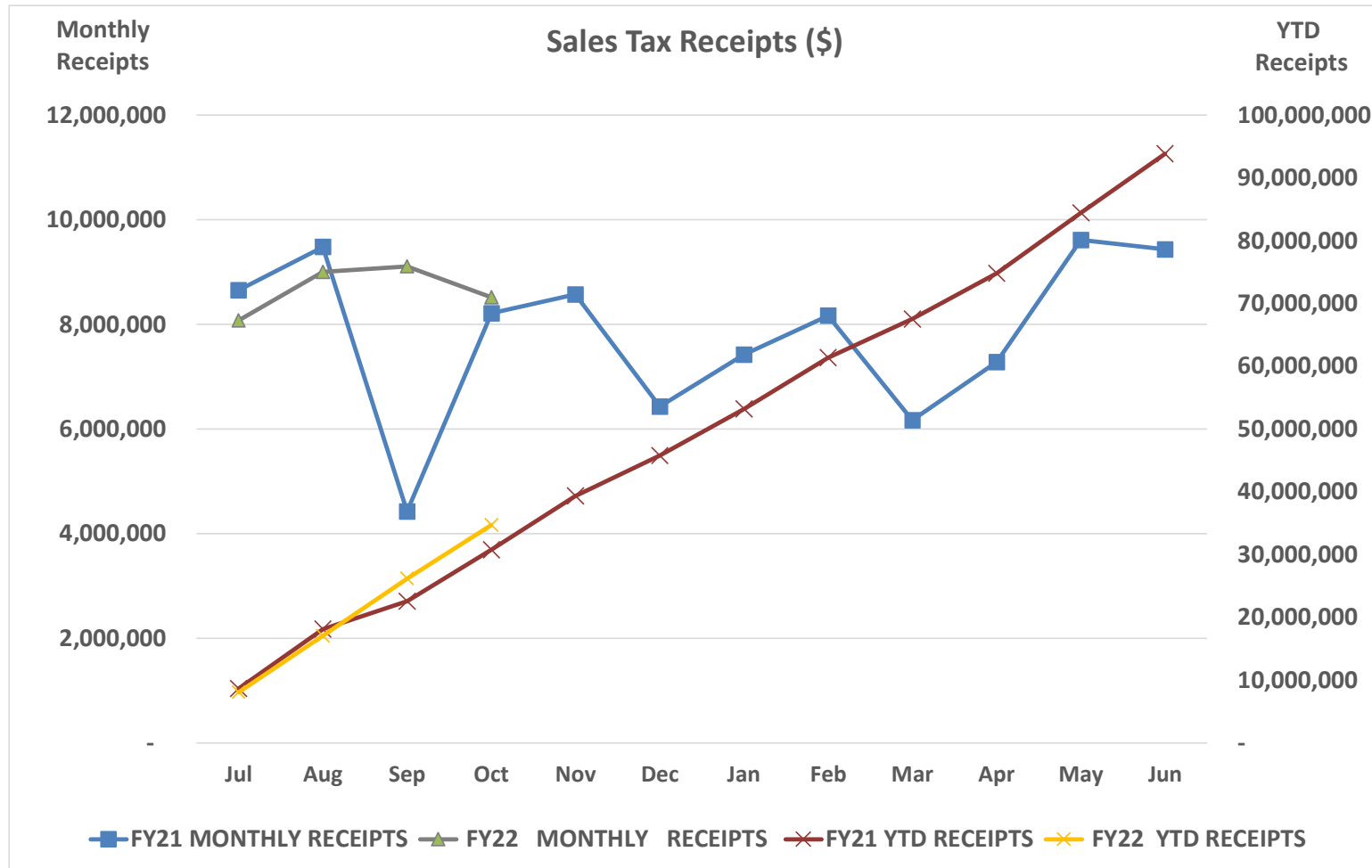
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2022
Measure A Sales Tax
December 2021**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
DECEMBER 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000089	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000091	KHOURI CONSULTING LLC	5,500.00	ACH	Operating Expense
SMCTA	000111	HANSON BRIDGETT LLP	16,786.50	WIR	Operating Expense
SMCTA	000113	HANSON BRIDGETT LLP	279.00	WIR	Operating Expense
SMCTA	000114	SAN MATEO COUNTY TRANSIT DISTRICT	58,734.72	WIR	Operating Expense
SMCTA	000115	USI INSURANCE SERVICES LLC	624.25	WIR	Operating Expense
SMCTA	000354	BANK OF NEW YORK MELLON, THE	4,500.00	CHK	Operating Expense
SMCTA	000374	PUBLIC TRUST ADVISORS	9,146.15	CHK	Operating Expense
SMCTA	000375	MILLER STARR REGALLIA	1,026.00	CHK	Operating Expense
SMCTA	000381	PUBLIC TRUST ADVISORS	8,828.16	CHK	Operating Expense
SMCTA	000087	BELMONT, CITY OF	255,687.13	ACH	Capital Programs (1)
SMCTA	000088	MARK THOMAS & COMPANY AND AECOM JV	269,072.09	ACH	Capital Programs (2)
SMCTA	000090	ZOON ENGINEERING, INC.	114,731.78	ACH	Capital Programs (3)
SMCTA	000110	DEPARTMENT OF TRANSPORTATION	21,123.59	WIR	Capital Programs (3)
SMCTA	000116	DEPARTMENT OF TRANSPORTATION	4,272,709.51	WIR	Capital Programs (3)
SMCTA	000356	PACIFIC GAS & ELECTRIC COMPANY	216.01	CHK	Capital Programs (3)
SMCTA	000361	PACIFIC GAS & ELECTRIC COMPANY	91.23	CHK	Capital Programs (3)
SMCTA	000362	PACIFIC GAS & ELECTRIC COMPANY	265.20	CHK	Capital Programs (3)
SMCTA	000363	PACIFIC GAS & ELECTRIC COMPANY	182.59	CHK	Capital Programs (3)
SMCTA	000364	PACIFIC GAS & ELECTRIC COMPANY	205.76	CHK	Capital Programs (3)
SMCTA	000365	PACIFIC GAS & ELECTRIC COMPANY	332.72	CHK	Capital Programs (3)
SMCTA	000366	PACIFIC GAS & ELECTRIC COMPANY	107.44	CHK	Capital Programs (3)
SMCTA	000367	PACIFIC GAS & ELECTRIC COMPANY	349.81	CHK	Capital Programs (3)
SMCTA	000368	PACIFIC GAS & ELECTRIC COMPANY	71.03	CHK	Capital Programs (3)
SMCTA	000369	PACIFIC GAS & ELECTRIC COMPANY	237.98	CHK	Capital Programs (3)
SMCTA	000372	PACIFIC GAS & ELECTRIC COMPANY	76.13	CHK	Capital Programs (3)
SMCTA	000373	PALO ALTO, CITY OF	363.99	CHK	Capital Programs (3)
SMCTA	000376	PACIFIC GAS & ELECTRIC COMPANY	314.28	CHK	Capital Programs (3)
SMCTA	000377	PALO ALTO, CITY OF	266.63	CHK	Capital Programs (3)
SMCTA	000378	SING TAO DAILY	4,500.00	CHK	Capital Programs (3)
SMCTA	000092	MARK THOMAS & COMPANY AND AECOM JV	49,940.45	ACH	Capital Programs (4)
SMCTA	000112	PENINSULA CORRIDOR JOINT POWERS BOARD	390,207.07	WIR	Capital Programs (5)
SMCTA	000355	HALF MOON BAY, CITY OF	71,769.10	CHK	Capital Programs (6)
SMCTA	000357	PENINSULA TRAFFIC CONGESTION RELIEF	271,674.83	CHK	Capital Programs (7)
SMCTA	000359	SOUTH SAN FRANCISCO, CITY OF	94,518.13	CHK	Capital Programs (7)
SMCTA	000371	DALY CITY, CITY OF	38,843.72	CHK	Capital Programs (7)
SMCTA	000358	PORT OF REDWOOD CITY	27,546.54	CHK	Capital Programs (8)
SMCTA	000360	WSP USA INC.	2,300.90	CHK	Capital Programs (9)
SMCTA	000370	WSP USA INC.	709.97	CHK	Capital Programs (10)
SMCTA	000379	STANTEC CONSULTING SERVICES, INC.	25,937.87	CHK	Capital Programs (11)
SMCTA	000380	WSP USA INC.	64,596.00	CHK	Capital Programs (12)
SMCTA	000382	WSP USA INC.	1,010.37	CHK	Capital Programs (13)
			<u>6,089,984.63</u>		

- (1) 2020 Bike Ped Call for Project
- (2) \$263,889.12 101 Managed Lanes (Nof I-380)
5,182.97 101 Interchange to Broadway
\$269,072.09
- (3) 101 HOV Ln Whipple - San Bruno
- (4) 101 Peninsula Ave/Poplar I/C
- (5) Caltrain Electrification
- (6) 2017 Bike/Ped Call for project
- (7) Shuttles FY21-22 Funding
- (8) RWC Ferry - Bt Broadway Grade Separation
- (9) \$1,763.86 SMCTA Capital Adminstration
537.04 101 Managed Lanes (Nof I-380)
\$2,300.90
- (10) Highway Oversight
- (11) \$3,839.37 101 Peninsula Ave/Poplar I/C
22,098.50 2021 Highway Program CFP
\$25,937.87
- (12) \$47,046.41 ACR/TDM Plan
56.59 Highway Oversight
17,493.00 Operating Expense
\$64,596.00
- (13) SMCTA Capital Adminstration

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND
OUTLOOK**

ACTION

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2021.

SIGNIFICANCE

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

BUDGET IMPACT

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

BACKGROUND

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 10 through 13. The schedule separates the investments into two groups: the Investment Portfolio managed by Public Trust Advisors (PTA), and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

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

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

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

DISCUSSION

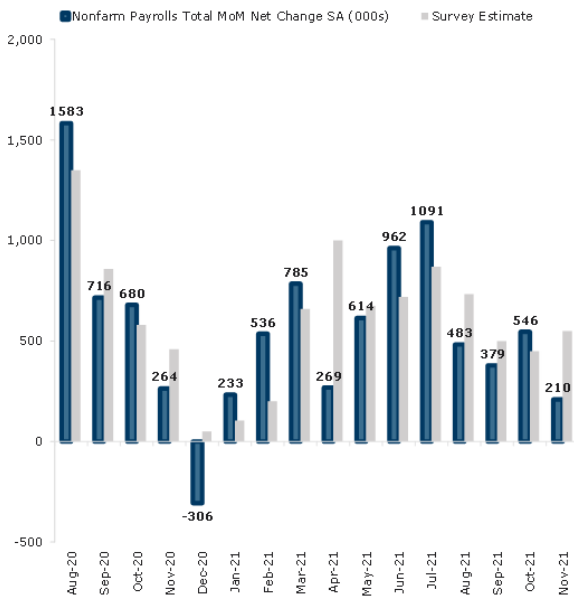
Market Conditions

As we wrap up the second quarter of FY 2022, the U.S. economy continues to show signs of recovery and resilience:

- The emergence of the Omicron variant presents a risk to the economic recovery trajectory. So far, the Omicron variant has been reported in at least 25 U.S. states, with cases expected to rise during the holiday travel season.
- The consumer price index (CPI) rose to the highest level in nearly 40 years, reaching 6.8% for the 12 months ending November, up from 6.2% the prior month. There were notable price increases in gasoline, used cars and trucks, new vehicles, shelter costs and food. Excluding food and energy, the "core CPI" rose 4.9%. Elevated inflation seems likely to persist longer and at higher levels than initially expected. Although Federal Reserve (Fed) Chair Jerome Powell officially retired the categorization of inflation as "transitory," most economists expect inflation to moderate over the next year.

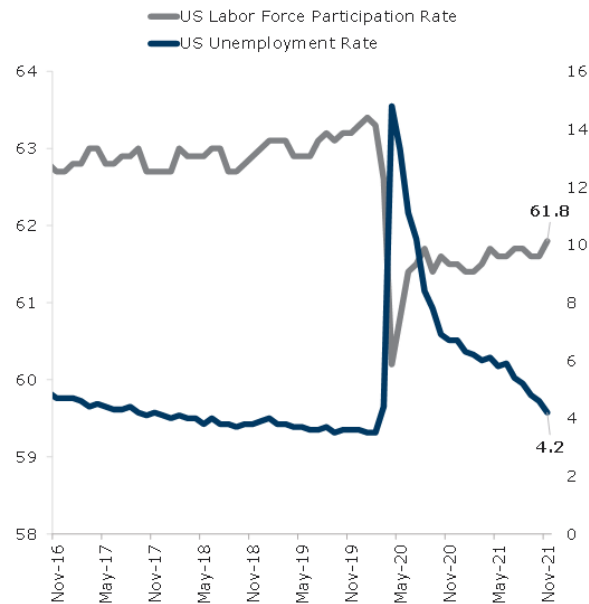
- President Biden re-nominated Jerome Powell to serve as chair of the Fed to another four-year term, citing “steady and decisive leadership.” Dr. Lael Brainard, a member of the Federal Reserve Board of Governors since 2014, was nominated to serve as vice chair. Randal Quarles, the current vice chair for supervision, announced he will retire by year-end, creating a vacancy for this important role overseeing the country’s banking system.
- The Federal Reserve Open Market Committee met in mid-December and will increase the pace of tapering its asset purchases, which may now be completed by March 2022. This pulls forward the window for potential rate hikes. The market is pricing in two to three rate hikes in 2022 and another couple of hikes in 2023.

U.S. Job Growth Registered its Smallest Gain of the Year in November



The headline nonfarm payroll report disappointed in November, registering its smallest gain of the year and illustrating the ongoing interplay between economic reopening and progress on the virus.

The Unemployment Rate Dropped in November as Participation Rises



While job growth fell short of expectations in November, continued declines in the unemployment rate and the recent uptick in labor force participation will likely keep the Fed on target to raise rates in 2022.

Portfolio Recap

- Economic Growth: U.S. economic growth slowed sharply in the third quarter as continued supply chain disruptions, a resurgence in COVID-19 cases, rising inflation, and softer real consumer spending weighed on overall activity. The U.S. economy expanded at an annualized pace of just 2.3% for the three months ended in September, marking the weakest quarterly growth since the COVID-19 recession and a notable deceleration from the 6.7% and 6.3% growth rates from the prior two quarters. A resurgence in COVID infections over the quarter stalled the summer recovery while frustratingly persistent supply chain issues and surging

inflation curbed demand. Over the quarter, personal consumption contributed just 1.4% to overall GDP growth compared to 7.9% and 7.4% in the prior two quarters. Growth is expected to have rebounded in the fourth quarter (first estimate of Q4 GDP schedule for release on January 27TH) with Bloomberg consensus forecasts calling for a 5.8% growth rate for the final three months of 2021 followed by a gradual normalization of growth over the following two years. U.S. economic growth is expected to remain above-trend in the coming quarters but may exhibit some patchiness as U.S. fiscal, monetary policies become less accommodative, and uncertainties surrounding the omicron variant linger.

- Labor Markets: Following a disappointing third quarter, the soft patch in U.S. hiring continued into the final quarter of the year with the three-month average of monthly nonfarm payroll gains falling to 378K through November (latest data available) from 845K in August. The November jobs report was, in many ways, a tale of two surveys. The establishment survey showed that the U.S. economy added a disappointing 210K jobs in November, well below Bloomberg consensus estimates of 550K and the weakest monthly gain of the year. By contrast, the household survey reported a notable and persistent decline in the unemployment rate, which fell to 4.2% in November from 4.8% as of last quarter end. Similarly, the labor force participation rate rose to 61.8% through November, its highest levels since the COVID-19 recession. While the omicron variant has introduced additional uncertainty to the nearer-term employment outlook, rising labor force participation matched with the robust hiring needs of the economy should support labor markets in coming quarters.
- Inflation: Inflation continues to be a dominate theme amongst market participants and the persistency of price pressures prompted Federal Reserve Chairman Jerome Powell to concede it may be time to “retire” the transitory term when discussing the Fed’s perspective on prices. The Consumer Price Index (CPI) leapt 0.8% in November, pushing prices up 6.8% versus year ago levels, the larges annual increase since 1982. The Fed’s preferred measure of inflation, the core Personal Consumption Expenditure (PCE) index rose to an annual rate of 4.7% in November, its highest reading since 1989. Inflation appears poised to remain a challenge for consumers and policy makers in the months ahead and additional waves of the virus threaten to prolong challenges in already strained global supply chains.
- Monetary Policy: The Federal Reserve gave market participants plenty to contemplate over the holidays following their final meeting of 2021. Not long after Fed Chairman Powell conceded it may be time to “retire” the transitory term when discussing the Fed’s perspective on inflation, the FOMC announced a more hawkish than anticipated update to monetary policy expectations at their December meeting. In addition to doubling the pace at which it reduces its monthly balance sheet purchases to \$30 billion per month from \$15 billion, the Fed’s so-called “dot plot” was updated to reflect median expectations for three rate hikes in 2022, up from less than one increase from the prior forecast released in September. The change in the Fed’s forward guidance suggests they may

increase interest rates more quickly than was previously expected by market participants.

- **Interest Rate & Markets:** The persistency and broadening scope of inflation helped propel intermediate-term Treasury yields notably higher over the quarter as market participants anticipated the Federal Reserve would be compelled to adopt a more hawkish stance to monetary policy. The market's expectations were confirmed late in the quarter as the Fed "retired" the term transitory and adopted a more hawkish tilt to monetary policy in 2022 that includes expectations for a faster pace of rate hikes as well as an accelerated balance sheet tapering schedule. Over the quarter, 2-, 3-, and 5-year Treasury yields rose 0.46%, 0.45%, and 0.30%, respectively. Longer-term yields were comparatively more contained over the period with 10-year Treasury yields rising a modest 0.02% and longer-term 20- and 30-year yields declining 0.06% and 0.14%, respectively. While the rise in intermediate-term rates is intuitive given the more hawkish expectations for the Fed's short-term interest rate policy, the decline in longer-term yields represent the market's more nuanced interpretations of the interplay between expected short-term rate policy and longer-term growth and inflation dynamics.

Investment Strategy Outlook

Looking ahead, it remains our view, that the Federal Reserve's efforts to withdraw its easy monetary policies and the resulting higher interest rates and tighter monetary conditions risk reawakening volatility in certain richly valued segments of the market. As credit markets eventually normalize to reflect less Fed intervention, robust credit analysis and thoughtful issuer selection will remain important drivers of risk-adjusted returns. Against this backdrop Public Trust anticipates maintaining a somewhat defensive posture in the portfolio summarized as follows:

- **Duration:** We anticipate to maintain portfolio duration generally neutral to modestly short the portfolio benchmark as the Federal Reserve's efforts to withdraw its extraordinary accommodation are calibrated to consider the potential implications to underlying financial conditions. As incoming data alters the perceived likelihood of potential economic and policy outcomes, PTA may implement certain tactical duration adjustments as bouts of volatility present opportunities to improve risk-adjusted returns.
- **Yield Curve Positioning:** The Federal Reserve's hawkish policy pivot has pushed intermediate-term yields notably higher while the yield curve has now adopted somewhat of a flattening bias consistent with past Fed tightening campaigns. Looking ahead, the prospect of yield curve steepening or flattening will depend heavily upon the market's assessment of how appropriately the Fed has calibrated its efforts at policy normalization relative to economic fundamentals. As incoming data shapes inflation, growth, and policy expectations, PTA will review opportunities to tactically underweight or overweight certain maturity tenors to capitalize on anticipated changes in the slope of the yield curve.

- **Asset Allocation:** Credit spreads available on corporate bonds and other credit-sensitive sectors (e.g., ABS & CD's) remain deeply compressed even as the Federal Reserve has announced expectations for a more expedient withdrawal of its unprecedented monetary support. In Public Trust's view, such credit-sensitive sectors continue to warrant caution as credit spreads remain extraordinarily compressed and provide little protection against modest spread widening. Corporate bond allocation is expected to be maintained in a range of between 10% to 15% with a focus on issuer and maturity selection. Other credit-sensitive sectors, such as CD's and ABS, are expected to be maintained at 10% or less of total portfolio market value given narrow credit spreads and market liquidity considerations.

BUDGET IMPACT

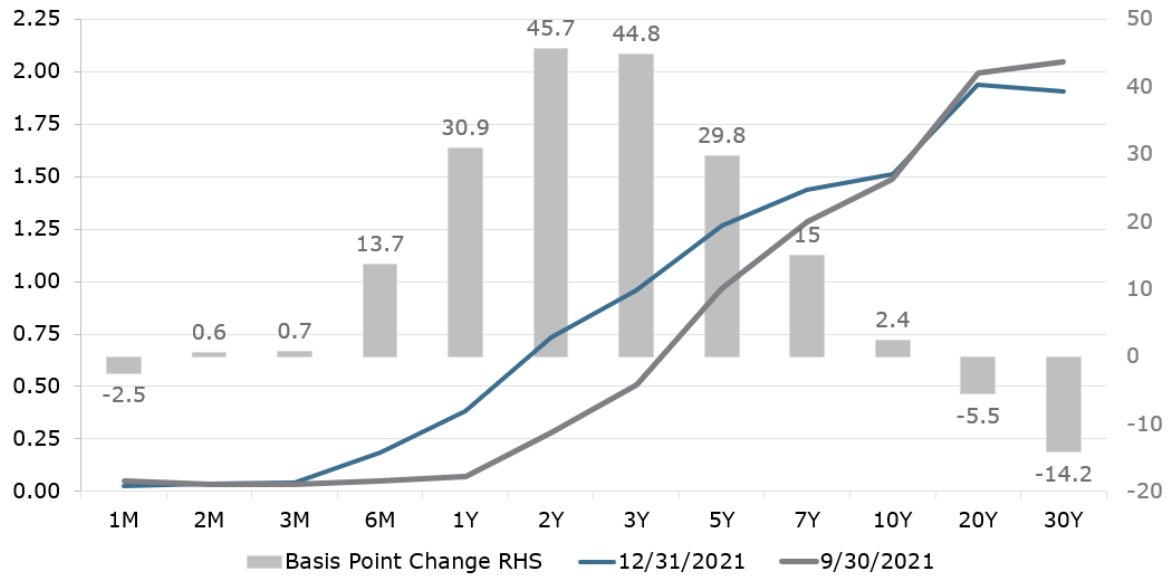
Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending December 31 the total return of the portfolio and the Measure W portfolio were **-0.698 percent** and **-0.676 percent** respectively. This compares to the benchmark return of **-0.686 percent** for both portfolios.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the original and Measure W portfolio's yields to maturity at cost were **0.92 percent** and **0.52 percent** respectively.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending December 31 the original and Measure W portfolio's market yields to maturity were **0.92 percent** and **0.89 percent** respectively.

U.S. Treasury Yield Curves

Intermediate-Term Treasury Yields Rose Over the Quarter as the Fed Updates its Forward Guidance to Acknowledge Persistent Inflation



Intermediate-Term Treasury yields rose notably over the quarter as the Fed “retired” the term transitory and adopts a more hawkish tilt to monetary policy that includes expectations for a faster pace of rate hikes over the next two years as well as an accelerated tapering schedule. Longer-term yields declined over the period, likely reflecting mounting concerns over future growth and causing the yield curve to flatten.

Prepared by: Ashok Deshmukr, Acting Treasury Manager

650-508-6405

Investment Glossary:

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

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

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

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

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

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

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

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

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

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

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

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

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

EXHIBIT 1
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED DECEMBER 31, 2021

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
14313FAD1	CARMX 2018-3 A3	71,167.41	06/15/2023	71,157.71	71,369.96	71,468.96
36255JAD6	GMCAR 2018-3 A3	47,470.47	05/16/2023	47,459.40	47,576.88	47,636.61
65479CAD0	NAROT 2020-B A3	557,416.56	07/15/2024	557,401.28	557,548.61	557,684.87
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	805,995.04	806,447.26

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	3,346,141.97	3,348,848.40
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,572,364.56	1,574,075.67
3133EMRZ7	FED FARM CREDIT BANKS FUNDING CC	3,300,000.00	02/26/2024	3,298,812.00	3,266,184.17	3,269,048.76
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	1,578,227.23	1,580,143.90
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	1,568,427.97	1,568,739.08
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	3,696,987.17	3,701,974.67
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	4,665,000.00	11/27/2023	4,659,681.90	4,624,619.29	4,625,720.75
3137EAER6	FED HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	1,097,621.42	1,098,263.08
3137EAES4	FED HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,592,434.98	1,592,490.53
3137EAEX3	FED HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	3,697,969.01	3,701,848.18
3137EAey1	FED HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	3,861,821.11	3,862,836.73

Identifier	Cash	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
CCYUSD	Cash	91,885.72	12/31/2021	91,885.72	91,885.72	91,885.72

Identifier	Certificates of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22535CDV0	Credit Agricole Corpe & Investment Bank, P	1,500,000.00	04/01/2022	1,500,000.00	1,508,977.50	1,540,932.92
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	1,621,233.60	1,623,953.60
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	1,616,464.00	1,626,988.44
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	1,615,977.60	1,626,558.93

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	523,458.30	528,474.97
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,203,599.33	2,204,962.14
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	1,560,262.27	1,568,036.75
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	780,768.80	788,164.64
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,595,663.52	1,598,163.52
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	1,600,202.67	1,616,348.50
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	666,857.12	669,397.54
14913R2P1	CATERPILLAR FINANCIAL SERVICES CO	805,000.00	09/13/2024	803,905.20	794,181.89	795,617.48
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	685,095.79	693,919.92
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	350,155.89	355,475.89
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	1,508,959.29	1,520,985.54
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,623,233.98	1,647,043.70

69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	572,286.77	577,701.77
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	452,292.03	452,894.91
89236TF89	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	523,627.85	531,677.15
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	761,526.27	766,701.27
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	228,457.88	230,010.38
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	228,457.88	230,010.38
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	818,794.84	820,351.09
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	502,269.69	503,256.49
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	1,572,594.15	1,582,081.65

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	1,107,994.44	1,110,686.45
3137BM6P6	FHMS K-721 A2	684,085.35	08/25/2022	689,910.77	690,041.20	691,802.72
3137FKK39	FHMS K-P05 A	22,178.76	07/25/2023	22,178.70	22,523.52	22,582.72
3137FQ3V3	FHMS K-J27 A1	154,923.37	07/25/2024	154,919.65	156,616.03	156,886.12

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
31846V334	FIRST AMER.US TRS MM Y	1,036,872.67	12/31/2021	1,036,872.67	1,036,872.67	1,036,872.67
SM - CP N/M A	County Pool New Measure A	129,416,649.24	12/31/2021	129,416,649.24	129,416,649.24	129,416,649.24
SM - CP O/M A	County Pool Old Measure A	23,736,673.72	12/31/2021	23,736,673.72	23,736,673.72	23,736,673.72
SM - LAIF	Local Agency Investment Fund	65,748,512.36	12/31/2021	65,748,512.36	65,748,512.36	65,748,512.36

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	383,801.25	387,084.06
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	489,965.00	491,202.64

Identifier	Supranational	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
459058JB0	INTL BANK FOR RECON & DVLPMNT	750,000.00	04/22/2025	750,900.00	737,782.72	738,681.16

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	1,731,335.28	1,734,464.40
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	8,983,785.45	8,996,428.31
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	2,893,083.45	2,897,154.88
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	1,569,022.18	1,580,033.14
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	4,780,781.25	4,781,038.16
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	6,682,812.50	6,683,171.62
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	1,542,187.50	1,542,270.37
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	411,250.00	411,272.10
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	2,673,125.00	2,673,268.65
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	1,503,703.68	1,509,375.66

912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	2,285,770.50	2,291,550.89
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	3,273,875.20	3,274,029.90
912828YY0	UNITED STATES TREASURY	1,480,000.00	12/31/2024	1,543,246.88	1,514,167.28	1,514,238.83
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	3,237,376.00	3,255,789.04
912828Z52	UNITED STATES TREASURY	375,000.00	01/31/2025	384,755.86	379,380.00	381,537.78
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	3,212,249.60	3,224,481.64
912828ZD5	UNITED STATES TREASURY	2,030,000.00	03/15/2023	2,041,260.17	2,030,793.73	2,033,821.91
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	2,213,349.75	2,216,224.06
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	2,100,222.99	2,102,950.39
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,565,000.00	1,566,027.62
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	1,508,222.85	1,508,563.51
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	1,167,656.40	1,167,920.14
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	1,046,025.53	1,046,261.79
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	2,186,718.75	2,186,734.29
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	2,382,214.16	2,384,782.57
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,964,962.80	1,967,081.35
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	2,038,383.27	2,039,353.53
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,502,108.10	1,503,424.74
91282CAN1	UNITED STATES TREASURY	480,000.00	09/30/2022	480,093.75	479,362.56	479,515.86
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	1,633,693.05	1,634,135.01
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,643,753.80	1,644,481.70
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	531,802.70	532,038.20
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	5,281,734.38	5,283,462.79
91282CAX9	UNITED STATES TREASURY	1,780,000.00	11/30/2022	1,779,860.95	1,775,966.52	1,776,162.12
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,940,468.00	1,941,127.34
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,018,745.70	1,019,091.85
91282CBA8	UNITED STATES TREASURY	1,650,000.00	12/15/2023	1,641,556.64	1,631,244.45	1,631,340.78
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	3,612,233.08	3,612,271.66
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,503,076.85	1,503,092.91
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	345,638.65	345,840.76
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,831,081.18	2,835,671.36
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	362,959.13	363,547.61
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	2,067,993.36	2,068,982.50
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,714,539.50	4,722,779.14
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,574,753.40	1,577,505.61
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	2,969,107.08	2,974,903.61
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	490,761.50	491,719.60
91282CBU4	UNITED STATES TREASURY	2,225,000.00	03/31/2023	2,221,610.35	2,214,831.75	2,215,542.34
91282CBU4	UNITED STATES TREASURY	1,835,000.00	03/31/2023	1,832,132.81	1,826,614.05	1,827,200.09
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	1,708,019.10	1,709,405.26
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	2,304,652.05	2,307,670.70
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	1,593,642.38	1,595,729.74
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	1,912,370.85	1,914,875.68
91282CBX8	UNITED STATES TREASURY	1,835,000.00	04/30/2023	1,831,559.38	1,825,252.48	1,825,645.33
91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	1,823,674.38	1,823,876.03
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	3,111,500.00	3,113,593.41
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	1,592,500.00	1,593,571.43
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	1,699,934.03	1,700,135.43
91282CCK5	UNITED STATES TREASURY	5,000,000.00	06/30/2023	4,992,187.50	4,966,405.00	4,966,422.27

91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	1,018,113.03	1,018,116.56
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	814,977.90	816,407.08
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	4,961,135.00	4,963,750.49
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	2,480,971.50	2,487,641.00
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	2,480,971.50	2,487,641.00
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,094,546.25	1,097,488.68
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	826,990.50	829,213.67
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	5,223,438.50	5,235,320.59
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,768,991.40	1,773,015.44

EXHIBIT 2

Original Investment Portfolio Summary

Summary	09/30/21	12/31/21
Historical Cost	\$164,197,296.29	\$165,623,541.05
Book Value	164,298,565.43	165,416,385.09
Accrued Interest	545,371.19	323,276.39
Net Pending Transactions	0.00	0.00
Book Value Plus Accrued	\$164,843,936.62	\$165,739,661.48
Net Unrealized Gain/Loss	1,166,280.32	(890,460.61)
Market Value Plus Accrued	\$166,010,216.94	\$164,849,200.87

Income Summary

Period Income	Income
Interest Income	\$447,314.71
Net Amortization/Accretion Income	(61,238.69)
Net Realized Gain/Loss	511,193.07
Net Income	\$897,269.09

Measure W Investment Portfolio Summary

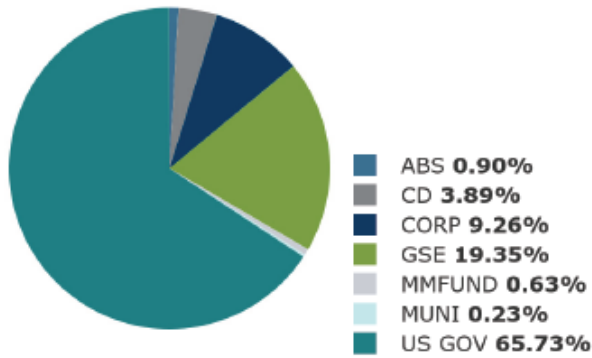
Summary	09/30/21	12/31/21
Historical Cost	\$49,998,245.32	\$50,036,660.57
Book Value	49,992,211.31	50,028,506.41
Accrued Interest	47,041.70	68,348.24
Net Pending Transactions	0.00	0.00
Book Value Plus Accrued	\$50,039,253.01	\$50,096,854.64
Net Unrealized Gain/Loss	(102,988.67)	(498,250.38)

Income Summary

Period Income	Income
Interest Income	\$65,561.88
Net Amortization/Accretion Income	(3,611.03)
Net Realized Gain/Loss	(3,644.85)
Net Income	\$58,306.00

EXHIBIT 3

Original Investment Asset Allocation



Portfolio Characteristics

	09/30/21	12/31/21
Duration	2.612	2.646
Years to Effective Maturity	2.657	2.693
Years to Final Maturity	2.696	2.725
Coupon Rate	1.286	1.079
Book Yield	1.118	0.920
Market Yield	0.502	0.905
Benchmark Yield	0.495	0.883

Measure W Investment Asset Allocation



Portfolio Characteristics

	09/30/21	12/31/21
Duration	2.531	2.678
Years to Effective Maturity	2.561	2.718
Years to Final Maturity	2.564	2.721
Coupon Rate	0.488	0.540
Book Yield	0.412	0.520
Market Yield	0.466	0.887
Benchmark Yield	0.495	0.883

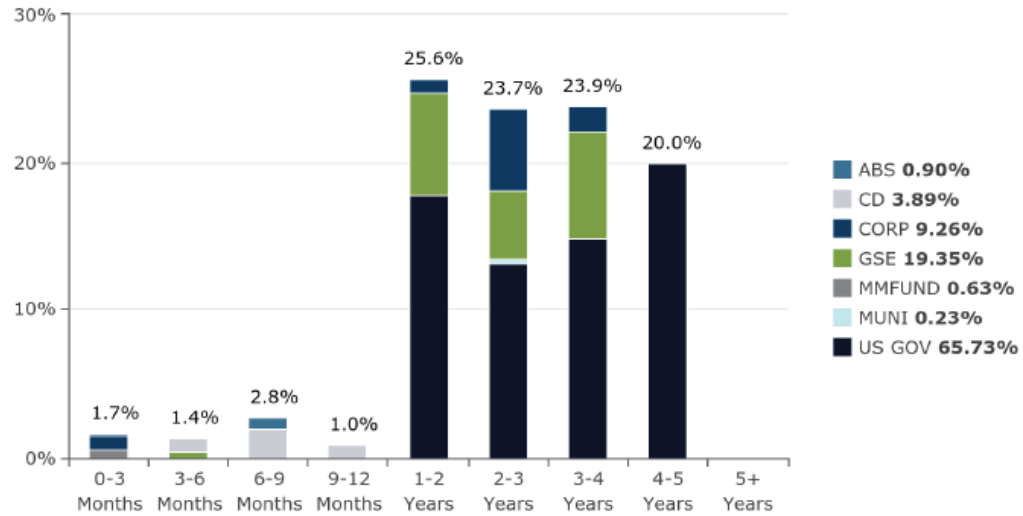
EXHIBIT 4

Top Ten Holdings

Issuer	Value
United States	65.73%
Federal Home Loan Mortgage Corporation	7.42%
Federal National Mortgage Association	6.96%
Federal Home Loan Banks	2.99%
Farm Credit System	1.98%
Apple Inc.	1.92%
Amazon.com, Inc.	1.34%
The PNC Financial Services Group, Inc.	1.00%
Nordea Bank Abp	0.99%
Skandinaviska Enskilda Banken AB (publ)	0.99%

Original Investment

Maturity Distribution by Type



Top Ten Holdings

Issuer	Value
United States	88.42%
Toyota Motor Corporation	2.73%
Caterpillar Inc.	1.60%
Apple Inc.	1.59%
International Bank for Reconstruction and Development	1.49%
Amazon.com, Inc.	1.07%
U.S. Bancorp	1.01%
State Of Washington	0.99%
PACCAR Inc	0.91%
(CCYUSD) UNITED STATES OF AMERICA	0.19%

Measure W Investment

Maturity Distribution by Type

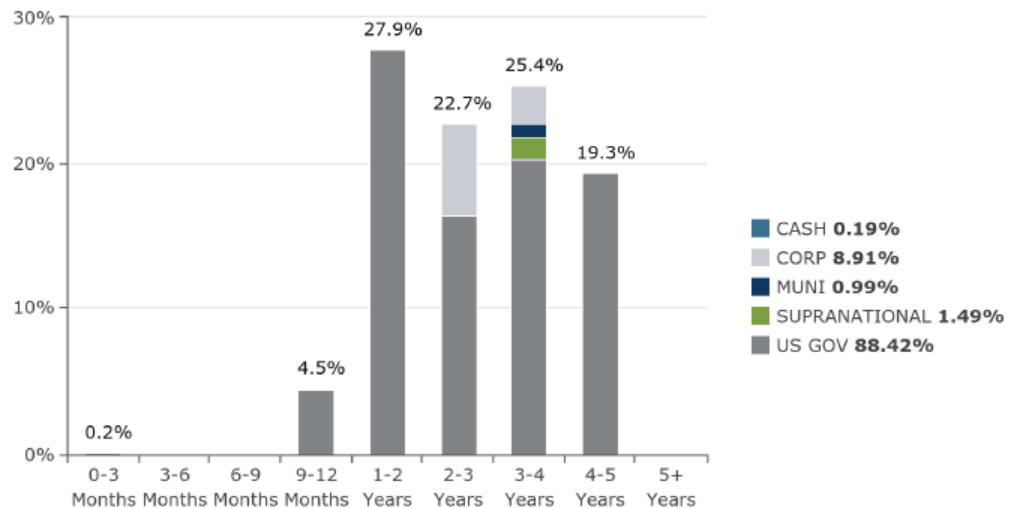
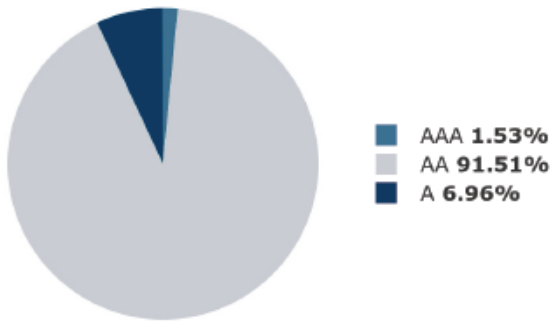


EXHIBIT 5

Original Investment

Allocation by Standard and Poor's Rating

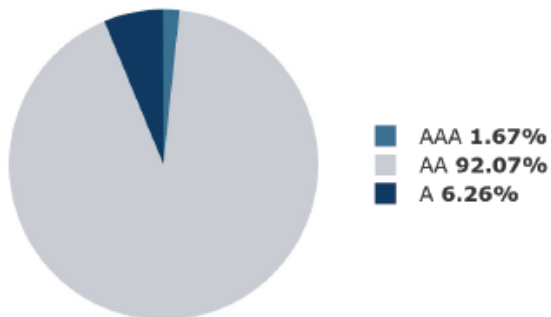


S&P Rating Distribution

S&P Rating Distribution	Dec 31, 2021 Ending Balance	Portfolio Allocation
Short Term Rating Distribution		
A-1+	\$0.00	0.00%
A-1		
A-2		
Total Short Term Ratings	\$0.00	0.00%
Long Term Rating Distribution		
AAA	\$2,520,110.37	1.53%
AA	\$150,854,003.75	91.51%
A	\$11,475,086.74	6.96%
Below A		
Not Rated		
Total Long Term Ratings	\$164,849,200.87	100.00%
Portfolio Total	\$164,849,200.87	100.00%

Measure W Investment

Allocation by Standard and Poor's Rating



S&P Rating Distribution

S&P Rating Distribution	Dec 31, 2021 Ending Balance	Portfolio Allocation
Short Term Rating Distribution		
A-1+	\$0.00	0.00%
A-1		
A-2		
Total Short Term Ratings	\$0.00	0.00%
Long Term Rating Distribution		
AAA	\$830,566.88	1.67%
AA	\$45,664,240.27	92.07%
A	\$3,103,797.12	6.26%
Below A		
Not Rated		
Total Long Term Ratings	\$49,598,604.27	100.00%
Portfolio Total	\$49,598,604.27	100.00%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2022 – 6

EXPRESSING APPRECIATION TO

EMILY BEACH

WHEREAS, throughout 2020 and 2021, **EMILY BEACH** has served as Chair of the San Mateo County Transportation Authority; and

WHEREAS, during **DIRECTOR BEACH'S** tenure the Board adopted the Short Range Highway Plan to help direct highway funding for years to come, and then programmed and invested approximately \$114 million of Measure A & W funds toward a set of highway projects ready to go in San Mateo County ; and

WHEREAS, DIRECTOR BEACH has been instrumental in shepherding the San Mateo 101 Express Lanes Project, including the approval of a \$100 million loan to fully fund the construction of the project while also pushing for equity measures to ensure everyone has equitable access to the project's benefits, helping to prioritize transit and reduce congestion on our highways; and

WHEREAS, DIRECTOR BEACH championed the 25th Avenue Grade Separation Project in City of San Mateo and the South San Francisco Station Improvement Project, both of which were opened for operations in 2021, and the projects delivered safer, more accessible Caltrain stations that are better integrated into the communities they serve; and

WHEREAS, DIRECTOR BEACH has also advocated for other grade separation projects that are in development, including the Broadway Grade Separation Project in City of Burlingame, which will separate the tracks at one of the most dangerous rail crossings in California, as well as the Whipple Avenue Grade Separation Project in Redwood City; both projects will deliver vitally needed improvements for the cities and Caltrain; and

WHEREAS, DIRECTOR BEACH made a commitment to tolerance with the passage of the Resolution on the San Mateo County Transportation Authority's Commitment to Diversity, Equity and Inclusion; and

WHEREAS, DIRECTOR BEACH oversaw the adoption of the ACR/TDM Plan, which will help local governments to more effectively take advantage of TA funds dedicated to reducing traffic congestion; and

WHEREAS, DIRECTOR BEACH presided over the allocation of \$7.7 million in Measure A funds to bike and pedestrian projects, which helped to make the streets of San Mateo County safer for everyone, regardless of their mode of transportation; and

WHEREAS, DIRECTOR BEACH, through TA Board action, supported Caltrain by providing the rail agency with over \$13 million in Measure A funds that helped to keep the agency solvent amidst a cataclysmic drop in ridership during the pandemic; and

WHEREAS, DIRECTOR BEACH, to ensure that communities who are mobility impaired have equitable access to transportation services, joined her colleagues in authorizing the allocation of over \$7 million in Measure A funds to SamTrans in support of the Paratransit Program during her tenure.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority does thank and commend **EMILY BEACH** for her leadership, her thoughtful and considerate collegiality, and her enthusiastic support of current and future transportation projects.

UNANIMOUSLY ADOPTED by the San Mateo County Transportation Authority this 3rd day of February 2022.



Chair, San Mateo County Transportation Authority



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING EXECUTIVE DIRECTOR

AGENDA ITEM #10 FEBRUARY 3, 2022

MEMORANDUM

To: TA Board of Directors
From: Carter Mau, Acting Executive Director
Subject: Executive Director's Report – January 27, 2022

2022 Measure A & W Calls for Projects Look Ahead

We are looking forward to an exciting 2022 that will include the launch of a new call-for-projects (CFP) process from our new ACR/TDM grants category that will help fund creative solutions to local traffic congestion, as well as providing grants for bicycle and pedestrian projects, which will be supported by historic funding levels. The TA will also be launching a CFP from the shuttle category in late 2022.

To help local jurisdictions prepare and budget for upcoming opportunities, an announcement was sent to all eligible sponsors and interested parties in January regarding available funding programs that will fund multimodal projects throughout San Mateo County. To view the full 2022 Measure A & W Calls for Projects Look Ahead and read about project funding availability, please click [here](#).

Complete Streets Webinar

The TA held a Complete Streets Webinar on January 25th, with Chair Medina providing the welcome remarks to over 70 attendees. Complete Streets is the practice of considering the mobility needs of all roadway's users including people who walk, bike, use scooter, take transit, or drive. This webinar was intended to promote knowledge-sharing with local elected officials, transportation advisory bodies, technical planning/engineering staff, and other active transportation stakeholders regarding best practices in Complete Streets policies, designs, and implementation.

Chair Medina promoted the importance of considering all users of our transportation systems and shared his excitement for all the upcoming funding opportunities to make our streets safer and more comfortable. TA Deputy Director, Heba El-Guindy, presented on how Complete Streets touches everything the TA does and stressed the TA's commitment to funding the most sustainable and equitable projects across the Highway, Local Streets & Roads, and Pedestrian & Bicycle programs. Joe Gilpin from Alta Planning & Design, a nationally recognized Complete Streets trainer, presented on four critical topics: (1)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

enhancing safety conditions; (2) working toward a multimodal transportation network that serves all users in an equitable manner; (3) improving roadway comfort; and (4) creating competitive projects that can apply for TA funding.

Following this webinar, the TA will be hosting Complete Streets technical workshops to be led by Alta Planning & Design for local agency planning and engineering staff to learn about implementing best practices. These technical workshops are slated to be held later in March and April of this year.

The recording of the webinar can be viewed using the link below:

<https://samtrans.zoom.us/rec/share/ATwvtBjyka-pTdp2YOsX-56MFxEqx4WMjkbIZGlaWUjX4cnHTdEGkjiZARCY6x.ZA1bx8DNFvgEIRur?startTime=1643155703000>

SamTrans and TA Board Chairs Participate in IIJA Press Event

On Friday, January 14, SamTrans Board Chair Peter Ratto and San Mateo County Transportation Authority (TA) Chair Rico Medina joined Congresswoman Jackie Speier (D-CA) and C/CAG Chair Marie Chuang in a press conference to highlight the critical funding that might be available for Peninsula bus and infrastructure projects from the Infrastructure Investment and Jobs Act (IIJA), which was signed into law by President Biden last year. The event, which was held beneath the 101/92 interchange, provided an excellent opportunity to highlight how this funding will help SamTrans reach its goal of converting the SamTrans bus fleet to 100 percent zero-emissions by 2038 while also helping the TA to continue to sponsor and/or fund critical congestion mitigation, safety, bike/ped and grade separation projects through the County. The Bay Area is expected to receive approximately \$4.5 billion through the IIJA. Chairs Ratto and Medina did an excellent job representing SamTrans and the TA at the event and we applaud their commitment and continued dedication to the mission of the Agency.

101 Managed Lanes North of I-380

At the request of South San Francisco, the project team provided an overview of the 101 Managed Lanes Project North of I-380 at its City Council meeting on January 12th. This project is currently in the environmental review phase. The presentation included information on the project goals, the project partners, the array of alternatives under consideration and opportunities for public input as part of the environmental review process. The presentation also included information on the timeline for the environmental process and how and when a preferred alternative would be selected.

The technical studies currently underway included those that are required by the CEQA and NEPA environmental processes in addition to those in response to public comments received during scoping period last summer. The draft environmental document, when complete, will summarize and include all the technical studies, and it will be made available for public review and comment around early 2023 with a preferred alternative being selected around summer of 2023.

At the City Council meeting, members of the public as well as council members raised concerns about alternatives that could increase vehicle miles traveled (VMT). The Council also called for additional outreach to the adjacent committees. The project team responded that the environmental studies would collect and analyze data for each of the project alternatives to produce comprehensive assessment of the impacts so that the team can include such information along with input from the public to help make informed decisions. The team is also exploring opportunities for enhanced public engagement before the team gets to a draft environmental document. The project team will be presenting a project progress update to the TA Board at a future meeting.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

SUBJECT: **PROGRAM REPORT: PENINSULA CORRIDOR ELECTRIFICATION PROJECT
UPDATE**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the six Measure A program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. For this month, staff will feature a presentation and update on Peninsula Corridor Electrification Project.

The TA Board received an update at the July 2021 meeting on the PCEP project, reporting on significant issues that would have an impact on both the project budget and schedule. Since that time Caltrain staff, with the assistance of industry experts have undertaken a thorough evaluation of the project cost, schedule, and implementation risks to an array of strategies in order achieve cost and schedule certainty. The conclusion of this effort coupled with the ongoing negotiation with the PCEP contractor has unveiled the need for an additional \$462 Million of funding, increasing the overall project cost to \$2.44 Billion, from \$1.98 Billion and a delayed opening from third quarter of FY 2022 to the second quarter of FY 2024.

Caltrain staff is developing a funding strategy which includes federal and state sources along with funding from Measure RR. In addition to these sources there is the potential of tapping into what is referred to as the “Super Contingency”. Previously the TA, on behalf of the San Mateo County Transit District, along with the other JPB member agencies and the Metropolitan Transportation Commission (MTC) collectively pledged an additional 10% contingency, or \$200 million, for possible cost increases associated with the project.

Additional information will be provided via PowerPoint.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared By: Joseph Hurley, Director, SMCTA Program

650-508-7942

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

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

ACTION

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

SIGNIFICANCE

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

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

In the southern segment between the Santa Clara/San Mateo County Line and Whipple Avenue in Redwood City, the civil or physical infrastructure such as median barrier, signage and stripping is now in place. The toll facility equipment has now been installed and was tested with positive results. The testing included running test vehicles up and down the corridor to confirm the operation center accurately reflects the express lane trips taken in the field. A workshop was recently held to provide a project overview to the CHP officers who will be providing enhanced enforcement of the express lanes. Despite having one of the wettest Decembers on record, the team was able to advance the project and the lanes are now positioned to go live, in coordination with Santa Clara's express lanes around mid-February. Public education and marketing activities in preparation for the express lanes opening began early last month and will last through February.

For the northern segment between Whipple Avenue and Interstate 380 (I-380) in San Bruno, roadway resurfacing is ongoing for the general purpose and future express lanes. Work in the median includes toll sign foundations and lighting. The civil and

system integrations team are coordinating their work to provide maximum production of the installation of the toll facility equipment. The team is also working closely with PG&E to make the necessary power connection to the toll system and lighting. The northern segment is targeted to open at the end of 2022.

BUDGET IMPACT

There is no budget impact with this quarterly update.

BACKGROUND

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

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

In June 2019, SMCEL-JPA was established as the owner of the express lanes. SMCEL-JPA is comprised of members of the C/CAG and TA Boards.

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

Prepared By: Joseph Hurley, Director TA Program

650-508-7942

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting Executive Director

FROM: Casey Fromson
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

Staff proposes the Board:

1. Receive the attached Federal and State Legislative Updates.

SIGNIFICANCE

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

Prepared By: Amy Linehan, Public Affairs Specialist

650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
January 14, 2021

Legislative schedule update and overview

The House and Senate took a series of votes in early December to approve several must-pass bills and meet year-end deadlines. Included in this legislative rush: a bill to extend the national debt limit into 2023, a continuing resolution to keep federal agencies funded through February 18, and the FY22 National Defense Authorization Act. After these bills were approved and sent to the President, Congress adjourned for the rest of 2021.

The Senate's Democratic leadership has dedicated the first part of January to voting rights bills, which face significant Republican opposition and cannot proceed under current Senate rules. The real question is whether the Democratic majority will use this debate to change Senate filibuster rules, which could unlock the Senate floor calendar for other legislation going forward. However, key Senate Democrats, including Sens. Sinema and Manchin, have expressed opposition to the plan.

The President's State of the Union address has been scheduled for March 1, which is historically very late. Similarly, we have heard that the President's budget request will be released late this year as well.

Infrastructure Investment and Jobs Act / Surface Transportation Reauthorization

We continue to monitor the early implementation of the Bipartisan Infrastructure Law (BIL). For example, recently the Department of Transportation published initial guidance for the new Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program authorized by the BIL.

Over five years, the Federal Highway Administration program will provide \$26.5 billion to states over five years. The largest amount of money will go to California, which will receive and disburse \$849.4 million in the current fiscal year and \$4.2 billion over the five years that are covered by the infrastructure law.

Appropriations

The continuing resolution that was approved in December was supposed to buy enough time for full-year appropriations to be negotiated, but there was very little progress to report until this week. Senior House and Senate Appropriations Committee members from each party talked for an hour yesterday. Although they reached no conclusions, this was the most direct negotiations in months. Republicans have continued to insist on legislative language restricting any federal funding for abortion before discussing funding levels; by contrast, Democratic members of the Appropriations committee would prefer to negotiate overall funding levels before drilling down on policy language.

KADESH & ASSOCIATES, LLC

There have also been initial discussions about attaching other funding if an appropriations deal is reached, potentially including additional pandemic funding or disaster aid for areas hit by tornadoes in December.

Earmarks: The status of Congressionally Directed Spending requests is one of the several items that remains unresolved between the two chambers.

Reconciliation

Even though Congress checked several items off the to-do list in December, the biggest holiday season news in Washington came when Senator Joe Manchin issued a statement on December 19 that he would not vote to move forward on the Build Back Better Act. This seemingly final declaration surprised the White House and frustrated congressional leadership, since President Biden had been negotiating directly with Manchin for weeks, and was hoping to be able to announce a compromise by the end of the year.

Senate Majority Leader Chuck Schumer convened a virtual caucus meeting a few days after Manchin's announcement, and Biden and Manchin have now had at least one subsequent conversation that the White House believes left the door open to further negotiations. The congressional calendar this year is especially compressed, given the midterm elections, and many House and Senate Democrats have expressed frustration that there is not a clear path forward for popular provisions included in the bill.

Earmarks: A reconciliation bill cannot contain earmarks, and we do not assume that the final Build Back Better Act will include funding to facilitate earmarks.



January 10, 2022

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

RE: STATE LEGISLATIVE UPDATE – GOVERNOR’S FY 2022-23 STATE BUDGET

On January 10, Governor Newsom released his proposed FY 2022-23 State Budget. The 2022-23 Budget, which contains \$213.1 billion in General Fund spending (\$286.4 billion with special funds) is projected to have a healthy one-time surplus of \$45.7 billion (\$28.7 billion higher than projected from FY 20-21 through FY 22-23). Of this amount, \$16.1 billion is required to go to education per Proposition 98, \$5.1 billion must go towards reserves, and \$3.9 billion is for pension obligations (\$12.7B over four years).

There are \$34.6 billion in reserves, which includes: \$20.9 billion from the Proposition 2 Rainy Day Fund; \$900 million from the Safety Net reserve; \$9.7 billion from the Public School System Stabilization Account; an \$3.1 billion from the state’s operating reserve. The Rainy-Day Fund is now at its constitutional maximum (10 percent of General Fund revenues), requiring \$2.4 billion be dedicated for infrastructure investments in 2022-23.

Impact on Transportation

With the Congressional passage of the Infrastructure Investment and Jobs Act (IIJA) last November, California will receive more than \$40 billion of new formula-based transportation funding over the next five years and billions of dollars in additional funding from new competitive grants.

The Budget includes an additional \$9.1 billion (\$4.9 billion General Fund and \$4.2 billion Proposition 1A bond funds), for a total of \$14.9 billion, to support the continued development of a high-speed rail system in California, regional transit and rail projects, bicycle and pedestrian projects, and climate adaptation projects, with a particular focus on aligning the state's transportation system with its climate goals.

The Budget includes an increase to base Federal Highway Administration transportation funding levels for California of \$1.8 billion in 2021-22 and \$1.9 billion 2022-23. In addition, Federal Transit Administration base transit funding will increase by \$385 million in 2021-22 and \$423 million in 2022-23. This funding will flow directly to local transit authorities and does not require any state budget changes.

California is also anticipating a \$14.2 million annual increase to the National Highway Traffic Safety Administration grant program, administered by the Office of Traffic Safety. The additional funds will help address traffic fatalities and serious injuries on California roads. Proposed expenditures include:

- **Active Transportation and Projects to Connect Communities**—\$750 million to transform the state’s active transportation networks, improve equity, and support carbon-free transportation options, including:
 - \$500 million for Active Transportation Program projects, which encourage increased use of active modes of transportation such as walking and biking and increase the safety and mobility of non-motorized users.
 - \$150 million to establish the Reconnecting Communities: Highways to Boulevards Pilot Program, which will improve equity and remove transportation barriers by investing in the conversion of key underutilized highways into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features in disadvantaged communities.
- **High Priority Grade Separation Projects**—\$500 million to support critical safety improvements throughout the state.
- **High-Speed Rail**—\$4.2 billion to complete electrified high-speed rail construction in the Central Valley, perform advance work for service between Merced and Bakersfield, and complete advance planning and project design for the entire project. This is in addition to the funds available for this program in Cap and Trade.
- **Statewide Transit and Rail Projects**—\$2 billion to invest in high-priority transit and rail infrastructure projects. These projects will improve rail and transit connectivity between state and local/regional services, including projects on shared corridor routes.
- **Climate Adaptation Projects**—\$400 million for state and local climate adaptation projects that support climate resiliency and reduce risks from climate impacts.

As part of his budget, Governor Newsom proposes an additional one-time investment of \$6.1 billion over five years (\$3.5 billion General Fund, \$1.5 billion Proposition 98, \$676 million Greenhouse Gas Reduction Fund, and \$383 million Federal Funds) in zero-emission vehicles and infrastructure. This would result in a total of \$10 billion when factoring in the \$3.9 billion proposed for zero-emission vehicle infrastructure.

Inflation Adjustment Proposal

The Governor does propose to “pause” the annual inflation adjustment to the per gallon fuel excise tax rate, scheduled for July 1, 2022. This mechanism was approved as part of SB 1 in 2017 to protect against inflation and has an impact on funding made available to fund maintenance and congestion management on highways and repairing local streets and roads.

California State Transportation Agency Secretary David Kim stated that this is only a pause and not a repeal, and that the purpose is to provide a relief to consumers at the pump (stave off price increase of gasoline and diesel fuel) with skyrocketing gas prices that have exceeded \$5 per gallon. If enacted, this action is expected to decrease fuel tax revenues by \$523 million in FY 2022-23, but the amount would be backfilled by the State Highway Account.

Transit and Rail Funding

The State Transit Assistance (STA) program is projected at \$854 million in FY 2022-23. Intercity and Commuter Rail would receive an estimated \$283 million in FY 2022-23, and Low Carbon Transit

Operations Program is expected to provide \$182 million. Finally, the Transit and Intercity Rail Capital Program is expected to receive approximately \$473 million in FY 2022-23.

Clean California Initiative

Launched in 2020-21, the Clean California initiative invests \$1.1 billion over three fiscal years for state and local governments to clean up trash and debris statewide, beautify community gateways and public areas along highways, streets and roads while providing jobs to thousands of Californians.

The Budget proposes \$100 million General Fund to continue the Clean California Local Grant Program into 2023-24, which provides grants to cities, counties, transit agencies, tribal governments, and other government agencies to beautify their communities and remove trash and debris.

BILLS OF INTEREST

SMCTA is currently monitoring all bills in advance of the January 31 house of origin deadline (noted above) to move legislation. ACA 1 (Aguiar-Curry) is the main bill we continue to monitor, but it is not subject to the house of origin deadline since it is a constitutional amendment.

This bill proposes to lower the 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. SMCTA is in support.

STATEWIDE COMPETITIVE GRANT PROGRAMS

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

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5.

Solutions for Congested Corridors Program (SCCP)

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

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually.

Trade Corridor Enhancement Program (TCEP)

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

Grade Separation Funding

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

PUC Section 190 Grade Separation Program

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. The proposed FY 2021-22 budget contains \$500 million in one-time General Fund money that will be administered through the Transit and Intercity Rail Capital Program. This funding is subject to an agreement on the FY 21-22 transportation budget package.

State Transportation Improvement Program

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

Proposition 1A

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. The legislature is currently deliberating on exhausting the remaining \$4.2 billion in appropriation authority.

SMCTA Bill Matrix – February 2022

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.	3/18/2021 Assembly Transportation Committee DEAD (Bill did not meet the sufficient deadlines to remain an active bill or it was defeated by a vote of the Committee or House)	This bill would suspend the continuous appropriation made from Cap and Trade auction proceeds to the High-Speed Rail Authority for fiscal years 2022-23 and 2024-25 and would instead require the transfer of those amounts from moneys collected by the California Air Resources Board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education.	Watch
<u>AB 67</u> Petrie-Norris (D) Sea-level Rise Working Group	5/20/2021 Assembly Appropriations Committee DEAD	This bill requires a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.	Watch
<u>AB 703</u> Rubio, Blanca (D) Open meetings: local agencies: teleconferences	5/3/2021 Assembly Local Government DEAD	This bill is similar to AB 361 except that it would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.	Watch
<u>AB 745</u> Gipson (D) Air pollution: Clean cars 4 all program	5/20/2021 Assembly Appropriations Committee DEAD	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection.	Watch

SMCTA Bill Matrix – February 2022

Measure	Status	Bill Summary	Recommended Position
<u>AB 786</u> Cervantes (D) California Transportation Commission: Executive Director	2/25/2021 Assembly Transportation Committee DEAD	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	Watch
<u>AB 455</u> Wicks (D)	This is a Two-Year Bill.	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. 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.	4/21/2021 Assembly Local Government and Appropriation. Two Year Bill.	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.	Supported on 2/4/2021

SMCTA Bill Matrix – February 2022

Measure	Status	Bill Summary	Recommended Position
<u>SB 66</u> Allen (D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	8/26/2021 Assembly Appropriations Committee DEAD	This bill requires the California State Transportation Agency Secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.	Watch
<u>SB 210</u> Wiener (D) Automated license plate recognition systems: use of data	5/20/2021 Senate Appropriations DEAD	This bill would require automated license plate recognition system (ALPR) operators and end-users to conduct annual audits to review ALPR searches and require most public ALPR operators and end-users to destroy all ALPR data within 24 hours that does not match information on a "hot list." It also would require the Department of Justice (DOJ) to make available model ALPR policies and issues guidance to local law enforcement agencies	Watch
<u>SB 475</u> Cortese (D) Transportation planning: sustainable communities strategies	4/27/2021 Senate Transportation Committee DEAD	This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.	Watch
<u>SB 623</u> Newman (D) Electronic toll and transit fare collection systems	3/10/2021 Senate Judiciary Committee DEAD	This bill provides clarification with respect to the collection of data from electronic transmitters for bridge toll facilities. The aim is to protect privacy of subscribers to the system and make the information more readily accessible to the subscriber.	Watch

SMCTA Bill Matrix – February 2022

Measure	Status	Bill Summary	Recommended Position
<u>SB 635</u> Gonzalez (D) Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments	5/20/2021 Senate Appropriations Committee DEAD	This bill would require Caltrans, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. This bill would also require Caltrans to establish an advisory board in coordination with state and local agencies for the ongoing planning and coordination of cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. The bill would require each Caltrans local district to develop cleanup schedules once every two weeks and post these schedules on their internet website.	Watch
<u>SB 771</u> Becker (D) Sales and Use Tax Law: zero emissions vehicle exemption	5/26/2021 Assembly Desk Two-year bill	This bill provides a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. This bill has been amended to provide an exemption from the state sales tax for zero emission or hybrid vehicles purchased under two programs that seek to assist income-eligible individuals purchase them. The bill could potential imoact the State Transit Assitance program, which funds transit capital and operations, and is funded by the sales tax on diesel and ¼ general sales tax, which makes up the other component of the Transportation Development Act (\$1.7 billion statewide pot).	Watch