



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

March 7, 2019 – Thursday

5:00 pm

- 1) Call to Order/Pledge of Allegiance
- 2) Swearing In:
 - a) Carole Groom for a term ending 12-31-2020 (Representing San Mateo County Board of Supervisors)
- 3) Roll Call
- 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
- 6) Consent Calendar

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

 - a) Approval of Minutes of the Board of Directors Meeting of February 7, 2019 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for January 2019 MOTION
 - c) Acceptance of Capital Projects Quarterly Status Report 2nd Quarter FY 2019 MOTION
- 7) Report of the Chair
 - a) Report from the March 1, 2019 Joint Ad Hoc Committee on the San Mateo US101 Express Lanes Project - including discussion on the formation of a US101 Express Lanes Joint Powers Authority
- 8) San Mateo County Transit District Liaison Report
- 9) Joint Powers Board Liaison Report

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

San Mateo County Transportation Authority Meeting
Agenda for March 7, 2019

10) Report of the Executive Director

11) Finance

- a) Award of Contract to Provide Project Management and Support Services for the US 101 Managed Lanes Project RESOLUTION

12) Program

- a) San Mateo US 101 Express Lanes Project Update and Outreach Plan for the Construction Phase INFORMATIONAL
- b) TA Strategic Plan 2020-2024 INFORMATIONAL
- c) Measure A Semi-Annual Program Status Report MOTION
- d) State and Federal Legislative Update INFORMATIONAL

13) Requests from the Authority

14) Written Communications to the Authority

15) Date/Time of Next Regular Meeting: Thursday, April 4, 2019, 5:00 pm at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070

16) Report of Legal Counsel

- a) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast v. California Department of Transportation, et al.; San Mateo County Superior Court Case No. CIV-523973

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 Authority Website at www.smcta.com. Communications to the Board of Directors can be e-mailed to board@smcta.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1-800-660-4287 (TTY 650-508-6448) or 511.

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 first Thursday of the month at 4:30 p.m. at the San Mateo County Transit District Administrative Building.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the Authority Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the TA 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 public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the Authority Secretary at the San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306 or emailed to board@smcta.com; or by phone at 650-508-6279, or TTY 650-508-6448.

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF FEBRUARY 7, 2019**

MEMBERS PRESENT: D. Horsley (Chair), E. Beach (Vice Chair), M. Freschet, K. Matsumoto, R. Medina, C. Romero (arrived at 5:09 pm)

MEMBERS ABSENT: C. Groom

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

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Don Horsley called the meeting to order at 5:03 pm and led the Pledge of Allegiance.

SWEARING IN

Directors Maureen Freschet and Karyl Matsumoto were sworn for terms ending December 31, 2020.

ROLL CALL

Authority Secretary Dora Seamans called the roll. A quorum was confirmed.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley noted that the report was in the packet.

CONSENT CALENDAR

Director Karyl Matsumoto requested that Item #5b be removed from consent.

- Approval of Minutes of the Board of Directors Meeting of January 3, 2019

Motion/Second: Medina/Freschet

Ayes: Beach, Freschet, Matsumoto, Medina, Horsley

Absent: Groom, Romero

Director Romero arrived at 5:09 pm

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR DECEMBER 2018

Director Matsumoto questioned why the TA was \$902,000 under budget in the fourth quarter of the fiscal year. Derek Hansel, Chief Financial Officer, confirmed that the TA was under budget for the fourth quarter of the fiscal year yet was over budget for the entire year. He emphasized that most of the discrepancies are related to true-ups and timing.

April Chan, Chief Officer, Planning, Grants/Transportation Authority, said that there are reports available that show the amount of funding in each of the categories.

Motion/Second: Matsumoto/Medina

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

Absent: Groom

REPORT OF THE CHAIR

Chair Horsley summarized the outcome of the February 1st meeting of the Joint Ad Hoc Committee on 101 Managed Lanes: the TA and the City and County Association of Governments of San Mateo County (C/CAG) agreed to have Bay Area Infrastructure Financing Authority (BAIFA) operate the facility, while the County would own it. The Committee agreed to recommend to their respective Boards to enter into a joint powers agreement (JPA) with three representatives each from the TA and C/CAG. He said that Joan Cassman, Legal Counsel, would draft a JPA prior to the Committee's next meeting on March 1st.

Director Emily Beach, who also serves on the Committee, said she was looking forward to hearing how the details would be handled in the draft JPA.

Director Rico Medina spoke in support of the JPA as proposed.

Chair Horsley said there had been discussion about whether or not to have alternate Committee members serve once a JPA has been formed. He said that the conclusion for now was not to have alternates due to the irregular meeting schedule of the Committee and the complexity of the project and subject matter. Director Medina said he thought maintaining a membership of only six was sufficient for the time being.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Director Matsumoto said the information was in the packet. She reported that she was enthusiastic about the new microtransit pilot on the Coastsides.

PENINSULA CORRIDOR JOINT POWERS BOARD REPORT

Executive Director Jim Hartnett said the report was in the packet. He noted that the JPB had authorized a resolution for Caltrain to work with MTC (Metropolitan Transportation Commission) and others on a pilot program for a means-based fare product where qualifying riders would receive a 20 percent discount.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said the report was in the packet. He talked about the Highway 92/101 Interchange project where the TA is working with Caltrans, the City/County Association of Governments (C/CAG), and the Cities of Foster City and San Mateo. He said the purpose of the project was to relieve congestion on the on-ramps and off-ramps.

Director Carlos Romero said he was interested in knowing what the costs would be for the dedicated ramp leading to the managed lane.

In response to Director Maureen Freschet's question if the dedicated ramp would be similar to the dedicated ramp leading from Highway 101 to Highway 85, Ms. Chan provided confirmation.

FINANCE

Acceptance of Quarterly Investment Report for the Period Ending December 31, 2018

Connie Mobley-Ritter, Treasury Director, introduced Isaac Chyou, Consultant, Public Finance Management (PFM), who summarized the report. Director Matsumoto asked if the TA were going to be placed in a more fiscally defensive position; Mr. Chyou concurred.

Director Romero asked if there were a trend to retire debt thus affecting yield curve; Mr. Chyou concurred.

Director Medina asked where the TA was going with tightening and ensuring the best return on investments. Mr. Chou and Mr. Hansel reviewed the detailed information from the report.

Motion/Second: Romero/Matsumoto

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

Absent: Groom

PROGRAM

Approval of Owner and Operator for the San Mateo US 101 Express Lanes Project

Ms. Chan updated the Board on the decisions arrived at by the Joint Ad Hoc Committee.

Director Matsumoto asked about the Committee make-up of three members each from the TA and C/CAG. She suggested having a mediator. Mr. Hartnett said there would be flexibility built into the JPA to allow for a mediator or facilitator. Director Matsumoto asked if any revenue losses experienced by the operation of the Express Lanes in the future would be divided equally between both agencies – SMCTA and C/CAG. Chair Horsley said that the JPA could not obligate the TA or C/CAG for funding. She asked if bonding may be a mechanism of financing shortfalls for the capital project. Ms. Chan said that if there are cost overruns for the project, the project team would pursue first to see if there are any potential grant sources.

Director Romero emphasized the importance of an equal partnership between the two

agencies.

Director Beach said more discussion is needed to determine voting majorities on certain issues. She asked Ms. Chan if the California Transportation Commission (CTC) was supportive of the project. Mr. Hartnett said that Caltrans is not going to maintain ownership and that the ownership must be transferred to another agency.

Director Freschet said she appreciated the opportunity to work cooperatively with BAIFA.

Director Matsumoto asked if the project would be extended north of Highway 380. Mr. Hartnett said it likely will be.

Public Comment:

Drew said that he supported the idea of having an independent person on the Committee to provide a seventh vote.

Approved by Resolution No. 2019-3

Motion/Second: Beach/Freschet

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

Absent: Groom

Transit – Peninsula Corridor Electrification Program

John Funghi, Chief Officer/Caltrain Planning, CalMod, provided background information on the electrification project and a progress report on construction.

Director Beach asked if PG&E (Pacific Gas and Electric) was able to fulfill their obligations on the project in light of their bankruptcy filing. Mr. Funghi said that PG&E now has a judicial body that oversees ongoing work and this has added a 30-day lag, but that the project is otherwise on track. He said CalMod pays the upfront construction costs and then petitions the state and federal utility bodies for reimbursement.

Director Freschet asked about the added capacity. Mr. Funghi said a few seats would be added but that most of the additional capacity would result from the increased frequency of trains.

Director Romero asked about capacity for bikes. Mr. Funghi said the capacity for bikes on trains may not increase. He said that the agencies have hired a bike coordinator to make station improvements, which would include bike storage and bike sharing.

State and Federal Legislative Update

Casey Fromson, Director, Government and Community Affairs, said that the government is open and is waiting for an agreement to keep it open. She said they were waiting to hear about federal infrastructure packages. She said there were conversations at the state level about the link between transportation and housing development. Ms. Fromson said the California Transit Association was leading a task force – which includes District representatives – to investigate the Transportation Development Act's (TDA) formula program.

REQUESTS FROM THE AUTHORITY

Director Matsumoto requested that the meeting be adjourned in memory of Director Freschet's mother.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Chair Horsley noted that correspondence was contained in the packet.

DATE/TIME OF NEXT REGULAR MEETING

Chair Horsley announced that the next meeting would be on Thursday, March 7, 2019, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

REPORT OF LEGAL COUNSEL

None.

ADJOURN

The meeting adjourned at 6:50 pm in memory of Director Freschet's mother, Kathleen Freschet.

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.

TA CAC Chair's Report

February 7, 2019

Good evening Chairman Horsley and Members of the Board,

I have the following to report from Tuesday's meeting of the CAC:

(TA Items 5a, 5b and 10a) The CAC supported without question or comment.

(TA Item 11a) After receiving a comprehensive update on the Ownership and Operation options associated with the 101 Express Lanes Project by April Chan, Chief Officer, Planning, Grants and Transportation Authority, the CAC unanimously supported the staff's recommendation which would maintain local control, create a joint powers authority that would own the facility and contract with BAIFA to operate. There were a number of comments and/or questions...about what went into the recommendation to go with BAIFA verse VTA along with the concern of creating yet another agency. One member remarked that since this decision was the result of a compromise, we "should just get on with it." The CAC had questions on the details of the project's governance and how a JPA would work. Who would staff the JPA and by whom would their salaries be paid? Where would the members of the JPA come from? How many members on the JPA? Questions were also posed about funding sources, would there be a need for separate contracts with the CHP and/or CALTRANS, the length of the proposed contract with BAIFA, what was the success of other JPA's in the Bay Area with Express Lanes owner and operator choices, and how the disbursement of funds will be decided. Are we fully prepared for the possibility of "cost overruns"? Where will we get additional funds? Do we have ownership rights in the San Mateo 101 express lanes in perpetuity? At the end of the initial contract's term with BAIFA, could we join BAIFA? What's the benefit? The questions were numerous and lengthy, but the CAC understood that, at this point, only some could fully be answered.

(TA Item 11b) As part of an informational series on the TA's ongoing Programs, this month the CAC received a presentation from Lori Low, Public Affairs Officer, on the Transit - Peninsula Corridor Electrification Program. Overall, the CAC was pleased with the progress, thus far, of the Electrification Program, but also had one or two questions about same. The CAC questioned if PG&E's current problems would impact the progress of the Electrification Project. Questions were also presented about what happens to the retired diesel engine locomotives and old passenger cars. Was there a market for them?

(TA Item 11c) The CAC received a brief State and Federal Legislative Update from Lori Low, Public Affairs Officer, without questions or comments.

CAC CHAIR'S REPORT:

Three members of the CAC have volunteered for the Nominating Committee that recommends the officers for the 2019 CAC. The three members on this year's Nominating Committee are: Ken Chin, Karen Kuklin and Mario Rendon.

STAFF REPORT TO CAC:

The staff report was given by Joe Hurley, Transportation Authority Program Director. He reminded the CAC that the primary purpose of the San Mateo 101 Express Lanes Project was not to generate revenues, but, to effectively manage the performance of the 101 corridor. Joe also advised

that the 101/92 Interchange Project is in the Pre-Planning stage. Foster City, San Mateo and CALTRANS are working collaboratively with the TA. They are looking at two concepts. One is a short term area improvement project and the other is a direct connector from Hwy 92 to the Managed Lanes on Hwy 101., Additionally he informed the CAC that because of the 101 Managed Lanes Project, a section of sound walls in San Mateo on the east side of Hwy 101 will need to be replaced and that the San Mateo community is asking for higher walls when they are replaced. In reference to Measure W, which recently passed, the TA will be developing a Strategic Plan which is target to be adopted the TA Board by the end of the year. He emphasized that there will be robust outreach during the development of the plan.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority CAC

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
JANUARY 31, 2019**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2019 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 January year-to-date, the Total Revenue (page 1, line 7) is \$9.2 million higher than prior year actuals. This is primarily due to higher Sales Tax (page 1, line 1) and Interest Income (page 1, line 2).

Year to Date Expenses: As of January year-to-date, the Total Expenditures (page 1, line 26) are \$22.8 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment:

At the January 3, 2019 board meeting, as per resolution no. 2019-01, the Board approved an amendment increase of \$1,973,704 to Measure A Categories and \$31,579 increase to Staff Support. Measure A Categories were increased to reflect funds that are pooled by the Transportation Authority (TA) for distribution to project sponsors in accordance with the 2004 Transportation Expenditure Plan (TEP) and as determined by the Board of Directors (Board). The amounts budgeted for Fiscal Year (FY) 2018 were based on estimates, which were exceeded during the year. The excess revenues now must be included in the FY2019 budget to "true-up" funds available for the following categories and projects: Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service, as more specifically set forth in Attachment B. Staff Support expenditures were increased by \$31,579 to reflect the FY2018 actual sales tax receipts. The overall impact to the FY2019 Budget is an increase in total expenditures, from \$127,749,681 to \$129,754,964.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATEMENT OF REVENUES AND EXPENDITURES

Fiscal Year 2019

January 2019

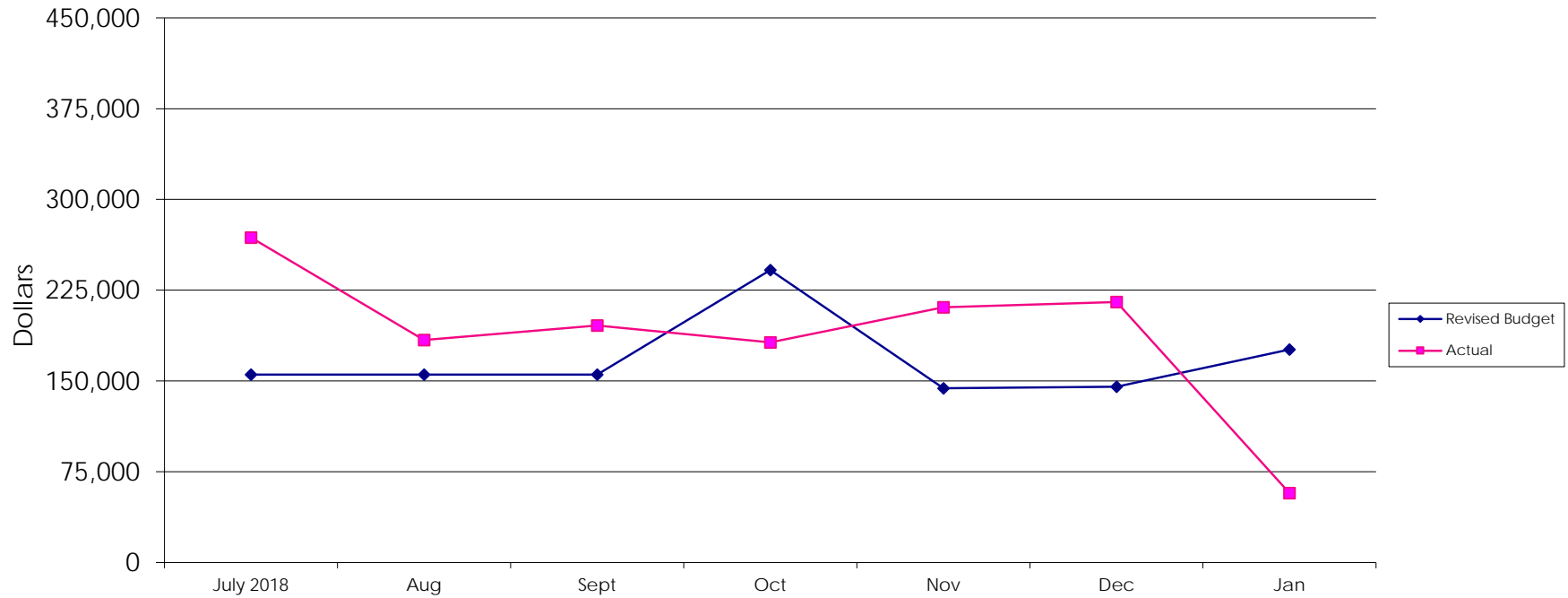
% OF YEAR ELAPSED: 58.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
REVENUES:					
1 Sales Tax	50,349,761	59,377,885	9,028,124	17.9%	86,353,200
2 Interest Income	3,738,488	4,216,198	477,709	12.8%	5,927,618
3 Miscellaneous Income	1,500	0	(1,500)	(100.0%)	50,000,000
4 Rental Income	656,302	384,234	(272,068)	(41.5%)	836,684
5 Grant Proceeds	0	0	0	0.0%	1,550,000
6					
7 TOTAL REVENUE	54,746,051	63,978,317	9,232,265	16.9%	144,667,502
8					
9 EXPENDITURES:					
10					
11 Annual Allocations	18,377,663	21,672,928	3,295,265	17.9%	31,518,918
12					
13 Dumbarton Maintenance of Way	58,519	-	(58,519)	(100.0%)	-
14					
15 Measure A Categories	76,775,976	50,589,129	(26,186,848)	(34.1%)	94,541,474
16					
17 Oversight	977,703	938,816	(38,886)	(4.0%)	1,800,000
18					
19 Administrative					
20 Staff Support	694,288	991,315	297,027	42.8%	1,152,885
21 Measure A Info-Others	49	-	(49)	(100.0%)	15,000
22 Other Admin Expenses	400,392	322,523	(77,869)	(19.4%)	726,687
23					
24 Total Administrative	1,094,729	1,313,839	219,109	20.0%	1,894,572
25					
26 TOTAL EXPENDITURES	97,284,590	74,514,712	(22,769,879)	(23.4%)	129,754,964
27					
28 EXCESS (DEFICIT)	(42,538,539)	(10,536,395)	32,002,144	(75.2%)	14,912,538
29					(12,952,980) (1)
30					1,959,558
31					
32 BEGINNING FUND BALANCE	489,178,290	421,403,376			405,634,282 (2)
33					
34 ENDING FUND BALANCE	446,639,751	410,866,981			407,593,840

(1) Previously allocated \$12,952,980 of future years' budget to the 25th Avenue Grade Separation Project.

(2) Fiscal Year (FY) 2018 ending fund balance updated to reflect FY2018 audited actuals.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '18	Aug '18	Sep '18	Oct '18	Nov '18	Dec '18	Jan '19	Feb '19	Mar '19	Apr '19	May '19	Jun '19
MONTHLY EXPENSES												
Revised Budget	155,249	155,249	155,250	241,651	144,033	145,366	175,945					
Actual	268,531	183,949	195,928	181,867	210,842	215,290	57,432					
CUMULATIVE EXPENSES												
Staff Projections	155,249	310,498	465,748	707,399	851,432	996,798	1,172,743					
Actual	268,531	452,480	648,408	830,275	1,041,117	1,256,407	1,313,839					
Variance-F(U)	(113,282)	(141,982)	(182,660)	(122,876)	(189,685)	(259,609)	(141,096)					
Variance %	-72.97%	-45.73%	-39.22%	-17.37%	-22.28%	-26.04%	-12.03%					



DON HORSLEY, CHAIR
 EMILY BEACH, VICE CHAIR
 CAROLE GROOM
 MAUREEN FRESCHET
 RICO E. MEDINA
 CARLOS ROMERO
 KARYL MATSUMOTO

JIM HARTNETT
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JANUARY 31, 2019

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	2.355%	\$ 237,846,692	\$ 237,846,692
Local Agency Investment Fund	**	Liquid Cash	2.355%	\$ 1,009,913	\$ 1,009,913
Investment Portfolio	***	Liquid Cash	2.020%	\$ 159,579,228	\$ 158,999,760
Other		Liquid Cash	2.340%	\$ 5,891,495	\$ 5,891,495
	****			<u>\$ 404,327,328</u>	<u>\$ 403,747,860</u>

Accrued Earnings for January 2019 \$ -
 Cumulative Earnings FY2019 \$ 4,161,058

* County Pool average yield for the month ending January 31, 2019 was 2.355%. As of January 2019, the total cost of the Total Pool was \$5,553,359,979 and the fair market value per San Mateo County Treasurer's Office was \$5,561,165,096.

** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**** May not foot due to rounding.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
January 31, 2019

DESCRIPTION	TOTAL INVESTMENT 01-31-19	INTEREST RECEIVABLE 12-31-18	PREPAID INT RECEIVABLE 12-31-18	INTEREST EARNED 01-31-19	INTEREST RECEIVED 01-31-19	ADJ.	INTEREST RECEIVABLE 01-31-19
LAIF	1,009,913.21	5,527.76	0.00				5,527.76
COUNTY POOL	237,846,691.53	1,273,614.57	0.00				1,273,614.57
BANK OF AMERICA	4,120,675.55	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	1,770,819.02	0.00	0.00				0.00
INVESTMENT PORTFOLIO	158,999,760.24	711,544.90	0.00				711,544.90
	<u>403,747,859.55</u>	<u>1,990,687.23</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1,990,687.23</u>

JANUARY 2019 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	01/31/19	0.00
Add:		
Less:		
Management Fees		9,415.40
Amortized Premium/Discount		(27,721.41)
Capital Gain(Loss)		<u>8,125.23</u>
Total Interest & Capital Gain(Loss)		<u>(10,180.78)</u>

YEAR TO DATE -- SUMMARY

Interest Earned	4,161,058.38
Add:	
Less:	
Management Fees	(58,124.46)
Amortized Premium/Discount	215,832.48
Capital Gain(Loss)	<u>(160,693.35)</u>
Total Interest	<u>4,158,073.05</u>
Balance Per Ledger as of	01/31/19
Amortization of Premium/Discount	215,832.48
Management/Bank Fees	(58,124.46)
Interest- County Pool	2,466,812.06
Interest - LAIF	10,952.54
Interest - Portfolio Funds	1,683,293.78
Gain(Loss)	<u>(160,693.35)</u>
	<u>4,158,073.05</u>
	0.00

INVESTMENT PORTFOLIO
January 31, 2019

		SETTLE	ORIGINAL	MARKET					INTEREST	PREPAID	INTEREST		INTEREST	
TYPE OF SECURITY	CUSIP #	DATE	PURCHASE	VALUE	MATURITY	INT	RATE/	APPL.	REC'VBLE	INT REC'VBLE	EARNED	INTEREST	REC'VBLE	PAR
SECURITIES MANAGED BY INVESTMENT ADVISOR:														
U.S. TREASURY NOTES AND BONDS														
US TREASURY NOTE	912828C78	01-05-17	2,519,001.56	2,509,263.19	04-30-21	1.375%	98.1597	31	6,052.28		3,026.14		9,078.42	2,570,000
US TREASURY NOTE	912828F62	09-09-15	376,508.79	372,114.38	10-31-19	1.500%	15.6250	31	973.56		479.05	-	1,452.61	375,000
US TREASURY NOTE	912828VF4	12-07-15	498,470.51	497,523.48	05-31-20	1.375%	19.2882	31	610.44		591.36		1,201.80	505,000
US TREASURY NOTE	912828VP2	08-01-17	1,276,633.00	1,225,833.83	07-31-20	2.000%	68.6111	31	13,265.76		2,253.01	15,450.54	68.23	1,235,000
US TREASURY NOTE	912828x47	05-01-17	12,596,751.95	12,674,250.00	04-30-22	1.875%	671.8750	31	41,426.10		20,713.06		62,139.16	12,900,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	329,202.83	08-31-20	1.375%	12.7951	31	1,573.17		390.15		1,963.32	335,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,414,278.00	05-31-21	1.375%	133.6806	31	4,230.77		4,098.56		8,329.33	3,500,000
US TREASURY NOTE	912828D72	04-05-17			08-31-21	2.000%	0.0000	31	57,521.74		3,737.93	61,259.67	0.00	
US TREASURY NOTE	912828T67	08-03-17	8,293,433.59	8,182,304.00	10-31-21	1.250%	293.4028	31	21,742.79		9,511.90	3,977.90	27,276.79	8,450,000
US TREASURY NOTE	912828n30	08-03-18	2,812,773.44	2,866,014.90	12-31-22	2.125%	171.1806	31	607.56		33,374.83	(16,829.76)	50,812.15	2,900,000
US TREASURY NOTE	912828n30	11-06-18	2,559,630.86	2,618,944.65	12-31-22	2.125%	156.4236	31	0.00				0.00	2,650,000
US TREASURY NOTE	912828n30	12-13-18	4,681,125.00	4,743,748.80	12-31-22	2.125%	283.3333	31	0.00					4,800,000
US TREASURY NOTE	912828n30	12-13-18	5,609,601.56	5,633,201.70	12-31-22	2.125%	336.4583	31						5,700,000
US TREASURY NOTE	912828n30	01-31-19	10,841,445.31	10,871,091.00	12-31-22	2.125%	649.3056	31						11,000,000
US TREASURY NOTE	912828TJ9	09-07-18	4,263,308.59	4,328,492.75	08-15-22	1.625%	200.8681	31	27,313.69		6,091.54		33,405.23	4,450,000
														38.28%
FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS														
FNA 2018-M5-A2	313681XP4	4-30-18	832,240.03	825,570.46	09-25-21	3.560%	80.69	31	2,567.62		2,585.06	2,731.85	2,420.83	816,009
FHLMC	31378M6P6	4-9-18	806,812.50	805,728.80	08-25-22	3.090%	68.67	31	2,060.00		2,060.00	2,060.00	2,060.00	800,000
FNA 2014-M6 A2	3136AJ7G5	12-15-16	3,008,028.92	2,931,062.07	05-25-21	2.679%	219.41	31	6,591.43		6,581.04	6,590.23	6,582.24	2,948,370.48
FANNIE MAE	3136AQDQ0	10-30-15	95,837.42	94,423.25	09-01-19	1.646%	4.34	31	130.41		130.15	130.41	130.15	94,887.23
FHMS KPO5 A	3137FKK39	12-17-18	773,753.29	778,983.10	07-01-23	1.646%	35.38	31	965.35		1,516.31	2,068.60	413.06	773,755.61
														3.39%
FEDERAL AGENCY NOTES AND BONDS														
FHLB	3130A8Q55	07-15-16	3,180,540.80	3,100,848.00	07-14-21	1.125%	100.00	31	16,700.00		3,000.00	18,000.00	1,700.00	3,200,000
FNMA	3135G0N82	08-19-16	822,177.68	800,512.35	08-17-21	1.250%	28.65	31	0.00				0.00	825,000
FNMA	3135G0N82	08-19-16	2,664,166.25	2,595,600.65	08-17-21	1.250%	92.88	31	16,284.71		3,645.84		19,930.55	2,675,000
FNMA	3135G0P49	09-02-16	698,908.00	693,956.90	08-28-19	1.000%	19.44	31	2,391.65		583.33		2,974.98	700,000
FHLB	3130A9EP2	09-09-16	-	-	09-26-19	1.000%	0.00	31	0.00				0.00	
FNMA	3135G0U92	01-11-19	1,598,848.00	1,604,891.20	01-22-22	2.625%	116.67	31	0.00		2,333.33		2,333.33	1,600,000
FHLMC	3137EAEJ4	09-29-17	988,208.10	976,175.64	09-29-20	1.625%	44.69	31	4,111.25		1,340.63		5,451.88	990,000
FNMA	3135G0T29	02-28-17	-	0.00	02-28-20	1.500%	0.00	31	10,019.37		733.13	10,752.50	0.00	
FNMS	3135G0T60	08-01-2017	897,273.00	886,948.20	07-30-20	1.250%	31.25	31	5,662.50		1,125.00	6,750.00	37.50	900,000
FHLB	3130ACE26	09-08-17	363,828.35	358,328.17	09-28-20	1.375%	13.94	31	1,296.51		418.23	-	1,714.74	365,000
FHLMC	3137EAEF2	04-20-17	-	0.00	04-20-20	1.375%	0.00	31					0.00	
														7.02%
CORPORATE NOTES														
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,140,756.30	10-18-19	1.550%	49.51	31	3,614.51		1,485.42		5,099.93	1,150,000
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17			01-09-19	1.700%	0.00	31	6,497.78		302.22	6,800.00	0.00	
TOYOTA MOTOR CREDIT CORP	89236TEU5	4-13-18	1,199,520.00	1,203,734.40	04-13-21	2.950%	98.33	31	7,670.00		2,950.00		10,620.00	1,200,000
UNILEVER CAPITAL	904764AZ0	03-22-18	1,193,868.00	1,196,694.00	03-22-21	2.750%	91.67	31	9,075.00		2,750.00		11,825.00	1,200,000
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,260,927.25	07-24-20	5.500%	481.25	31	75,556.25		14,437.50	86,625.00	3,368.75	3,150,000
PFIZER INC	717081EB5	11-21-16	2,078,502.40	2,061,151.04	12-15-19	1.700%	98.22	31	1,571.56		2,946.66		4,518.22	2,080,000
JOHN DEERE CAPITAL CORP.	24422ETM1	01-06-17	-		10-15-18	1.650%	0.00	31	-				0.00	-
JOHN DEERE CAPITAL CORP.	24422EUQ0	01-10-19	349,664.00	354,215.40	01-10-22	3.200%	31.11	31			653.33		653.33	350,000.00
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	680,801.64	01-06-22	2.650%	50.42	31	8,824.13		1,512.71	9,076.25	1,260.59	685,000
CATERPILLAR FINL	14913Q2A6	09-07-17	1,099,076.00	1,085,610.90	09-04-20	1.850%	56.53	31	6,613.75		1,695.83		8,309.58	1,100,000
GOLDMAN SACHS	38141GGQ1	11-28-16	3,035,092.50	2,883,826.00	07-27-21	5.250%	401.04	31	61,760.42		12,031.25	72,187.50	1,604.17	2,750,000
AMERICAN HONDA MTN	02665WCP4	12/10/21	1,549,256.00	1,562,770.45	12-10-21	3.375%	145.31	31	3,051.56		4,359.38		7,410.94	1,550,000
BANK OF AMERICA	06051GGS2	09-18-17	965,000.00	952,822.67	10-01-21	2.328%	62.40	31	5,616.30		1,872.10		7,488.40	965,000
BANK OF AMERICA	06051GFW4	04-19-16	176,358.00	173,734.40	04-19-21	2.625%	12.76	31	918.75		382.81		1,301.56	175,000
BANK OF AMERICA	06051GHH5	5-17-18	400,000.00	403,193.60	05-17-22	3.499%	38.88	31	1,710.62		1,166.34		2,876.96	400,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,567,909.35	01-10-20	2.450%	107.19	31	18,329.06		3,215.63	19,293.75	2,250.94	1,575,000
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.60	1,508,806.72	02-06-20	1.850%	78.11	31	11,326.11		2,343.33		13,669.44	1,520,000
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,137,434.65	08-14-19	2.100%	183.75	31	25,173.75		5,512.50		30,686.25	3,150,000
WALT DISNEY	25468PDP8	03-06-17	659,828.40	654,751.02	03-04-20	1.950%	35.75	31	4,182.75		1,072.50		5,255.25	660,000
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,312,560.90	05-11-20	1.800%	66.25	31	3,312.50		1,987.50		5,300.00	1,325,000
JP MORGAN CHASE & CO	46625HJD3	05-26-17	1,622,730.00	1,562,853.00	01-24-22	4.500%	187.50	31	29,437.50		5,625.00	33,750.00	1,312.50	1,500,000
HOME DEPOT INC	437076BQ4	06-05-17	749,565.00	740,712.00	06-05-20	1.800%	37.50	31	975.00		1,125.00		2,100.00	750,000
IBM CORP CORP NOTES	44932HAG8	02-06-18	1,499,265.00	1,492,479.00	02-05-21	2.650%	110.42	31	16,120.83		3,312.50		19,433.33	1,500,000
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	1,495,605.00	1,497,958.51	03-15-21	2.900%	120.83	31	12,808.33		3,625.00		16,433.33	1,500,000
PEPSICO INC	713448DX3	10-10-17	1,014,797.00	1,003,020.97	04-15-21	2.000%	56.39	31	4,285.56		1,691.66		5,977.22	1,015,000
WALMART STORES INC	931142EA7	10-20-17	1,547,752.50	1,530,014.30	12-15-20	1.900%	81.81	31	1,308.89		2,454.17		3,763.06	1,550,000
BRANCH BANKING & TRUST CORP	05531FAZ6	10-26-17	749,655.00	738,365.25	02-01-21	2.150%	44.79	31	6,718.75		1,343.75		8,062.50	750,000
HERSHEY COMPANY	427866BA5	5-10-18	629,565.30	632,744.91	05-15-21	3.100%	54.25	31	2,495.50		1,627.50		4,123.00	630,000
AMERICAN EXPRESS	025816BU2	5-17-18	1,549,736.50	1,563,254.05	05-17-21	3.375%	145.31	31	6,393.75		4,359.38		10,753.13	1,550,000
CHARLES SCHWAB	808513AW5	5-22-18	964,971.05	971,965.37	05-21-21	3.250%	87.12	31	3,484.72		2,613.54		6,098.26	965,000

INVESTMENT PORTFOLIO
January 31, 2019

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 1/31/2019	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 12/31/2018	PREPAID INT REC'VBLE 12/31/2018	INTEREST EARNED 1/31/2019	INTEREST RECEIVED	INTEREST REC'VBLE 1/31/2019	PAR VALUE
SECURITIES MANAGED BY INVESTMENT ADVISOR:														
COMMERCIAL PAPERS														
MUFG BANK LTD/NY	62479MOB2	6-15-18	1,471,082.50	1,495,899.00	03-11-19	0.000%	0.00	31	0.00				0.00	1,500,000
MUFG BANK LTD/NY	62479MRGO	7/20/2018	3,138,320.00	3,182,467.20	04-16-19	0.000%	0.00	31	0.00				0.00	3,200,000
DEXIA CREDIT	25214PJBO	6-26-18	3,141,111.11	3,189,932.80	03-18-19	0.000%	0.00	31	0.00				0.00	3,200,000
BNP PARIBAS NY BRANCH	09659CRH3	01-22-18	1,578,400.00	1,591,241.60	10-19-18	0.000%	0.00	31	0.00				0.00	1,600,000
ING (US) FUNDING LLC	4497W1OB2	7/2/2018	3,635,764.92	3,690,705.60	03-18-19	0.000%	0.00	31	0.00				0.00	3,700,000
DEXIA CREDIT	25214PM26	10/12/18	1,470,083.75	1,483,210.50	07-02-19	0.000%	0.00	31	0.00				0.00	1,500,000
									0.00				0.00	9.17%
CERTIFICATE OF DEPOSIT														
CANADIAN IMPERIAL BANK NY	13606ASZ7	12-05-16	-		11-30-18	1.760%	0.00	31	0.00				0.00	-
SVENSKA HANDELSBANKEN NY	86958JHB8	01-12-17	-		01-10-19	1.890%	0.00	31	28,481.25		1,464.75	29,946.00	0.00	
BANK OF NOVA SCOTIA HOUSTO	06417GUE6	04-06-17	1,500,000.00	1,498,093.50	04-05-19	1.910%	79.58	31	7,003.33		2,467.09		9,470.42	1,500,000
BANK OF NOVA SCOTIA	06417GU22	6-7-18	1,599,392.00	1,609,576.00	06-05-20	3.080%	136.89	31	3,559.11		4,106.67		7,665.78	1,600,000
ROYAL BANK OF CAN	78012UEE1	6-8-18	2,750,000.00	2,768,955.75	06-07-21	3.240%	247.50	31	5,940.00		7,425.00		13,365.00	2,750,000
SWEDBANK	87019U6D6	11-17-17	3,100,000.00	3,059,966.60	11-16-20	2.270%	195.47	31	8,991.72		6,059.64		15,051.36	3,100,000
SUMITOMO MITSUI BANK NY	86565BPC9	10/16/20	1,547,892.00	1,567,764.55	10-16-20	3.390%	145.96	31	10,946.88		4,524.70		15,471.58	1,550,000
														6.55%
ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS														
CCCIT 2017-A2 A2	17305EGA7	01-26-17			01-17-21	1.740%	0.00	31	21,005.67		2,049.33	23,055.00	0.00	
CARMAX AUTO OWNER TRUST	14313FAD1	7/25/2018	749,897.78	754,014.60	06-15-23	3.350%	69.79	31	1,116.67		1,956.25	1,956.25	1,116.67	750,000
ALLYA 2017-1 A3	02007PAC7	01-31-17	500,155.26	497,123.52	06-15-21	1.700%	23.62	31	409.78		736.49	768.33	377.94	500,199
ALLYA 2018-2 A3	02004VAC7	4-30-18	1,099,800.24	1,100,746.24	11-15-22	2.920%	89.22	31	1,427.56		2,676.67	2,676.67	1,427.56	1,100,000
FORDO 2017-A A3	34531EAD8	01-25-17	1,883,720.35	1,869,547.94	06-25-21	1.670%	87.38	31	1,500.41		2,711.00	2,813.26	1,398.15	1,883,727
GMCAR	36255JAD6	7/18/2018	699,836.76	703,071.11	05-16-23	3.020%	58.72	31	880.83		1,761.67	1,761.67	880.83	700,000
TAOT 2017-A A3	89238MAD0	03-07-17	647,033.95	643,414.47	02-15-21	1.730%	31.10	31	539.17		969.34	1,010.95	497.56	647,110
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,016,844.15	2,003,728.47	08-15-21	1.780%	99.73	31	1,718.97		3,099.85	3,223.09	1,595.73	2,017,082
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,075,384.14	07-15-21	1.760%	151.56	31	2,424.89		4,546.67	4,546.67	2,424.89	3,100,000
HAROT 2017-3 A3	43814PAC4	09-29-2017	579,937.19	573,786.23	09-18-21	1.790%	28.84	31	374.91		865.17	865.17	374.91	580,000
CCCIT 2017-A3 A3	17305EGB5	05-22-17	1,604,272.00	1,584,174.72	04-07-22	1.920%	85.33	31	7,168.00		2,560.00		9,728.00	1,600,000
TAOT 2018-A1 A1	89238BAD4	01-31-18	699,991.95	694,928.71	05-16-22	2.350%	45.69	31	731.11		1,370.83	1,370.83	731.11	700,000
CCCIT 2018-A1 A1	17305EGK5	01-31-18	1,499,792.40	1,493,572.35	01-20-23	2.490%	103.75	31	16,703.75		3,112.50	18,675.00	1,141.25	1,500,000
JDOT 2018-A A3	47788CAC6	02-28-18	484,965.13	482,772.01	04-15-22	2.660%	35.84	31	573.38		1,075.08	1,075.08	573.38	485,000
JOHN DEERE ABS	47788BAD6	07-18-17	999,926.80	990,156.00	10-15-21	1.820%	50.56	31	808.89		1,516.67	1,516.67	808.89	1,000,000
AMXCA 2018-1 A	02582JHQ6	3-21-18	2,609,696.98	2,605,031.60	10-17-22	2.670%	193.58	31	3,097.20		5,807.25	5,807.25	3,097.20	2,610,000
AMXCA 2017-4 A	02582JHG8	05-30-17	1,199,807.76	1,196,134.68	12-15-21	1.640%	54.67	31	874.67		1,640.00	1,640.00	874.67	1,200,000
														12.71%
SALE/PAYDOWN/MATURITY:														
CASH AND CASH EQUIVALENTS	31846V534								2,334.42		7,300.13	2,334.42	7,300.13	
	46640QFJ5								0.00				0.00	
	09659CKK3								0.00				0.00	
TOTAL			159,579,228.36	158,999,760.24					711,544.86	0.00	272,576.84	445,716.75	538,404.95	160,326,140.41
22-Feb-19				Weighted Average Interest Rate		2.020%								
			159,579,228.36	158,999,760.24					711,544.86		(272,576.84)	(445,716.75)	(538,404.95)	1.00
									711,544.86	711,544.86	THIS MONTH CARRYOVER			

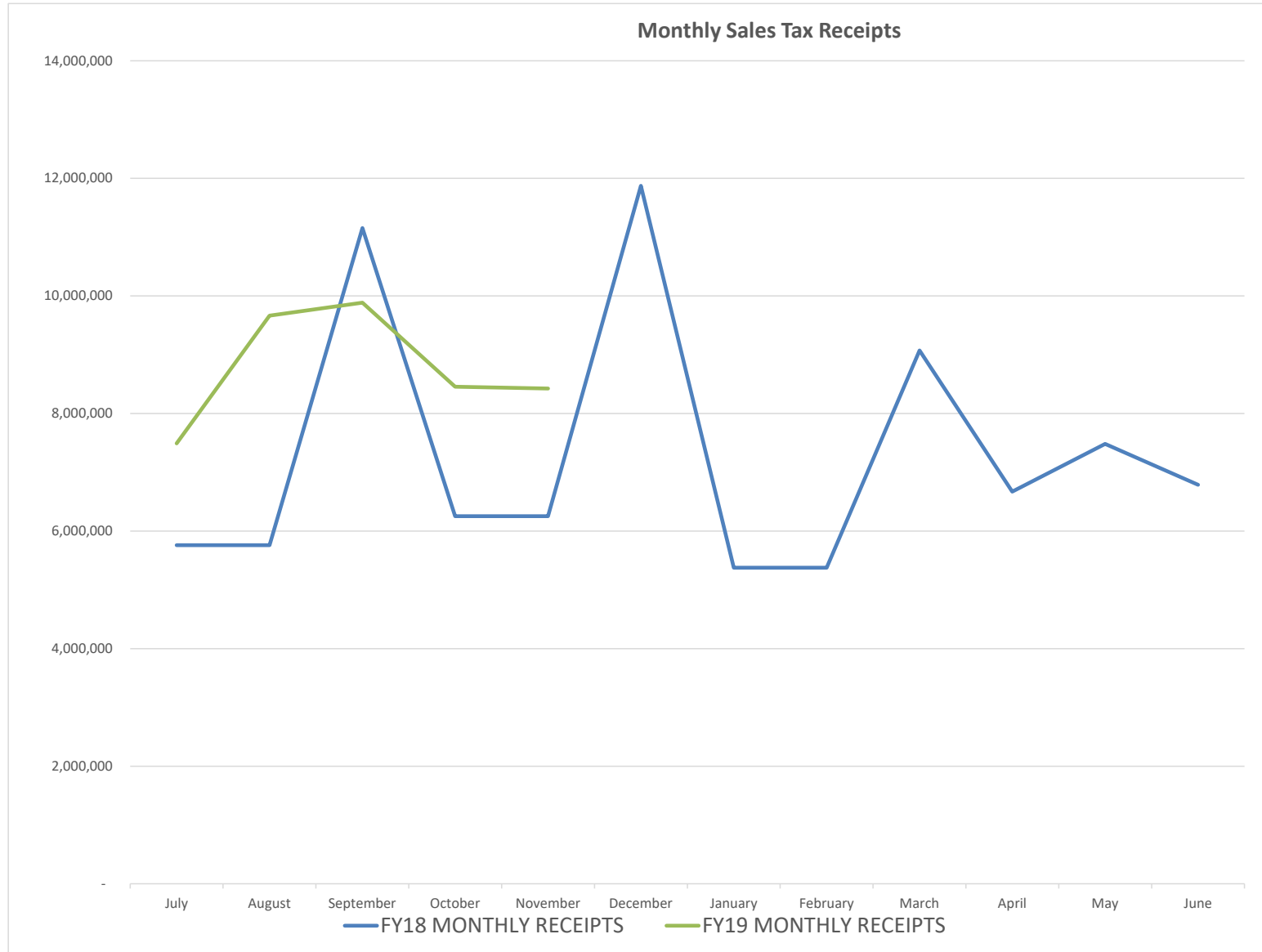
NOTE: Original cost and market value totals in this report do not tie with the PFM report because the purchase and sale of CUSIPs after 7/31 are reflected in the PFM report but not in this report.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2019
JANUARY 2019

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2018:					
1st Quarter	21,495,463	1st Quarter	22,675,138	1,179,675	22,675,138
2nd Quarter	22,409,567	2nd Quarter	24,376,877	1,967,310	24,376,877
3rd Quarter	18,912,692	3rd Quarter	19,826,509	913,817	19,826,509
4th Quarter	21,842,278	4th Quarter	20,939,402	(902,876)	20,939,402
FY2018 Total	84,660,000	FY2018 Total	87,817,926	3,157,926	87,817,926
FY2019:					
Jul. 18	6,017,139	Sep. 18	7,491,211	1,474,072	6,017,139
Aug. 18	7,017,139	Oct. 18	9,665,752	2,648,613	7,017,139
Sep. 18	8,022,799	Nov. 18	9,885,150	1,862,351	8,022,799
1st Qtr. Adjustment		Dec. 18		-	
3 Months Total	21,057,077		27,042,113	5,985,036	21,057,077
Oct. 18	6,408,256	Dec. 18	8,456,110	2,047,854	6,408,256
Nov. 18	6,408,256	Jan. 19	8,425,557	2,017,301	6,408,256
Dec. 18	8,648,652	Feb. 19			8,648,652
2nd Qtr. Adjustment		Mar. 19			
6 Months Total	42,522,241		43,923,780	10,050,191	42,522,241
Jan. 19	6,805,453	Mar. 19			6,805,453
Feb. 19	6,805,453	Apr. 19			6,805,453
Mar. 19	7,044,605	May 19			7,044,605
3rd Qtr. Adjustment		Jun. 19			
9 Months Total	63,177,752		43,923,780	10,050,191	63,177,752
Apr. 19	6,793,353	Jun. 19			6,793,353
May 19	6,793,353	Jul. 19			6,793,353
Jun. 19	9,588,742	Aug. 19			9,588,742
4th Qtr. Adjustment		Sep. 19			
FY2019 Total	86,353,200	FY2019 Total	43,923,780	10,050,191	86,353,200
22,531,149		1st Quarter			
28,023,981		2nd Quarter			
8,822,754		3rd Quarter			
		4th Quarter			
59,377,884		YTD Actual Per Statement of Revenue & Expenses			

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2019
JANUARY 2019**



FY18 MONTHLY RECEIPTS	
July	5,760,900
August	5,760,900
September	11,153,338
October	6,251,900
November	6,251,900
December	11,873,077
January	5,376,600
February	5,376,600
March	9,073,309
April	6,671,548
May	7,480,942
June	6,786,911

FY19 MONTHLY RECEIPTS	
July	7,491,211
August	9,665,751
September	9,885,150
October	8,456,110
November	8,425,557
December	
January	
February	
March	
April	
May	
June	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2019

	<u>1/31/2019</u>
Cash -- Bank of America Checking Account	4,120,675.55
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	1,770,819.02
LAIF	1,009,913.21
County Pool	237,846,691.53
Investment Portfolio	158,999,760.24
Total	<u><u>403,747,859.55</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
JANUARY 2019

Unit	Ref	Name	Amount	Method	Description
SMCTA	000231	OFFICE DEPOT	71.55	ACH	Office Supplies
SMCTA	000232	OFFICE DEPOT	381.16	ACH	Office Supplies
SMCTA	000233	URS CORPORATION	80,587.89	ACH	Consultants (1)
SMCTA	000234	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000235	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000236	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000237	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	000238	URS CORPORATION	29,217.53	ACH	Consultants (2)
SMCTA	000239	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	004818	CCHH BURLINGAME LLC	144,975.00	CHK	Capital programs (3)
SMCTA	004819	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004820	SAN MATEO, COUNTY OF	16,205.09	CHK	Capital programs (4)
SMCTA	004821	SAN MATEO, COUNTY OF	43,289.35	CHK	Capital programs (4)
SMCTA	900144	PENINSULA CORRIDOR JOINT POWERS BOARD	565,282.39	WIR	Capital programs (4)
SMCTA	004822	TOWN OF PORTOLA VALLEY	118,266.72	CHK	Capital programs (5)
SMCTA	004823	CITY OF PACIFICA	89,596.36	CHK	Capital programs (6)
SMCTA	004824	JACOBS ENGINEERING GROUP INC.	617.36	CHK	Consultants (7)
SMCTA	004825	MARK THOMAS & COMPANY AND AECOM JV	31,767.30	CHK	Consultants (8)
SMCTA	004826	MENLO PARK, CITY OF	24,158.48	CHK	Capital programs (9)
SMCTA	004827	PENINSULA TRAFFIC CONGESTION RELIEF	31,882.94	CHK	Capital programs (10)
SMCTA	004828	PENINSULA TRAFFIC CONGESTION RELIEF	17,137.50	CHK	Capital programs (10)
SMCTA	004829	PENINSULA TRAFFIC CONGESTION RELIEF	67,195.93	CHK	Capital programs (10)
SMCTA	004830	PENINSULA TRAFFIC CONGESTION RELIEF	14,761.31	CHK	Capital programs (10)
SMCTA	004831	PENINSULA TRAFFIC CONGESTION RELIEF	14,951.59	CHK	Capital programs (10)
SMCTA	004832	PENINSULA TRAFFIC CONGESTION RELIEF	30,410.46	CHK	Capital programs (10)
SMCTA	004833	PENINSULA TRAFFIC CONGESTION RELIEF	15,207.41	CHK	Capital programs (10)
SMCTA	004834	PENINSULA TRAFFIC CONGESTION RELIEF	53,471.81	CHK	Capital programs (10)
SMCTA	004835	PENINSULA TRAFFIC CONGESTION RELIEF	14,814.14	CHK	Capital programs (10)
SMCTA	004836	PENINSULA TRAFFIC CONGESTION RELIEF	46,836.65	CHK	Capital programs (10)
SMCTA	004837	SAN CARLOS, CITY OF	23,134.76	CHK	Capital programs (10)
SMCTA	004838	SAN MATEO COUNTY COMM COLLEGE DISTRICT	32,656.31	CHK	Capital programs (10)
SMCTA	004839	SOUTH SAN FRANCISCO, CITY OF	55,945.94	CHK	Capital programs (10)
SMCTA	004840	HNTB CORPORATION	88,340.40	CHK	Consultants (11)
SMCTA	004841	MARK THOMAS & COMPANY AND AECOM JV	492,610.62	CHK	Consultants (12)
SMCTA	004842	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory Fees
SMCTA	004843	SHI INTERNATIONAL CORP.	81.76	CHK	Dues & Subscriptions
SMCTA	004844	KHOURI CONSULTING	4,050.00	CHK	Legislative Advocate
SMCTA	004845	CITY OF PACIFICA	1,297.25	CHK	Capital programs (13)
SMCTA	004846	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004847	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory Fees
SMCTA	900142	DEPARTMENT OF TRANSPORTATION	2,185,742.89	WIR	Capital programs (14)
SMCTA	900143	PENINSULA CORRIDOR JOINT POWERS BOARD	321,332.76	WIR	Capital programs (15)
			<u>4,682,278.61</u>		

- (1) 101 HOV Ln Whipple - San Bruno \$57,504.08; 101 Peninsula Ave/Poplar I/C \$23,083.81
- (2) 101 Peninsula Ave/Poplar I/C
- (3) 101 Interchange to Broadway
- (4) FY17/FY18 Local Shuttles
- (5) Call for Proj-Ped&Bike FY14/15
- (6) Route 1/Manor Drive Overcross
- (7) Highway Oversight
- (8) 101 HOV Ln Whipple - San Bruno
- (9) Bayfront Willow Adaptive Signal
- (10) Shuttles FY19-20 Funding
- (11) 101 HOV Ln Whipple - San Bruno \$86,556.15; 101 Peninsula Ave/Poplar I/C \$1,784.25
- (12) 101 HOV Ln Whipple - San Bruno \$460,350.36; Hwy 1 Grey Whale Cove-Miramar \$10,102.43
US 101/SR 92 Direct Connector \$8,886.33; US101/SR92 Interchange Area Improvement \$7,881.25
101 Interchange to Broadway \$5,390.25
- (13) San Pedro Creek/Route 1 Bridge Replace
- (14) 101 Interchange to Willow \$2,178,149.18; 101 HOV Ln Whipple - San Bruno \$7,593.71
- (15) Caltrain Business Plan

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT**
2RD QUARTER FISCAL YEAR 2019

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Gordon Hail, Senior Project Controls Engineer
Joseph M. Hurley, Director, TA Program

650-508-7795
650-508-7942



BOARD OF DIRECTORS 2019

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JIM HARTNETT
EXECUTIVE DIRECTOR

**AGENDA ITEM #10
MARCH 7, 2019**

Memorandum

Date: February 27, 2019
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – March 7, 2019

101/Peninsula Interchange

The 101/Peninsula Interchange project, sponsored by the City of San Mateo, proposes to add a new on- and off-ramp at southbound US 101, which will allow for the closure of the existing on- and off-ramps at Poplar. The project is currently in the environmental phase and the focus of work has been on the assessment of traffic. The city limits of Burlingame and San Mateo run along Peninsula Avenue so the project team has been working closely with both cities. The City of Burlingame has expressed concerns about the impacts the project may have such as increased cut-through traffic in the Lyon Hoag neighborhood just north of Peninsula Avenue. The project team is working with the two cities on how best to address Burlingame's concerns.

101 Express Lanes Project

Groundbreaking

On Friday, March 8 at 10:00 am, at the 101/92 Interchange in the city of San Mateo, there will be a groundbreaking event to commemorate the start of construction of the 101 Express Lanes Project. The event will acknowledge and celebrate both the San Mateo County and Santa Clara County Express Lanes Projects. Throughout the project development process, San Mateo and Santa Clara counties have worked closely to coordinate efforts with grant applications, and the environmental and design phases of work and will continue this coordination and collaboration in the construction phase.

Santa Clara County's Express Lanes Project (VTA Silicon Valley Express Lanes Program) includes the conversion of existing HOV (High Occupancy Vehicle)

lanes to express lanes on US 101 between SR 237 in Sunnyvale and the San Mateo/Santa Clara county line in Palo Alto, including the existing dual HOV lanes on US 101 and the US 101/85 Direct Connector. These lanes are targeted to be complete and open to users in Summer 2021.

This schedule will sync up well with the targeted Summer 2021 opening of the San Mateo County southern segment (from the San Mateo/Santa Clara county line to Whipple Avenue in Redwood City) which converts the existing HOV lanes to express lanes. The northern segment, which adds express lanes between Whipple Avenue and I-380, is scheduled to open in Summer 2022.

Monitoring Other Express Lane Projects

To best prepare for the introduction of express lanes in San Mateo County and taking on the role of owner, staff has been monitoring express lanes throughout the State in order to establish best practices and inform policy decisions.

The State has set a goal of reaching five million Clean Air Vehicles (CAV) by 2030. As an incentive toward reaching the goal, qualified CAVs regardless of occupancy are able to use the express lanes for free. The significant number of CAVs using express lanes has contributed to the degradation of the performance of these lanes and the ability to meet the minimum federal speed requirement of 45 miles per hour.

On March 1, 2019, Los Angeles County Metropolitan Transportation Authority, or LA Metro, implemented a new tolling policy that charges a toll for non-carpool CAVs but provides them with a 15 percent discount. The VTA Silicon Valley Express Lanes Program is planning to implement a similar policy this summer offering a 50 percent discount.

Staff will monitor the effects these tolling policy changes will have on the performance of the express lanes.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

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

SUBJECT: **AWARD OF CONTRACT TO PROVIDE PROJECT MANAGEMENT AND SUPPORT
SERVICES FOR THE US 101 MANAGED LANES PROJECT**

ACTION

Staff recommends the Board:

1. Award an on-call contract to provide project management and support services (PM Services) for the US 101 Managed Lanes Project (Project) to Gray-Bowen-Scott (GBS) for a five-year base term for a not-to-exceed amount of \$3.1 million.
2. Authorize the Executive Director, or his designee, to execute a contract with GBS in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the Executive Director, or his designee, to exercise up to two one-year option terms with GBS, if in the best interest of the San Mateo County Transportation Authority (TA) to do so, for an aggregate not-to-exceed amount of \$1.86 million.

SIGNIFICANCE

Approval of the above actions will benefit the TA by providing a dedicated and qualified team to perform PM Services in support of the design, procurement, construction and initial operating phases of the Project.

BUDGET IMPACT

PM Services will be funded by Measure A and/or private funds; and from current and future approved TA budgets.

BACKGROUND

The TA, in partnership with the California Department of Transportation (Caltrans) and the City/ County Association of Governments of San Mateo County (C/CAG), led or is leading the Plans, Specifications & Estimate (PS&E) and design phase of the Project,

which will convert the existing high-occupancy vehicle lane on US 101 between the Santa Clara County line and the Whipple Interchange (southern segment) and construct a new express lane on US 101 between the Whipple Interchange and I-380 Interchange (northern segment). When completed, the Project will provide a 22-mile continuous express lane facility on each direction of US 101 within San Mateo County. While the design of the southern segment is completed and scheduled to begin construction in March 2019, the design of the northern segment will continue through summer 2019. Construction on the northern segment is expected to begin in late 2019.

The Project employs a Construction Manager/General Contractor (CM/GC) project delivery method. Contractor Kiewit Corp. is participating in developing the design for, and will then construct, the Project. An integrated Project Management Team (PMT) oversees and manages the CM/GC process. GBS, and its subconsultants, Apex Strategies and O'Connor Construction Management, Inc. (OCM), collectively called the GBS Team, have acted on behalf of the TA as the Owner's Representative on the PMT since the beginning of the environmental phase. The TA engaged the GBS Team to provide PM Services during the design phase through an On-Call Transportation Planning and Support Services contract awarded to HNTB. Currently, the GBS Team, as subconsultants to HNTB, is supporting the design phase of the Project. The On-Call Transportation Planning and Support Services contract with HNTB, expires November 30, 2019 but the GBS Team's services are required beyond this date.

Due to the Project's complexity and the accelerated delivery schedule, it is imperative to retain the structure and continuity of the PMT, including TA project management resources, to guide the remaining phase of the Project from final design through construction. Successful Project delivery is dependent on the lessons learned from the design development of which the GBS Team is an integral part.

The TA and C/CAG Boards, as co-sponsors of the Project, took actions at their meetings on February 7 and 14 respectively to retain ownership of the express lanes through a new Joint Powers Agency (JPA), and to contract with the Bay Area Infrastructure Financing Authority (BAIFA) to operate the express lanes. GBS's experience will benefit the TA and the Project as ownership and management responsibilities of the facilities transition to the JPA. TA staff believe it is in the best interest of the Project to retain the GBS Team on the PMT.

A single-source Request for Proposal for the provision of PM Services was sent to GBS, and the firm submitted a proposal. In accordance with state law governing the procurement of architectural and engineering services, the proposal was evaluated solely based on qualifications, with price being negotiated after evaluation of the technical proposal. An Evaluation Committee (Committee), composed of qualified staff from the TA, Caltrans, C/CAG, and the Santa Clara Valley Transportation Authority, scored the proposal based on the following criteria:

- | | |
|---|-------------|
| • Comparable Firm Experience | 0-15 points |
| • Qualifications of Firm | 0-15 points |
| • Quality of Experience of Key Staff and Management | 0-25 points |
| • Understanding of Service Requirements | 0-15 points |
| • Management Plan | 0-20 points |

- Approach and Proposed Staffing Plan

0-10 points

The Committee determined that the GBS Team possesses the requisite experience and qualifications required for successful performance of the services defined in the solicitation documents. The Committee reviewed GBS' cost proposal, and determined the costs are reasonable and are in line with market prices and previously negotiated labor rates. GBS is a certified Small Business Enterprise and its subconsultant, OCM, is a Service-Disabled Veteran-Owned Small Business.

Prepared by: Luis F. Velásquez, Procurement Administrator III
Project Manager: Joseph Hurley, Director, TA Program

650-622-8099
650-508-7942

RESOLUTION NO. 2019 –

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

*** * ***

**AWARDING A CONTRACT TO PROVIDE PROJECT MANAGEMENT AND SUPPORT SERVICES
FOR A NOT-TO-EXCEED AMOUNT
OF \$3.1 MILLION FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (TA) issued a single-source Request for Proposal (RFP) to Grey-Bowen-Scott of Walnut Creek, California (GBS) to provide on-call project management and support services (PM Services) for the US 101 Managed Lanes Project (Project) for a five-year term; and

WHEREAS, in response to the TA's RFP, GBS submitted a proposal; and

WHEREAS, an Evaluation Committee (Committee) evaluated and scored the proposal according to the criteria set forth in the RFP; and

WHEREAS, the Committee further determined that GBS possesses the necessary qualifications and requisite experience to successfully provide PM Services to support the Project, and will perform such services at fair and reasonable prices; and

WHEREAS, staff and legal counsel reviewed the proposal and determined the proposal complies with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends the Board award a contract for provision of PM Services for the Project to GBS for a not-to-exceed amount of \$3.1 million for a five-year base term and authorize the Executive Director to exercise up to two additional one-year option terms for an aggregate not-to-exceed amount of \$1.86 million if in the best interest of the TA.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby awards an on-call contract for provision of

project management and support services for the US 101 Managed Lanes Project to Gray-Bowen-Scott of Walnut Creek, California for a five-year base term for a not-to-exceed amount of \$3.1 million; and

BE IT FURTHER RESOLVED that the Board hereby authorizes the Executive Director, or his designee, to execute a contract on behalf of the TA with GBS, in full conformity with all the terms and conditions of the RFP and negotiated agreement; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute up to two additional, one-year option terms at an aggregate not-to-exceed amount of \$1.86 million, provided that exercising such options is in the best interest of the TA.

Regularly passed and adopted this 7th day of March, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **SAN MATEO US 101 EXPRESS LANES PROJECT UPDATE AND OUTREACH
PLAN FOR THE CONSTRUCTION PHASE**

ACTION

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

SIGNIFICANCE

The US 101 Express Lanes Project, jointly sponsored by Caltrans, City and County Association of Governments of San Mateo County (C/CAG) and the Transportation Authority (TA) will be embarking on the construction phase of the project this month. The project will result in the creation of 44 miles (22 miles in each direction) of new express lanes on the 101 corridor in San Mateo County. This project is one of the largest modification to the State Highway System both in terms of cost and geographic impacts in San Mateo County in nearly a century.

The project utilizes construction management/general contractor (CM/GC) an alternative project delivery method in which the construction contractor is brought onboard early in the process and is imbedded with the design team. And the construction management will be provided utilizing an integrated team of TA and Caltrans staff and consultants.

In an effort to accelerate implementation, the project will be constructed in two phases. The Project Team will first construct the southern segment which includes the conversion of six miles of High Occupancy Vehicles (HOV) lanes to express lanes between the Santa Clara County Line and Whipple Road Interchange. Construction of this segment will begin March 2019 and run through November 2019. The northern segment which will construct new express lanes from Whipple to I-380 approximately 16 miles will begin construction in Fall 2019 and be completed Fall 2021.

The combined construction cost of these two segments is estimated at \$438 million which is funded by a combination of State, Region, Measure A, and Private funding.

Every effort will be made to minimize impacts to the traveling public and the surrounding communities during construction. Toward that effort Caltrans will use conventional and social media methods to communicate various construction activities and lane and ramp closures on the freeway along with general project updates.

In advance of the opening of the express lanes the project team will provide a robust public education and outreach tutorial on the rules and usage of express lanes.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Project is being implemented through a collaborative effort between Caltrans, the City/County Association of Governments of San Mateo County, and the TA. The Project will address congestion and improve mobility on US 101 by creating an express lane in each direction between the Santa Clara County Line and Interstate 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 in the corridor.

The TA and C/CAG Boards as co-sponsors of the Project took actions at their meetings on February 7 and 14 respectively to retain ownership of the express lanes, contract with Bay Area Infrastructure Financing Authority (BAIFA) to operate, and form a Joint Powers Authority which establishes the governance structure of ownership.

Prepared By: Joseph Hurley, Director TA Program

650-508-7942

SM 101 EXPRESS LANES PROJECT



Transportation Authority Board March 7, 2019 – Agenda Item#12 (a)



- Project Updates
- Construction Activities
- Change Management Controls
- Public Outreach



- Officially rebranded San Mateo US 101 Express Lanes Project for the public
- To be constructed under 2 contracts
 - HOV to Express Lane Conversion
 - Express Lane Addition

SM 101 EXPRESS LANES PROJECT

Project Updates



HOV to Express Lane Conversion

Limits: Santa Clara County Line – Whipple I/C (6 miles)

Scope: Conversion of existing HOV lanes to express lanes through the installation of tolling equipment

Schedule: March 2019 – November 2019

Construction Capital \$61.3 million

Construction Support \$7 million

Express Lane Addition

Limits: Whipple I/C – I-380 (16 miles)

Scope: Construction of new express lanes and the installation of tolling equipment

Schedule: October 2019 – November 2021

Construction Capital \$297 (*Engineers Estimate*)

Construction Support \$34 million

Included in the project budget is a \$38 million contingency which will be the primary source of funding for contingencies

SM 101 EXPRESS LANES PROJECT

Project Updates



SM 101 EXPRESS LANES PROJECT HOV TO EXPRESS LANE CONVERSION



Cities

-Palo Alto

-East Palo Alto

-Menlo Park

-Redwood City

Limits: Construction from the San Mateo/Santa Clara County Line to Whipple Ave

Schedule: Construction March 2019

March – May 2019: Work limited to US 101 median and shoulders
June – November communication & power work

Scope: Overhead signs, barrier replacement, safety lighting, restriping

Connect to existing PG&E and telecommunications junctions on city streets

Impacts: Nighttime lane closures, temporary ramp closures, temporary city street closures

SM 101 EXPRESS LANES PROJECT EXPRESS LANE ADDITION



Cities

-Redwood
City

-San Carlos

-Belmont

-San Mateo

-Burlingame

-Millbrae

-San Bruno

-South San
Francisco

Limits: Convert existing auxiliary lanes to through lanes and add back auxiliary lanes where necessary from Whipple Ave to I-380

Schedule: Construction begins October 2019

Scope: New pavement, overhead signs, barrier replacement, safety lighting, restriping

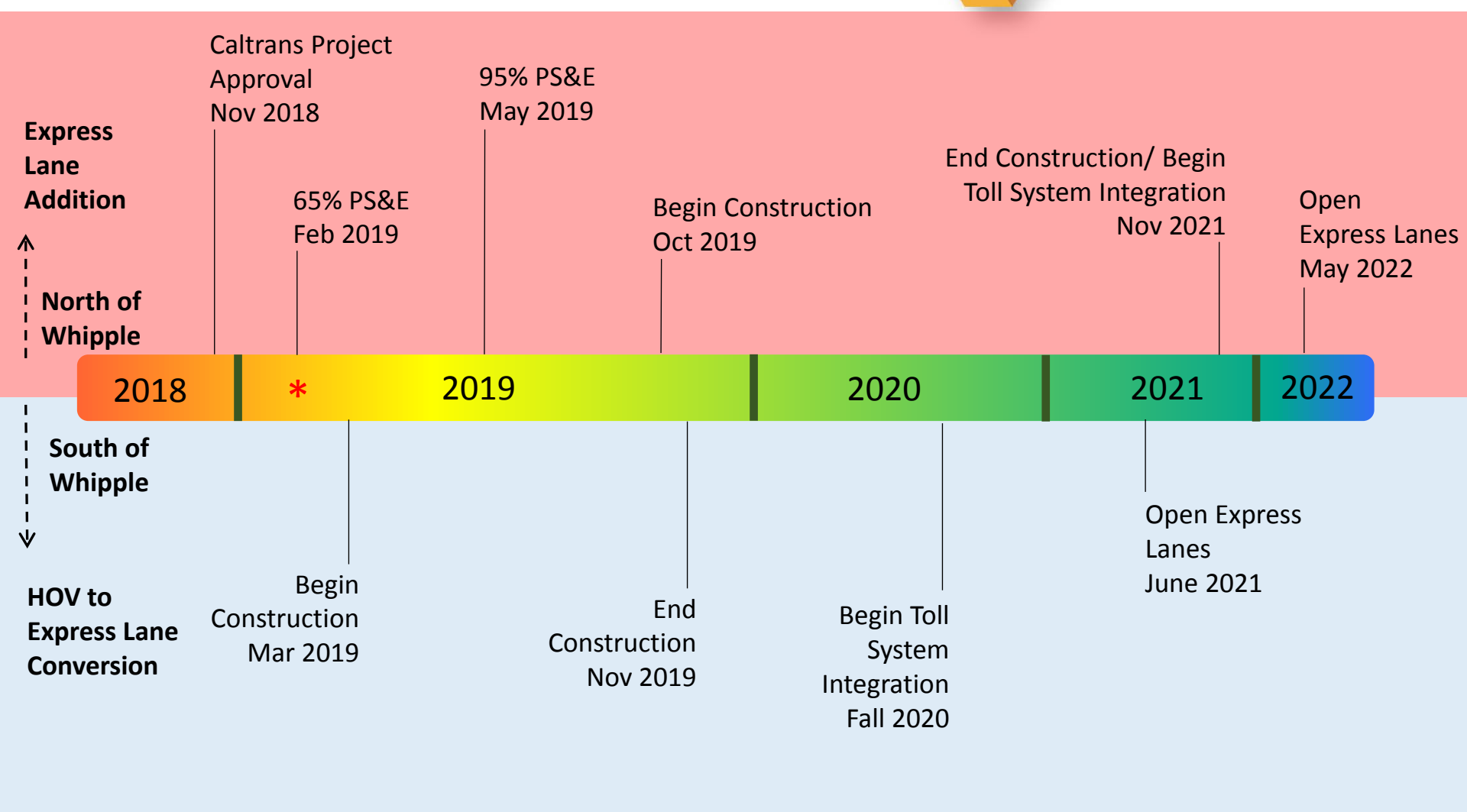
Connect to existing PG&E and telecommunications junctions on city streets

Impacts: Nighttime lane closures, temporary ramp closures, temporary city street closures

San Mateo – Narrowing of Bayshore Blvd, Changes to on-street parking at Dore Ave

San Mateo – Sound wall reconstruction, no reconstruction of Monte Diablo Pedestrian Overcrossing

SM 101 EXPRESS LANES PROJECT Schedule Update



SM 101 EXPRESS LANES PROJECT Construction Activities



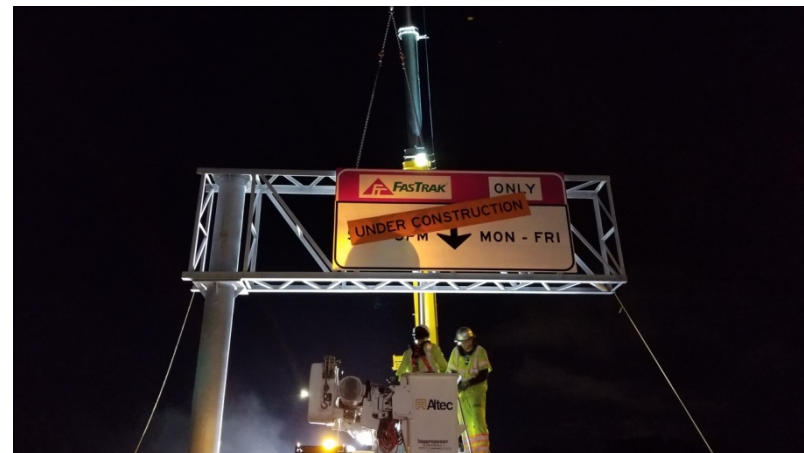
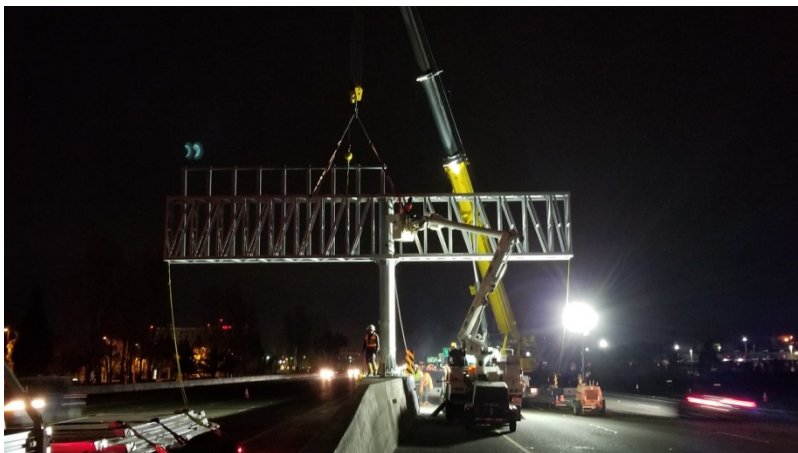
Median Barrier Replacement



SM 101 EXPRESS LANES PROJECT Construction Activities



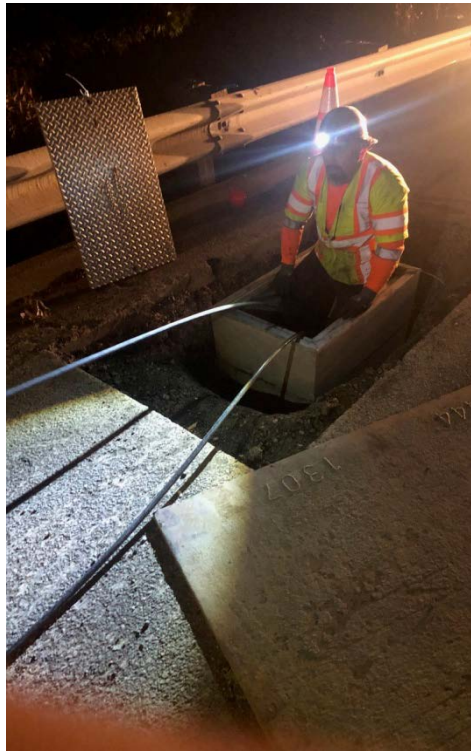
Overhead Sign Construction



SM 101 EXPRESS LANES PROJECT Construction Activities



PG&E & Telecommunication Connections



SM 101 EXPRESS LANES PROJECT

Change Management Controls



Contract Change Order (CCO)

- A modification, deletion or addition of work to a project, which differs from the original project scope or prior agreed upon changes.

Purpose of the Change Management Board

- Establish formal process for the construction management team to control, monitor and document CCOs

SM 101 EXPRESS LANES PROJECT

Change Management Controls



Proposed Change Management Board Membership

- Steve Whipple, Caltrans Design Management Team member
- Joe Hurley, San Mateo County Transportation Authority
- Jean Higaki, City and County Association of Governments of San Mateo
- Nidal Tuqan, Caltrans Project Manager*
- Leo Scott, TA Project Manager*
- Jonathan Ng, Construction Manager*

*may be advisory only (non-voting member)

SM 101 EXPRESS LANES PROJECT

Change Management Controls



What issues will come before and acted upon by the Change Management Board?

COST

Any contract change order that would increase the cost of the contract by more than \$200,000.

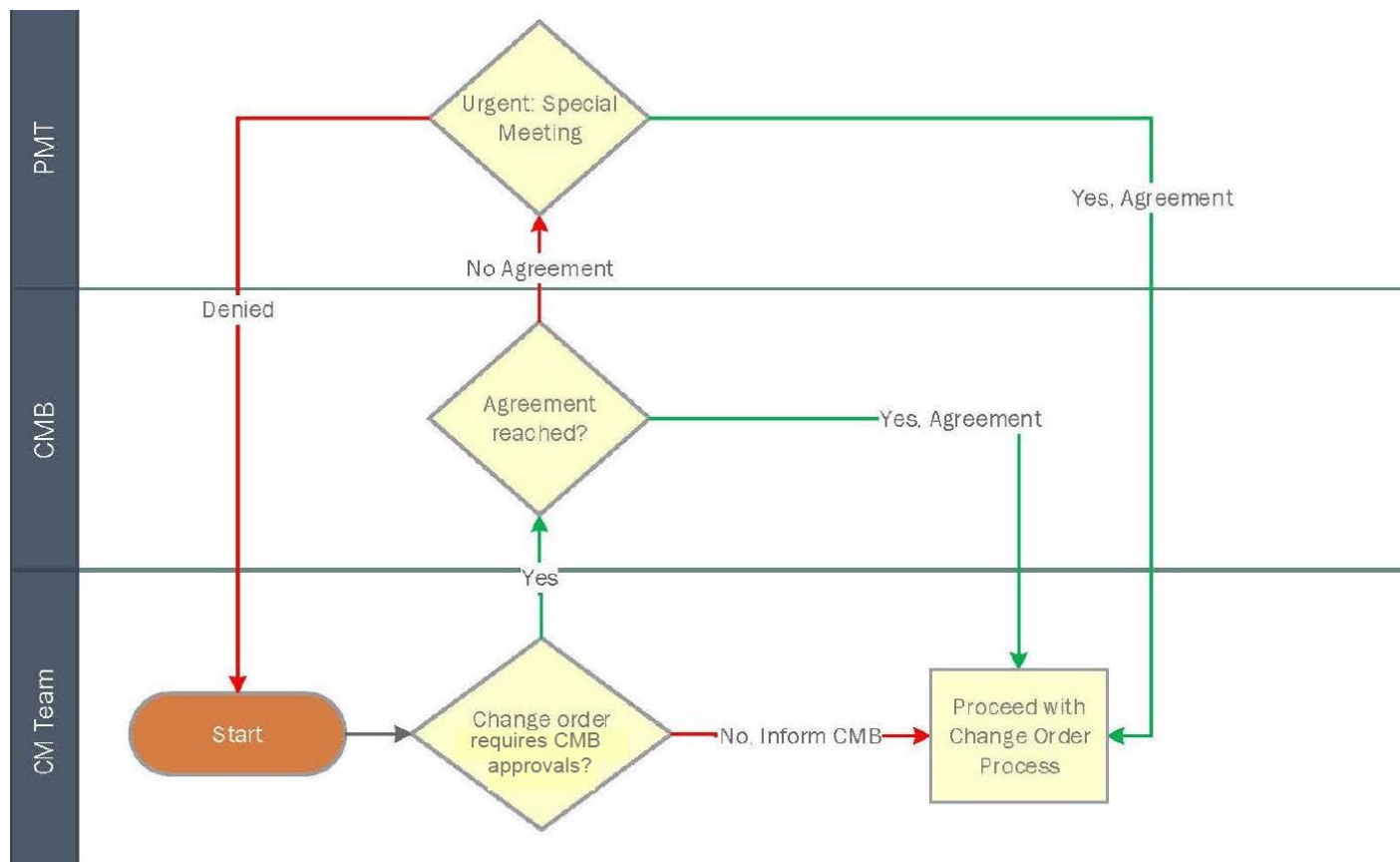
SCHEDULE

Any change that results in a contract time extension of 20 or more working days. Additionally, if time is extended by more than 20 percent of the original contract working days, then that change and each subsequent contract change order to extend time.

ELEVATION PROCESS

Any CCO that does not achieve resolution within 10 days will be elevated to the Project Management Team (April Chan, Sandy Wong and Doanh Nguyen) if still not resolved in 10 days it is elevated to the Executives (Jim Hartnett, Sandy Wong and Tony Tavares)

Change Management Board (CMB) Procedure

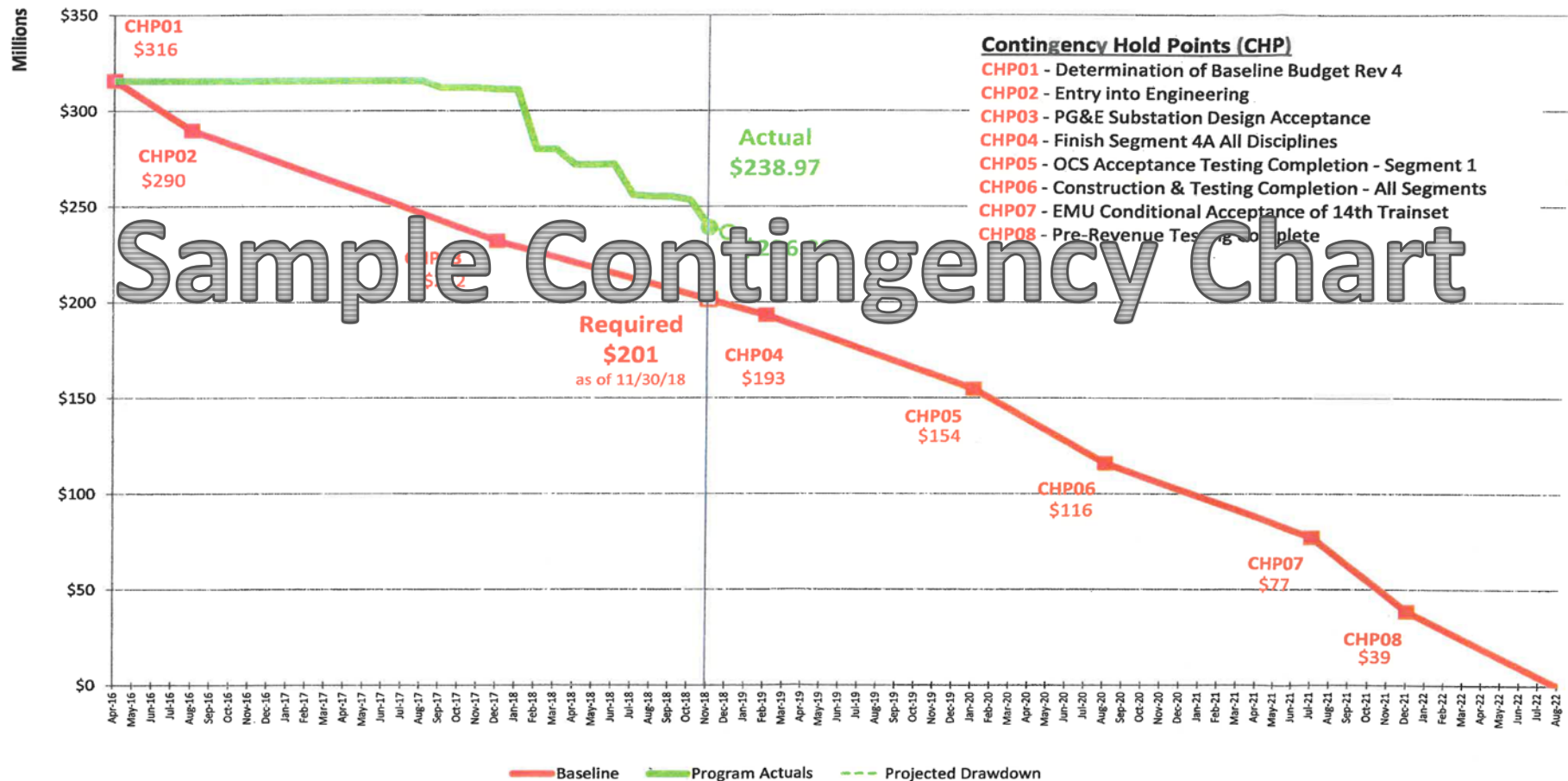


SM 101 EXPRESS LANES PROJECT

Change Management Controls



Contingency Monitoring



SM 101 EXPRESS LANES PROJECT

Public Outreach



- Public Outreach
 - Groundbreaking March 8th 10am
 - Construction Activities and Schedule
 - Express Lanes Usage Education

SM 101 EXPRESS LANES PROJECT

Groundbreaking



- Caltrans, SMCTA, C/CAG and VTA are hosting a groundbreaking event to mark the start of construction for the SM 101 Express Lanes Project as well as the construction of the VTA 101 Express Lanes Project
- Planning Lead - Caltrans District 4 Public Affairs Office
- Planning Participants – Tasha Bartholomew (SMCTA); Jean Higaki (C/CAG), VTA and Caltrans representatives
- Date – March 8th @ 10:00 AM, Caltrans 101/92 Park & Ride Lot
- Invited – State, Federal and local elected officials, agency, city and private partners, project team

SM 101 EXPRESS LANES PROJECT Construction Communications



- Construction Communications:
 - Noticeable impacts will be communicated by Caltrans directly to the public via social media (lane and ramp closures, detours, etc.)
 - Temporary city street detours will be communicated by Caltrans to the public and City staff
 - Cities/Counties/Stakeholders/Private Sector Groups will receive electronic project updates quarterly

SM 101 EXPRESS LANES PROJECT PUBLIC OUTREACH



Plan Notifications

Fact Sheet and FAQs

Ongoing updates on the Caltrans project website

City PIOs will be updated via email quarterly during construction

Stakeholders and anyone who signed up for updates will also be updated via email quarterly during construction

A new website will be developed to communicate express lanes operations

SM 101 EXPRESS LANES PROJECT CONSTRUCTION NOTIFICATIONS



Lane Closure on US 101

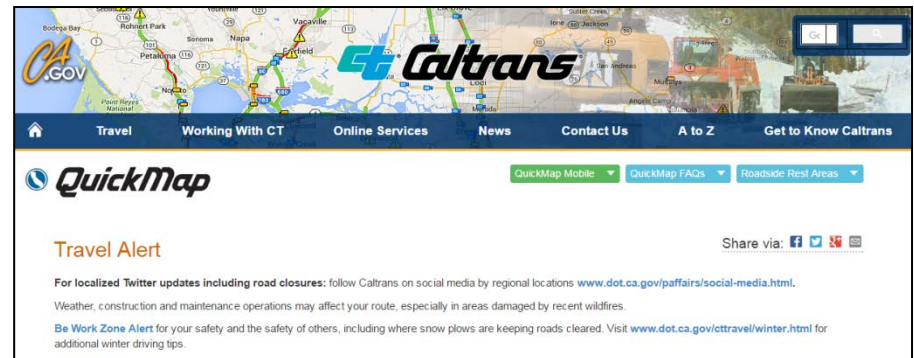
Caltrans notifies the public
about freeway lane
closures via Twitter
@CaltransD4



Twitter



Lane closures, ramp
closures & other
highway information is
available at Caltrans
QuickMap, to be linked
from the project
website



SM 101 EXPRESS LANES PROJECT CONSTRUCTION NOTIFICATIONS



Temporary Local Street Closures

Caltrans social media



Caltrans project website



Notifications Sent to City
Public Information Officers
(PIOs)

Street
Closure
Notice



SM 101 EXPRESS LANES PROJECT

Express Lanes Education



- SMCTA will host a website focused on educating the public on:
 - What are express lanes
 - How will the express lanes operate
 - How does dynamic tolling work
 - Who decides the policies for the lanes
- Linked to Caltrans project website, VTA express lanes, MTC, FasTrak, and others
- Largely featuring existing materials and videos that will be created by Caltrans for the project

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

Seamus Murphy
Chief Communications Officer

SUBJECT: **TA STRATEGIC PLAN 2020-2024**

ACTION

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

SIGNIFICANCE

At the TA December 2018 meeting, staff presented the proposed work scope for the TA Strategic Plan 2020-2024 and the TA programmed and allocated \$350,000 for its preparation. The purpose of this item is to respond to requests for additional information regarding the outreach process that were raised at the December meeting and to provide an update on current progress.

Last month, the TA issued a work directive for consultant services to CDM Smith from the TA's pool of on-call transportation planning consultants to help develop the Strategic Plan. CDM Smith will be working in collaboration with the firm Placeworks, which will implement an extensive outreach process throughout the plan development process.

In addition to future presentations to the TA and CAC, the outreach process will have several components, and input will be solicited and quantified at key points through the following venues, not limited to:

- Utilization of vested groups that participated in the Get Us Moving (GUM) effort including a:
 - Stakeholder Advisory Group (SAG), comprised of over 70 community partners, business representatives and civic organizations
 - Technical Advisory Group (TAG) with representatives from the County, cities in the County, and other agency partners
- Two rounds of Town Hall meetings to be held in each sub-region of the County (8 total meetings)
- Additional engagement activities including:
 - Ongoing presentations to business and civic organizations
 - Pop up events (e.g. booths at farmers markets and/or local festivals)

- Development of a webpage dedicated to the Strategic Plan on the TA's website
- Interactive on-line surveys
- Multi-lingual fact sheets

Further information will be provided via a PowerPoint presentation.

BUDGET IMPACT

There is no impact to the Budget from this information item.

BACKGROUND

The TA Strategic Plan 2020-2024 will provide the policy framework and program implementation guidance for the Measure A half cent transportation sales tax and for the portion of the Measure W half cent transportation sales tax that the San Mateo County Transit District (District) authorized the TA to oversee (50% of the sales tax receipts). The Measure A half-cent transportation sales tax was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County (New Measure A). New Measure A took effect on January 1, 2009 and will expire December 31, 2033.

On November 6, 2018, the voters of San Mateo County approved Measure W, known as the 2018 San Mateo County Transit District Retail Transactions and Use Tax Ordinance. Measure W is a new 30-year half-cent sales tax for transportation programs and projects that will take effect July 1, 2019 and expire June 30, 2049. Though the District is imposing the tax and administering investments in the County Public Transportation Systems category in the associated Congestion Relief Plan, the TA is responsible for administering the other categories, which include: Countywide Highway Congestion Improvements; Local Safety, Pothole and Congestion Relief Improvements; Bicycle and Pedestrian Improvements; and Regional Transit Connections.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

Measure A & W Strategic Plan 2020- 2024 Outreach Process

March 7, 2019

Board of Directors – Agenda Item#12 (b)



Presentation Summary

- **Strategic Plan Purpose & Overview**
- **Recent Outreach History**
- **Outreach Purpose & Goals**
- **Outreach Process & Timeline**

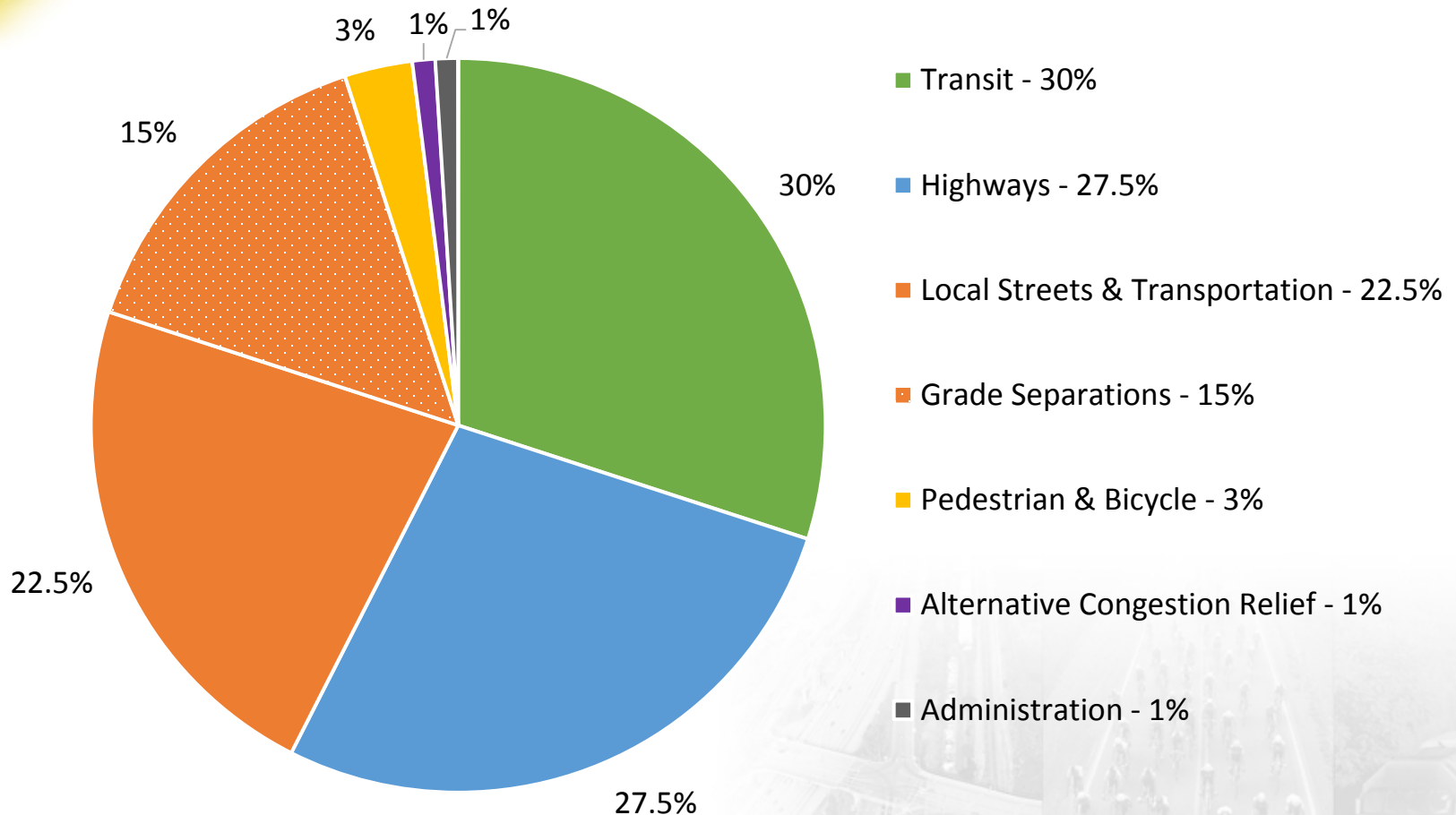


Strategic Plan Purpose & Overview

- **One Plan for 2 Measures**
- **Policy framework for program implementation**
 - Project prioritization & evaluation criteria
 - Project initiation procedures
- **Measure A: update Plan every 5 years**
- **Measure W: Plan adoption with broad based outreach**

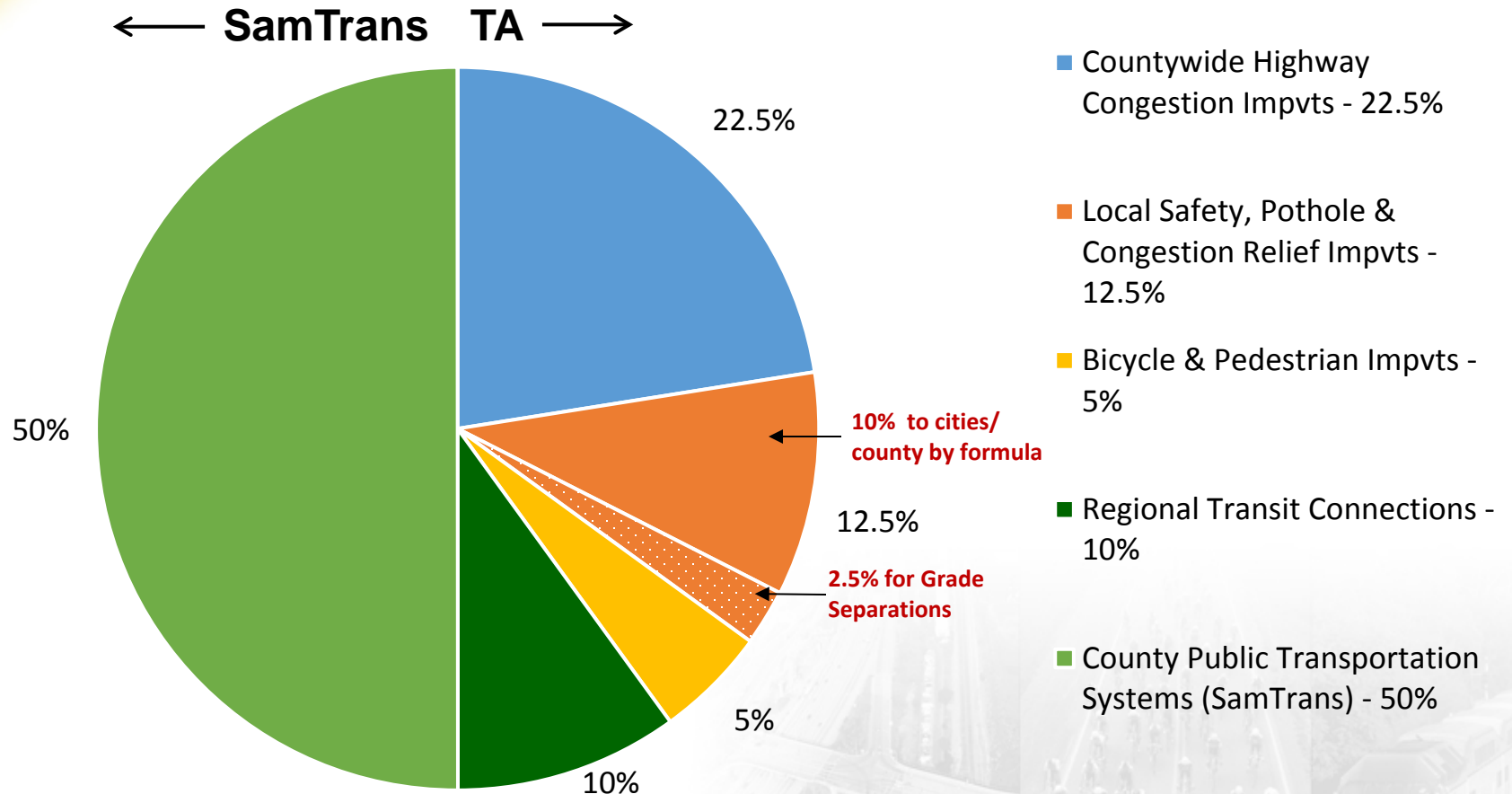


Measure A – Program Categories



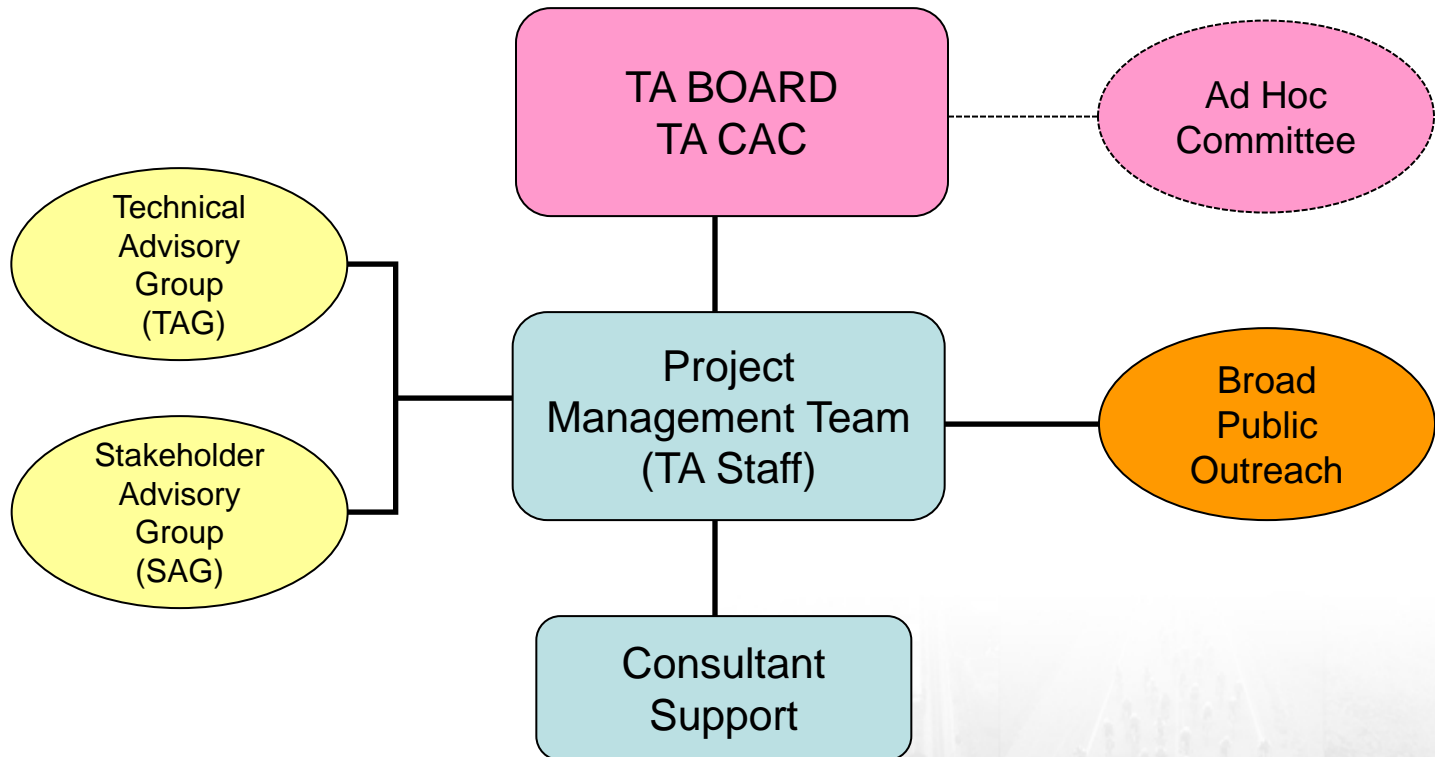


Measure W – Program Categories



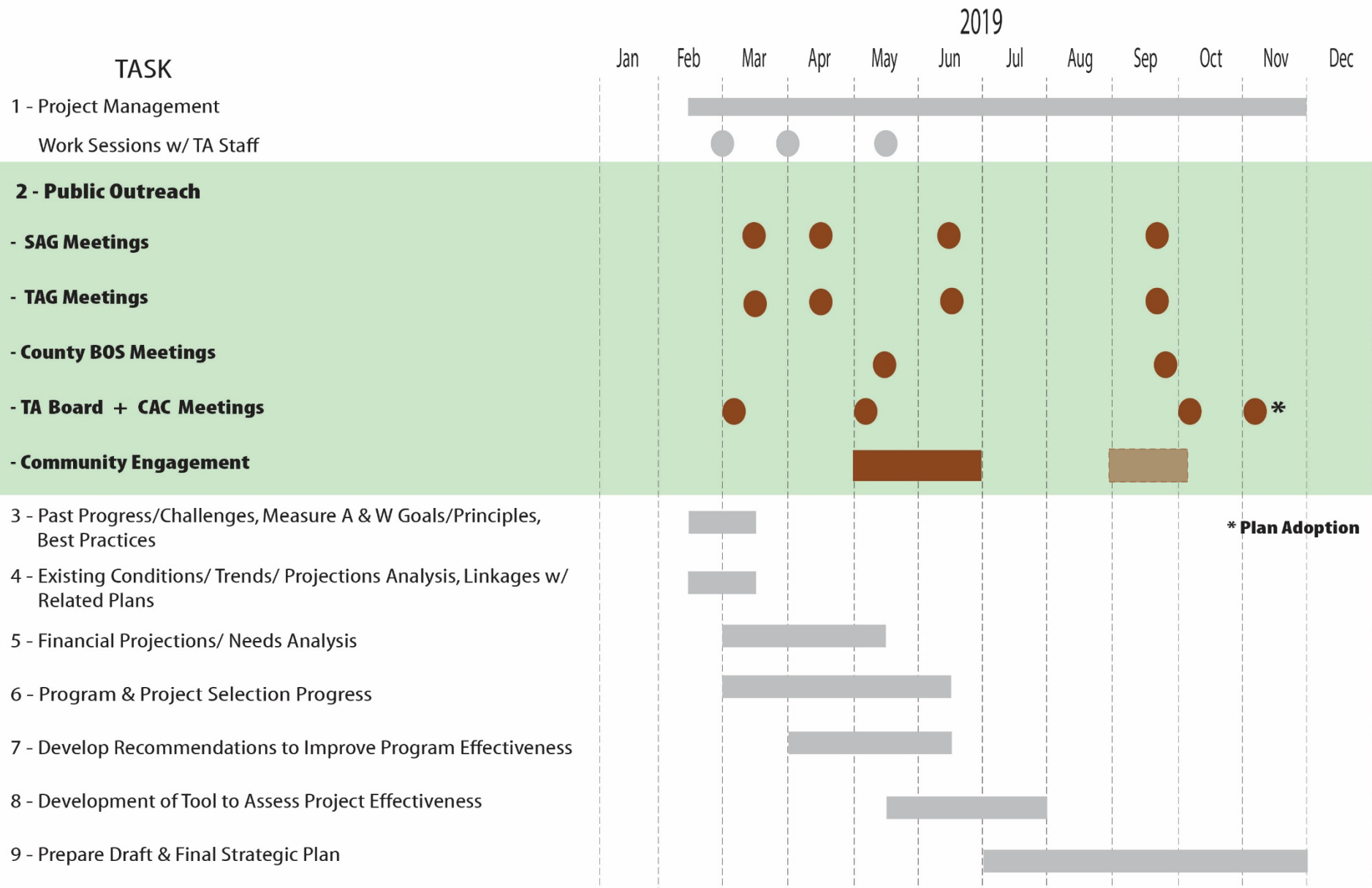


Proposed Project Management Structure





Plan Development Schedule





Get Us Moving Outreach History

- **Raised awareness of transportation conditions & helped identify needs**
- **Coordinated by SamTrans and County**
 - **Worked with Ad Hoc, Steering and Citizen Advisory Committees; stakeholder & technical advisory groups; key stakeholders; and general public to draft expenditure plan**
- **Expenditure plan served as the basis for Measure W**



Strategic Plan: Outreach Purpose & Goals

- **Education about TA Measure A and W Strategic Plan purpose and how to influence its development**
- **Encourage community engagement in the process**
- **Gain input from key stakeholders and public to shape policy framework**
 - **Implementation plan**
 - **Project selection criteria and metrics**
 - **Policies to improve project delivery**



Board & CAC Involvement

- **Receive progress reports at key points of Strategic Plan effort**
- **Review input from public outreach/engagement efforts**
- **Provide direction to Staff for key plan components**



Advisory Groups

Stakeholder Advisory Group (SAG)

- More than 70 community partners, business representatives and civic organizations

Technical Advisory Group (TAG)

- Representatives from the County, cities, and other public agencies

Both groups will provide input to Strategic Plan development, including policy framework and evaluation criteria



Outreach Timeline



Note: Ad Hoc meeting throughout



Broad Community Outreach

- **Town Halls** (north, mid, south county and coast)
- **Presentations to civic/business groups, Sister Agencies & County Board of Supervisors**
- **Community pop-up events**
- **Online/mobile surveys such as prioritization**
- **Traditional & social media, multi-lingual materials**
- **Dedicated webpage**



Next Outreach Steps

- **Late March 2019: First SAG and TAG meetings**
- **Late April: Second SAG and TAG meetings**
- **Early May: Update to CAC and Board**
- **May/June: First Town Hall Meeting & Public Engagement**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

Derek Hansel
Chief Financial Officer

SUBJECT: **MEASURE A SEMI-ANNUAL PROGRAM STATUS REPORT**

ACTION

Staff recommends the Board receive and file the semi-annual Measure A Program Status Report.

SIGNIFICANCE

The semi-annual program status report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. The report summarizes the following:

- General program status
- Total funds collected
- Programmed funds
- Available funding for new commitments and allocations

The current report, which covers the period from July through December 2018, shows a decrease in funding in the Original Measure A Total Funds Collected column from the prior report that covered the period from January through June 2018. During a review of our payment processes for program expenses, staff found that New Measure A funds were being used to pay for Original Measure A expenses, with corresponding impacts on investable funds associated with the Original and New Measures. We have calculated the financial consequences; and have determined that the Authority should transfer \$1.9 million in interest income from Original Measure A to New Measure A as compensation. Going forward, controls have been put in place to ensure that one measure does not pay for another measure's expenses. We are also in the process of upgrading the bank account structure to ensure that funds belonging to different measures are not commingled – once this is completed, Original Measure A will pay New Measure A back the funds that New Measure A paid for Original Measure A expenses.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

This report is presented to the Board around the end of every winter and summer. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.

Prepared by: Jennifer Williams, Analyst, Programming and Monitoring
Rohit Goel, Manager, Treasury

650-508-6343
650-508-6405



Measure A Program Status Report

Semi-Annual Report

(As of December 31, 2018)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2018)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ¹	Programmed Funds ²	Available Funding ³
1. Caltrain	21.6%	- Projects in process.	\$ 323,344	\$ 302,681	\$ 20,663
2. Paratransit	3.1%	- Program completed.	\$ 56,113	56,113	\$ -
3. Dumbarton Rail	1.7%	- Program completed.	\$ 18,316	18,316	\$ -
4. Highway	29.3%	- \$133K of cost savings from the completed planning phase of the US 101/SR 92 Interchange Project made available for other projects. - Projects in process.	\$ 359,587	352,310	\$ 7,277
5. Local Streets and Roads	20%	- Program completed.	\$ 203,264	203,264	\$ -
6. Caltrain Grade Separation ⁴	22.8%	- Projects in process.	\$ 237,903	227,730	\$ 10,173
7. Bicycle Transportation	0.01%	- Program completed.	\$ 120	120	\$ -
8. Transportation System Management	0.7%	- Program completed.	\$ 7,121	7,121	\$ -
Total:			\$ 1,205,768	\$ 1,167,655	\$ 38,113

Footnotes

1 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds include interest but do not include rental income, which is now tracked separately.

As of December 31, 2018, total rental income was as follows: \$14.937M from the Caltrain Program Category, \$4.119M from the Dumbarton Program Category and \$1.090M from the Grade Separation Program Category.

2 Programmed funds represent all prior commitments.

3 Available funding represents amount available for TA Board to make new funding commitments and is the difference between Total Collected Funds and Programmed Funds.

4 A one time adjustment was made redistributing \$1.795M in proceeds from the 2015 sale of surplus property purchased for the Jefferson Grade Separation from the New Measure A Grade Separation Program to the Original Measure A Grade Separation Program.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2018)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- Annual allocation of 50% for Operations and 50% for Capital projects (Resolution 2018-17). - \$48K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). - Projects in process	\$ 120,504	\$ 110,119	\$ 10,385
<i>Local Shuttle</i> ⁵	4%	Competitive	- \$12K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). - Projects in process.	\$ 30,126	30,004	\$ 122
<i>Accessible Services</i>	4%	Agreement-Based	- \$12K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). *- Annual distribution to SamTrans for paratransit service.	\$ 30,126	\$ 31,570	\$ (1,444)
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- \$6K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). - 50% of ferry program funds reserved for Redwood City ferry project.	\$ 15,063	8,543	\$ 6,520
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses.	\$ 15,063	\$ 15,062	\$ 1
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- \$6K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). *- Measure A funding decision put on hold.	\$ 15,063	6	\$ 15,057
2. Highway	27.5%	Competitive	- \$207K of Measure A funds reprogrammed and reallocated from US 101 Managed Lanes to US 101/SR 92 Direct Connector (Resolution 2018-20). - \$157K of cost savings from the completed environmental phase of the US 101/Holly Street Interchange Reconstruction Project made available for other projects. - \$204K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). - \$600K de-programmed and de-allocated from the SR 92 Safety and Operational Improvements Project (Resolution 2018-27). - \$3.2M de-programmed from SR 1 Fassler-Westport Project (Calera Parkway) (September 2018 approval of settlement agreement and Resolution 2018-27) and made available for other projects. - Projects in process.	\$ 207,115	160,957	\$ 46,158
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 169,458	\$ 169,458	\$ -
4. Grade Separation ⁵	15%	Competitive	- \$45K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). - \$9.6M of New Measure A funds previously programmed and allocated for the 25th Avenue Grade Separation Project were replaced with an equivalent amount of Original Measure A funds ⁷ . *- Projects in process.	\$ 112,972	97,530	\$ 15,442
5. Ped and Bike	3%	Competitive	- \$9K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). - Projects in process.	\$ 22,594	20,953	\$ 1,641
6. Alternative Congestion Relief	1%	Plan-Based	- \$548K allocated to Commute.org in support of its TDM programs for FY 2019 (Resolution 2018-21). *- \$3K programmed and allocated as part of the proportionate share towards the Strategic Plan 2020-2024 (Resolution 2018-25). *- Commute.org TDM work programs ongoing.	\$ 7,531	4,511	\$ 3,020
Total:				\$ 745,615	\$ 648,713	\$ 96,902

Footnotes

1 Based on TA Board adopted Strategic Plan 2014-2019.

2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through December 31, 2018.

3 Programmed funds represent all prior commitments.

4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.

5 A one time adjustment was made redistributing \$1.795M in proceeds from the 2015 sale of surplus property purchased for the Jefferson Grade Separation from the New Measure A Grade Separation to the Original Measure A Grade Separation Program as the property was purchased with Original Measure A Grade Separation Program funds.

6 Interest accumulated on New Measure A funds is applied to TA Oversight budget.

7 Per Resolution 2017-16, the Executive Director, or his designee, was authorized to expend either Original or New Measure A funds for Caltrain, Highway and Grade Separation projects that have already been programmed and allocated Measure A funds and are eligible to receive funding from both measures.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

Holland & Knight

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SMCTA Federal Update January-February 2019

CONGRESS

FY 2019 Transportation Appropriations Bill Update: During the evening of February 13, Congress introduced the FY 2019 omnibus appropriations conference report including \$325 billion in discretionary appropriations to cover the last seven of the FY 2019 appropriations bills, including the Transportation/HUD Appropriations bill. At this time, the Senate passed the conference report during the afternoon of the February 14 by a vote of 83-16. The House is scheduled to vote on the legislation the evening of February 14. President Trump has agreed to sign the bill into law before midnight on February 15 to avert government shutdowns.

The conference report provides \$26.5 billion for the Department of Transportation (DOT) at \$26.5 billion including:

- \$900 million for BUILD grants
- \$45.3 billion for federal-aid highways (FAST Act authorized level), plus \$3.25 billion from the Treasury's general fund (versus the Highway Trust Fund)
- \$255 million for Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants
- \$9.9 billion for Federal Transit Administration (FTA) transit formula grants (FAST Act authorized level), plus \$700 million from the general fund for infrastructure grants
- \$2.55 billion for the Capital Investment Grant program, including \$1.27 billion for New Starts, \$635 million for Core Capacity, and \$527 million for Small Starts.

Transportation Authorization/Infrastructure Update: Based on Holland & Knight's conversations with House Transportation and Infrastructure Committee, the committee would like to introduce an infrastructure bill in April. The Senate Environment and Publics Work (EPW) Committee plans to introduce and pass FAST Act reauthorization bill this year before the presidential election year. The FAST Act expires in September 2020.

The House Transportation and Infrastructure Committee held a hearing on February 7th on infrastructure, and members from both sides of the aisle acknowledged that the timing for an infrastructure package is now. Members of Congress focused their questioning on identifying pay-fors, and how the federal government could aid in developing resilient infrastructure, the need for which has been underscored by recent natural disasters. Chairman Peter DeFazio (D-

OR) also addressed the economic impacts if infrastructure assets fail, such as the Northeast Corridor (NEC), and the Hudson Tunnel project. Identifying ways to pay for infrastructure investment has long plagued Congress, despite bipartisan calls for an infrastructure package, especially with the Highway Trust Fund (HTF) running out of money.

Testimony from witnesses during the hearing focused on the gap in infrastructure investment, which they fear will rise. Witnesses, including Los Angeles Mayor Eric Garcetti and former Transportation Secretary Ray LaHood, suggested raising the gas tax as one solution. They noted that it was risky, but could be effective. Some members expressed support for raising the gas tax, but others shared concerns over potential political fallout for adopting such a reform. Witnesses also noted that the President's infrastructure plan released last year ignited enthusiasm, though it did not gain momentum. Mayor Garcetti and Mayor Stephen Benjamin of Columbia, South Carolina both encouraged Congress to fund projects that would bring in money from a variety of sources, including local governments and private investors. Mayor Garcetti said federal lawmakers should consider paying part of the cost of maintenance for existing infrastructure, to prevent it from decaying further. Another witness, Amtrak CEO Richard Anderson, called on Congress to take action to address the Hudson River Tunnel project by passing an infrastructure bill that increases federal funding into existing programs that support intercity passenger rail. He also suggested establishing new federal policies and grant programs through reauthorizing the Fixing America's Surface Transportation (FAST) Act, which expires in 2020.

House Democrat Proposes Gas Tax Increase: Rep. Earl Blumenauer (D-OR), a senior Democrat on the House Ways and Means Committee, is seeking co-sponsors for a draft bill, the Rebuild America Act of 2019, that would increase the federal motor fuels tax by five cents per year starting in 2020. After 2023, the gas tax would increase to 43.3 cents per gallon, and the federal diesel tax would increase to 49.3 cents per gallon. After 2024, the tax would increase based on inflation.

If the legislation passes, this would be the first increase in the federal motor fuels tax since 1993. An increase in the tax has been cited as a key element of Democratic efforts to further invest in infrastructure.

ADMINISTRATION

FHWA Nominee Sails Through Hearing: Nicole Nason, tapped to lead the Federal Highway Administration (FHWA), appeared before the Senate EPW Committee on January 29, for a [confirmation hearing](#). Nason previously served as Assistant Secretary for Government Affairs under Former Transportation Secretary Norman Mineta, and was most recently at the State Department. There, she developed seat belt rules for school buses, and rulemaking for electronic stability control systems. Republicans praised her record, with Chairman John Barrasso (R-WY) noting that she brings federal transportation policy experience to the position. During the hearing, Barrasso stressed the need for existing formula programs to be maintained, rather than creating new programs. Nason did not confirm or deny that this would happen, but she did focus

on the need for funding certainty. Democrats on the panel were satisfied with her focus on climate resilient infrastructure, and her commitment to multi-modalism.

CBO Analysis Prediction for HTF: The Congressional Budget Office (CBO) reported that according to a [new analysis](#), the Highway Trust Fund (HTF) transit account will run out of money by 2021 if Congress does not find a solution. The account is projected to stay solvent until 2022. The balance was \$41 billion in 2018, but is expected to drop to \$32 billion this year, \$19 billion in 2020, and absent any legislation, \$4 billion in 2021, eventually depleting in 2022. Debate over reauthorization of surface transportation programs will occur in Congress this year, and the CBO figures are likely to be cited.

DOT Requests Applications for INFRA Grants: The Department of Transportation (DOT) on December 21 [announced](#) the solicitation of applications for fiscal year 2019 grants under what is now called the INFRA surface transportation grant program created by the FAST Act. The program has the largest grants out of any ongoing DOT competitive grant program with a minimum grant of \$25 million. Applications are due March 4, 2019, for what DOT anticipates will be between \$855-902.5 million in funding.

DOT Announces \$60 Million for AV Programs: The DOT has [announced](#) that up to \$60 million in grant funding is available for autonomous vehicle (AV) demonstration projects. The money will go toward multiple projects that test the safe integration of AVs onto U.S. streets and their transportation systems. The funding is for AV research and development, including identifying and addressing potential challenges to AV integration, with a focus on safety. Public entities including local, state and tribal governments as well as transit agencies and public research institutions are eligible to apply. Grant [applications](#) are due March 21, 2019.

DOT Hosts Webinar on Automated Driving Systems Demonstration Grants: The U.S. Department of Transportation (DOT) has announced up to \$60 million in federal grant funding for projects that test the safe integration of ADS on the nation's roadways. These grants aim to gather significant safety data to inform rulemaking, foster collaboration amongst state and local government and private partners, and test the safe integration of ADS on our nation's roads. On January 24, at 1:00 PM ET, DOT will hold an information webinar on the ADS Demonstration Grants Program. The webinar will be conducted as a virtual forum and will help potential applicants gather additional information about the Funding Opportunity and ask specific questions. To register for the webinar, please visit [DOT](#). Additional information is also available on the Notice of Funding Opportunity Announcement via [Grants.gov](#).



February 11, 2019

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

RE: STATE LEGISLATIVE UPDATE – MARCH

Given that the bill introduction deadline is not until February 22, and most committee hearings will not commence until March, much of the conversation has centered on two topics: 1) the Governor's Budget proposal to tie affordable housing production to the receipt of transportation dollars, and 2) attempts by the California Air Resources Board to influence the decision making of the California Transportation Commission to make funding allocations based on reducing greenhouse gas emissions.

Tightening the Nexus Between Affordable Housing and Transportation Funding

Governor Newsom stated he would strongly encourage jurisdictions to contribute their fair share of the state's housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals.

CTC and CARB Collaboration to Reduce Greenhouse Gas Emissions

Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. A particular tension exists with transportation planning agencies who are being asked to go above and beyond to meet future emission reduction targets—despite not having purview over housing production or job creation location—while implementing voter-approved expenditure plans, such as Measures A and W. At the state level, there is also concern about the ability to implement SB 1 programs, which voters have overwhelmingly supported to be constitutionally protected (Proposition 22 of 2010, Proposition 69 of 2018) and continued for purposes of maintaining highway, local streets, and roads infrastructure; easing congestion; and providing multimodal solutions (defeat of Proposition 6 in 2018). We highlight several bills in the attached bill matrix that attempt to reshape the decision-making process of several state agencies in order to reduce greenhouse gas emissions.

Bills of Interest

AB 252 (Daly) State NEPA Delegation for Transportation Projects

Federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which California may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government, but only until January 1, 2020. This bill would extend the operation of this delegation indefinitely. In 2017, SMCTA supported AB 28 (Frazier), which was sponsored by the Self-Help Counties Coalition and extended the sunset date from January 1, 2017 to January 2020. ***We recommend SMCTA SUPPORT this measure.***

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
AB 11 Chiu (D) Community Re-development Law of 2019	1/17/19 Referred to Assembly Committees Housing & Community Development and Local Government	<p>This bill would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements.</p> <p>The bill would require:</p> <ul style="list-style-type: none"> • A public hearing process, and the adoption of a resolution that city or county to submit the resolution of intention to the Strategic Growth Council (SGC) for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. • The SGC to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the State Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. • Not less than 30% of all taxes allocated to the agency from an affected taxing entity be deposited into a separate fund, established by the agency, and used for the purposes of increasing, improving, and preserving the community's supply of low- and moderate-income housing available at an affordable housing cost, as provided. The bill would allow an agency to conduct bond financing. 	Watch
AB 40 Ting (D) Zero-Emission Vehicles	1/24/19 Referred to Assembly Committees on Transportation and Natural Resources	<p>This bill, no later than January 1, 2021, would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040.</p>	Watch
AB 148 Quirk-Silva (D) Regional Transportation Plans: Sustainable Communities Strategy	1/24/19 Referred to Assembly Committees on Transportation and Natural Resources	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires:</p> <ul style="list-style-type: none"> • The regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy which would, among other things, identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	Watch

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
AB 185 Grayson (D) California Transportation Commission: Joint Meetings	2/4/19 Assembly Transportation Committee	<p>Existing law requires the CTC and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies.</p> <p>This bill would require the Department of Housing and Community Development to participate in those joint meetings with the CTC and CARB.</p>	Watch
AB 252 Daly (D) Caltrans: NEPA	2/7/19 Assembly Transportation Committee	<p>Existing law gives Caltrans full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program.</p> <p>This bill would extend the operation of these provisions indefinitely.</p>	Recommend Support
AB 285 Friedman (D) California Transportation Plan	1/29/19 Introduced	<p>Existing law requires Caltrans to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the first update to the plan by December 31, 2015, and to update the plan every 5 years thereafter. Existing law requires the plan to consider various subject areas for the movement of people and freight, including environmental protection and quality of life. Existing law also requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and to identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law also requires the CTC to review the plan and make certain recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016, and every 5 years thereafter.</p> <p>This bill would require the department to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require Caltrans to include specified information in the plan, including, among other things, a review, conducted in consultation with the Strategic Growth Council, of the potential impacts and opportunities for coordination of specified grant programs and recommendations for the improvement of the grant programs to better align them to meet long-term common goals. The bill would require Caltrans to complete an interim report by January 31, 2022, that contains the new information required to be included in the 3rd and subsequent updates to the plan. The bill would add environmental justice to the subject areas that the plan is required to consider for the movement of people and freight. The bill would require CTC to discuss its recommendations for transportation system improvements at a specified joint meeting with the State Air Resources Board before submitting those recommendations in the required report to the Legislature and the Governor.</p>	Watch

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
AB 352 Garcia (D) Greenhouse Gas Reduction Fund: Investment Plan & Transformative Climate Communities Program	2/5/19 Introduced	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board (CARB) as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the CARB to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, beginning July 1, 2020, would require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define a disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant.</p>	Watch
SB 5 Beall (D) Local-State Sustainable Investment Incentive Program	1/24/19 Referred to Assembly Committees on Governance & Finance and Housing	<p>This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee (SIIC). The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the SIIC to participate in the program.</p> <p>The bill would require the SIIC to adopt guidelines for applications and approve no more than \$200,000,000 per year from July 1, 2020, to June 30, 2025, and \$250,000,000 per year from July 1, 2025, to June 30, 2029, in reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. This bill would provide that eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and projects promoting strong neighborhoods.</p> <p>The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the SIIC.</p>	Watch
SB 25 Caballero (D) CEQA: Qualified Opportunity Zones	1/16/19 Referred to the Senate Committees on Environmental Quality and Judiciary	<p>This bill would establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by qualified opportunity funds, or by moneys from the Greenhouse Gas Reduction Fund and allocated by the Strategic Growth Council. The bill would apply certain rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects located in a qualified opportunity zone.</p>	Watch

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
SB 43 Allen (D) Carbon Taxes	1/16/19 Referred to Senate Committees on Environmental Quality and Governance & Finance	This bill would require the California Air resources Board (CARB), in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products. The bill would require CARB to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan.	Watch
SB 50 Wiener (D) Planning and Zoning: Housing development & Equitable Communities Incentive	1/24/19 Referred to Senate Committees on Housing and Governance & Finance	This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also declare the intent of the Legislature to delay implementation of this bill in sensitive communities, as defined, until July 1, 2020, as provided.	Watch
SB 127 Weiner (D) Transportation Funding: Complete Streets	1/24/19 Senate Transportation Committee	<p>Existing law establishes the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users.</p> <p>This bill would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to ATP matters to guide progress toward meeting Caltrans' ATP goals and objectives. The bill would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p> <p>The bill would require the CTC, in connection with the asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system. The bill would require that SHOPP projects include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users. The bill would also require that each project include in its budget the cost of pedestrian and bicycle facilities. The bill would require that the plain language performance report developed by Caltrans, in consultation with the CTC, include a description of pedestrian and bicycle facilities on each project, including the number, extent, and cost of the elements relative to the overall project.</p>	Watch

SMCTA Bill Matrix – March 2019

Measure	Status	Bill Summary	Recommended Position
SB 128 Beall (D) Enhanced Infrastructure Financing Districts	1/24/19 Senate Governance & Finance Committee	<p>Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance.</p> <p>This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds.</p>	Watch
SB 137 Dodd (D) Federal Transportation Funds	1/24/19 Senate Transportation Committee	<p>Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances.</p> <p>Existing law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles.</p> <p>This bill would authorize Caltrans to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.</p>	Watch