



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

September 6, 2018 – Thursday

5:00 p.m.

- 1) Call to Order/Pledge of Allegiance
- 2) Roll Call
- 3) Report of the Citizens Advisory Committee
- 4) 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 August 2, 2018
- b) Acceptance of Statement of Revenues and Expenses for July 2018
- c) Acceptance of Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2018

- 5) Public Comment For Items Not on the Agenda

Public comment by each individual speaker shall be limited two (2) minutes. If you wish to address the Board, please fill out a speaker's card located on the agenda table and hand it to the TA Secretary.

- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Report
- 9) Report of the Executive Director
- 10) Finance

- a) Reauthorize Investment of Monies with the Local Agency Investment Fund
- b) Authorize Redirecting Funding Sources Between the US 101/SR 92 Direct Connector and the US101 Managed Lanes Projects, and Increasing the Fiscal Year 2019 Budget

- 11) Program Report: Alternative Congestion Relief

- 12) Authorize the Allocation of \$548,060 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2019

San Mateo County Transportation Authority Meeting
Agenda for September 6, 2018

13) Program

- a) 2018 Caltrain Annual Count Presentation
- b) State and Federal Legislative Update

14) Requests from the Authority

15) Written Communications to the Authority

16) Date/Time of Next Regular Meeting: Thursday, October 4, 2018, 5:00 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070

17) 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
- b) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, et al. v. California Department of Transportation, et al.; U.S. District Court, Northern District of California Civil Case No. 3:15-cv-02090-VC

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 650-508-6279. 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 AUGUST 2, 2018

MEMBERS PRESENT: D. Horsley (Chair), M. Freschet, C. Groom, C. Johnson (Vice Chair), K. Matsumoto, R. Medina

MEMBERS ABSENT: E. Beach

STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, A. Chan, C. Fromson, J. Hurley, C. Gumpal, J. Brook

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Horsley called the meeting to order at 5:02 pm and led the Pledge of Allegiance.

ROLL CALL

Acting District Secretary Gumpal called the roll. A quorum was present.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley referred to the Citizens Advisory Committee Chair's summary report contained in the agenda packet.

CONSENT CALENDAR

- Approval of Minutes of June 7, 2018
- Acceptance of Statement of Revenues and Expenses for May and June 2018
- Acceptance of Quarterly Investment Report

Motion/Second: Johnson/Matsumoto

Ayes: Freschet, Groom, Horsley, Johnson, Matsumoto, Medina

Absent: Beach

PUBLIC COMMENT

Joan Cassman, Legal Counsel, stated that a need had arisen, subsequent to the posting of the agenda, to have the Board meet in closed session at the end of the meeting. She stated the Brown Act has a provision whereby a four-fifths vote of the board would allow the addition to the agenda as an urgent item. The Board made the following motion to add the Closed Session to the agenda:

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, et al. v. California Department of Transportation, et al.; U.S. District Court, Northern District of California Civil Case No. 3:15-cv-02090-VC

Motion/Second: Medina/Freschet

Ayes: Freschet, Groom, Johnson, Horsley, Matsumoto, Medina

Absent: Beach

John Keener, Pacifica, addressed the board in support of receipt of a grant to the City of Pacifica.

NOMINATING COMMITTEE REPORT FOR THE CITIZENS ADVISORY COMMITTEE

Director Medina recommended the board appoint Mario Rendon to the Citizens Advisory Committee to fill the vacancy left by member Steve Stamos. The term will expire on May 31, 2020. Mr. Rendon is a resident of Half Moon Bay.

Motion/Second: Medina/Matsumoto

Ayes: Freschet, Groom, Horsley, Johnson, Matsumoto, Medina

Absent: Beach

REPORT OF THE CHAIR

Chair Horsley reported that the Board of Supervisors voted to place the SamTrans sales tax measure and associated expenditure plan on the November ballot.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Director Matsumoto noted that the report was contained in the Board's reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD REPORT

Jim Hartnett, Executive Director, noted that the report was in the Board's reading file.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett referred to the brief written report in the reading file.

AUTHORIZATION TO EXECUTE FUNDING AGREEMENTS TO RECEIVE \$50 MILLION FOR THE 101 CORRIDOR MANAGED LANES PROJECT AND ASSOCIATED AMENDMENT TO INCREASE THE FY 2019 BUDGET

Joe Hurley, Director, Transportation Authority, outlined the funding agreements for the project including budget amendment required and recommended the following actions:

- Authorize the Chair of the Board of Directors, or his designee, to execute funding agreements with Facebook, Inc. and the San Mateo County Economic Development Association under which the San Mateo County Transportation Authority would receive an aggregate total of \$50 million from private employers in San Mateo County to supplement public funding for the construction phase of the 101 Corridor Managed Lanes Project (Project);
- Increase the Fiscal Year (FY) 2019 Budget by \$50 million from \$76,199,681 to \$126,199,681 to accept the funds and provide the additional budget authority toward completing the proposed work; and
- Authorize the Chair of the Board of Directors, or his designee, to take any additional actions necessary to give effect to this resolution.

He answered questions of Board members regarding the funding of the project and partners involved.

Approved by Resolution No. 2018-16:

Motion/Second: Matsumoto/Medina

Ayes: Freschet, Groom, Horsley, Johnson, Matsumoto, Medina

Absent: Beach

AUTHORIZING THE ALLOCATION OF \$17,270,640 IN MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR THE SAMTRANS PARATRANSIT PROGRAM AND FOR CALTRAIN OPERATIONS

Derek Hansel, Chief Financial Officer, provided a brief summary of funding allocations to Caltrain and SamTrans for their respective programs of Caltrain capital programming, Caltrain operating programming and SamTrans paratransit program.

Approved by Resolution No. 2018-17:

Motion/Second: Matsumoto/Johnson

Ayes: Freschet, Groom, Johnson, Horsley, Matsumoto, Medina

Absent: Beach

PROGRAM: 101 CORRIDOR MANAGED LANES – OWNERSHIP & OPERATIONS

April Chan, Chief Officer, Planning, Grants and Transportation Authority, introduced Leo Scott of Gray-Bowen-Scott, TA project manager consultant for 101 Managed Lanes, retained by the Authority to provide details on how a managed lane project would work and to present issues on toll facility ownership and operations and a comparison of options of owners/operators available to SMCTA. Ms. Chan noted that as the project moves towards the final design phase, a determination needs to be made as to who will own and operate the facility to facilitate the design process between the civil work with the toll system work.

Mr. Scott provided a comprehensive presentation on all aspects of implementing a managed lane or tolling system on Highway 101, including what it takes to be considered an “owner” and also an “operator” of such a system, noting that it must be accomplished by agencies that have that authority in their enabling legislation. For example, if the Transportation Authority choose to be the owner, then the TA can request the Valley Transportation Authority, which has legislative authority, to serve as the operator on behalf of San Mateo County. TA currently does not have the legislative authority to operate.

He also reviewed projected revenues for such a facility, and the costs associated with operations of the facility. The pros and cons of the County’s options of ownership and operator were reviewed, as well as next steps in the process, including a joint workshop with the City/County Association of Governments (C/CAG) in the fall.

Chair Horsley invited public comment on the agenda item.

Board Discussion and Public Comment

Adina Levin, addressed the board on behalf of the Friends of Caltrain and the Congestion Management and Air Quality Advisory Committee of the City/County Association of Governments. She requested the board consider how the options in the corridor’s mobility action plan in order to have the best traffic throughput in the area.

Drew, San Mateo, referred to pros and cons chart and discussed the owner issues and operator issues, including software coding that would be controlled by the owner on the software architecture.

Board members provided commentary on the issue. Director Groom stated she was in favor of having ownership and partnering with the Valley Transportation Authority as the

operator and favored bus express lanes but was initially hesitant about charging tolls. On the equity issue, Director Groom inquired about a “lifeline” type of fare that could be utilized for persons not able to afford the toll to get to work in a timely manner.

April Chan shared that SamTrans is leading an express bus feasibility study as well as a Mobility Action Plan study. The Mobility Action Plan will look at strategies to improve options and look for solutions in the US101 corridor that would increase vehicle occupancy and reduce congestion. With regards to equity issues, she suggested a review of what other agencies are doing, citing that LA Metro has some programs that San Mateo can review. In addition, after reviewing what others are doing in terms of equity program, the County may wish to conduct a study to see if equity strategies would be appropriate for the County.

Director Freschet agreed with being the owner of the project and being able to make the decisions for the project.

Director Johnson acknowledged that it is difficult to make efficient transportation planning decisions because there are so many agencies involved who own a portion of the projects in the corridor. He stated that one project is not going to resolve the congestion in the area and to have the ability to let go of some of the local control so that larger projects could be accomplished may be wise.

Director Medina reiterated Director Groom’s comments on control and efficiencies and looks forward to attending the workshop.

Mr. Hartnett stated that the risks and rewards with any partner agency must be identified relative to the ownership of a facility, especially during a downturn. He stated that these and other issues would be addressed at a joint workshop. He discussed the identified budget for the project.

STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Director of Government and Community Affairs, summarized current federal legislation and noted the State legislature is on recess.

Resolution Expressing its Strenuous Opposition to Proposition 6

Ms. Fromson discussed Proposition 6; a rollback of Senate Bill 1 (SB 1). Ms. Cassman stated that the board can officially take a position on a ballot measure if it so chooses.

Directors expressed their opinions stating it is important to take a position on the Proposition and allow the public to know what it at stake if it passes.

The resolution would repeal SB 1, also known as the Road Repair and Accountability Act.

Approved by Resolution 2018-18:

Motion/Second: Groom/Johnson

Ayes: Freschet, Groom, Horsley, Johnson, Matsumoto, Medina

Absent: Beach

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Chair Horsley noted that correspondence was in the reading file.

DATE/TIME OF NEXT REGULAR MEETING

Chair Horsley announced the next meeting would be held Thursday, September 6, 2018, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

REPORT OF LEGAL COUNSEL

The Board meeting recessed to closed session at 6:15 pm.

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, et al. v. California Department of Transportation, et al.; U.S. District Court, Northern District of California Civil Case No. 3:15-cv-02090-VC

The Board meeting reconvened into open session at 6:43 pm. Ms. Cassman stated there was no report from closed session.

ADJOURN

The meeting adjourned at 6:44 pm.

TA CAC Chair's Report

August 2, 2018

Good evening Chairman Horsley and Members of the Board,

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

(TA Item 4a) The CAC reviewed the Board's Minutes of June 7, 2018, without questions or comments.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenses for both May and June 2018, without questions or comments.

(TA Item 4c) The CAC supported the Board's Acceptance of the Quarterly Investment Report.

(TA Item 11) After a brief report by Joe Hurley, Director Transportation Authority Program, the CAC supported the Authorization to Execute Funding Agreements to Receive \$50 million for the 101 Corridor Managed Lanes Project and Associated Amendment to Increase the FY 2019 Budget.

(TA Item 12) The CAC supported the Authorization of an Allocation of \$17,270,640 in New Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program and For Caltrain Operations and Local Match for Capital Improvements.

(TA Item 13a) The CAC received a detailed Program Report on the Ownership and Operations of the 101 Corridor Managed Lanes Project from Leo Scott, TA Program Manager for 101 Managed Lanes Project. The CAC had a number of questions and/or comments concerning same, which included the following: How will the CHP enforce violations of these managed lanes? How would you prevent "switch changes" on the transponders, that would falsely declare the number of actual vehicle occupants, that might be employed by drivers, in an attempt to "trick the system"? How will the CHP costs, to enforce the toll violations, be budgeted? Who will pay for their services with these new lanes?

What is the ultimate goal of these managed lanes, will it be to maximize person throughput or maximize revenue or both? What has been the experience of the counties currently with managed lanes? What has been their actual "beneficial" experience? What has been their actual "downside" experience? What, if any, significant problems have been generated by these lanes? Which owner/operator model has had the best experience in administering these lanes- the MTC or the VTA or have both experienced the same administrative issues with these managed lanes? What has been the overall reaction by the general public in the Bay Area to paying for managed lanes as they drive to their destinations? Have the toll charges proposed per mile been realistic or set too high? What about low-income residents? Will there be any discounts for them, if so how?

In terms of actual traffic management, might it be better to concentrate on enforcing the managed lanes only, rather than the general lanes? If it were to be the owner, would San Mateo County have the same taxing ability as a JPA in this situation? What about the safety issue of trying to exit a managed lane going at approximately 45mph to a general lane two to three lanes over, going at a different speed rate, in order to exit the freeway at a particular point? How far will these lanes be proposed to extend into other counties eventually? If you exit a zone and re-enter the same zone at a different point, will you be charged twice for that same zone? One CAC member liked the \$3.00 cap, while other CAC members thought that the individual costs and the \$3.00 cap were too high. A few

members did not appear to like the idea of the toll lanes at all, especially at the suggested prices provided.

(TA Item 13b) The CAC received a State and Federal Legislative Update from Brent Tietjen, Government and Community Affairs Officer. The CAC was pleased to hear that as part of the 2018 Budget package, the Governor also signed AB1831, a budget trailer bill which creates a structure for the expenditure of Proposition 2 revenues that are dedicated for infrastructure, and that, given the current \$2.1 billion additional reserve, could result in approximately \$850 million being made for rail corridor improvements, from which Caltrain may be able to receive an allocation. One of our CAC members additionally reported that there is also a new bill SB 1376 by State Senator Jerry Hill that is looking for support. The proposed bill would put a fee on UBER to help fund Redi-Wheels.

(TA Item 13c) The CAC received a report from Brent on the Board's Resolution 2018, expressing the Board's strenuous opposition to Proposition 6, which would repeal Senate Bill 1, also known as the "Road Repair and Accountability Act". The CAC wholeheartedly supported the Board's Resolution 2018 to oppose Proposition 6.

CAC CHAIR'S REPORT:

In my own report to the CAC, I advised the CAC that, due to an inability to find affordable housing in San Mateo County for himself and his wife, our CAC member Steve Stamos has regrettably resigned from the TA/CAC. He would have liked to have said goodbye in person at our July meeting, but that meeting was cancelled, so he wrote to me and expressed his delight with being a part of our CAC team and said that he was looking for a similar position in his new home County of Alameda. He wished us well and encouraged us to keep up the good work that the CAC does on behalf of the San Mateo County Transportation Authority.

STAFF REPORT TO CAC:

In Joe's report to the CAC, he advised the CAC that Shaunda Scruggs has recently communicated that she has accepted a doctorate position in Georgia, which has required that her resignation from the CAC effective immediately. Joe also advised that a re-circulation of the 101 Managed Lanes Project Environmental Document is currently occurring and the deadline for the responses is August 9th.

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
JULY 31, 2018**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of July 2018 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 July year-to-date, the Total Revenues (page 1, line 7) is \$16,821 lower than prior year actuals. This is primarily due to lower Sales Tax (page 1, line 1) and Rental Income (page 1, line 4), offset by increase of interest income (page 1, line 2).

Year to Date Expenses: As of July year-to-date, the Total Expenditures (page 1, line 26) are \$361,780 higher than prior year actuals. This is primarily driven by Measure A Categories (page 1, line 15) with \$394,688 million spent for 101 HOV Lane Whipple – San Bruno.

Budget Amendment:

There are no budget amendments for the month of July 2018.

Prepared By: Tiffany Chuang, Accountant
Jeannie Chen, Manager, General Ledger

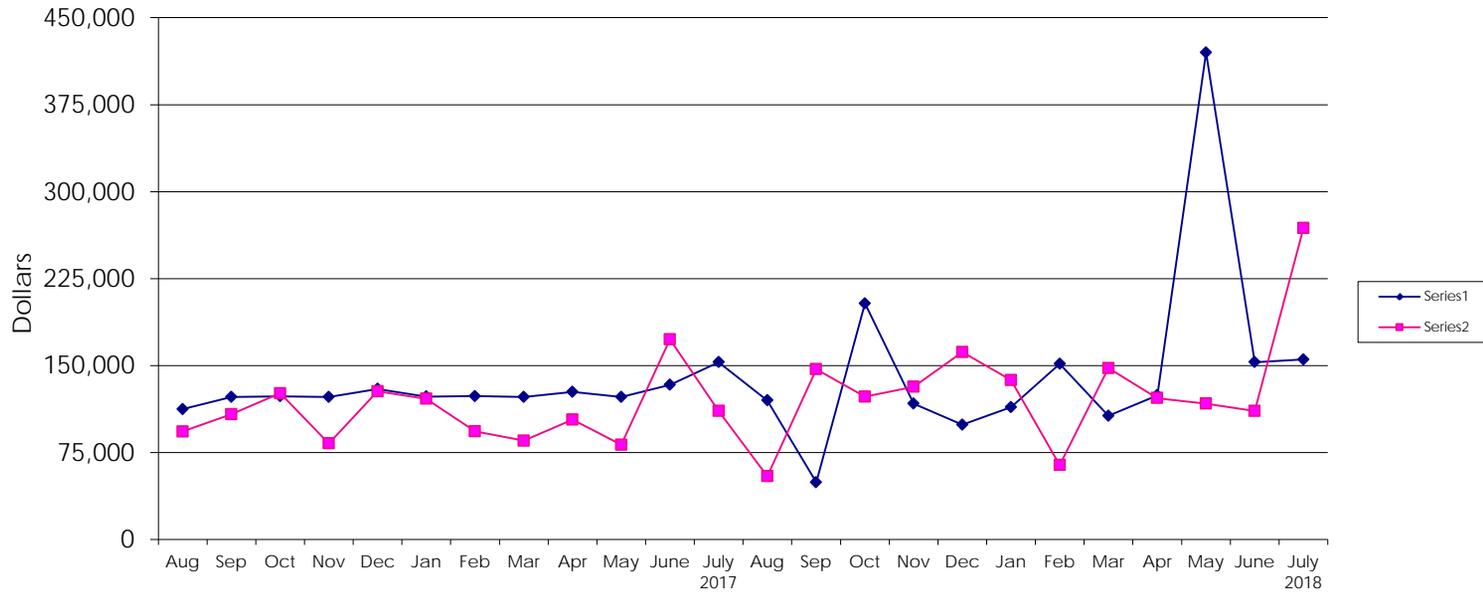
650-622-7848
650-508-6259

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2019
July 2018

YEAR ELAPSED: 8.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*
REVENUES:					
1 Sales Tax	6,173,245	6,017,139	(156,106)	(2.5%)	86,353,200
2 Interest Income	543,070	732,507	189,437	34.9%	5,927,618
3 Miscellaneous Income	0	0	0	0.0%	0
4 Rental Income	97,778	47,626	(50,152)	(51.3%)	836,684
5 Grant Proceeds	0	0	0	0.0%	1,550,000
6					
7 TOTAL REVENUE	6,814,093	6,797,272	(16,821)	(0.2%)	94,667,502
8					
9 EXPENDITURES:					
10					
11 Annual Allocations	2,253,234	2,196,256	(56,979)	(2.5%)	31,518,918
12					
13 Dumbarton Maintenance of Way	6,622	0	(6,622)	(100.0%)	-
14					
15 Measure A Categories	19,627	394,688	375,060	19.1%	41,017,770
16					
17 Oversight	112,988	129,401	16,413	14.5%	1,800,000
18					
19 Administrative					
20 Staff Support	182,975	223,146	40,171	22.0%	1,121,306
21 Measure A Info-Others	-	-	0	0.0%	15,000
22 Other Admin Expenses	51,648	45,385	(6,263)	(12.1%)	726,687
23					
24 Total Administrative	234,623	268,531	33,908	14.5%	1,862,993
25					
26 TOTAL EXPENDITURES	2,627,096	2,988,876	361,780	0.2%	76,199,681
27					
28 EXCESS/(DEFICIT)	4,186,997	3,808,396	(378,601)	(9.0%)	18,467,821
29					(12,952,980)
30					5,514,841
31					
32 BEGINNING FUND BALANCE	489,178,290	424,791,277			489,705,061
33					
32 ENDING FUND BALANCE	493,365,287	428,599,673			495,219,902
33					
34					
35					
36					
37					
38 * Previously allocated \$12,952,980 of future years' budget to the 25th Avenue Grade Separation Project.					
39					
40					
41					
42					
43					
44					
45					

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										
Actual		268,531										
CUMULATIVE EXPENSES												
Staff Projections		155,249										
Actual		268,531										
Variance F(U)		(113,282)										
Variance %		-72.97%										



BOARD OF DIRECTORS
2018

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

JIM HARTNETT
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JULY 31, 2018

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.905%	\$ 249,339,555	\$ 249,339,555
Local Agency Investment Fund	**	Liquid Cash	1.944%	\$ 998,422	\$ 998,422
Investment Portfolio	***	Liquid Cash	1.920%	\$ 159,530,342	\$ 157,040,824
Other		Liquid Cash	0.000%	\$ 1,265,167	\$ 1,265,167
	****			<u>\$ 411,133,486</u>	<u>\$ 408,643,968</u>

Accrued Earnings for July 2018 \$ 732,507
Cumulative Earnings FY2019 \$ 732,507

* County Pool average yield for the month ending July 31, 2018 was 1.905%. As of July 2018, the total cost of the Total Pool was \$4,583,181,535 and the fair market value per San Mateo County Treasurer's Office was \$4,567,657,628.

** 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
July 31, 2018**

DESCRIPTION	TOTAL INVESTMENT 07-31-18	INTEREST RECEIVABLE 06-30-18	PREPAID INT RECEIVABLE 06-30-18	INTEREST EARNED 07-31-18	INTEREST RECEIVED 07-31-18	ADJ.	INTEREST RECEIVABLE 07-31-18
LAIF	998,422.39	4,715.22	0.00	1,645.45	4,715.22		1,645.45
COUNTY POOL	249,339,555.08	1,068,386.82	0.00	402,495.32	1,068,386.82		402,495.31
BANK OF AMERICA	734,955.56	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	530,211.80	0.00	0.00				0.00
INVESTMENT PORTFOLIO	157,040,823.50	732,303.82	0.00	328,366.69	459,912.19		600,758.32
	<u>408,643,968.33</u>	<u>1,805,405.85</u>	<u>0.00</u>	<u>732,507.46</u>	<u>1,533,014.23</u>	<u>0.00</u>	<u>1,004,899.08</u>

JULY 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 07/31/18	732,507.46
Add:	
Less:	
Management Fees	(10,422.03)
Amortized Premium/Discount	0.00
Capital Gain(Loss)	<u>0.00</u>
Total Interest & Capital Gain(Loss)	<u><u>722,085.43</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	732,507.46
Add:	
Less:	
Management Fees	(10,422.03)
Amortized Premium/Discount	
Capital Gain(Loss)	<u>0.00</u>
Total Interest	<u><u>722,085.43</u></u>
Balance Per Ledger a 05/31/18	
Amortization of Premium/Discount	0.00
Management/Bank Fees	(10,422.03)
Interest- County Pool	402,495.32
Interest - LAIF	1,645.45
Interest - Portfolio Funds	328,366.69
Gain(Loss)	<u>0.00</u>
	<u><u>722,085.43</u></u>

INVESTMENT PORTFOLIO
July 31, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 7/31/2018	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 6/30/2018	PREPAID INT REC'VBLE 6/30/2018	INTEREST EARNED 7/31/2018	INTEREST RECEIVED	INTEREST REC'VBLE 7/31/2018	PAR VALUE
SECURITIES MANAGED BY INVESTMENT ADVISOR:														
U.S. TREASURY NOTES AND BONDS														
US TREASURY NOTE	912828Q78	01-05-17	2,519,001.56	2,476,637.04	04-30-21	1.375%	98.1597	31	5,953.60	-	2,976.80	-	8,930.40	2,570,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	592,359.60	10-31-19	1.500%	25.0000	31	1,524.59	-	762.30	-	2,286.89	600,000
US TREASURY NOTE	912828VF4	12-07-15	498,470.51	493,420.35	05-31-20	1.375%	19.2882	31	588.13	-	588.13	-	1,176.26	505,000
US TREASURY NOTE	912828VP2	08-01-17	1,638,431.83	1,564,196.88	07-31-20	2.000%	88.0556	31	13,222.93	-	2,713.21	15,850.00	86.14	1,585,000
US TREASURY NOTE	912828K47	05-01-17	12,596,751.95	12,472,687.50	04-30-22	1.875%	671.8750	31	40,750.68	-	20,375.34	-	61,126.02	12,900,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	326,114.80	08-31-20	1.375%	12.7951	31	1,556.51	-	392.29	-	1,948.80	335,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,368,067.50	05-31-21	1.375%	133.6806	31	4,076.16	-	4,076.16	-	8,152.32	3,500,000
US TREASURY NOTE	912828D72	04-05-17	8,472,773.45	8,207,715.60	08-31-21	2.000%	466.6667	31	57,082.87	-	14,386.74	-	71,469.61	8,400,000
US TREASURY NOTE	912828T67	08-03-17	9,862,746.09	9,572,233.05	10-31-21	1.250%	348.9583	31	21,280.74	-	10,640.37	-	31,921.11	10,050,000
														25.36%
FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS														
FNA 2018-M5-A2	3136B1XP4	4-30-18	1,045,388.28	1,036,773.56	09-25-21	3.560%	101.36	31	3,040.83	-	3,040.83	3,040.83	3,040.83	1,025,000
FHLMC	3137BM6P6	4-9-18	806,812.50	798,158.96	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	3,099,354.79	3,001,954.80	05-25-21	2.679%	226.07	31	7,154.24	-	6,912.73	7,286.13	6,780.84	3,037,885.08
FANNIE MAE	3136ACDQ0	10-30-15	471,335.94	464,554.67	09-01-19	1.646%	21.34	31	648.86	-	683.25	692.00	640.11	466,662.82
														3.34%
FEDERAL AGENCY NOTES AND BONDS														
FHLLB	3130ABOS5	07-15-16	3,180,540.80	3,050,211.20	07-14-21	1.125%	100.00	31	16,700.00	-	3,000.00	18,000.00	1,700.00	3,200,000
FNMA	3135GON82	08-19-16	822,177.68	787,639.88	08-17-21	1.250%	28.65	31	0.00	-	0.00	-	0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,553,862.63	08-17-21	1.250%	92.88	31	16,284.71	-	3,645.84	-	19,930.55	2,675,000
FNMA	3135GOP49	09-02-16	698,908.00	689,026.80	08-28-19	1.000%	19.44	31	2,391.67	-	583.33	-	2,975.00	700,000
FHLLB	3130A9EP2	09-09-16	3,446,998.50	3,388,893.60	09-26-19	1.000%	95.83	31	12,402.78	-	3,611.12	4,034.73	11,979.17	3,450,000
FHLMC	3137EAEJ4	09-29-17	988,208.10	967,152.78	09-29-20	1.625%	44.69	31	4,111.25	-	1,340.63	-	5,451.88	990,000
FNMA	3135GOT29	02-28-17	1,953,748.80	1,920,116.94	02-28-20	1.500%	81.46	31	10,019.37	-	2,443.75	-	12,463.12	1,955,000
FNMS	3135GOT60	08-01-2017	897,273.00	879,080.40	07-30-20	1.250%	31.25	31	5,662.50	-	1,125.00	6,750.00	37.50	900,000
FHLLB	3130ACE26	09-08-17	363,828.35	354,646.78	09-28-20	1.375%	13.94	31	1,296.51	-	418.23	-	1,714.74	365,000
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,641,021.20	04-20-20	1.375%	103.13	31	7,321.88	-	3,093.75	-	10,415.63	2,700,000
														11.14%
CORPORATE NOTES														
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,134,038.00	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	799,720.00	797,608.00	01-09-19	1.700%	37.78	31	6,497.78	-	1,133.33	6,800.00	831.11	800,000
TOYOTA MOTOR CREDIT CORP	89236TEU5	4-13-18	1,199,520.00	1,192,886.40	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	1,188,517.20	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	3,280,983.30	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	2,054,278.72	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	1,199,220.00	1,198,144.80	10-15-18	1.650%	55.00	31	4,180.00	-	1,650.00	-	5,830.00	1,200,000
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	675,138.74	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	1,073,221.60	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	2,883,784.75	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	02665WAH4	12-20-16	3,165,655.50	3,136,870.80	08-15-19	2.250%	196.88	31	26,775.00	-	5,906.25	-	32,681.25	3,150,000
BANK OF AMERICA	06051GGS2	09-18-17	965,000.00	942,881.24	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	171,923.15	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	399,640.80	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	1,559,998.13	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	1,500,895.12	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	3,133,399.50	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	649,507.98	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	1,301,866.83	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	1,548,354.00	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	736,095.00	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	1,484,634.00	02-05-21	2.650%	110.42	31	16,010.42	-	3,312.50	-	19,322.92	1,500,000
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	1,495,605.00	1,489,717.51	03-15-21	2.900%	120.83	31	15,104.17	-	3,625.00	-	18,729.17	1,500,000
PEPSICO INC	713448DX3	10-10-17	1,014,797.00	988,156.30	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	1,517,839.05	12-15-20	1.900%	81.81	31	1,308.89	-	2,454.17	-	3,763.06	1,550,000

INVESTMENT PORTFOLIO
July 31, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 7/31/2018	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 6/30/2018	PREPAID INT REC'VBLE 6/30/2018	INTEREST EARNED 7/31/2018	INTEREST RECEIVED	INTEREST REC'VBLE 7/31/2018	PAR VALUE	
SECURITIES MANAGED BY INVESTMENT ADVISOR:															
BRANCH BANKING & TRUST COR	05531FAZ6	10-26-17	749,655.00	730,770.00	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	631,182.51	05-15-21	3.100%	54.25	31	2,766.75		1,627.50	-	4,394.25	630,000	
AMERICAN EXPRESS	025816BU2	5-17-18	1,549,736.50	1,552,132.80	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	966,486.10	05-21-21	3.250%	87.12	31	3,397.60		2,613.55		6,011.15	965,000	
														25.05%	
COMMERCIAL PAPERS															
BANK OF TOKYO MITSUBISHI	06538CGL9	10-24-17	-	-	07-20-18	0.000%	0.00	31	0.00		36,763.33	36,763.33	0.00	-	
MUFG BANK LTD/NY	62479MQB2	6-15-18	1,471,082.50	1,476,753.00	03-11-19	0.000%	0.00	31	0.00		0.00		0.00	1,500,000	
MUFG BANK LTD/NY	62479MRGO	7/20/2018	3,138,320.00	3,141,200.00	04-16-19	0.000%								3,200,000	
DEXIA CREDIT	25214PJBO	6-26-18	3,141,111.11	3,148,726.40	03-18-19	0.000%	0.00	31	0.00		0.00		0.00	3,200,000	
BNP PARIBAS NY BRANCH	09659CKK3	01-22-18	3,151,221.33	3,184,448.00	10-19-18	0.000%	0.00	31	0.00				0.00	3,200,000	
ING (US) FUNDING LLC	4497W1O82	7/2/2018	3,635,764.92	3,641,595.50	03-18-19	0.000%	0.00							3,700,000	
ING (US) FUNDING LLC	4497W1G26	10-13-17	-	-	07-02-18	0.000%	0.00	31	0.00		36,097.78	36,097.78	0.00	-	
														9.28%	
CERTIFICATE OF DEPOSIT															
CANADIAN IMPERIAL BANK NY	13606A5Z7	12-05-16	1,898,518.00	1,896,498.30	11-30-18	1.760%	92.89	31	2,972.44		2,879.56	-	5,852.00	1,900,000	
SVENSKA HANDELSBANKEN NY	86958JHBB	01-12-17	3,100,000.00	3,089,875.40	01-10-19	1.890%	162.75	31	27,993.00		5,045.25	29,457.75	3,580.50	3,100,000	
BANK OF NOVA SCOTIA HOUSTO	06417GUE6	04-06-17	1,500,000.00	1,493,614.50	04-05-19	1.910%	79.58	31	6,923.75		2,467.08	-	9,390.83	1,500,000	
BANK OF NOVA SCOTIA	06417GU22	6-7-18	1,599,392.00	1,609,883.20	06-05-20	3.080%	136.89	31	3,285.33		4,106.67	-	7,392.00	1,600,000	
ROYAL BANK OF CAN	78012UEE1	6-8-18	2,750,000.00	2,770,641.50	06-07-21	3.240%	247.50	31	5,692.50		7,425.00	-	13,117.50	2,750,000	
SWEDBANK	87019U6D6	11-17-17	3,100,000.00	3,039,624.40	11-16-20	2.270%	195.47	31	8,991.72		6,059.64	-	15,051.36	3,100,000	
SUMITOMO MITSUI BANK NY	86563YVNO	05-04-17	3,100,000.00	3,090,951.10	05-03-19	2.050%	176.53	31	10,238.61		5,295.83	-	15,534.44	3,100,000	
														10.69%	
ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS															
CCCIT 2017-A2 A2	17305EGA7	01-26-17	2,649,492.53	2,640,535.79	01-17-21	1.740%	128.08	31	21,005.67		3,842.50	23,055.00	1,793.17	2,650,000	
CARMAX AUTO OWNER TRUST	14313FAD1	7/25/2018	749,897.78	749,897.78		3.350%			0.00		418.75	-	418.75	750,000	
ALLYA 2017-1 A3	02007PAC7	01-31-17	704,938.38	699,414.85	06-15-21	1.700%	33.29	31	532.68		998.75	998.75	532.68	705,000	
ALLYA 2018-2 A3	02004VAC7	4-30-18	1,099,800.24	1,097,444.48	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	2,199,991.86	2,176,017.80	06-25-21	1.670%	102.06	31	1,632.89		3,061.67	3,061.67	1,632.89	2,200,000	
GMCAR	36255JAD6	7/18/2018	699,836.76	698,718.37	05-16-23	3.020%	58.72		0.00		763.39	-	763.39	700,000	
TAOT 2017-A A3	89238MAD0	03-07-17	779,908.19	773,029.84	02-15-21	1.730%	37.48	31	599.73		1,124.50	1,124.50	599.73	780,000	
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,484,707.02	2,463,358.14	08-15-21	1.780%	122.87	31	1,965.90		3,686.08	3,686.08	1,965.90	2,485,000	
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,061,517.53	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	570,619.60	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	1,572,923.36	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	691,894.98	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	1,480,028.70	01-20-23	2.490%	103.75	31	15,666.25		3,112.50	17,637.50	1,141.25	1,500,000	
JDOT 2018-A A3	47788CAC6	02-28-18	484,965.13	479,942.47	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	984,968.40	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	2,598,553.06	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	1,190,668.20	12-15-21	1.640%	54.67	31	874.67		1,640.00	1,640.00	874.67	1,200,000	
														15.14%	
SALE/PAYDOWN/MATURITY:															
CASH AND CASH EQUIVALEN	31846V534								3,085.30		461.10	3,085.30	461.10		
	46640QFJ5								0.00				0.00		
	22533UF16								0.00				0.00		
TOTAL			159,530,341.65	157,040,823.50					732,303.82	0.00	328,366.69	459,912.19	600,758.32	159,474,547.90	
27-Aug-18						Weighted Average Interest Rate			1.920%	732,303.82		328,366.69	459,912.19	600,758.32	159,474,548

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2019
 JULY 2018

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	14,152,491	(7,689,787)	14,152,491
FY2018 Total	84,660,000	FY2018 Total	81,031,015	(3,628,985)	81,031,015
FY2019:					
Jul. 18	6,017,139	Sep. 18			6,017,139
Aug. 18	6,017,139	Oct. 18			6,017,139
Sep. 18	8,022,799	Nov. 18			8,022,799
1st Qtr. Adjustment		Dec. 18		0	
3 Months Total	20,057,077		0	0	20,057,077
Oct. 18	6,908,256	Dec. 18			6,908,256
Nov. 18	6,908,256	Jan. 19			6,908,256
Dec. 18	8,648,652	Feb. 19			8,648,652
2nd Qtr. Adjustment		Mar. 19			
6 Months Total	42,522,241		0	0	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		0	0	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	0	0	86,353,200
	6,017,139	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	6,017,139	YTD Actual Per Statement of Revenue & Expenses			

(1)Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JULY 31, 2018

	<u>7/31/2018</u>
Cash -- Bank of America Checking Account	734,955.56
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	530,211.80
LAIF	998,422.39
County Pool	249,339,555.08
Investment Portfolio	157,040,823.50
Total	<u><u>408,643,968.33</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
JULY 2018

Unit	Ref	Name	Amount	Method	Description
SMCTA	000181	ATKINS NORTH AMERICA, INC	61,668.41	ACH	Consultants
SMCTA	000182	ATKINS NORTH AMERICA, INC	78,465.14	ACH	Consultants
SMCTA	004704	LIEBERMAN, DAN	63.80	CHK	Business Meetings
SMCTA	004705	MARK THOMAS & COMPANY AND AECOM JV	75,505.92	CHK	Consultants
SMCTA	004706	REDWOOD CITY, CITY OF	1,006,760.71	CHK	Capital Programs (1)
SMCTA	004707	SAN MATEO, COUNTY OF	16,271.00	CHK	Capital Programs (2)
SMCTA	004708	SAN MATEO, COUNTY OF	35,961.00	CHK	Capital Programs (2)
SMCTA	004709	SAN MATEO, COUNTY OF	16,698.00	CHK	Capital Programs (2)
SMCTA	004710	SAN MATEO, COUNTY OF	7,399.50	CHK	Capital Programs (2)
SMCTA	004711	COLLIERS PARRISH INTERNATIONAL, INC.	500.00	CHK	Consulting Fee
SMCTA	004712	HANSON BRIDGETT LLP	28,190.50	CHK	Legal Services
SMCTA	004713	APPLE ONE	9,453.35	CHK	Temporary Staffing
SMCTA	004714	DMJM HARRIS/MARK THOMAS JV	14,862.28	CHK	Consultants
SMCTA	004715	SAN MATEO, COUNTY OF	5,000.00	CHK	Administration Fee
SMCTA	004716	USI INSURANCE SERVICES NATIONAL, INC.	255,536.22	CHK	Insurance - General
SMCTA	004717	HANSON BRIDGETT LLP	18,240.00	CHK	Legal Services
SMCTA	900123	PENINSULA CORRIDOR JOINT POWERS BOARD	2,387,430.76	WIR	Capital Programs (3)
SMCTA	900124	DEPARTMENT OF TRANSPORTATION	5,102,076.47	WIR	Capital Programs (4)
SMCTA	900125	PENINSULA CORRIDOR JOINT POWERS BOARD	1,153,181.48	WIR	Capital Programs (5)
			10,273,264.54		

- (1) 84/101 Interchange
- (2) 2015 Call for Proj-Ped&Bike
- (3) Broadway Grade Separation \$76,121.50; 25th Ave Grade Separation \$4,048,478.57
SM Bridges Improvement Proj -(\$3,747,755.76) credit; CBOSS/PTC Project \$1,090,550.58
Caltrain Electrification \$920,035.87
- (4) 101 Interchange to Willow \$4,841,028.29; SR92 El Camino Real Ramp \$195,328.14;
101 Interchange to Broadway \$65,720.04
- (5) Broadway Grade Separation \$232,583.59; 25th Ave Grade Separation \$920,597.89

**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**
4th QUARTER FISCAL YEAR 2018

ACTION

No action required. The attached link [Capital Project 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 capital projects.

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

650-508-7795
650-508-7942



Memorandum

Date: August 27, 2018
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: September 6, 2018 TA Board Meeting Executive Director's Report

101/Willow Interchange

Construction on the 101/Willow Interchange Reconstruction Project in Menlo Park and East Palo Alto began last summer. The construction phase was funded by a combination of a \$56.4 million allocation and \$10.4 million loan from Measure A funds. The \$10.4 million loan was previously approved by the Board, and will be repaid with State Transportation Improvement Program funds in the future. Caltrans is administering the construction contract and is targeting to complete construction late 2018/early 2019.

A planned weekend closure is scheduled for mid- to late September to allow for a traffic shift from the existing overcrossing to the new structure. At that time, the Willow Overcrossing will be completely closed to public access over a 54-hour period from Friday night until early Monday morning. After traffic is shifted to the new bridge, the contractor will be able to finish demolishing the remaining portion of existing bridge. Closure information will be available in City and Caltrans websites once the exact dates are confirmed.

101 Managed Lanes Project

As reported last month, a second public circulation of sections of the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the 101 Managed Lanes Project began on July 10 and ran through August 9, 2018. Ads were placed in local newspapers and Caltrans issued a press release to make the public aware of this recirculation.

Jim Hartnett, Executive Director
August 27, 2018

The sections in the DEIR/EA that were modified and recirculated include greenhouse gas emissions and water quality; in addition, the updated DEIR/EA also includes an enhanced discussion of other project alternatives that were considered but withdrawn.

A total of 34 comment letters were submitted in response to this second recirculation. Letters were received from local jurisdictions along the corridor, advocacy groups such as the Sierra Club and TransForm, and several private citizens. Comments included issues such as modification of soundwalls along the corridor to mitigate noise, request for further discussion on alternatives being considered, and greenhouse gas emissions impacts resulting from the project.

The project team is currently preparing a response to the comments received during both the initial and most recent public comment periods. The comments and response will be documented in the final environmental document. The final environmental document is targeted to be finalized and certified by Caltrans mid-October 2018.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **REAUTHORIZING INVESTMENT OF MONIES WITH THE LOCAL AGENCY
INVESTMENT FUND**

ACTION

Staff recommends the Board reauthorize the investment of San Mateo County Transportation Authority (TA) funds to be invested in Local Agency Investment Funds (LAIF) in compliance with LAIF requirements.

SIGNIFICANCE

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

BUDGET IMPACT

The reauthorization of investment in LAIF will have no impact on the TA budget.

BACKGROUND

The TA's investments have always been in accordance with sound treasury management practices and complied with the objectives of safety, liquidity, and yield in that order of priority.

Continued investments through LAIF are consistent with these objectives.

Prepared by: Connie Mobley-Ritter, Director of Treasury

650-508-7765

RESOLUTION NO. 2018 –

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

**AUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSPORTATION AUTHORITY FUNDS
IN THE LOCAL AGENCY INVESTMENT FUND**

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

WHEREAS, staff recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transportation Authority (TA).

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority does hereby authorize the deposit and withdrawal of San Mateo County Transportation Authority's funds in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

BE IT FURTHER RESOLVED that the Executive Director (or his designee) shall be authorized to order the deposit or withdrawal of TA monies in the LAIF.

Regularly passed and adopted this 6th day of September, 2018 by the following vote:

AYES: Beach, Groom, Freschet, Johnson, Matsumoto, Medina, Horsley

NOES: None.

ABSENT: None.

Chair, San Mateo County Transportation Authority

ATTEST:

Acting 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
the Transportation Authority

Derek Hansel
Chief Financial Officer

SUBJECT: **AUTHORIZE REDIRECTING FUNDING SOURCES BETWEEN THE US 101/SR 92 DIRECT CONNECTOR AND THE US 101 MANAGED LANES PROJECTS, AND INCREASING THE FISCAL YEAR 2019 BUDGET FROM \$126,199,681 TO \$127,749,681**

ACTION

Staff recommends the Board:

1. Authorize the Executive Director, or his designee, to revise a request for \$207,000 in Senate Bill1(SB1) Local Partnership Program (LPP) Formulaic Program funds to redirect the funds from the US 101/SR 92 Direct Connector Project to the US 101 Managed Lanes Project;
2. Grant an exception to the Measure A Highway Program Call for Projects (CFP) Guidelines to exempt the US 101/SR 92 Direct Connector Project from the minimum 10 percent funding match requirement;
3. Re-program and re-allocate \$207,000 of Measure A Highway Program funds from the US 101 Managed Lanes Project to the US 101/SR 92 Direct Connector Project;
4. Amend the Fiscal Year (FY) 2019 budget from \$126,199,681 to \$127,749,681 to reflect expenditures associated with \$1,550,000 in SB1 LPP funds for the US 101 Managed Lanes Project (which funds were included as revenue in the FY2019 adopted budget, but were not included as expenditures in the Measure A Categories) (Line 18 of Attachment A); and
5. Authorize the Executive Director, or his designee, to execute any agreements or other documents necessary to give effect to the above-referenced actions.

SIGNIFICANCE

At the February 1, 2018 meeting, the Board of Directors (Board) authorized the submittal of allocation requests to the California Transportation Commission (CTC) for the San

Mateo County Transportation Authority's (TA) share of SB1 LPP Formulaic Program funds to the following projects:

<u>Project</u>	<u>Amount</u>
US 101/SR 92 Direct Connector Project	\$207,000
US 101 Managed Lanes Project	<u>\$1,550,000</u>
Total	\$1,757,000

While pre-construction activity is an allowed use of LPP Formulaic Program funds, CTC staff have recently informed TA staff that the US 101/SR 92 Direct Connector Project is not eligible to receive LPP funding because it does not have a completed Project Initiation Document (PID). CTC staff confirmed the eligibility of LPP funds on the US 101 Managed Lanes Project, as it already has a completed PID. TA staff proposes that the LPP funding request be revised, re-directing the \$207,000 previously proposed for the US 101/SR 92 Direct Connector Project to the US 101 Managed Lanes Project instead.

To offset the redirection of funds away from the US 101/SR 92 Direct Connector Project, and fully fund the PID phase of work, staff is proposing that Measure A Highway Program funds, previously programmed and allocated to the US 101 Managed Lanes Project from the 2017 Highway Program CFP, be re-programmed and re-allocated to the US 101/SR 92 Direct Connector Project.

To effectuate this proposal and enable PID work to proceed now to assess potential long-term solutions at one of the most severely congested interchanges within the region, the Board would also need to grant an exception to the 10 percent minimum matching funds requirement in the Measure A Highway Program CFP Guidelines for the US 101/SR 92 Direct Connector Project.

The proposed actions would result in no net change to the total amount of Measure A funds awarded from the 2017 Highway CFP.

The following is a summation of the proposed change to these projects' funding allocations resulting from the 2017 Measure A Highway CFP:

<u>Project</u>	<u>2017 Highway CFP Program Allocation</u>	<u>Proposed Highway Program Allocation</u>	<u>Net Change</u>
US 101 Managed Lanes	\$22,000,000	\$21,793,000	- \$207,000
US 101/SR 92 Direct Connector	<u>\$ 2,000,000</u>	<u>\$ 2,207,000</u>	<u>+\$207,000</u>
Total	\$24,000,000	\$24,000,000	\$0

BUDGET IMPACT

The proposed budget amendment would increase the FY2019 TA Measure A Categories by \$1,550,000, from \$91,017,770 to \$92,567,770 (Line 18 of Attachment A). Specifically, it would increase the Streets and Highways portion of the Measure A Categories under US 101 Managed Lanes from \$50,000,000 to \$51,550,000 (Line 26 of Attachment B). Total Expenditures would increase from \$126,199,681 to \$127,749,681. This increase would provide budget capacity for the LPP funds for the US 101 Managed Lanes Project.

The additional \$207,000 in SB1 LPP funds addressed above were included in the FY2018 revised budget.

BACKGROUND

SB1 created the LPP, which provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees, \$200 million annually to fund transportation rehabilitation and improvement projects. LPP funds are distributed through a 50 percent statewide competitive component and a 50 percent formula component. The TA's funding share from the LPP Formulaic Program for FY 2018 and FY 2019 is \$1,757,000.

In accordance with the voter-approved Transportation Expenditure Plan, a total of 27.5 percent of the New Measure A sales tax receipts are dedicated to the Highway Program for capital projects that reduce congestion and improve throughput and safety.

Prepared by: Joel Slavit, Manager, Programming and Monitoring 650-508-6476
Joe Hurley, Program Director, Transportation Authority 650-508-7942

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2019 REVISED BUDGET

	FY2017 <u>ACTUAL</u> A	FY2018 <u>REVISED</u> B	FY2019 <u>REVISED</u> C	FY2019 <u>REVISED</u> D	FY19 PROPOSED TO FY18 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C		
REVENUE:								
1 Sales Tax	84,354,070	84,660,000	86,353,200	86,353,200	-	0.0%	1	
2							2	
3 Interest Income	1,446,698	3,700,000	5,927,618	5,927,618	-	0.0%	3	
4							4	
5 Miscellaneous Income	-	-	50,000,000	50,000,000	-		5	
6							6	
7 Rental Income	1,223,663	792,930	836,684	836,684	-	0.0%	7	
8							8	
9 Grant Proceeds	1,210,306	222,000	1,550,000	1,550,000	-	0.0%	9	
10							10	
11 TOTAL REVENUE	88,234,737	89,374,930	144,667,502	144,667,502	-	0.0%	11	
12							12	
13							13	
EXPENDITURES:								
14							14	
15							15	
16 Annual Allocations	30,789,235	30,900,900	31,518,918	31,518,918	(1)	-	0.0%	16
17							17	
18 Measure A Categories	38,281,849	54,001,394	91,017,770	92,567,770	(1)	1,550,000	1.7%	18
19							19	
20 Maintenance of Way	137,812	260,000	-	-	-		20	
21							21	
22 Oversight	1,220,649	1,800,000	1,800,000	1,800,000	-	0.0%	22	
23							23	
24 Administrative:							24	
25 Staff Support	654,582	1,167,563	1,121,306	1,121,306	-	0.0%	25	
26 Measure A Info-Others	120	15,000	15,000	15,000	-	0.0%	26	
27 Other Admin Expenses	661,603	703,301	726,687	726,687	-	0.0%	27	
28 Total Administrative	1,316,306	1,885,864	1,862,993	1,862,993	-	0.0%	28	
29							29	
30 TOTAL EXPENDITURES	71,745,851	88,848,158	126,199,681	127,749,681	1,550,000	1.2%	30	
31							31	
32 EXCESS/(DEFICIT)	16,488,886	526,772	18,467,821	16,917,821	(1,550,000)	-8.4%	32	
33 <i>*Previously allocated to the 25th Ave Grade Separation Project</i>			(12,952,980)	(12,952,980)	(2)		33	
34 Adjusted EXCESS/(DEFICIT)			5,514,841	3,964,841			34	
35							35	
36 BEGINNING FUND BALANCE	472,689,403	489,178,289	489,705,061	489,705,061			36	
37							37	
38 ESTIMATED ENDING FUND BALANCE	489,178,289	489,705,061	495,219,902	493,669,902			38	
39							39	
40 (1) See Attachment B for details.							40	
41 (2) The FY2019 proposed budget does not include Grade Separation that was previously included in FY2017 per resolution 2016-25. The budget authority was increased							41	
42 in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.							42	
43							43	

ATTACHMENT B

FY2019 ALLOCATIONS AND EXPENDITURES

		New Measure TEP % Share	FY2019 Adopted	Increase/Decrease	FY2019 Revised	
ANNUAL ALLOCATIONS:						
1	ALLOCATION TO LOCAL ENTITIES	22.50%	19,429,470		19,429,470	1
2	SFO BART EXTENSION	2.00%	1,727,064		1,727,064	2
3		Total Pass-Thru	21,156,534		21,156,534	3
4						4
5	PARATRANSIT	4.00%	3,454,128		3,454,128	5
6	TRANSFER TO SMCTD FOR CALTRAIN	8.00%	6,908,256		6,908,256	6
7						7
8	TOTAL ANNUAL ALLOCATIONS		31,518,918		31,518,918	8
9						9
10	MEASURE A CATEGORIES:	PROJECT				10
11	ALTERNATIVE CONGESTION RELIEF	1.00%				11
12	Available for future ACR projects 000903		315,472		315,472	12
13	Commuter.org TDM program 000807		548,060		548,060	13
14						14
15	DUMBARTON	2.00%	1,727,064		1,727,064	15
16						16
17	CALTRAIN	8.00%	6,908,256		6,908,256	17
18						18
19	PEDESTRIAN AND BICYCLE PROGRAM	3.00%	2,590,596		2,590,596	19
20						20
21	LOCAL SHUTTLE	4.00%	3,454,128		3,454,128	21
22						22
23	STREETS AND HIGHWAYS					23
24	Key congested corridors program 000900	17.30%	14,939,104		14,939,104	24
25	Supplemental roadway projects 000901	10.20%	8,808,026		8,808,026	25
26	US 101 Managed Lanes Project 000791		50,000,000	1,550,000	51,550,000	26
27	GRADE SEPARATION	15.00%	- (1)		-	27
28						28
29	SAN MATEO COUNTY FERRY SERVICE	2.00%	1,727,064		1,727,064	29
30						30
31	TOTAL MEASURE A CATEGORIES		91,017,770		92,567,770	31
	Staff Support	1.00%	863,532		863,532	
			123,400,220		124,950,220	

(1) The FY2019 proposed budget does not include Grade Separation that was previously included in FY2017 per resolution 2016-25. The budget authority in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.

RESOLUTION NO. 2018 –

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

*** * ***

RE-DIRECTING SB-1 LOCAL PARTNERSHIP PROGRAM FORMULAIC FUNDS FROM THE US-101/SR-92 DIRECT CONNECTOR PROJECT TO THE US-101 MANAGED LANES PROJECT; RE-PROGRAMMING AND RE-ALLOCATING AN EQUIVALENT AMOUNT OF MEASURE A HIGHWAY PROGRAM FUNDS FROM THE US-101 MANAGED LANES PROJECT TO THE US-101/SR-92 DIRECT CONNECTOR PROJECT, AND INCREASING THE FISCAL YEAR 2019 BUDGET FROM \$126,199,681 to \$127,749,681

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by 1/2 percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

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

WHEREAS, the TA, at its September 1, 2018 meeting, authorized the submittal of Senate Bill 1 (SB-1) Local Partnership Program (LPP) Formulaic Program allocation requests to the California Transportation Commission (CTC) for the US-101/SR-92 Direct Connector Project, in the amount of \$207,000, and for the US-101 Managed Lanes Project, in the amount of \$1,550,000; and

WHEREAS, CTC staff informed the TA that the US-101/SR-92 Direct Connector Project is not eligible for LPP funding; and

WHEREAS, TA staff proposes that the LPP funding request be revised to redirect the \$207,000 proposed for the US-101/SR-92 Direct Connector Project to the US-101 Managed Lanes Project; and

WHEREAS, in order to offset the loss of funds for the US-101/SR-92 Direct Connector Project, TA staff propose that \$207,000 of Measure A Highway Program funds be re-programmed and re-allocated from the US-101 Managed Lanes Project to the US-101/SR-92 Direct Connector Project; and

WHEREAS, the Measure A Highway Program Call for Projects Guidelines require a minimum 10 percent match funds requirement; and

WHEREAS, an exception from the minimum 10 percent match requirement would be needed in prior to the re-programming and re-allocation of Measure A Highway Program funds from the US-101 Managed Lanes Project to the US-101/SR-92 Direct Connector Project.

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

1. Authorizes the Executive Director, or his designee, to revise the TA's request for \$207,000 from the Senate Bill 1 (SB1) Local Partnership Program (LPP) Formulaic Program and redirect the funds from the US-101/SR-92 Direct Connector Project to the US-101 Managed Lanes Project;
2. Grants an exception to the Measure A Highway Program Call for Projects Guidelines to exempt the US-101/SR-92 Direct Connector Project from the minimum 10 percent funding match requirement;

3. Re-programs and re-allocates \$207,000 of Measure A Highway Program funds from the US 101 Managed Lanes Project to the US-101/SR-92 Direct Connector Project; and
4. Increases the Fiscal Year 2019 Budget by \$1,550,000 in the Streets and Highway Program expenditures category to reflect expenditure of LPP formula funds for the US-101 Managed Lanes Project, as shown in Attachments A (Line 18) and B (Line 26); and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any agreements or other documents necessary to give effect to this Resolution.

Regularly passed and adopted this 6th day of September, 2018 by the following vote:

AYES: Beach, Groom, Freschet, Johnson, Matsumoto, Medina, Horsley

NOES: None.

ABSENT: None.

Chair, San Mateo County Transportation Authority

ATTEST:

Acting 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: **PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This item features a report highlighting the Alternative Congestion Relief Program.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA has and continues to allocate Measure A funding to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to support its operations. With this funding, Commute.org implements a Countywide Transportation Demand Management Plan to reduce traffic congestion in San Mateo County. Commute.org's work plan includes, but is not limited to: employer and community outreach; shuttle marketing and management; and van and carpool incentive programs.

This month's presentation will be presented via PowerPoint.

Prepared by: Jennifer Williams, Analyst II, Programming and Monitoring 650-508-6343

Commute.org



Where commuters get rewarded.

**September 6, 2018
TA Board of Directors
Agenda Item #11**



Presentation Overview

- Agency Overview
- TDM Program Areas
- Technology & TDM
- Bay Area Commuter Benefits Program
- Discussion

A white circle with a blue outline containing the text "Commute.org" in blue. The circle is positioned on the right side of the slide, overlapping a dark blue vertical bar that runs down the right edge of the page.

Commute.org

Agency Overview

- **Focus:** Reduce SOVs traveling to, from or through San Mateo County
- **Structure:**
 - JPA – 18 members (+2 applications pending)
 - Board – elected officials
 - Staff – 8 full-time, 2 AmeriCorps Fellows (projected)
- **Funding Partners:**
 - C/CAG
 - San Mateo County Transportation Authority
 - BAAQMD (TFCA thru C/CAG)
 - Private Sector Employers

A white circle with a blue border containing the text "Commute.org" in a blue, sans-serif font.

Commute.org

Board of Directors

Michael Lempres
Atherton

Emily Beach
Burlingame

Carlos Romero
East Palo Alto

Shawn Christianson
Hillsborough

Jeffrey Gee*
Redwood City

Eric Rodriguez
San Mateo

Davina Hurt
Belmont

Rae Gonzalez
Colma

Sam Hindi
Foster City

Gina Papan
Millbrae

Rico Medina
San Bruno

Richard Garbarino
South San Francisco

Clifford Lentz**
Brisbane

Glenn Sylvester
Daly City

Harvey Rarback
Half Moon Bay

Sue Digre
Pacifica

Mark Olbert
San Carlos

David Canepa
County of San Mateo

The logo for Commute.org is a white circle with a blue outline, containing the text "Commute.org" in a blue, sans-serif font. The logo is positioned on the right side of the slide, overlapping a dark blue vertical bar.

Commute.org

* Chair

** Vice Chair

Roster as of 8/2018

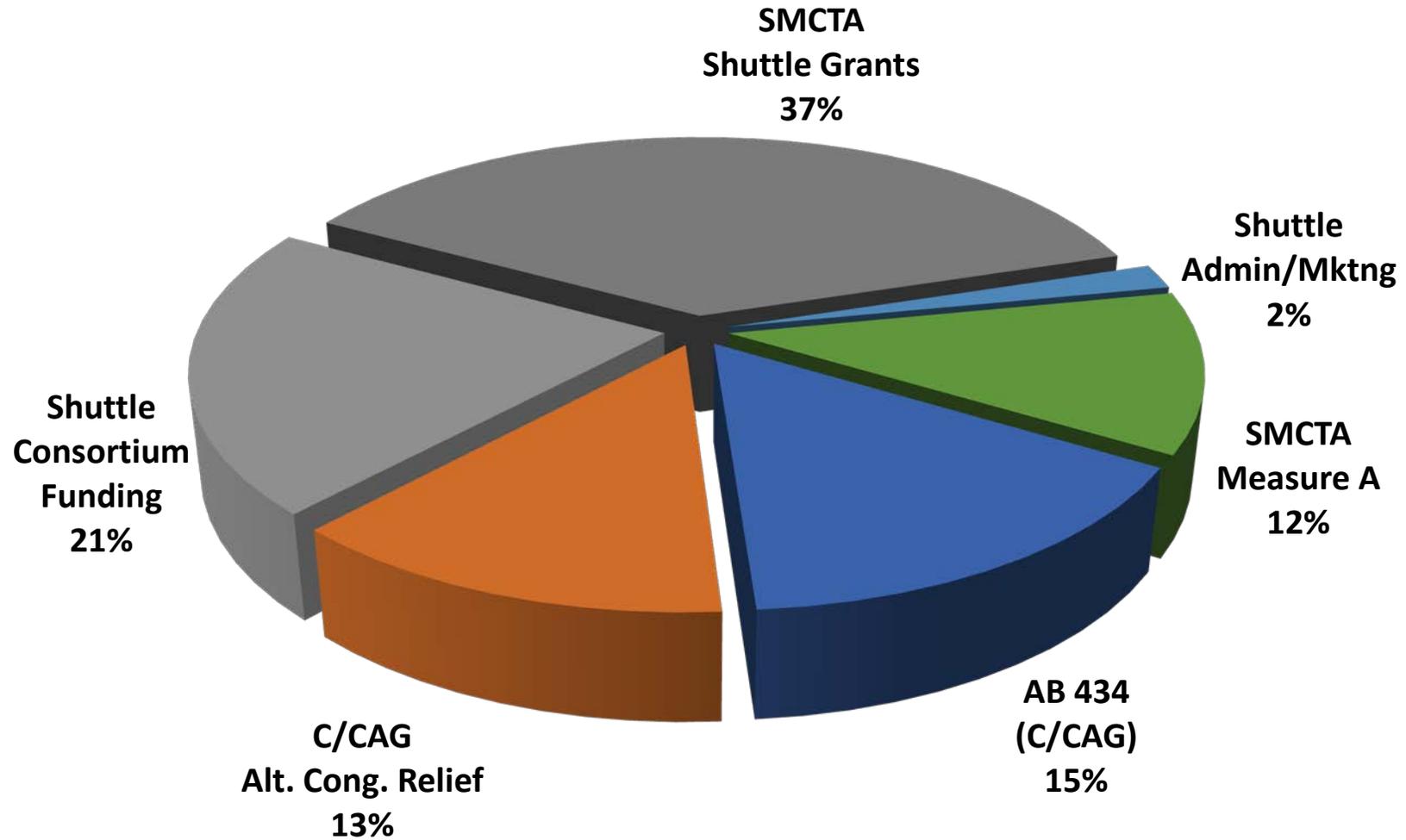
TDM Program Areas

- Employer Programs
- Commuter Programs
- Shuttle Program
- Transportation & Technology Partnerships

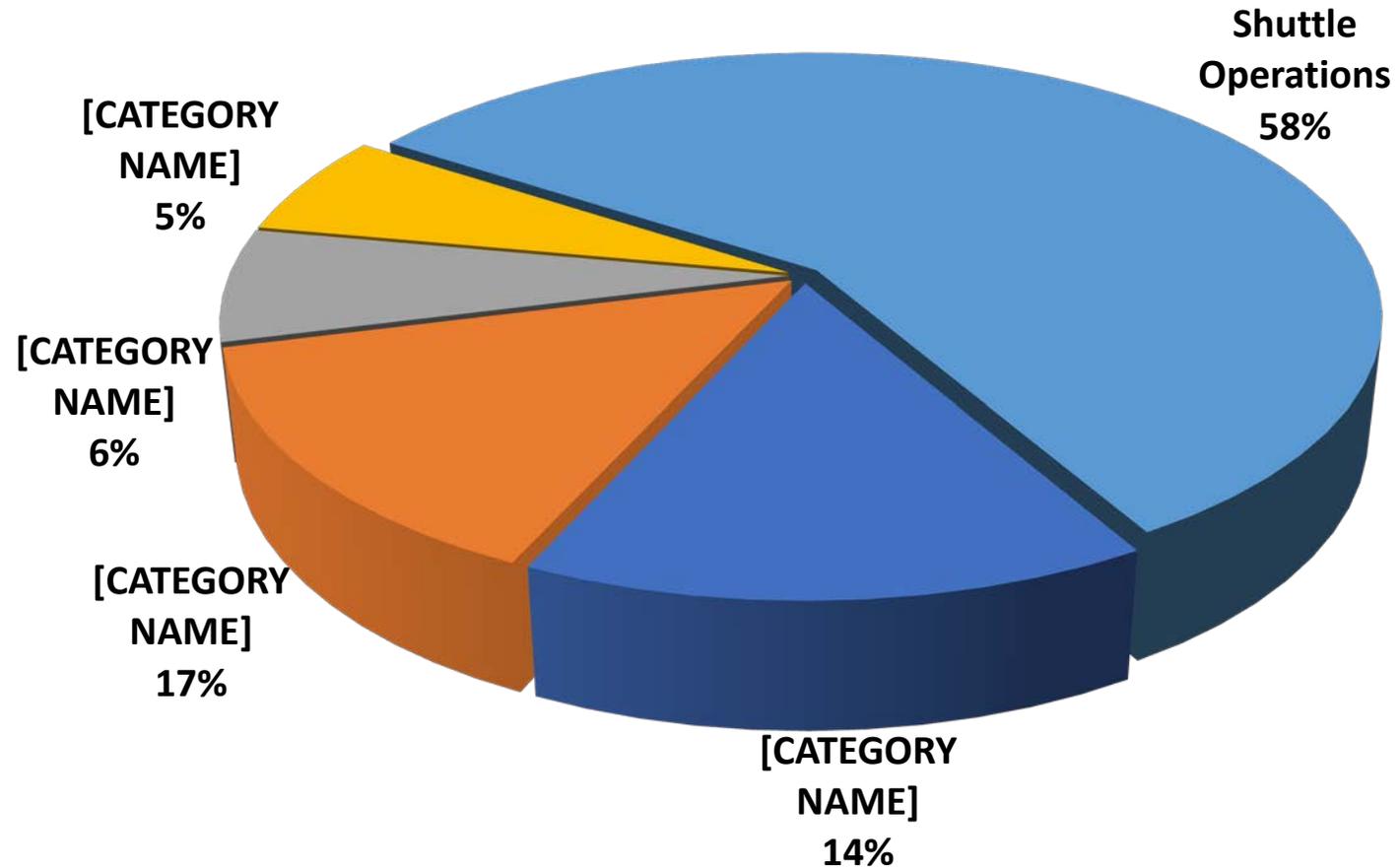
A white circle with a blue outline containing the text "Commute.org" in blue. The circle is positioned on the right side of the slide, overlapping a dark blue vertical bar.

Commute.org

Budget FY 2018-2019 – Revenue (\$4.1M)



Budget FY 2018-2019 – Expenses (\$4.2M)



Commute.org *Shuttle Program*

- **Cities/Routes/Ridership**
 - Brisbane, Burlingame, Foster City, Redwood City, San Carlos, San Mateo, SSF
 - 20 routes (+6 being merged)
 - 2,400 average daily riders
- **Funding**
 - Funding Agreements with TA for 13 routes
 - Consortium partners (70)
 - New Admin/Marketing funds
- **Shuttle Administration**
 - Route management optimization
 - Hiring CSR/Operations staff
 - Route and Schedule Mods
 - Technology Enhancements
 - Dedicated shuttle marketing



Commute.org

Average Daily Shuttle Ridership (July 2010-2018)



Commute.org

Commuter Programs

- STAR Platform launched in September 2016
 - Challenges/Incentives/Rewards
 - GRH program platform
 - STAR store introduced in 2017
- Extend functions/features in FY 2018-2019
 - App-based trip logging
 - Carpool incentive program integration
 - Legacy incentives integration

A white circle with a blue border containing the text "Commute.org" in blue.

Commute.org

STAR Platform Trip Planner

Commute.org Dashboard Trip Planning Network Admin Incentives Tools Joe Language

A Pacifica, California

B South San Francisco, California

Jun 12, 2017 @ 10:47 AM [Revise Search](#)

Carpool
20 Results

Schedule Any Days

Vanpool
1 Result

Transit
3 Results
5 lbs CO2
9.7 mi
59 min

Walk
No Results

Bike
No Results

Drive
1 Result
8 lbs CO2
\$5.09
9.1 mi
16 min

View as Rider View as Driver

START A CARPOOL

Nitish
from PACIFIC AVE, PACIFICA, CALIFORNIA, 94044

DRIVER'S TRIP +0 FT / 11 MIN *

PREFS:

SCHEDULE: S M T W T F S
09:00 AM & 07:00 PM

Junes
from HAUSSMAN CT, SOUTH SAN FRANCISCO, CALIFORNIA, 94080

DRIVER'S TRIP ▲ 5.0 MI / 24 MIN *

PREFS:

SCHEDULE: S M T W T F S
07:00 AM & 03:30 PM

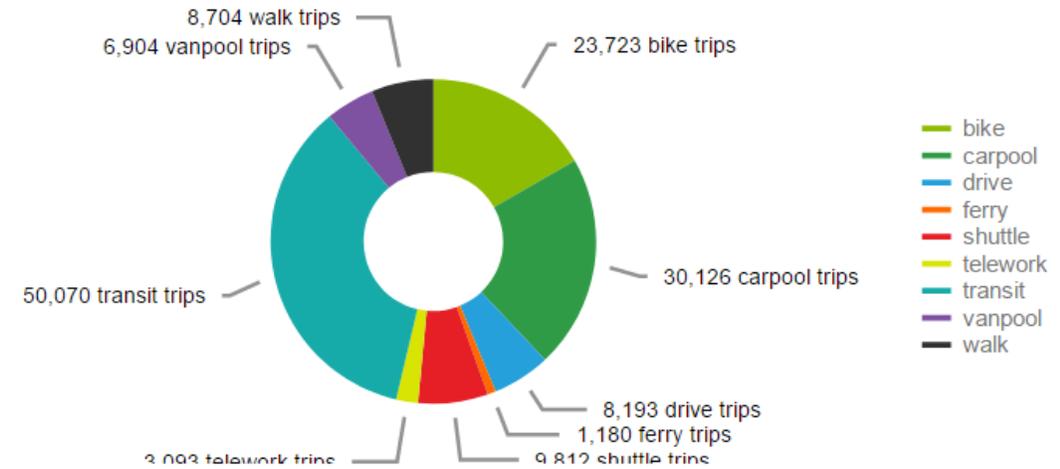
david
from MARBLY AVE, DALY CITY, CALIFORNIA, 94015

DRIVER'S TRIP ▲ 6.1 MI / 25 MIN *

Map showing routes between Pacifica and San Bruno. Numbered stops (1-4) and driver icons are visible. Locations include Colma, Edgemar, Westborough, San Bruno, and Millbrae.

Information courtesy RideAmigos, OpenStreetMap, Esri

STAR Platform – Data Driven Feedback



MODE	USERS	TRIPS	MILES	DOLLARSSAVINGS	CO2SAVINGS	CALORIES
transit	1,241	50,070	1,124,563	130,449	260,898,659	0
carpool	839	30,126	728,637	206,204	134,069,276	0
bike	714	23,723	167,941	95,055	61,802,433	8,397,070
shuttle	301	9,812	185,711	87,470	50,327,590	0
walk	249	8,704	11,302	6,397	4,159,183	1,130,213
drive	399	8,193	144,695	0	0	0
vanpool	142	6,904	240,022	113,050	65,046,032	0
telework	188	3,093	70,933	40,148	26,103,160	0
ferry	41	1,180	25,820	2,995	5,990,298	0

STAR Impact Report

System Use

7,767 Users		814 Networks	
24,063 Trip Searches	4,085 Favorite Trips	423 Carpool Messages	368,116 Trip Logs

System Impact

0.4 Million Alternative Trips		6,945,850 mi Alternative Distance	
22 Million Calories Burned*	1,732.9 tons CO2 Reduction*	\$2,268,341.81 Money Saved*	

Programs, Incentives, and Technology



Programs connected for commuters – Automatic Trip logging now available

Connected Apps

You can connect your account to external services which can automatically log your trips and more!



Commute Tracker by rideamigos

Automatically log your trips by connecting your account to the Commute Tracker by RideAmigos.

✔ You are currently connected

✖ Disconnect / Generate New Connect Pin



Scoop

Connect your account to Scoop to automatically log carpools.

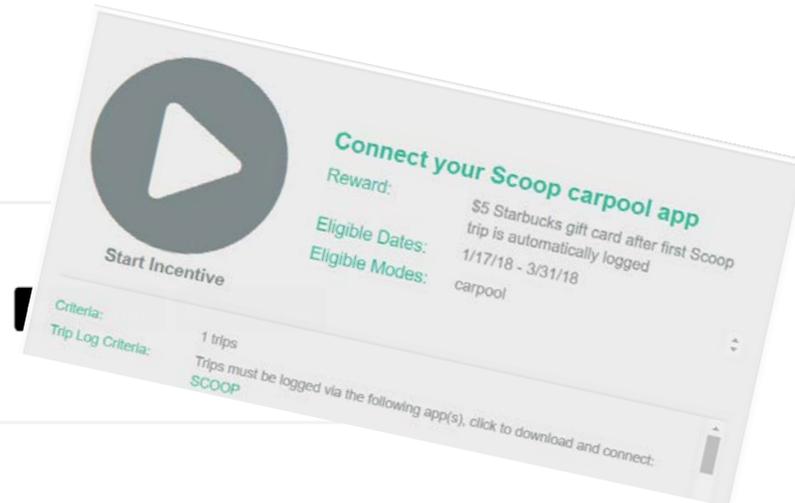
🔗 Connect



Strava

Connect your account to Strava to automatically log trips to and from work. [More info?](#)

🔗 Connect



Genesis, 1 Tower Place
South San Francisco

10:00 AM to 1:00 PM

Thursday, March 15, 2018

LUNCH WILL BE PROVIDED

COMMUTER *Land*

How the Best Workplaces for
Commuters Are the Happiest
Places on the Peninsula

Commute.org

Enjoy a Free Transit Ride On Us



Get Rewarded Today at Commute.org

COMMUTER CHALLENGE!

The 2018 Challenge is on. Join today
and get rewarded for your bike commute!



SPECIAL OFFER FOR BIKE COMMUTERS!

Join the Commuter Challenge
today at my.commute.org!
Then log your bike trips
this week (May 7 – 11) and
you'll be entered to win a
special Bicycle Commuter
Prize Pack (\$250 value)!
See instructions on back side.

BAY AREA
BIKE TO
WORK DAY
MAY 10, 2018



Bay Area

Commuter Benefits Program

- Employers with **50+ full-time** employees in the Bay Area
 - ✓ Private business
 - ✓ Public agency
 - ✓ Non-profit organization
- Count based on all Bay Area worksites combined
 - ✓ Including branch locations with less than 50 employees



Discussion

John Ford

Executive Director

PH: 650/588-8170

john@commute.org

Commuter.org



YouTube



**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: **ALLOCATION OF \$548,060 IN MEASURE A ALTERNATIVE CONGESTION RELIEF FUNDS TO THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE TO SUPPORT THE COUNTYWIDE CONGESTION RELIEF PROGRAM FOR FISCAL YEAR 2019**

ACTION

Staff proposes the Board:

1. Allocate \$548,060 in Measure A Alternative Congestion Relief (ACR) Program funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) for the Countywide Congestion Relief Program.
2. Authorize the Executive Director or his designee to execute the funding agreement and take any other actions necessary to encumber the subject funding.

SIGNIFICANCE

Pursuant to the 2004 Transportation Expenditure Plan, 1 percent of the Measure A sales tax funds is set aside annually for the ACR Program. Commute.org has historically received Measure A funding to support its commute alternative programs.

The proposed allocation, which will enable Commute.org to continue to receive Measure A funds through Fiscal Year (FY) 2018-19, represents an increase of \$89,560 (20 percent) from the prior year, due to the following:

- Transfer of the management of several shuttle routes from the San Mateo County Transit District (SMCTD) to Commute.org, per a request from the SMCTD;
- Additional marketing efforts targeted at specific transit locations; and
- A 2.5 percent increase in the Consumer Price Index.

BUDGET

The proposed allocation is consistent with the amount approved in the FY2019 budget. No additional funding is needed.

BACKGROUND

Commute.org is a joint powers authority with 18 member-agencies, including the County of San Mateo and the 17 cities and towns in the County, and serves as San Mateo County's Transportation Demand Management Agency. Commute.org's FY2019 Work Program includes, but is not limited to: employer outreach and support services; an employer-based shuttle program; commuter outreach and incentive programs; and the development of public/private partnerships in support of reducing traffic congestion in San Mateo County. Measure A ACR funds are not used for the operation of shuttles.

Prepared By: Jennifer Williams, Analyst II, Programming and Monitoring 650-508-6343
Joel Slavit, Manager, Programming and Monitoring 650-508-6476

RESOLUTION NO. 2018 –

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

* * *

**ALLOCATING \$548,060 IN MEASURE A ALTERNATIVE CONGESTION RELIEF FUNDS TO THE
PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE FOR FISCAL YEAR (FY) 2019**

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

WHEREAS, the 2004 TEP designates 1 percent of the Measure A revenues to fund the Alternative Congestion Relief (ACR) Program; and

WHEREAS, the Peninsula Traffic Congestion Relief Alliance (Commute.org) has requested \$548,060 in Measure A ACR funds for the support of its Fiscal Year 2018-2019 Work Plan, which consists of, but is not limited to: (1) employer outreach and support services that include a guaranteed emergency ride home program, bicycle parking incentives and bicycle safety workshops; (2) an employer-based shuttle program; (3) commuter outreach and incentive programs that include direct marketing, vanpool/carpool/school pool/transit incentive programs and Bike to Work Day; and (4) the development of public/private partnerships in support of reducing traffic congestion in San Mateo County, including community-based mobility services; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 TEP and TA Strategic Plan 2014-2019.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority allocates Measure A ACR funds in the amount of \$548,060 to Commute.org for the support of its Fiscal Year 2018-2019 programs; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute any necessary agreements or other documents, and to take any other actions necessary, to give effect to this resolution.

Regularly passed and adopted this 6th day of September , 2018 by the following vote:

AYES: Beach, Groom, Freschet, Johnson, Matsumoto, Medina, Horsley

NOES: None.

ABSENT: None.

Chair, San Mateo County Transportation Authority

ATTEST:

Acting 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: **PROGRAM REPORT: 2018 CALTRAIN ANNUAL COUNT PRESENTATION**

ACTION

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

SIGNIFICANCE

This program report focuses on the Transit – Caltrain Program category with the results of the 2018 Caltrain Annual Counts, which demonstrate Caltrain passenger ridership trends. Analysis of the ridership numbers and passenger use of the stations and trains guide decisions Caltrain makes regarding the development of its Operating budgets and other activities, such as service planning, equipment assignments and future capacity planning.

Information pertaining to the passenger counts will be presented via a PowerPoint. Further details will also be published in the Key Finding Report, which will be posted on the Caltrain website this month.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Caltrain staff have historically presented information pertaining to the Annual Counts, which are conducted every year in the early calendar months. The counts provide detailed ridership data for planning purposes. This year, count survey was performed in January and February. Surveyors were deployed to count number of passengers, bicycles and passengers needing assistance (PNAs) boarding and alighting on each train and at each station. Bikes denied boarding were also tallied.

Pursuant to the 2004 Transportation Expenditure Plan, 16 percent of the Measure A sales tax funds are set aside annually for both capital and operating improvements. Capital improvements may include San Mateo County's share of the cost of systemwide improvements, as well as County specific improvements such as station upgrades. Each of the three JPB member agencies contribute an equal 1/3 share toward the overall cost of systemwide capital improvements. In Fiscal Year 2019, each of the JPB

member agencies contributed \$7.5 million toward systemwide capital improvements, with San Mateo County's share being funded from the Measure A Caltrain Program.

Up to one-half of available Measure A Caltrain Program category funds may be used to support operating costs. Funding contributions from the JPB member agencies to support operating costs are based on an allocation methodology of average weekday boardings. In Fiscal Year 2019, the TA contributed \$7.6 million toward the San Mateo County share of the JPB member agency operating commitments with the partners from San Francisco and Santa Clara Counties contributing \$7.0 million and \$10.8 million respectively.

Prepared by: Catherine David, Principal Planner 650-508-6471
Joel Slavit, Manager, Programming and Monitoring 650-508-6476



2018 Annual Passenger Counts

TA Board of Directors
September 6, 2018
Agenda Item #13a

Presentation Outline

- Purpose of Annual Count
- Count Methodology
- 2018 Challenges
- 2018 Count Results
 - Weekday
 - Weekend
- Summary
- Next Steps

Purpose of Ridership Counts

- Provide measurement relative to previous years
- Data for evaluating service changes
 - Identify trends: station, time, train, direction
- Allocate resources to address capacity issues
- Validate revenue-based ridership estimates
- Data for future capacity planning

Data Collection Methodology

- New weekday count methodology
- Weekday: Headcount every train averaged over 2 mid-weekdays
- Weekend: Headcount on every train for one weekend
- Seventh year “bikes denied boarding” count
- Differs from other ridership count methods:
 - Monthly revenue-based average weekday ridership calculations
 - Identify ridership based on randomized samplings for National Transit Database (NTD)

New Weekday Count Methodology

- Reason: Increasing project costs & budget constraints (~ savings \$400K to \$500K)
- Good opportunity to revisit methodology
- This year: Average 2 mid-weekday counts
 - *“Average Mid-Weekday Ridership” (AMWR)*
 - *“Average Mid-Weekday Bike Ridership” (AMWBR)*
 - Capture true maximum load (Mid-Weekday = busier; Mon. & Fri. = lighter) (-1% Mon.; -9% on Fri.)
- All data comparisons 2018 and 2017 “AMWR”
 - 2017: Tues to Thurs data to generate mid-weekday average data (Apples to Apples)

Challenges

- New weekday count methodology
- New sub-consultant team to conduct, oversee & manage field surveys
- Survey in mixed-fleet environment
 - Consist length (5 cars or 6 cars)
 - Different # of doors per car (Gallery or Bombardier)
- Timetable changes after 2017 Annual Count
 - Impacts baseline data used for planning & special event service comparisons

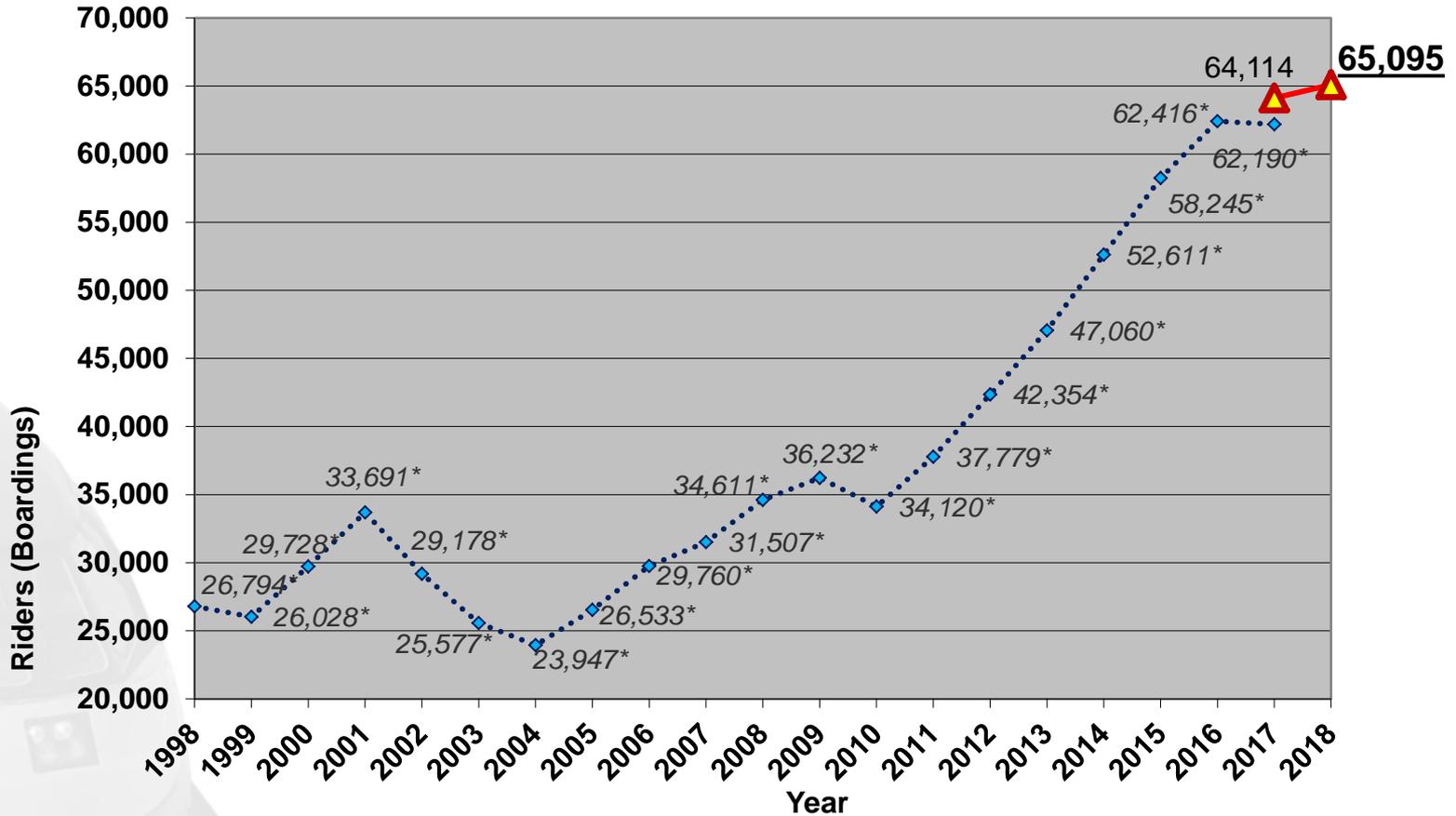
Timetable Changes

- Weekdays (4/10/2017)
 - Adjustments to support the electrification project construction work windows
 - Time adjustments for increased reliability
 - Stops added/reduced to selected trains
 - AM SB trains sequence change
- Weekends (7/15/2017)
 - Service reduction to support the electrification project construction work windows
 - From 60-min frequency to 90-min frequency
- Weekdays (10/1/2017)
 - Adjustments to enhance operations efficiency



Average (Mid-) Weekday Ridership

1.5% AMWR Increase



◆ Avg. Weekday Ridership (AWR: until 2017)
▲ Avg. Mid-Weekday Ridership (AMWR: 2017 and later)

Riders by Time Period (2017 vs 2018)

Time Period	2017 AMWR	2018 AMWR	% Change (Difference)
Traditional Peak (NB AM + SB PM)	33,548	34,373	2.5% (825)
Midday	7,316	6,642	-9.2% (-674)
Reverse Peak (SB AM + NB PM)	19,736	20,745	5.1% (1,009)
Night	3,514	3,335	-5.8% (-179)
TOTAL	64,114	65,095	1.5% (981)

Riders Train Type (2017 vs 2018)

Peak-period (AM + PM) Average ridership per train

Train Type	2017 AMWR	2018 AMWR	% Change
Baby Bullet	904	914	1.1%
Limited	814	856	5.1%
Local	351	412	17.5%

- Growth on all train types
- More growth on slower train types

Station Ridership (2017 vs 2018)

- Ridership Increased 18 stations

Station	% Change (Difference)
Hayward Park	51.2% (197)
College Park	31.7% (26)
Belmont	30.1% (181)
Gilroy	22.7% (47)
Capitol	19.4% (13)
Blossom Hill	14.1% (18)
22nd Street	11.5% (205)
Morgan Hill	11.3% (24)
San Martin	7.4% (6)
San Mateo	7.0% (149)

Station	% Change (Difference)
Redwood City	6.9% (271)
Santa Clara	6.1% (63)
Hillsdale	6.1% (185)
San Bruno	1.9% (13)
Palo Alto	1.6% (124)
Burlingame	1.4% (15)
San Jose Diridon	1.3% (61)
Mountain View	0.8% (37)

Station Ridership (2017 vs 2018)

- Ridership Decreased 11 stations**

Station	% Change (Difference)
So. San Francisco	-8.9% (-46)
Menlo Park	-4.1% (-73)
California Ave.	-3.7% (-65)
Tamien	-3.0% (-40)
Millbrae	-2.9% (-102)
Lawrence	-1.9% (-18)
Sunnyvale	-1.6% (-55)
San Francisco	-1.5% (-239)
San Antonio	-1.2% (-12)
Bayshore	-0.5% (-1)
San Carlos	-0.2% (-3)

Top 10 Stations (Weekday Boardings)

Station	2017		2018	
	Rank	AMWR	Rank	AMWR
San Francisco	1	15,666	1	15,427
Palo Alto	2	7,640	2	7,764
San Jose Diridon	3	4,815	3	4,876
Mountain View	4	4,773	4	4,810
Redwood City	5	3,941	5	4,211
Sunnyvale	7	3,419	6	3,364
Millbrae	6	3,441	7	3,340
Hillsdale	8	3,044	8	3,229
San Mateo	9	2,141	9	2,291
22nd Street	11	1,772	10	1,977

Light Red = Change in rankings

Note: Menlo Park was the 10th busiest station by average mid-weekday boarding volume in 2017

County-by-County Comparison

County	2017 AMWR (% of Total Boardings)	2018 AMWR (% of Total Boardings)	% Change (Difference)
San Francisco	17,686 (27.6%)	17,651 (27.1%)	-0.2% (-36)
San Mateo	18,970 (29.6%)	19,757 (30.4%)	4.1% (787)
Santa Clara	27,458 (42.8%)	27,688 (42.5%)	0.8% (229)
TOTAL	64,114	65,095	1.5% (980)

Average Passenger Trip Length

Train Type	2017 Miles AMWR	2018 Miles AMWR
Weekday	23.4	22.9
Baby Bullet	28.3	27.5
Peak Limited & Locals	20.9	20.8
Off Peak	21.9	21.5
All Locals	21.6	21.0

- Weekday average trip length for 2018 is slightly lower than 2017

2018 Busiest NB Trains: Max Load

11 trains at $\geq 95\%$ of seated capacity at max. load point

Northbound						
	Train Number	Depart SJ	As Leaving	Max Load (AMWR)	Train Seated Capacity	% of Seated Capacity
g	221	7:23 AM	Mountain View	845	650	130%
b	329	8:04 AM	Sunnyvale	968	760	127%
g	217	6:59 AM	Hillsdale	950	760	125%
	215	6:54 AM	San Bruno	810	650	125%
	225	7:54 AM	San Bruno	943	760	124%
b	319	7:04 AM	Sunnyvale	936	760	123%
	227	7:59 AM	Hillsdale	790	650	121%
b	323	7:49 AM	Mountain View	894	760	118%
b	313	6:49 AM	Hillsdale	822	760	108%
	269	4:40 PM	Redwood City	773	760	102%
	233	8:39 AM	San Antonio	772	760	102%

b = Baby Bullet; g = Gilroy train;

Light yellow = AM (“traditional peak”); Light blue = PM (“reverse peak”)

2018 Busiest SB Trains: Max Load

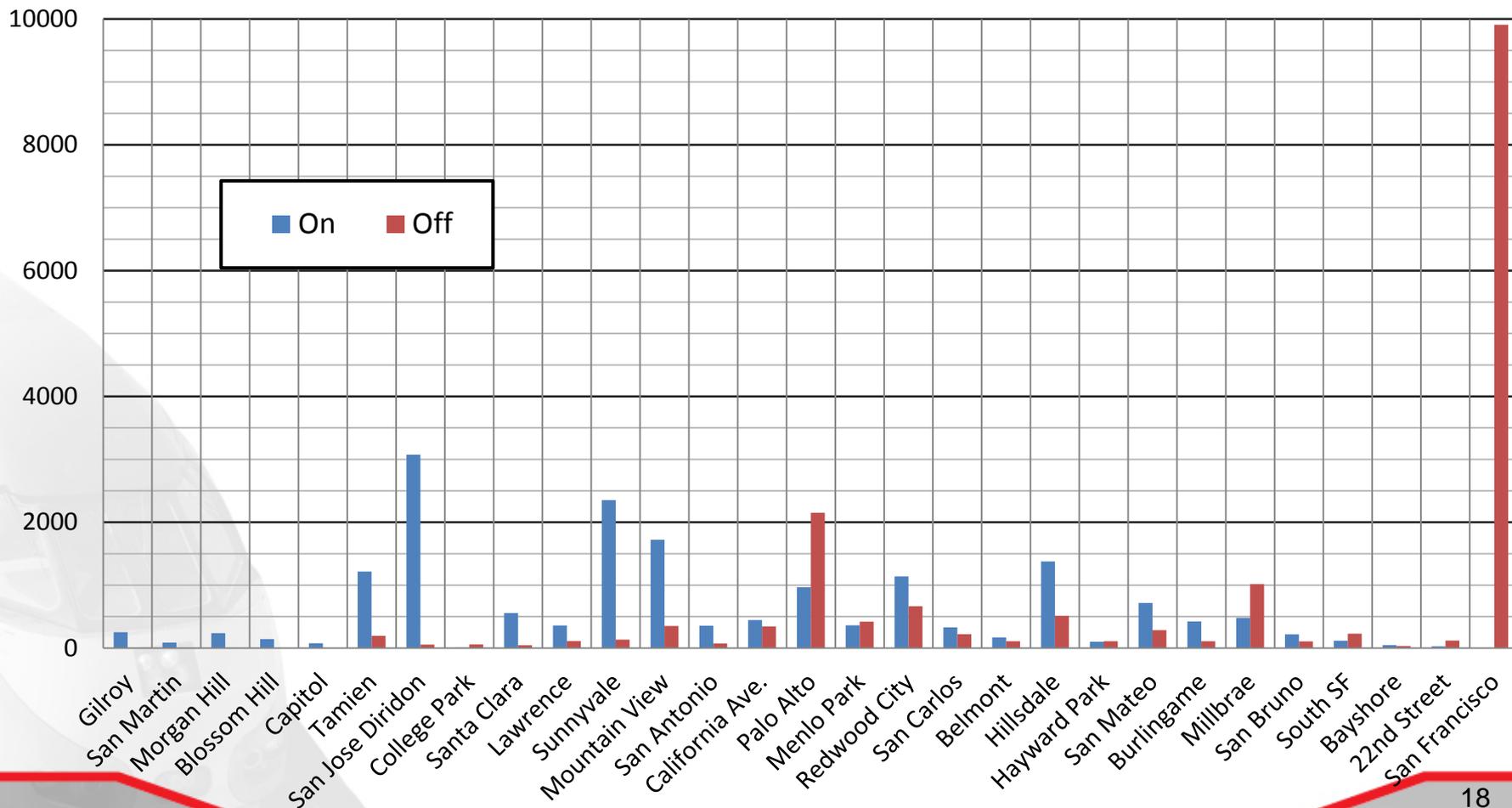
14 trains at $\geq 95\%$ of seated capacity at max. load point

Southbound						
	Train Number	Depart SF	As Leaving	Max Load (AMWR)	Train Seated Capacity	% of Seated Capacity
b	366	4:38 PM	Palo Alto	1,066	760	140%
b	376	5:38 PM	Millbrae	952	760	125%
b	324	7:59 AM	Millbrae	898	760	118%
	360	4:12 PM	Palo Alto	767	650	118%
	278	5:58 PM	Millbrae	885	760	116%
g	268	4:58 PM	California Ave.	853	760	112%
	330	8:35 AM	Millbrae	712	650	110%
b	370	5:16 PM	Millbrae	823	760	108%
	272	5:27 PM	San Francisco	822	760	108%
	262	4:23 PM	California Ave.	692	650	106%
	258	3:34 PM	California Ave.	679	650	104%
b	380	6:16 PM	San Francisco	678	650	104%
	222	7:45 AM	Redwood City	633	650	97%
b	314	6:59 AM	Hillsdale	632	650	97%

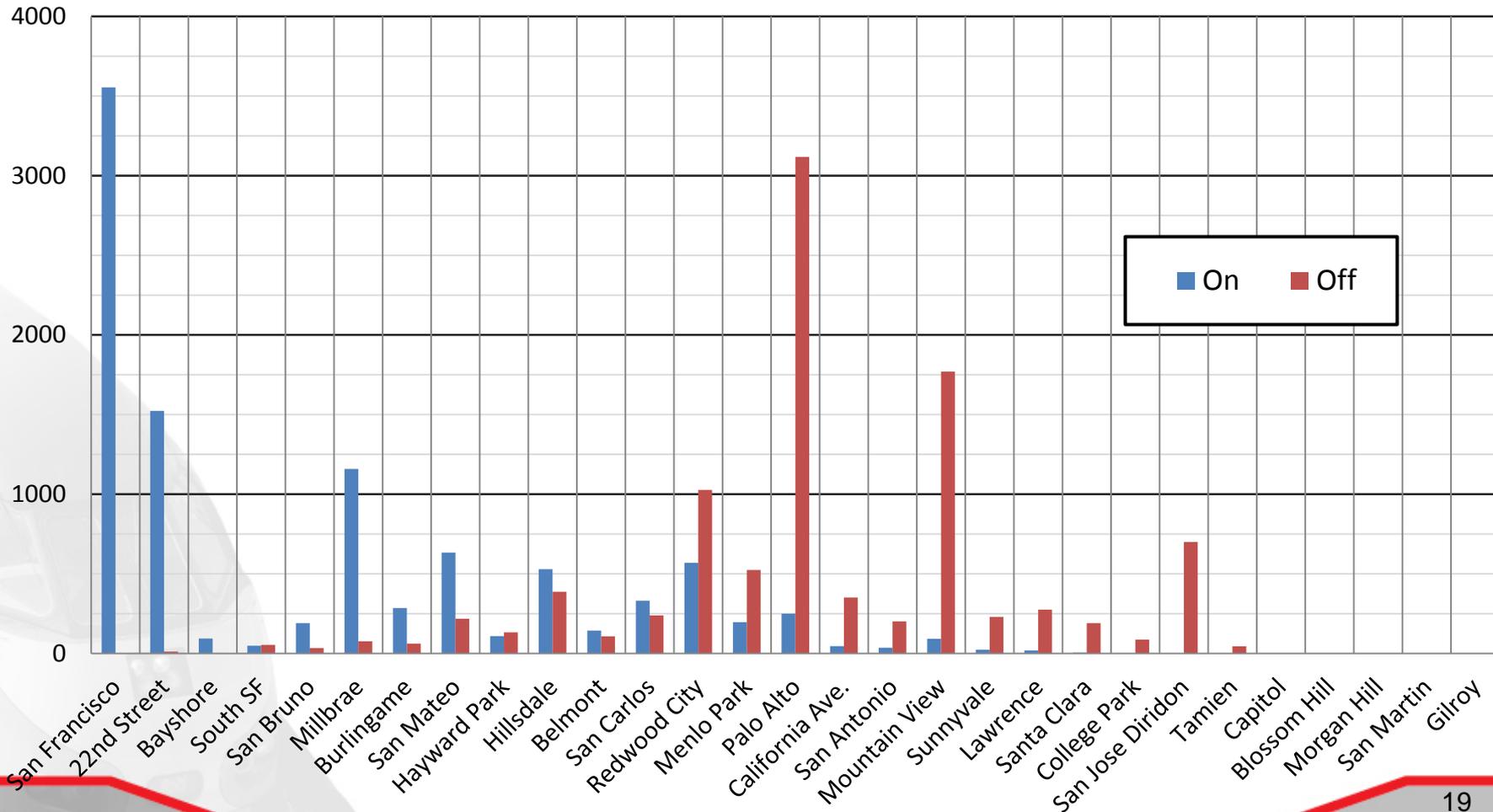
b = Baby Bullet; g = Gilroy train;

Light yellow = AM (“reverse peak”); Light blue = PM (“traditional peak”)

Peak Period Boarding/Alighting Traditional Peak Direction (AM NB)

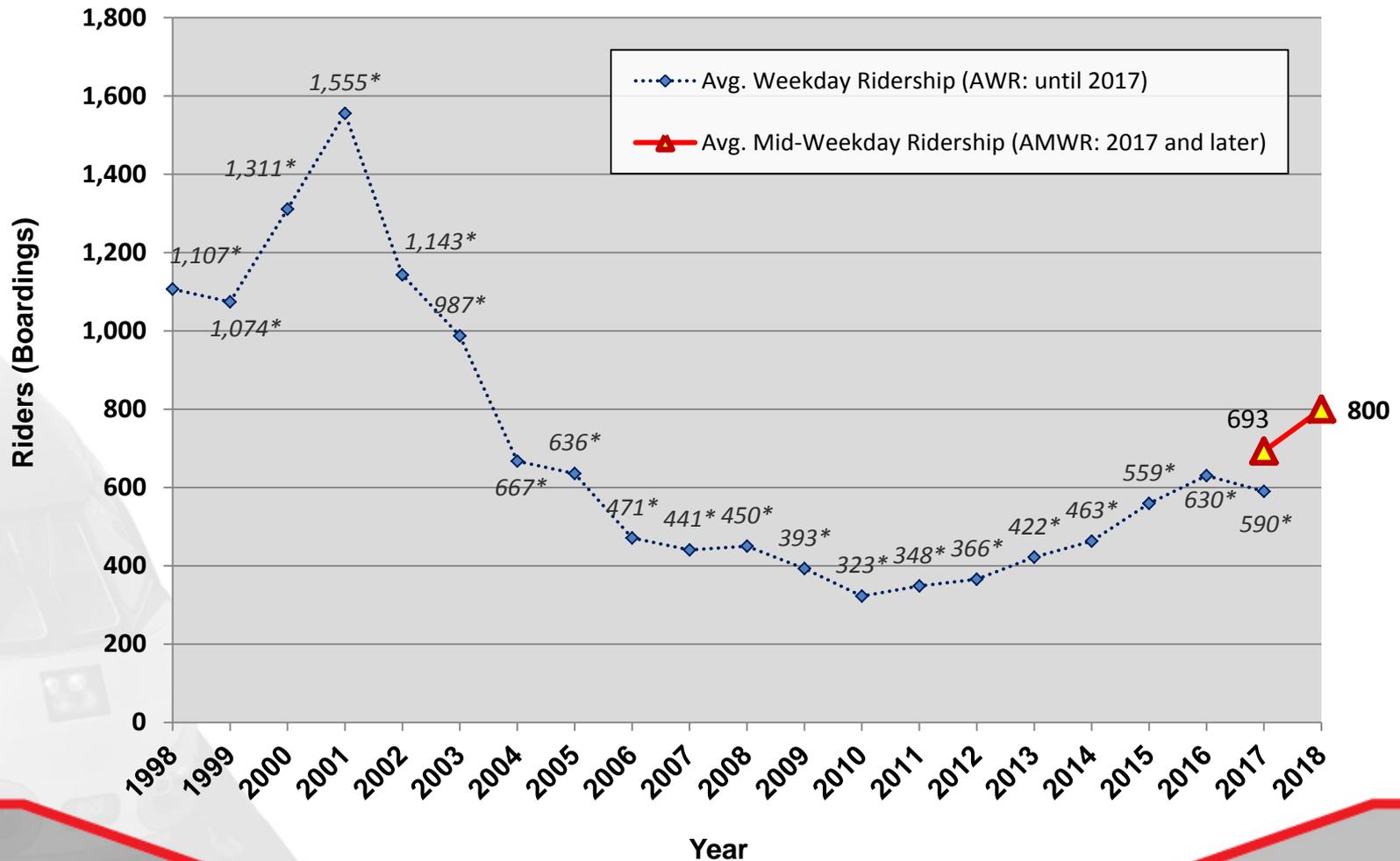


Peak Period Boarding/Alighting Reverse Peak Direction (AM SB)



Gilroy Avg. (Mid-) Weekday Ridership

15.4% AMWR increase

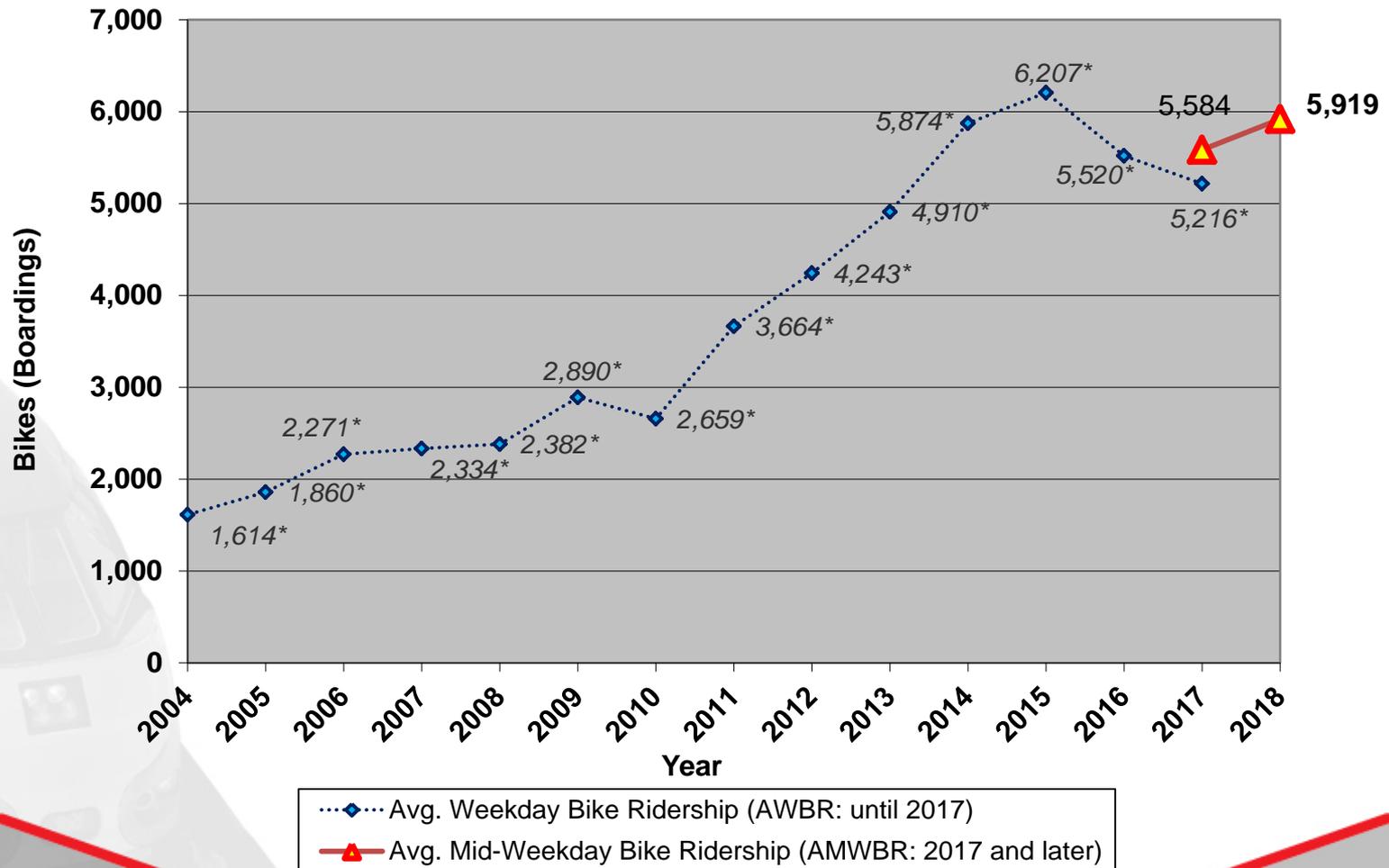


Gilroy Extension Ridership

- 2001: Highest ridership (1,555 AWR)
 - Increased during Dot-Com Boom
- 2010: Lowest ridership (323 AWR)
 - Ridership declined sharply after Dot-Com bust and US 101 Fwy. Widening
- 2011-2017: Ridership steadily increased
- 2018: 15.4% AMWR increase
 - Begin service planning with VTA in concert with the Caltrain Business Plan

Avg. (Mid-) Weekday Bike Ridership

6.0% AMWBR increase



Bicycle Boardings: Top 10 Stations (Weekday)

Station	2017		2018		2017 vs 2018
	Rank	AMWBR	Rank	AMWBR	% Change (Difference)
San Francisco	1	1,240	1	1,442	16.3% (202)
Palo Alto	2	765	2	796	4% (31)
Mountain View	3	470	3	551	17.2% (81)
Redwood City	4	341	4	407	19.2% (66)
San Jose Diridon	5	324	5	359	10.8% (35)
Sunnyvale	6	275	6	303	10.5% (29)
Hillsdale	7	247	7	257	4% (10)
22nd Street	8	218	8	251	15% (33)
California Ave.	9	212	9	225	6% (13)
San Mateo	10	164	10	218	33.2% (54)

Bikes Denied Boardings

- Seventh year counted with annual count
- 21 bumps (2018) vs 87 bumps (2017)
- 2018: 21 bikes denied on 236 trains counted
- 2017: 87 bikes denied on 527 trains counted
- Equiv. comparison: Bumps observed per 1,000 bikes boarded decreased to 1.6 (3.2 in 2017)
- Observed at 6 stations, 2 trains (all NB; no SB)
- No bumps observed on weekend trains

Passenger Needing Assistance (PNA) Boardings (Weekdays)

- 2017: 44 PNA boardings per mid-weekday
- 2018: 35 PNA boardings per mid-weekday
 - PNA boardings on 45 trains of 92 scheduled trains during count
- 2017 vs 2018: 20% decrease

Weekend Service

- First passenger count after reduced weekend local service (electrification work windows)
 - 60-min to 90-min frequency
 - Saturday: 36 trains to 28 trains (22% reduction)
 - Sunday: 32 trains to 24 trains (25% reduction)

Weekend Service (2017 vs 2018)

Corridor-Wide Boardings

Passenger	2017	2018	Difference	% Change
Saturday	15,612	13,954	-1,658	-10.6%
Sunday	11,274	9,636	-1,638	-14.5%
TOTAL	26,886	23,590	-3,296	-12.3%

Weekend-Only Station Boardings (Sat. + Sun.)

Station	2017	2018	% Change
Broadway	166	114	-31.3%
Atherton	154	114	-26.0%

Weekend Service

5 Busiest Trains (Northbound)

By Passenger Boardings:

Saturday				Sunday			
Train Number	Depart SJ	Passenger Boardings		Train Number	Depart SJ	Passenger Boardings	
	427	11:38 AM	828		427	11:38 AM	602
	429	1:08 PM	816	b	801	9:51 AM	584
b	801	9:51 AM	758		429	1:08 PM	529
	431	2:38 PM	723		431	2:38 PM	479
	433	4:08 PM	623		425	10:08 AM	450

b = Baby Bullet Express

By Maximum Passenger Load:

Saturday					Sunday				
Train Number	Depart SJ	As Leaving:	Max Load		Train Number	Depart SJ	As Leaving:	Max Load	
b	801	9:51 AM	San Mateo	668	b	801	9:51 AM	San Mateo	492
	427	11:38 AM	Broadway	608		427	11:38 AM	Burlingame	420
	429	1:08 PM	San Mateo	519		429	1:08 PM	San Mateo	384
	431	2:38 PM	San Mateo	496		431	2:38 PM	Belmont	332
b	803	5:21 PM	San Mateo	457		423	8:38 AM	San Mateo	311

Weekend Service

5 Busiest Trains (Southbound)

By Passenger Boardings:

Saturday			Sunday		
Train Number	Depart SF	Passenger Boardings	Train Number	Depart SF	Passenger Boardings
434	5:07 PM	954	434	5:07 PM	678
432	3:37 PM	785	432	3:37 PM	581
436	6:37 PM	653	430	2:07 PM	566
430	2:07 PM	580	428	12:37 PM	478
440	9:37 PM	489	436	6:37 PM	477

b = Baby Bullet Express

By Maximum Passenger Load:

Saturday				Sunday			
Train Number	Depart SF	As Leaving:	Max Load	Train Number	Depart SF	As Leaving:	Max Load
434	5:07 PM	Burlingame	679	434	5:07 PM	Millbrae	494
432	3:37 PM	Hayward Park	507	430	2:07 PM	Burlingame	408
436	6:37 PM	Burlingame	483	432	3:37 PM	Burlingame	397
b 804	7:34 PM	Millbrae	414	436	6:37 PM	Millbrae	370
440	9:37 PM	Millbrae	391	b 804	7:34 PM	San Mateo	354

Summary

- Change of Weekday Count Methodology
 - AWR to AMWR; AWBR to AMWBR
- Weekday ridership increased during peak periods
- Gilroy Extension weekday ridership increased
- Bike ridership increased *but* “bumps” observed decreased
- Overall weekend passenger ridership decreased but not proportionally to decreased service level (-10 to -14% boardings from 22 to 25% fewer trains)

Next Steps

- Incorporate data w/ Caltrain Business Plan efforts to strategize for future scheduling and passenger capacity
- Planning for future Annual Counts Methodology
 - AMWR & AMWBR for all counts moving forward
 - Automatic Passenger Counters (APCs) on EMUs

Questions

For additional information

Key Findings Report & raw data (excel) posted by September to:

<http://www.caltrain.com/about/statsandreports/Ridership.html>

**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 2018 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

800 17th Street, N.W., Suite 1100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564
Holland & Knight LLP | www.hklaw.com

SMCTA Federal Update September 2018

APPROPRIATIONS

Congress continues to work quickly to pass FY 2019 appropriations spending bills prior to the end of the fiscal year on September 30, with the goal of avoiding a government shutdown. Senate Majority Leader Mitch McConnell (R-KY) and House Speaker Paul Ryan (R-WI) are coordinating efforts to package some bills into smaller packages or “minibuses” to move bills more quickly. Both chambers have respectively passed their first minibus package of three appropriations bills: the Energy-Water, Military Construction-Veterans Affairs (VA), and Legislative Branch spending measures. Prior to adjourning for the August recess, the House passed its second minibus, which includes the FY 2019 Interior-Environment and Financial Services spending bills. On August 1, the Senate passed its second minibus appropriations package, funding Transportation-Housing and Urban Development (THUD), Agriculture, Interior, and Financial Services appropriations. Transportation amendments to the minibus passed by the Senate include:

- Senator Blumenthal (D-CT) #3677: Sets aside \$500,000 of the Amtrak Northeast Corridor and Amtrak National Network funding to pay for fare discounts of at least 15 percent to veterans – *Agreed to by voice vote on July 31, 2018.*
- Senator Coons (D-DE) #3666: Amends the deadline for expenditure of FY 2012 TIGER grants for passenger rail projects to September 30, 2019 and the deadline for expenditure of FY 2013 TIGER grants for port infrastructure projects to September 30, 2020, with an offsetting reduction of \$52 million in the FY 2019 federal-aid highways obligation limitation – *Agreed to by voice vote on July 31, 2018.*
- Senator Cornyn (R-TX) #3670: Prevents any FY 2019 Federal Transit Administration (FTA) formula funding or bus and bus facility grants from being used to purchase rolling stock from a manufacturer that is owned or subsidized by China – *Agreed to by voice vote on July 31, 2018.*
- Senator Durbin (D-IL) #3422: Requires the Amtrak Inspector General, within 240 days of enactment of the bill, to update its March 28, 2008 report entitled “Results of Amtrak’s Poor On-Time Performance” – *Agreed to on July 24, 2018 by a roll call vote of 99-0.*
- Senator Fischer (R-NE) #3492: Requires Federal Motor Carrier Safety Administration (FMCSA) to ensure the safe and timely completion of the sleeper berth pilot program – *Agreed to by voice vote on July 31, 2018.*
- Senator Fischer (R-NE) #3669: Prohibits any funds from being used to enforce FMCSA’s electronic logging device rule during FY 2019 on vehicles hauling livestock or insects – *Agreed to by voice vote on July 31, 2018.*

- Senator Heller (R-NV) #3428: Directs DOT to report to Congress on efforts by DOT “to engage with local communities, metropolitan planning organizations, and regional transportation commissions on advancing data and intelligent transportation systems technologies and other smart cities solutions” – *Agreed to by voice vote on July 31, 2018.*
- Senator Inhofe (R-OK) #3480: Requires DOT to consult with the Army Corps of Engineers to “identify any existing authorities and any additional authorities that may be needed to leverage funds from Department of Transportation programs for purposes of inland waterway project costs” – *Agreed to by voice vote on July 31, 2018.*
- Senator Johnson (R-WI) #3436: Requires the FAA to report to Congress on the implementation of NextGen at commercial service airports in the U.S. – *Agreed to by voice vote on July 31, 2018.*
- Senator McConnell (R-KY) #3645: Provides a truck weight waiver for certain roads in Kentucky for FY 2019 – *Agreed to by voice vote on July 31, 2018.*
- Senator Moran (R-KS) #3665: Sets aside \$50 million of the Amtrak appropriation for “capital expenses related to safety improvements, maintenance, and the non-Federal match for discretionary Federal grant programs to enable continued passenger rail operations on long-distance routes (as defined in section 24102 of title 49, United States Code) on which Amtrak is the sole tenant of the host railroad and positive train control systems are not required by law” and also prohibits Amtrak in FY 2019 from discontinuing any Southwest Chief service – *Agreed to by voice vote on July 31, 2018.*
- Senator Reed (D-RI) #3608: Prevents any funding in the bill from being used for the “implementation and furtherance of new policies” outlined in the FTA’s June 29, 2018 “Dear Colleague” letter on the Capital Investment Grants program – *Agreed to by voice vote on July 31, 2018.*
- Senator Udall (R-NM) #3414: Expresses the sense of Congress that long-distance passenger rail networks should be sustained to ensure connectivity throughout the National Network – *Agreed to by a roll call vote of 95-4 on July 25, 2018.*
- Senator Warner (R-VA) #3679: Sets aside up to \$6 million of Federal Aviation Administration (FAA) Operations funding for commercial entities looking to validate technology for safe UAS integration into the NAS and requires the FAA, within 60 days of enactment, to identify essential integration technologies that could be demonstrated or validated at test sites – *Agreed to by voice vote on July 31, 2018.*

The House of Representatives has not yet considered its Transportation-HUD bill due to lack of support for the bill from Democrats. The Senate has avoided partisan battles by not including several “poison pill” policy riders that are included in the House bills, such as rolling back environmental regulations. Right now, the Transportation-HUD Appropriations staff are pre-conferencing on the bill.

Nevertheless, despite the swift progress on appropriations, one of the most controversial items continues to be funding for the border wall. The House Department of Homeland Security appropriations bill includes \$5 billion for new construction for a border wall. The Senate bill provides \$1.6 billion in funding and only allows for the money to be used for reinforcing existing barriers. Over the past several weeks, President Trump has begun to call for a government shutdown if additional funding is not provided for the wall. Leader McConnell and House Speaker Ryan have presented Trump with a plan to move several piecemeal spending bills ahead

of the September 30 deadline to fund most governmental functions, but to postpone a vote on the Department of Homeland Security's budget, and a potential fight over the wall, until after the midterm elections. It is uncertain at this time whether the President will go along with the plan. Complicating matters further is that much of September is expected to be consumed with confirmation hearings for the President's Supreme Court nominee Brett Kavanaugh leaving little floor time to deal with complicated bill conferencing efforts and making the appropriations landscape unpredictable.

ADMINISTRATION

FTA Finalized Transit Safety Rules: On July 19, the Federal Transit Administration (FTA) finalized two safety regulations that govern all transportation agencies that receive federal funding: the Public Transportation Agency Safety Plan rule and the Safety Certification Training Program rule.

The Public Transportation Agency Safety Plan rule requires transit agencies to incorporate Safety Management System (SMS) policies and procedures as they develop safety plans to better manage their safety risks. Since no two transit systems are alike, the rule sets scalable and flexible requirements for safety plans.

The requirements of the Public Transportation Safety Training Certification Program rule establish a basic training curriculum to enhance the technical competencies and capabilities of individuals responsible for the safety oversight of rail transit systems.

In 2012 and again in 2015, Congress granted FTA significant new safety authorities that expanded FTA's role from being primarily a grant-making agency to functioning as a safety oversight regulatory body. With these actions, FTA has completed the regulatory framework for the National Public Transportation Safety Program as authorized by Congress.

CONGRESS

Shuster Introduces Infrastructure Bill: On July 23, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) introduced his legislative proposal for surface transportation and water infrastructure. The Chairman is retiring at the end of this year so the bill will not be considered this year; however, it could serve as a marker for surface transportation reauthorization and water infrastructure legislation in the future. Highlights of the Shuster bill include:

- A package of motor fuel tax increases, and some new taxes on other highway and transit system users not currently taxed, that would raise at least \$284 billion in new gross revenues for the federal Highway Trust Fund over the next ten years, averting future Trust Fund defaults and allowing significant highway spending above baseline.
- A new blue-ribbon commission to recommend future long-term Highway Trust Fund solvency proposals that would get an automatic up or down vote in Congress with no amendments or filibusters.
- A one-year clean extension of the FAST Act to give Congress time for the blue-ribbon panel to report.

- Permanent statutory authorization for the grant program now known as BUILD and formerly known as TIGER.
- Project delivery reforms along the lines of those sought by the Trump Administration.

Senate Commerce Committee Passes Rail Crew Bills and STB Nominee: On August 1, the Senate Commerce, Science and Transportation Committee approved by voice vote a bill to establish a new port improvement grant program, a bill to criminalize attacks on interstate passenger rail crews, and a Surface Transportation Board (STB) nominee. The Passenger Rail Crew Protection Parity Act (S. 2861), sponsored by Senators Tammy Duckworth (D-IL) and John Hoeven (R-ND), would designate an attack on a train engineer, conductor, onboard personnel, or other employee responsible for travel safety as a federal offense.

The committee also approved, by voice vote, the nomination of Martin Oberman for the fifth seat on the STB. His appointment would fill former vice chair Daniel Elliott III's vacated Democratic seat through 2018 and then begin a new five-year term ending in 2023.

Senate Consideration of FAA Authorization Possible in Late August: The Senate recessed for 14 days without considering the FAA reauthorization bill, S. 1405. The Senate returns on August 15. Senate Commerce Committee staff and leadership are working on negotiations on amendments to the bill so the Senate could still consider the bill in late August. If they fail to pass the bill, Congress must pass a short term extension by September 30. Leadership is trying to figure out if the autonomous vehicle AV bill can be added to the FAA bill, and if any changes in unrelated tax law will be allowed to be offered to the tax title of the bill.



August 10, 2018

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

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER 2018

SB 1 Repeal Discussion

On June 28, the Secretary of State certified that the proponents of the SB 1 repeal campaign, Reform California, had successfully gathered enough signatures for Proposition 6 to be placed on the November ballot. Over 963,905 signatures were submitted, well over the 585,407 necessary to qualify the measure.

We spoke to Carl DeMaio, the contact for the Proposition 6 campaign, whom stated the following rationale for the effort:

- We pay enough for rebuilding our roads. We had the second highest gas tax in the nation prior to the enactment of SB 1.
- We have diverted money to pay for pensions, went on "road diets" and favored mass transit and high-speed rail over road repairs.
- Senator Josh Newman (D-Riverside) being recalled reflects how fed up voters are and he expects others to lose their jobs in November for voting for SB 1.
- After the repeal effort is successful, they will have a plan to fund our roads.

As an alternative, the proponents are advocating for the Republican transportation-funding plan, which relies on items such as sales tax from car sales and insurance premiums, in addition to the pre-existing gas tax and vehicle registration fee (VRF) at levels before the enactment of SB 1. This would make the general fund responsible for paying for transportation. Under this arrangement, transportation has been overwhelmingly underfunded due to other general fund priorities such as education, public safety, or health and human resources.

The "No on Proposition 6" campaign, which is headed by the California Alliance for Jobs, is primarily focusing on the projects at risk for bridge and road safety if the repeal is successful.

Ultimately, it is Khouri Consulting's belief that voters will be most sensitive to the cost of the gas tax and vehicle registration fee increases more than the quality of projects. Most voters do not appreciate the true cost of delivering a project, such as acquiring \$253 million for the 101 Managed Lanes project, or the fact that the gas tax has not been adjusted since 1994, even though our population has grown by 8.5 million since then. If you can demystify the cost however, voters can appreciate the value proposition of the myriad of projects that will be delivered for their contribution.

In 2017, over 12.7 billion gallons of gasoline were consumed. If you divide that total by the amount of registered vehicles in the state – 32 million vehicles (includes motorcycles and non-commercial trucks) – it amounts to 399 gallons per vehicle. Multiply 399 gallons by the 12 cent SB 1 gas tax increase, and it results in a cost of 13 cents per day per vehicle.

With respect to the VRF, 85% of all cars registered will pay less than \$50 annually, less than 14 cents per day. When adding the VRF to the gas tax, the average motorist will pay 27 cents a day, \$8 per month.

Yet, the benefits of SB 1 are many – it will help to fill potholes, improve air quality and safety, ease congestion on state highways, fix bridges, maintain and expand public transportation and rail services, manage goods movement, and provide opportunities for bicycle and pedestrian programs. This is how the issue needs to be framed to provide proper context.

Voters will need to make a choice this November as to whether paying 27 cents a day is worth maintaining the state's transportation infrastructure, addressing mobility needs, alleviating congestion, and improving air quality.

Deputy Directive 90-R1

Given the statewide emergence of managed lanes, Caltrans has issued a regulation, DD-90 R1, that would require a portion of toll proceeds be used by Caltrans for oversight purposes. Caltrans contends that since it is the owner/operator of the state highway system, and that the current 500-mile High-Occupancy Vehicle Lane network is building on state assets, that a conversion to managed lanes should account for Caltrans oversight.

The Self-Help Counties Coalition (SHCC) is currently negotiating with Caltrans so that it adopts a project level agreement given that jurisdictions, such as SMCTA, are spending local sales tax revenue to make improvements to the state highway system, including filling gap closures, or providing connections to connector routes, such as I-380. SHCC argues that if additional proceeds for oversight are required, that it should be used to help expedite project delivery, which would save money. This issue is still pending due to securing a meeting with Caltrans Director Laurie Berman at a date to be determined.

Bills of Interest

AB 2865 (Chiu) HOT Lanes: Santa Clara VTA & Bay Area Infrastructure Financing Authority – Watch

This bill authorizes San Francisco County Transportation Authority (SFCTA) to enter into a cooperative agreement with either the Santa Clara Valley Transportation Authority (VTA) or Bay Area Infrastructure Financing Authority (BAIFA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program in the City and County San Francisco, as specified.

Through our advocacy on the passage of SB 595 (Beall), which allowed Regional Measure 3 to be placed on the June ballot, language was inserted to provide the Santa Clara Valley Transportation Authority, subject to the approval of C/CAG and SMCTA, to operate an extended HOT lane network along the 101, from the current terminus at Whipple Avenue to the county border with San Francisco.

SMCTA and C/CAG staff had contemplated requesting an amendment for providing both entities with the option of joining MTC's HOT lane network, known as the Bay Area Infrastructure Financing Authority, instead. The purpose would be to provide the SMCTA and C/CAG boards with a choice of selecting an arrangement (VTA vs. MTC) that would be most feasible in expediting project delivery to address the multi-modal needs of San Mateo County residents and Bay Area commuters, such as completion of the HOT lane network to the border with San Francisco, and implementing bus rapid transit.

Given the complexity of the issue, and the the need to obtain data from a pending internal study, SMCTA will continue to work with C/CAG and MTC before seeking a legislative remedy in order to identify which system is most feasible.

The bill is currently awaiting a hearing in the Senate Appropriations Committee. There is no recorded opposition on file.

SMCTA Bill Matrix – September 2018

Measure	Status	Bill Summary	Recommended Position
AB 1405 Mulin (D) Digital Sign Demonstration Project	Failed passage prior to policy committee deadline (June 29)	This bill would require Caltrans to establish a digital sign demonstration program. As part of the program, the bill would authorize Caltrans, subject to federal approval, to enter into agreements with local jurisdictions until January 1, 2024, to install and operate up to 25 digital signs displaying commercial advertisements and public service announcements within the right of way of the state highway system. The signs could be used to display emergency messages, traveler information, motorist safety campaigns, and other messaging desired by the state, without providing compensation to the contracting entity. Last amended on 6/13/18	Watch
AB 1756 Brough (R) Repeal of Transportation Funding	Failed passage prior to house of origin deadline for fiscal bills (May 11)	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways.	Opposed 2/1/18
AB 1759 McCarty (D) Housing element production: withholding transportation funding	The bill was gutted and amended for a non-germane purpose and is no longer relevant to SMCTA	This bill would withhold transportation revenue for a city or county's failure to meet housing production goals. This proposal is similar to last year's MTC proposal tying STIP funding to RHNA numbers.	Watch
AB 2418 Mullin (D) Transportation: Advanced Technologies Grant Program	Failed passage prior to house of origin deadline (June 1)	Existing law creates the California Transportation Commission (CTC), with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the CTC to form the California Smart City Challenge Workgroup, on or before July 1, 2019, to provide the CTC with guidance on program matters, as specified. The bill would require the CTC, in consultation with the workgroup, to develop guidelines for the program on or before March 1, 2020, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act. Last amended on 4/9/18	Watch
AB 2535 Oberholte (R) Toll Evasion	8/7/18 Senate Floor	This bill would require a notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. Amended on 3/19/18	Watch

SMCTA Bill Matrix – September 2018

Measure	Status	Bill Summary	Recommended Position
<p>AB 2865 Chiu (D)</p> <p>HOT lanes: Santa Clara Valley Transportation Authority: Bay Area Infrastructure Financing Authority</p>	<p>8/6/18</p> <p>Senate Appropriations Committee</p>	<p>This bill would authorize the Santa Clara Valley Transportation Authority (VTA) or the Bay Area Infrastructure Financing Authority (BAIFA) to conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco in coordination with the San Francisco County Transportation Authority, as prescribed.</p> <p>Last amended on 6/20/18</p>	<p style="text-align: center;">Watch</p>
<p>AB 2919 Frazier (D)</p> <p>Transportation: permits</p>	<p>Failed passage prior to house of origin deadline for fiscal bills (May 11)</p>	<p>This bill would require the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt. If a resource agency does not complete the review of the request for a permit within this timeframe, the bill would provide that the permit is deemed approved for purposes of the project.</p> <p>SMCTA is currently participating in a Task Force established by the California State Transportation Agency, pursuant to AB 1282 (Mullin), Chapter 643, Statutes of 2017, for the same purpose. Amended on 3/19/18.</p>	<p style="text-align: center;">Support in Concept</p> <p style="text-align: center;">5/3/18</p>
<p>AB 3059 Bloom (D)</p> <p>Congestion pricing demonstration projects</p>	<p>Failed passage prior to house of origin deadline for fiscal bills (May 11)</p>	<p>This bill would authorize two congestion pricing demonstration projects in northern California and two in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion-pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions. Amended on 4/16/18.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2018

Measure	Status	Bill Summary	Recommended Position
<p>SB 760 Wiener (D)</p> <p>Urban street design: guidance</p>	<p>Failed passage prior to policy committee deadline (June 29)</p>	<p>Existing law authorizes Caltrans to issue a permit to the owner or developer of property adjacent to or near a state highway, including the associated right-of-way, to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. Existing law specifies that the permit may be issued only if the work within the highway right-of-way is to be performed in accordance with plans and specifications approved by the department.</p> <p>If the improvement would not affect the operation of the state highway and the associated work would be performed in accordance with local agency plans and specifications, this bill would prohibit Caltrans from denying an application for a permit solely because the associated work is not to be performed in accordance with plans and specifications approved by Caltrans. This bill failed passage from committee. Last amended 6/4/18</p>	<p>Watch</p>
<p>SB 1262 Beall (D)</p> <p>CM/GC</p>	<p>8/6/18</p> <p>Assembly Appropriations Committee</p>	<p>This bill would remove the cap on the number of projects for which Caltrans is authorized to use the construction manger/ general contractor CM/GC method (currently 24), and make conforming changes to existing provisions. The bill would require the department to submit an interim report no later than July 1, 2021, that describes each Construction Manager/General Contractor project approved under these provisions as of January 1, 2021, and that provides specified relevant data with respect to those projects. The bill also requires Caltrans to submit a final report to the Legislature no later than July 1, 2025, that provides the same relevant data for projects approved under these provisions as of January 1, 2025. The bill would require both the interim and final reports to include a comprehensive assessment on the effectiveness of the Construction Manager/General Contractor project delivery method relative to project cost and time savings. Last amended on 8/6/18</p>	<p>Supported</p> <p>4/5/18</p>
<p>SB 1427 Hill (D)</p> <p>HOV and HOT Lanes</p>	<p>The bill was gutted and amended for a non-germane purpose and is no longer relevant to SMCTA</p>	<p>This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.</p>	<p>Watch</p>

SMCTA Bill Matrix – September 2018

Measure	Status	Bill Summary	Recommended Position
<p>SCA 6 Wiener (D)</p> <p>Local transportation measures: special taxes: voter approval</p>	<p>Failed passage prior to fiscal committee deadline (May 25)</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Supported</p> <p>6/7/18</p>
Ballot Measures			
<p>Proposition 69</p> <p>Transportation Taxes & Fees Lockbox</p>	<p>Placed on June 5, 2018 statewide ballot by the State Legislature through the enactment of ACA 5 (Frazier), Chapter 30, Statutes of 2017</p> <p>Approved by 80% of all statewide voters.</p>	<p>Proposition 69, was placed on the ballot by the State Legislature as part of a legislative package that included SB 1. SB 1, which was also known as the Road Repair and Accountability Act of 2017 enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee. The state constitution already prohibits the diversion of gasoline or diesel excise tax revenues for general non-transportation purposes.</p> <p>The main feature of Proposition 69 is that it also protects proceeds derived from the Transportation improvement Fee (\$1.6 billion in vehicle registration fees, which funds competitive programs) and the sales tax on diesel, which funds the Public Transportation Account. The zero-emission fee is left unprotected.</p>	<p>Supported</p> <p>4/5/18</p>

SMCTA Bill Matrix – September 2018

Measure	Status	Bill Summary	Recommended Position
<p>Proposition 6</p>	<p>Qualified for placement on the November 6, 2018 statewide ballot through the initiative process.</p>	<p>If approved by a majority of statewide voters, this measure would repeal SB 1, also known as the Road Repair and Accountability Act of 2017, which enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee.</p> <p>The measure would also require the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.</p> <p>The Legislative Analyst's Office and Director of the Department of Finance estimate reduced annual state and local transportation tax revenues of \$2.9 billion in 2018-19, increasing to \$4.9 billion annually by 2020-21. These are revenues that are primarily being used to support state highway maintenance and rehabilitation, local streets and roads, and mass transit. In addition, potential lowering of future transportation tax revenues by requiring both legislative and voter approval of such tax increases.</p>	<p>Recommend Oppose</p>
<h3>Budget Items</h3>			
<p>Indirect Cost Rate Proposal</p> <p>SB 848 (Committee on Budget)</p>	<p>6/27/18</p> <p>Signed by the Governor</p> <p>Chapters by the Secretary of State, Chapter 46, Statutes of 2018</p>	<p>Caltrans does work on behalf of Self-Help Counties who develop projects on the state highway system, in addition to cities, regional transit and transportation agencies, certain state agencies, and private entities. Caltrans recovers the cost of these services and charges these entities a rate that covers the cost of both administrative and program functional rates. A portion of this rate however is not applicable to the direct costs affiliated with the project in question. These "indirect costs" add as much as 20%-30% to the cost of a project and erode the value of local sales tax revenue that self-help counties bring to the table, while making Caltrans less competitive in securing work.</p> <p>The purpose of this item, which is sponsored by the Self-Help Counties Coalition, is to either eliminate or cap the amount of indirect costs assessed on a project. A compromise was reached to cap the indirect costs at 10% for a period of 3 years.</p>	<p>Supported</p> <p>6/7/18</p>