



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

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

January 3, 2019 – Thursday

5:00 pm

- 1) Call to Order/Pledge of Allegiance
- 2) Swearing In:
 - a) Maureen Freschet for a term ending 12-31-2020 (Representing City Selection Committee – Central)
 - b) Carlos Romero for a term ending 12-31-2020 (Representing City Selection Committee – South)
 - c) Karyl Matsumoto for a term ending 12-31-2020 (Representing San Mateo County Transit District)
- 3) Roll Call
- 4) Election of 2019 Officers
- 5) Report of the Citizens Advisory Committee - None
(The TA CAC did not meet this month.)
- 6) Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of the Board of Directors Meeting of December 6, 2018 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for November 2018 MOTION
- 7) Public Comment For Items Not on the Agenda
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
- 8) Report of the Chair

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

San Mateo County Transportation Authority Meeting
Agenda for January 3, 2019

9) San Mateo County Transit District Liaison Report

10) Joint Powers Board Report

11) Report of the Executive Director

12) Finance

- a) Amendment of the Fiscal Year 2019 Budget to Increase
Total Expenditures from \$127,749,681 to \$129,754,964
and Ratification of Programming and Allocation to State
Route 1 Calera Parkway Project

RESOLUTION

- b) Program and Allocate an Additional \$200,000 from the
Measure A Grade Separation Program Category to
the Broadway Grade Separation Project in Burlingame

RESOLUTION

13) Program

- a) Update on Owner and Operator for the US 101 Managed
Lanes Project and Next Steps

INFORMATIONAL

- b) Local Shuttle Program Status Update

INFORMATIONAL

- c) State and Federal Legislative Update

INFORMATIONAL

- d) Adoption of 2019 Legislative Program

MOTION

14) Requests from the Authority

15) Written Communications to the Authority

16) Date/Time of Next Regular Meeting: Thursday, February 7, 2019, 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

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

18) Adjourn

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6279. 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 DECEMBER 6, 2018**

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, C. Fromson, J. Slavitt, S. van Hoften, J. Cassman, S. Murphy, D. Hansel, G. Martinez, H. Lafebre, C. Boland, J. Brook

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Don Horsley called the meeting to order at 5:03 pm and led the Pledge of Allegiance. He announced that Director Medina was participating by teleconference.

ROLL CALL

Assistant Authority Secretary Christine Boland called the roll. A quorum was present.

Director Rico Medina joined the meeting via teleconference from Veterans Memorial Recreation Center, 251 Park Way, San Bruno, CA. Accordingly, all votes were required to be taken by roll call.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley noted that no representative from the Citizens Advisory Committee was present to give a report.

CONSENT CALENDAR

- Approval of Minutes of the Board of Directors Meeting of November 1, 2018
- Approval of Minutes of the TA-C/CAG Joint Special Meeting of November 16, 2018
- Acceptance of Statement of Revenues and Expenditures for October 2018
- Acceptance of Capital Projects Quarterly Report – 1st Quarter FY 2019
- Adoption of Updated Conflict of Interest Code (Approved by TA Resolution No. 2018-24)

Motion/Second: Johnson/Groom

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

Absent: None

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CHAIR

Resolution of Appreciation for Cameron Johnson

Approved by TA Resolution No. 2018-23:

Motion/Second: Matsumoto/Beach

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

Absent: None

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Director Karyl Matsumoto reported on the two outgoing Board members, Jeff Gee and Zoe Kersteen-Tucker. She and Jim Hartnett, Executive Director, commented on the passage of Measure W.

PENINSULA CORRIDOR JOINT POWERS BOARD REPORT

Mr. Hartnett noted that the report was in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said he planned to do a brief report in January on TA, SamTrans, and JPB activities, highlighting Measure W and the steps to be taken towards its implementation.

FINANCE

Acceptance of Fiscal Year 2018 Comprehensive Annual Financial Report

Derek Hansel, Chief Financial Officer, introduced Grace Martinez, Director of Accounting, who conducted a presentation with Nathan Edelman, Auditor Consultant, Vavrinek, Trine, Day & Co., LLP, summarizing the findings of the Comprehensive Annual Financial Report (CAFR).

Motion/Second: Matsumoto/Freschet

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

Absent: None

Program and Allocate up to \$350,000 for the Development of the Strategic Plan 2020-2024

Joel Slavit, Manager, Programming & Monitoring, gave a presentation outlining the requirements, scope of work, process, and schedule for the 2020-2014 Strategic Plan.

Director Emily Beach inquired about the plan's public outreach efforts. April Chan, Chief Officer, Planning, Grants/Transportation Authority, said staff could come back to

the Board to share additional details about the public outreach process that will help inform the Plan.

Director Matsumoto asked Mr. Slavit to further define “integration opportunities.” He said this refers to identifying opportunities for consolidating activities required for implementation of Measures A and W, such as doing joint calls for projects for the two Measures.

Director Carole Groom said she strongly supported having frequent town hall meetings early in the outreach process.

Public Comment:

- Chris Lepe, TransForm, thanked the Board and staff for their support of Measure W outreach.

Approved by TA Resolution No. 2018-25:

Motion/Second: Beach/Groom

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

Absent: None

Authorize Amendments to Contracts for Provision of On-Call Transportation Planning and Support Services

Hilda Lafebre, Manager, Capital Projects & Environmental Planning, summarized her staff report.

Approved by TA Resolution No. 2018-26:

Motion/Second: Freschet/Johnson

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

Absent: None

PROGRAM

Approval of Owner and Operator for the US 101 Managed Lanes Project and Next Steps

Ms. Chan facilitated a presentation on the TA’s options in determining the owner/operator for the Managed Lanes Project and implications of the decision, which must be made jointly with the City/County Governments of San Mateo County (C/CAG). She noted that the packet contained letters received from the two potential operators: Bay Area Infrastructure Financing Authority (BAIFA) and Santa Clara Valley Transportation Authority (VTA). She said the presentation would address some of the questions that were raised at the November 16 combined TA and C/CAG workshop.

Director Medina left the meeting from 5:46 to 5:58 pm.

Post the presentation, TA Directors engaged in a discussion and asked additional questions.

Director Maureen Freschet said that she was concerned that new C/CAG members who are unfamiliar with the project may be voting on the owner-operator decision. Sandy Wong, Executive Director of C/CAG, explained the C/CAG membership will not change until after their December 13 board meeting, when the owner/operator decision will be made.

Director Freschet asked about putting together a Joint Powers Agency between the TA and C/CAG to oversee the managed lanes. Mr. Hartnett said that legal counsel could talk about the options.

Director Freschet asked how net revenues of the future toll lanes would be calculated to be made available for local transportation uses. Ms. Chan explained that the state statutes determine how net revenues are calculated: gross revenues are the revenues collected from users. Operating and maintenance costs, along with capital reserves, and debt service, if any, can come off-the-top of the gross revenues collected. What remains, per State statute, is the net revenues, which can be used to benefit the highway corridor in which the express lanes are located.

Vice Chair Johnson asked about user experience when crossing the San Mateo County line into Santa Clara or San Francisco. Ms. Chan said that the selection of BAIFA or VTA to operate the managed lanes in San Mateo County should not impact user experience and that the managed lanes operators communicate regularly to avoid problems and ensure seamless transitions when drivers cross between different segments of managed lanes in the Bay Area network of express lanes, regardless of who the operator is.

Director Beach asked about the funding plan for the capital project. Tony Harris, Managing Partner, Point C, LLC, responded that SB1 funds cannot fund cost overruns of the project. Ms. Chan said that in the event of a project cost overrun, TA, C/CAG, and MTC would discuss how to provide the needed funding.

Director Beach asked about whether the model used to estimate revenue assumes a toll cap. Ms. Chan said that the current revenue model assumes that the toll per mile is capped at \$3.00.

Public Comment:

- Chris Lepe, TransForm, said that the decision needs to address three things: 1) ensure an equitable approach to moving people; 2) how to get the existing project to San Francisco, and 3) how to properly address any cost overrun of the project.

Ms. Chan introduced Carolyn Gonot, Chief Engineering & Program Delivery Officer, VTA, who gave a presentation on the operations of VTA's Silicon Valley express lanes facility.

Director Freschet asked about managed lane equity programs at VTA. Ms. Gonot said money has been allocated for such programs, but the equity program has not been put in place yet.

Director Beach asked about capital reserves and Ms. Gonot said that VTA establishes its own capital reserves for its managed lanes.

Ms. Chan then introduced Andrew Fremier, Deputy Executive Director of Operations,

Metropolitan Transportation Commission (MTC), who talked about BAIFA's managed lanes operations and responded to questions from the Board.

Director Groom asked about the make-up of the BAIFA board. Mr. Fremier described the BAIFA Board's genesis and membership, and how it would change to add San Mateo County's representative if BAIFA is selected as owner-operator of the San Mateo County managed lanes.

Director Matsumoto asked about BAIFA's bonding capability. Mr. Fremier explained BAIFA's bonding capability would likely be limited in light of the fact that express lanes in the current Bay Area network are "open access." Banks do not see these express lanes as being as credit-worthy as "closed-access" ones. Hence he does not see that BAIFA would be bonding against these revenues in the near future. He did, however, explain the relationship between MTC, Bay Area Toll Authority (BATA) and BAIFA, and indicated there could be support and assistance from MTC and BATA for BAIFA's future funding needs.

Mr. Hartnett clarified the actions the Board can take at the meeting: the Board could choose between the two options outlined in the staff report, or it could provide staff with further direction on obtaining additional clarification on the conditions outlined in the staff report for the two options, and return to the the next Board meeting to enable the Board to make the selection of the ownership-operator structure at that time.

Joan Cassman, Legal Counsel, provided guidance on how to address the two governance options outlined in the staff report. The Board discussed the two options and Director Beach asked about the TA Citizens' Advisory Committee's weigh-in on the owner/operator options. Ms. Chan said that the CAC was as split as the Board on the options.

Public Comment:

- Linda Koelling, C/CAG Congestion Management & Environmental Quality (CMEQ) board member, said that CMEQ supported Option 2 (VTA as owner/operator) as proposed in the staff report.

Director Beach proposed that the Board authorize the TA Executive Director, or his designee, subject to C/CAG doing the same, to retain ownership of the managed lane facility and to enter into an agreement with the Santa Clara Valley Transportation Authority to operate the facility...

Board members who voted for the motion explained their view that San Mateo County should retain ownership as we know the County best, and that residents of the County would want local accountability. They stated that the long-term viability and resulting opportunities presented by ownership of the express lanes would outweigh any short-term financial risks. Those who voted against the motion expressed that regionalism should be key in the decision-making process.

Motion/Second: Beach/Groom

Ayes: Beach, Freschet, Groom, Medina, Horsley

Noes: Johnson, Matsumoto

Absent: None

Director Beach made a second motion to direct staff to explore another alternative for the structure of the relationship structure between C/CAG and the TA, under which where one board or the other retains the authority to make decisions on the express lanes, subject to limits required by state statutes, to simplify and streamline the ownership governance structure.

Motion/Second: Beach/Johnson

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

Absent: None

Funding of Actions on Previously Identified Inactive Highway Projects from the 2012 Highway Program Call for ProjectsApproved by TA Resolution No. 2018-27:

Motion/Second: Johnson/Matsumoto

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

Absent: None

Vice Chair Johnson left the meeting at 8:04 pm.

State and Federal Legislative Update

Casey Fromson, Director, Government and Community Affairs, introduced Lauri Hettinger, Senior Policy Advisor, Holland & Knight, Washington, DC, who gave a brief overview of the recent federal election results and their impact on the Authority.

Gus Khouri, Legislative Advocate, Khouri Consulting, Sacramento, discussed SB 1 funding and the US 101 Managed Lanes project.

2019 Draft Legislative Program

Ms. Fromson said that staff would take any comments on the draft 2019 Legislative Program and request that the Board adopt a final version in January.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Chair Horsley noted that there was no correspondence.

DATE/TIME OF NEXT REGULAR MEETING

Chair Horsley announced that the next meeting would be on Thursday, January 3, 2019, 5:00 pm, at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA.

REPORT OF LEGAL COUNSEL

No report.

ADJOURN

The meeting adjourned at 8:19 pm.

An audio/video recording of this meeting is available online at www.smcta.com. Questions may be referred to the Board Secretary's office by phone at 650.508.6279 or by email to board@smcta.com.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
NOVEMBER 30, 2018**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of November 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 November year-to-date, the Total Revenues (page 1, line 7) is \$8.5 million higher than prior year actuals. This is primarily due to higher Sales Tax (page 1, line 1) and Interest Income (page 1, line 2).

Year to Date Expenses: As of November year-to-date, the Total Expenditures (page 1, line 26) are \$18.9 million lower than prior year actuals. This is primarily due to the reduction in Measure A Categories (page 1, line 15), with \$22.4 million and \$5.6 million less spent on Caltrain Electrification and SR92 El Camino Real Ramp projects, respectively, partially offset by an increase of \$5.4 million on the 25th Ave Grade Separation project.

Budget Amendment:

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

Prepared By: Tiffany Chuang, Accountant
Jennifer Ye, Manager, General Ledger

650-622-7848
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATEMENT OF REVENUES AND EXPENDITURES

Fiscal Year 2019

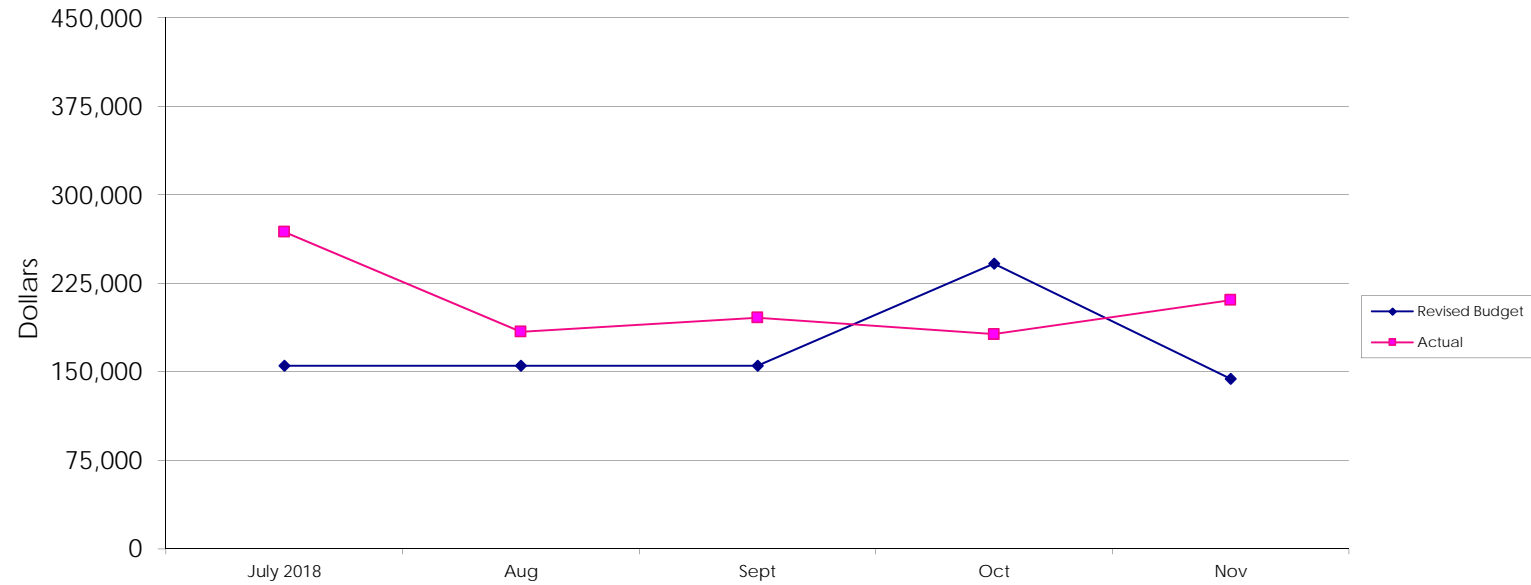
November 2018

% OF YEAR ELAPSED: 41.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*
REVENUES:					
1 Sales Tax	31,967,441	39,858,625	7,891,184	24.7%	86,353,200
2 Interest Income	2,769,003	3,543,435	774,432	28.0%	5,927,618
3 Miscellaneous Income	1,500	0	(1,500)	(100.0%)	50,000,000
4 Rental Income	486,660	283,281	(203,379)	(41.8%)	836,684
5 Grant Proceeds	-	-	-	0.0%	1,550,000
6					
7 TOTAL REVENUE	35,224,604	43,685,340	8,460,736	24.0%	144,667,502
8					
9 EXPENDITURES:					
10					
11 Annual Allocations	11,668,116	14,548,398	2,880,282	24.7%	31,518,918
12					
13 Dumbarton Maintenance of Way	57,511	-	(57,511)	(100.0%)	-
14					
15 Measure A Categories	43,683,884	21,744,550	(21,939,334)	(50.2%)	92,567,770
16					
17 Oversight	710,346	714,693	4,347	0.6%	1,800,000
18					
19 Administrative					
20 Staff Support	523,684	792,832	269,148	51.4%	1,121,306
21 Measure A Info-Others	49	-	(49)	(100.0%)	15,000
22 Other Admin Expenses	290,994	248,285	(42,709)	(14.7%)	726,687
23					
24 Total Administrative	814,726	1,041,117	226,390	27.8%	1,862,993
25					
26 TOTAL EXPENDITURES	56,934,583	38,048,758	(18,885,826)	(33.2%)	127,749,681
27					
28 EXCESS (DEFICIT)	(21,709,979)	5,636,582	27,346,562	(126.0%)	16,917,821
29					(12,952,980)
30					3,964,841
31					
32 BEGINNING FUND BALANCE	489,178,290	421,403,376			489,705,061
33					
34 ENDING FUND BALANCE	\$467,468,311	\$427,039,958			\$493,669,902

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

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



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF NOVEMBER 30, 2018

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	2.066%	\$ 246,945,668	\$ 246,945,668
Local Agency Investment Fund	**	Liquid Cash	2.208%	\$ 1,003,847	\$ 1,003,847
Investment Portfolio	***	Liquid Cash	1.962%	\$ 158,427,627	\$ 156,129,611
Other		Liquid Cash	0.000%	\$ 3,655,438	\$ 3,655,438
	****			<u>\$ 410,032,580</u>	<u>\$ 407,734,564</u>

Accrued Earnings for November 2018 \$ 673,608
Cumulative Earnings FY2019 \$ 3,472,193

* County Pool average yield for the month ending November 30, 2018 was 2.134%. As of November 2018, the total cost of the Total Pool was \$5,372,859,928 and the fair market value per San Mateo County Treasurer's Office was \$5,359,150,569.

** 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
November 30, 2018

DESCRIPTION	TOTAL INVESTMENT 11-30-18	INTEREST RECEIVABLE 10-31-18	PREPAID INT RECEIVABLE 10-31-18	INTEREST EARNED 11-30-18	INTEREST RECEIVED 11-30-18	ADJ.	INTEREST RECEIVABLE 11-30-18
LAIF	1,003,847.17	1,823.48	0.00	1,821.78			3,645.26
COUNTY POOL	246,945,667.52	431,845.64	0.00	410,260.47			842,106.11
BANK OF AMERICA	1,116,297.46	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	2,539,140.91	0.00	0.00				0.00
INVESTMENT PORTFOLIO	156,129,611.28	591,166.27	0.00	261,525.32	178,521.64		674,169.95
	<u>407,734,564.34</u>	<u>1,024,835.39</u>	<u>0.00</u>	<u>673,607.56</u>	<u>178,521.64</u>	<u>0.00</u>	<u>1,519,921.31</u>

NOVEMBER 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	11/30/18	673,607.56
Add:		
Less:		
Management Fees		9,415.40
Amortized Premium/Discount		(27,721.41)
Capital Gain(Loss)		<u>8,125.23</u>
Total Interest & Capital Gain(Loss)		<u><u>663,426.78</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,472,192.58
Add:	
Less:	
Management Fees	(48,833.87)
Amortized Premium/Discount	184,511.12
Capital Gain(Loss)	<u>(113,269.10)</u>
Total Interest	<u><u>3,494,600.73</u></u>
 Balance Per Ledger as of 11/30/18	
Amortization of Premium/Discount	184,511.12
Management/Bank Fees	(48,833.87)
Interest- County Pool	2,046,329.19
Interest - LAIF	9,070.04
Interest - Portfolio Funds	1,416,793.35
Gain(Loss)	<u>(113,269.10)</u>
	<u><u>3,494,600.73</u></u>
	0.00

INVESTMENT PORTFOLIO
November 30, 2018

Page 5 of 10

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 11/30/2018	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST REC'D/VBL	PREPAID INT REC'D/VBL	INTEREST EARNED 11/30/2018	INTEREST RECEIVED	INTEREST REC'D/VBL 11/30/2018	PAR VALUE
SECURITIES MANAGED BY INVESTMENT ADVISOR:														
U.S. TREASURY NOTES AND BONDS														
US TREASURY NOTE	912828Q78	01-05-17	2,519,001.56	2,483,663.42	04-30-21	1.375%	98.1597	31	97.62		2,928.52		3,026.14	2,570,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	593,367.00	10-31-19	1.500%	25.0000	31	49.45		741.76		791.21	600,000
US TREASURY NOTE	912828VF4	12-07-15	498,470.51	494,406.62	05-31-20	1.375%	19.2882	31	2,921.69		569.27	3,471.88	19.08	505,000
US TREASURY NOTE	912828VP2	08-01-17	1,638,431.83	1,564,011.43	07-31-20	2.000%	88.0556	31	8,011.14		2,584.24		10,595.38	1,585,000
US TREASURY NOTE	912828X47	05-01-17	12,596,751.95	12,494,359.50	04-30-22	1.875%	671.8750	31	668.16		20,044.89		20,713.05	12,900,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	326,769.05	08-31-20	1.375%	12.7951	31	805.46		377.57		1,183.03	335,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,377,909.50	05-31-21	1.375%	133.6806	31	20,249.32		3,945.39	24,062.50	132.21	3,500,000
US TREASURY NOTE	912828D72	04-05-17	8,472,773.45	8,216,250.00	08-31-21	2.000%	466.6667	31	29,673.91		13,695.66		43,369.57	8,400,000
US TREASURY NOTE	912828T67	08-03-17	9,862,746.09	9,607,568.85	10-31-21	1.250%	348.9583	31	690.25		10,353.71		11,043.96	10,050,000
US TREASURY NOTE	912828n30	08-03-18	2,812,773.44	2,818,437.50	12-31-22	2.125%	171.1806	31	20,764.95		8,849.35	(19,739.98)	49,354.28	2,900,000
US TREASURY NOTE	912828n30	11-06-18	2,559,630.86	2,575,468.75	12-31-22	2.125%	156.4236	31	0.00		0.00		2,650,000	2,650,000
US TREASURY NOTE	912828TJ9	09-07-18	4,263,308.59	4,257,920.20	08-15-22	1.625%	200.8681	31	15,327.11		5,895.04		21,222.15	4,450,000
														31.77%
FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS														
FNA 2018-M5-A2	3136B1XP4	4-30-18	901,887.32	888,295.23	09-25-21	3.560%	87.45	31	2,740.08		2,727.40	2,844.06	2,623.42	884,298
FHLMC	3137BM6P6	4-9-18	806,812.50	795,587.28	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	3,016,709.97	2,922,797.48	05-25-21	2.679%	220.04	31	6,752.39		6,617.13	6,768.29	6,601.23	2,956,879.36
FANNIE MAE	3136AQDQ0	10-30-15	105,105.15	103,330.78	09-01-19	1.646%	4.76	31	226.46		142.74	226.46	142.74	104,063.07
														2.99%
FEDERAL AGENCY NOTES AND BONDS														
FHLB	3130ABQ55	07-15-16	3,180,540.80	3,064,201.60	07-14-21	1.125%	100.00	31	10,700.00		3,000.00		13,700.00	3,200,000
FNMA	3135G0N82	08-19-16	822,177.68	790,877.18	08-17-21	1.250%	28.65	31	0.00		0.00		0.00	825,000
FNMA	3135G0N82	08-19-16	2,664,166.25	2,564,359.33	08-17-21	1.250%	92.88	31	8,993.05		3,645.83		12,638.88	2,675,000
FNMA	3135G0P49	09-02-16	698,908.00	691,452.30	08-28-19	1.000%	19.44	31	1,224.99		583.33		1,808.32	700,000
FHLB	3130A9EP2	09-09-16	-	-	09-26-19	1.000%	0.00	31	534.72		76.39	611.11	0.00	
FHLMC	3137EAEJ4	09-29-17	988,208.10	968,704.11	09-29-20	1.625%	44.69	31	1,430.00		1,340.63		2,770.63	990,000
FNMA	3135G0T29	02-28-17	1,953,748.80	1,924,359.29	02-28-20	1.500%	81.46	31	5,131.87		2,443.75		7,575.62	1,955,000
FNMS	3135G0T60	08-01-2017	897,273.00	881,019.90	07-30-20	1.250%	31.25	31	3,412.50		1,125.00		4,537.50	900,000
FHLB	3130ACE26	09-08-17	363,828.35	355,504.89	09-28-20	1.375%	13.94	31	460.05		418.23	-	878.28	365,000
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,648,038.50	04-20-20	1.375%	103.13	31	1,134.38		3,093.75		4,228.13	2,700,000
														9.01%
CORPORATE NOTES														
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,136,518.55	10-18-19	1.550%	49.51	31	643.69		1,485.42		2,129.11	1,150,000
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	799,720.00	799,168.80	01-09-19	1.700%	37.78	31	4,231.10		1,133.33		5,364.43	800,000
TOYOTA MOTOR CREDIT CORP	89236TEU5	4-13-18	1,199,520.00	1,188,447.60	04-13-21	2.950%	98.33	31	1,770.00		2,950.00		4,720.00	1,200,000
UNILEVER CAPITAL	904764AZ0	03-22-18	1,193,868.00	1,186,682.40	03-22-21	2.750%	91.67	31	3,575.00		2,750.00		6,325.00	1,200,000
MORGAN STANLEY	617446TP8	11-10-16	3,516,187.50	3,241,872.90	07-24-20	5.500%	481.25	31	46,681.25		14,437.50		61,118.75	3,150,000
Pfizer Inc	717081EB5	11-21-16	2,078,502.40	2,050,823.84	12-15-19	1.700%	98.22	31	13,358.22		2,946.67		16,304.89	2,080,000
JOHN DEERE CAPITAL CORP.	24422ETM1	01-06-17	-	-	10-15-18	1.650%	0.00	31	-		-		0.00	-
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	667,416.05	01-06-22	2.650%	50.42	31	5,798.72		1,512.70		7,311.42	685,000
CATERPILLAR FINL	14913Q2A6	09-07-17	1,099,076.00	1,073,650.60	09-04-20	1.850%	56.53	31	3,222.08		1,695.84		4,917.92	1,100,000
GOLDMAN SACHS	38141GGQ1	11-28-16	3,035,092.50	2,838,068.75	07-27-21	5.250%	401.04	31	37,697.92		12,031.25		49,729.17	2,750,000
AMERICAN HONDA MTN	02665WCP4	12/10/21	1,549,256.00	1,548,084.20	12-10-21	3.375%	145.31	31	3,051.56		4,359.38		7,410.94	1,550,000
BANK OF AMERICA	06051GGS2	09-18-17	965,000.00	941,740.61	10-01-21	2.328%	62.40	31	1,872.10		1,872.10		3,744.20	965,000
BANK OF AMERICA	06051GFW4	04-19-16	176,358.00	171,343.90	04-19-21	2.625%	12.76	31	153.13		382.81		535.94	175,000

INVESTMENT PORTFOLIO
November 30, 2018

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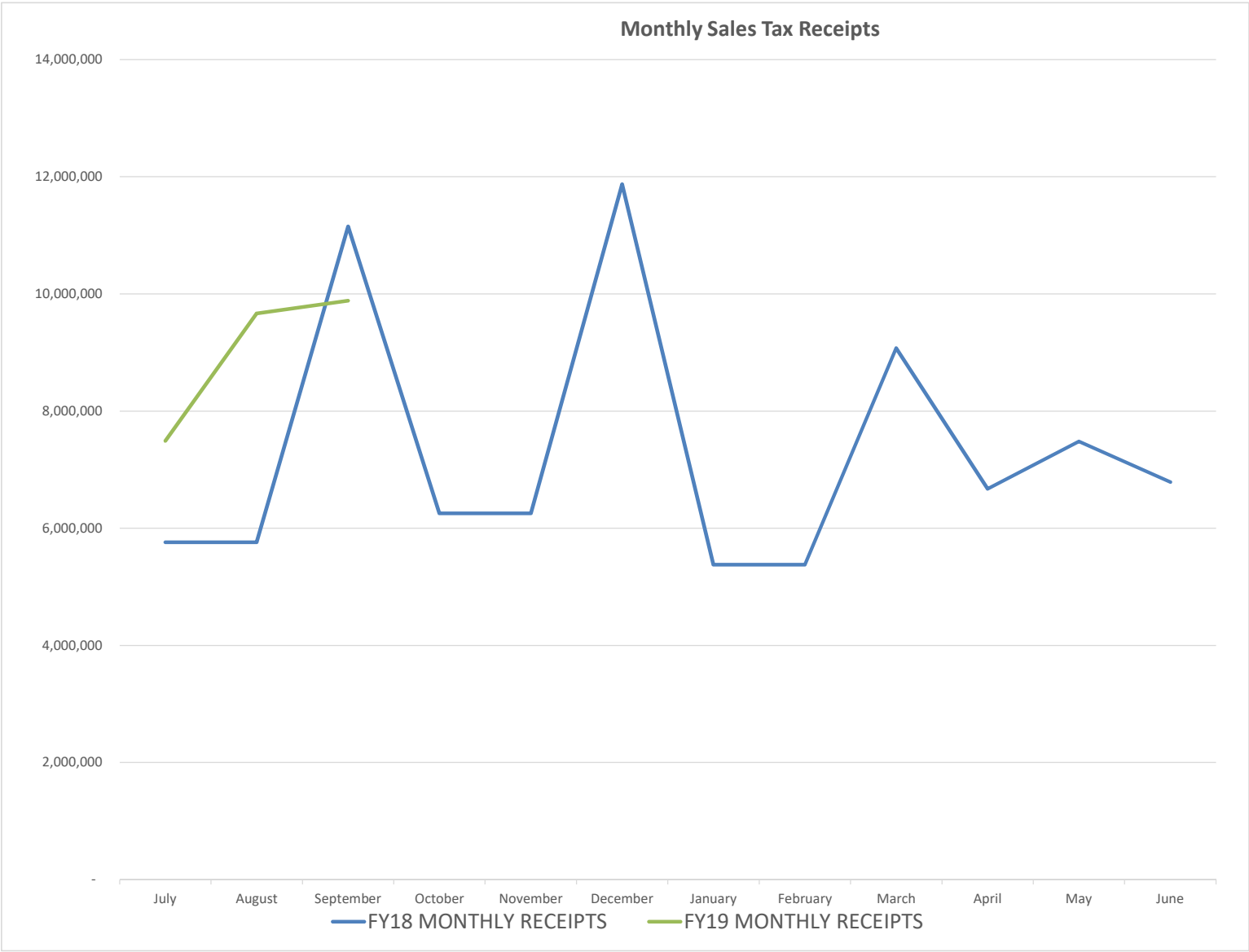
TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 11/30/2018	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST REC'VBLE 10/31/2018	PREPAID INT REC'VBLE 10/31/2018	INTEREST EARNED 11/30/2018	INTEREST RECEIVED	INTEREST REC'VBLE 11/30/2018	PAR VALUE
SECURITIES MANAGED BY INVESTMENT ADVISOR:														
BANK OF AMERICA	06051GHH5	5-17-18	400,000.00	397,880.40	05-17-22	3.499%	38.88	31	6,375.96		1,166.33	6,998.00	544.29	400,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,558,282.95	01-10-20	2.850%	107.19	31	11,897.81		3,215.63		15,113.44	1,575,000
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.60	1,501,798.00	02-06-20	1.850%	78.11	31	6,639.45		2,343.34		8,982.79	1,520,000
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,133,320.75	08-14-19	2.100%	183.75	31	14,148.75		5,512.50		19,661.25	3,150,000
WALT DISNEY	25468PD08	03-06-17	659,828.40	650,839.86	03-04-20	1.950%	35.75	31	2,037.75		1,072.50		3,110.25	660,000
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,303,291.20	05-11-20	1.800%	66.25	31	11,262.50		1,987.50	11,925.00	1,325.00	1,325,000
JP MORGAN CHASE & CO	46625HJD3	05-26-17	1,622,730.00	1,537,176.00	01-24-22	4.500%	187.50	31	18,187.50		5,625.00		23,812.50	1,500,000
HOME DEPOT INC	437076BQ4	06-05-17	749,565.00	735,356.25	06-05-20	1.800%	37.50	31	5,475.00		1,125.00		6,600.00	750,000
IBM CORP CORP NOTES	44932HAG8	02-06-18	1,499,265.00	1,475,725.50	02-05-21	2.650%	110.42	31	9,495.83		3,312.50		12,808.33	1,500,000
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	1,495,605.00	1,484,038.51	03-15-21	2.900%	120.83	31	5,558.33		3,625.00		9,183.33	1,500,000
PEPSICO INC	713448DX3	10-10-17	1,014,797.00	988,698.31	04-15-21	2.000%	56.39	31	902.22		1,691.67		2,593.89	1,015,000
WALMART STORES INC	931114EA7	10-20-17	1,547,752.50	1,514,374.80	12-15-20	1.900%	81.81	31	11,125.55		2,454.16		13,579.71	1,550,000
BRANCH BANKING & TRUST CORP	05531FAZ6	10-26-17	749,655.00	729,619.50	02-01-21	2.150%	44.79	31	4,031.25		1,343.75		5,375.00	750,000
HERSHEY COMPANY	427866BA5	5-10-18	629,565.30	629,340.39	05-15-21	3.100%	54.25	31	9,276.75		1,627.50	10,036.25	868.00	630,000
AMERICAN EXPRESS	025816BU2	5-17-18	1,549,736.50	1,540,028.85	05-17-21	3.375%	145.31	31	23,831.25		4,359.38	26,156.25	2,034.38	1,550,000
CHARLES SCHWAB	808513AW5	5-22-18	964,971.05	963,844.90	05-21-21	3.250%	87.12	31	13,851.77		2,613.54	15,594.13	871.18	965,000
														23.40%
COMMERCIAL PAPERS														
MUFG BANK LTD/NY	62479MQB2	6-15-18	1,471,082.50	1,488,528.00	03-11-19	0.000%	0.00	31	0.00				0.00	1,500,000
MUFG BANK LTD/NY	62479MRGO	7/20/2018	3,138,320.00	3,165,852.80	04-16-19	0.000%	0.00	31	0.00				0.00	3,200,000
DEXIA CREDIT	25214PJBO	6-26-18	3,141,111.11	3,175,923.20	03-18-19	0.000%	0.00	31	0.00				0.00	3,200,000
BNP PARIBAS NY BRANCH	09659CRH3	01-22-18	1,578,400.00	1,583,232.00	10-19-18	0.000%	0.00	31	0.00				0.00	1,600,000
ING (US) FUNDING LLC	4497W1OB2	7/2/2018	3,635,764.92	3,672,653.30	03-18-19	0.000%	0.00	31	0.00				0.00	3,700,000
DEXIA CREDIT	25214PM26	10/12/18	1,470,083.75	1,474,855.50	07-02-19	0.000%	0.00	31	0.00				0.00	1,500,000
														9.26%
CERTIFICATE OF DEPOSIT														
CANADIAN IMPERIAL BANK NY	13606ASZ7	12-05-16	-	-	11-30-18	1.760%	0.00	31	14,397.78		2,322.22	16,720.00	0.00	-
SVENSKA HANDELSBANKEN NY	86958JHB8	01-12-17	3,100,000.00	3,098,313.60	01-10-19	1.890%	162.75	31	18,553.50		4,882.50		23,436.00	3,100,000
BANK OF NOVA SCOTIA HOUSTON	06417GU66	04-06-17	1,500,000.00	1,495,555.50	04-05-19	1.910%	79.58	31	2,148.75		2,387.50		4,536.25	1,500,000
BANK OF NOVA SCOTIA	06417GU22	6-7-18	1,599,392.00	1,603,280.00	06-05-20	3.080%	136.89	31	19,712.00		4,106.67		23,818.67	1,600,000
ROYAL BANK OF CAN	78012UEE1	6-8-18	2,750,000.00	2,753,313.75	06-07-21	3.240%	247.50	31	35,392.50		7,425.00		42,817.50	2,750,000
SWEDBANK	87019U6D6	11-17-17	3,100,000.00	3,034,056.80	11-16-20	2.270%	195.47	31	33,034.81		5,864.16	35,966.89	2,932.08	3,100,000
SUMITOMO MITSUI BANK NY	86565BPC9	10/16/20	1,547,892.00	1,558,999.30	10-16-20	3.390%	145.96	31	2,043.42		4,378.75		6,422.17	1,550,000
														8.57%
ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS														
CCCI 2017-A2 A2	17305EGA7	01-26-17	2,649,492.53	2,646,449.00	01-17-21	1.740%	128.08	31	13,320.67		3,842.50		17,163.17	2,650,000
CARMAX AUTO OWNER TRUST	14313FAD1	7/25/2018	749,897.78	748,146.38	06-15-23	3.350%	69.79	31	1,116.67		1,956.25	1,956.25	1,116.67	750,000
ALLYA 2017-1 A3	02007PAC7	01-31-17	583,828.27	579,441.30	06-15-21	1.700%	27.57	31	476.39		857.98	893.21	441.16	583,879
ALLYA 2018-2 A3	02004VAC7	4-30-18	1,099,800.24	1,097,609.48	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	2,169,126.70	2,149,363.50	06-25-21	1.670%	100.62	31	6,322.89		3,038.76	3,061.67	1,609.98	2,169,135
GM CAR	36255JAD6	7/18/2018	699,836.76	698,250.70	05-16-23	3.020%	58.72	31	880.83		1,761.67	1,761.67	880.83	700,000
TAOT 2017-A A3	89238MAD0	03-07-17	756,848.17	751,478.47	02-15-21	1.730%	36.38	31	599.73		1,106.77	1,124.50	582.00	756,937
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,329,672.43	2,312,729.75	08-15-21	1.780%	115.20	31	1,965.90		3,563.42	3,686.08	1,843.24	2,329,947
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,066,582.93	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	571,543.14	09-18-21	1.790%	28.84	31	374.91		865.17	865.17	374.91	580,000
CCCI 2017-A3 A3	17305EGB5	05-22-17	1,604,272.00	1,576,302.24	04-07-22	1.920%	85.33	31	2,048.00		2,560.00		4,608.00	1,600,000
TAOT 2018-A1 A1	89238BAD4	01-31-18	699,991.95	692,055.14	05-16-22	2.350%	45.69	31	731.11		1,370.83	1,370.83	731.11	700,000
CCCI 2018-A1 A1	17305EGK5	01-31-18	1,499,792.40	1,479,809.85	01-20-23	2.490%	103.75	31	10,478.75		3,112.50		13,591.25	1,500,000
JDOT 2018-A A3	47788CAC6	02-28-18	484,965.13	481,736.44	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	987,276.20	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	02582JH26	3-21-18	2,609,696.98	2,596,785.31	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	02582JH28	05-30-17	1,199,807.76	1,193,393.64	12-15-21	1.640%	54.67	31	874.67		1,640.00	1,640.00	874.67	1,200,000
														15.00%
SALE/PAYDOWN/MATURITY:														
CASH AND CASH EQUIVALENTS	31846V534								2,839.08		968.45	2,839.08	968.45	
	46640QFJ5								0.00				0.00	
	09659CKX3								0.00				0.00	
TOTAL			158,427,626.51	156,129,611.28					591,166.27	0.00	261,525.32	178,521.64	674,169.95	158,760,138.63
21-Dec-18						Weighted Average Interest Rate			1.962%					

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

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2018:					
1st Quarter	21,495,463	1st Quarter	22,675,138	1,179,675	22,675,138
2nd Quarter	22,409,567	2nd Quarter	24,376,877	1,967,310	24,376,877
3rd Quarter	18,912,692	3rd Quarter	19,826,509	913,817	19,826,509
4th Quarter	21,842,278	4th Quarter	20,939,402	(902,876)	20,939,402
FY2018 Total	84,660,000	FY2018 Total	87,817,926	3,157,926	87,817,926
FY2019:					
Jul. 18	6,017,139	Sep. 18	7,491,211	1,474,072	6,017,139
Aug. 18	7,017,139	Oct. 18	9,665,752	2,648,613	7,017,139
Sep. 18	8,022,799	Nov. 18	9,885,150	1,862,351	8,022,799
1st Qtr. Adjustment		Dec. 18		-	
3 Months Total	21,057,077		27,042,113	5,985,036	21,057,077
Oct. 18	6,408,256	Dec. 18			6,408,256
Nov. 18	6,408,256	Jan. 19			6,408,256
Dec. 18	8,648,652	Feb. 19			8,648,652
2nd Qtr. Adjustment		Mar. 19			
6 Months Total	42,522,241		27,042,113	5,985,036	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		27,042,113	5,985,036	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	27,042,113	5,985,036	86,353,200
	22,531,149	1st Quarter			
	17,327,475	2nd Quarter			
		3rd Quarter			
		4th Quarter			
	39,858,624	YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2019
NOVEMBER 2018



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

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2018

	<u>11/30/2018</u>
Cash -- Bank of America Checking Account	1,116,297.46
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	2,539,140.91
LAIF	1,003,847.17
County Pool	246,945,667.52
Investment Portfolio	156,129,611.28
	<hr/>
Total	<u><u>407,734,564.34</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
NOVEMBER 2018

Unit	Ref	Name	Amount	Method	Description
SMCTA	000204	URS CORPORATION	133,984.69	ACH	Consultants
SMCTA	000205	ATKINS NORTH AMERICA, INC	3,228.50	ACH	Consultants
SMCTA	000206	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000207	URS CORPORATION	9,596.74	ACH	Consultants
SMCTA	000208	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000209	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000210	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000211	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000211	BEACH, EMILY RANDOLPH	447.40	ACH	Business Travel & Meeting
SMCTA	000212	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	000213	OFFICE DEPOT	20.45	ACH	Office Supplies
SMCTA	000214	URS CORPORATION	4,300.68	ACH	Consultants
SMCTA	000215	OFFICE DEPOT	385.21	ACH	Office Supplies
SMCTA	000216	OFFICE DEPOT	8.83	ACH	Office Supplies
SMCTA	000217	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000218	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000219	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000220	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000221	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	004785	APPLE ONE	3,549.68	CHK	Temporary Staffing
SMCTA	004786	MARK THOMAS & COMPANY AND AECOM JV	845,133.12	CHK	Consultants
SMCTA	004787	MENLO PARK, CITY OF	401,044.50	CHK	Capital Programs (1)
SMCTA	004788	CITY OF PACIFICA	500.38	CHK	Capital Programs (2)
SMCTA	004789	DALY CITY, CITY OF	23,699.97	CHK	Capital Programs (3)
SMCTA	004790	HURLEY, JOSEPH	1,482.04	CHK	Business Travel & Meeting
SMCTA	004791	MARK THOMAS & COMPANY AND AECOM JV	47,010.66	CHK	Consultants
SMCTA	004792	USI INSURANCE SERVICES NATIONAL, INC.	624.25	CHK	Insurance - General
SMCTA	004793	CHAN, APRIL	278.49	CHK	Business Travel & Meeting
SMCTA	004794	HANSON BRIDGETT LLP	19,839.50	CHK	Legal Services
SMCTA	004795	HNTB CORPORATION	86,132.47	CHK	Consultants
SMCTA	004796	KWAN, PAMELA	109.29	CHK	Business Travel & Meeting
SMCTA	004797	MARK THOMAS & COMPANY AND AECOM JV	652,763.08	CHK	Consultants
SMCTA	004798	SAN MATEO COUNTY TAX COLLECTOR	532.48	CHK	Parcel tax
SMCTA	004799	SAN MATEO COUNTY TAX COLLECTOR	4,952.00	CHK	Parcel tax
SMCTA	004800	KHOURI CONSULTING	4,050.00	CHK	Legislative Advocate
SMCTA	004801	JACOBS ENGINEERING GROUP INC.	2,115.97	CHK	Consultants
SMCTA	004802	PUBLIC FINANCIAL MANAGEMENT, INC.	18,500.00	CHK	Investment Advisory Services
SMCTA	900132	DEPARTMENT OF TRANSPORTATION	131,533.74	WIR	Capital Programs (4)
SMCTA	900133	PENINSULA CORRIDOR JOINT POWERS BOARD	4,051,007.94	WIR	Capital Programs (5)
SMCTA	900134	PENINSULA CORRIDOR JOINT POWERS BOARD	507,167.98	WIR	Capital Programs (6)
SMCTA	900135	SAN MATEO COUNTY TRANSIT DISTRICT	161,912.36	WIR	Capital Programs (7)
SMCTA	900136	PENINSULA CORRIDOR JOINT POWERS BOARD	1,436,430.94	WIR	Capital Programs (8)
SMCTA	900137	DEPARTMENT OF TRANSPORTATION	2,840,218.36	WIR	Capital Programs (9)
			<u>11,393,661.70</u>		

- (1) Call for Proj-Ped & Bike FY14/15
- (2) San Pedro Creek /Route 1 Bdge Replace Project
- (3) FY17/FY18 Local Shuttles
- (4) 101 HOV Ln Whipple
- (5) 25th Avenue Grade Separation \$4,017,257.94; FY17/FY18 Local Shuttles \$33,750.00
- (6) FY17/FY18 Local Shuttles
- (7) 101 HOV Ln Whipple - San Bruno
- (8) 25th Avenue Grade Separation
- (9) 101 Interchange to Willow \$1,605,666.52; 101 HOV Ln Whipple \$1,234,551.84



BOARD OF DIRECTORS 2018

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

JIM HARTNETT
EXECUTIVE DIRECTOR

**AGENDA ITEM #11
JANUARY 3, 2019**

Memorandum

Date: December 21, 2018
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – January 3, 2019

101/Holly Interchange Reconstruction Project

At the December 6, 2018 California Transportation Commission (CTC) Meeting, the CTC approved City of San Carlos' request for a 12- month extension of the \$4.2 million Holly Project's Active Transportation (ATP) Program grant. The ATP Guidelines stipulate that an agency implement a project within 6 months of the allocation or risk the loss of funding. The City was allocated the funding in July 2018 but delays ensued pertaining to securing permits from regulatory agencies. The City now has until the end of 2019 to begin construction on the project without the risk of losing these funds.

The TA previously allocated over \$17 million in Measure A Highway program funds towards the interchange reconstruction portion of the project, and allocated another \$1.1 million in Measure A Pedestrian/Bicycle program funds for a separate pedestrian/bicycle overcrossing on the south side of the interchange.

The TA staff continues to work with the City to resolve the permitting issues and advance the project to construction targeted for Fall 2019.

101 Managed Lanes Project

CTC Actions

At the December 2018 CTC Meeting, the CTC allocated \$74.8 million of SB-1 Solution for Congested Corridor Program funding for the southern segment of the project. The southern segment includes the stretch of 101 from the Santa Clara County line to Whipple Avenue in Redwood City, approximately 6 miles. This allocation will fund the full construction cost of this southern segment, which is targeted to begin construction early 2019 and run through the end of 2019.

San Mateo City Council Meeting, January 7, 2019

On January 7, the project team will present an update to the City Council on the project activities and their impacts within the City limits. The Council will also be presented with a summary of public comments received from two community meetings held in November and December 2018, as well as recommendations for sound wall aesthetic treatments for relocated walls on the east/northbound side of the highway. Council will be asked to provide input on the aesthetic treatments for replacement sound walls.

The Project team conducted two community meetings in San Mateo which were held at venues on both sides of the highway on November 28, 2018 and December 5, 2018. The community meetings were tailored to focus on the changes in the specific neighborhoods on either side of the highway and provided opportunities for the public to speak directly with project team members on technical aspects of the sound walls and noise study. The community was asked to provide input on aesthetic treatment options displayed at the meetings. Information was also presented about the anticipated modifications to frontage roads, including impacts to parking, proposed parking mitigation, and geometric changes to roadway alignments and configuration.

The project includes highway widening in some stretches of San Mateo, which will necessitate relocation of existing highway sound barrier walls and modifications to City frontage roads. These impacts will occur only on the east/northbound side of Highway 101 in proximity to the Monte Diablo Pedestrian Overcrossing.

Community members on both sides of the highway have expressed concerns about existing variable sound wall heights and would like to see the sound walls raised to maximum height. Caltrans completed noise studies for the project in accordance with prescribed regulatory requirements and issued a Noise Abatement Decision Report summarizing the analysis. Caltrans concluded that no new or higher sound walls were found to be both feasible and reasonable. Therefore, no noise abatement is included in the project. Sound walls that are being relocated to accommodate construction of the project will be replaced at their existing height.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

April Chan
Chief Officer Planning, Grants,
and Transportation Authority

SUBJECT: **AMENDMENT OF THE FISCAL YEAR 2019 BUDGET TO INCREASE TOTAL
EXPENDITURES FROM \$127,749,681 TO \$129,754,964 AND RATIFICATION
OF PROGRAMMING AND ALLOCATION TO STATE ROUTE 1 CALERA
PARKWAY PROJECT**

ACTION

Staff recommends the Board amend the Fiscal Year (FY) 2019 Budget to increase Measure A Category expenditures and Staff Support by a combined total of \$2,005,283, for a revised total budget of \$129,754,964 (Line 30 of Attachment A).

The proposed amendment reflects a "true-up" in certain expenditure categories to reflect the actual amount of FY2018 sales tax revenue collected (\$87,817,926), rather than the amount budgeted in FY2018 (\$84,660,000).

SIGNIFICANCE

This action is recommended to make more fully transparent the funds available in each of the 2004 Transportation Expenditure Plan (TEP) categories that are programmed and allocated by the Board of Directors (Board).

EXPENDITURES:

FY2019 Measure A Categories expenditures are proposed to increase by \$1,973,704 and Staff Support expenditures are proposed to increase by \$31,579 to reflect the actual amount of FY2018 Sales Tax collected.

Measure A Categories (Line 18 of Attachment A): Increase of \$1,973,704

Line 18, Measure A Categories, reflects funds that are pooled by the TA for distribution to project sponsors in accordance with the 2004 TEP and as determined by the Board of Directors (Board). The amounts budgeted for FY2018 were based on estimates, which were exceeded during the year. The excess revenues now must be included in the FY2019 budget to "true-up" funds available for the following categories and

projects: Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service, as more specifically set forth in Attachment B.

Under the 2004 TEP, several expenditure categories are percentage-based “pass-throughs” to recipients such as the cities and the County of San Mateo. The amounts allocated under these categories are transmitted directly to the recipients when tax revenues are received. Accordingly, the higher-than-budgeted funds generated and distributed in FY2018 do not need to be reflected in the revised FY2019 Budget.

On October 4, 2018, the Board authorized the payment of \$517,866.40 for settlement costs associated with a lawsuit from the State Route 1 Calera Parkway Project. A final programming and allocation action to this Project in the amount of \$517,867 from New Measure A Highway Program Supplemental Roadway funds is being made to cover this cost (Line 27 of Attachment B).

Staff Support (Attachment A, line 25): Increase of \$31,579

Staff Support expenditures are proposed to increase by \$31,579 to reflect the FY2018 actual sales tax receipts.

BUDGET IMPACT

The overall impact to the FY2019 Budget is an increase of \$2,005,283 in total expenditures, from \$127,749,681 to \$129,754,964.

BACKGROUND

The San Mateo County Transportation Authority annually adopts a budget. On June 7, 2018, the Board adopted the FY2019 Budget in the amount of \$76,199,681 as per Board Resolution No. 2018-15. On August 2, 2018, the Board approved a budget amendment increase to reflect \$50,000,000 in additional funds provided by project partners for the construction phase for US 101 Managed Lanes Project for a new total approved budget of \$126,199,681. On September 6, 2018, the Board approved a budget increase of \$1,550,000 to reflect Local Partnership Program funds provided by the State for the US 101 Managed Lanes Project for a new total approved budget of \$127,749,681.

Prepared by: Tina Medeiros, Senior Budget Analyst	650-508-6302
Ryan Hinchman, Manager, Financial Planning & Analysis	650-508-7733

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2019 REVISED BUDGET**

				FY19 REVISED TO FY19 ADOPTED			
	FY2018 ACTUAL	FY2019 ADOPTED	FY2019 REVISED	Increase (Decrease)	BUDGET PERCENT CHANGE		
	A	B	C	D = C-B	E = D/B		
<u>REVENUE:</u>							
1 Sales Tax	87,817,926	86,353,200	86,353,200	-	0.0%	1	
2						2	
3 Interest Income	6,301,821	5,927,618	5,927,618	-	0.0%	3	
4						4	
5 Miscellaneous Income	1,500	50,000,000	50,000,000	-	0.0%	5	
6						6	
7 Rental Income	1,073,673	836,684	836,684	-	0.0%	7	
8						8	
9 Grant Proceeds	3,038,578	1,550,000	1,550,000	-	0.0%	9	
10						10	
11 TOTAL REVENUE	98,233,497	144,667,502	144,667,502	-	0.0%	11	
12						12	
13						13	
<u>EXPENDITURES:</u>							
14						14	
15						15	
16 Annual Allocations	32,228,323	31,518,918	31,518,918	(1)	-	0.0%	16
17							17
18 Measure A Categories	145,905,578	92,567,770	94,541,474	(1)	1,973,704	2.1%	18
19							19
20 Dumbarton Maintenance of Way	214,289	-	-	-			20
21							21
22 Oversight	1,739,952	1,800,000	1,800,000	-	0.0%		22
23							23
24 Administrative:							24
25 Staff Support	1,018,372	1,121,306	1,152,885	(1)	31,579	2.8%	25
26 Measure A Info-Others	5,373	15,000	15,000	-	0.0%		26
27 Other Admin Expenses	665,616	726,687	726,687	-	0.0%		27
28 Total Administrative	1,689,362	1,862,993	1,894,572	31,579	1.7%		28
29							29
30 TOTAL EXPENDITURES	181,777,504	127,749,681	129,754,964	2,005,283	1.6%		30
31							31
32 EXCESS/(DEFICIT)	(83,544,007)	18,467,821	14,912,538	(2,005,283)	-10.9%		32
33 <i>*Previously allocated to the 25th Ave Grade Separ</i>		(12,952,980)	(12,952,980)	(2)			33
34 Adjusted EXCESS/(DEFICIT)		5,514,841	1,959,558				34
35							35
36 BEGINNING FUND BALANCE	489,178,289	405,634,282	405,634,282	(3)			36
37							37
38 ESTIMATED ENDING FUND BALA	405,634,282	411,149,123	407,593,840				38

39

40 (1) See Attachment B for details.

41 (2) The FY2019 proposed budget does not include Grade Separation that was previously included in FY2017 per resolution 2
 42 in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.

43 (3) FY2018 ending fund balance updated to reflect FY2018 audited actuals.

43

ATTACHMENT B

FY2019 ALLOCATIONS AND EXPENDITURES

			New Measure TEP % Share	FY2019 Adopted	FY2018 True Up	Program/Allocate	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	31,579		347,051	12
13	Commute.org TDM program	000807		548,060			548,060	13
14								14
15	DUMBARTON	100263	2.00%	1,727,064	63,159		1,790,223	15
16								16
17	CALTRAIN	000605	8.00%	6,908,256	252,634		7,160,890	17
18								18
19	PEDESTRIAN AND BICYCLE PROGRAM	000816	3.00%	2,590,596	94,738		2,685,334	19
20								20
21	LOCAL SHUTTLE	000902	4.00%	3,454,128	126,317		3,580,445	21
22								22
23	STREETS AND HIGHWAYS							23
24	Key congested corridors program	000900	17.30%	14,939,104	546,321		15,485,425	24
25	Supplemental roadway projects	000901	10.20%	8,808,026	322,108	(517,866)	8,612,268	25
26	US 101 Managed Lanes Project	000791		51,550,000			51,550,000	26
27	State Route 1 Calera Parkway	000615				517,866	517,866	
28	GRADE SEPARATION	100258	15.00%	-	(1)	473,689	473,689	27
29								28
30	SAN MATEO COUNTY FERRY SERVICE	100264	2.00%	1,727,064	63,159		1,790,223	29
31								30
32	TOTAL MEASURE A CATEGORIES			92,567,770	1,973,704	-	94,541,474	31
	Staff Support		1.00%	863,532	(2)		895,111	
				124,950,220	2,005,283	-	126,955,503	

(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.

(2) The FY2019 Staff Support adopted budget is \$1.1M. A majority of this amount or \$863,532 is funded by 1% of the FY2019 sales tax and the remainder is funded from previous years' surplus in the category.

RESOLUTION NO. 2019 –
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA
* * *

AMENDING THE FISCAL YEAR 2019 BUDGET TO INCREASE TOTAL EXPENDITURES
FROM \$127,749,681 TO \$129,754,964

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 transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (TEP) beginning January 1, 2009; and

WHEREAS, the Board of Directors (Board) adopted the TA's Fiscal Year (FY) 2019 Budget on June 7, 2018, pursuant to Resolution 2018-15, based on projected tax revenues for FY2018; and

WHEREAS, the Board has since amended the FY2019 Budget to include additional funds provided to the TA from non-Measure A sources; and

WHEREAS, staff recommends the Board increase the FY2019 Budget to reflect higher-than-budgeted sales tax revenues generated in FY2018, specifically to "true-up" actual sales receipts available for the 2004 TEP categories subject to programming and allocation by the Board as follows:

1. Increase the FY2019 Budget by \$2,005,283 in total expenditures, from \$127,749,681 to \$129,754,964 (Line 30 of Attachment A), which includes the increase in actual FY2018 sales tax revenues from \$84,660,000 to \$87,817,926 (Line 1 of Attachment A); and
2. Increase Measure A Category expenditures for the Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle,

Streets and Highways, Grade Separation, and the San Mateo County Ferry Service categories by \$1,973,704 (Line 18 of Attachment A); and

3. Program and Allocate \$517,866.40 for settlement costs associated with a lawsuit from the State Route 1 Calera Parkway Project (Line 27 of Attachment B); and

4. Increase Staff Support expenditures by \$31,579 (Line 25 of Attachment A); and

WHEREAS, the revised budget does not reflect the additional \$1,152,643 of sales tax revenue passed-through directly the cities, the County of San Mateo and other fund recipients on a percentage basis in accordance with the 2004 TEP when tax revenues are received.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby amends the Fiscal Year 2019 Budget to increase Measure A Category expenditures by \$1,973,704 and Staff Support expenditures by \$31,579 for a revised total Budget of \$129,754,964 as set forth in Attachments A and B.

Regularly passed and adopted this 3rd day of January, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transportation Authority

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

SUBJECT: **PROGRAM AND ALLOCATE AN ADDITIONAL \$200,000 FROM THE MEASURE A GRADE SEPARATION PROGRAM CATEGORY TO THE BROADWAY GRADE SEPARATION PROJECT IN BURLINGAME**

ACTION

Staff recommends the Board:

1. Program and allocate \$200,000 in additional Measure A Grade Separation Program Category funds for relocation of a Peninsula Corridor Electrification Project (PCEP) paralleling station necessitated by the Broadway Grade Separation Project (Project); and
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

The Project is currently in the preliminary engineering/environmental assessment (PE/ENV) phase and PCEP is in the construction phase. During the previous phase on the Project, it was revealed that the City of Burlingame's (City) selected grade separation alternative would require relocation of a planned traction power paralleling station for PCEP in the City.

In order to mitigate future cost impact to the Project, the Peninsula Corridor Joint Powers Board (JPB) is currently working on the design of the traction power paralleling station in a new location. There is an urgency to encumber the design funding for this work as construction of the paralleling station must begin by Summer 2019 to avoid adversely impacting the PCEP schedule. The JPB's team provided revised cost estimates for the re-design work for the proposed paralleling station relocation and an additional \$200,000 is needed within the Project budget.

Since the relocation of the paralleling station is necessitated by the Project, the City and the San Mateo County Transportation Authority (TA) are working together to provide the supplemental funding needed by PCEP. Proceeding with the PCEP re-design now will allow the parties to avoid replacing and relocating the paralleling station at the time of Project construction at a higher cost.

Multiple alternatives were considered for relocating the paralleling station from its original planned location approximately 700 feet north of Broadway, on the west side of the tracks. The recommended alternative, which is the least costly, is to enter into a \$1 99-year lease for a portion of the City's corporation yard, in an area currently used for parking, approximately 1,500 feet north of Broadway on the east side of the tracks.

BUDGET IMPACT

There is no need to increase funding to the Fiscal Year (FY) 2019 Budget. There is sufficient funding available from the FY 2019 and prior year adopted budgets to accommodate this \$200,000 funding request.

BACKGROUND

The TA previously programmed and allocated Measure A Grade Separation Program funds to the Project in the amount of \$1.0 million for the PSR in November 2013.

Subsequently, the TA programmed and allocated \$3.85 million in conjunction with the City committing \$500,000 in matching funds for the PE/ENV phase of work in March 2017. The total budget for the PE/ENV phase of work currently is \$4.35 million. The grade separation alternative selected by the City for the Project partially depresses Broadway and partially elevates the railroad.

Fifteen percent of the Measure A receipts are allocated to the Grade Separation Program Category. The goal of the program is to reduce the number of at-grade crossings on the Caltrain right of way. Grade separations improve safety for drivers and pedestrians, relieve traffic congestion, and enhance operational flexibility of the railroad.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2019 –

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

*** * ***

**PROGRAMMING AND ALLOCATING AN ADDITIONAL \$200,000 FROM THE MEASURE A
GRADE SEPARATION PROGRAM FOR THE BROADWAY GRADE SEPARATION PROJECT
IN BURLINGAME**

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 ½ 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 continued collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, the TA programmed and allocated \$1.0 million in Measure A Grade Separation Program Category funds to the Broadway Grade Separation Project (Project) for the Project Study Report (PSR) on November 7, 2013, and \$3.85 million for the preliminary engineering/environmental phase of work on March 2, 2017; and

WHEREAS, work on the PSR for the Project revealed that the City of Burlingame's (City) selected grade separation alternative would necessitate relocation of a planned traction power paralleling station required for the Peninsula Corridor Electrification Project (PCEP); and

WHEREAS, the Peninsula Corridor Joint Powers Board is currently working on design of the paralleling station in a new location to enable its construction as part of PCEP to avoid having to remove and rebuild it later; and

WHEREAS, because relocation of the paralleling station is necessitated by the Project, the City and TA are working together to fund related PCEP costs; and

WHEREAS, staff recommends the Board program and allocate an additional \$200,000 to the Project to fund design work for the relocation of the PCEP paralleling station.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates \$200,000 to the Broadway Grade Separation Project to support design work associated with the relocation of a PCEP paralleling station; 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 additional actions that may be necessary to give effect to this resolution.

Regularly passed and adopted this 3rd day of January, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **UPDATE ON OWNER AND OPERATOR FOR THE US 101 MANAGED
LANES PROJECT AND NEXT STEPS**

ACTION

This is to report on the status of the owner/operator decision for the US 101 Managed Lanes project. No action is required at this time.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG) Boards met on December 6, 2018 and December 13, 2018 respectively to decide on the owner/operator for the 101 Managed Lanes Project (Project). Both of the agency Boards were presented with two possible options, which are restated below:

Option 1: Authorize the Executive Director or his/her designee to transfer ownership and operation of the US101 Managed Lanes facility to the Bay Area Infrastructure Financing Authority (BAIFA), subject to the following:

- BAIFA agrees to take on the responsibility for funding current Project construction costs that are anticipated to be provided by future toll revenues (~\$50 Million);
- BAIFA agrees to cover the cost of any Project cost overrun that may materialize;
- BAIFA commits to how it would prioritize the construction of US 101 express lanes north of I-380, into San Francisco, relative to other express lane projects in the region; and
- BAIFA agrees to implement the TA and C/CAG's decisions on the investment of toll revenues generated in San Mateo County, as set forth in a Corridor Investment Plan.

The above-listed conditions would need to be met no later than the February 2019 TA and C/CAG Board meetings for this Option 1 to take effect.

OR:

Option 2: Authorize the Executive Director or his/her designee to retain ownership of the US101 Managed Lanes facility, and to enter into an agreement with Santa Clara Valley

Transportation Authority (VTA) to operate the facility, subject to the TA and C/CAG reaching agreement on the structure of the two agencies' joint governance of the facility, no later than the February 2019 TA and C/CAG Board meetings.

Both agency Boards met but they provided inconsistent directions to their respective staffs, as outlined below.

The TA Board met on December 6, 2018, and the following decision was reached in the form of two motions:

Motion 1: Authorized the TA Executive Director or his designee, subject to C/CAG doing the same, to retain ownership of the managed lane facility and to enter into an agreement with VTA to operate the facility. (Vote: 5-2)

Motion 2: Directed staff to explore another alternative in the relationship structure between C/CAG and the TA to consider a structure where one Board or the other retains the authority, subject to what is required by statute, to simplify and streamline the ownership governance structure. (Vote: 7-0)

The C/CAG Board met on December 13, 2018 and the following decision was reached:

Motion: Directed staff to enter into negotiations with BAIFA and 1) directed the C/CAG Executive Director to work with the TA to set up a joint C/CAG /TA ad hoc committee (Joint Ad Hoc Committee), consisting of 3 members from each board, to resolve governance issues to ensure input to the San Mateo County's BAIFA member comes from the TA and C/CAG Boards and 2) to bring resolution to the C/CAG Board no later than the February 2019 TA and C/CAG Board meetings. (Vote: 11-7; 3 absentees)

Joint Ad Hoc Committee of 101 Managed Lanes Project

Don Horsley, Chair of the TA, and Maryann Moise Derwin, Chair of C/CAG, appointed the following members to the Joint Ad Hoc Committee to meet on Wednesday, January 2, 2019:

TA

Emily Beach
Maureen Freschet
Don Horsley

CCAG

Alicia Aguirre
Doug Kim
Diane Papan

At the January 3, 2019 TA Board meeting, the TA Board will receive an update on the January 2, 2019 Joint Ad Hoc Committee meeting discussion.

BUDGET IMPACT

There is no budget impact associated with this update.

BACKGROUND

On November 16, 2018, the TA Board of Directors held a joint workshop with the C/CAG Board of Directors to receive information regarding options on ownership and operation of the US101 Managed Lanes facility, once construction of the project is complete. The

US101 Managed Lanes Project will consist of one express lane in each direction on US101 between roughly the southern border of San Mateo County and the 101-380 interchange.

The TA and C/CAG boards subsequently met on December 6, 2018 and December 13, 2018 respectively to decide on the owner/operator for the 101 Managed Lanes Project (Project). Due to reaching different decisions, a Joint Ad Hoc committee was formed to assist the two boards in the decision-making process.

Prepared by: April Chan 650-508-6228
Chief Officer, Planning, Grants & Transportation Authority

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: **PROGRAM REPORT: TRANSIT – SHUTTLES**

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 and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This item features a presentation highlighting the status of the Transit – Local Shuttle Program, which will be presented via PowerPoint.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Four percent of the New Measure A sales tax revenue is available to support the Local Shuttle Program. The TA's Local Shuttle Program provides operating funds for commuter shuttles connecting with transit stations, and for community-serving shuttles. Project sponsors are required to submit quarterly and annual progress reports, which the TA uses to track the performance of individual projects as well as the overall program.

Prepared By: Joel Slavit, Manager of Programming and Monitoring 650-508-6476

FY 2018 New Measure A Local Shuttle Program Performance Metrics



					FY2018 Costs, Expenses & Percent Match				FY 2018 Performance		
Sponsor	Shuttle Name	Primary Service Area	Connecting BART/Caltrain Stations	Service Type	Total Operating Costs	Total Measure A Shuttle Funds Expended	Total Matching Funds Expended	Percent Matching Funds	Total Passengers	Operating Cost/Passenger	Passengers/Service Hr
Commute.org	Bayshore Technology Park	Redwood Shores	Caltrain - Hillsdale	commuter	\$120,657	\$60,328	\$60,328	50%	26,925	\$4.48	16.1
Commute.org	Brisbane Crocker Park	Brisbane	BART - Balboa Park Caltrain - Bayshore	commuter	\$363,995	\$234,996	\$128,999	35%	88,123	\$4.13	18.6
Commute.org	North Burlingame	Burlingame	BART/Caltrain - Millbrae	commuter	\$123,384	\$61,692	\$61,692	50%	22,345	\$5.52	13.1
Commute.org	North Foster City	Foster City	BART/Caltrain - Millbrae	commuter	\$232,146	\$136,109	\$96,036	41%	40,728	\$5.70	12.9
Commute.org	Redwood City Midpoint Caltrain	Redwood City	Caltrain - Redwood City	commuter	\$106,396	\$79,797	\$26,599	25%	32,577	\$3.27	21.9
Commute.org	Seaport Centre	Redwood City	Caltrain - Redwood City	commuter	\$118,719	\$59,072	\$59,647	50%	33,791	\$3.51	21.0
Commute.org	South SF BART	South SF	BART - South SF	commuter	\$461,581	\$300,185	\$161,395	35%	87,762	\$5.26	13.9
Commute.org	South SF Caltrain	South SF	Caltrain - South SF	commuter	\$280,853	\$201,209	\$79,644	28%	55,806	\$5.03	14.5
Commute.org	South SF Centennial Towers	South SF	BART - South SF Caltrain - South SF	commuter	\$119,928	\$59,702	\$60,226	50%	20,180	\$5.94	12.1
Commute.org	South SF Ferry Terminal	South SF	Caltrain South SF	commuter	\$206,454	\$134,195	\$72,259	35%	26,438	\$7.81	9.2
Daly City	Daly City Bayshore Circulator	Daly City	BART - Balboa Park & Daly City	commuter/community	\$234,229	\$46,846	\$187,383	80%	22,982	\$10.19	7.7
JPB	Bayside Burlingame	Burlingame	BART/Caltrain - Millbrae	commuter	\$189,934	\$105,100	\$84,833	45%	55,944	\$3.40	21.2
JPB	Bayshore/Brisbane	Brisbane/Daly City	Caltrain - Bayshore	commuter/community	\$216,802	\$162,602	\$54,201	25%	19,430	\$11.16	6.5
JPB	Belmont/Hillsdale	Belmont	Caltrain - Belmont & Hillsdale	commuter	\$103,574	\$77,681	\$25,893	25%	10,283	\$10.07	7.0
JPB	Bridge Park (Twin Dolphin) ¹	Redwood Shores	Caltrain - San Carlos	commuter	\$175,758	\$128,831	\$46,927	27%	20,111	\$8.74	8.1
JPB	Broadway/Millbrae	Burlingame	Caltrain - Broadway & Millbrae	commuter	\$128,064	\$96,048	\$32,016	25%	42,075	\$3.04	23.6
JPB	Campus Drive	San Mateo	Caltrain - Hillsdale	commuter	\$112,592	\$84,444	\$28,148	25%	15,373	\$7.32	9.8
JPB	Electronic Arts (EA)	Redwood Shores	Caltrain - Hillsdale/San Carlos	commuter	\$226,380	\$75,000	\$151,380	67%	20,758	\$10.91	15.8
JPB	Lincoln Centre	Foster City	Caltrain - Hillsdale	commuter	\$124,770	\$35,282	\$89,488	72%	26,490	\$4.71	15.6
JPB	Mariners Island	San Mateo/Foster City	Caltrain - Hillsdale	commuter	\$126,917	\$82,496	\$44,421	35%	25,200	\$5.04	14.2
JPB	Norfolk	San Mateo	Caltrain - Hillsdale	commuter	\$99,624	\$74,718	\$24,906	25%	16,827	\$5.92	12.1
JPB	Oracle	Redwood Shores	Caltrain - Hillsdale & San Carlos	commuter	\$428,790	\$135,000	\$293,790	69%	25,765	\$16.64	5.6
JPB	Pacific Shores	Redwood City	Caltrain - Redwood City	commuter	\$174,358	\$58,519	\$115,840	66%	58,499	\$2.98	25.9
JPB	Sierra Point	Brisbane/South SF	BART/Caltrain - Millbrae	commuter	\$178,733	\$10,080	\$168,633	94%	13,220	\$13.52	10.6
Menlo Park	Marsh Road ²	Menlo Park	Caltrain - Menlo Park	commuter	\$151,219	\$113,414	\$37,805	25%	25,903	\$5.84	20.2
Menlo Park	Shoppers	Menlo Park	Caltrain - Menlo Park	door to door	\$52,847	\$39,635	\$13,212	25%	1,201	\$44.00	1.9
SamTrans	Bayhill - San Bruno	San Bruno	BART - San Bruno	commuter	\$118,800	\$89,100	\$29,700	25%	34,439	\$3.45	20.9
SamTrans	Seton Medical - BART - Daly City	Daly City	BART - Daly City	commuter	\$105,751	\$75,000	\$30,751	29%	35,169	\$3.01	21.1
SamTrans	Sierra Point	Brisbane	BART - Balboa Park	commuter	\$321,706	\$72,000	\$249,706	78%	54,964	\$5.85	22.7
SamTrans/San Carlos	San Carlos Community	San Carlos	Caltrain - San Carlos	community	\$162,860	\$81,430	\$81,430	50%	39,123	\$4.16	64.2
SamTrans/San Mateo	Connect San Mateo ³	San Mateo	Caltrain - San Mateo	community/door to door	\$120,209	\$60,105	\$60,105	50%	2,141	\$56.15	1.7
San Carlos	San Carlos Commuter	San Carlos	Caltrain - San Carlos	commuter	\$115,093	\$86,320	\$28,773	25%	6,580	\$17.49	3.9
San Mateo County	Coastside Beach ⁴	Half Moon Bay	N/A	community	\$38,559	\$28,220	\$9,640	25%	421	\$91.59	0.9
San Mateo County	County Park Explorer ⁵	Redwood City/East Palo Alto/East Menlo Park	Caltrain - Redwood City	community	\$106,405	\$71,291	\$17,557	16%	1,155	\$92.13	0.7
San Mateo County College District	Skyline College Express	Daly City	BART - Daly City	commuter	\$242,545	\$108,057	\$134,488	55%	70,416	\$3.44	19.8
South SF	South City	South SF	BART - South SF	community	\$275,835	\$185,083	\$90,753	33%	59,456	\$4.64	22.5
Totals					\$6,466,466	\$3,509,587	\$2,938,604	45%	1,138,600		

Footnotes

1) Due to vendor driver shortage, the number of shuttle vehicles operating on the Twin Dolphin Shuttle was reduced from 2 to 1 as of October 30, 2017.

2) Due to vendor driver shortage, the number of shuttle vehicles operating on the Marsh Road Shuttle was reduced from 2 to 1 as of October 30, 2017.

3) Connect San Mateo Shuttle started service August 6, 2017 and it was discontinued on August 3, 2018. The sponsors didn't reapply for funding during the Call for Projects covering Fiscal Years 2019 & 2020

4) Coastside Beach Shuttle discontinued service on June 30, 2018. The sponsor didn't reapply for funding during the Call for Projects covering Fiscal Years 2019 & 2020

5) County Park Explorer Shuttle discontinued service on August 26, 2018. The sponsor didn't reapply for funding during the Call for Projects covering Fiscal Years 2019 & 2020



SAN MATEO COUNTY

**Transportation
Authority**

New Measure A Local Shuttle Program Status

January 3, 2019

Board of Directors
Agenda Item#13 (b)



Overview

- **New Measure A Local Shuttle Program**
- **Allocations**
- **Shuttle Purpose and Type**
- **FY2018 Program Performance**





New Measure A Local Shuttle Program

- **Shuttles: 4% of New Measure A Program**
- **Provides matching funds for operation of local shuttle service**



New Measure A Allocations

Call for Projects (CFP) Funding Cycle	Allocations
First CFP (FY2011 & FY2012)	\$2.75 mil.
2nd CFP (FY2013 & FY2014)	\$4.72 mil.
3rd CFP (FY2015 & FY2016)	\$5.81 mil.
4th CFP (FY2017 & FY2018)	\$8.14 mil.
5th CFP (FY2019 & FY2020)	\$9.00 mil.
Allocations not part of a CFP process [*]	\$2.38 mil.
Total	\$32.80 mil.

* Includes direct allocations made for the Caltrain Shuttle Program in FY 2010, the Menlo Park Shuttle Program in FY2011 & FY2012, the C/CAG Shuttle Program in FY 2010-FY2012 & for program planning support of shuttle operations



Funding Sources

- **Projected costs for operation of shuttle allocations for FY2017 & FY2018**
 - \$ 8.1 mil. New Measure A funds (61%)
 - \$ 5.2 mil. matching funds (39%)
 - \$13.3 mil. projected total cost
- **Actual expenses for operation of shuttles in FY2017 & FY 2018**
 - \$ 6.9 mil. New Measure A funds (54%)
 - \$ 5.8 mil. in matching funds (46%)
 - \$ 12.7 mil. actual total expenses



Shuttle Purpose & Type



- **Purpose:** Fill gaps in regular bus service (route & time)
- **Commuter shuttles:** provide first/last mile peak commute link to/from regional transit primarily to access employment centers
- **Community shuttles:** provide all, mid-day or weekend service generally within a community for basic needs (e.g. shopping, dining, medical), often serving the transit-dependent
 - **Door to door shuttles:** special type of community shuttle providing direct point to point service by advance reservation not on a regular scheduled route



Shuttles by Type

New Measure A funded shuttles operating in FY2017 & FY2018

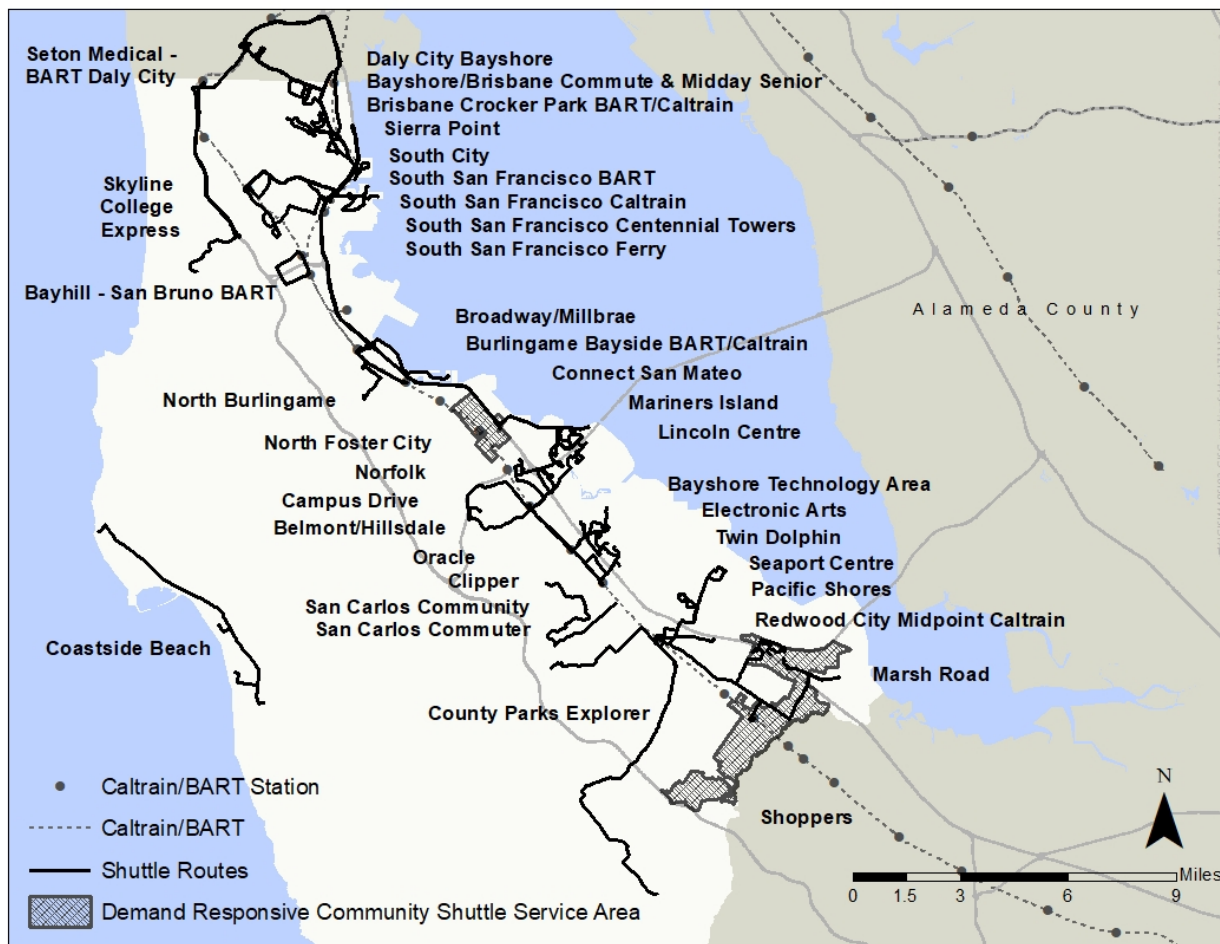
Shuttles	Type
28	Commuter
6	Community serving
2	Door to door
36	

Shuttles	Type
30	Existing
6	New
	- Coastside Beach Shuttle*
	- Connect San Mateo*
	- County Parks Explorer*
	- San Carlos Community
	- San Carlos Commuter
	- Skyline College Express
36	

* The Coastside Beach, Connect San Mateo & County Parks Explorer Shuttles have been discontinued.

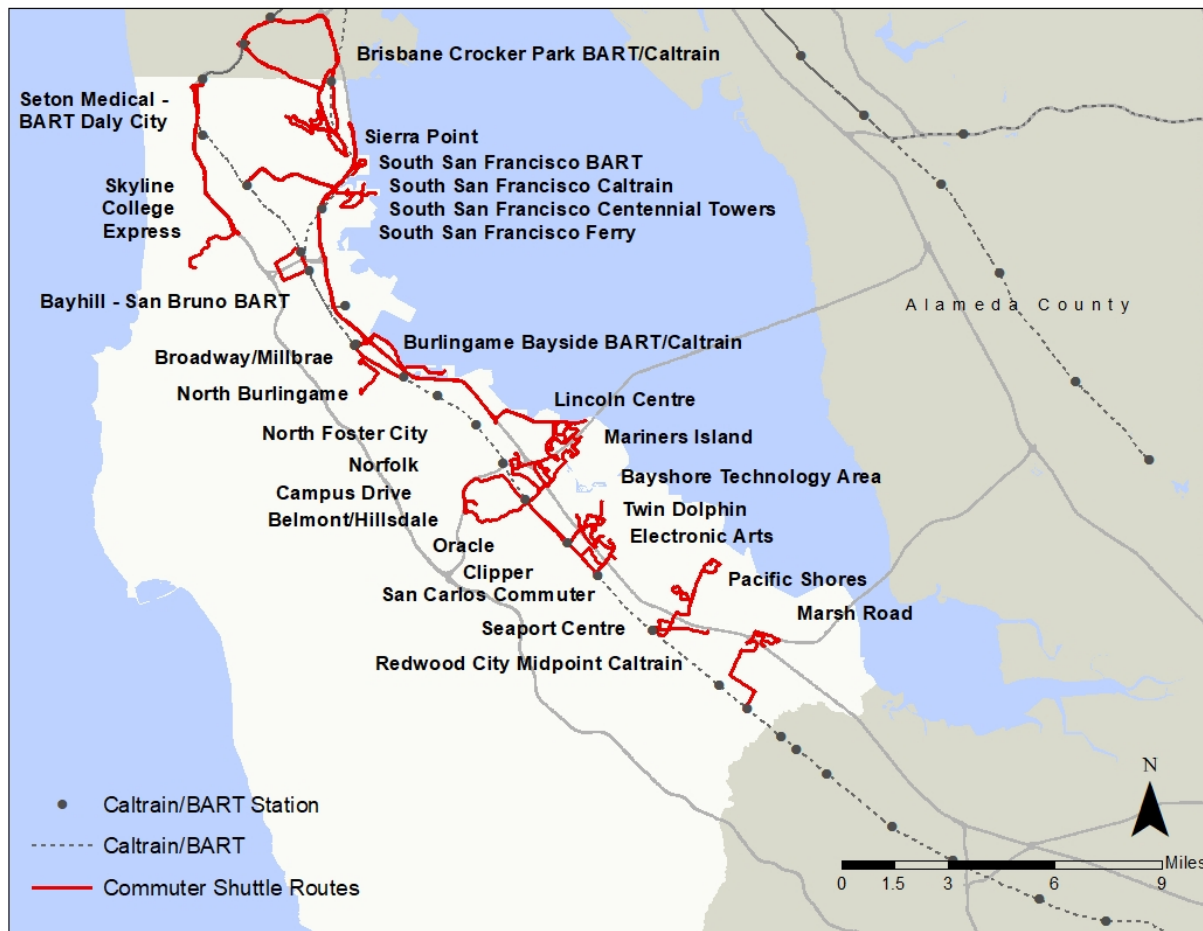


New Measure A Funded Shuttles for FY 2017 & FY 2018



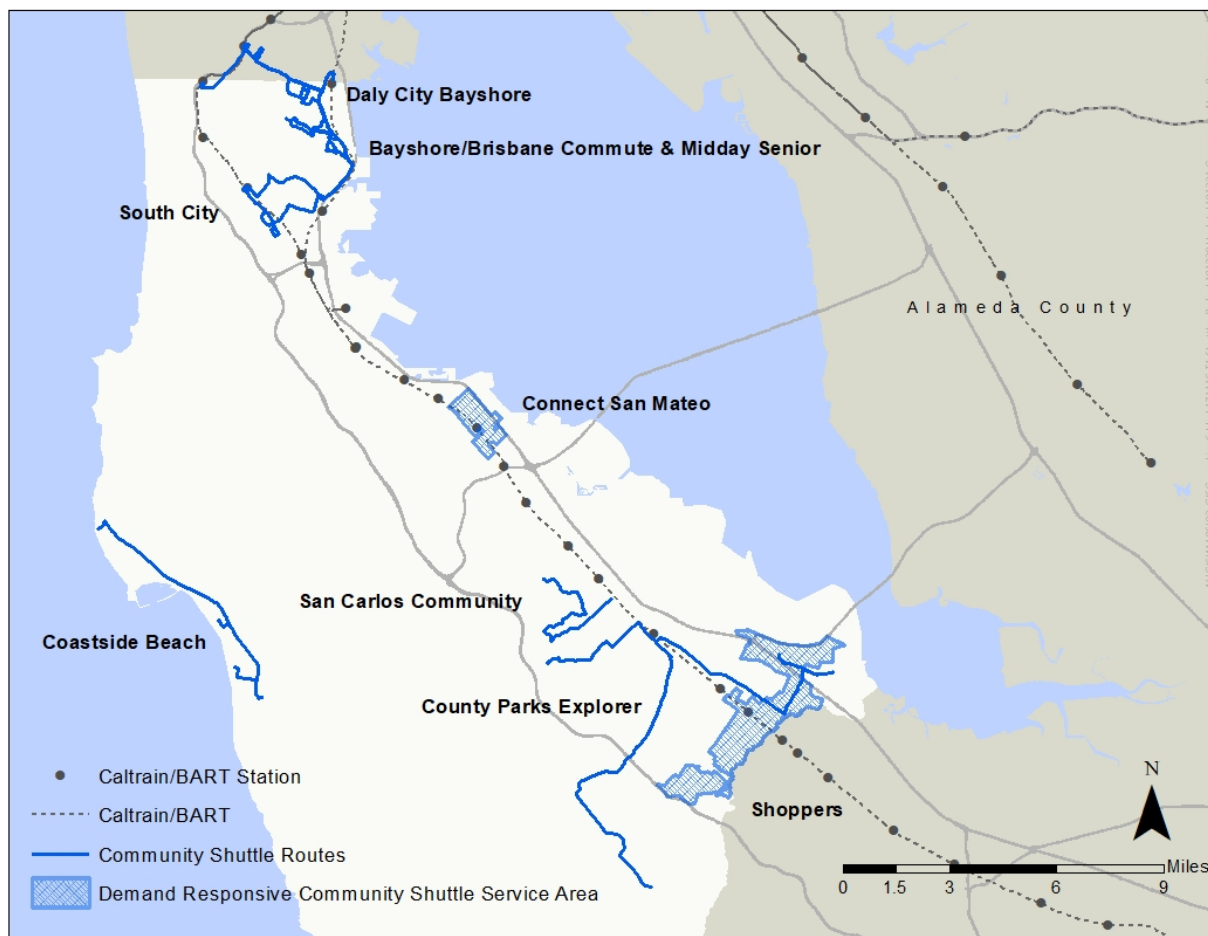


New Measure A Funded Commuter Shuttles





New Measure A Funded Community Serving Shuttles



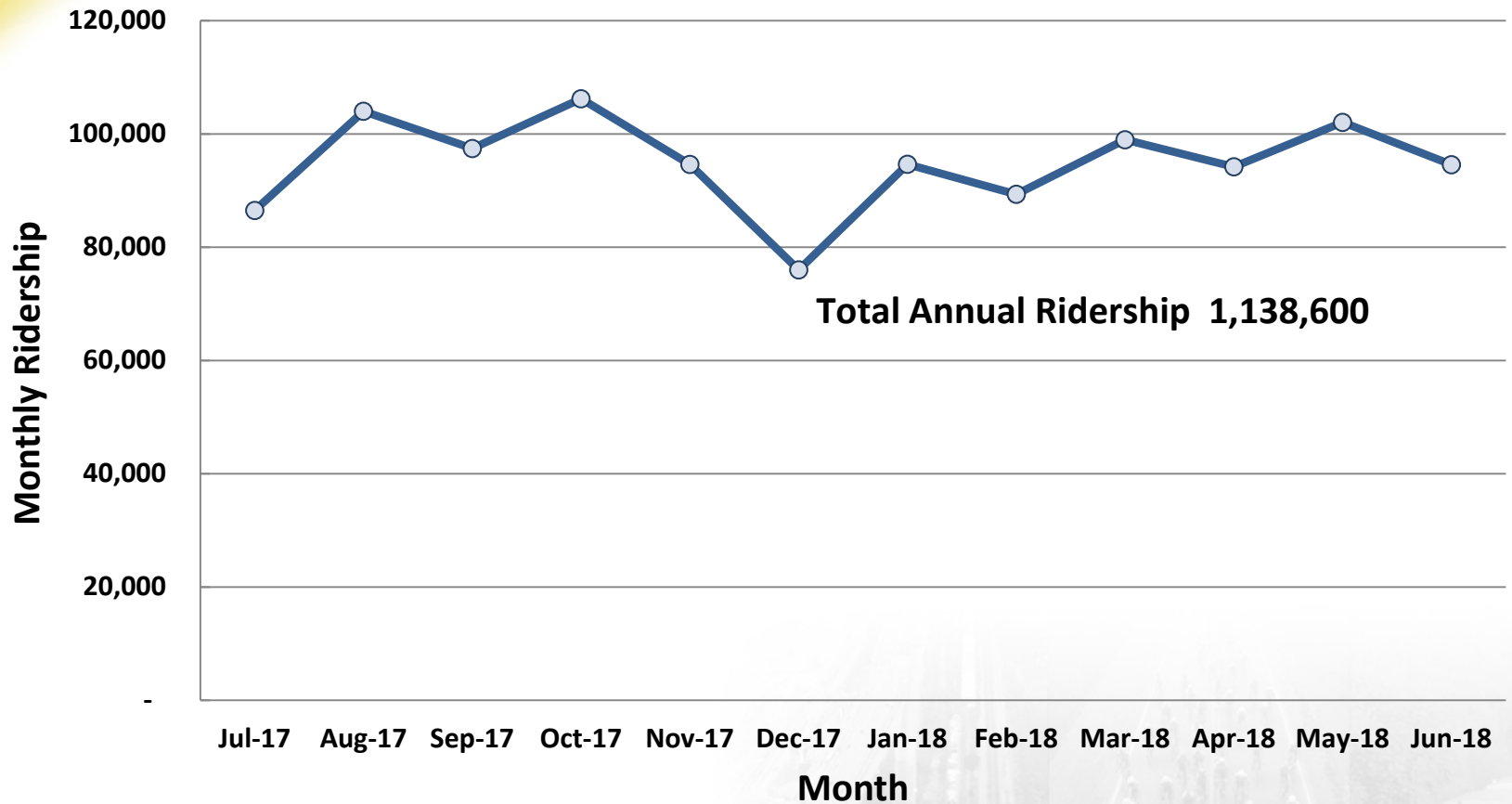


FY 2018 Performance

- **Sponsor progress reports**
 - Ridership
 - Total operating cost
 - Total service hours
- **Program performance**
 - Ridership
 - Cost/passenger
 - Passengers/service hour

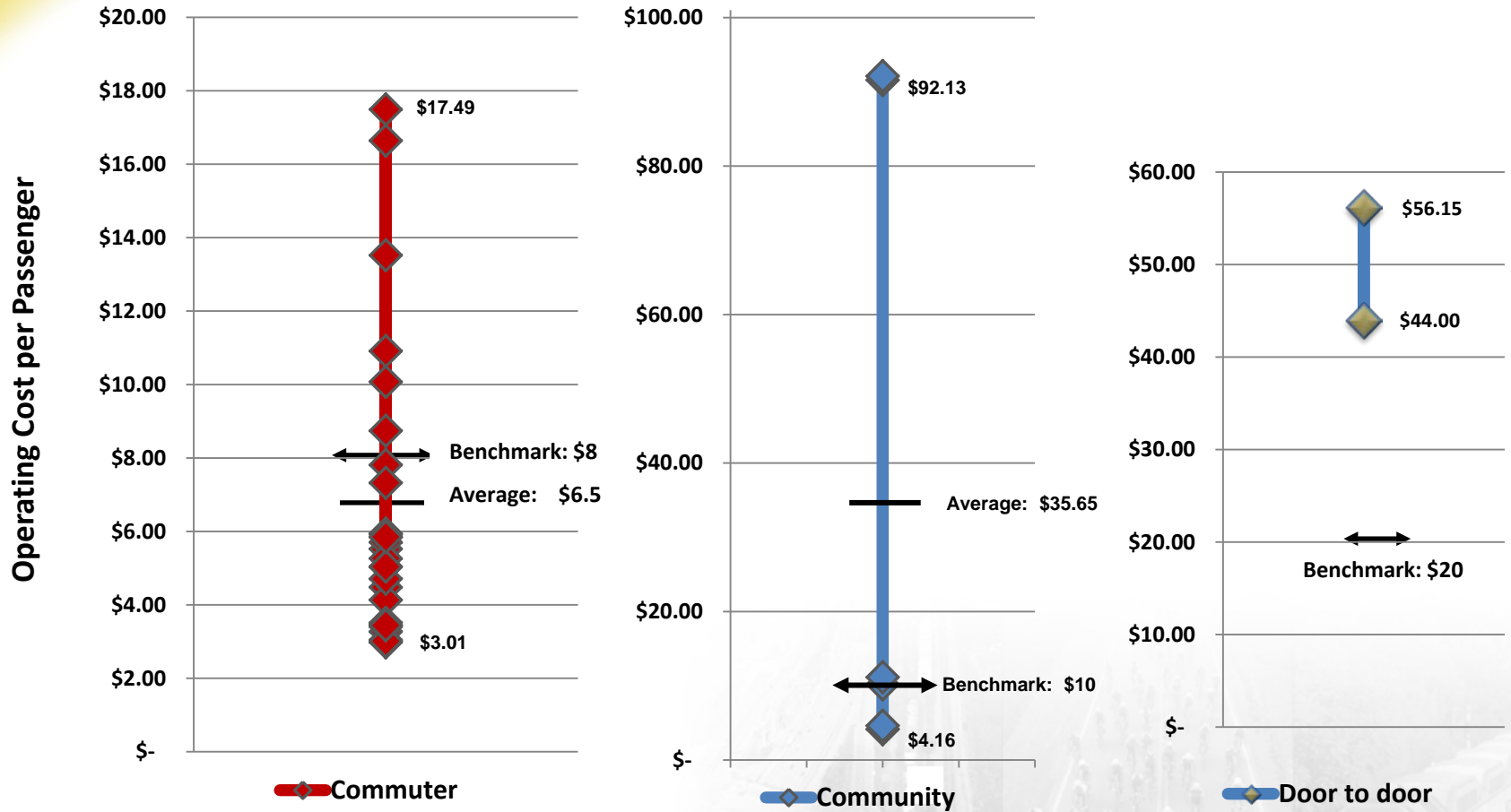


FY2018 Monthly Ridership



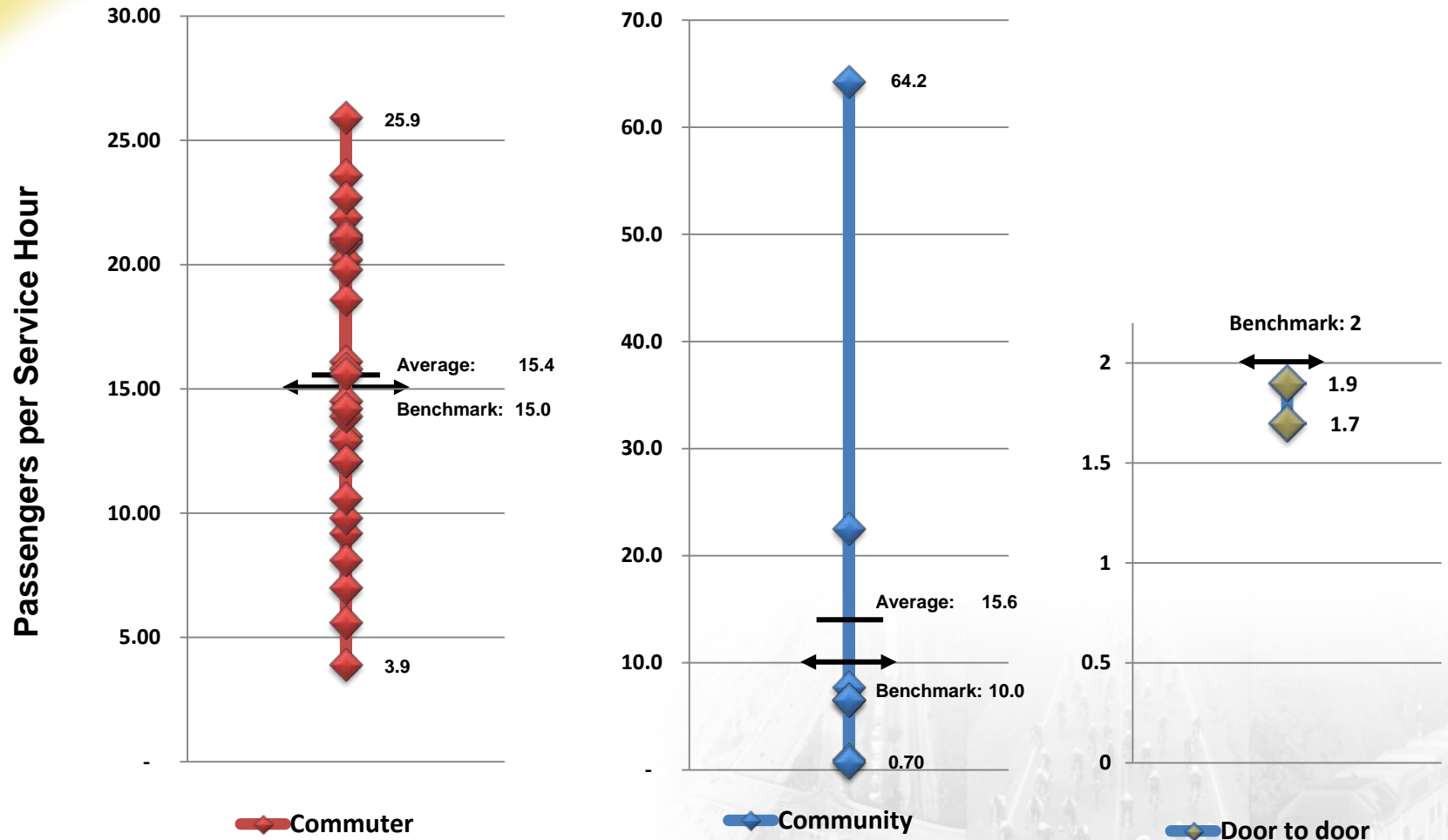


FY2018 Operating Cost/Passenger





FY2018 Passengers/Service Hour





Current Issues

- **Driver shortage issue has become more acute in FY 2019**
- **Some routes suspended, reduced service on others, reliability impacted**
- **Cost of service is increasing at a much greater rate than shuttle program funding**
- **SamTrans to prepare Shuttle Study to explore options, propose solutions**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

Holland & Knight

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 December 2018

FY 2019 Appropriations Update: Congress has passed FY 2019 funding measures for five spending bills, but the seven remaining (including Transportation/HUD) require action. Currently, these federal agencies (including Department of Transportation) are operating under a continuing resolution (CR) until midnight on December 21. Disagreement remains around the President's request for funding for increased security at the U.S.-Mexico border, which would include construction of a border wall.

On Wednesday, December 19, the Senate passed, by voice vote, a CR which would provide funding for the federal agencies until February 8, 2019. After a meeting Vice President Mike Pence, Senate Majority Whip John Cornyn (R-TX) stated that the President would sign the CR into law.

On Thursday, December 20, the President threatened to veto the Senate CR because it does not include the border funding. The House, then passed a CR which includes \$5 billion for the border wall. The vote was 217 to 185, with all the Democrats and eight Republicans--Reps. Amash (R-MI), Buck (R-CO), Curbelo (R-FL), Hurd (R-TX), Paulsen (R-MN), Ros-Lehtinen (R-FL), Valadao (R-CA)--voting in opposition. 31 members did not vote. The Senate had already adjourned for the Christmas holidays, but had to return at noon on Friday, December 21.

The Senate did not have the 60 votes necessary to pass the House passed CR with border wall funding, and the federal government shutdown.

DOT Impact with Federal Government Shutdown: The impact of a federal government shutdown at DOT depends on the how program is funded. Programs funded by the Highway Trust Fund will continue but those funded by appropriations will be affected.

The Federal Highway Administration (FHWA) is funded by the Highway Trust Fund by the FAST Act and will continue to operate as normal. FHWA will continue to be able to provide funding for about six months.

The Federal Motor Carrier Safety Administration (FMCSA) will also operate normally for at least two to three weeks of a shutdown. The highway safety programs of the National Highway Traffic Safety Administration (NHTSA) would be able to function as normal for a few weeks.

Most of the Federal Transit Administration (FTA) is funded by discretionary appropriations, most of its employees would be furloughed. According to the [DOT shutdown plan](#), "FTA would

not continue any of its unfunded core agency functions. No grants, cooperative agreements, contracts, purchase orders, travel authorizations, or other documents obligating funds would be executed.” “FTA would discontinue reimbursements to transit agencies for ongoing operations and construction projects to enable them to provide transit services and pay employees and contractors.”

Of the 54,179 DOT employees:

- 25,200 (46.5 percent) are deemed essential to DOT activities that protect life and safety and will have to work without pay. Most of these employees are air traffic controllers and others include aviation, pipeline, and trucking safety inspectors.
- 714 employees (1.3 percent) will also have to work out pay because they support the essential employees.
- Nine Senate-confirmed Presidential appointees are required to work.
- 7,814 employees (14.4 percent) will work and be paid because the work for FHWA and FMCSA, which is funded by the Highway Trust Fund.
- 20,442 employees (37.7 percent) would be furloughed.

BUILD Grants Totaling \$1.5 Billion Announced: On December 11, Transportation Secretary Elaine Chao announced \$1.5 billion in Better Utilizing Investments to Leverage Development (BUILD) grant funding to 91 projects in 49 states and the District of Columbia. An interactive map with details on the awardees is available on the Department of Transportation’s [website](#).

DOT received a total of 851 applications requesting over \$11 billion in grant funding, which is a 9.6 acceptance rate. The average 2018 grant size is \$16.2 million and the average 2017 grant size was \$11.9 million. 69.6 percent of the grants went to rural areas.

Road and bridge projects received 69.4 percent the funding; transit projects received 9.5 percent; port/maritime projects received 9.9 percent; and rail projects received 11.2 percent. The average federal share for the BUILD projects is 34.1 percent.



December 13, 2018

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

RE: STATE LEGISLATIVE REPORT - JANUARY 2019

On December 3, 2018, the legislature convened the 2019-20 Legislative Session. Members were sworn in and legislation was introduced before they adjourned for the winter recess. The Legislature will reconvene on January 7, 2019, which is also the date that Governor-elect Gavin Newsom will be sworn into office. As a result, this report will focus on updates to last month's election results, and their implications for California.

Statewide Constitutional Offices

Democrats enjoyed a clean sweep of the Constitutional positions. For the first time in 130 years, a Democrat has succeeded another for the governorship. Below are the final results:

Office	Candidate (party registration)	Votes
Governor	Gavin Newsom (D) John Cox (R)	61.9% 38.1%
Lieutenant Governor	Eleni Kounalakis (D) Ed Hernandez (D)	56.6% 43.4%
Secretary of State	Alex Padilla (D) Mark Meuser (R)	64.5% 35.5%
Controller	Betty Yee (D) Konstantinos Roditis (R)	65.5% 34.5%
Treasurer	Fiona Ma (D) Greg Conlon (R)	64.1% 35.9%
Attorney General	Xavier Bacerra (D) Steven Bailey (R)	63.6% 36.4%
Insurance Commissioner	Ricardo Lara (D) Steve Poizner (R)	52.9% 47.1%

State Legislature

Democrats in the California State Legislature were able to secure two-third supermajorities in both the Assembly (60 out of 80 members) and the Senate (29 out of 40) by gaining five seats in the Assembly and three in the Senate. Assembly Members Marc Berman, Kevin Mullin, and Phil Ting each coasted to successful re-election bids by garnering 74%, 73%, and 82%, of the vote, respectively.

There will be 12 new members (5 in the Assembly and 7 in the Senate), which is in stark contrast to the 31 members that were sworn into office in 2016. This is primarily attributable to Proposition 28 of 2012, which allows legislators to serve up to 12 years in one house. With the super majority, Constitutional amendments being placed on the ballot, tax increases, and legislative rule waivers can now be approved on a party-line vote.

Joint California Transportation Commission- (CTC) & California Air Resources Board (CARB) Meeting

Per AB 179 of 2017, the CTC and CARB are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled.

On December 4, 2018, the committee met to analyze a study assessing progress made by each metropolitan planning organization (MPOs) in meeting the regional greenhouse gas emission reduction targets set by CARB (as required by the passage of SB 150, Chapter 646, Statutes of 2017). The report was critical suggesting MPOs should be doing more.

The conversation is worth monitoring for two reasons: 1) Potential interference with the delivery of voter-approved expenditure plans; and 2) the overall impact on the jobs-housing imbalance. The legislature has been looking at reducing vehicle miles traveled and providing affordable housing in densely populated areas to reduce greenhouse gas emissions. The solution however may be to look at incentivizing regional job creation so that people work closer to where they live, particularly in the Central Valley and Inland Empire, to truly affect travel patterns, thereby improving the quality of life of commuters, and reducing the carbon footprint.

CTC Actions Related 101 Managed Lanes Project

On December 5, 2018, the CTC approved splitting the scope of the 101 Managed Lanes Project and expediting the availability of \$78 million from the Solutions for Congested Corridors Program for early delivery. Of the 44 miles of managed lanes to be constructed, 15.6 miles involve mostly reconstruction of the median and restriping of the existing lanes, along with installing infrastructure needed for operation of the express lanes. No roadway widening or utility relocation efforts are needed in this section. Early delivery of this segment (15.6 lane-miles), combined with the delivery of the adjacent Silicon Valley Express Lanes project (19.3 lane-miles), will provide much needed relief

to the travelling public by providing a combined total of 34.9 lane-miles of express lanes between these two contracts. The advancement of \$78 million is needed to begin construction for the 15.6-mile southern segment.

Holland & Knight

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SMCTA Bill Matrix – January 2019

Measure	Status	Bill Summary	Recommended Position
AB 11 Chiu (D) Community Re-development Law of 2019	12/3/18 Introduced	<p>This bill would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements.</p> <p>The bill would require:</p> <ul style="list-style-type: none"> • A public hearing process, and the adoption of a resolution that city or county to submit the resolution of intention to the Strategic Growth Council (SGC) for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. • The SGC to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the State Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. • Not less than 30% of all taxes allocated to the agency from an affected taxing entity be deposited into a separate fund, established by the agency, and used for the purposes of increasing, improving, and preserving the community's supply of low- and moderate-income housing available at an affordable housing cost, as provided. The bill would allow an agency to conduct bond financing. 	Watch
AB 40 Ting (D) Zero-Emission Vehicles	12/3/18 Introduced	<p>This bill, no later than January 1, 2021, would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040.</p>	Watch
SB 5 Beall (D) Local-State Sustainable Investment Incentive Program	12/3/18 Introduced	<p>This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee (SIIC). The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the SIIC to participate in the program.</p> <p>The bill would require:</p> <ul style="list-style-type: none"> • The SIIC to adopt guidelines for applications and approve no more than \$200,000,000 per year from July 1, 2020, to June 30, 2025, and \$250,000,000 per year from July 1, 2025, to June 30, 2029, in reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. This bill would provide that eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and projects promoting strong neighborhoods. • A county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the SIIC. 	Watch

SMCTA Bill Matrix – January 2019

Measure	Status	Bill Summary	Recommended Position
SB 25 Caballero (D) CEQA: Qualified Opportunity Zones	12/3/18 Introduced	This bill would establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by qualified opportunity funds, or by moneys from the Greenhouse Gas Reduction Fund and allocated by the Strategic Growth Council. The bill would apply certain rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects located in a qualified opportunity zone.	Watch
SB 43 Allen (D) Carbon Taxes	12/3/18 Introduced	This bill would require the California Air resources Board (CARB), in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products. The bill would require CARB to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan.	Watch
SB 50 Wiener (D) Planning and Zoning: Housing Development: Equitable Communities Incentive	12/3/18 Introduced	This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also declare the intent of the Legislature to delay implementation of this bill in sensitive communities, as defined, until July 1, 2020, as provided.	Watch
ACA 1 Aguiar-Curry (D) Affordable Housing & Public Infrastructure: Voter Approval	12/3/18 Introduced	This measure would authorize a local government to impose, extend, or increase a sales and use tax or transactions and use tax imposed in accordance with specified law or a parcel tax, as defined, for the purposes of funding the construction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements.	Watch

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **2019 LEGISLATIVE PROGRAM**

ACTION

Staff recommends that the Board adopt the attached Legislative Program to guide the Transportation Authority's policy advocacy efforts over the course of the 2019 calendar year.

SIGNIFICANCE

The 2019 Legislative Program (Program) establishes the principles that will guide the TA legislative and regulatory advocacy efforts through the 2019 calendar year, including the first half of the State legislative session and the first session of the 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the TA to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the TA's priorities.

Objectives

The 2019 Program is organized to guide the TA's actions and positions in support of three primary objectives:

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

The Program is structured to apply these core objectives to a series of issues detailed in the 2019 Legislative Program.

Should other issues surface that require the TA's attention, actions will be guided by the

three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the TA's Board of Directors for consideration.

Advocacy Process

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

The TA and its legislative consultants will employ a variety of engagement tools to support the 2019 Legislative Program, including:

1. Direct Engagement

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

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2016 Program.

3. Media Engagement

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

SMCTA 2019 Legislative Program

Purpose

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

The 2019 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2019 calendar year, including the first half of the 2019-2020 State legislative session and the first session of 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2019 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

Issues

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

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

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

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

Advocacy Process

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

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2019 Legislative Program, including:

- Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2019 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

State and Regional	
Funding Opportunities and Challenges	
Issue / Background	Strategy
<p>General Funding The State recently enacted SB 1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) released the findings from the pilot in December of 2017. SB 1328 (Beall) of 2018 extends the existence of the Road Usage Charge (RUC) Technical Advisory Committee through January 1, 2023. Due to the limited amount of participants in the pilot program from rural and low-income areas, and the truncated timeline, more work is needed to recommend an appropriate charge rate.</p>	<ul style="list-style-type: none"> • Protect against the elimination or diversion of any State or regional funds that support the agency's transportation needs. • Monitor and advocate for flexibility in guideline process for SB 1 competitive programs administered by the California State Transportation Agency and California Transportation Commission. • Support state funding allocation requests for investments that benefit the agency's transportation programs and services, including projects identified in Measures A and W. • Work with statewide coalitions to identify and advance opportunities for funding that would support San Mateo County transportation priorities. • Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and efforts to implement a RUC program by the California State Transportation Agency (CalSTA) as a funding source in lieu of gasoline.
<p>Formula Funding After years of diversion to support the State's General Fund, funding for the State Transit Assistance (STA) program has remained stable and increased over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the</p>	<ul style="list-style-type: none"> • Support the full funding of the STA program at levels as provided by the enactment of SB 1. • Advocate for the regularly scheduled issuance of State infrastructure bonds that support San Mateo County's transportation services and programs. • Support full funding from the State Rail Assistance Program, which will provide \$3.9 million in FY 18-19, and \$4.1 million in FY 19-20 for Caltrain. • Support the California Transit Association's efforts to engage the Legislature on

<p>demand of increased ridership, reduce highway congestion – especially on Highway 101 – and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>The Transportation Development Act (TDA) dedicates a ¼ cent statewide sales tax, generating \$1.5 billion annually to support public transportation services. Operators statewide have had difficulty meeting farebox recovery ratio requirements, compromising the ability to access funding to maintain existing service.</p>	<p>Transportation Development Act (TDA) reform and the review of performance measures for transit.</p>
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated over \$5.4 billion dollars, with a significant amount going to transit agencies. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small</p>	<ul style="list-style-type: none"> • Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the county’s transportation needs. • Support legislation and regional action that makes a broad array of the county’s emissions-reducing transportation projects, programs and services eligible for investment. • Protect existing cap-and-trade appropriations for transit operations and capital projects and sustainable communities strategy implementation. • Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project. • Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.

number of disadvantaged communities.	
Voter Threshold Legislation has been considered in recent years that provides a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.	<ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
Other State or Local Funding Or Project Delivery Options Local and regional governments continue to seek methods for funding and delivering new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures	<ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the agency. • Support legislation that works to ensure revenues generated through managed lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce housing to attract and retain quality personnel. • Support legislation that allows for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.
Transportation Projects	
General As the Bay Area's population continues to grow, the region's transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is	<ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.

increasing.	
<p>Caltrain Modernization (CalMod) Program In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment will be used to match a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose.</p> <p>Other Projects Beyond the CalMod Program, Caltrain has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations and station upgrades. The Caltrain Business Plan, a 2040 vision for the corridor is currently underway will help identify future capital and operating needs.</p> <p>In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service.</p>	<ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor. • Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local and regional commitments to the CalMod Program. • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits • Support the allocation of cap and trade or other state/regional funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement a Blended System project on the Caltrain Corridor.
101 Managed Lanes The project may include removing or replacing existing auxiliary lanes	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.

between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County	<ul style="list-style-type: none"> • Support policies that will allow for effective public private partnerships.
Transit Oriented Development / First and Last Mile First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the increased funding for and development of new and innovative first and last mile options. • Advocate for policies that promote transit-oriented developments in ways that compliment transit services. • Support the State’s GHG reduction goals by supporting transit-oriented developments. • Support state funding and streamlining the process for transit-oriented development.
Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities • Support policies that encourage use of TDM
Regulatory and Administrative Issues	
General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the JPB’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA and support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects, without compromising CEQA's effectiveness as an environmental protection policy.
Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area, which includes the region's SCS.	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on JPB's transportation services associated with the implementation of SB 375 and Plan Bay Area.

Federal	
Funding Opportunities and Challenges	
Issue / Background	Strategy
<p>Federal Appropriations and Tax Extenders Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2017, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 8, 2017. Congress will have to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2018.</p>	<ul style="list-style-type: none"> • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit San Mateo County's transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs. • Communicate frequently with the agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.
<p>Tax and Finance Congress also considers legislation that governs tax and finance issues that impact transit agencies. In 2018, Congress is expected to take action on a significant tax overhaul measure.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency's priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the agency's transportation needs.

Transportation Projects	
<p>General Support the efforts of partnering agencies to obtain federal funding for transit projects in San Mateo County.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.
<p>Caltrain Modernization Program</p> <p>The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the Federal Transit Administration (FTA) Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes funding from the Federal Railroad Administration.</p> <p>Other Projects Beyond the CalMod Program, Caltrain has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations, station upgrades, and supporting regional projects that will increase Caltrain ridership. The Caltrain Business Plan, a 2040 vision for the corridor is currently underway will help identify future capital and operating needs.</p> <p>In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service.</p>	<ul style="list-style-type: none"> • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the THUD Appropriations bills. • Work with federal delegation members, as well as local, regional, and state coalitions to support the PCEP requests for funding. • Advocate for additional PTC funding for capital and operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Support the allocation of federal funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>101 Managed Lanes Project The project may include removing or replacing existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing toll collection infrastructure between the 1-380 Interchange and county border with San Francisco.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.
<p>Regulatory and Administrative Issues</p>	
<p>FAST Act and other Regulations Under FAST Act, the United States Department of Transportation (USDOT) will issue guidance and conduct rulemaking to implement various regulatory changes. USDOT will also issue guidance, new rulemaking, and take action in response to Executive Orders on a variety of issues outside the scope of the FAST Act.</p>	<ul style="list-style-type: none"> • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users.
<p>Infrastructure Proposal President Trump and USDOT have been working to draft an infrastructure proposal to fund transportation projects.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed on new Administration policies that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the agency's projects and needs in the President's and congressional infrastructure proposals.