



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

April 4, 2019 – Thursday

5:00 pm

- 1) Call to Order/Pledge of Allegiance
- 2) Roll Call
- 3) 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.
- 4) Report of the Citizens Advisory Committee
- 5) 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 March 7, 2019 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for February 2019 MOTION
 - c) Award of Contract for Federal Legislative Advocacy Services RESOLUTION
 - d) Award of Contract for State Legislative Advocacy Services RESOLUTION
- 6) Report of the Chair
 - a.) Report from the March 22, 2019 Joint Ad Hoc Committee on the San Mateo US 101 Express Lanes Project – staffing models for the TA & C/CAG Joint Powers Agency
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) Program
 - a) Paratransit Program Report INFORMATIONAL
 - b) Pedestrian & Bicycle Program Report INFORMATIONAL
 - c) State and Federal Legislative Update and Approval of Legislative Proposals MOTION
- 11) Requests from the Authority

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 April 4, 2019

12) Written Communications to the Authority

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

14) 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

15) Adjourn

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com. Communications to the Board of Directors can be e-mailed to board@smcta.com.

Location, Date and Time of Regular Meetings

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

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Citizens Advisory Committee (CAC) meets regularly on the Tuesday prior to the first Thursday of the month at 4:30 p.m. at the San Mateo County Transit District Administrative Building.

Public Comment

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

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

Accessibility for Individuals with Disabilities

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the Authority Secretary at the San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306 or emailed to board@smcta.com; or by phone at 650-508-6279, or TTY 650-508-6448.

Availability of Public Records

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

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
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF MARCH 7, 2019**

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, A. Chan, C. Fromson, D. Hansel, J. Hurley, J. Slavit, J. Cassman, J. Brook, D. Seamans

CALL TO ORDER/PLEDGE OF ALLEGIANCE

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

SWEARING IN

Director Carole Groom was sworn for a term ending December 31, 2020.

ROLL CALL

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

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley noted that the report was in the packet.

CONSENT CALENDAR

Approval of Minutes of the Board of Directors Meeting of February 7, 2019

Motion/Second: Medina/Romero

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

Absent: None

REPORT OF THE CHAIR

Report from the March 1, 2019 Joint Ad Hoc Committee on the San Mateo US 101 Express Lanes Project - including Discussion on the Formation of a US 101 Express Lanes Joint Powers Authority

Chair Horsley reported out on the most recent meeting with C/CAG (City and County Governments of San Mateo County) on the Express Lanes project.

Vice Chair Emily Beach said there is absolute equality between the TA and C/CAG for joint governance, policy-making, and revenue expenditure under a single executive director. She said the committee is working out the details of achieving operational equality.

Director Karyl Matsumoto asked about TA getting reimbursed by C/CAG. Chair Horsley said C/CAG was not providing any funding but that TA would be receiving revenues once the facility is in operation. Chair Horsley and Joan Cassman, Legal Counsel, discussed how RM3 (Regional Measure 3) funding from bridge tolls would contribute to the project.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Chair Horsley noted that the report was in the packet.

PENINSULA CORRIDOR JOINT POWERS BOARD REPORT

Executive Director Jim Hartnett said the report was in the packet.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said the report was in the packet. He said that the TA would like to make available for sale a portion of a parcel that it had acquired for the construction of the Broadway-Burlingame/101 project. He said the proceeds of the sale would be used to recover a portion of the \$7.5 million cost overruns.

Mr. Hartnett reported on the recent public meetings about the future plans for the Dumbarton Rail Corridor.

Chair Horsley asked which vehicles can use the express lanes for free. Joe Hurley, TA Director, said that this was an incentive for clean-air vehicles. He added that in order to preserve the integrity of the express lanes, LA Metro (Los Angeles County Metropolitan Transportation Authority) has just initiated charging drivers of clean-air vehicles to use their express lanes, with a 15 percent discount. He said that VTA (Santa Clara Valley Transportation Authority) would be following suit and charging clean-air vehicles as well at a 50 percent discount. April Chan, Chief Officer, Planning, Grants/Transportation Authority, said that the US 101 Express Lanes JPA can make those types of decisions for its clean-air vehicles.

Director Carlos Romero said he hoped that incentives for electric vehicles could continue. He asked about the appraisal process for the unused land parcel from the Broadway-Burlingame/101 project.

FINANCE

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

Ms. Chan provided the background on the project.

Concepcion Gayotin, Manager, Contracts and Procurement, presented staff's recommendation as per the staff report.

Director Matsumoto asked about the bidding process. Ms. Gayotin said it was single source. Ms. Chan said the costs were included in the project budget.

Per Director Romero's question, Mr. Hurley and Ms. Chan said that construction management would be part of another proposal, separate from project management.

Approved by TA Resolution No. 2019-4

Motion/Second: Romero/Beach

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

Absent: None

PROGRAM

San Mateo US 101 Express Lanes Project Update and Outreach Plan for the Construction Phase

Mr. Hurley gave a presentation, noting that the Managed Lanes project was rebranded as the "San Mateo US 101 Express Lane Project." He said the southern portion of the project is now being branded the "HOV (high occupancy vehicle) to Express Lane Conversion" (Santa Clara County line to Whipple Avenue), scheduled to open June 2021, and the northern portion is now branded as the "Express Lane Addition" (Whipple Avenue to I-380), scheduled to open May 2022. He gave an overview of the construction schedule and street closures.

Mr. Hartnett said the TA and C/CAG have an equal number of seats on the construction change management board. Mr. Hurley said that the construction contractor was integrated with the design team to mitigate some of the risks and keep the project on track.

Director Matsumoto asked about the construction contract arrangements. Mr. Hurley said that Caltrans was administering the construction contract. Director Matsumoto asked about access to Highway 92 during the construction. Mr. Hurley said the work windows would be during the night and that no lane closures were anticipated during commute periods.

Director Carole Groom asked why the Monte Diablo pedestrian overcrossing was not being rebuilt. Mr. Hurley said it is not being reconstructed but will stay in operation. He said that the project team was able to design the project so there would be no impact to the overcrossing and therefore it would not need to be removed and reconstructed.

Directors Rico Medina and Romero had questions about the change order process.

Public Comment:

Rich Hedges, San Mateo, talked about other public projects that came in under budget with PLAs (project labor agreements).

Casey Fromson, Director of Government and Community Affairs, continued with the presentation, talking about the outreach efforts for the different project components.

TA Strategic Plan 2020-2024

Joel Slavitt, Manager, Programming and Monitoring, and Ms. Fromson gave a presentation on the history and goals of the TA's strategic plan, including Measure A and Measure W funding.

Director Maureen Freschet asked if outreach included city council meetings. Ms. Fromson said they were targeting Countywide agencies but would be open to presenting at the city level if asked.

Vice Chair Beach thanked staff for their participation on the Measure W outreach efforts.

Director Romero asked for and received a definition from Ms. Fromson of the composition of the stakeholder and technical advisory groups.

Director Matsumoto asked if calls for projects could be combined. Ms. Chan said they were looking into ways to combine Measure A and Measure W funding as appropriate.

Chair Horsley appointed an ad hoc committee to work with staff on implementation strategies with Directors Groom, Romero, and Medina.

Measure A Semi-Annual Program Status Report

Connie Mobley-Ritter, Director of Treasury, discussed new Measure A versus original Measure A accounting.

Vice Chair Beach asked about a negative amount under Accessible Services. Ms. Mobley-Ritter said that they likely had not received the funds yet but would confirm.

Motion/Second: Medina/Freschet

Ayes: Beach, Freschet, Groom, Matsumoto, Medina, Romero, Horsley
Absent: None

State and Federal Legislative Update

Ms. Fromson briefly summarized highlights of recent federal and state legislation.

Chair Horsley said that diversion of taxes to the airport in the past cost \$3.5 million and anticipated the same for Measure W funding. Joan Cassman, Legal Counsel, noted that Measure A funding was also subject to diversion per the FAA (Federal Aviation Administration).

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None.

DATE/TIME OF NEXT REGULAR MEETING

Chair Horsley announced that the next meeting would be on Thursday, April 4, 2019, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

REPORT OF LEGAL COUNSEL

None.

ADJOURN

The meeting adjourned at 6:32 pm.

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

TA CAC Chair's Report

March 7, 2019

Good evening Chairman Horsley and Members of the Board,

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

After the Nominating Committee for the 2019 CAC Officers presented its recommendations to the CAC, the CAC re-elected myself, Barbara Arietta (Pacifica), as Chair and John Fox (Menlo Park), as Vice Chair for the 2019 term.

(TA Items 6a and 6b) The CAC reviewed and accepted, without questions or comments.

(TA Item 6c) Pursuant to a brief update by Joe Hurley, Director, SMCTA Program, the CAC supported the Board's Acceptance of the Capital Projects Quarterly Status Report 2nd Quarter FY 2019, commenting only on concerns about traffic traveling through the neighborhoods associated with the Peninsula Ave/US 101 I/C Project.

(TA Item 11a) Following a brief update by Joe Hurley, the CAC supported the Award of Contract to Provide Project Management and Support Services for the US 101 Express Lanes Project, without questions or comments.

(TA Item 12a) The CAC received a joint presentation from both Joe Hurley and Jessica Epstein, Government and Community Affairs Officer on the San Mateo US 101 Express Lanes Project Update and Outreach Plan for the Construction Phase. The CAC posed a number of questions, which included the following: Based on traffic congestion concerns, how are we dealing with ramp closures? What detours will be made? What are the time frames for work south of Whipple and north of Whipple? What will be the criteria for the auxiliary lanes to be restored? In what cities will auxiliary lanes not be restored? What is the timeline for re-instituting the auxiliary lanes?

Some members also stated that they did not like that CALTRANS might be the single source of information and would like to see as the TA and other agencies coordinate and collaborate on outreach. Also remarked that relying so much on Twitter will, most likely, not be as big nor successful, as they might imagine it will be...due to the fact that Twitter can be abused, which is a definite reason why a number of people currently don't or won't use it.

What is going to happen with the sound walls that have to be replaced? Will they be the same as before, or changed to a bigger size, as some communities near US Hwy 101 in San Mateo have requested? Have those communities agreed to the current plans for replacing the sound walls in San Mateo? Overall, the CAC appeared to be pleased with the project, response to questions and remarked that the speed with which this project is going is certainly impressive and indicative of a lot of hard work done by a large number of people. Kudos to all!

(TA Item 12b) Joel Slavit, Manager of SMCTA Programming and Monitoring, and Jessica Epstein delivered a power point presentation on the TA Strategic Plan 2020-2024. The CAC complimented on what a great job was done to educate the public on Measure W through the GUM process. Questions were asked about the Pedestrian and Bike Program challenges and goals. Will the competitive call for project process be the best way to go? What has provided the best results to date, using the formula basis or using competitive calls? CAC members remarked that some of our cities simply don't have the staff to research and apply for funding and because of this, inquired about possible resources available to help with application? How do we ensure that there is equity among the cities in the distribution of funds?

One member also remarked that the Metropolitan Transportation Commission (MTC) has set aside \$8.2 million for Calls for Projects to encourage Bay Area Cities, Counties and Parks and Open Space Districts in Alameda,

Contra Costa, San Francisco, San Mateo and Santa Clara Counties for Priority Conservation Grants from \$100,000 to \$1 million or more for projects that include pedestrian and bike facilities, public access to open space and construction of turnouts, overlooks and viewing areas. They said that if we are not taking advantage of that source as yet, we should add it to our list and advise the cities of same.

(TA Item 12c) After receiving a brief update on the Measure a Semi-Annual Program Status Report from Connie Mobley-Ritter, Director, Treasury, and the CAC supported the acceptance of same.

(TA Item 12d) The CAC received a State and Federal Legislative Update from Jessica Epstein and were not happy to hear that the Federal Government is asking for the \$2.5 billion already spent on High Speed Rail in California, along with an additional \$929 million, to be returned back to the Federal Government because of the current controversy over the completion of High Speed Rail in California. Questions were asked if the electrification of Caltrain and the three grade separations in San Mateo will be affected if the Federal Government prevails in forcing California to return that money.

CAC CHAIR'S REPORT:

- Alameda County Supervisor Scott Hagerty took over the helm of the Metropolitan Transportation Commission (MTC) on Wednesday, February 28th, after Commissioners unanimously elected him Chair for the two-year term running through February 2021.
- FACEBOOK funding could provide "new" rail service connecting the Peninsula with the East Bay, along the Dumbarton Corridor. This Dumbarton Rail project has limped along since SamTrans purchased 18 miles of the right-of-way, including the bridge in the 1992, never amassing enough capital to see it through. At this point, officials familiar with the project expect most of its funding to come from the private sector. The San Mateo Daily Journal recently reported that bridge toll revenue and a San Mateo County sales tax could provide funding in support of this project. FACEBOOK, in 2016, allocated \$1 million dollars for the environmental studies. Whether it's all their money from or additional money from other tech companies that they might ask to join them remains to be seen. This is expected to be a billion dollar project. FACEBOOK, infrastructure developer Plenary Group and the San Mateo County Transit District will be involved in resurrecting this railroad of the past. Eventually, officials want to stretch the track to the Union City BART Station, where it could connect with the regional backbone rail system, and one day link up with the Capitol Corridor trains traveling to Sacramento and Altamont Corridor Express trains heading into the Central Valley.

STAFF REPORT TO CAC:

The staff report was given by Joe Hurley, Transportation Authority Director. He advised the CAC that BAIFA will be the operator of the express lanes in San Mateo County. A Joint Powers Authority made up from members of the TA and C/CAG will be formed and be the owner of the facility. He also advised that they are monitoring other express lanes throughout the state to see what pitfalls and successes have been experienced, to help with their policy making decisions. Additionally, Joe reported that as of last Friday, March 1st, Los Angeles made change to their express lanes pricing policy regarding clean air vehicles. Clean air vehicles will no longer have free access, but rather they will now be charged and given a 15% discount.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
FEBRUARY 28, 2019**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of February 2019 and supplemental information.

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

SIGNIFICANCE

Year to Date Revenues: As of February year-to-date, the Total Revenue (page 1, line 7) is \$12.5 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 February year-to-date, the Total Expenditures (page 1, line 26) are \$36.3 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment:

There are no budget amendments for the month of February 2019.

Prepared By: Jia Du, Accountant
Jennifer Ye, Manager, General Ledger

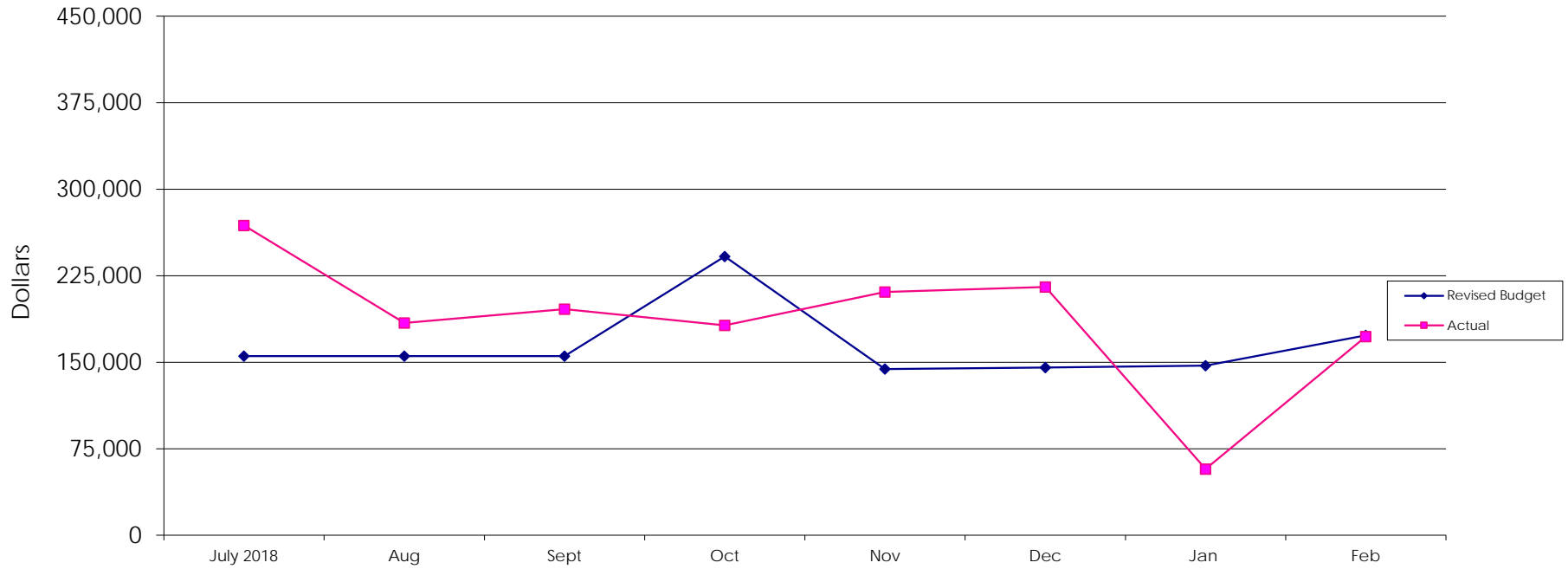
650-622-6226
650-622-7890

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

% OF YEAR ELAPSED: **66.7%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
REVENUES:					
1 Sales Tax	54,545,113	67,274,046	12,728,933	23.3%	86,353,200
2 Interest Income	4,112,052	4,171,034	58,983	1.4%	5,927,618
3 Miscellaneous Income	1,500	0	(1,500)	(100.0%)	50,000,000
4 Rental Income	739,637	440,372	(299,265)	(40.5%)	836,684
5 Grant Proceeds	0	0	0	0.0%	1,550,000
6					
7 TOTAL REVENUE	59,398,302	71,885,453	12,487,151	21.0%	144,667,502
8					
EXPENDITURES:					
9					
10					
11 Annual Allocations	19,908,966	24,555,027	4,646,061	23.3%	31,518,918
12					
13 Dumbarton Maintenance of Way	(40,744)	-	40,744	(100.0%)	-
14					
15 Measure A Categories	97,300,287	56,032,167	(41,268,120)	(42.4%)	94,541,474
16					
17 Oversight	1,101,735	1,064,153	(37,582)	(3.4%)	1,800,000
18					
19 Administrative					
20 Staff Support	756,404	1,096,653	340,249	45.0%	1,152,885
21 Measure A Info-Others	49	-	(49)	(100.0%)	15,000
22 Other Admin Expenses	398,057	389,397	(8,660)	(2.2%)	726,687
23					
24 Total Administrative	1,154,510	1,486,050	331,541	28.7%	1,894,572
25					
26 TOTAL EXPENDITURES	119,424,754	83,137,397	(36,287,356)	(30.4%)	129,754,964
27					
28 EXCESS (DEFICIT)	(60,026,452)	(11,251,944)	48,774,507	(81.3%)	14,912,538
29					(12,952,980) (1)
30					<u>1,959,558</u>
31					
32 BEGINNING FUND BALANCE	489,814,617	407,684,194	(82,130,423)		405,634,282 (2)
33					
34 ENDING FUND BALANCE	429,788,165	396,432,250	(33,355,916)		407,593,840
35					
36					
37					
38					
39					
40					
41	(1) Previously allocated \$12,952,980 of future years' budget to the 25th Avenue Grade Separation Project.				
42	(2) FY19 Beginning Fund Balance updated to reflect FY18 audited actuals.				
43					
44					
45					
46					
47					
48					
49					

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '18	Aug '18	Sep '18	Oct '18	Nov '18	Dec '18	Jan '19	Feb '19	Mar '19	Apr '19	May '19	Jun '19
MONTHLY EXPENSES												
Revised Budget	155,249	155,249	155,250	241,651	144,033	145,366	146,998	173,313				
Actual	268,531	183,949	195,928	181,867	210,842	215,290	57,432	172,211				
CUMULATIVE EXPENSES												
Staff Projections	155,249	310,498	465,748	707,399	851,432	996,798	1,143,796	1,317,109				
Actual	268,531	452,480	648,408	830,275	1,041,117	1,256,407	1,313,839	1,486,050				
Variance-F(U)	(113,282)	(141,982)	(182,660)	(122,876)	(189,685)	(259,609)	(170,043)	(168,941)				
Variance %	-72.97%	-45.73%	-39.22%	-17.37%	-22.28%	-26.04%	-14.87%	-12.83%				



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

JIM HARTNETT
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF FEBRUARY 28, 2019

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	2.355%	\$ 228,408,940	\$ 228,408,940
Local Agency Investment Fund	**	Liquid Cash	2.392%	\$ 1,009,913	\$ 1,009,913
Investment Portfolio	***	Liquid Cash	2.037%	\$ 161,169,143	\$ 160,576,891
Other		Liquid Cash	1.990%	\$ 1,557,412	\$ 1,557,412
	****			<u>\$ 392,145,408</u>	<u>\$ 391,553,156</u>

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

* County Pool average yield for the month ending February 28, 2019 was 2.355%. As of February 2019, the total cost of the Total Pool was \$5,549,152,280 and the fair market value per San Mateo County Treasurer's Office was \$5,557,779,652.

** 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
February 28, 2019**

DESCRIPTION	TOTAL INVESTMENT 02-28-19	INTEREST RECEIVABLE 01-31-19	PREPAID INT RECEIVABLE 02-28-19	INTEREST EARNED 02-28-19	INTEREST RECEIVED 02-28-19	ADJ.	INTEREST RECEIVABLE 02-28-19
LAIF	1,009,913.21	5,527.76	0.00				5,527.76
COUNTY POOL	228,408,940.49	1,273,614.57	0.00				1,273,614.57
BANK OF AMERICA	623,244.58	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	934,167.28	0.00	0.00				0.00
INVESTMENT PORTFOLIO	160,576,890.65	711,544.90	0.00				711,544.90
	<u>391,553,156.21</u>	<u>1,990,687.23</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1,990,687.23</u>

JANUARY 2019 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	02/28/19	0.00
Add:		
Less:		
Management Fees		9,415.40
Amortized Premium/Discount		(27,721.41)
Capital Gain(Loss)		8,125.23
Total Interest & Capital Gain(Loss)		<u>(10,180.78)</u>

YEAR TO DATE -- SUMMARY

Interest Earned	4,161,058.38
Add:	
Less:	
Management Fees	(58,124.46)
Amortized Premium/Discount	215,832.48
Capital Gain(Loss)	<u>(160,693.35)</u>
Total Interest	<u>4,158,073.05</u>

Balance Per Ledger as of	02/28/19	
Amortization of Premium/Discount		215,832.48
Management/Bank Fees		(58,124.46)
Interest- County Pool		2,466,812.06
Interest - LAIF		10,952.54
Interest - Portfolio Funds		1,683,293.78
Gain(Loss)		<u>(160,693.35)</u>
		<u>4,158,073.05</u>

0.00

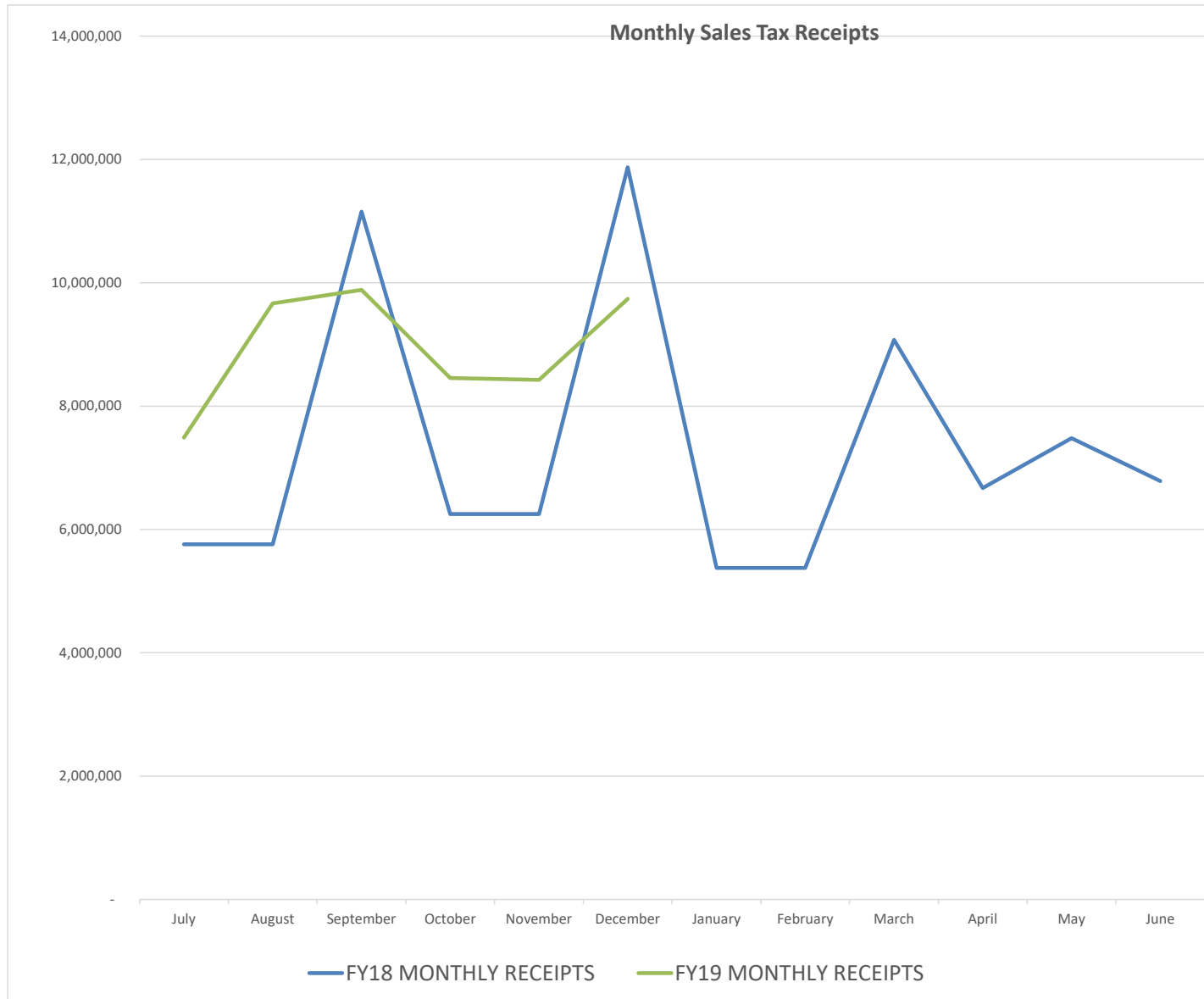
INVESTMENT PORTFOLIO
February 28, 2019

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST	INTEREST	PAR VALUE
			PURCHASE PRICE	VALUE					REC'VBLE	INT REC'VBLE	EARNED	RECEIVED	REC'VBLE	
SECURITIES MANAGED BY INVESTMENT ADVISOR:														
U.S. TREASURY NOTES AND BONDS														
US TREASURY NOTE	912828C78	01-05-17	2,519,001.56	2,508,361.12	04-30-21	1.375%	98.1597	31	9,078.42		2,732.29		11,811.71	2,570,000
US TREASURY NOTE	912828F62	09-09-15	376,508.79	372,407.25	10-31-19	1.500%	15.6250	31	1,452.61		432.69		1,885.30	375,000
US TREASURY NOTE	912828V14	12-07-15	498,470.51	497,681.54	05-31-20	1.375%	19.2882	31	1,201.80		534.14		1,735.94	505,000
US TREASURY NOTE	912828V22	08-01-17	1,276,633.00	1,225,448.51	07-31-20	2.000%	68.6111	31	68.23		1,910.50		1,978.73	1,235,000
US TREASURY NOTE	912828K47	05-01-17	12,596,751.95	12,660,137.40	04-30-22	1.875%	671.8750	31	62,139.16		18,708.56		80,847.72	12,900,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	329,242.02	08-31-20	1.375%	12.7951	31	1,963.32		352.46	2,303.13	12.65	335,000
US TREASURY NOTE	912828H77	03-17-17	3,409,082.03	3,413,319.00	05-31-21	1.375%	133.6806	31	8,329.33		3,701.92		12,031.25	3,500,000
US TREASURY NOTE	912828C72	04-05-17	-	-	08-31-21	2.000%	0.0000	31	0.00		0.00		0.00	-
US TREASURY NOTE	912828F47	08-03-17	8,393,433.59	8,178,638.96	10-31-21	1.250%	203.4028	31	27,276.79		8,126.00		35,401.79	8,650,000
US TREASURY NOTE	912828N30	08-03-18	2,812,773.44	2,859,220.20	12-31-22	2.125%	171.1806	31	50,812.15		44,460.64		95,272.79	2,900,000
US TREASURY NOTE	912828N30	11-06-18	2,559,630.86	2,612,735.70	12-31-22	2.125%	156.4236	31	0.00				0.00	2,650,000
US TREASURY NOTE	912828N30	12-13-18	4,681,125.00	4,732,502.40	12-31-22	2.125%	283.3333	31						4,800,000
US TREASURY NOTE	912828N30	12-13-18	5,609,601.56	5,619,846.60	12-31-22	2.125%	336.4583	31						5,700,000
US TREASURY NOTE	912828N30	01-31-19	10,841,446.31	10,845,318.00	12-31-22	2.125%	649.3056	31						11,000,000
US TREASURY NOTE	912828FJ9	09-07-18	4,263,308.59	4,320,847.65	08-15-22	1.625%	200.8681	31	33,405.23		5,547.64	36,156.25	2,796.62	4,650,000
														37.90%
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATIONS														
FNA 2018 M5-A2	313681W94	4-30-18	818,410.45	811,572.46	09-25-21	3.560%	79.35	31	2,420.83		2,424.32	2,464.55	2,380.60	802,449
FHMC	31378M4P6	4-9-18	806,812.50	805,964.00	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	3136A7G05	12-15-16	2,924,499.05	2,850,373.50	05-25-21	2.679%	213.32	31	6,582.24		6,420.28	6,605.45	6,397.07	2,866,497.26
FANNE MAE	3136AQ020	10-30-15	75,009.78	73,960.63	09-01-19	1.646%	3.40	31	130.15		101.87	130.15	101.87	74,266.09
FHMS KP05 A	3137FK039	12-11-18	772,502.52	777,723.81	07-01-23	1.646%	35.32	31	413.06		2,064.61	2,065.28	412.39	772,504.84
														1.28%
FEDERAL AGENCY NOTES AND BONDS														
FHB	3130A8C55	07-15-16	3,180,540.80	3,099,155.20	07-14-21	1.250%	100.00	31	1,700.00		3,000.00		4,700.00	3,200,000
FNMA	3135G0N82	08-19-16	822,177.68	800,221.13	08-17-21	1.250%	28.65	31	0.00				0.00	825,000
FNMA	3135G0N82	08-19-16	2,664,166.25	2,594,656.38	08-17-21	1.250%	92.88	31	19,930.55		3,645.83	21,875.00	1,701.38	2,675,000
FNMA	3135G0F49	09-02-16	698,908.00	694,812.30	08-28-19	1.000%	19.44	31	2,974.98		583.33	3,500.00	58.31	700,000
FHB	3130A9F22	09-09-16	-	-	09-26-19	1.000%	0.00	31	0.00				0.00	-
FNMA	3135G0U92	01-11-19	1,598,848.00	1,602,459.20	01-22-22	2.625%	116.67	31	2,333.33		3,500.00		5,833.33	1,600,000
FHMC	3137EAEJ4	09-29-17	988,208.10	975,797.46	09-29-20	1.625%	44.69	31	5,451.88		1,340.62		6,792.50	990,000
FNMA	3135G0T29	02-28-17	-	-	02-28-20	1.500%	0.00	31	0.00				0.00	-
FHMS	3135G0F40	08-01-2017	897,273.00	887,997.60	07-30-20	1.250%	31.25	31	37.50		1,125.00		1,162.50	900,000
FHB	3130AC02M	09-08-17	363,828.35	358,398.25	09-28-20	1.375%	13.04	31	1,714.74		418.23		2,132.97	365,000
FHMC	3137EAEF2	04-20-17	-	-	04-20-20	1.375%	0.00	31	0.00				0.00	-
														6.95%
CORPORATE NOTES														
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,141,816.60	10-18-19	1.550%	49.51	31	5,099.93		1,485.42		6,585.35	1,150,000
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	-	-	01-09-19	1.700%	0.00	31	0.00				0.00	-
TOYOTA MOTOR CREDIT CORP	89236TEU5	4-13-18	1,199,520.00	1,203,121.20	04-13-21	2.950%	98.33	31	10,620.00		2,950.00		13,570.00	1,200,000
UNILEVER CAPITAL	90476AAZ0	03-22-18	1,193,868.00	1,198,642.80	03-22-21	2.750%	91.67	31	11,825.00		2,750.00		14,575.00	1,200,000
MORGAN STANLEY	617466F98	11-10-16	3,516,187.50	3,251,874.15	07-24-20	5.500%	481.25	31	3,368.75		14,437.50		17,806.25	3,150,000
PRIZER INC	717081E85	11-21-16	2,078,502.40	2,064,250.24	12-15-19	1.700%	98.22	31	4,518.22		2,946.67		7,464.89	2,080,000
JOHN DEERE CAPITAL CORP	24422ETM1	01-06-17	-	-	10-15-18	1.650%	0.00	31	0.00				0.00	-
JOHN DEERE CAPITAL CORP	24422EU00	01-10-19	349,664.00	353,720.85	01-10-22	3.200%	31.11	31	653.33		933.34		1,586.67	350,000

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY 2019
 FEBRUARY 2019

Approved Budget		Receipts		Over/(Under)	Current																				
Date	Amount	Date	Amount	Budget/Projection	Projection																				
FY 2018:																									
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																				
FY 2018 Total	84,660,000	FY 2018 Total	87,817,926	3,157,926	87,817,926																				
FY 2019:																									
Jul. 18	6,017,139	Sep. 18	7,491,211	1,474,072	6,017,139																				
Aug. 18	7,017,139	Oct. 18	9,665,752	2,648,613	7,017,139																				
Sep. 18	8,022,799	Nov. 18	9,885,150	1,862,351	8,022,799																				
1st Qtr. Adjustment		Dec. 18	-																						
3 Months Total	21,057,077		27,042,113	5,985,036	21,057,077																				
Oct. 18	6,408,256	Dec. 18	8,456,110	2,047,854	6,408,256																				
Nov. 18	6,408,256	Jan. 19	8,425,557	2,017,301	6,408,256																				
Dec. 18	8,648,652	Feb. 19	9,739,360	1,090,708	8,648,652																				
2nd Qtr. Adjustment		Mar. 19																							
6 Months Total	42,522,241		53,663,141	11,140,900	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		53,663,141	11,140,900	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																							
FY 2019 Total	86,353,200	FY 2019 Total	53,663,141	11,140,900	86,353,200																				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%; text-align: right;">27,042,113</td> <td style="width: 65%;">1st Quarter</td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td style="text-align: right;">23,513,018</td> <td>2nd Quarter</td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;">16,718,916</td> <td>3rd Quarter</td> <td></td> </tr> <tr> <td></td> <td></td> <td>4th Quarter</td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><u>67,274,047</u></td> <td colspan="2">YTD Actual Per Statement of Revenue & Expenses</td> </tr> </table>							27,042,113	1st Quarter			23,513,018	2nd Quarter			16,718,916	3rd Quarter				4th Quarter			<u>67,274,047</u>	YTD Actual Per Statement of Revenue & Expenses	
	27,042,113	1st Quarter																							
	23,513,018	2nd Quarter																							
	16,718,916	3rd Quarter																							
		4th Quarter																							
	<u>67,274,047</u>	YTD Actual Per Statement of Revenue & Expenses																							

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



FY18 MONTHLY RECEIPTS

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

FY19 MONTHLY RECEIPTS

July	7,491,211
August	9,665,751
September	9,885,150
October	8,456,110
November	8,425,557
December	9,739,360
January	
February	
March	
April	
May	
June	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2019

2/28/2019

Cash -- Bank of America Checking Account	623,244.58
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	934,167.28
LAIF	1,009,913.21
County Pool	228,408,940.49
Investment Portfolio	160,576,890.65
	<hr/>
Total	<u><u>391,553,156.21</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
February 2019

Unit	Ref	Name	Amount	Method	Description
SMCTA	000240	HORSLEY, DONALD	200.00	ACH	Board Member Compensation
SMCTA	000241	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000242	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000243	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000244	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000245	BEACH, EMILY RANDOLPH	200.00	ACH	Board Member Compensation
SMCTA	000246	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	000247	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000248	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	004852	ROMERO, CARLOS	200.00	CHK	Board Member Compensation
SMCTA	000249	OFFICE DEPOT	44.83	ACH	Office Supplies
SMCTA	000250	URS CORPORATION	23,748.36	ACH	Consultants (1)
SMCTA	004848	AT&T	398,478.11	CHK	Consultants (1)
SMCTA	004849	HNTB CORPORATION	5,577.35	CHK	Consultants (2)
SMCTA	004850	MARK THOMAS & COMPANY AND AECOM JV	835,061.17	CHK	Consultants (3)
SMCTA	004854	HANSON BRIDGETT LLP	24,440.00	CHK	Consultants (4)
SMCTA	004855	KHOURI CONSULTING	4,050.00	CHK	Legislative Advocate
SMCTA	004856	MARK THOMAS & COMPANY AND AECOM JV	10,549.06	CHK	Consultants (5)
SMCTA	004858	PACIFIC GAS & ELECTRIC COMPANY	3,532.95	CHK	Consultants (5)
SMCTA	004859	PACIFIC GAS & ELECTRIC COMPANY	3,654.49	CHK	Consultants (5)
SMCTA	004860	PACIFIC GAS & ELECTRIC COMPANY	2,001.33	CHK	Consultants (5)
SMCTA	004861	PACIFIC GAS & ELECTRIC COMPANY	4,422.84	CHK	Consultants (5)
SMCTA	004862	HANSON BRIDGETT LLP	32,951.50	CHK	Legal Services
SMCTA	004863	HNTB CORPORATION	85,023.62	CHK	Consultants (5)
SMCTA	004864	JACOBS ENGINEERING GROUP INC.	1,306.76	CHK	Consultants (6)
SMCTA	004865	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory Fees
SMCTA	004866	VAVRINEK, TRINE, DAY & CO., LLP	13,590.00	CHK	Annual Audit Services
SMCTA	004857	MENLO PARK, CITY OF	19,316.89	CHK	Capital programs (7)
SMCTA	004851	MENLO PARK, CITY OF	16,963.28	CHK	Capital programs (7)
SMCTA	004853	HALF MOON BAY, CITY OF	118,074.24	CHK	Capital programs (8)
SMCTA	900145	DEPARTMENT OF TRANSPORTATION	1,904.45	WIR	Capital programs (9)
SMCTA	900146	PENINSULA CORRIDOR JOINT POWERS BOARD	8,453,849.92	WIR	Capital programs (10)
SMCTA	900147	DEPARTMENT OF TRANSPORTATION	1,968,147.84	WIR	Capital programs (11)
			12,037,238.99		

- (1) 101 Interchange to Broadway
- (2) 101 Peninsula Ave/Poplar I/C
- (3) 101 HOV Ln Whipple - San Bruno \$787,733.83; Hwy 1 Grey Whale Cove-Miramar \$31,509.09;
US 101/SR 92 Direct Connector \$3,874.01; 101 Interchange to Broadway \$8,264.45;
US101/SR92 Interchang Area Imp \$3,679.79
- (4) 101 HOV Ln Whipple - San Bruno \$10720; Highway Oversight \$800; Local Shuttle Oversight \$200
- (5) 101 HOV Ln Whipple - San Bruno
- (6) Highway Oversight
- (7) Bayfront Willow Adaptive Signa
- (8) Hwy 1 Poplar-Wavecrest HMB
- (9) 101 HOV Ln Whipple - San Bruno
- (10) Caltrain Electrification \$4,255,711.63; 25th Ave Grade Separation \$4,198,138.29
- (11) 101 Interchange to Willow \$1,898,147.84; US 101/SR 92 Direct Connector \$40,000;
US101/SR92 Interchang Area Imp \$30,000

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

Seamus Murphy
Chief Communications Officer

SUBJECT: **AWARD OF CONTRACT FOR FEDERAL LEGISLATIVE ADVOCACY SERVICES**

ACTION

Staff recommends the Board:

1. Award a contract to Kadesh & Associates, LLC (Kadesh & Associates), of Washington, D.C., for a not-to-exceed amount of \$305,000, at fixed monthly and hourly labor rates, to provide federal legislative advocacy services for a five-year term.
2. Authorize the Executive Director, or designee, to execute a contract in full conformity with the terms and conditions of the solicitation documents in a form approved by legal counsel.

SIGNIFICANCE

Award of a contract to Kadesh & Associates will provide the San Mateo County Transportation Authority (TA) with a well-qualified, professional advocacy firm. Kadesh & Associates is a top-ranked, bipartisan federal advocacy firm, recognized for its track record of success and accomplishments. The firm specializes in advocating for California interests and has represented California public and private entities before Congress and the Administration.

BUDGET IMPACT

Funding for these services will be available under approved and future operating budgets.

BACKGROUND

Staff determined that a joint solicitation with the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) was a cost-effective approach to procuring such services. A joint Request for Proposals (RFP) was issued detailing the scope of services. The solicitation was advertised in an advocacy-focused print and online newspaper and on the agency's procurement website. Also, the solicitation was advertised to attract Disadvantaged and Small Business Enterprise (D/SBE) certified firms. Of the three firms that submitted proposals, one was a certified Small Business Enterprise and received the full five preference points available to be awarded during proposal evaluation.

An Evaluation Committee (Committee), comprised of qualified staff from Government & Community Affairs and Grants & Fund Programming and one outside expert with experience in community and legislative advocacy for public transit agencies, reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

- Qualifications and Experience of Firm 35 points
- Qualifications and Experience of Primary Lobbyist and Key Personnel 30 points
- Approach to Scope of Services 15 points
- Cost Proposal 20 points
- Small Business Enterprise (SBE) Preference 5 points

After review, evaluation, and initial scoring of proposals, two of the three firms were found to be in the competitive range. Both firms are qualified and established consultants that have extensive experience working for one or more of the three agencies. Therefore, the Committee determined oral interviews would not be necessary. As allowed under the RFP, the agencies have discretion to award contracts by agency and firm; the Committee recommends an award to Kadesh & Associates for the TA, and an award to Holland & Knight for both the JPB and District. Staff successfully negotiated contract terms and conditions, including price, with each of the highest ranked firms and determined the prices to be fair, reasonable, and consistent with those currently paid by the agencies.

Kadesh & Associates has a solid transportation advocacy track record and extensive experience on Capitol Hill. The bipartisan team has been recognized by The Hill newspaper for seven consecutive years as one of Washington’s most effective lobbying firms. In addition, each of the key personnel assigned have developed strong relationships with the California Congressional Delegation, members of the House and Senate leadership, and key Congressional Committee staff. Kadesh & Associates has considerable experience working with the Department of Transportation, the Federal Transit Administration and the Federal Highway Administration.

The background of this firm demonstrates that it has the requisite depth of knowledge and experience in federal policy and legislative advocacy services to effectively promote the TA’s federal transportation priorities. Staff therefore recommends award of a contract to Kadesh & Associates.

Holland & Knight currently provides federal legislative advocacy services for the TA. The value of the current contract is \$210,000 for a six-year term. The contract expires in June 2019.

Procurement Administrator III:	Jillian Ragia	650.508.7767
Project Manager:	Casey Fromson, Director, Government & Community Affairs	650.508.6493

RESOLUTION NO. 2019-

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

* * *

**AWARDING A CONTRACT TO KADESH & ASSOCIATES, LLC
TO PROVIDE FEDERAL LEGISLATIVE ADVOCACY SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$305,000 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (TA) issued a Request for Proposals (RFP) for federal legislative advocacy services; and

WHEREAS, in response to the RFP, the TA received three proposals; and

WHEREAS, an Evaluation Committee (Committee) evaluated, scored and ranked all the proposals according to the qualifications-based evaluation criteria set forth in the RFP, and determined two of the three firms were in the competitive range; and

WHEREAS, the Committee has determined that Kadesh & Associates, LLC (Kadesh & Associates), of Washington, D.C., possesses the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents, and has agreed to perform the specified services at fair and reasonable prices; and

WHEREAS, staff and legal counsel have reviewed Kadesh & Associates' proposal and determined that it complies with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that the Board of Directors award a contract to Kadesh & Associates for federal legislative advocacy services for a not-to-exceed amount of \$305,000, at fixed monthly and hourly labor rates, for a five-year term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby awards a contract for federal legislative advocacy services to Kadesh & Associates, LLC for a not-to-exceed amount of \$305,000, at fixed monthly and hourly labor rates, for a five-year term; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute a contract on behalf of the TA with Kadesh & Associates in full conformity with all of the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of April, 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: Derek Hansel
Chief Financial Officer

Seamus Murphy
Chief Communications Officer

SUBJECT: **AWARD OF CONTRACT FOR STATE LEGISLATIVE ADVOCACY SERVICES**

ACTION

Staff Coordinating Council recommends the Board:

1. Award a contract to Khouri Consulting, of Sacramento, California, for a not-to-exceed amount of \$375,500, at fixed monthly and hourly labor rates, to provide state legislative advocacy services for a five-year two-month term.
2. Authorize the Executive Director, or designee, to execute a contract in full conformity with the terms and conditions of the solicitation documents in a form approved by legal counsel.

SIGNIFICANCE

Award of a contract to Khouri Consulting will provide the San Mateo County Transportation Authority (TA) with the services of a well-qualified, professional advocacy firm. Khouri Consulting possesses complementary skills, in-depth knowledge and broad legislative networks to meet the TA's state advocacy interests, goals and priorities.

BUDGET IMPACT

Funding for these services will be available under approved and future operating budgets.

BACKGROUND

Staff determined that a joint solicitation with the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transit District (District) was a cost-effective approach to procuring such services. A Request for Proposals (RFP) was issued detailing the scope of services. The solicitation was advertised in an advocacy focused print and online newspaper and on the agency's procurement website. Also, the solicitation was advertised to attract Disadvantaged and Small Business Enterprise (D/SBE) certified firms. Proposals were received from Khouri Consulting and Shaw/Yoder/Antwih, Inc. both of Sacramento, California. Of the two firms that submitted proposals, one was a certified Small Business Enterprise and received the full five preference points available to be awarded during proposal evaluation.

An Evaluation Committee (Committee), comprised of qualified staff from Government & Community Affairs and Grants & Fund Programming and one outside expert with experience in community and legislative advocacy for public transit agencies, reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

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- Cost Proposal 20 points
- Small Business Enterprise (SBE) Preference 5 points

After review, evaluation, and initial scoring of proposals, both firms were found to be in the competitive range. The firms are qualified and established consultants that have extensive experience working for one or more of the three agencies. Therefore, the Committee determined oral interviews would not be necessary. As allowed under the RFP, the agencies have discretion to award contracts by agency and firm; the Committee recommends an award to Khouri Consulting would be in the best interests of the TA. Staff will separately recommend award of contracts to Shaw/Yoder/Antwih, Inc. for the District and JPB.

Khouri Consulting's state legislative advocacy approach provides thorough analysis of legislation, policies, and regulations as well as strong capabilities to develop and implement effective strategies to further the TA's interests with a variety of legislative, policy and regulatory entities. The personnel assigned to the TA's account have provided representation and advocacy on behalf of the TA in its dealings with relevant state legislative bodies, agencies and related interest groups. The personnel have been effective in delivering policy and funding priorities for the TA.

This background of this firm demonstrates that it has the requisite depth of knowledge and experience in policy and legislative advocacy services to effectively promote the TA's transportation priorities.

Khouri Consulting currently provides state legislative advocacy services for the TA. The contract amount is \$223,008 for a five-year term and it expires end of March 2019.

Procurement Administrator III:	Jillian Ragia	650-508-7767
Project Manager:	Casey Fromson, Director, Government & Community Affairs	650-508-6493

RESOLUTION NO. 2019-

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

* * *

AWARDING A CONTRACT TO KHOURI CONSULTING
TO PROVIDE STATE LEGISLATIVE ADVOCACY SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$375,500 FOR A FIVE-YEAR TWO-MONTH TERM

WHEREAS, the San Mateo County Transportation Authority (TA) issued a Request for Proposals (RFP) for state legislative advocacy services; and

WHEREAS, in response to the RFP, the TA received two proposals; and

WHEREAS, an Evaluation Committee (Committee) evaluated, scored and ranked all the proposals according to the evaluation criteria set forth in the RFP, and determined both firms were in the competitive range; and

WHEREAS, the Committee determined that Khouri Consulting, of Sacramento, California, possesses the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents, and has agreed to perform the specified services at fair and reasonable prices; and

WHEREAS, staff and legal counsel have reviewed Khouri Consulting's proposal and determined that it complies with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that the Board of Directors award a contract to Khouri Consulting for state legislative advocacy services for a not-to-exceed amount of \$375,500, at fixed monthly and hourly labor rates, for a five-year two-month term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby awards a contract for state legislative advocacy services to Khouri Consulting for a not-to-exceed amount of \$375,500, at fixed monthly and hourly labor rates, for a five-year two-month term; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute a contract on behalf of the TA with Khouri Consulting in full conformity with all of the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary



BOARD OF DIRECTORS 2019

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EMILY BEACH, VICE CHAIR
CAROLE GROOM
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CARLOS ROMERO

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA ITEM #9
APRIL 4, 2019

Memorandum

Date: March 26, 2019
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – April 4, 2019

Strategic Plan

TA staff has initiated planning efforts with the development of a new five-year Strategic Plan that will cover both Measure A and the 50 percent of Measure W that SamTrans has authorized the TA to administer. The purpose of the Strategic Plan is to set the policy framework and implementation plan for the TA's administration of its transportation programs.

Work efforts have kicked into high gear since staff's March presentation, which focused on the public outreach process. Work has resumed for both the Technical Advisory Group (TAG) and Stakeholder Advisor Group (SAG), which were instrumental in the Get Us Moving (GUM) initiative that ultimately led to the passage of Measure W by the San Mateo County voters. Both of these groups will be continuing their good work throughout the development of the TA's new Strategic Plan. The initial meeting for the TAG was held on March 19 and for the SAG on March 21.

The first meeting of the TA Strategic Plan 2020-2024 Implementation Ad Hoc Committee has been scheduled for April 16. As noted in the March public outreach presentation, in addition to the TAG and SAG meetings, broad community engagement efforts that will be taking place this Spring include: a series of town halls, presentations to various civic and business groups, community pop-up events, online surveys, and leveraging both traditional and social media. A dedicated web page for the Strategic Plan will become available before the public outreach begins. The new five-year Strategic Plan, 2020-2024, will be completed by the end of calendar year 2019.

101 Express Lanes Project

On Friday, March 8, state and local elected officials, staff from the integrated project delivery team, and the construction contractor gathered at the groundbreaking to commemorate the start of construction of the 101 Express Lanes Project.

Speakers acknowledged and expressed much appreciation for the tremendous effort and contributions of those that secured funding and the team that delivered the project to this threshold of construction. Chair Don Horsley, representing the San Mateo County Transportation Authority, recognized the innovative way in which the implementation of the 101 Express Lanes Project will encourage carpooling and transit usage, alleviating congestion in this critical corridor.

Construction is now underway for the southern segment (from the San Mateo/Santa Clara County line to Whipple Avenue in Redwood City), which converts the existing HOV (high-occupancy vehicle) lanes to express lanes. The northern segment, which adds express lanes between Whipple Avenue and I-380, is scheduled to begin construction at the end of this year. The express lanes are targeted to open Summer 2022.

California Drive Roundabout (Burlingame)

On Wednesday, April 17 at 11:00 am, Burlingame will be hosting a ribbon cutting to celebrate the completion of the California Drive Roundabout Project. The event will take place in Parking Lot O near the intersection of California Drive and Bellevue Avenue in Burlingame. City of Burlingame has extended an invitation to the TA Board to attend the event.

The Transportation Authority as part of the Fiscal Year 2014-15 Call for Projects contributed \$1 million of Measure A funding from the Pedestrian and Bicycle Program for planning through construction.

The project, which has broad community support, addresses a pedestrian and bicyclist safety concern brought on by what was a complicated intersection traffic movement with a lack of clear right-of-way determination between pedestrian, bicyclists, and vehicles. The roundabout provides key access for employees and patrons of the Burlingame Downtown Business District, Caltrans and SamTrans commuters, and Burlingame High school students.

The roundabout will be presented as the feature project in the PowerPoint for the Measure A Pedestrian and Bicycle Program Report on the agenda for this evening.

**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

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **PROGRAM REPORT: PARATRANSIT PROGRAM**

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 six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report on the Paratransit Program under the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Paratransit is a service provided for persons with disabilities who are unable to independently use SamTrans fixed-route bus service. The San Mateo County Transit District provides paratransit using Redi-Wheels on the bayside of the county and RediCoast on the Coastsides. Since 1989, the Transportation Authority has provided critical funding in support of the capital and operating needs associated with paratransit service in San Mateo County. The Original Measure A created a \$25 million Paratransit Trust Fund to be maintained in perpetuity. Interest earned from this fund was allocated for paratransit. Over the 20 year period that the TA administered the fund, \$32 million of Measure A funds went to support paratransit service.

In 2009, as part of the FY2010 TA Budget, the Board took an action to transfer the Paratransit Trust Fund to the San Mateo County Transit District. Interest from the Trust Fund continues to support Paratransit service.

Acknowledging the escalating need and associated costs of this service, voters approved the New Measure A which allocates 4 percent of the total sales tax revenue to help meet the special mobility needs of the county through paratransit and other accessible services. As part of the FY2019 Budget, the TA Board allocated \$3,454,128 of Measure A funding to provide accessible service for eligible seniors and people with disabilities in the county.

This month's presentation will be presented via PowerPoint.

Prepared by: Joel Slavit, Manager Programming and Monitoring 650-508-7942



SamTrans Paratransit Service



Transportation Authority
Board of Directors
April 4, 2019
Item 10 (a)

ADA Paratransit Service



- ADA – Americans with Disabilities Act
- Paratransit Customers
- Cost & Funding Source
- Operating Statistics
- Summary



Americans with Disabilities Act passed in 1990

- Full accessibility on all fixed-route buses (lifts/ramps)
- Comparable paratransit service for those unable to ride fixed-route transit
- ADA Paratransit characteristics/requirements:
 - Service must be provided within $\frac{3}{4}$ -mile zone of fixed-route service
 - Service day/time parallel to fixed-route service
 - Shared ride
 - Advance reservation
 - Zero denial for service

- Paratransit service provides equal opportunity for mobility to people with disabilities who can't use conventional fixed-route transit
- SamTrans commitment to paratransit pre-dates ADA
- SamTrans provides service beyond what is required by ADA
- Demand for ADA service is growing
- Unfunded Federal mandate

Paratransit Customers



Paratransit Customers

samTrans

Approximately 8,200 eligible paratransit customers

67% are 70 years or older

19% are non-ambulatory

28% have cognitive disabilities

16% have visual disabilities

27% receive fare
assistance

Source: Paratransit customer data



Paratransit Customers' Trips

samTrans

- 10% go to dialysis centers
- 14% go to adult day care centers
- Other key destinations include hospitals, doctor's appointments, County services, senior centers, colleges, senior housing, and shopping



Paratransit Customers



- All Redi-Wheels and RediCoast users must be certified as eligible for ADA-Paratransit
- SamTrans utilizes a third-party functional assessment process to determine eligibility

Cost & Funding Sources

Program Costs



	<u>FY2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019 (Budget)</u>
Total Costs (\$000)	\$15,649	\$18,908	\$16,856	\$18,998
Total Trips	351,220	361,960	354,680	365,300
Average Cost per trip	\$44.56	\$52.24	\$47.47	\$52.00
Farebox Ratio	4.9%	4.7%	5.3%	5.0%



San Mateo County Transportation Authority

Paratransit funding

- **Original Measure A**
 - \$25 million fund established permanent source, invest, use proceeds to fund service
- **New Measure A**
 - 4% of measure, approximately \$3.3 million/year designated “...to meet the special mobility needs of county residents through paratransit and other accessible services.”

Paratransit Funding Sources



FY2019 Budget

San Mateo County TA Measure A	\$3.5 million
Transportation Development Act funds	2.1
Operating grants	2.1
District sales tax	6.0
TA Measure A Interest income	0.4
San Mateo County Measure K	2.5
Measure M (Motor Vehicle Reg. Fee)	1.4
Passenger fares	0.9
	<hr/>
	\$18.9 million

Operating Statistics



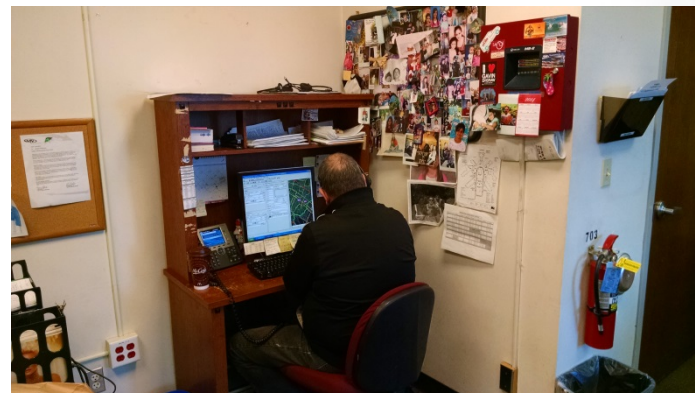
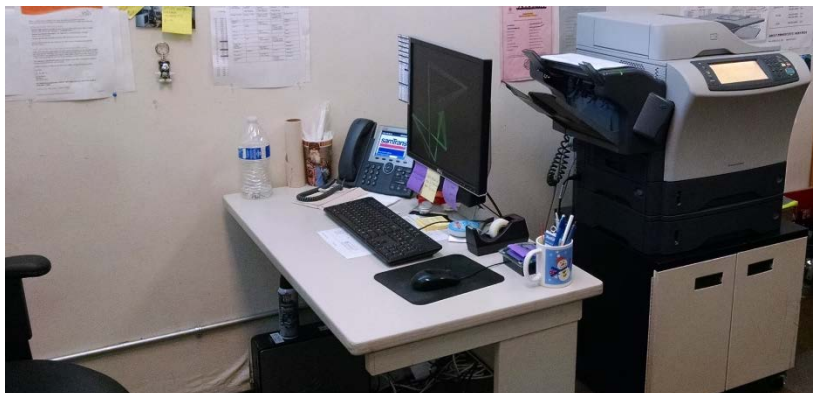
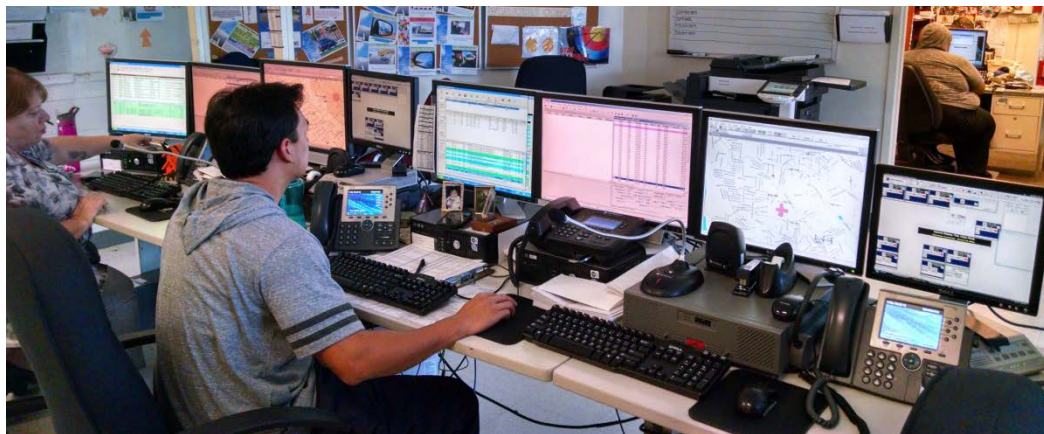
How Service is Delivered

samTrans

- Redi-Wheels and RediCoast are delivered by a contractor with program oversight by SamTrans staff
 - First Transit is the contractor for Redi-Wheels
 - MV Transit is the contractor for RediCoast
- SamTrans owns & maintains fleet of vehicles for these services (53 cutaway buses & 24 minivans)
- Contractor supplements District fleet with sedans and contracted taxis to meet peak demand



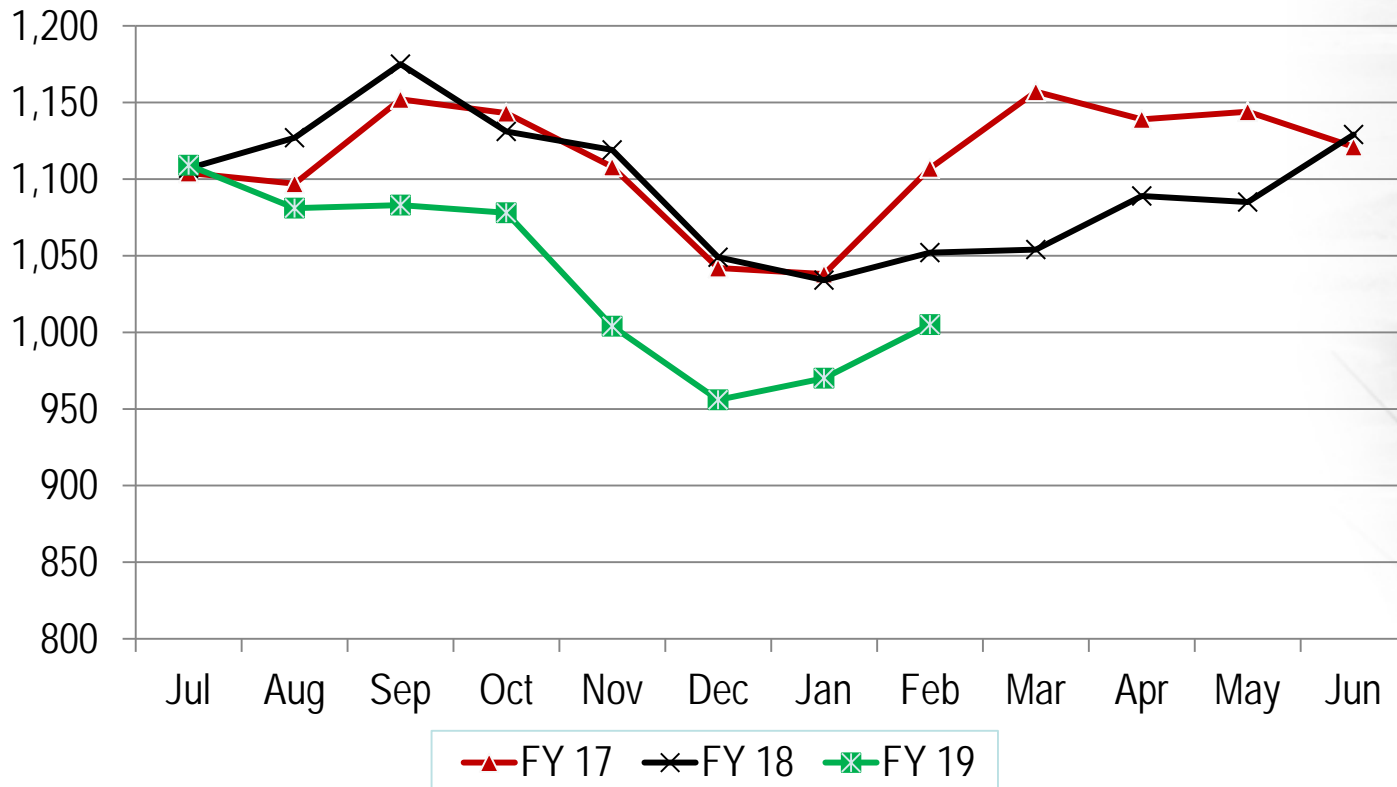
Brewster facility and equipment owned and maintained by SamTrans



Paratransit - AWR



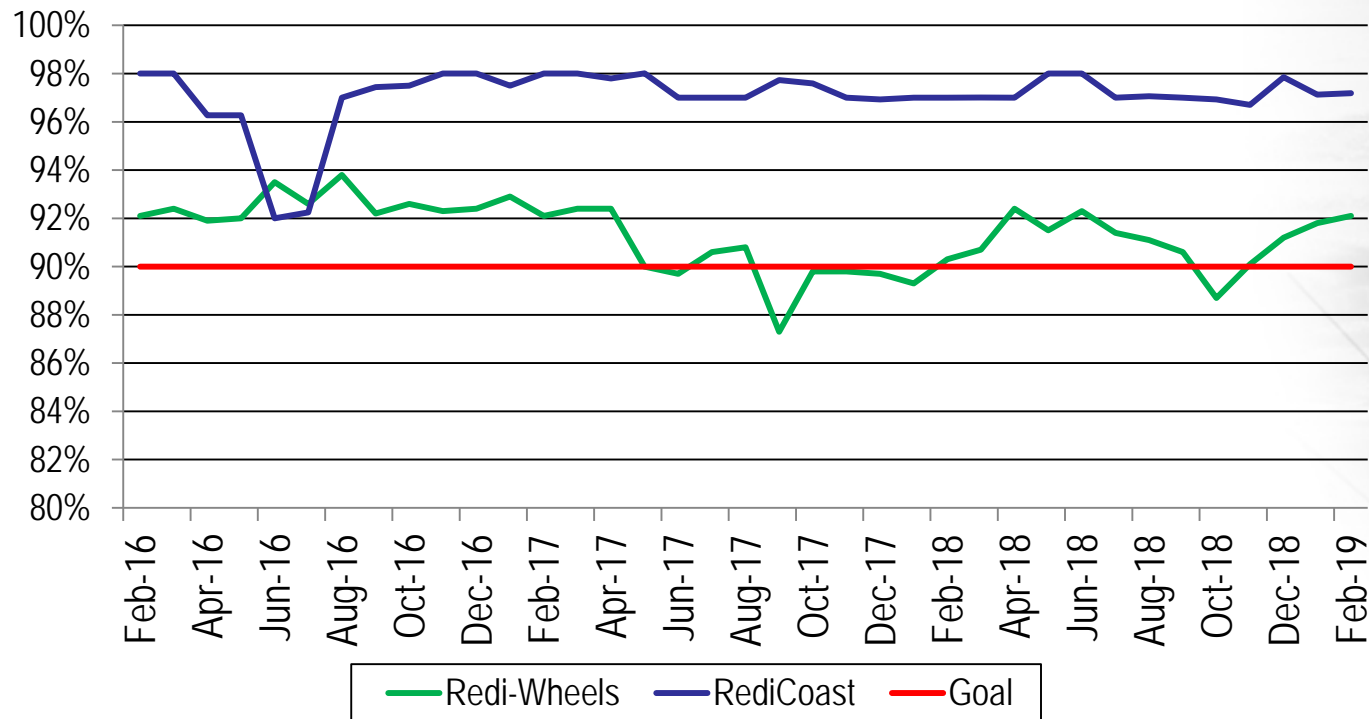
Redi-Wheels Average Weekday Ridership



On-time Performance



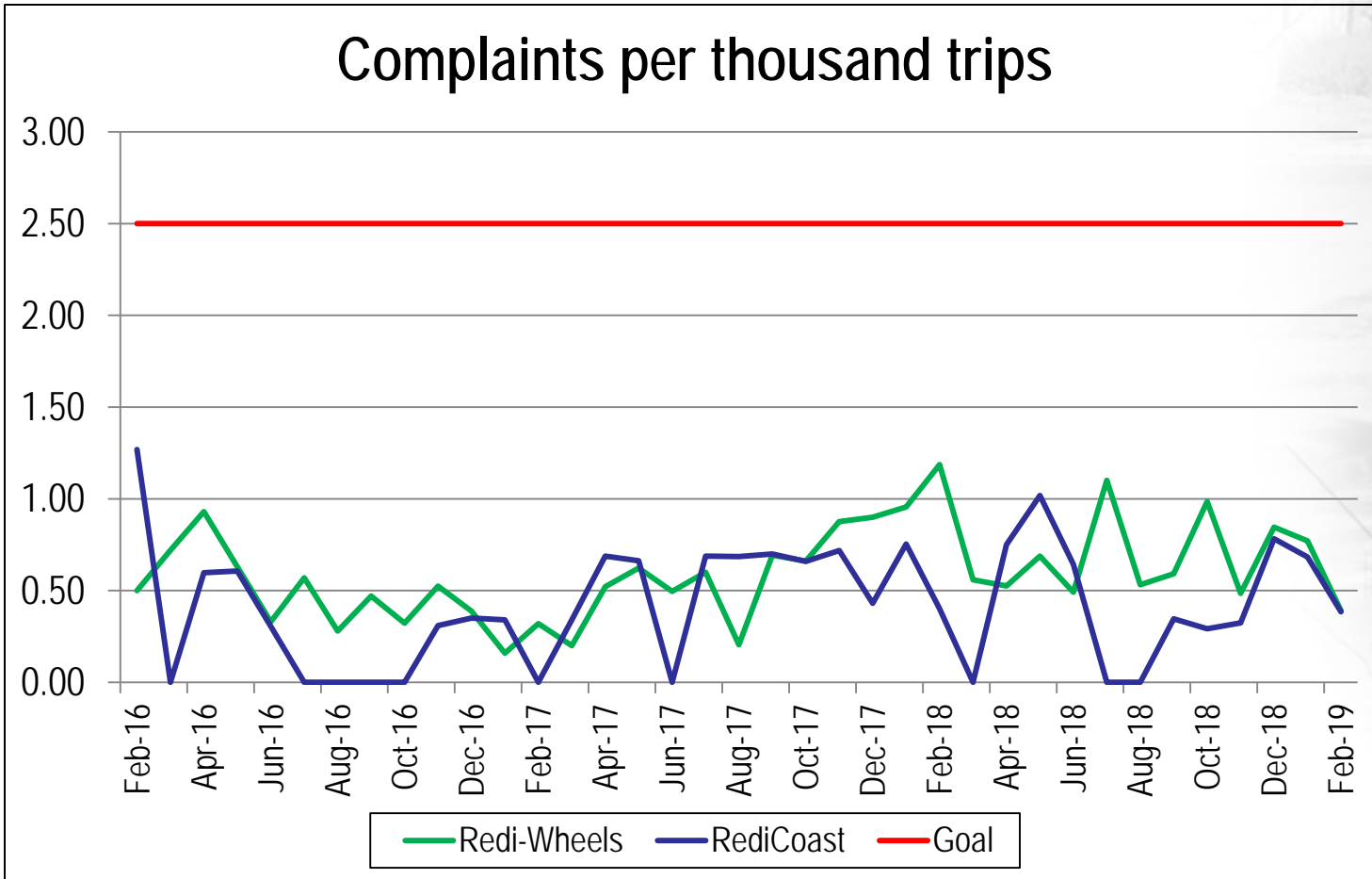
Pick ups within 20 minutes of scheduled pick up time



Customer Satisfaction



Complaints per thousand trips



Paratransit Trip Denials

samTrans

ADA requires transit agencies to plan to meet demand for paratransit service

Eligible customers were offered a trip within one hour of the requested pick-up time

- **County demographics pointing towards continued demand in the future**
- **Service quality is high**
 - Very low complaint rate
 - OTP rate above 90% goal
- **Paratransit service is a Federal mandate and contributes to SamTrans structural deficit**
- **SamTrans continues to monitor costs and provide high-quality ADA service**

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: **PEDESTRIAN & BICYCLE PROGRAM REPORT**

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 San Mateo County 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 month features a presentation that provides a brief overview on the status of the Measure A Pedestrian and Bicycle Program and highlights the California Roundabout project in Burlingame. The California Roundabout is a traffic calming project that will improve bicycle and pedestrian access, among other City goals, on a busy arterial corridor in Burlingame.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA's pedestrian and bicycle program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A sales tax revenue is available to support the Pedestrian and Bicycle Program. Project sponsors are required to submit quarterly progress reports, which the TA uses to track the performance of individual projects as well as the overall program.

This month's presentation will be presented via PowerPoint. In addition, the following exhibits are included as part of this item:

- Exhibit A: New Measure A Pedestrian and Bicycle Program Project Descriptions
- Exhibit B: New Measure A Pedestrian and Bicycle Program Project Status Update
- Exhibit C: Public Funding Sources Available for Pedestrian & Bicycle Projects/Programs in San Mateo County

Exhibit A: New Measure A Pedestrian and Bicycle Program - Project Descriptions

1. Middlefield Road Class II Bike Lanes Project

Sponsor: Town of Atherton

Allocated Funding: \$733,000

Construction of wider Class II bike lanes on both sides of Middlefield Road from Ravenswood Avenue to Jennings Lane (approximate 1.5 mile segment) as well as pedestrian crossing improvements. Bikeway improvements include roadway widening in select locations to accommodate wider bike lanes and the addition of high visibility green bike lane markings at conflict zones. This project also includes the installation of a flashing LED beacon at the intersection of Middlefield and Glenwood Avenues and improved high visibility pedestrian crossings on Middlefield Road at the intersections of Marsh Road, Watkins Avenue, and Encinal Avenue.

2. Belmont Pedestrian and Bicycle Improvements Project

Sponsor: Belmont

Allocated Funding: \$882,036

Environmental, final design and construction phases for a suite of pedestrian and bicycle improvements at various locations along Ralston Avenue from Highway 101 to South Road. Upgrades along Ralston Corridor include high visibility pavement markings and crosswalks, green bike lanes, sharrows, wayfinding signs and pedestrian refuge islands.

3. Notre Dame Avenue Street Improvement Project

Sponsor: Belmont

Allocated Funding: \$150,000

Construction of pedestrian and bicycle improvements on Notre Dame Avenue between Ralston and Miller Avenue (approximately 0.3 miles) including new sidewalks to eliminate gaps, ADA-compliant curb ramps, bicycle "share the road" signs, sharrows and enhanced crosswalks.

4. Ralston Avenue/Highway 101 Bicycle/Pedestrian Overcrossing Project

Sponsor: Belmont

Allocated Funding: \$596,696

Construction of a bicycle and pedestrian bridge and path 900 feet north of Ralston Avenue, crossing U.S. 101 and O'Neil Slough. The project includes a Class I bicycle path/sidewalk 8 feet in width plus a 2-foot wide shoulder on each side of at-grade sections. The total length of the project is approximately 2,460 feet, consisting of 1,522 feet of bridge structures/ramps, and 938 feet of paths/sidewalks.

5. Burlingame Avenue Downtown Pedestrian and Bicycle Improvements

Sponsor: Burlingame

Allocated Funding: \$300,000

Planning and design for approximately 4,400 linear feet of streetscape improvements in the downtown area of Burlingame, including ADA-compliant ramps, sidewalks, crosswalk striping, bicycle racks, lighting, landscaping, curb, and gutter work along Burlingame Avenue from El Camino Real to California Drive.

6. Burlingame East Side Bicycle Route Improvements

Sponsor: Burlingame

Allocated Funding: \$91,700

Design and construction of approximately 9,700 linear feet of dedicated Class II bike lanes, markings, and directional signage along Airport Boulevard from Bayshore Highway to Lang Road. Installation of sharrow roadway markings and directional signage for 6,600 feet along Bayshore Highway (between Airport Boulevard and the Millbrae city limits) and for 920 feet along Beach Road (between Sanchez Creek/Bayfront Channel and Airport Boulevard).

7. Burlingame West Side Bicycle Route Improvements

Sponsor: Burlingame

Allocated Funding: \$168,700

Design and construction a combination of dedicated Class II bike lanes and Class III sharrow roadway markings and directional signage along a 4,000 foot segment of Hillside Drive from Alvarado Avenue to

El Camino Real and 7,100 feet along Rollins Road (between Broadway and the city limit near Adrian Road).

8. California Drive/Bellevue Avenue Bike-Pedestrian Roundabout

Sponsor: Burlingame

Allocated Funding: \$1,000,000

Preliminary engineering/environmental, final design, right of way and construction for a roundabout with enhanced crosswalks and median islands, ADA-compliant curb ramps, green street/sustainable stormwater runoff control and designated bikeway improvements.

9. Hillside Boulevard Improvements Phase I

Sponsor: Colma

Allocated Funding: \$177,541

Construction of the following improvements as part of a larger streetscape improvement project: 2,270 linear feet of new sidewalk with ADA-compliant curb ramps, 4,727 linear feet of bicycle lanes (both sides), new enhanced crosswalks, and traffic calming including removal of one vehicular travel lane from each side of the street and sidewalk bulb-outs.

10. Complete the Gap Trail

Sponsor: County of San Mateo

Allocated Funding: \$300,000

Preliminary engineering, environmental review and final design to close an approximate 800 foot long trail gap on the Crystal Springs Regional Trail, which will accommodate pedestrians and bicycles, on the west side of Skyline Boulevard between Lower Crystal Springs Reservoir Dam and the existing South of Dam Trail segment. The project consists of an 8 foot wide paved trail and a 2 foot wide gravel shoulder with a k-rail on the east and a chain-link fence on the west and pathway directional signage.

11. Complete the Gap Trail

Sponsor: County of San Mateo

Allocated Funding: \$750,000*

Construction of an 800-foot long multi-use trail on the west side of Skyline Boulevard between the Lower Crystal Springs Reservoir Dam and the existing South of Dam Trail segment.

*Sponsor decided not to proceed with project as designed and relinquished allocated construction funding, which will be made available for other projects in future funding cycles.

12. Midcoast Multimodal Trail

Sponsor: County of San Mateo

Allocated Funding: \$500,000

Preliminary engineering, environmental and design work for approximately 3,750 feet of a multi-use trail from Alto Avenue in Miramar to Coronado Street in El Granada.

13. Enhanced Pedestrian and Bicycle Visibility Project

Sponsor: Daly City

Allocated Funding: \$337,500

Design and construction of the installation of crosswalk warning LED light systems at various intersections and build-out of all remaining bicycle routes and lanes, to the extent feasible, from the City's Bicycle Master Plan.

14. John Daly Boulevard Streetscape Improvements

Sponsor: Daly City

Allocation Funding: \$1,000,000

Construction of the following improvements as part of a larger streetscape improvement project: widening of the travel way to accommodate 6 to 7 foot wide bicycle lanes on John Daly Boulevard between Mission and DeLong streets (approx. 0.3 miles), widening of pedestrian refuge islands at Santa Barbara Avenue, installation of pedestrian scale lighting on new, widened sidewalks, and installation of stamped asphalt crosswalks at Santa Barbara and Delong streets.

15. Lake Merced Boulevard In-pavement Crosswalk

Sponsor: Daly City Allocated Funding: \$77,000
Construction of an in-pavement crosswalk warning system, a rectangular rapid flashing beacon, and bulb-out on Lake Merced Boulevard, approximately 280 feet north of Belmar Avenue.

16. Mission Street Streetscape Project

Sponsor: Daly City Allocated Funded: \$810,000
Final design and construction work to widen an existing 3-foot wide concrete median on Mission Street to a 7 to 8-foot wide median with drought tolerant landscaping between Crocker and Templeton Avenues. Median noses will be extended further into the intersections at Goethe Street, Evergreen Avenue and Rice Street. A new pedestrian bulb-out will be provided at the intersection of Mission and Goethe Streets and high visibility crosswalks and improved pedestrian crossing signage will be provided in the project area. Existing inside vehicular travel lanes on Mission Street will be narrowed from 12 to 11 feet.

17. Bike Transportation Plan Implementation – Class II and III Bike Facilities Project

Sponsor: East Palo Alto Allocated Funding: \$300,000
Construction of Class II bike lanes and Class III bike routes designated in the City’s Bike Plan. Bike lanes are proposed on Newbridge Street, Bay Road, and Pulgas and Clark Avenues (total of 2.3 miles). Sharrows are proposed on 15 different local streets (total of 6.9 miles).

18. Highway 101 Pedestrian/Bicycle Overcrossing

Sponsor: East Palo Alto Allocated Funding: \$300,000
Planning, preliminary design and environmental work for an overcrossing of Highway 101 that will connect at East Bayshore Road/Clarke Avenue and West Bayshore Road/Newell Road.

19. Highway 1 Trail Extension - Ruisseau Francais to Roosevelt

Sponsor: Half Moon Bay Allocated Funding: \$250,000
Design and construction for the extension of the Highway 1 Bicycle/Pedestrian Trail from north of Ruisseau Francais Avenue to north of Roosevelt Boulevard with a 12-foot Class I Bike/Pedestrian path for approximately 0.5 miles.

20. Main Street Bridge Bike and Pedestrian Improvements

Sponsor: Half Moon Bay Allocated Funding: \$500,000*
Design and construction of a new pedestrian and bicycle bridge in conjunction with and independently from, the rehabilitation of the existing motor vehicle bridge.

*Sponsor decided not to proceed with project. Funding was made available to help fund other projects from the 2017 Call for Projects (per Resolution 2018-07).

21. Pacific Coast Bikeway Connectivity North Project

Sponsor: Half Moon Bay Allocated Funding: \$315,000
Preliminary engineering/environmental review, final design, and construction of a Class I pedestrian/bike path on the east side of Highway 1 between Roosevelt Boulevard and Mirada Road (0.26 mile segment).

22. Haven Avenue Streetscape Project

Sponsor: Menlo Park

Allocated Funding: \$170,000

Design and construction of approximately 3,080 linear feet of bicycle lanes with buffer striping and green pavement treatments in vehicle-bicycle interaction zones, and pedestrian enhanced crosswalks at Haven Avenue and Haven Court.

23. Menlo Park Bicycle and Pedestrian Enhancement Project

Sponsor: Menlo Park

Allocated Funding: \$805,600

Final design and construction of the following pedestrian and bicycle enhancements: 1) installation of sidewalks and accessible curb ramps at the intersection of Coleman and Santa Monica Avenues and on Pierce Road from the Ringwood Avenue/101 Pedestrian-bicycle overcrossing to an alleyway east of Carlton Avenue, 2) crosswalk enhancements on Middle Avenue at Blake Street and San Mateo Drive including rapid rectangular flashing beacons, bicycle markings and accessible curb ramps, and 3) installation of sharrows and signage on San Mateo/Wallea Drive.

24. Menlo Park-East Palo Alto Connectivity Project

Allocated Funding: \$395,000

Sponsor: Menlo Park/East Palo Alto

Construction of the following improvements: bicycle routes and sharrows on eight separate residential streets bounded by the general area of Willow Road, US 101, University Avenue and San Francisquito Creek, adding new sidewalks to eliminate gaps on O'Connor Street and Menalto Avenue, and bicycle and pedestrian enhancements at the Willow Road/Gilbert Avenue intersection, including enhanced crosswalks, ADA-compliant curb ramps and sharrows.

25. Middle Avenue Pedestrian and Bicycle Crossing

Sponsor: Menlo Park

Allocated Funding: \$490,000

Preliminary engineering and environmental review for a grade separated crossing through the Caltrain Railroad from El Camino Real to Alma Street at Middle Avenue to create a pedestrian and bicycle connection between east and west Menlo Park.

26. Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvements Project

Sponsor: Millbrae

Allocated Funding: \$260,000

Preliminary engineering/environmental review, final design, and construction of Class III bike routes on Park Place between El Camino Real and Magnolia Avenue, on Magnolia Avenue from Park Place to Murchison Drive and on Richmond Drive between Magnolia and the Millbrae Spur Trail (total of approx. 2.5 miles). Existing crosswalks on Magnolia Avenue will be upgraded to high visibility ladder crosswalks and rectangular rapid flashing beacons will be installed at the intersections of Magnolia Avenue and Green Hills and Helen Drives. While the sponsor's request was for \$360,000 with \$40,000 of matching funds for a total cost of \$400,000, the application included \$100,000 of ineligible pavement rehabilitation.

27. Pacifica Headlands Trail Project

Sponsor: Pacifica

Allocated Funding: \$360,000

Purchase of right of way for the Headlands Trail Project, which will ultimately include approximately 5,800 feet of natural surface multi-purpose trail from San Pedro Avenue to the northern end of the Devil's Slide Tunnel Project.

28. Alpine Road at Arastradero & Portola Road at Farm Hill Road Shoulder Widening

Sponsor: Portola Valley

Allocated Funding: \$309,500

Planning, environmental, design and construction work for the shoulder widening of two “pinch- point” locations along Alpine (500 linear feet) and Portola (600 linear feet) roads.

29. Brewster Avenue Pedestrian Improvements

Sponsor: Redwood City

Allocated Funding: \$734,000

Design and construction of 19 curb bulb-outs with accessibility ramps at existing school crosswalks on Brewster Avenue from Fulton Street to Arch Street and two curb bulb-outs with accessibility ramps at the intersection of Broadway and Arch Street.

30. Highway 101 Undercrossing Project

Sponsor: Redwood City

Allocated Funding: \$500,000

Construction of an approximate 700-foot long, pedestrian and bicycle path under the US 101 overpass at Redwood Creek, between and existing path that leads to Bair Island on the north side of US 101 and Convention Way on the south side of US 101.

31. Hudson Street Bicycle and Pedestrian Improvements

Sponsor: Redwood City

Allocated Funding: \$532,640

Design and construction of sharrow roadway markings and directional signage along the entire length of Hudson Street (approximately 1.7 miles). Bicycle detectors and pedestrian signals also will be installed at the signalized intersection of Jefferson Avenue and Woodside Road. Installation of crosswalks and bulb-outs at the following cross streets: Roosevelt Avenue, Oak Avenue and Redwood Avenue.

32. Jefferson/Cleveland Safe Routes to School and Peninsula Bikeway Project

Sponsor: Redwood City

Allocated Funding: \$375,000

Final design and construction of pedestrian/bicycle improvements at the intersection of Jefferson Avenue and Cleveland Street consisting of a pedestrian hybrid beacon or full traffic signal, marked crosswalks, bulb-outs at the north and southwest corners with accessible curb ramps, and a diverter and partial road closure that limits motor vehicle movements to right-turns only onto Jefferson while allowing bicyclists to continue straight.

33. Kennedy Safe Routes to School Project

Sponsor: Redwood City

Allocated Funding:

\$500,000

Construction of mini roundabout, signage and striping improvements at Alameda de Las Pulgas and Goodwin/Maddux. Curb extensions, expansion of bus loading zone area on Washington Avenue, signage and striping improvements at the Kennedy school intersections.

34. Safe Routes to Schools

Sponsor: Redwood City

Allocated Funding: \$976,780

Design and construction of high-priority traffic control devices and traffic calming features in the vicinity of Adelante, Hawes, John Gill, Roosevelt and Roy Cloud schools including, curb extensions, high visibility crosswalks, ADA-compliant curb ramps, updated school area signage, stop signs, pavement markings, and bicycle markings for signal detection.

35. Regional Bike Share Pilot Program – Redwood City

Sponsor: SamTrans

Allocated Funding: \$80,000

San Mateo County share of approximate 1,000 bicycle program deployed in strategic locations in San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose. Measure A Funding applied toward capital costs for the installation of bicycles and stations in Redwood City during the pilot phase of the project.

36. El Camino Real/Angus Avenue Intersection Improvements

Sponsor: San Bruno

Allocated Funding: \$300,000

Design and construction of enhanced crosswalks, corner bulb-outs, median refuge areas and upgraded traffic signals at the intersection of El Camino Real and Angus Avenue.

37. Transit Corridor Pedestrian Connection Project

Sponsor: San Bruno

Allocated Funding: \$350,000

Design and construction of bulb-outs, lighting, and directional signage on El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue, and Huntington Avenue from San Bruno Avenue to Sneath Lane.

38. 101/Holly Street Grade Separated Path Project

Sponsor: San Carlos

Allocated Funding: \$100,000

Preliminary design and environmental work (project approval and environmental document) for a pedestrian and bicycle bridge through the US 101/Holly Street interchange.

39. 101/Holly Street Pedestrian and Bicycle Overcrossing

Sponsor: San Carlos

Allocated Funding: \$1,000,000

Construction of a pedestrian and bicycle overcrossing on the south side of the US 101/Holly Street Interchange.

40. Pedestrian Safety Improvement Plan for San Carlos Avenue

Sponsor: San Carlos

Allocation Funding: \$1,000,000

Construction of new sidewalks on the north side of San Carlos Avenue from Devonshire Boulevard to Prospect Street with accessible curb ramps at intersections. A new traffic signal is also proposed at San Carlos Avenue and Phelps Road. Upgrade existing Class II bike lanes to high visibility green bike lanes in transition zones at Upland Avenue and near the Alameda De Las Pulgas.

41. 28th Avenue Bike Boulevard and Implementation Project

Sponsor: San Mateo

Allocated Funding: \$380,000

Final design and construction of traffic calming improvements and bicycle/pedestrian enhancements on 28th Avenue from Mason Lane to El Camino Real that include bicycle striping and signage, speed humps, bulb-outs at Hacienda, Garfield and Edison Streets, and high visibility crosswalks.

42. Citywide Bicycle Striping and Signage

Sponsor: San Mateo

Allocated Funding: \$157,163

Implementation of the City of San Mateo Bicycle Master Plan recommended on-street bicycle network including striping and signage for Class II bicycle lanes, Class bicycle routes, and III bicycle routes with sharrow roadway markings.

43. Hillsdale/101 Bridge Project

Sponsor: San Mateo

Allocated Funding: \$480,000

Planning work (project initiation document) for the construction of a pedestrian and bicycle overcrossing south of the Hillsdale/US 101 interchange and bicycle lanes from Norfolk Street to the San Mateo/Foster City limit.

44. Hillsdale/101 Bridge Project

Sponsor: San Mateo

Allocated Funded: \$875,000

Preliminary design and environmental work (project approval and environmental document) for the construction of a pedestrian and bicycle overcrossing south of the Hillsdale/US 101 interchange and bicycle lanes from Norfolk Street to the San Mateo/Foster City limit.

45. North San Mateo Drive Pedestrian and Bicycle Improvement Project

Sponsor: San Mateo

Allocated Funded: \$200,000

Construction of a road diet on a one-mile stretch of San Mateo Drive from Peninsula Avenue to Baldwin Avenue, converting four vehicular travel lanes to two vehicular travel lanes with a mixture of two-way left turn lanes and pockets. Approximately 5,300 feet of Class II bikeways, curb extensions, striping and signage, green street features, and landscaped curb extension throughout the corridor.

46. Sharrows and Striping Program

Sponsor: South San Francisco

Allocated Funding: \$81,200

Installation of sharrow roadway markings on existing Class III bicycle routes and the striping of proposed Class II bicycle lanes throughout the city.

47. Sunshine Gardens Safety and Connectivity Improvements Project

Sponsor: South San Francisco

Allocated Funding: \$504,000

Preliminary engineering, environmental review and final design and construction of safety features in the Sunshine Gardens neighborhood, in the vicinity of Sunshine Gardens Elementary School and El Camino High School to include: advanced stop bars, high-visibility ladder cross walks, pedestrian refuge islands, ADA compliant curb ramps and a Class III bicycle route installed along Holly Avenue between Mission Road and Hillside Boulevard.

48. Alameda de Las Pulgas Bike and Pedestrian Improvements

Sponsor: Woodside

Allocated Funding: \$275,000

Final design and construction of the following improvements: buffered bike lanes on the Alameda de las Pulgas from Woodside Road to Fernside Street, reduction of through vehicular lanes from two to one in the southbound direction of the Alameda de las Pulgas to match the existing northbound condition, re-channelizing the approach of Fernside Street to a right angle at the Alameda de las Pulgas for southbound automobile traffic, and the removal of median curb projections in the crosswalks at the Alameda de las Pulgas/Woodside Road intersection.

49. School Safety Improvements Project

Sponsor: Woodside

Allocated Funding: \$21,600

Replacement of two existing in-pavement crosswalks with warning lights and a caution sign with rectangular rapid flashing beacon, adjacent to Woodside Elementary School.

San Mateo County Transportation Authority

Exhibit B: New Measure A Pedestrian and Bicycle Program - Project Status Update

Line # ¹	Agency	Project Name	Funding Cycle ²	Impvmt Type	Measure A Funded Phase(s)	Measure A Funds	Match ³	Total Funding	Project Status as 12/31/18
1	Atherton	Middlefield Road Class II Bike Lanes Project	Fourth	bike/ped	Construction	\$733,000	\$607,000	\$1,340,000	Final design underway
2	Belmont	Belmont Pedestrian and Bicycle Improvements Project	Third	bike/ped	Environmental, final design and construction	\$882,036	\$98,004	\$980,040	Final design is nearing completion.
3	Belmont	Notre Dame Avenue Street Improvement Project	Second	bike/ped	Construction	\$150,000	\$480,000	\$630,000	Complete
4	Belmont	Ralston Avenue Hwy 101 Bike/Ped Overcrossing Project	Special Circumstances	bike/ped	Construction	\$596,696	\$6,723,279	\$7,319,975	Complete
5	Burlingame	Burlingame Avenue Downtown Pedestrian and Bicycle Project	First	bike/ped	Planning & design	\$300,000	\$345,000	\$645,000	Complete
6	Burlingame	Burlingame East Side Bicycle Route Improvements	First	bike	Construction	\$91,700	\$39,300	\$131,000	Complete
7	Burlingame	Burlingame West Side Bicycle Route Improvements	First	bike	Construction	\$168,700	\$72,300	\$241,000	Complete
8	Burlingame	California Drive/Bellevue Avenue Bike-Pedestrian Roundabout	Second	bike/ped	Preliminary engineering/environmental, final design, right-of-way, construction	\$1,000,000	\$200,000	\$1,200,000	Construction is nearing completion.
9	Colma	Hillside Boulevard Improvements Phase I	Second	bike/ped	Construction	\$177,541	\$1,340,037	\$1,517,578	Complete
10	County of San Mateo	Complete the Gap Trail	Third	bike/ped	Preliminary engineering/environmental and final design	\$300,000	\$300,000	\$600,000	Complete
11	County of San Mateo	Complete the Gap Trail	Fourth	bike/ped	Construction	\$750,000	\$750,000	\$1,500,000	Sponsor rescinded project ³
12	County of San Mateo	Midcoast Multimodal Trail	Second	bike/ped	Preliminary engineering/ environmental & final design	\$500,000	\$50,000	\$550,000	Complete
13	Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Third	bike/ped	Final design & construction	\$337,500	\$37,500	\$375,000	Final design completed, advertised for construction
14	Daly City	John Daly Boulevard Streetscape Improvements	Second	bike/ped	Construction	\$1,000,000	\$1,200,000	\$2,200,000	Construction ongoing
15	Daly City	Lake Merced Boulevard In-pavement Crosswalk	First	bike/ped	Construction	\$77,000	\$103,000	\$180,000	Complete
16	Daly City	Mission Street Streetscape Project	Fourth	bike/ped	Final design & construction	\$810,000	\$90,000	\$900,000	Final design ongoing
17	East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Fourth	bike	Final design & construction	\$300,000	\$40,000	\$340,000	Preliminary engineering/environmental ongoing
18	East Palo Alto	Highway 101 Pedestrian/ Bicycle Overcrossing	First	bike/ped	Planning & preliminary engineering/environmental	\$300,000	\$300,000	\$600,000	Complete
19	Half Moon Bay	Highway 1 Trail Extension - Ruisseau Francais to Roosevelt	First	bike/ped	Final design & construction	\$250,000	\$110,000	\$360,000	Complete
20	Half Moon Bay	Main Street Bridge Bike and Pedestrian Improvements	First	bike/ped	Planning, preliminary engineering/environmental, final design & construction	\$500,000	\$7,037,000	\$7,537,000	Sponsor rescinded project ³
21	Half Moon Bay	Pacific Coast Bikeway Connectivity North Project	Fourth	bike/ped	Planning, preliminary engineering/environmental, final design & construction	\$315,000	\$35,000	\$350,000	Preliminary engineering/environmental ongoing

San Mateo County Transportation Authority

Exhibit B: New Measure A Pedestrian and Bicycle Program Project Status Update

Line # ¹	Agency	Project Name	Funding Cycle ²	Impvt Type	Measure A Funded Phase(s)	Measure A Funds	Match ³	Total Funding	Project Status as 12/31/18
22	Menlo Park	Haven Avenue Streetscape Project	Second	bike/ped	Preliminary engineering/environmental, final design & construction	\$170,000	\$530,000	\$700,000	Final design was nearing completion.
23	Menlo Park	Menlo Park Bicycle and Pedestrian Enhancement Project	Fourth	bike/ped	Final design & construction	\$805,600	\$201,400	\$1,007,000	Final design underway
24	Menlo Park	Menlo Park-East Palo Alto Connectivity Project	Second	bike/ped	Construction	\$395,000	\$155,000	\$550,000	Complete
25	Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Third	bike/ped	Preliminary engineering and environmental	\$490,000	\$210,000	\$700,000	Preliminary engineering/environmental ongoing
26	Millbrae	Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvements Project	Fourth	bike/ped	Final design & construction	\$260,000	\$40,000	\$300,000	Final design ongoing
27	Pacifica	Pacifica Headlands Trail Project	First	bike/ped	Right of way	\$360,000	\$250,000	\$610,000	Complete
28	Portola Valley	Alpine Road at Arastradero Road and Portola Road at Farm Road Shoulder Widening	Second	bike/ped	Planning, preliminary engineering/environmental, final design & construction	\$309,500	\$138,000	\$447,500	Complete
29	Redwood City	Brewster Avenue Pedestrian Improvements	First	ped	Final design & construction	\$734,000	\$183,500	\$917,500	Complete
30	Redwood City	Highway 101 Undercrossing Project	Third	bike/ped	Construction	\$500,000	\$2,500,000	\$3,000,000	Construction underway
31	Redwood City	Hudson Street Bicycle and Pedestrian Improvements	First	bike/ped	Final design & construction	\$532,640	\$133,160	\$665,800	Measure A funded work complete
32	Redwood City	Jefferson/Cleveland Safe Routes to School and Peninsula Bikeway Project	Fourth	bike/ped	Final design & construction	\$375,000	\$125,000	\$500,000	Final design underway
33	Redwood City	Kennedy Safe Routes to School Project	Third	bike/ped	Construction	\$500,000	\$1,000,000	\$1,500,000	Construction underway
34	Redwood City	Safe Routes to Schools	Second	bike/ped	Final design & construction	\$976,780	\$146,220	\$1,123,000	Construction ongoing
35	SamTrans	Regional Bike Share Pilot Program - Redwood City	Special Circumstances	bike	Capital investment in Redwood City	\$80,000	\$6,908,900	\$6,988,900	Complete
36	San Bruno	El Camino Real/Angus Ave Intersection Improvements	Second	bike/ped	Final design & construction	\$300,000	\$30,000	\$330,000	Construction underway
37	San Bruno	Transit Corridor Pedestrian Connection Project	First	ped	Final design & construction	\$350,000	\$500,000	\$850,000	Final design nearing completion
38	San Carlos	101/Holly Street Grade Separated Path Project	First	bike/ped	Preliminary engineering/ environmental	\$100,000	\$3,200,000	\$3,300,000	Measure A funded phase complete
39	San Carlos	101/Holly Street Pedestrian and Bicycle Overcrossing	Third	bike/ped	Construction	\$1,000,000	\$500,000	\$1,500,000	Final design complete, construction permits pending
40	San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Fourth	bike/ped	Construction	\$1,000,000	\$1,700,000	\$2,700,000	Final design underway
41	San Mateo	28th Avenue Bike Boulevard and Implementation Project	Fourth	bike/ped	Final design & construction	\$380,000	\$310,000	\$690,000	Final design underway
42	San Mateo	Citywide Bicycle Striping and Signage	First	bike	Construction	\$157,163	\$39,284	\$196,447	Complete
43	San Mateo	Hillsdale/101 Bridge Project	First	bike/ped	Planning	\$480,000	\$370,000	\$850,000	Planning work complete
44	San Mateo	Hillsdale/101 Bridge Project	Second	bike/ped	Preliminary engineering/environmental	\$875,000	\$175,000	\$1,050,000	Measure A funded phase of work complete
45	San Mateo	North San Mateo Drive Improvement Project	Third	bike/ped	Final design & construction	\$200,000	\$1,400,000	\$1,600,000	Final design nearing completion
46	South San Francisco	Sharrows and Striping Program	First	bike	Construction	\$81,200	\$34,800	\$116,000	Complete
47	South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Third	bike/ped	Preliminary engineering/environmental, final design and construction	\$504,000	\$126,000	\$630,000	Final design nearing completion

San Mateo County Transportation Authority

Exhibit B: New Measure A Pedestrian and Bicycle Program Project Status Update

<i>Line #¹</i>	<i>Agency</i>	<i>Project Name</i>	<i>Funding Cycle²</i>	<i>Impvt Type</i>	<i>Measure A Funded Phase(s)</i>	<i>Measure A Funds</i>	<i>Match³</i>	<i>Total Funding</i>	<i>Project Status as 12/31/18</i>
48	Woodside	Alameda de las Pulgas Bike and Pedestrian Improvements	Third	bike/ped	Final design & construction	\$275,000	\$40,000	\$315,000	Complete
49	Woodside	School Safety Improvement Project	First	bike/ped	Final design & construction	\$21,600	\$194,000	\$215,600	Complete
Totals:						\$21,751,656	\$41,097,684	\$62,849,340	

Footnotes

- 1) Line # is for reference purposes only and doesn't indicate priority.
- 2) First funding cycle awards July 2011, Second funding cycle awards April 2014, Third funding cycle awards March 2016 and Fourth funding cycle awards March 2018.
- 3) Match represents secured sponsor funding contribution for project as listed in sponsor's funding agreement(s).
- 4) The total amount currently committed to projects is \$21,751,656, \$1,250,000 less than the total listed for awarded Measure A funds. This is due to sponsor decisions not to proceed with awarded scopes for the Half Moon Bay Main Street Bridge Bike and Pedestrian Improvements Project (Measure A amount of \$500K) and the County of San Mateo Complete the Gap Trail (Measure A amount of \$750K for construction).

Exhibit C: Common Public Funding Sources Available for Pedestrian & Bicycle Projects in San Mateo County

<i>Grant Program</i>	<i>Administrator</i>	<i>Geographic Area</i>	<i>Eligible Ped./Bicycle Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
Measure A Pedestrian & Bicycle Program (past cycles biennial)	San Mateo County Transportation Authority	San Mateo County	New capital infrastructure projects, including project planning. City/area-wide planning and maintenance not eligible. Program subject to change, pending completion of next TA Strategic Plan by end of CY 2019.	Minimum of 10% from last Call for Projects. Could be subject to change, pending completion of next TA Strategic Plan by end of CY 2019	Approx. \$5M per biennial cycle, Next cycle amount TBD.	TBD. Next solicitation for proposals anticipated Winter FY 2020	Funding calls posted at: www.smcta.com/Projects/Call_for_Projects.html
Measure W Bicycle & Pedestrian Program (cycles TBD)	San Mateo County Transportation Authority	San Mateo County	New program that funds bicycle & pedestrian/active transportation projects. Further info pending completion of next TA Strategic Plan by end of CY 2019	TBD	TBD Approx. \$4M in sales tax receipts projected annually	TBD Solicitation for proposals could occur in conjunction with Measure A Pedestrian & Bicycle Program	Funding calls posted at: www.smcta.com/Projects/Call_for_Projects.html

Public Funding Sources Available for Pedestrian & Bicycle Projects/Programs in San Mateo County

Grant Program	Administrator	Geographic Area	Eligible Ped./Bicycle Projects	Match	Funding	Funding Call Status	Notes/Links
State Active Transportation Program (ATP) (biennial cycles – see notes)	California Transportation Commission (CTC)	California	Infrastructure (e.g. bikeways, walkways, traffic control devices and bike parking) and non-infrastructure (e.g. education, encouragement, enforcement) projects. Also funds bicycle & pedestrian plans for disadvantaged communities.	None historically required	Next cycle amount TBD, potentially \$220M statewide.	TBD, projected to occur Spring 2020	CTC to adopt program of projects once every 2 years, covering a four year period. Guidelines for the next ATP pending. www.dot.ca.gov/hq/LocalPrograms/atp/
Regional Active Transportation Program (ATP) (biennial cycles – see notes)	MTC delegated by the CTC for the San Francisco Bay Area	San Francisco Bay Area	Infrastructure (e.g. bikeways, walkways, traffic control devices and bike parking) and non-infrastructure (e.g. education, encouragement, enforcement) projects. Includes bicycle and pedestrian plans.	Minimum of 11.47%, waivers for projects benefiting communities of concern, stand-alone non-infrastructure projects and SRTS projects	Next cycle amount TBD, potentially \$38M for the Bay Area.	TBD, projected to occur Spring 2020	Guidelines similar to State ATP except that additional evaluation criteria are added to the state program. Guidelines for the next ATP pending. Further program information posted at: www.mtc.ca.gov/funding/ATP/

Public Funding Sources Available for Pedestrian & Bicycle Projects/Programs in San Mateo County

<i>Grant Program</i>	<i>Administrator</i>	<i>Geographic Area</i>	<i>Eligible Ped./Bicycle Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
Transportation Development Act (TDA), Article 3 (2-3 year cycles)	C/CAG delegated by MTC for San Mateo County	San Mateo County	Comprehensive bicycle & pedestrian plans, design and construction of capital infrastructure projects, maintenance of multi-purpose paths & restriping of Class II bike lanes. ROW ineligible	None for capital infrastructure projects, 50% for planning and education projects.	Approx. \$2M per biennial cycle	Next call projected to be released Spring 2019	Historical set-asides for planning projects and capital projects with funding caps per project. Guidelines for the next TDA call pending. Funding calls posted at: ccag.ca.gov/opportunities/call-for-projects/
One Bay Area Grant Program (OBAG) Pedestrian & Bicycle Improvement Program (BPIP) (approximate 5 year cycles)	C/CAG delegated by MTC for San Mateo County	San Mateo County	For prior FY 17 cycle, capital infrastructure projects that build out the bike/ped network & reduce vehicle trips (e.g. new construction of bicycle parking/sharing, signal modification and outreach and education programs). Maintenance ineligible.	Minimum of 11.47%	TBD	TBD	Previously, 70% of funds to be used in priority development areas (PDAs) or for projects that connect or provide proximate access to PDAs. Guidelines for next cycle projected to be under development w/in the next two years. Funding calls posted at: ccag.ca.gov/opportunities/call-for-projects/

Public Funding Sources Available for Pedestrian & Bicycle Projects/Programs in San Mateo County

<i>Grant Program</i>	<i>Administrator</i>	<i>Geographic Area</i>	<i>Eligible Ped./Bicycle Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
One Bay Area Grant Program (OBAG) Transportation for Livable Communities Program (TLC) (approximate 5 year cycles)	C/CAG delegated by MTC for San Mateo County	San Mateo County	For prior FY 17 cycle, capital infrastructure projects that improve the link between land use and alternative modes of transportation (e.g. streetscape improvements, street fixtures, includes green street treatments). Maintenance ineligible.	Minimum of 11.47%	TBD	TBD	Previously, 70% of funds to be used in priority development areas (PDAs) or for projects that connects or provides proximate access to PDAs. Guidelines for next cycle projected to be under development w/in the next two years. Funding calls posted at: ccag.ca.gov/opportunities/call-for-projects/
Highway Safety Improvement program (HSIP) (Annual or biennial cycles)	Caltrans	California	Safety projects on any public road or publicly owned bicycle or pedestrian path that can be designed and constructed expeditiously.	Varies, some ped/bike elements require no match, others minimum of 10%	TBD, last funding cycle \$182M statewide	Next call projected to be released Fall 2019 or Fall 2020	Data driven program that promotes countermeasures, including ped/bike countermeasures, to reduce the likelihood of future crashes. Funding calls posted at: http://dot.ca.gov/hq/LocalPrograms/hsip.html

Public Funding Sources Available for Pedestrian & Bicycle Projects/Programs in San Mateo County

<i>Grant Program</i>	<i>Administrator</i>	<i>Geographic Area</i>	<i>Eligible Ped./Bicycle Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
Bicycle Parking Reimbursement Program (annual cycles)	Commute.org	San Mateo County	Purchase and installation of bicycle lockers and racks for private, public and non-profit employers in San Mateo County.	50%	\$15K in FY 19	Ongoing on a first-come, first-served basis until funding runs out.	Up to \$500 per unit, capped at \$5k per applicant. Further program information at: http://www.commute.org/employer-services/179-bike-parking-at-half-cost
Bicycle Facilities/E-lockers	Bay Area Air Quality Management District (BAAQD)	Bay Area	TBD – see notes	None required	Not currently funded	TBD	The bicycle facilities & the bicycle e-locker programs are not currently offered. The Air District is in the process of developing the Transportation Fund for Clean Air (TFCA) Programs for FY 2020. Further program information is pending.



SAN MATEO COUNTY

**Transportation
Authority**

Measure A Pedestrian & Bicycle Program Update

April 4, 2019

Board of Directors
Agenda Item #10 (b)



Overview

- **Program background**
- **Program allocations & delivery status**
- **Feature Project: California Drive Roundabout (Burlingame)**



Program Background

- **3% of Measure A Program**
- **Purpose: to fund capital projects that encourage and improve walking and bicycling conditions**
- **2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings but other projects can be considered**
- **Funding awarded on a discretionary Call for Projects process**



Project Allocations

Cycle	Award Date	Award Amount	Number of Projects
Special Circumstances	2010/2011	\$0.7M	2
First	July 2011	\$4.5M	16
Second	April 2014	\$5.9M	11
Third	March 2016	\$5.0M	10
Fourth	March 2018	\$5.7M	10
TOTAL		\$21.8M	49



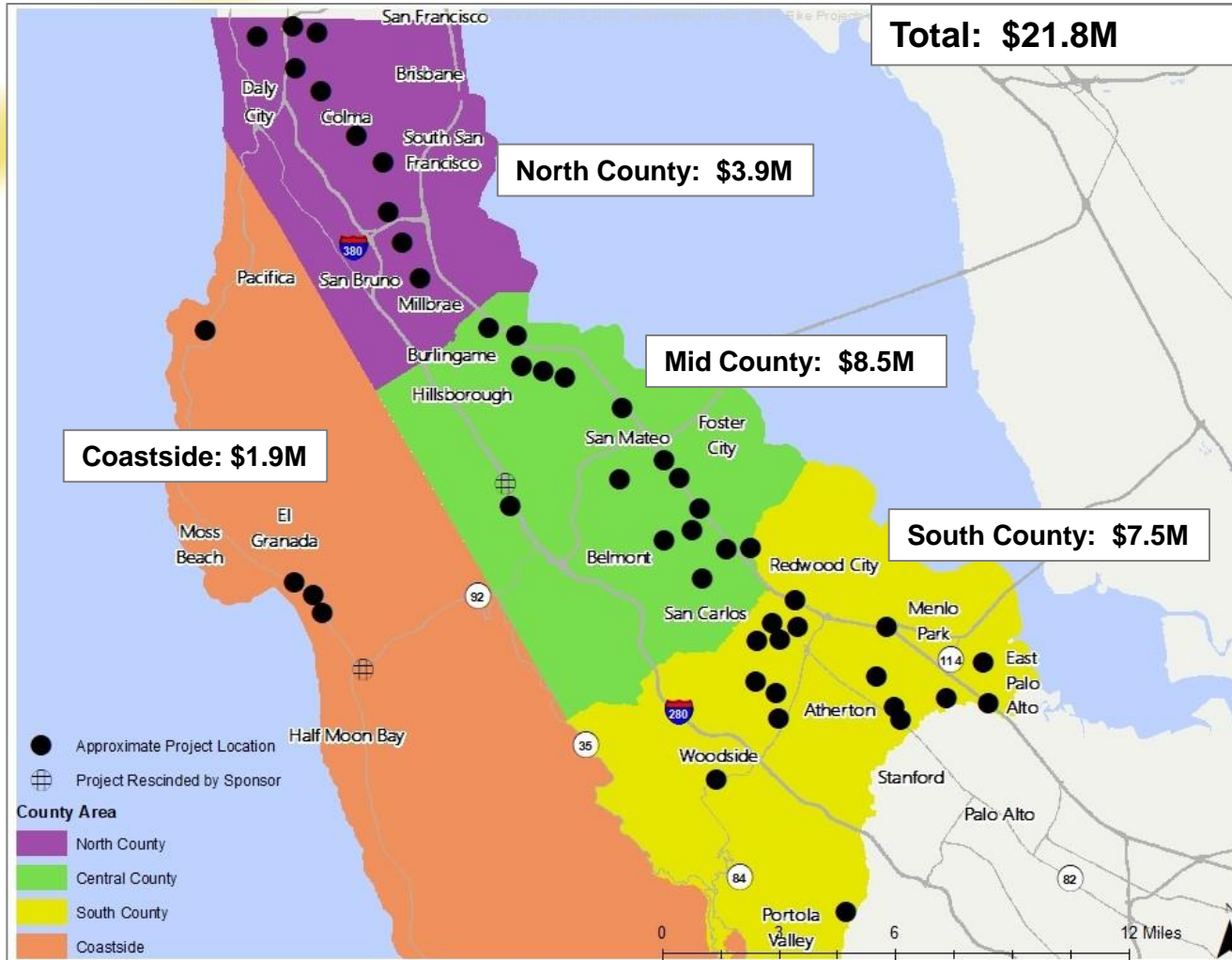
Program Delivery Status

Project Status	Number of Projects
Planning/Preliminary Engineering/ Environmental	3
Final Design	14
Construction	6
Awarded project scopes complete	24
Sponsor rescinded projects	2
TOTAL	49

- Sponsors submit quarterly progress reports on project status.
- To date, 12 awarded projects needed time extensions.



Distribution of Project Awards



County Sub-area	Funding Awards
North County	10
Mid County	17
South County	17
Coastsides	5
Total	49

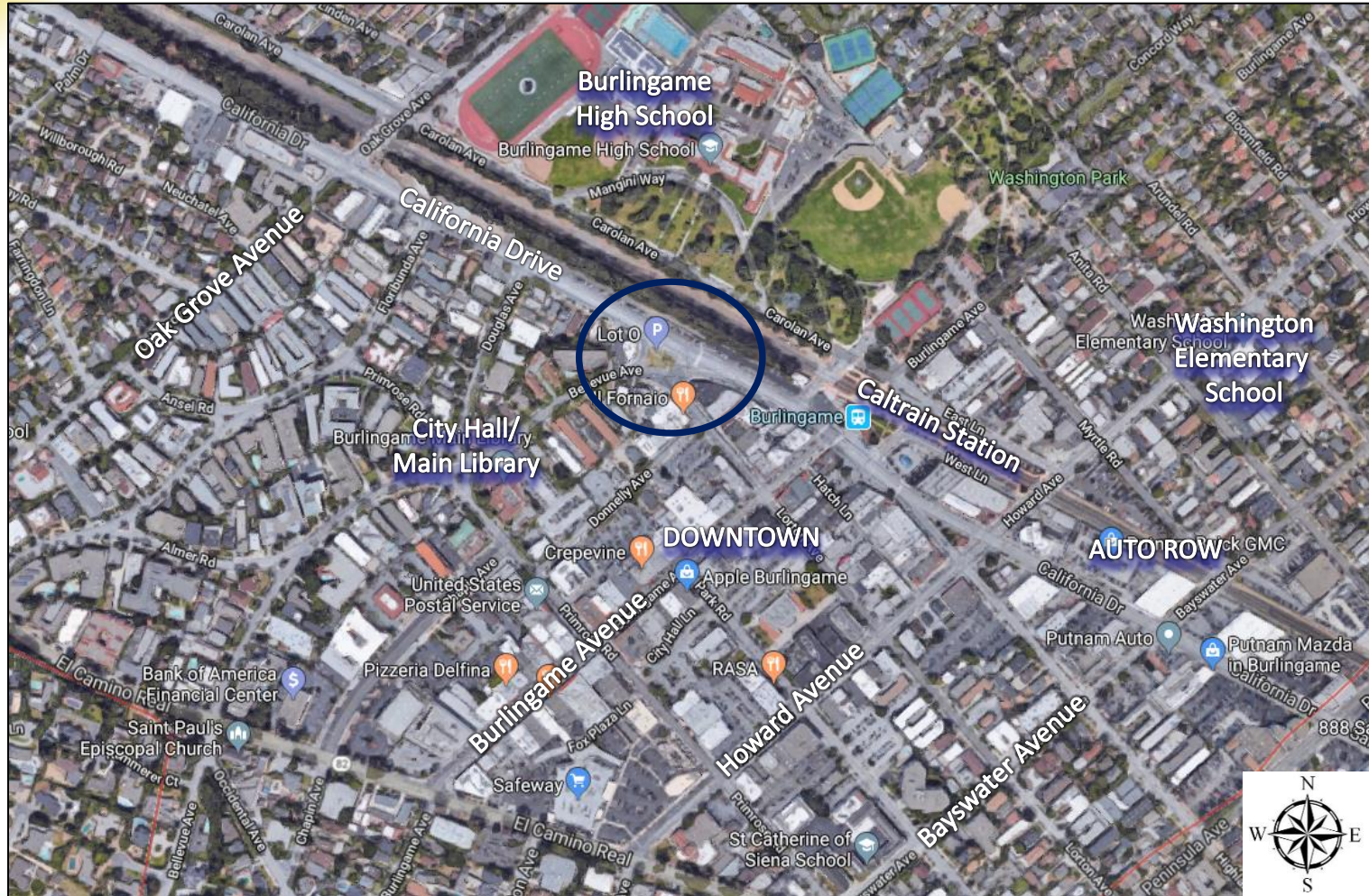


California Drive Roundabout Overview

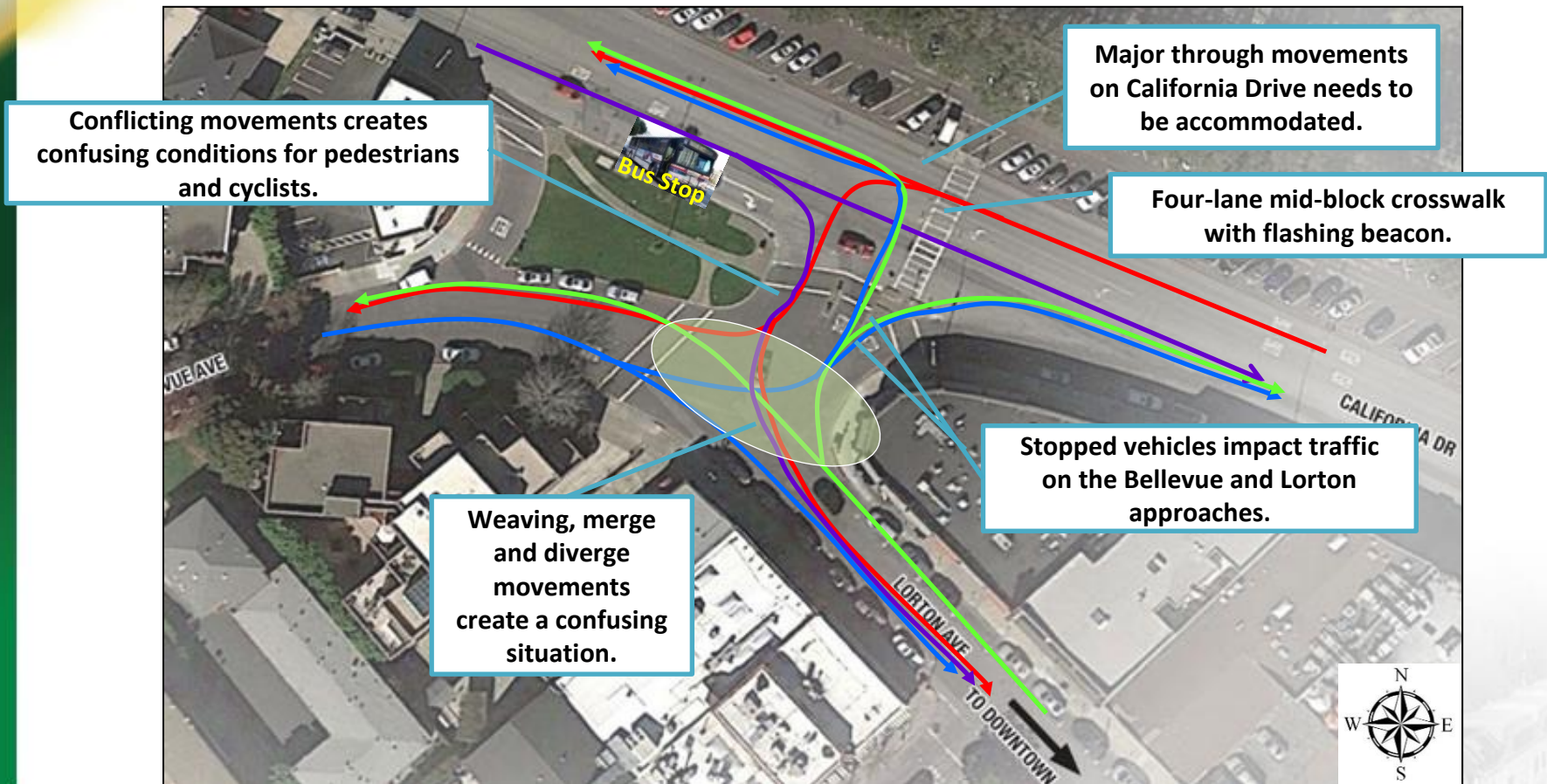
- Existing Conditions
- Project Goals
- Funding
- Schedule
- Construction Staging
- Challenges
- Lessons Learned



Project Location



Existing Conditions





Project Goals

Improve the California Drive, Bellevue Avenue and Lorton Avenue intersection by:

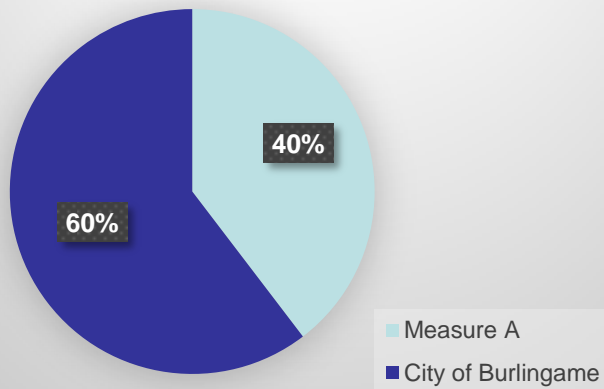
- **Improving safety and flow of all modes (pedestrians, bicyclists, and vehicles)**
- **Incorporating Green Streets and Complete Streets components**
- **Enhancing bicycle and pedestrian access**
- **Minimizing construction and parking impacts**



Project Funding



Project Funding - Design (Design Contract: \$293 K)



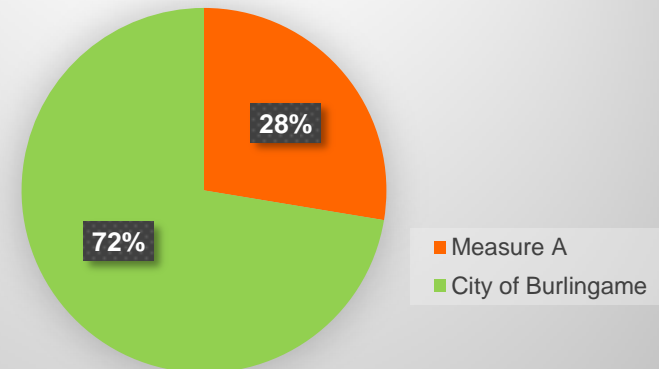
2015: Burlingame received \$1.0M Measure A Ped/Bike Program allocation, matched with \$200k of City funds.

Total original project budget: \$1.2M.
Total project cost upon completion in 2019: \$4.3M.

Rationale for added costs:

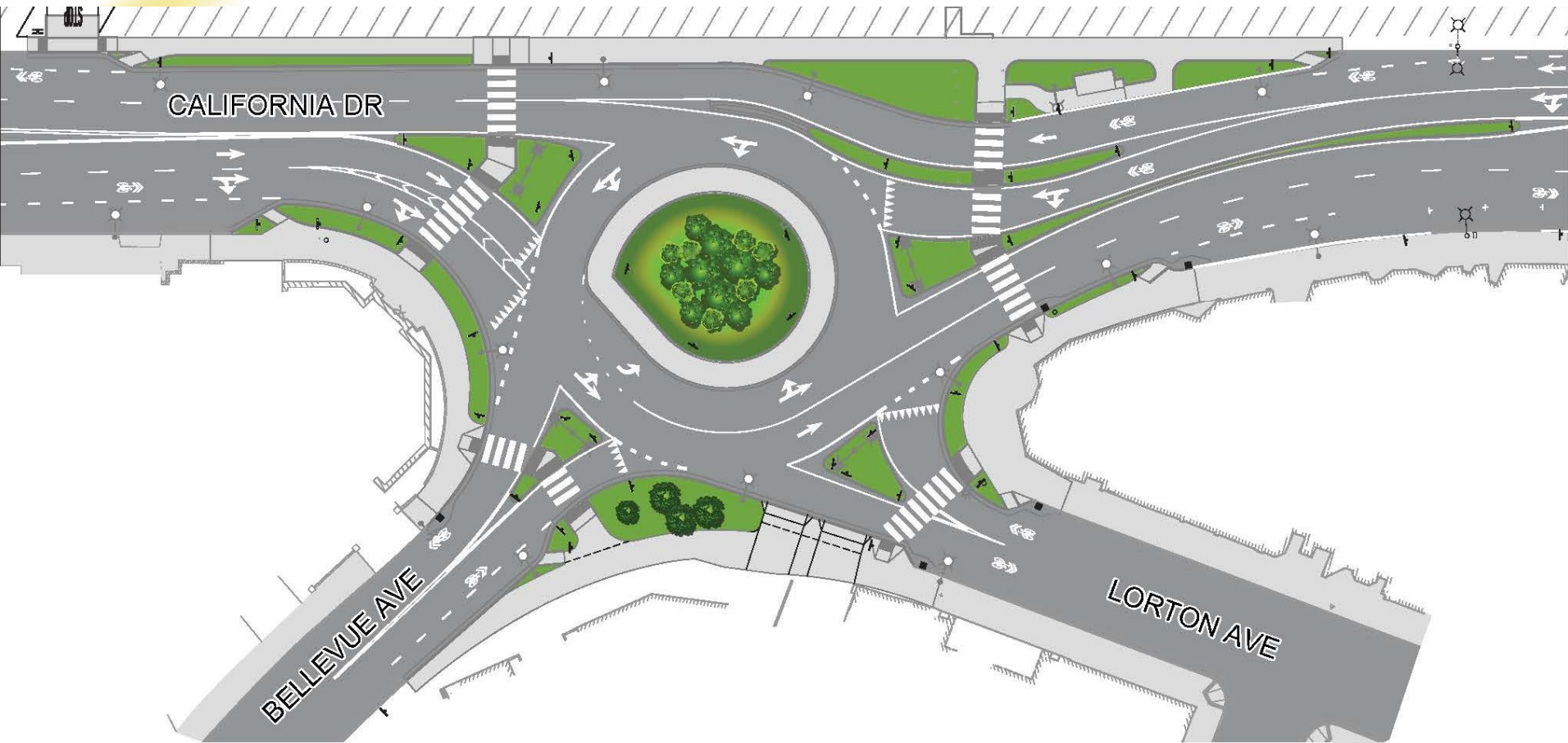
- Added design elements from project outreach & increase in construction costs - \$2.9M
- Construction admin. & management - \$900K
- Upgrade of utilities/facilities in roundabout vicinity - \$500K

Project Funding - Construction (Construction Contract: \$2.9 MIL)





Conceptual Design





Project Schedule

DESIGN PHASE

October
2015

- 1st public outreach meeting

May
2016

- 2nd public outreach meeting

October
2016

- 3rd public outreach meeting
- City Council

January
2017

- Design Process

Jan/Feb
2018

- Advertise project for construction bids

May 2018

- Begin Construction



Project Schedule

CONSTRUCTION PHASE

May 2018

- Begin Construction
- Stage 1
- Approx. 4 month duration

September 2018

- Stage 2
- Approx. 1 month duration

October 2018

- Stage 3
- Approx. 3 month duration
- Major work suspended between Holidays

January 2019

- Completing Stage 3
- Landscaping, electrical, lighting

Feb 2019

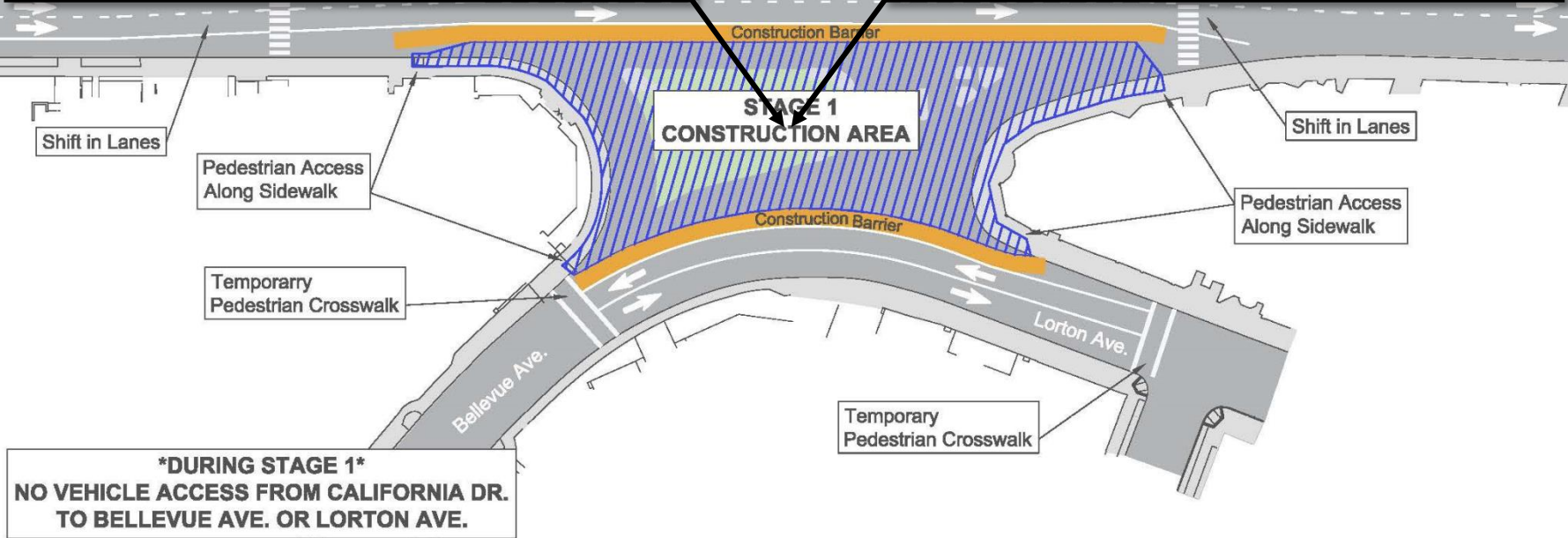
- Stage 4
- Postponed due to rain and freezing temperatures

March 2019

- Stage 4
- Temperatures above 50 degrees



Construction Stage 1



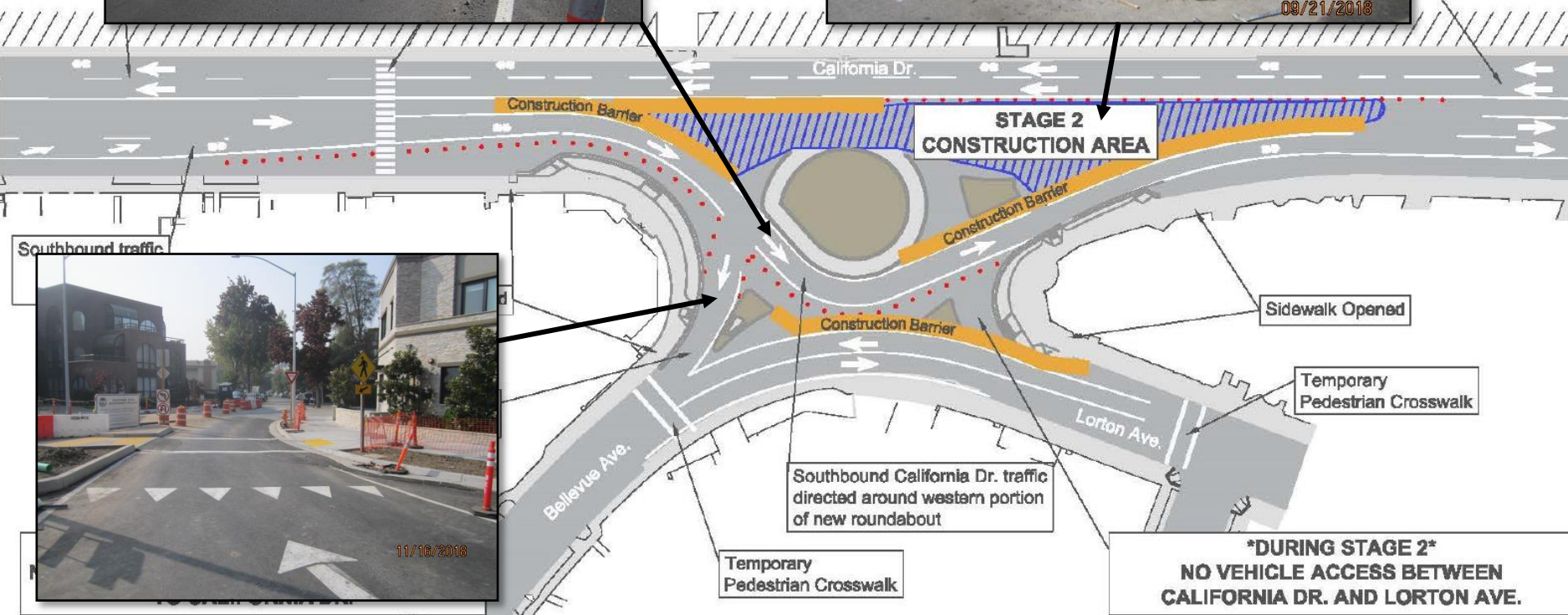


Construction Stage 2



Roundabout
Construction Area
NOVEMBER 2018

Shift in Lane



Southbound traffic



Temporary Pedestrian Crosswalk

Sidewalk Opened

Temporary Pedestrian Crosswalk

***DURING STAGE 2*
NO VEHICLE ACCESS BETWEEN
CALIFORNIA DR. AND LORTON AVE.**



Construction Stage 3



California Dr. traffic new roundabout

California Drive Roundabout Stage 3 Construction Area

LATE SEPTEMBER - LATE DECEMBER 2018

Northbound traffic transitions to one lane

STAGE 3 CONSTRUCTION AREA

California Dr.

California Dr.

Temporary Pedestrian Crosswalk

Temporary Pedestrian Walkway

Sidewalk Opened

STAGE 3 CONSTRUCTION AREA

Temporary Pedestrian Crosswalk

Lorton Ave.

Temporary Pedestrian Crosswalk

DURING STAGE 2
NO VEHICLE ACCESS BETWEEN LORTON AVE. AND CALIFORNIA DR. OR BELLEVUE AVE.



TO CALIFORNIA DR. OR LORTON AVE.



Construction Photos





Completed Project Photos





Construction Challenges

- **Maintaining access on California Drive**
- **Impacts to adjacent businesses**
- **Educating community during construction, especially when portions of the new alignment opened up in different stages**
- **Weather, as final stage was anticipated during winter**
- **Utility improvements**



Lessons Learned/Closing Thoughts

- **Conform roadway grades**
- **Existing Utilities**
- **Construction Manager/Outreach**
- **Constant Communication/Notification**



Roundabout Informational Video

[Click to start video](#)





Questions/Comments



**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 AND APPROVAL OF LEGISLATIVE PROPOSALS**

ACTION

Staff recommends that the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended San Mateo County Transportation Authority positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

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, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493



March 6, 2019

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

RE: STATE LEGISLATIVE UPDATE – APRIL

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

Tightening the Nexus Between Affordable Housing and Transportation Funding

On March 11, Governor Newsom announced a major legislative proposal as part of his \$1.75 billion package to confront the housing cost crisis. The new proposal sets higher short-term goals for housing that cities and counties must meet, and provides \$750 million in support and incentives to help jurisdictions plan and zone for these higher, ambitious housing targets.

The proposal would also update and modernize the state's long-term housing goals, known as Regional Housing Needs Allocations (RHNA), to better reflect regional housing and transportation needs. Specifically it asks that the California State Transportation Agency and the Office of Planning and Research (OPR), work with the California Department of Housing and Community Development (HCD) to engage stakeholders and propose opportunities to link transportation and other non-housing funds with housing goals by the end of 2022. As part of this effort beginning July 1, 2023, SB 1 Local Streets and Roads funds may be withheld from any jurisdiction that does not have a compliant housing element and has not zoned and entitled for its updated annual housing goals. This does not include transit funding.

CTC and CARB Collaboration to Reduce Greenhouse Gas Emissions

Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. A particular tension exists with transportation planning agencies who are being asked to go above and beyond to meet future emission reduction targets—

despite not having purview over housing production or job creation location—while implementing voter-approved expenditure plans, such as Measures A and W. At the state level, there is also concern about the ability to implement SB 1 programs, which voters have overwhelmingly supported to be constitutionally protected (Proposition 22 of 2010, Proposition 69 of 2018) and continued for purposes of maintaining highway, local streets, and roads infrastructure; easing congestion; and providing multimodal solutions (defeat of Proposition 6 in 2018). There are several bills in the attached bill matrix that we are monitoring that attempt to reshape the decision-making process of several state agencies in order to reduce greenhouse gas emissions.

Local Partnership Program Allocations

The Local Partnership Program (LPP) provides \$200 million annually for jurisdictions that have acquired a voter-approved tax or fee dedicated for transportation purposes. It is split 50/50 between a formulaic share and a competitive program administered by the California Transportation Commission (CTC). SMCTA and SamTrans receive roughly \$840,000 each annually from the formulaic share, but also succeeded in receiving \$20 million from the competitive program in May of 2018 to fund Phase 1 of the US 101 Managed Lanes project. Some Southern California regional transportation planning agencies however have expressed a desire to pursue legislation to change program allocations to be distributed on a 95/5 split favoring a formulaic share, or some hybrid that provides a higher floor of guaranteed funding. The result would limit the CTC's flexibility to mix and match funding to fully fund projects. Under a best case scenario of an increased formulaic share, TAMC would virtually double its' formulaic share to roughly \$1.6 million annually, notwithstanding an additional allocation for passage of Measure W, which could provide funding for an active transportation project at the expense of competing for prospective resources to address safety or congestion relief initiatives on Highway 101 or other county arterials. We will continue to monitor any prospective legislative effort on this issue.

Bills of Interest

1. AB 252 (Daly) State NEPA Delegation for Transportation Projects

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

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SMCTA Federal Update February 2019

CONGRESS

FY 2019 Appropriations Completed: The President signed a [bipartisan package](#) funding seven government agencies through FY 2019 on February 15. The funding deal provides \$1.375 billion for border fencing, significantly less than the \$5.7 billion in border wall funding the President requested. On the same day that he signed the bill, the President also declared a national emergency to secure funding for a border wall. White House Acting Chief of Staff Mick Mulvaney said the President would be diverting money from the Treasury Forfeiture Fund, the Department of Defense's counter-drug activity funds, and military construction dollars. The move was immediately met with legal challenges, notably a lawsuit filed by sixteen states, led by California. Further, a House resolution was introduced by Democrats that would block the national emergency declaration on February 22. The resolution passed in the House on February 26; its chances of passage in the Senate are less clear, as many Senate Republicans have supported the President's declaration.

The appropriations measure provided funding for the [Department of Transportation](#), a total of \$86.5 billion including:

- \$900 million for **BUILD grants**, with funding available through September 30, 2021. The FY 2018 omnibus provided \$1.5 billion for the program.
- \$45.3 billion for **federal-aid highways** (FAST Act authorized level), plus \$3.25 billion from the Treasury's general fund (versus the Highway Trust Fund)
- \$17.5 billion for the **Federal Aviation Administration (FAA)**, and of that, \$56 million is made available for **drone integration**, and \$24 million for **drone research**. The FY 2018 measure provided \$18.115 billion.
- \$13.4 billion for the **Federal Transit Administration (FTA)**, a \$1 billion increase from FY 2018, and within this amount:
 - \$2.55 billion for **Capital Investment Grants**, equal to the FY 2018 level, and directs that FTA may allocate funding for projects without a Full Funding Grant Agreement (FFGA)
 - \$1.265 billion for **New Starts** projects
 - \$635 million for **Core Capacity** projects
 - \$526.5 million for **Small Starts** projects
 - \$320 million for **Bus and Bus Facilities Grants**, of which \$160 million is provided for formula grants
 - \$30 million for **Low or No Emission** Grants
 - \$263 million available for **State of Good Repair** grants

- \$2.87 billion for the **Federal Railroad Administration (FRA)**, a \$22 million decrease from FY 2018.
 - \$255 million for **Consolidated Rail Infrastructure and Safety Improvements (CRISI)** grants.
- \$966.3 million for the **National Highway Traffic Safety Administration (NHTSA)**.

The package also increases the operational budget for the Transportation Security Administration (TSA). Transportation security grants through FEMA are funded at levels equal to FY 2018, and the agreement maintains the \$10 million surface transportation grant set aside for Amtrak security and the \$2 million surface transportation grant set aside for over-the-road bus security.

- The measure provides \$100 million for **Public Transit and Rail Security Grants**, level with FY 2018 funding.
- \$100 million is also provided for **Port Security Grants**, level with FY 2018 funding.
- The **TSA** is funded at \$49.3 billion, an approximately \$2 billion increase from FY 2018. This includes \$77 million to maintain existing TSA staffing at airport exit lanes and \$44.6 million for additional transportation security officers and associated training and support costs.

Excluding emergency spending, total appropriations for FY 2019 total \$1.336 trillion; this is a \$36 billion increase from FY 2018.

Infrastructure Discussions Ramp Up: Vice President Mike Pence promised a group of governors on February 22 that the Trump Administration would pass a "historic" infrastructure package this legislative session. To-date, no legislation or draft discussion bills have been introduced, beyond former House Transportation and Infrastructure Committee Chairman Bill Shuster's (R-PA) draft introduced last Congress. Staff have noted that House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) plans to introduce a bill in April or May with markup in June. The Senate Environment and Public Works (EPW) Committee is not planning to consider infrastructure legislation. The EPW Committee will instead focus on drafting the FAST Act authorization bill with a committee markup in June. The committee would like the bill to pass this year, ahead of the 2020 presidential election year.

Separately, congressional committees have devoted several hearings to discussion on various elements of investment in infrastructure, including financing a package, climate considerations, and stakeholder input.

- **Federal Investment in Infrastructure**

House Transportation & Infrastructure Committee

On February 7, the House Transportation & Infrastructure Committee held a [hearing](#) to discuss federal investment in infrastructure. Members of Congress focused their questioning on identifying pay-fors, and how the federal government could aid in developing resilient infrastructure, the need for which has been underscored by recent natural disasters. Chairman Peter DeFazio (D-OR) also addressed the economic impacts if infrastructure assets fail, such as the Northeast Corridor (NEC), and the Hudson Tunnel

project. Identifying ways to pay for infrastructure investment has long plagued Congress, despite bipartisan calls for an infrastructure package, especially with the Highway Trust Fund running out of money in 2020.

Testimony from witnesses during the hearing focused on the gap in infrastructure investment, which they fear will rise. Witnesses, including Los Angeles Mayor Eric Garcetti and former Transportation Secretary Ray LaHood, suggested raising the gas tax as one solution. They noted that it was risky, but could be effective. Some members expressed support for raising the gas tax, but others shared concerns over potential political fallout for adopting such a reform.

Witnesses also noted that the President's infrastructure plan released last year ignited enthusiasm, though it did not gain momentum. Mayor Garcetti and Mayor Stephen Benjamin of Columbia, South Carolina both encouraged Congress to fund projects that would bring in money from a variety of sources, including local governments and private investors. Mayor Garcetti said federal lawmakers should consider paying part of the cost of maintenance for existing infrastructure, to prevent it from decaying further. Another witness, Amtrak CEO Richard Anderson, called on Congress to take action to address the Hudson River Tunnel project by passing an infrastructure bill that increases federal funding into existing programs that support intercity passenger rail. He also suggested establishing new federal policies and grant programs through reauthorizing the FAST Act, which expires in 2020.

Senate Commerce Committee

The Senate Commerce Committee held a [hearing](#) on February 13 to discuss what provisions and pay-fors could be included in an infrastructure bill. Senators expressed concern over the existing Highway Trust Fund, but did not focus much discussion around funding sources for a package. Chairman Roger Wicker (R-MS) and Ranking Member Maria Cantwell (D-WA) both recognized that improving infrastructure is a bipartisan issue. Cantwell referenced the partial government shutdown as a "wakeup call" for the importance of investing in critical aspects of infrastructure.

Witnesses represented ports, railroad, cable, trucking, and trade, and all of these stakeholders supported an increase in the gas tax as a pay-for. William Friedman, with the American Association of Port Authorities (AAPA), noted that a major issue for ports are last- and first-mile connectivity, as well as a lack of funding for port-related projects. He noted that federal grant programs and lifting the 10 percent funding cap for non-highway projects in the INFRA program could be remedies to those problems. However, Chris Spear, President and CEO of the American Trucking Association (ATA), opposed lifting the cap on non-highway projects, citing that more efficient ports would benefit trucking, but with the interconnected nature of the system, the only solution is a robust infrastructure bill that would increase efficiency across the board. Spear did advocate for the Build America Fund, which would include a modest increase on the cost of the fuel that would generate \$340 billion over the course of 10 years.

- **Climate Change**

House Transportation & Infrastructure Committee

The committee held its first [hearing on climate change](#) on February 26, a major priority for Chairman Peter DeFazio (D-OR) and House Democrats in crafting an infrastructure package. Nine witnesses testified on a broad range of expertise across climate and the environment. Democrats focused their statements and questioning on how policy can be crafted to reduce emissions, make infrastructure more resilient, and mitigate effects of climate change. Republican members opposed the premise of the hearing, arguing that a market approach, rather than government action, would be the economic incentive to improve climate change effects. Several Republican members further stated that the tax incentives for purchasing electric vehicles (EV) should be eliminated, since most EV buyers are already affluent, and the cost of owning one eventually evens out with that of owning a gas-powered car.

Return of Earmarks?: Chairman DeFazio said on February 27 that he intends to bring back earmarks, rebranding them as “Article I projects,” to build support for an increase in user fees that would help aid passage of a surface transportation bill. DeFazio said it would be key to completing a surface transportation bill; since Democrats won the House majority in the midterm elections, DeFazio has discussed bringing back earmarks, but clarified that the ultimate decision remains with congressional leadership. However, House Appropriations Chair Nita Lowey (D-NY) [said](#) there is currently no bipartisan, bicameral agreement to allow the Appropriations Committee to earmark. She does not expect FY 2020 House appropriations bills to include earmarks. DeFazio will still move forward to include earmark projects in Transportation & Infrastructure Committee bills.

ADMINISTRATION

FRA Issues National Trespass Prevention Strategy: The Federal Railroad Administration (FRA) released the first “[National Strategy to Prevent Trespassing on Railroad Property](#)” on February 19. The report was issued in response to a House Appropriations Committee request, and examines the causal factors that contribute to trespassing incidents on railroad property. FRA Administrator Ron Batory said the agency examined current data on factors of the problem, and is seeking to “energize” state and local partners to implement solutions. The report analyzes trespasser casualties over a four-year period from November 2013 and October 2017. Findings showed that 4,242 pedestrians were killed or injured while trespassing on railroad property nationwide during this time period. The FRA’s national strategy to prevent trespassing includes four strategic focus areas: data gathering and analysis, community site visits, funding, and partnerships with stakeholders. Short term targets include stakeholder engagement and implementation of strategies that save lives at trespassing “hot spots.”

FHWA Announces Awards to Seven States for New Ways to Fund Highways: The Federal Highways Administration (FHWA) [announced](#) \$10.2 million in Surface Transportation System Funding Alternatives (STSFA) grants to seven states to test new ways to finance highway and bridge projects. The goal of the program, established under the FAST Act, is to allow states to test user-based alternatives to support the Highway Trust Fund. The grants fund projects to test the design, implementation, and acceptance of user-based alternative revenue tools. The projects will investigate and analyze various mileage-based and road-user charges, including for trucks and automated vehicles, as well as the implementation and operation of technologies at a regional level. States selected were: California, Delaware, Minnesota, Missouri, New Hampshire, Oregon, and Utah.

DOT Deputy Secretary Moves to DOJ: Deputy Transportation Secretary Jeff Rosen will move to the Department of Justice (DOJ), to serve as Deputy Attorney General. Rosen will replace outgoing Deputy Attorney General Rod Rosenstein. At DOT, Rosen was in charge of day-to-day operations, including deregulatory efforts and grant decisions. A replacement for Rosen has not yet been announced.

SMCTA Bill Matrix – April 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 11 Chiu (D)</p> <p>Community Redevelopment Law of 2019</p>	<p>1/17/19</p> <p>Assembly Housing & Community Development Committee</p>	<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. 	<p style="text-align: center;">Watch</p>
<p>AB 40 Ting (D)</p> <p>Zero-Emission Vehicles</p>	<p>1/24/19</p> <p>Assembly Transportation Committee</p>	<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> <p>Transportation funding is dependent on motor fuel. The state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted.</p>	<p style="text-align: center;">Watch</p>
<p>AB 148 Quirk-Silva (D)</p> <p>Regional Transportation Plans: Sustainable Communities Strategy</p>	<p>1/24/19</p> <p>Assembly Transportation Committee</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires:</p> <ul style="list-style-type: none"> • The regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy which would, among other things, identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – April 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 185 Grayson (D)</p> <p>California Transportation Commission: Joint Meetings</p>	<p>2/4/19</p> <p>Assembly Transportation Committee</p>	<p>Existing law requires the CTC and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies.</p> <p>This bill would require the Department of Housing and Community Development to participate in those joint meetings with the CTC and CARB.</p>	Watch
<p>AB 252 Daly (D)</p> <p>Caltrans: NEPA</p>	<p>2/7/19</p> <p>Assembly Transportation Committee</p> <p>Hearing on 3/11</p>	<p>This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited.</p> <p><i>The bill is sponsored by the Self-Help Counties Coalition (SHCC). SMCTA supported the previous version, AB 28 (Frazier) of 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.</i></p>	Recommend Support
<p>AB 285 Friedman (D)</p> <p>California Transportation Plan</p>	<p>2/11/19</p> <p>Assembly Transportation Committee</p>	<p>Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people, and how the state will achieve greenhouse gas emission goals.</p> <p>This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030, with carbon neutrality by 2045.</p>	Watch
<p>AB 352 Garcia (D)</p> <p>Greenhouse Gas Reduction Fund: Investment Plan & Transformative Climate Communities Program</p>	<p>2/11/19</p> <p>Assembly Natural Resources Committee</p>	<p>This bill, beginning July 1, 2020, would require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund, such as the California Air Resources Board and Strategic Growth Council to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define a disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant.</p>	Watch

SMCTA Bill Matrix – April 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 5 Beall (D)</p> <p>Local-State Sustainable Investment Incentive Program</p>	<p>1/24/19</p> <p>Senate Governance & Finance Committee</p>	<p>This bill would establish the Local-State Sustainable Investment Incentive Program, to 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 for funding for eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and “ projects promoting strong neighborhoods.” Funding would be available in the amounts of \$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. The source of money would come from reductions in annual ERAF contributions for applicants for projects approved pursuant to this program.</p>	<p style="text-align: center;">Watch</p>
<p>SB 25 Caballero (D)</p> <p>CEQA: Qualified Opportunity Zones</p>	<p>2/12/19</p> <p>Senate Environmental Quality Committee</p> <p>Set for Hearing on 3/20</p>	<p>This bill would establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by qualified opportunity funds, or by moneys from the Greenhouse Gas Reduction Fund and allocated by the Strategic Growth Council. The bill would apply certain rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency’s action related to those projects located in a qualified opportunity zone.</p>	<p style="text-align: center;">Watch</p>
<p>SB 43 Allen (D)</p> <p>Carbon Taxes</p>	<p>2/12/19</p> <p>Senate Environmental Quality Committee</p> <p>Set for Hearing on 3/20</p>	<p>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.</p>	<p style="text-align: center;">Watch</p>
<p>SB 50 Wiener (D)</p> <p>Planning and Zoning: Housing Development & Equitable Communities Incentive</p>	<p>1/24/19</p> <p>Senate Housing Committee</p>	<p>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.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – April 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 127 Weiner (D)</p> <p>Transportation Funding: Complete Streets</p>	<p>1/24/19</p> <p>Senate Transportation Committee</p>	<p>Existing law establishes the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users.</p> <p>This bill would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to ATP matters to guide progress toward meeting Caltrans' ATP goals and objectives. The bill would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p> <p>The bill would require the CTC, in connection with the asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system. The bill would require that SHOPP projects include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users. The bill would also require that each project include in its budget the cost of pedestrian and bicycle facilities. The bill would require that the plain language performance report developed by Caltrans, in consultation with the CTC, include a description of pedestrian and bicycle facilities on each project, including the number, extent, and cost of the elements relative to the overall project.</p> <p><i>The bill provides an opportunity to address multi-modal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions such are held to the same standards, but state highway projects do not always include active transportation features. The result could be less funding to maintain arterials such as Highway 101 and 92, but more funding to supplement Caltrain and SamTrans service.</i></p>	<p style="text-align: center;">Watch</p>
<p>SB 128 Beall (D)</p> <p>Enhanced Infrastructure Financing Districts</p>	<p>1/24/19</p> <p>Senate Governance & Finance Committee</p>	<p>Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance.</p> <p>This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – April 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 137 Dodd (D)</p> <p>Federal Transportation Funds</p>	<p>1/24/19</p> <p>Senate Transportation Committee</p>	<p>Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities, and for the exchange of federal and state transportation funds between local entities and the state under certain circumstances.</p> <p>This bill would authorize Caltrans to allow these federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.</p>	<p style="text-align: center;">Watch</p>
<p>SB 277 Beall (D)</p> <p>Transit Development: Transit Funds</p>	<p>2/13/19</p> <p>Senate Rules Committee</p>	<p>This is currently a spot bill that may be used to reformulate the current 50/50 formula to competitive program distribution of Local Partnership Program Funds.</p>	<p style="text-align: center;">Watch</p>
<p>SB 526 Allen (D)</p> <p>Regional Transportation Plans: Greenhouse Gas Emissions</p>	<p>2/21/19</p> <p>Introduced</p>	<p>This bill would require the California Air Resources Board (CARB) to adopt a regulation that requires a metropolitan planning organization to provide any data that CARB requests to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. CARB would be required to determine if each metropolitan planning organization is on track to meet its 2035 greenhouse gas emissions reduction target and to notify the California Transportation Commission (CTC). The bill would require the action element prepared by a metropolitan planning organization to identify near and long-term steps to be taken to implement a sustainable communities strategy and achieve the greenhouse gas emission reduction targets established by the state board.</p> <p>If CARB determines that a metropolitan planning organization is not on track to meet its 2035 greenhouse gas emission reduction target, the bill would require the CTC to assign a lower priority to a project that increases vehicle miles traveled and greenhouse gas emissions.</p> <p>This bill would establish an interagency working group to be administered by the Strategic Growth Council to develop and implement a State Mobility Action Plan for Healthy Communities to ensure that regional growth and development is designed and implemented in a manner to achieve the state's environmental, equity, climate, health and housing goals. The bill would require the plan to include specific actions, measures, and timelines, and an investment strategy. The bill would require the interagency working group to submit the plan to the Legislature by December 31, 2020, and every 4 years thereafter.</p> <p>This bill would make MTC responsible for new planning activities outside of the current purview of a regional transportation planning and could also jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions.</p>	<p style="text-align: center;">Watch</p>