



# AGENDA

## BOARD OF DIRECTORS MEETING

### SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

**October 4, 2018 – Thursday**

**5:00 pm**

- 1) Call to Order/Pledge of Allegiance
- 2) Roll Call
- 3) Report of the Citizens Advisory Committee
- 4) Consent Calendar

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

  - a) Approval of Minutes of the Board of Directors Meeting of September 6, 2018
  - b) Acceptance of Statement of Revenues and Expenditures for August 2018
- 5) 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.
- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Report
- 9) Report of the Executive Director
- 10) Finance
  - a) Support Measure W, the Half-cent Countywide Sales Tax to Invest in Transportation and Public Transit RESOLUTION
- 11) Program
  - a) Highway Program US 101/Willow Interchange INFORMATIONAL
  - b) State and Federal Legislative Update INFORMATIONAL
- 12) 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 October 4, 2018

13) Written Communications to the Authority

14) Date/Time of Next Regular Meeting: Thursday, November 1, 2018, 5:00 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos Avenue, San Carlos, CA 94070

15) 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

16) Adjourn

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6279. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at [www.smcta.com](http://www.smcta.com). Communications to the Board of Directors can be e-mailed to [board@smcta.com](mailto: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](mailto: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 SEPTEMBER 6, 2018**

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

**MEMBERS ABSENT:** M. Freschet

**STAFF PRESENT:** J. Hartnett, C. Mau, J. Cassman, A. Chan, C. David, C. Fromson, C. Groves, D. Hansel, J. Hurley, J. Slavitt, S. van Hoften, S. Murphy, C. Gumpal, J. Brook

### **CALL TO ORDER/PLEDGE OF ALLEGIANCE**

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

### **ROLL CALL**

Acting District Secretary Gumpal called the roll. A quorum was present. (Vice Chair Johnson arrived at 5:12 pm; Director Matsumoto arrived at 5:32 pm.)

### **REPORT OF THE CITIZENS ADVISORY COMMITTEE**

Chair Horsley noted that the Citizens Advisory Committee Chair's summary report was contained in the agenda packet.

### **CONSENT CALENDAR**

- Approval of Minutes of August 2, 2018
- Acceptance of Statement of Revenues and Expenses for July 2018
- Acceptance of Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2018

Motion/Second: Medina/Beach

Ayes: Beach, Groom, Horsley, Medina

Absent: Freschet, Johnson, Matsumoto

### **PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

None.

### **REPORT OF THE CHAIR**

Chair Horsley reported that he met with the Silicon Valley Leadership Group earlier in the day and they endorsed SamTrans' Expenditure Plan and November ballot measure.

### **SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT**

Chair Horsley noted that the report was contained in the Board's reading file.

## **PENINSULA CORRIDOR JOINT POWERS BOARD REPORT**

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

## **REPORT OF THE EXECUTIVE DIRECTOR**

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

## **REAUTHORIZE INVESTMENT OF MONIES WITH THE LOCAL AGENCY INVESTMENT FUND**

Derek Hansel, Chief Financial Officer, reported that the Local Agency Investment Fund requires Board action for the reinvestment of funds back into their agency.

Approved by Resolution No. 2018-19:

Motion/Second: Medina/Beach  
Ayes: Beach, Groom, Horsley, Medina  
Absent: Freschet, Johnson, Matsumoto

## **AUTHORIZE REDIRECTING FUNDING SOURCES BETWEEN THE US 101/STATE ROUTE 92 DIRECT CONNECTOR AND THE US 101 MANAGED LANES PROJECTS, AND INCREASING THE FISCAL YEAR 2019 BUDGET**

Joel Slavitt, Manager, Programming and Monitoring, outlined five Board actions required to redirect the funding sources for the US 101/SR 92 Director Connector and US101 Managed Lanes Project:

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

Director Beach commented on the project and proposed the Board adopt the resolution.

Approved by Resolution No. 2018-20:

Motion/Second: Beach/Groom

Ayes: Beach, Groom, Horsley, Medina

Absent: Freschet, Johnson, Matsumoto

**PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF PROGRAM**

John Ford, Executive Director of the Peninsula Congestion Relief Alliance (Commute.org), provided an overhead presentation on Commute.org and its Transportation Demand Management (TDM) program area, use of technology, and Bay Area Commuter Benefits Program.

*Vice Chair Johnson arrived at 5:12 pm.*

Director Medina inquired about how to encourage employers to expand working from home beyond just on Fridays in order to decrease congestion. Vice Chair Johnson discussed the finances of Commute.org's programs and finding a better way to quantify the results.

*Director Matsumoto arrived at 5:32 pm.*

Director Beach discussed the metrics and Star platform used to track public use of congestion relief options (e.g., shuttles or biking to work) and provide rewards to commuters. Director Beach noted that it would be ideal to eliminate the manual logging of riders' use of the shuttles and use emerging technology to grow the program. Mr. Ford explained how the technology is being currently used and ridership trends.

Director Matsumoto discussed the driving habits of single occupancy vehicles in South San Francisco, citing 60 percent of the drivers coming from within San Mateo County. She discussed the lack of a noon-time shuttle for public transit riders who wish to shop on their lunch hours.

Public Comment:

Drew, San Mateo, inquired about the slide presentation relative to ridership. He made an observation about the different shuttle options and inquired how to trip plan with the different options available.

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

Joel Slavitt, Manager, Programming and Monitoring, presented a companion item to the previous agenda item.

Approved by Resolution No. 2018-21:

Motion/Second: Beach/Groom

Ayes: Beach, Groom, Horsley, Matsumoto, Medina

Noes: Johnson

Absent: Freschet

**2018 CALTRAIN ANNUAL COUNT PRESENTATION**

Catherine David, Principal Planner, Rail Operations Planning, provided a comprehensive presentation on Caltrain's annual count. Ms. David reviewed average weekday ridership, riders by time period, peak ridership data, top 10 stations, county by county comparison, seating capacity, busiest trains, Gilroy extension ridership, bicycle ridership and statistics on bike bumping and weekend service. Summarizing, Ms. David stated the data collected would be incorporated into the Caltrain Business Planning efforts to strategize for future scheduling and passenger capacity.

Director Beach discussed differentiating statistics for riders by train type (baby bullet, limited, local) and requested staff to consider capturing statistics of bikes on trains and bike storage at the stations.

Director Matsumoto commented on electronic bike storage lockers in South San Francisco.

**STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Director of Government and Community Affairs, summarized current federal and state legislation of interest to the Authority. She noted the legislature is currently in recess after concluding the legislative year.

**REQUESTS FROM THE AUTHORITY**

Director Matsumoto inquired about the consequences of the potential repeal of Senate Bill 1. April Chan responded.

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

Chair Horsley noted that correspondence was contained in the reading file.

**DATE/TIME OF NEXT REGULAR MEETING**

The next meeting would be held Thursday, October 4, 2018, 5:00 pm at the San Mateo County Transit District Administrative Building, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA.

**REPORT OF LEGAL COUNSEL**

*The Board meeting recessed to closed session at 6:06 pm to discuss the following items.*

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

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

*The Board meeting reconvened into open session at 6:16 pm.*

Joan Cassman, Legal Counsel, reported that the Board met in closed session and discussed the first closed session item listed on the agenda, where no action was taken.

Ms. Cassman said that regarding the second closed session item listed on the agenda, *Pacificans for a Scenic Coast, et al. v. California Department of Transportation, et al.; U.S. District Court, Northern District of California Civil Case No. 3:15-cv-02090-VC*, the Board approved execution of a Settlement Agreement to award legal fees in the amount of \$517,866.40.

#### **ADJOURN**

The meeting adjourned at 6:17 pm.

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



# TA CAC Chair's Report

## September 6, 2018

Good evening Chairman Horsley and Members of the Board,

Before our latest meeting began, the CAC had the pleasure of welcoming the latest member of our committee, Mario Rendon.

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

**(TA Items 4a and 4b)** The CAC reviewed the Board's Minutes of August 2, 2018 and Acceptance the statement of Revenue and Expenditures without questions or comments.

**(TA Item 4c)** The CAC received an overview of the Capital Projects Quarterly Status Report for the 4th Quarter from Joe Hurley, Director SMCTA Program. Joe explained that the schedule for the U.S. 101/Holly Street Interchange Project has been delayed, due to some unresolved design issues and securing a permit from the Regional Water Quality Control Board. The City of San Carlos, the project sponsor and implementer will be updating the schedule to reflect this impact. The CAC had no questions concerning same. However, one CAC member did comment that they were looking forward to the completion of the Highway 1, Safety and Operational Project (Grey Whale Cove), due to the very dangerous conditions that currently exist for both motorists and pedestrians, when pedestrians attempt to cross Highway 1 from the east side of the highway to the ocean side.

**(TA Item 10a)** After an update by Joe Hurley, the CAC supported the Re-authorization Investment of San Mateo County Transportation Authority (TA) Funds to be invested in Local Agency Investment Funds (LAIF), in compliance with LAIF requirements, without questions or comments.

**(TA Item 10b)** Following a brief update by Joel Slavit, TA Manager, Programming and Monitoring, the CAC supported the Authorization to Re-Direct SB-1 Local Partnership Program Formula Funds from the US-101/SR-92 Direct Connector Project to the US-101 Managed Lanes Project and Reprogram and Reallocate an Equivalent Amount of Measure A Highway Program Category Funds from the US-101 Managed Lanes Project to the US-101/SR-92 Direct Connector Project and Increase Fiscal Year 2019 Budget. The CAC had no questions or comments.

**(TA Item 11)** As part of an ongoing series of reports on the TA's current programs, the CAC received a detailed Program Report on the Alternative Congestion Relief Program from John Ford, Executive Director of Commute.org. CAC members commented that they were glad to see that the shuttle ridership is on the rise once more, after taking a slight dip in 2017. Others commented on their support for incentive programs, which should be made available on a regular basis and encouraged the increase of visibility of these programs to help increase ridership. Some members of the CAC questioned if there was any issue with staffing or the availability of shuttle buses and were told that there a serious shortage of drivers. This shortage is adversely impacting the level of service provided.

The CAC was also pleased to learn about the Guaranteed Ride Home Program and asked if the current intra county program could develop into an inter county availability with adjoining counties in the future, as well, especially San Francisco. We were told that San Francisco has a similar program but Santa Clara does not.

**(TA Item 12) After a brief report by Jennifer Williams, TA Programming and Monitoring Analysis, the CAC supported the Authorization of the Allocation of \$548,060 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2019, without questions or comments.**

**(TA Item 13a) Following a comprehensive presentation on the 2018 Caltrain Annual Count Program from Catherine David, Caltrain Principal Planner, and the CAC had a number of questions which included the following: Are there fewer trains at mid-day or at night that explain the drop in ridership during these times of the day? Are folding bikes included in the bike count? In reference to automatic passenger counters, how are people that are turned away with bikes captured in the count, if at all? By what means are advanced notices given to passengers about crowded trains approaching and the possibility of being unable to board because of those crowded conditions? As passenger ridership continues to grow, where are we going to put all those new passengers, especially when we exceed the 125% capacity levels? It shows that bicycle boarding denials have gone down from 87 in 2017 to 21 in 2018, but the sampling of various trains has also gone down from 527 trains counted to that of only 236 trains counted, have the bike boarding denials overall really gone down all that much? With the future addition of the Warriors basketball games beginning in 2019, what are the plans for this added demand, coupled with the demand for the Giant's games partially overlapping seasons? Will shuttles be used for the Warrior games to get back and forth to the Caltrain station? Overall, in the future, how will standee issues be mitigated on all trains? What are the interim plans to address overcrowding between now and electrification?**

**(TA Item 13b) The CAC received a State and Federal Legislative Update from Lori Low, Public Affairs Officer. CAC members commented on the importance of defeating the upcoming Proposition 6 in the November election, in order to protect this critical transportation funding currently being received from the recent passage of SB 1.**

**CAC CHAIR'S REPORT:**

**NO REPORT.**

**STAFF REPORT TO CAC:**

**In Joe's report to the CAC , he reported that he is working on AB 1282 Task Force ,along with a group of representatives throughout the state, and is optimistic about everyone working together on this project to develop better clarity and more effective strategies on implementing transportation while being good steward of the environment . He also reported that a 101 Managed Lanes workshop originally scheduled for 9/10/18 will be rescheduled until later this fall.**

**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  
AUGUST 31, 2018**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of August 2018 and supplemental information.

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

**SIGNIFICANCE**

**Year to Date Revenues:** As of August year-to-date, the Total Revenues (page 1, line 7) is \$148,111 lower than prior year actuals. This is primarily due to lower Sales Tax (page 1, line 1) and Rental Income (page 1, line 4), partially offset by an increase in Interest Income (page 1, line 2).

**Year to Date Expenses:** As of August year-to-date, the Total Expenditures (page 1, line 26) are \$4.8 million higher than prior year actuals. This is primarily driven by Measure A Categories (page 1, line 15) with \$1 million spent on the 101 HOV Lane Whipple – San Bruno project, and \$3.2 million spent on the 101 Interchange to Willow project.

**Budget Amendment:**

At the August 2, 2018 board meeting, as per resolution no. 2018-16, the Board approved an amendment of \$50,000,000 to both Miscellaneous Income and Measure A Category. This reflects a commitment of \$50,000,000 in total funding from Facebook and SAMCEDA to support the construction phase of the 101 Corridor Managed lanes HOV project. The overall impact to the FY2019 Budget is an increase in total revenue from \$94,667,502 to \$144,667,502 with a corresponding increase to total expenditures, from \$76,199,681 to \$126,199,681.

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

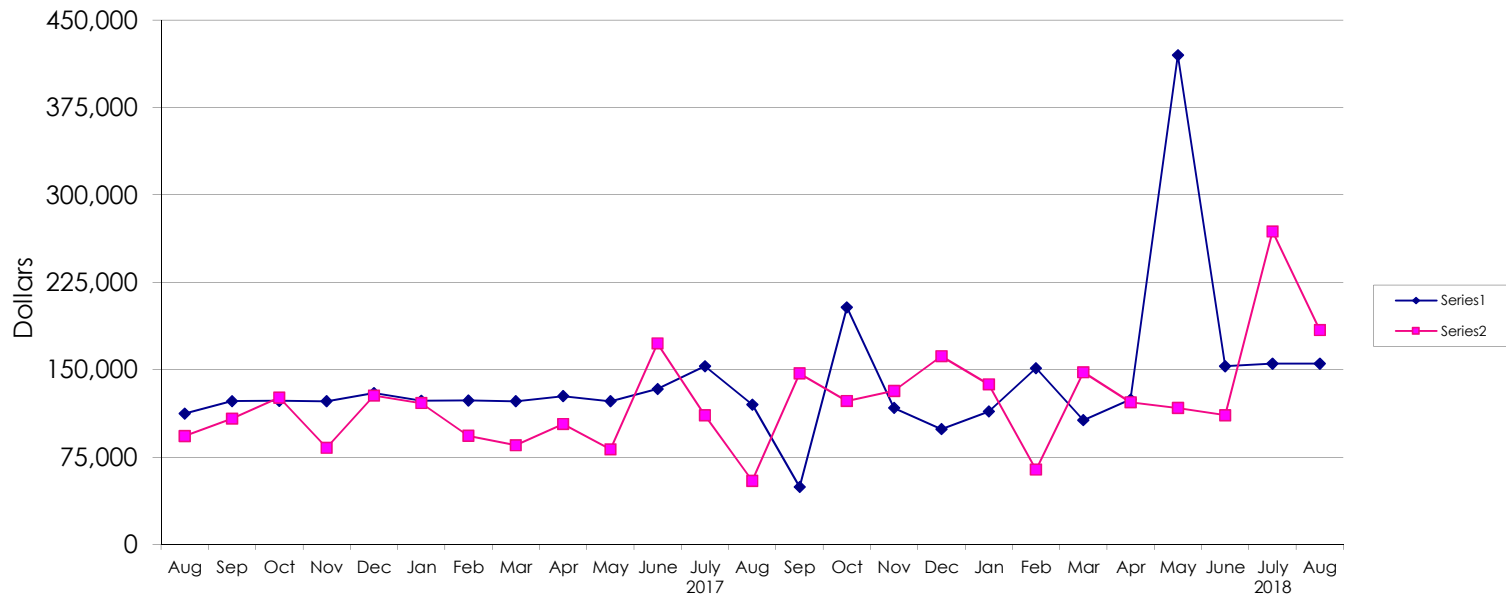
650-622-7848  
650-622-7890

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

% OF YEAR ELAPSED: 16.7%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*
<b>REVENUES:</b>					
1 Sales Tax	12,346,490	12,034,278	(312,212)	(2.5%)	86,353,200
2 Interest Income	1,049,780	1,318,293	268,513	25.6%	5,927,618
3 Miscellaneous Income	1,500	10,000	8,500	566.7%	50,000,000
4 Rental Income	207,469	94,557	(112,912)	(54.4%)	836,684
5 Grant Proceeds	0	0	0	0.0%	1,550,000
6					
7 <b>TOTAL REVENUE</b>	<b>13,605,239</b>	<b>13,457,128</b>	<b>(148,111)</b>	<b>(1.1%)</b>	<b>144,667,502</b>
8					
9 <b>EXPENDITURES:</b>					
10					
11 Annual Allocations	4,506,469	4,392,511	(113,957)	(2.5%)	31,518,918
12					
13 Dumbarton Maintenance of Way	8,002	0	(8,002)	(100.0%)	-
14					
15 Measure A Categories	30,094	4,882,243	4,852,149	16123.5%	91,017,770
16					
17 Oversight	219,193	237,098	17,905	8.2%	1,800,000
18					
19 Administrative					
20 Staff Support	274,497	354,307	79,810	29.1%	1,121,306
21 Measure A Info-Others	-	-	0	0.0%	15,000
22 Other Admin Expenses	117,402	98,174	(19,228)	(16.4%)	726,687
23					
24 Total Administrative	391,899	452,480	60,582	15.5%	1,862,993
25					
26 <b>TOTAL EXPENDITURES</b>	<b>5,155,656</b>	<b>9,964,333</b>	<b>4,808,676</b>	<b>93.3%</b>	<b>126,199,681</b>
27					
28 <b>EXCESS (DEFICIT)</b>	<b>8,449,583</b>	<b>3,492,795</b>	<b>(4,956,787)</b>	<b>(58.7%)</b>	<b>18,467,821</b>
29					<b>(12,952,980)</b>
30					<b>5,514,841</b>
31					
32 <b>BEGINNING FUND BALANCE</b>	<b>489,178,290</b>	<b>424,791,277</b>			<b>489,705,061</b>
33					
34 <b>ENDING FUND BALANCE</b>	<b>497,627,873</b>	<b>428,284,072</b>			<b>495,219,902</b>
35					
36					
37					
38					
39					
40 * Previously allocated \$12,952,980 of future years' budget to the 25th Avenue Grade Separation Project.					
41					
42					
43					
44					
45					

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '18	Aug '18	Sep '18	Oct '18	Nov '18	Dec '18	Jan '19	Feb '19	Mar '19	Apr '19	May '19	Jun '19
<b>MONTHLY EXPENSES</b>												
Revised Budget	155,249	155,249										
Actual	268,531	183,949										
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	155,249	310,498										
Actual	268,531	452,480										
Variance-F(U)	(113,282)	(141,982)										
Variance %	-72.97%	-45.73%										



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

JIM HARTNETT  
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF AUGUST 31, 2018

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.925%	\$ 240,763,673	\$ 240,763,673
Local Agency Investment Fund	**	Liquid Cash	1.998%	\$ 998,422	\$ 998,422
Investment Portfolio	***	Liquid Cash	1.940%	\$ 159,261,007	\$ 157,182,723
Other		Liquid Cash	0.000%	\$ 2,083,705	\$ 2,083,705
	****			<u>\$ 403,106,807</u>	<u>\$ 401,028,524</u>

Accrued Earnings for August 2018 \$ 656,543  
Cumulative Earnings FY2019 \$ 1,389,050

\* County Pool average yield for the month ending August 31, 2018 was 1.925%. As of August 2018, the total cost of the Total Pool was \$4,457,477,078 and the fair market value per San Mateo County Treasurer's Office was \$4,445,885,293.

\*\* 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  
August 31, 2018**

DESCRIPTION	TOTAL INVESTMENT 08-31-18	INTEREST RECEIVABLE 07-31-18	PREPAID INT RECEIVABLE 07-31-18	INTEREST EARNED 08-31-18	INTEREST RECEIVED 08-31-18	ADJ.	INTEREST RECEIVABLE 08-31-18
LAIF	998,422.39	1,645.45	0.00	1,694.25	0.00		3,339.70
COUNTY POOL	240,763,672.85	402,495.31	0.00	394,888.17			797,383.48
BANK OF AMERICA	1,049,106.31	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	1,034,598.99	0.00	0.00				0.00
INVESTMENT PORTFOLIO	157,182,723.48	600,758.32	0.00	259,960.36	285,681.47		575,037.21
	<u>401,028,524.02</u>	<u>1,004,899.08</u>	<u>0.00</u>	<u>656,542.79</u>	<u>285,681.47</u>	<u>0.00</u>	<u>1,375,760.40</u>

**AUGUST 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report	08/31/18	656,542.79
<b>Add:</b>		
<b>Less:</b>		
Management Fees		10,161.42
Amortized Premium/Discount		0.00
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>666,704.21</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	1,389,050.24
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(20,499.66)
Amortized Premium/Discount	
Capital Gain(Loss)	(21,460.40)
Total Interest	<u>1,347,090.18</u>
Balance Per Ledger as of 08/31/18	
Amortization of Premium/Discount	0.00
Management/Bank Fees	(20,499.66)
Interest- County Pool	797,383.49
Interest - LAIF	3,339.70
Interest - Portfolio Funds	588,327.05
Gain(Loss)	(21,460.40)
	<u>1,347,090.18</u>

**INVESTMENT PORTFOLIO**  
**August 31, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 8/31/2018	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 7/31/2018	PREPAID INT REC'VBLE 7/31/2018	INTEREST EARNED 8/31/2018	INTEREST RECEIVED	INTEREST REC'VBLE 8/31/2018	PAR VALUE
<b>SECURITIES MANAGED BY INVESTMENT ADVISOR:</b>														
<b>U.S. TREASURY NOTES AND BONDS</b>														
US TREASURY NOTE	912828Q78	01-05-17	2,519,001.56	2,484,467.83	04-30-21	1.375%	98.1597	31	8,930.40		2,976.80	-	11,907.20	2,570,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	592,945.20	10-31-19	1.500%	25.0000	31	2,286.89		762.29	-	3,049.18	600,000
US TREASURY NOTE	912828VF4	12-07-15	498,470.51	494,367.23	05-31-20	1.375%	19.2882	31	1,176.26		588.14	-	1,764.40	505,000
US TREASURY NOTE	912828VP2	08-01-17	1,638,431.83	1,566,674.23	07-31-20	2.000%	88.0556	31	86.14		2,670.38	-	2,756.52	1,585,000
US TREASURY NOTE	912828K47	05-01-17	12,596,751.95	12,519,553.20	04-30-22	1.875%	671.8750	31	61,126.02		20,375.34	-	81,501.36	12,900,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	326,847.44	08-31-20	1.375%	12.7951	31	1,948.80		392.09	2,303.13	37.76	335,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,379,278.00	05-31-21	1.375%	133.6806	31	8,152.32		4,076.16	-	12,228.48	3,500,000
US TREASURY NOTE	912828D72	04-05-17	8,472,773.45	8,232,327.60	08-31-21	2.000%	466.6667	31	71,469.61		14,356.48	84,000.00	1,826.09	8,400,000
US TREASURY NOTE	912828T67	08-03-17	9,862,746.09	9,609,920.55	10-31-21	1.250%	348.9583	31	31,921.11		10,640.37	-	42,561.48	10,050,000
US TREASURY NOTE	912828n30	08-03/18	2,812,773.44	2,827,613.10	12-31-22	2.125%	171.1806	31	0.00		4,856.32	(5,693.61)	10,549.93	2,900,000
														27.21%
<b>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</b>														
FNA 2018-MS-A2	313681XP4	4-30-18	1,015,518.82	1,009,402.45	09-25-21	3.560%	98.47	31	3,040.83		3,057.65	3,144.53	2,953.95	995,713
FHLMC	31378M6P6	4-9-18	806,812.50	800,955.68	08-25-22	3.090%	68.67	31	2,060.00		2,060.00	2,060.00	2,060.00	800,000
FNA 2014-M6 A2	3136AJ7G5	12-15-16	3,095,138.45	3,004,898.04	05-25-21	2.679%	225.76	31	6,780.84		6,771.61	6,780.84	6,771.61	3,033,752.36
FANNIE MAE	3136AQDQ0	10-30-15	320,790.27	316,247.01	09-01-19	1.646%	14.52	31	640.11		435.65	640.11	435.65	317,609.75
														3.23%
<b>FEDERAL AGENCY NOTES AND BONDS</b>														
FHFB	3130ABQ55	07-15-16	3,180,540.80	3,063,059.20	07-14-21	1.125%	100.00	31	1,700.00		3,000.00	-	4,700.00	3,200,000
FNMA	3135GON82	08-19-16	822,177.68	790,779.00	08-17-21	1.250%	28.65	31	0.00		0.00	-	0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,564,041.00	08-17-21	1.250%	92.88	31	19,930.55		3,645.83	21,875.00	1,701.38	2,675,000
FNMA	3135GOP49	09-02-16	698,908.00	689,993.50	08-28-19	1.000%	19.44	31	2,975.00		583.33	3,500.00	58.33	700,000
FHFB	3130A9EP2	09-09-16	549,521.50	541,506.35	09-26-19	1.000%	15.28	31	11,979.17		619.45	10,230.56	2,368.06	550,000
FHLMC	3137EAEJ4	09-29-17	988,208.10	969,798.06	09-29-20	1.625%	44.69	31	5,451.88		1,340.62	-	6,792.50	990,000
FNMA	3135GOT29	02-28-17	1,953,748.80	1,923,424.80	02-28-20	1.500%	81.46	31	12,463.12		2,443.75	14,662.50	244.37	1,955,000
FNMS	3135GOT60	08-01-2017	897,273.00	881,079.30	07-30-20	1.250%	31.25	31	37.50		1,125.00	-	1,162.50	900,000
FHFB	3130ACE26	09-08-17	363,828.35	355,549.79	09-28-20	1.375%	13.94	31	1,714.74		418.23	-	2,132.97	365,000
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,646,442.80	04-20-20	1.375%	103.13	31	10,415.63		3,093.75	-	13,509.38	2,700,000
														9.33%
<b>CORPORATE NOTES</b>														
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,135,441.00	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	799,720.00	797,940.00	01-09-19	1.700%	37.78	31	831.11		1,133.33	-	1,964.44	800,000
TOYOTA MOTOR CREDIT CORP	89236TEU5	4-13-18	1,199,520.00	1,198,064.40	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	1,195,808.40	03-22-21	2.750%	91.67	31	11,825.00		2,750.00	-	14,575.00	1,200,000
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,280,309.20	07-24-20	5.500%	481.25	31	3,368.75		14,437.50	-	17,806.25	3,150,000
PFIZER INC	717081EB5	11-21-16	2,078,502.40	2,057,656.64	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	1,199,220.00	1,198,874.40	10-15-18	1.650%	55.00	31	5,830.00		1,650.00	-	7,480.00	1,200,000
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	677,439.66	01-06-22	2.650%	50.42	31	1,260.59		1,512.71	-	2,773.30	685,000
CATERPILLAR FINL	14913Q2A6	09-07-17	1,099,076.00	1,077,120.00	09-04-20	1.850%	56.53	31	8,309.58		1,695.84	-	10,005.42	1,100,000
GOLDMAN SACHS	38141GGQ1	11-28-16	3,035,092.50	2,887,186.50	07-27-21	5.250%	401.04	31	1,604.17		12,031.25	-	13,635.42	2,750,000
AMERICAN HONDA	02465WAH4	12-20-16	3,165,655.50	3,137,922.90	08-15-19	2.250%	196.88	31	32,681.25		5,906.25	35,437.50	31,500.00	3,150,000
BANK OF AMERICA	06051GGS2	09-18-17	965,000.00	945,058.28	10-01-21	2.328%	62.40	31	7,488.40		1,872.10	-	9,360.50	965,000
BANK OF AMERICA	06051GF44	04-19-16	176,358.00	172,264.75	04-19-21	2.625%	12.76	31	1,301.56		382.82	-	1,684.38	175,000
BANK OF AMERICA	06051GHH5	5-17-18	400,000.00	400,726.40	05-17-22	3.499%	38.88	31	2,876.96		1,166.33	-	4,043.29	400,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,563,055.20	01-10-20	2.450%	107.19	31	2,250.94		3,215.62	-	5,466.56	1,575,000



**INVESTMENT PORTFOLIO**  
August 31, 2018

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	
<b>SECURITIES MANAGED BY INVESTMENT ADVISOR:</b>														
			8/31/2018	8/31/2018					7/31/2018	7/31/2018	8/31/2018		8/31/2018	
MICROSOFT CORP	59491BBV5	02-06-17	1,518,981.60	1,503,500.40	02-06-20	1.850%	78.11	31	13,669.44	-	2,343.34	14,060.00	1,952.78	1,520,000
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,136,829.85	08-14-19	2.100%	183.75	31	30,686.25	-	5,512.50	33,075.00	3,123.75	3,150,000
WALT DISNEY	25468PDP8	03-06-17	659,828.40	651,542.76	03-04-20	1.950%	35.75	31	5,255.25	-	1,072.50	-	6,327.75	660,000
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,304,255.80	05-11-20	1.800%	66.25	31	5,300.00	-	1,987.50	-	7,287.50	1,325,000
JP MORGAN CHASE & CO	46625HJD3	05-26-17	1,622,730.00	1,555,240.50	01-24-22	4.500%	187.50	31	1,312.50	-	5,625.00	-	6,937.50	1,500,000
HOME DEPOSIT INC	437076BQ4	06-05-17	749,565.00	737,700.75	06-05-20	1.800%	37.50	31	2,100.00	-	1,125.00	-	3,225.00	750,000
IBM CORP CORP NOTES	44932HAG8	02-06-18	1,499,265.00	1,486,924.50	02-05-21	2.650%	110.42	31	19,322.92	-	3,312.49	19,764.58	2,870.83	1,500,000
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	1,495,605.00	1,493,619.00	03-15-21	2.900%	120.83	31	18,729.17	-	3,625.00	-	22,354.17	1,500,000
PEPSICO INC	713448DX3	10-10-17	1,014,797.00	991,327.16	04-15-21	2.000%	56.39	31	5,977.22	-	1,691.67	-	7,668.89	1,015,000
WALMART STORES INC	931142EA7	10-20-17	1,547,752.50	1,520,784.05	12-15-20	1.900%	81.81	31	3,763.06	-	2,454.16	-	6,217.22	1,550,000
BRANCH BANKING & TRUST COR	05531FAZ6	10-26-17	749,655.00	732,505.50	02-01-21	2.150%	44.79	31	8,062.50	-	1,343.75	8,062.50	1,343.75	750,000
HERSHEY COMPANY	427866BA5	5-10-18	629,565.30	632,383.92	05-15-21	3.100%	54.25	31	4,394.25	-	1,627.50	-	6,021.75	630,000
AMERICAN EXPRESS	025816BU2	5-17-18	1,549,736.50	1,554,135.40	05-17-21	3.375%	145.31	31	10,753.13	-	4,359.37	-	15,112.50	1,550,000
CHARLES SCHWAB	808513AW5	5-22-18	964,971.05	968,124.67	05-21-21	3.250%	87.12	31	6,011.15	-	2,613.54	-	8,624.69	965,000
														25.08%
<b>COMMERCIAL PAPERS</b>														
BANK OF TOKYO MITSUBISHI	06538CGL9	10-24-17	-	-	07-20-18	0.000%	0.00	31	0.00	-	-	-	0.00	-
MUFG BANK LTD/NY	62479MQB2	6-15-18	1,471,082.50	1,480,183.50	03-11-19	0.000%	0.00	31	0.00	-	-	-	0.00	1,500,000
MUFG BANK LTD/NY	62479MRGO	7/20/2018	3,138,320.00	3,148,745.60	04-16-19	0.000%	0.00	31	0.00	-	-	-	0.00	3,200,000
DEXIA CREDIT	25214PJBO	6-26-18	3,141,111.11	3,156,979.20	03-18-19	0.000%	0.00	31	0.00	-	-	-	0.00	3,200,000
BNP PARIBAS NY BRANCH	09659CCK3	01-22-18	3,151,221.33	3,191,065.60	10-19-18	0.000%	0.00	31	0.00	-	-	-	0.00	3,200,000
ING (US) FUNDING LLC	4497W1O82	7/2/2018	3,635,764.92	3,650,856.60	03-18-19	0.000%	0.00	31	0.00	-	-	-	0.00	3,700,000
ING (US) FUNDING LLC	4497W1G26	10-13-17	-	-	07-02-18	0.000%	0.00	31	0.00	-	-	-	0.00	-
														9.29%
<b>CERTIFICATE OF DEPOSIT</b>														
CANADIAN IMPERIAL BANK NY	13606ASZ7	12-05-16	1,898,518.00	1,897,708.60	11-30-18	1.760%	92.89	31	5,852.00	-	2,879.56	-	8,731.56	1,900,000
SVENSKA HANDELSBANKEN NY	86958JH88	01-12-17	3,100,000.00	3,092,519.70	01-10-19	1.890%	162.75	31	3,580.50	-	5,045.25	-	8,625.75	3,100,000
BANK OF NOVA SCOTIA HOUST	06417GUE6	04-06-17	1,500,000.00	1,495,075.50	04-05-19	1.910%	79.58	31	9,390.83	-	2,467.09	-	11,857.92	1,500,000
BANK OF NOVA SCOTIA	06417GU22	6-7-18	1,599,392.00	1,609,985.60	06-05-20	3.080%	136.89	31	7,392.00	-	4,106.67	-	11,498.67	1,600,000
ROYAL BANK OF CAN	78012UEE1	6-8-18	2,750,000.00	2,770,399.50	06-07-21	3.240%	247.50	31	13,117.50	-	7,425.00	-	20,542.50	2,750,000
SWEDBANK	87019UD66	11-17-17	3,100,000.00	3,042,169.50	11-16-20	2.270%	195.47	31	15,051.36	-	6,059.64	-	21,111.00	3,100,000
SUMITOMO MITSUI BANK NY	86563YVND	05-04-17	3,100,000.00	3,093,440.40	05-03-19	2.050%	176.53	31	15,534.44	-	5,295.84	-	20,830.28	3,100,000
														10.70%
<b>ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS</b>														
CCCIT 2017-A2 A2	17305EGA7	01-26-17	2,649,492.53	2,643,038.19	01-17-21	1.740%	128.08	31	1,793.17	-	3,842.50	-	5,635.67	2,650,000
CARMAX AUTO OWNER TRUST	14313FAD1	7/25/2018	749,897.78	751,581.75	-	3.350%	69.79	31	418.75	-	2,002.09	1,304.17	1,116.67	750,000
ALLYA 2017-1 A3	02007PAC7	01-31-17	704,938.38	700,011.21	06-15-21	1.700%	33.29	31	532.68	-	998.75	998.75	532.68	705,000
ALLYA 2018-2 A3	02004VAC7	4-30-18	1,099,800.24	1,099,379.49	11-15-22	2.920%	89.22	31	1,427.56	-	2,676.67	2,676.67	1,427.56	1,100,000
FORDO 2017-A A3	34531EAD8	01-25-17	2,199,991.86	2,179,651.76	06-25-21	1.670%	102.06	31	1,632.89	-	3,061.67	3,061.67	1,632.89	2,200,000
GMCCAR	36255JAD6	7/18/2018	699,836.76	700,078.82	05-16-23	3.020%	58.72	31	763.39	-	1,761.66	1,644.22	880.83	700,000
TAOT 2017-A A3	89238MAD0	03-07-17	779,908.19	773,948.29	02-15-21	1.730%	37.48	31	599.73	-	1,124.50	1,124.50	599.73	780,000
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,484,707.02	2,466,265.09	08-15-21	1.780%	122.87	31	1,965.90	-	3,686.08	3,686.08	1,965.90	2,485,000
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,064,242.43	07-15-21	1.760%	151.56	31	2,424.89	-	4,546.67	4,546.67	2,424.89	3,100,000
HAROT 2017-3 A3	43814PAC4	09-29-2017	579,937.19	572,070.47	09-18-21	1.790%	28.84	31	374.91	-	865.17	865.17	374.91	580,000
CCCIT 2017-A3 A3	17305EG85	05-22-17	1,604,272.00	1,575,945.60	04-07-22	1.920%	85.33	31	9,728.00	-	2,560.00	-	12,288.00	1,600,000
TAOT 2018-A1 A1	89238BAD4	01-31-18	699,991.95	693,140.42	05-16-22	2.350%	45.69	31	731.11	-	1,370.83	1,370.83	731.11	700,000
CCCIT 2018-A1 A1	17305EGK5	01-31-18	1,499,792.40	1,483,620.45	01-20-23	2.490%	103.75	31	1,141.25	-	3,112.50	-	4,253.75	1,500,000
JDOT 2018-A A3	47788CAC6	02-28-18	484,965.13	482,426.59	04-15-22	2.660%	35.84	31	573.38	-	1,075.08	1,075.08	573.38	485,000
JOHN DEERE ABS	47788BAD6	07-18-17	999,926.80	986,518.30	10-15-21	1.820%	50.56	31	808.89	-	1,516.67	1,516.67	808.89	1,000,000
AMXCA 2018-1 A	02582JHQ6	3-21-18	2,609,696.98	2,604,428.17	10-17-22	2.670%	193.58	31	3,097.20	-	5,807.25	5,807.25	3,097.20	2,610,000
AMXCA 2017-4 A	02582JHG8	05-30-17	1,199,807.76	1,192,333.80	12-15-21	1.640%	54.67	31	874.67	-	1,640.00	1,640.00	874.67	1,200,000
														15.16%
<b>SALE/PAYDOWN/MATURITY:</b>														
CASH AND CASH EQUIVALENTS	31846V534								461.10		914.82	461.10	914.82	
	46640QFJ5								0.00		-	-	0.00	
	22533UF16								0.00		-	-	0.00	
<b>TOTAL</b>			<b>159,261,006.62</b>	<b>157,182,723.48</b>					<b>600,758.32</b>	<b>0.00</b>	<b>259,960.36</b>	<b>285,681.47</b>	<b>575,037.21</b>	<b>159,292,075.20</b>

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

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2018:</b>					
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
<b>FY2018 Total</b>	<b>84,660,000</b>	<b>FY2018 Total</b>	<b>87,817,926</b>	<b>3,157,926</b>	<b>87,817,926</b>
<b>FY2019:</b>					
Jul. 18	6,017,139	Sep. 18			6,017,139
Aug. 18	6,017,139	Oct. 18			6,017,139
Sep. 18	8,022,799	Nov. 18			8,022,799
1st Qtr. Adjustment		Dec. 18		0	
3 Months Total	20,057,077		0	0	20,057,077
Oct. 18	6,908,256	Dec. 18			6,908,256
Nov. 18	6,908,256	Jan. 19			6,908,256
Dec. 18	8,648,652	Feb. 19			8,648,652
2nd Qtr. Adjustment		Mar. 19			
6 Months Total	42,522,241		0	0	42,522,241
Jan. 19	6,805,453	Mar. 19			6,805,453
Feb. 19	6,805,453	Apr. 19			6,805,453
Mar. 19	7,044,605	May 19			7,044,605
3rd Qtr. Adjustment		Jun. 19			
9 Months Total	63,177,752		0	0	63,177,752
Apr. 19	6,793,353	Jun. 19			6,793,353
May 19	6,793,353	Jul. 19			6,793,353
Jun. 19	9,588,742	Aug. 19			9,588,742
4th Qtr. Adjustment		Sep. 19			
<b>FY2019 Total</b>	<b>86,353,200</b>	<b>FY2019 Total</b>	<b>0</b>	<b>0</b>	<b>86,353,200</b>
	12,034,278	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<b>12,034,278</b>	YTD Actual Per Statement of Revenue & Expenses			

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

8/31/2018

Cash -- Bank of America Checking Account	1,049,106.31
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	1,034,598.99
LAIF	998,422.39
County Pool	240,763,672.85
Investment Portfolio	157,182,723.48
Total	<u><u>401,028,524.02</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
AUGUST 2018

Unit	Ref	Name	Amount	Method	Description
SMCTA	000183	URS CORPORATION	28,166.21	ACH	Consultants
SMCTA	000184	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000185	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000186	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000187	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000188	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000189	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	000190	ATKINS NORTH AMERICA, INC	87,163.59	ACH	Consultants
SMCTA	004718	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	26.74	CHK	Seminar & Training
SMCTA	004719	HANSON BRIDGETT LLP	10,108.00	CHK	Legal Services
SMCTA	004720	HOLLAND & KNIGHT LLP	7,000.00	CHK	Legislative Advocate
SMCTA	004721	MARK THOMAS & COMPANY AND AECOM JV	31,767.30	CHK	Consultants
SMCTA	004722	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory Fees
SMCTA	004723	STANTEC CONSULTING SERVICES, INC.	30,342.43	CHK	Consultants
SMCTA	004724	CITY OF PACIFICA	5,643.57	CHK	Capital Programs (1)
SMCTA	004725	DMJM HARRIS/MARK THOMAS JV	44,220.74	CHK	Consultants
SMCTA	004726	KHOURI CONSULTING	4,050.00	CHK	Legislative Advocate
SMCTA	004727	USI INSURANCE SERVICES NATIONAL, INC.	624.25	CHK	Insurance - General
SMCTA	004728	HANSON BRIDGETT LLP	24,530.00	CHK	Legal Services
SMCTA	004729	JACOBS ENGINEERING GROUP INC.	4,189.41	CHK	Consultants
SMCTA	004730	MARK THOMAS & COMPANY AND AECOM JV	91,204.72	CHK	Consultants
SMCTA	004731	SAN FRANCISCO CHRONICLE	1,503.50	CHK	Legal Advertising
SMCTA	004732	SAN MATEO DAILY JOURNAL	1,320.00	CHK	Legal Advertising
SMCTA	004733	SELF-HELP COUNTIES COALITION	4,400.00	CHK	Dues & Subscriptions
SMCTA	004734	AMERICAN PLANNING ASSOCIATION	784.00	CHK	Dues & Subscriptions
SMCTA	004735	BAY AREA NEWS GROUP	750.00	CHK	Legal Advertising
SMCTA	004736	KHOURI CONSULTING	4,050.00	CHK	Legislative Advocate
SMCTA	004737	MARK THOMAS & COMPANY AND AECOM JV	2,054.44	CHK	Consultants
SMCTA	004738	PENINSULA TRAFFIC CONGESTION RELIEF	15,260.96	CHK	Capital Programs (2)
SMCTA	004739	PENINSULA TRAFFIC CONGESTION RELIEF	34,601.13	CHK	Capital Programs (2)
SMCTA	004740	PENINSULA TRAFFIC CONGESTION RELIEF	14,906.81	CHK	Capital Programs (2)
SMCTA	004741	PENINSULA TRAFFIC CONGESTION RELIEF	43,916.89	CHK	Capital Programs (2)
SMCTA	004742	PENINSULA TRAFFIC CONGESTION RELIEF	64,121.91	CHK	Capital Programs (2)
SMCTA	004743	PENINSULA TRAFFIC CONGESTION RELIEF	14,751.98	CHK	Capital Programs (2)
SMCTA	004744	PENINSULA TRAFFIC CONGESTION RELIEF	20,228.83	CHK	Capital Programs (2)
SMCTA	004745	PENINSULA TRAFFIC CONGESTION RELIEF	23,604.42	CHK	Capital Programs (2)
SMCTA	004746	PENINSULA TRAFFIC CONGESTION RELIEF	15,722.01	CHK	Capital Programs (2)
SMCTA	004747	PENINSULA TRAFFIC CONGESTION RELIEF	55,740.40	CHK	Capital Programs (2)
SMCTA	004748	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Capital Programs (2)
SMCTA	004749	SAN CARLOS, CITY OF	21,892.04	CHK	Capital Programs (2)
SMCTA	004750	SOUTH SAN FRANCISCO, CITY OF	45,571.07	CHK	Capital Programs (2)
SMCTA	900126	DEPARTMENT OF TRANSPORTATION	2,238,789.59	WIR	Capital Programs (3)
SMCTA	900127	PENINSULA CORRIDOR JOINT POWERS BOARD	2,358,280.48	WIR	Capital Programs (4)
SMCTA	900128	DEPARTMENT OF TRANSPORTATION	152,883.51	WIR	Capital Programs (5)
SMCTA	900129	PENINSULA CORRIDOR JOINT POWERS BOARD	3,073,417.51	WIR	Capital Programs (6)
SMCTA	900130	DEPARTMENT OF TRANSPORTATION	4,298,986.08	WIR	Capital Programs (7)
			12,895,674.52		

- (1) San Pedro Creek /Route 1 Bdge Replace Project
- (2) FY17/FY18 Local Shuttles
- (3) 101 Interchange to Willow \$1,777,320.78; SR92 El Camino Real Ramp \$354,938.51  
101 HOV Ln Whipple - San Bruno \$106,530.30
- (4) Caltrain Electrification
- (5) 101 HOV Ln Whipple - San Bruno
- (6) SSF Caltrain Station
- (7) 101 Interchange to Willow \$3,183,981.68; 101 HOV Ln Whipple - San Bruno \$1,000,000.00  
SR92 El Camino Real Ramp \$115,004.40



BOARD OF DIRECTORS 2018

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

JIM HARTNETT  
EXECUTIVE DIRECTOR

**AGENDA ITEM #9  
OCTOBER 4, 2018**

## Memorandum

**Date:** September 24, 2018  
**To:** TA Board of Directors  
**From:** Jim Hartnett, Executive Director  
**Subject:** Executive Director's Report – October 4, 2018

### **101/Willow Interchange Reconstruction Project**

Construction on the 101/Willow Interchange Reconstruction Project in Menlo Park and East Palo Alto began in summer of 2017 and is the subject of this month's feature presentation.

A planned closure is scheduled for the first weekend of October to allow for a traffic shift from the existing Willow Overcrossing to the new structure. The overcrossing will be completely closed to public access over a 54-hour period beginning the evening of Friday, October 5 until the early morning of Monday, October 8. After traffic is shifted to the new bridge, the contractor will be able to finish demolishing the remaining portion of the existing bridge. Caltrans and the Cities of Menlo Park and East Palo Alto have been working to get the word out regarding this closure, with outreach efforts including message signs on Willow Road and Highway 101, press releases, and website and social media notifications.

With favorable weather conditions, the project is anticipated to be completed by spring of 2019.

### **101 Managed Lanes Project**

A joint workshop with the City/County Association of Governments (C/CAG) of San Mateo County and the Transportation Authority (TA) Boards is scheduled for Friday, November 16 from 1:00 to 3:00 pm in the Auditorium at the San Mateo County Transit District Office. The intent of the workshop is to engage and seek guidance from the Boards who will be asked to make a decision on the project owner and operator at their respective meetings in December. The workshop will include, amongst other items for discussion, an overview of the project and the roles and responsibilities of a managed lanes facility owner and operator and available options to fill these roles.

### **San Mateo County Comprehensive Bicycle and Pedestrian Plan**

C/CAG is initiating efforts to update the San Mateo County Comprehensive Bicycle and Pedestrian Plan in collaboration with the TA, which will provide \$50,000 in Measure A funding towards the projected \$150,000 project cost. Per TA Resolution No. 2018-01, approved on January 4, 2018, the Board delegated authority to the Executive Director or his designee to execute documents such as memoranda of understanding (MOUs) with agencies such as C/CAG to provide funding in amounts up to \$100,000 for various transportation planning efforts and studies in San Mateo County. C/CAG's San Mateo County Comprehensive Bike and Pedestrian Plan provides policy guidance that helps shape the TA's Measure A Pedestrian and Bicycle Call for Projects.

### **SamTrans Business Plan**

The San Mateo County Transit District Board of Directors adopted the District's Business Plan on September 5, 2018. The Plan establishes a framework to meet the County's dynamic transportation needs and better employ technology to engage with and improve mobility for those who live and work in San Mateo County. The TA supports this effort and looks to partner and play a key role in the implementation of the Plan.

The Business Plan's three priorities are:

1. Sustain and enhance services for transit-dependent customers
2. Expand and innovate mobility services
3. Promote programs that relieve traffic congestion

The District recommended 16 initiatives for further study and implementation as part of the Plan. Multiple initiatives within each priority area are ongoing or planned for the near future.

The complete Plan is available at the following link:

[http://www.samtrans.com/Assets/\\_Agendas+and+Minutes/SamTrans/Board+of+Directors/Presentations/2018/SamTrans+Business+Plan+FINAL.pdf](http://www.samtrans.com/Assets/_Agendas+and+Minutes/SamTrans/Board+of+Directors/Presentations/2018/SamTrans+Business+Plan+FINAL.pdf)

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **RESOLUTION OF SUPPORT FOR MEASURE W AND THE SAN MATEO COUNTY  
CONGESTION RELIEF PLAN ON THE NOVEMBER 6TH BALLOT**

**ACTION**

Staff recommends Board adoption of the attached resolution supporting Measure W, a one-half of one percent (0.5%) retail transactions and use tax within the County of San Mateo (County) for a period of thirty (30) years, which will appear on the November 6 ballot and, if approved by a two-thirds vote, would fund transit and transportation improvements and services in the County by implementing the "San Mateo County Congestion Relief Plan."

**SIGNIFICANCE**

Support of Measure W is consistent with the mission of the San Mateo County Transportation Authority (Authority) to improve transit and transportation in the County. Measure W was placed on the ballot by the San Mateo County Transit District (District) with concurrence from the San Mateo County Board of Supervisors. If Measure W is approved, the Authority would administer four of the five program categories in the San Mateo County Congestion Relief Plan (Congestion Relief Plan).

Revenues from the proposed new half-cent transactions and use tax, which is expected to provide \$80 million annually, would be invested in transportation and transit projects that will:

- Reduce traffic congestion on highways including 101, 280, and other highways and their related interchanges, potentially including bicycle and pedestrian components and facilities;
- Repair potholes, maintain streets, and reduce local traffic;
- Plan and construct grade separations that eliminate hazards and bottle-necks where the Caltrain tracks intersect with local streets;
- Improve bicycle and pedestrian facilities;
- Provide new and better regional transit connections;
- Maintain and enhance transit services for seniors, youth, residents with lower incomes and people with disabilities; and
- Improve and expand transit services to reduce travel times and car trips.

Measure W sets forth the San Mateo County Congestion Relief Plan (Congestion Relief Plan), which contains core principals, investment categories and independent oversight mechanisms that reflect the collective feedback garnered through nine months of extensive outreach to residents and communities throughout the County. The components of the Congestion Relief Plan are described below.

Core Principles

1. Relieve traffic congestion countywide;
2. Invest in a financially-sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes;
3. Implement environmentally friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change;
4. Promote economic vitality and economic development, and the creation of quality jobs;
5. Maximize opportunities to leverage investment and services from public and private partners;
6. Enhance safety and public health;
7. Invest in repair and maintenance of existing and future infrastructure;
8. Facilitate the reduction of vehicle miles travelled, travel times and greenhouse gas emissions;
9. Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel;
10. Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone; and
11. Maximize potential traffic reduction associated with the creation of housing in high-quality transit corridors.

Investment Categories

Funds will be allocated to five categories of investments on a percentage basis over the life of Measure W as follows:

	HIGHWAY / INTERCHANGE	LOCAL SAFETY / POTHOLE	BICYCLE / PEDESTRIAN	REGIONAL CONNECTIONS	PUBLIC TRANSIT
<b>PERCENT</b>	22.5 %	12.5 %	5 %	10 %	50 %
<b>PROJECTED FUNDING</b>	\$540M	\$300M	\$120M	\$240M	\$1,200M

The types of projects contemplated in each of the five categories are outlined below:

1. *Countywide Highway Congestion Improvements*: Investments in highway projects throughout the County designed to: provide congestion relief; reduce travel times; increase person throughput; improve highway and interchange operations, safety and access; and deploy advanced technologies and communications on the highways. Eligible candidate projects will be focused on



highway and interchange facilities, including Highway 101, Highway 280 and other highways and their interchanges. Eligible candidate projects can include bicycle and pedestrian components or facilities that are incorporated into and enhance safety for a larger highway or interchange project.

2. *Local Safety, Pothole, and Congestion Relief Improvements*: Investments in major arterial and local roadway improvements in key congested areas throughout the County. These investments will be focused on improving safety, reducing congestion, and supporting all modes of travel on the County's roadway system. Eligible investments include, but are not limited to, the following: implement advanced technologies and communications on the roadway system; improve local streets and roads by paving streets and repairing potholes; promote alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling and pedestrian programs; plan and implement traffic operations and safety projects, including signal coordination, bicycle/pedestrian safety projects, and separation of roadways crossing the Caltrain rail corridor.

Each year, ten percent (10%) of the annual tax proceeds (out of the 12.5% total tax proceeds designated for this category) will be allocated to each of the cities in the County, and to the County, on a formula basis to be used for any of the purposes designated in the paragraph above. The annual distributions will be based 50 percent on population and 50 percent on road miles, and will be adjusted annually. If a city or the County has a Pavement Condition Index score (a "PCI Score") of less than 70, it must use tax proceeds under this category exclusively for projects that will increase their PCI score until such time as they reach a PCI of 70 or greater.

The remaining tax proceeds designated for this category will be invested in grade separations on a discretionary basis.

3. *Bicycle and Pedestrian Improvements*: To investment in bicycle, pedestrian, and active transportation projects. Programming of funds under this category will give priority to those projects that are designed to help reduce traffic congestion by safely connecting communities and neighborhoods with schools, transit, and employment centers; fill gaps in the existing bicycle and pedestrian network; safely cross barriers such as major roads, rail corridors, and highways; improve existing facilities to make them safer and more accessible for cyclists and pedestrians; and make walking or biking a safer and more convenient means of transportation for all County residents and visitors. Bicycle, pedestrian, and other transportation programs that incentivize mode shift to active transportation options will be eligible for funding.
4. *Regional Transit Connections*: To support investment in infrastructure and services that are designed to improve transit connectivity between the County and the region. Investments from this category will be prioritized based on a project's ability to reduce congestion, a project's ability to enhance mobility options by connecting the County to the rest of the region, and a project's support through

public-private partnerships.

5. *County Public Transportation Systems*: To support operations and capital needs of the County's public transit services comprised of SamTrans bus and paratransit service, Caltrain rail service, and other mobility services administered by the District.

Funding provided from this category will provide additional funds to maintain and enhance bus, paratransit, and other mobility services to better serve vulnerable, underserved, youth, low-income, and transit-dependent populations throughout the County. Investments will be designed to increase ridership, improve efficiency, and reduce congestion within the County by facilitating the creation of new services that incentivize more riders to choose to use public transit.

Improvements to the County's bus network eligible for investment from this category include, but are not limited to: increased frequencies on the SamTrans' core routes; expanded hours of service during mornings, evenings and weekends; changes and improvements that make service more accessible for youth, senior, disabled, and low-income populations; technology-based solutions that improve efficiency, convenience, access to information, and overall rider experience; improved first- and last-mile connections between job centers and transit hubs; and implementation of services, programs and policies that better connect neighborhoods and communities with popular destinations to make transit the travel option of choice for more the County residents.

Investment in the Caltrain rail service will be designed to help fulfill plans to expand service levels through the operation of modern, high-performance electric trains and to fund annual operating and capital needs, including investment needed to maintain Caltrain's aging infrastructure and make capital improvements necessary to expand the system's ridership capacity.

#### Administration

The Authority will be responsible for administering investments in the first four categories described above and the District will be responsible for administering investments in the fifth category. The Authority will establish a strategic plan to identify funding prioritization criteria primarily informed by and consistent with the Core Principles. Development of the Strategic Plan will include broad-based community engagement and coordination with cities, the County, relevant public agencies, and key transportation stakeholders.

#### Summary of the Oversight

A fifteen-member independent oversight committee will be formed to ensure funds are invested in a way that is consistent with the Congestion Relief Plan.

Also, there will be an annual audit conducted by an independent auditor. The auditor will review the receipt of tax proceeds and expenditure of tax proceeds under Measure W. Following its review of the audit and public hearing, the

independent oversight committee will issue a public report.

**BUDGET IMPACT**

There is no budget impact associated with this action. If Measure W passes in November, an estimated \$80 million will be available annually, for 30 years, for new investment in transportation and transit improvements countywide. The Authority would be responsible for allocating 50% of the available funds to implement the first four categories in the Congestion Relief Plan.

**BACKGROUND**

The Authority currently administers Measure A, which is set to expire in 2033. Additionally, programs under Measure A are regularly oversubscribed. In order to meet the growing needs for transit and transportation in the County, additional funding must be secured.

Additionally, the District has strived to meet the County's mobility needs despite limited funding. The District's strategic plan identified the need to secure new revenue sources to assist in the delivery of enhanced transportation options. With traffic congestion at record levels, transit is being identified not only as a solution to congestion, but key to maintaining quality of life and mobility options for all residents.

In 2017, the legislature passed, and Governor Brown signed, Assembly Bill (A.B.) 1613 (Mullin), which allows the District's Board of Directors, with concurrence from the County Board of Supervisors, to seek voter approval of a new ½-cent sales tax for transportation purposes. If approved by 2/3 of the voters, this measure would generate an estimated \$80 million per year for transportation-related investments.

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

RESOLUTION NO. 2018 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATE OF CALIFORNIA

SUPPORTING MEASURE W AND THE SAN MATEO COUNTY CONGESTION RELIEF  
PLAN PROPOSED FOR VOTER APPROVAL ON THE NOVEMBER 6TH BALLOT

\* \* \*

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

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

**WHEREAS**, the County continues to experience significant yearly growth in employment and population, which growth has rapidly outpaced available funding through New Measure A and other local, state and federal funds for investment in transportation solutions, resulting in unprecedented traffic congestion, aging infrastructure, and transit services that are not adequately resourced to support the County’s evolving mobility demands; and

**WHEREAS**, the San Mateo County Transit District (District), with concurrence from the San Mateo County Board of Supervisors, has called an election on November 6th, 2018 to seek voter approval of Measure W, which would authorize the District to impose

a new half-cent sales tax for thirty years to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan (Congestion Relief Plan);

**WHEREAS**, Measure W would generate an estimated \$80 million annually, or \$2.4 billion over thirty years, for improvements that will:

- Reduce traffic congestion on highways including 101, 280, and other highways and their related interchanges, potentially including bicycle and pedestrian components and facilities;
- Repair potholes, maintain streets, and reduce local traffic;
- Plan and construct grade separations that eliminate hazards and bottlenecks where the Caltrain tracks intersect with local streets;
- Improve bicycle and pedestrian facilities;
- Provide new and better regional transit connections;
- Maintain and enhance transit services for seniors, youth, residents with lower incomes and people with disabilities; and
- Improve and expand transit services to reduce travel times and car trips; and

**WHEREAS**, Measure W provides that the Authority would be responsible for administering investments in the following four categories, accounting for one half of all Measure W proceeds:

1. Countywide Highway Congestion Improvements;
2. Local Safety, Pothole, and Congestion Relief Improvements;
3. Bicycle and Pedestrian Improvements;
4. Regional Transit Connections; and

**WHEREAS**, the District would be responsible for administering investments of the remaining half of the Measure W revenues in a fifth category: County Public Transportation Systems.

**NOW, THEREFORE BE IT RESOLVED**, that the San Mateo County Transportation Authority supports the passage of Measure W, which would enact a new half-cent sales tax for 30 years to fund investment in transportation and public transit needs in San Mateo County; and

**BE IT FURTHER RESOLVED**, that the Authority supports all principles and terms of the San Mateo County Congestion Relief Plan as set forth in Measure W, including the resulting responsibility for the Authority to administer one half of the \$80 million in revenues expected from Measure W each year; and

**BE IT FURTHER RESOLVED**, that the Authority acknowledges with appreciation the extensive public engagement processes undertaken by the District to create a Congestion Relief Plan that:

- Reflects our community's needs and desires;
- Complements and maximizes the potential of the Authority's Measure A program; and
- Efficiently employs existing administrative structures, and that introduces new opportunities for independent oversight of the District and Authority's use of Measure W revenues.

Regularly passed and adopted this 4<sup>th</sup> day of October, 2018 by the following

vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation Authority

ATTEST:

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Acting Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

**THROUGH:** Jim Hartnett  
Executive Director

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

**SUBJECT: PROGRAM REPORT: HIGHWAY PROGRAM US 101/WILLOW INTERCHANGE**

**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's report features the Highway Program with specific emphasis on the US 101/Willow Interchange Project in Menlo Park and East Palo Alto.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The TA Board programmed and allocated \$56.4 million in Measure A funding in October 2015 for the construction phase of the US 101/Willow Interchange Reconstruction Project (Project). In December 2015, the California Transportation Commission (CTC) was unable to accommodate City/County Association of Governments' (C/CAG) request to advance the FY 2018 State share of Project funding designated for construction management to FY 2017 when the funds are needed. In an effort to avoid a delay in construction that could result in higher cost, TA programmed and allocated an additional \$10.4 million of advance Measure A funds in the form of a loan for construction management, resulting in a total of \$66.8 million Measure A investment. The advanced funds will be reimbursed by State to the TA under two equal installments in FYs 20 and 21.

Construction of the Project began in May 2017. Due to shortage of construction materials and skilled labor in the market, and design changes associated with unforeseen site conditions, the construction completion date was postponed from July 2018 to December 2018. Depending on the weather condition and the type of work to



be performed in winter, the construction completion could be extended to spring of 2019.

When completed, the project is anticipated to address operational and safety deficiencies that exist on US 101 and Willow Road in the proximity of the interchange. In addition to vehicular traffic, bicyclist and pedestrians will realize safety improvements. It will also eliminate the short weaving movements between on- and off-ramps that have posted safety issues in the past.

This month's presentation will be presented via PowerPoint.

Prepared by: Joseph M. Hurley, Director, Transportation Authority Program 650-508-7942



SAN MATEO COUNTY

**Transportation  
Authority**

# US 101 / Willow Road Interchange Project

TA Board Meeting  
October 4, 2018  
Agenda Item #11 (a)



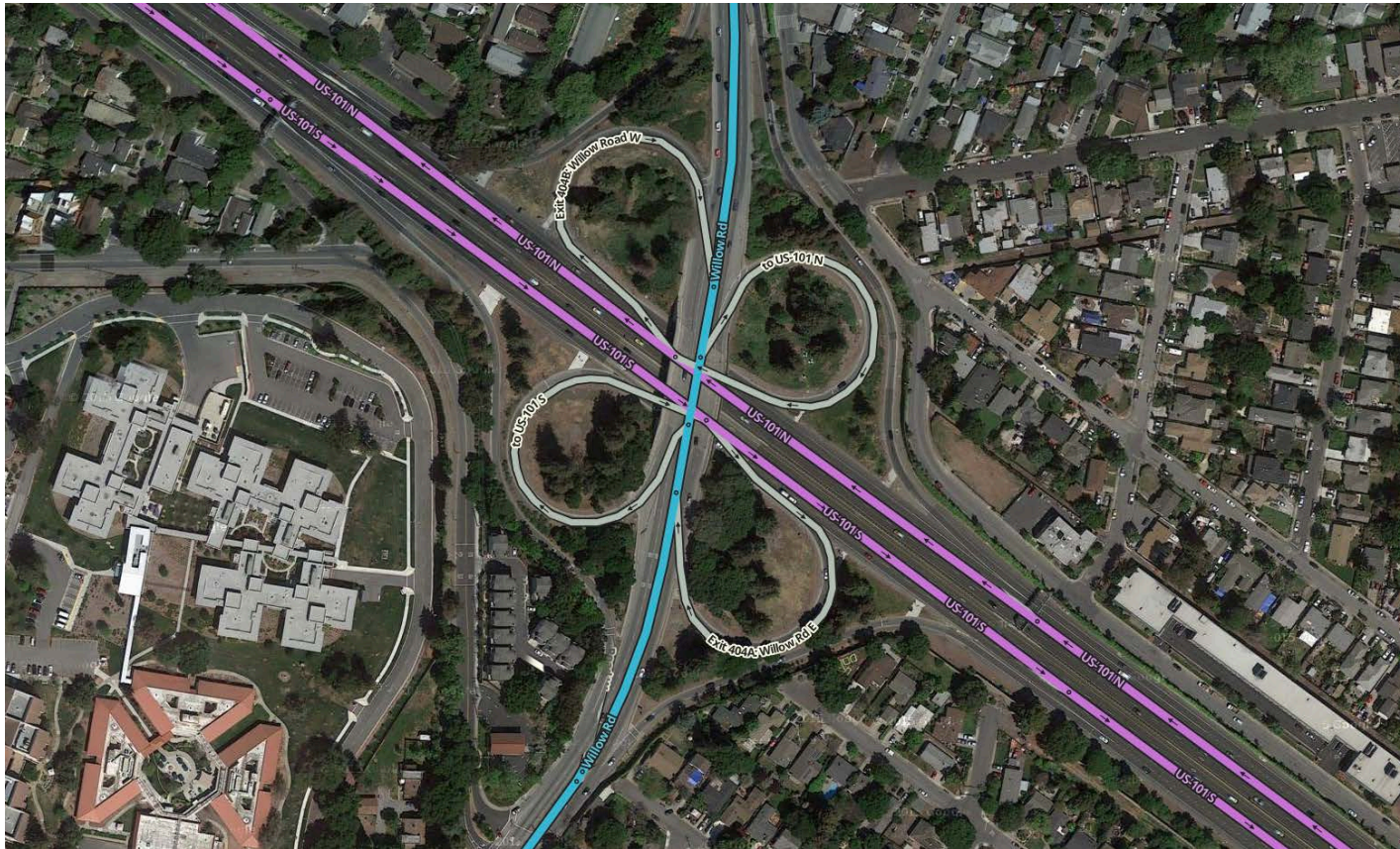
# Presentation Overview

- **Scope of Work**
- **Benefits**
- **Project Cost**
- **Funding Sources**
- **Construction Activities and Upcoming Closure**
- **Challenges and Solutions**
- **Next Step**



# Scope of Work

## Reconstruction of of Existing Full Cloverleaf



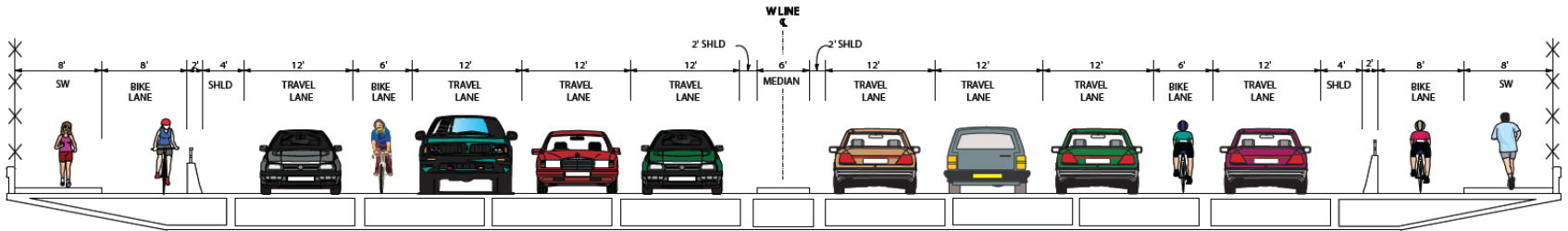


# Future Configuration – Partial Cloverleaf

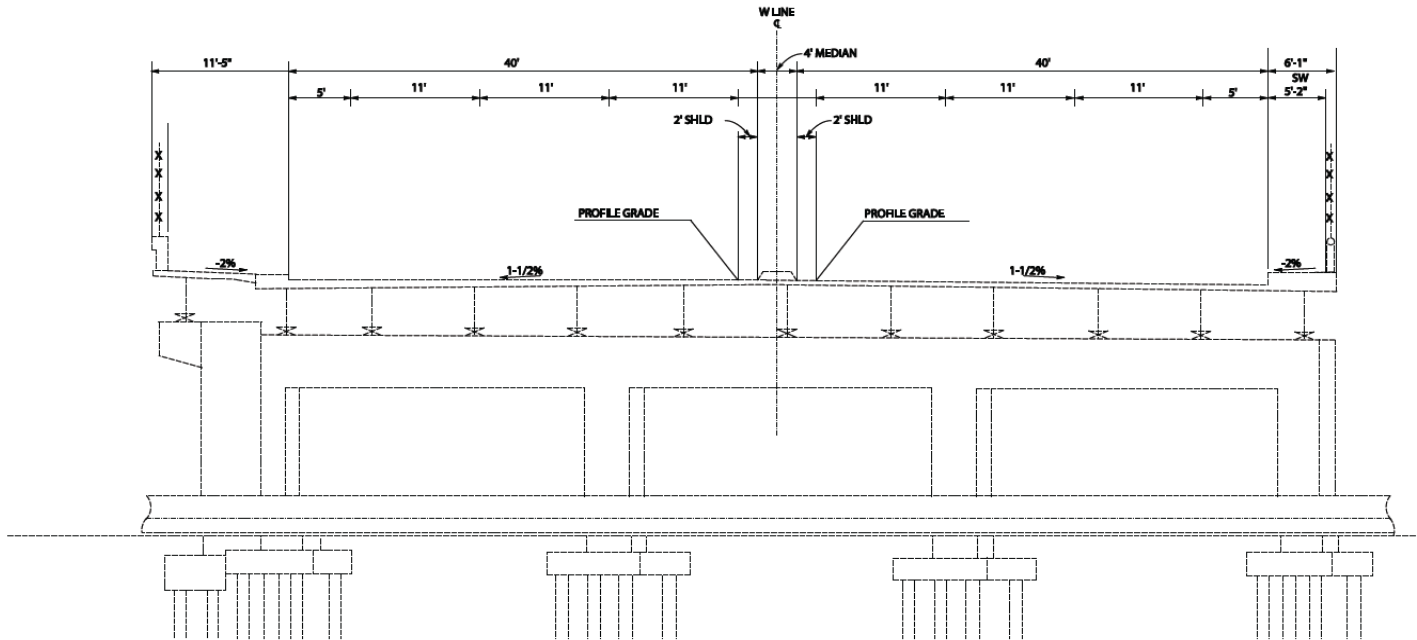




# Reconstruct and Widen the Willow Overcrossing



PROPOSED WILLOW ROAD OVERCROSSING



EXISTING WILLOW RD OVERCROSSING

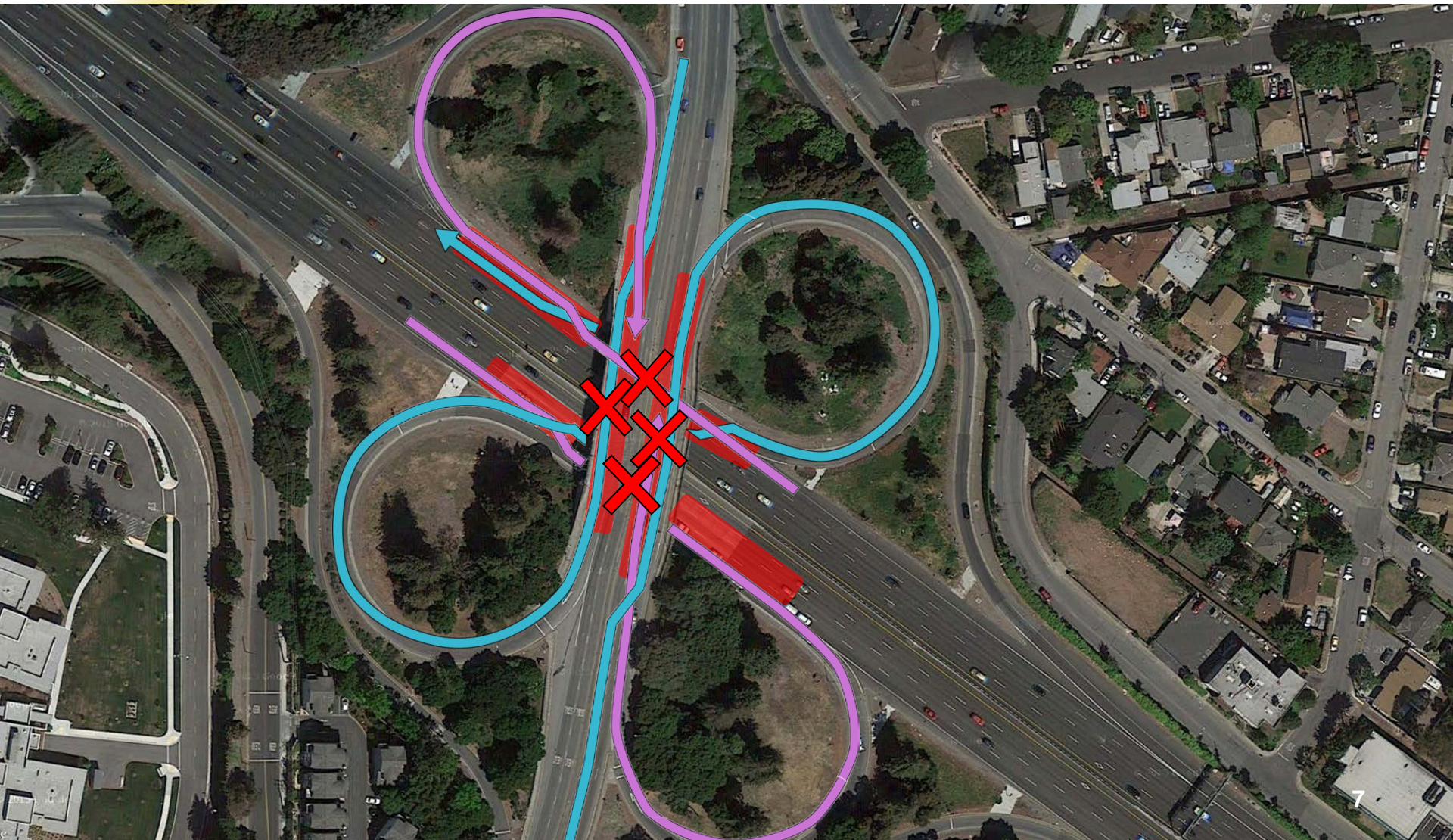


## Benefits (When Completed)

1. Eliminate the short weaving segments between loop on- and off- ramps along Route 101 and on Willow Road overcrossing.
2. Improve traffic operations and queuing on 101 and Willow Road.
3. Improve bicyclists and pedestrians access and safety across the interchange.



# 101 / Willow Road Interchange







# Traffic Congestion



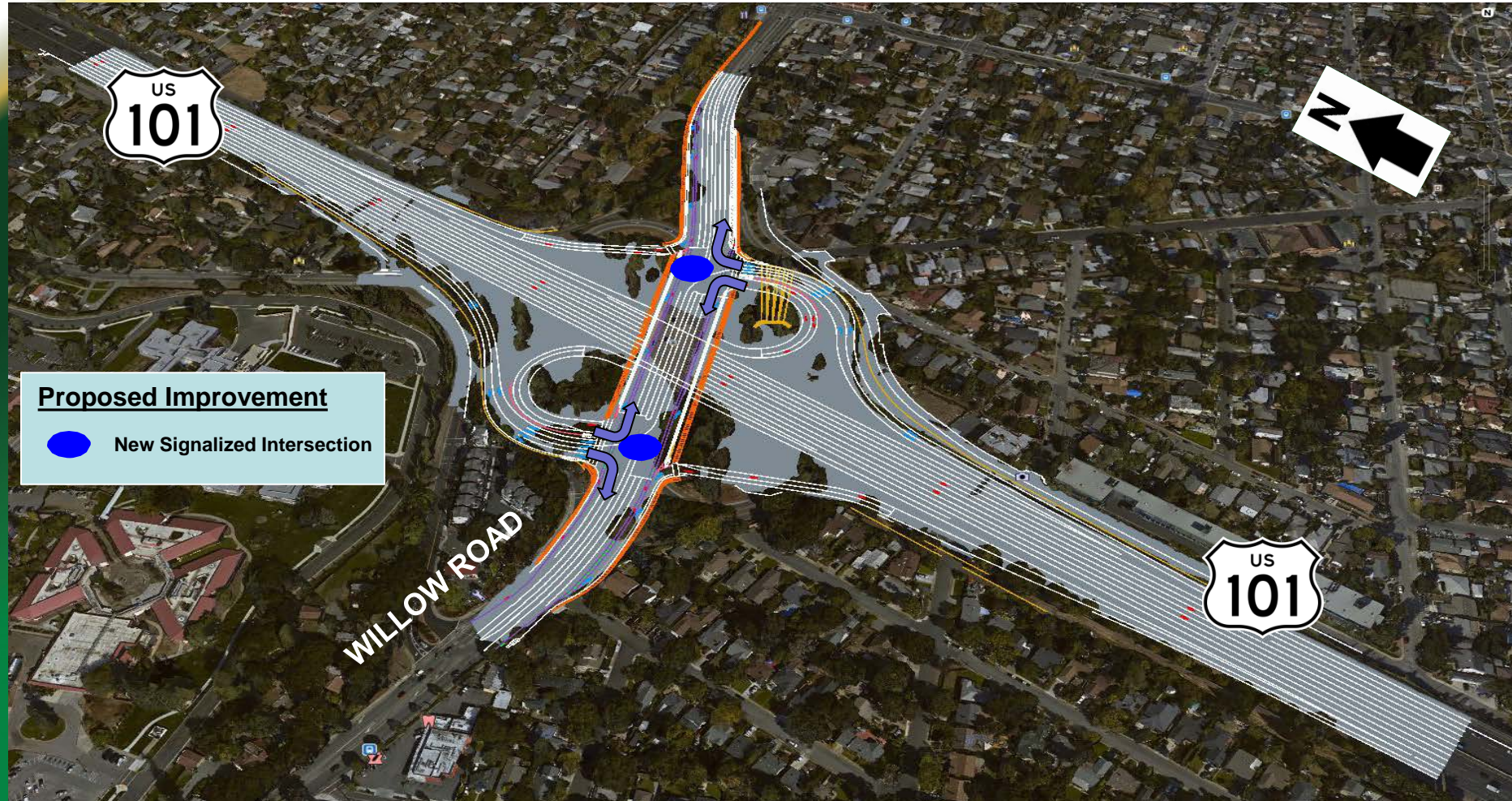


# Traffic Congestion on Willow Road





# Future Configuration – Partial Cloverleaf





# Project Cost

<b>Project Initiation Phase</b>	<b>\$4.5 million</b>
<b>Environmental Phase</b>	<b>\$4.0 million</b>
<b>Design Phase</b>	<b>\$5.0 million</b>
<b>Right-of-Way &amp; Utility</b>	<b>\$7.1 million</b>
<b>Construction Management</b>	<b>\$10.4 million</b>
<b>Construction Capital</b>	<b>\$52.4 million</b>
<hr/>	
<b>TOTAL</b>	<b>\$83.4 million</b>

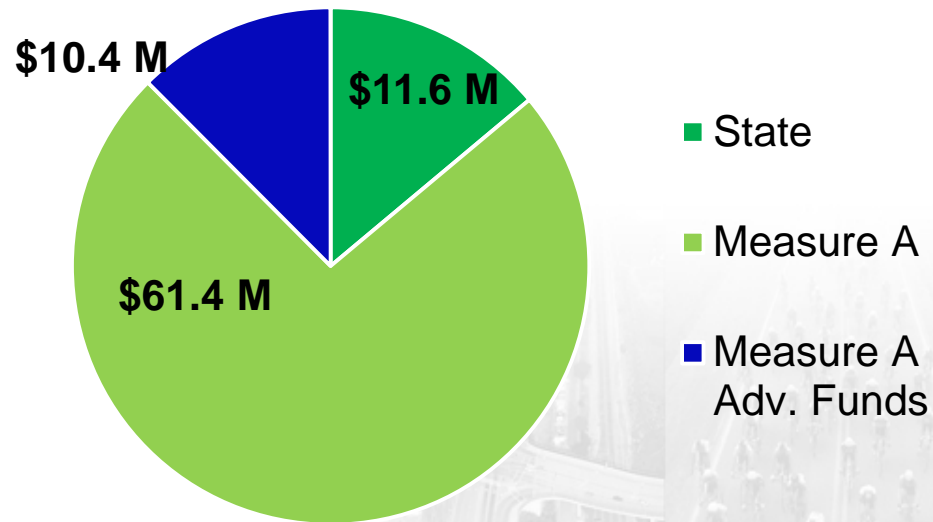


# Funding Sources

State	\$11.6 M	(Environmental, Design & Right of Way Support)
Measure A	\$61.4 M	(Project Initiation Document, Environmental, Right of Way Capital & Construction Capital)
Measure A	\$10.4 M	(Measure A Advancement Funds for Construction Support to be reimbursed by State)

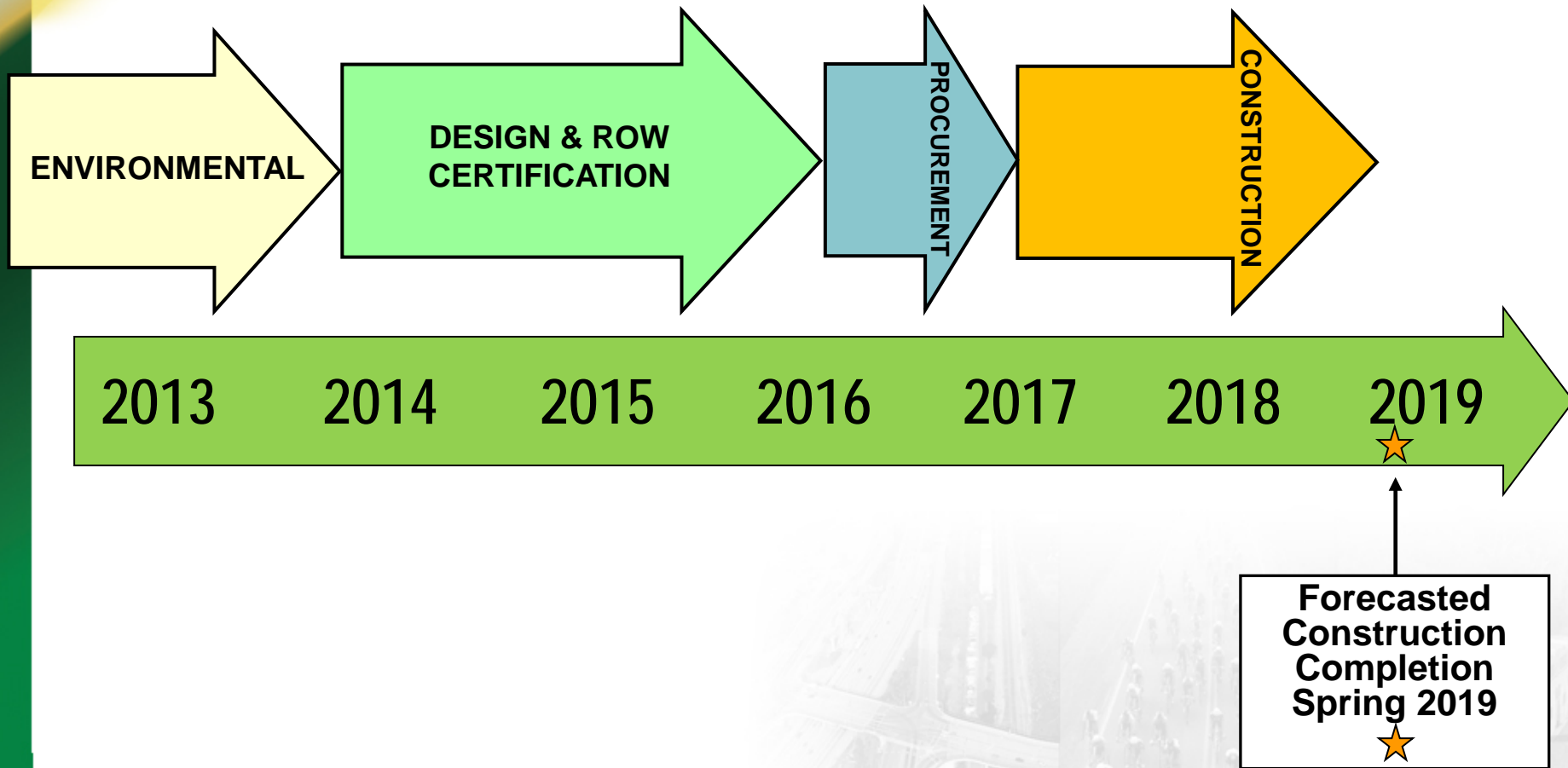
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**Total**                      **\$83.4 M**





# Project Schedule





# Construction Photos

## Soil Stabilization





# Compacting Soil







# Installing Bridge Girder



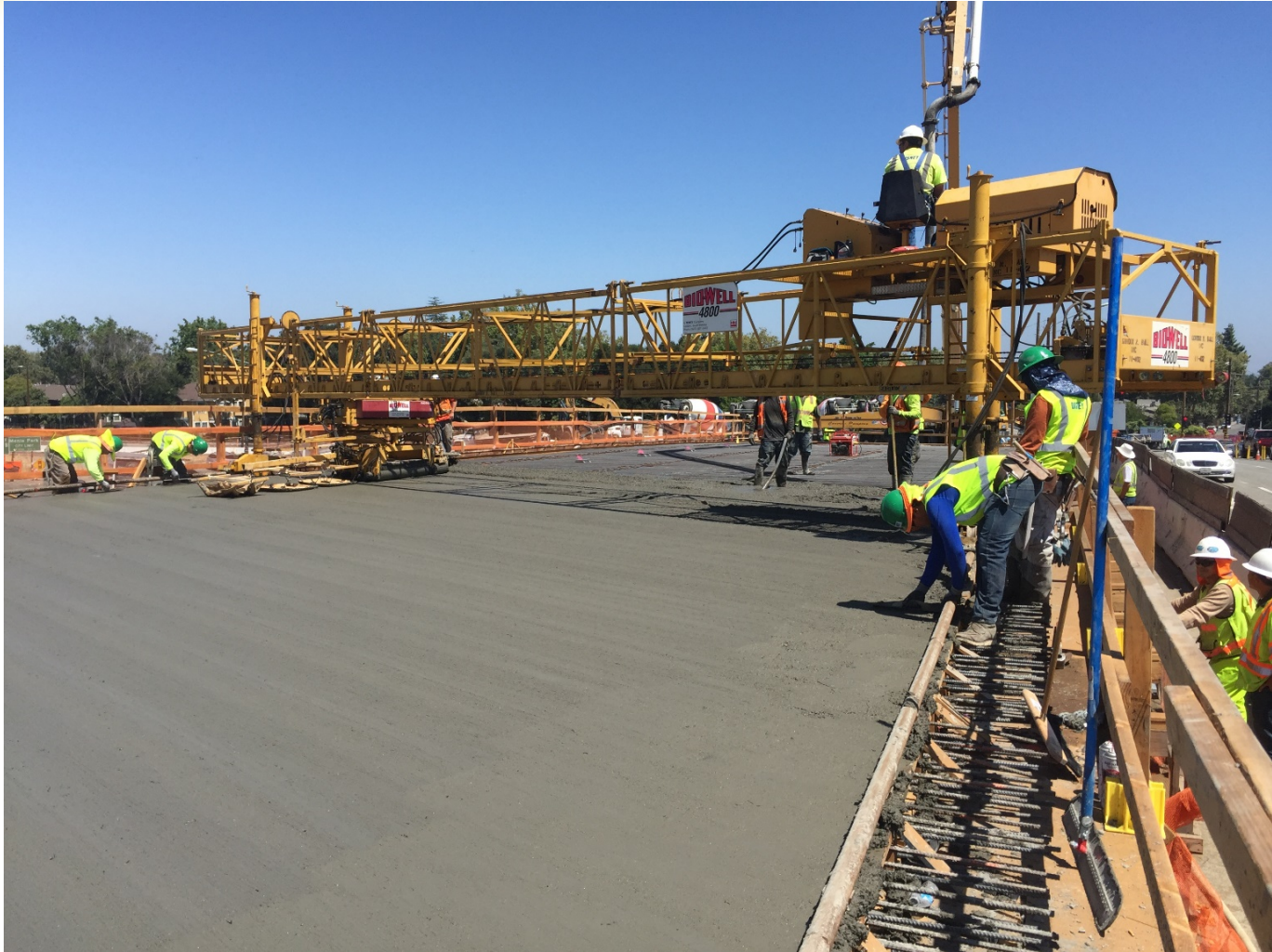


# Forming Bridge Deck





# Pouring Concrete on Bridge Deck





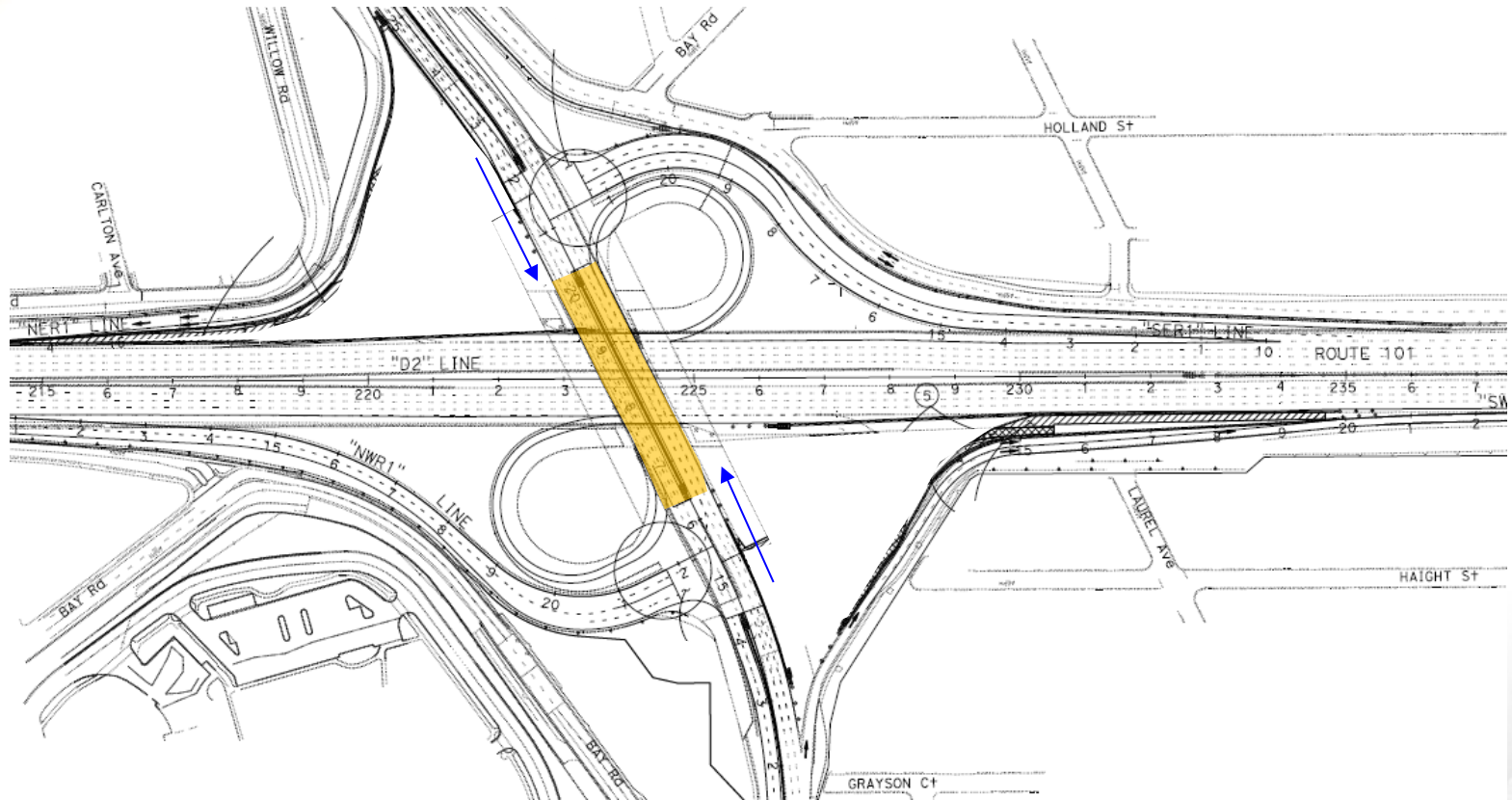
# Constructing Retaining Wall





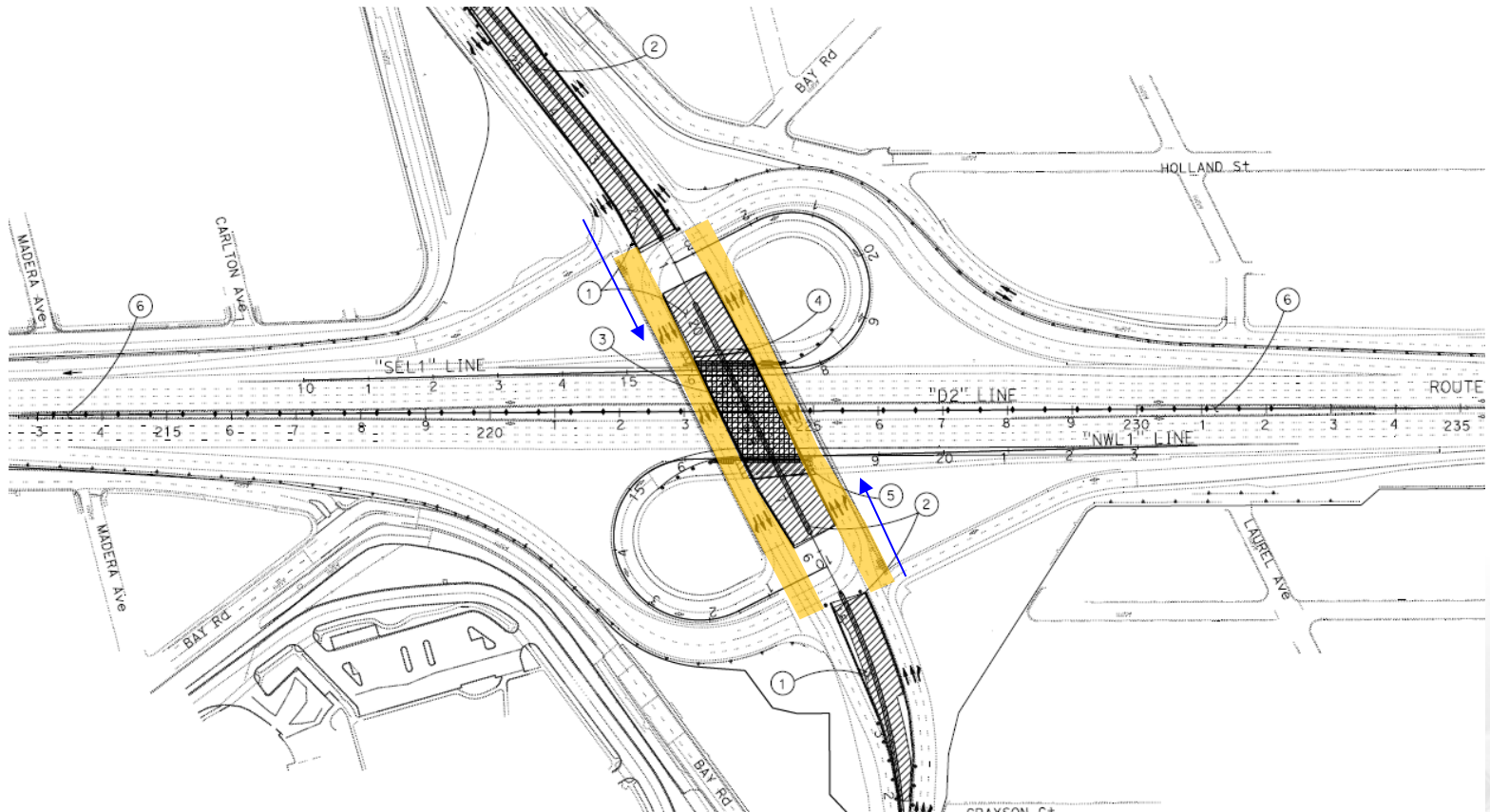
# Upcoming Weekend Closure

## Current Stage





# Next Stage (Open on October 8)





# Existing and New Structures





# Existing and New Structures







# Closure Notifications

- **Changeable Message Signs**
- **Press Release**
- **Websites**
- **Social Media Platforms**





# Detour Plan

State of California • Department of Transportation



## TRAFFIC ADVISORY

Through traffic on U.S. 101 will not be detoured; only traffic that normally would take the Willow Road Exit will be detoured.





# Challenges







- 1) **Congestion during construction/  
Cut through traffic**
- 2) **Limited space to maintain  
existing pedestrian and bicycle  
facilities during construction**
- 3) **Schedule and cost impact due to  
shortage of construction  
materials and skilled labor**

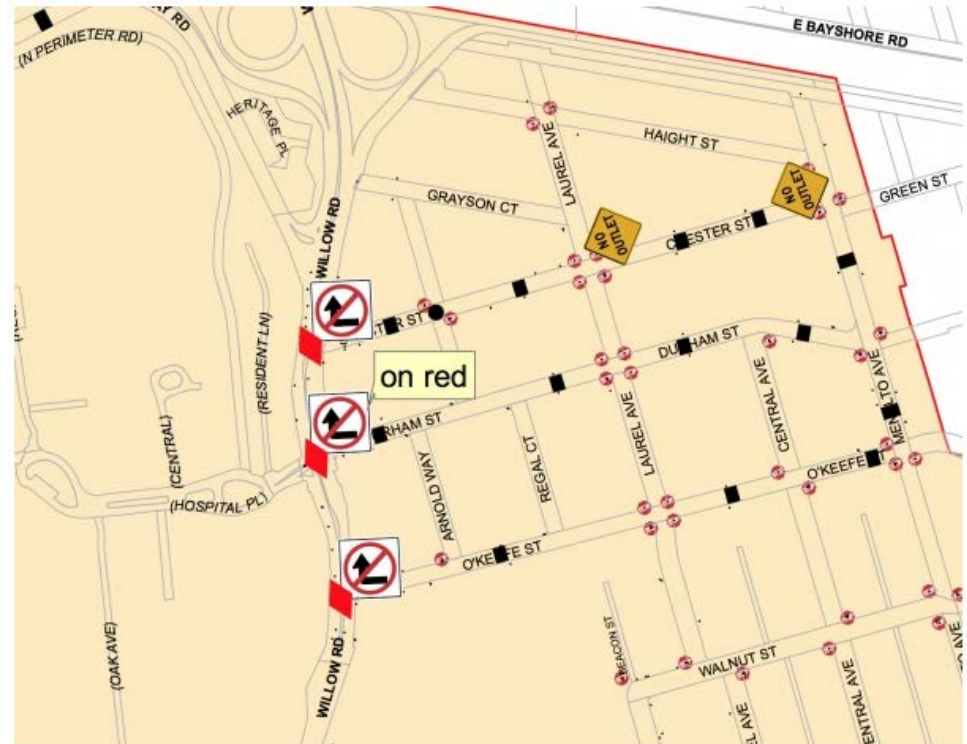


# Construction Measures

## Short Term: Temporary traffic calming modifications

### Short-Term Recommendations (All turn restrictions are weekdays from 3-7pm)

-  No Right Turn-onto Willow from O'Keefe and Chester
-  No Right Turn-onto Willow from Durham
-  No Left Turn from Woodland to Baywood
-  KEEP CLEAR- On Willow at O'Keefe, Durham and Chester
-  No access to Willow on Chester at Laurel
-  No access to Willow on Chester at Menalto

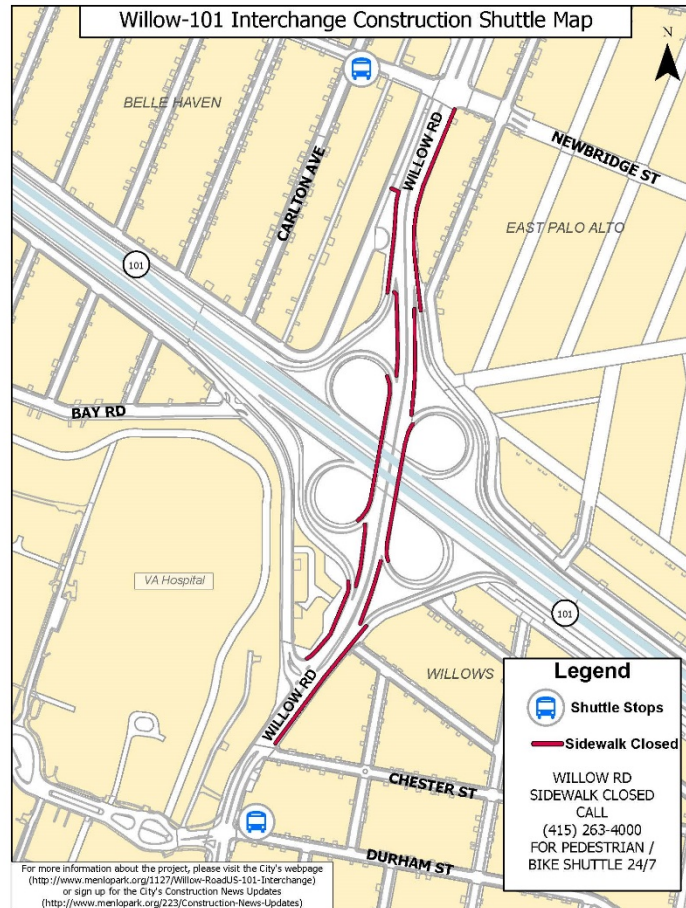


## Long Term: Bayfront, Willow, Marsh Adaptive Signal System Project



# Construction Measures

## Provide Shuttle Service





# Construction Measures

## Build Temporary Walkway





## Next Step

- **Continue to monitor construction schedule and cost impact**





SAN MATEO COUNTY

**Transportation  
Authority**

# US 101 / Willow Road Interchange Project





**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The 2018 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

# Holland & Knight

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Holland & Knight LLP | www.hklaw.com

## **San Mateo County Transportation Authority Federal Update August – September 2018**

### **APPROPRIATIONS**

2019 Appropriations Update: Fiscal year (FY) 2018 is quickly coming to a close on September 30, and the new fiscal year will begin on October 1. With only seven legislative days remaining before members recess for the midterm election, Congress is expected to pass a short-term spending bill—known as a continuing resolution (CR)—extending current spending levels for the federal agencies until December 7 for the majority of the FY 2019 appropriations bills. The CR will also include the FY 2018 Defense and Labor-HHS-Education Appropriations conference report.

The Senate passed H.R. 5895, the Energy and Water (provides funding for the Department of Energy and the Army Corps of Engineers), Legislative Branch (provides funding for Congress), and Military Construction-Veterans Affairs Appropriations Conference Report on September 12 by a vote of 92-5. The House passed the conference report on September 13 by a vote of 377-20. The President is expected to sign the legislation into law.

The House and Senate are currently conferencing a minibus that includes Transportation-HUD (THUD), Interior-Environment, Financial Services, and Agriculture-FDA Appropriations bills. The conferees met for the first time on September 13, and were unable to finalize the conference report due to disagreement over a number of policy provisions. Therefore, the Department of Transportation (DOT) will be funded at current funding levels thorough the CR.

The members' statements during the meeting indicate several details on the conference report:

- Funding in the THUD conference report will include \$71.1 billion, which is less than both the House (\$71.8 billion) and Senate (\$71.4 billion) THUD Appropriations bills.
- The additional highway and bridge funding (on top of the FAST Act authorized funding) is \$3.25 billion, less than the House's \$4.2 billion and the Senate's \$3.3 billion.
- The conference report contains nearly \$300 million for a new port infrastructure grant program that was not in either the House or Senate bills.
- The conference report includes language that "holds DOT accountable" in its implementation of the BUILD grant program and the Capital Investment Grant (New Starts/Small Starts/Core Capacity) program.



## CONGRESS

FAA Bill Outlook: The current authorization for the Federal Aviation Administration (FAA) will lapse on September 30, in the absence of congressional action. Senate Commerce Committee Chairman John Thune (R-SD) has stated that floor consideration of the Federal Aviation Administration (FAA) authorization bill is riding on lawmakers are dealing with a controversial provision regarding the state rest and meal break rules for truck drivers. Thune noted that he's not optimistic that the committee can get through the amendments in the manager's package until Democrats feel the truck driving rules are addressed. Congress will likely have to enact a short-term extension to give the Senate time to pass its multi-year FAA reauthorization bill ([S. 1405](#)).

Senate Commerce Committee Approves Nominees and DOT Reporting Bill: On September 5, the Senate Commerce Committee approved two transportation-related nominees and a bill to streamline Department of Transportation (DOT) reporting requirements. The committee approved, by voice vote, the nomination of Joel Szabat to be Assistant Secretary of Transportation for Aviation and International Affairs. Szabat is already leading the office as Deputy Assistant Secretary for Aviation and International Affairs. The committee also approved Rick Dearborn to the Amtrak Board of Directors in the only roll call vote of the executive session, in a 14-13 party line vote. The committee also reported out a bill that would streamline the reports DOT is required to produce, so that, according to Committee Chairman John Thune (R-SD), the department can focus resources on the most important issues. The [Department of Transportation Reports Harmonization Act \(S. 3367\)](#) eliminates or reduces the frequency of several reports that DOT is required to submit to Congress. The bill also includes provisions related to transportation safety:

- The Secretary must respond publicly, within 90 days, to any recommendation about transportation safety from National Transportation Safety Board (NTSB), including whether the Secretary intends to adopt the complete recommendation, part of the recommendation, or refuse, including a timetable for implementation or justification for refusal;
- The Comptroller General of the United States must review DOT's highway safety programs, report to Congress on the progress states have made towards their safety targets and their utilization of grants to do so, and provide recommendations for improving those programs;
- The Secretary must make publicly available a list of each statutory mandate regarding pipeline safety or hazardous materials safety that has not yet been implemented;
- The DOT Inspector General must make public a list of each open safety recommendation made by the IG regarding pipeline safety or hazardous materials safety; and
- The Secretary must make publicly available biennially a statistical compilation of accidents and casualties related to the transportation of hazardous materials.

PTC Hearing: On September 13, the House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing on the status of implementing positive train control (PTC) on the freight and passenger rail network. The witnesses were:

- Ronald L. Batory, Administrator, Federal Railroad Administration (FRA)

- Robert Sumwalt, Chairman, National Transportation Safety Board (NTSB)
- Susan A. Fleming, Director, Physical Infrastructure Team, Government Accountability Office (GAO)
- Scot Naperstek, Executive Vice President and Chief Operating Officer, Amtrak
- Edward Hamberger, President and Chief Executive Officer, Association of American Railroads
- Jeffrey D. Knueppel, General Manager, Southeastern Pennsylvania Transportation Authority; on behalf of American Public Transportation Association (APTA)
- Stacey Mortensen, Executive Director, Altamont Corridor Express (ACE)

The GAO witness, Susan Fleming, testified that [32 of the 40 railroads](#) with PTC requirements report that they will request an alternative schedule (AS), which will grant those railroads an extension until as late as December 31, 2020 to be full compliance.

All the witnesses agreed that the biggest challenge after 2018 will be ensuring the different railroads' PTC systems interoperability.

Stacey Mortensen, with ACE, discussed their challenges from meeting the PTC deadline which include that since Caltrain is filing for an AS, ACE will not be able to complete work on the four miles in the San Jose area on the Caltrain rail without Caltrain cooperation and that since ACE is one of the smallest railroads, they have delays in receiving hardware.

## **ADMINISTRATION**

FRA Awards Grant Funding for PTC Implementation: The Federal Railroad Administration (FRA) [awarded over \\$200 million in grant funding](#) for 28 projects in 15 states, to assist with deployment of positive train control (PTC) systems. FRA will make awards to 28 projects for a total of \$203 million of the \$250 million specifically appropriated under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. Caltrain was awarded a grant “up to \$18,693,386: for PTC Infrastructure Implementation and Safety Certification.

FTA Announces Pilot Program for Expedited Project Delivery: The Federal Transit Administration (FTA) announced a Notice of Funding Opportunity (NOFO) for the [Expedited Project Delivery Pilot Program \(Pilot Program\)](#), authorized by the FAST Act. The Pilot Program is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships, are planned to be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost. Expressions of interest to become one of the participants in the Pilot Program for Expedited Project Delivery must be submitted to FTA by November 13, 2018.



September 7, 2018

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

**RE: STATE LEGISLATIVE UPDATE – OCTOBER**

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On August 31, the legislature concluded its business and adjourned the 2017-18 Legislative Session. Governor Brown has until September 30 to sign or veto legislation.

**SB 1 Repeal Discussion**

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

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

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

Proposition 6 proponents are advocating for the Republican transportation-funding plan, which relies on items such as sales tax from car sales and insurance premiums, in addition to the pre-existing gas tax and VRF at levels before the enactment of SB 1. This would make the General Fund responsible for paying for transportation. Under this arrangement, the legislature would have to decide to make cuts to other programs that rely on General Fund resources such as education, public safety, or health and human resources.

In August, the SMCTA, Samtrans, and Caltrain unanimously voted to oppose Proposition 6. The passage of Proposition 6 would jeopardize the funding needed for execution of SMCTA projects, plus deprive Californians of resources now available from S.B.1 for much-needed improvements in transportation infrastructure and transit systems statewide.

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

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

In 2017, over 12,790,132,274 gallons of gasoline were consumed. If you divide that total by the amount of registered vehicles in the state – 32,029,900 vehicles (includes motorcycles and non-commercial trucks) – it amounts to 399 gallons per vehicle. Multiply 399 gallons by the 12-cent SB 1 gas tax increase, and it results in a cost of 13 cents per day per vehicle.

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

SB 1 provides money to help fill potholes, improve air quality and safety, ease congestion on state highways, fix bridges, maintain and expand public transportation and rail services, manage goods movement, and provide opportunities for bicycle and pedestrian programs.

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

The most recent polling shows that Democrats and Independents are less likely to vote for Proposition 6 than Republicans by a margin of 37%, 41%, and 63%, respectively.

Proposition 69, which statewide voters approved with over 81% of the vote in June, ensures that SB 1 revenues will not be diverted for other purposes.

## SMCTA Bill Matrix – October 2018

Measure	Status	Bill Summary	Recommended Position
<a href="#">AB 1405</a> <a href="#">Mulin (D)</a>  Digital Sign Demonstration Project	Failed passage prior to policy committee deadline (June 29)	This bill would require Caltrans to establish a digital sign demonstration program. As part of the program, the bill would authorize Caltrans, subject to federal approval, to enter into agreements with local jurisdictions until January 1, 2024, to install and operate up to 25 digital signs displaying commercial advertisements and public service announcements within the right of way of the state highway system. The signs could be used to display emergency messages, traveler information, motorist safety campaigns, and other messaging desired by the state, without providing compensation to the contracting entity. <b>Last amended on 6/13/18</b>	Watch
<a href="#">AB 1756</a> <a href="#">Brough (R)</a>  Repeal of Transportation Funding	Failed passage prior to house of origin deadline for fiscal bills (May 11)	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways.	Opposed  2/1/18
<a href="#">AB 1759</a> <a href="#">McCarty (D)</a>  Housing element production: withholding transportation funding	The bill was gutted and amended for a non-germane purpose and is no longer relevant to SMCTA	This bill would withhold transportation revenue for a city or county's failure to meet housing production goals. This proposal is similar to last year's MTC proposal tying STIP funding to RHNA numbers.	Watch
<a href="#">AB 2418</a> <a href="#">Mullin (D)</a>  Transportation: Advanced Technologies Grant Program	Failed passage prior to house of origin deadline (June 1)	Existing law creates the California Transportation Commission (CTC), with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs.  This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the CTC to form the California Smart City Challenge Workgroup, on or before July 1, 2019, to provide the CTC with guidance on program matters, as specified. The bill would require the CTC, in consultation with the workgroup, to develop guidelines for the program on or before March 1, 2020, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act. <b>Last amended on 4/9/18</b>	Watch
<a href="#">AB 2535</a> <a href="#">Oberholte (R)</a>  Toll Evasion	9/17/18  Signed by the Governor	This bill would require a notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. <b>Amended on 3/19/18</b>	Watch



## SMCTA Bill Matrix – October 2018

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">AB 2865</a> <a href="#">Chiu (D)</a></p> <p><b>HOT lanes: Santa Clara Valley Transportation Authority</b></p>	<p>8/30/18</p> <p>Governor's Desk</p>	<p>This bill would authorize the Santa Clara Valley Transportation Authority (VTA) to apply to the California Transportation Commission and with the consent of the San Francisco County Transportation Authority, operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco. <b>Last amended on 8/24/18</b></p>	<p><b>Watch</b></p>
<p><a href="#">AB 2919</a> <a href="#">Frazier (D)</a></p> <p><b>Transportation: permits</b></p>	<p>Failed passage prior to house of origin deadline for fiscal bills (May 11)</p>	<p>This bill would require the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt. If a resource agency does not complete the review of the request for a permit within this timeframe, the bill would provide that the permit is deemed approved for purposes of the project.</p> <p>SMCTA is currently participating in a Task Force established by the California State Transportation Agency, pursuant to AB 1282 (Mullin), Chapter 643, Statutes of 2017, for the same purpose. <b>Amended on 3/19/18.</b></p>	<p><b>Support in Concept</b></p> <p><b>5/3/18</b></p>
<p><a href="#">AB 3059</a> <a href="#">Bloom (D)</a></p> <p><b>Congestion pricing demonstration projects</b></p>	<p>Failed passage prior to house of origin deadline for fiscal bills (May 11)</p>	<p>This bill would authorize two congestion pricing demonstration projects in northern California and two in southern California. The bill would define "congestion pricing" to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion-pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions. <b>Amended on 4/16/18.</b></p>	<p><b>Watch</b></p>
<p><a href="#">SB 760</a> <a href="#">Wiener (D)</a></p> <p><b>Urban street design: guidance</b></p>	<p>Failed passage prior to policy committee deadline (June 29)</p>	<p>Existing law authorizes Caltrans to issue a permit to the owner or developer of property adjacent to or near a state highway, including the associated right-of-way, to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. Existing law specifies that the permit may be issued only if the work within the highway right-of-way is to be performed in accordance with plans and specifications approved by the department.</p> <p>If the improvement would not affect the operation of the state highway and the associated work would be performed in accordance with local agency plans and specifications, this bill would prohibit Caltrans from denying an application for a permit solely because the associated work is not to be performed in accordance with plans and specifications approved by Caltrans. This bill failed passage from committee. <b>Last amended 6/4/18</b></p>	<p><b>Watch</b></p>

## SMCTA Bill Matrix – October 2018

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 1262</a> <a href="#">Beall (D)</a></p> <p>CM/GC</p>	<p>9/17/18</p> <p>Signed by the Governor</p>	<p>This bill would remove the cap on the number of projects for which Caltrans is authorized to use the construction manager/ general contractor CM/GC method (currently 24), and make conforming changes to existing provisions. The bill would require the department to submit an interim report no later than July 1, 2021, that describes each Construction Manager/General Contractor project approved under these provisions as of January 1, 2021, and that provides specified relevant data with respect to those projects. The bill also requires Caltrans to submit a final report to the Legislature no later than July 1, 2025, that provides the same relevant data for projects approved under these provisions as of January 1, 2025. The bill would require both the interim and final reports to include a comprehensive assessment on the effectiveness of the Construction Manager/General Contractor project delivery method relative to project cost and time savings. <b>Last amended on 8/6/18</b></p>	<p><b>Supported</b></p> <p><b>4/5/18</b></p>
<p><a href="#">SB 1427</a> <a href="#">Hill (D)</a></p> <p>HOV and HOT Lanes</p>	<p>The bill was gutted and amended for a non-germane purpose and is no longer relevant to SMCTA</p>	<p>This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.</p>	<p><b>Watch</b></p>
<p><a href="#">SCA 6</a> <a href="#">Wiener (D)</a></p> <p>Local transportation measures: special taxes: voter approval</p>	<p>Failed passage prior to fiscal committee deadline (May 25)</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p><b>Supported</b></p> <p><b>6/7/18</b></p>

## SMCTA Bill Matrix – October 2018

Measure	Status	Bill Summary	Recommended Position
<b>Ballot Measures</b>			
<p><b>Proposition 69</b></p> <p><b>Transportation Taxes &amp; Fees Lockbox</b></p>	<p>Placed on June 5, 2018 statewide ballot by the State Legislature through the enactment of ACA 5 (Frazier), Chapter 30, Statutes of 2017</p> <p>Approved by 80% of all statewide voters.</p>	<p>Proposition 69, was placed on the ballot by the State Legislature as part of a legislative package that included SB 1. SB 1, which was also known as the Road Repair and Accountability Act of 2017 enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee. The state constitution already prohibits the diversion of gasoline or diesel excise tax revenues for general non-transportation purposes.</p> <p>The main feature of Proposition 69 is that it also protects proceeds derived from the Transportation improvement Fee (\$1.6 billion in vehicle registration fees, which funds competitive programs) and the sales tax on diesel, which funds the Public Transportation Account. The zero-emission fee is left unprotected.</p>	<p><b>Supported</b></p> <p><b>4/5/18</b></p>
<p><b>Proposition 6</b></p>	<p>Qualified for placement on the November 6, 2018 statewide ballot through the initiative process.</p>	<p>If approved by a majority of statewide voters, this measure would repeal SB 1, also known as the Road Repair and Accountability Act of 2017, which enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee.</p> <p>The measure would also require the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.</p> <p>The Legislative Analyst’s Office and Director of the Department of Finance estimate reduced annual state and local transportation tax revenues of \$2.9 billion in 2018-19, increasing to \$4.9 billion annually by 2020-21. These are revenues that are primarily being used to support state highway maintenance and rehabilitation, local streets and roads, and mass transit. In addition, potential lowering of future transportation tax revenues by requiring both legislative and voter approval of such tax increases.</p>	<p><b>Recommend Oppose</b></p>

## SMCTA Bill Matrix – October 2018

Measure	Status	Bill Summary	Recommended Position
<b>Budget Items</b>			
<p><a href="#">Indirect Cost Rate Proposal</a></p> <p><b>SB 848</b> (Committee on Budget)</p>	<p>6/27/18</p> <p>Signed by the Governor</p> <p>Chaptered by the Secretary of State, Chapter 46, Statutes of 2018</p>	<p>Caltrans does work on behalf of Self-Help Counties who develop projects on the state highway system, in addition to cities, regional transit and transportation agencies, certain state agencies, and private entities. Caltrans recovers the cost of these services and charges these entities a rate that covers the cost of both administrative and program functional rates. A portion of this rate however is not applicable to the direct costs affiliated with the project in question. These “indirect costs” add as much as 20%-30% to the cost of a project and erode the value of local sales tax revenue that self-help counties bring to the table, while making Caltrans less competitive in securing work.</p> <p>The purpose of this item, which is sponsored by the Self-Help Counties Coalition, is to either eliminate or cap the amount of indirect costs assessed on a project. A compromise was reached to cap the indirect costs at 10% for a period of 3 years.</p>	<p><b>Supported</b></p> <p><b>6/7/18</b></p>