



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

Amended 9-4-2019

September 5, 2019 – Thursday

5:00 pm

- 1) Call to Order/Pledge of Allegiance
- 2) Roll Call
- 3) Public Comment For Items Not on the Agenda

Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

- 4) Report of the Citizens Advisory Committee
- 5) Consent Calendar

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

- a) Approval of Minutes of the Board of Directors Meeting of August 1, 2019 MOTION
- b) Acceptance of Statement of Revenues and Expenditures for July 2019 MOTION
- c) Acceptance of Capital Projects Quarterly Status Report 4th Quarter Fiscal Year 2019 MOTION
- d) Information on Statement of Revenues and Expenses for June 2019 INFORMATIONAL
- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Reports
 - a) August
 - b) September

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 September 5, 2019

8) Joint Powers Board Liaison Report

9) Report of the Executive Director

10) Finance

a) Award of Contracts for On-Call Financial Consulting Services RESOLUTION

b) Authorize the Execution of a Four-Party Agreement to Provide Toll System Design Services Associated with the San Mateo County 101 Express Lanes Project RESOLUTION

c) Authorize Loan of \$53 Million for the Construction of the San Mateo County 101 Express Lanes Project RESOLUTION

11) Program

~~e)a)~~ State and Federal Legislative Update and Approval of Legislative Proposals ~~INFORMATIONAL~~ MOTION

b) Caltrain Business Plan Update INFORMATIONAL

12) Requests from the Authority

13) Written Communications to the Authority

14) Date/Time of Next Regular Meeting: Thursday, October 3, 2019, 5:00 pm at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

15) Report of Legal Counsel

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 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com. Communications to the Board of Directors can be e-mailed to board@smcta.com.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF AUGUST 1, 2019**

MEMBERS PRESENT: C. Groom, D. Horsley (Chair), E. Beach (Vice Chair), K. Matsumoto, R. Medina, C. Romero (arrived at 5:07 pm)

MEMBERS ABSENT: M. Freschet

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, J. Slavitt, J. Hurley, S. Murphy, T. Dubost, J. Cassman, J. Brook, D. Seamans

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Don Horsley called the meeting to order at 5:01 pm.

ROLL CALL

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

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Tom Ziola, Menlo Park, spoke about issues with the Redi-Wheels service and was referred to Tina Dubost, Manager, Accessible Services.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley noted that the report was in the packet.

CONSENT CALENDAR

- Approval of Minutes of the Board of Directors Meeting of July 11, 2019
- Acceptance of Quarterly Investment Report for the Period Ending June 30, 2019

Motion/Second: Beach/Medina

Ayes: Beach, Groom, Matsumoto, Medina, Horsley

Absent: Freschet, Romero

REPORT OF THE CHAIR

Chair Horsley said that there was no report.

Director Carlos Romero arrived at 5:07 pm.

JOINT POWERS BOARD LIAISON REPORT

Jim Hartnett, Executive Director, said the report was in the packet. He noted that at the meeting earlier that morning, the Board did not finish making their comments on the service vision or the organizational part of the Caltrain business plan and would be scheduling a future time to discuss those items.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said the report was in the packet.

Director Karyl Matsumoto expressed her apology for the behavior of elected officials towards staff at the recent C/CAG (City/County Association of Governments) meeting, specifically referring to Chief Officer, Planning, Grants/Transportation Authority April Chan's and Manager of Programming and Monitoring Joel Slavits presentation on the TA Strategic Plan. Director Rico Medina also expressed his apologies to staff.

Ms. Chan noted that the public outreach survey deadline had been extended until August 5.

PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF

John Ford, Executive Director of Commute.org, gave a presentation on the organization's programs and outreach efforts.

Director Medina asked for an update on the shuttle program's difficulties with recruiting and retaining drivers. Mr. Ford said that the impacts of the driver shortage problem had stabilized and that fewer routes have had to be cancelled than in the past.

Director Matsumoto asked about funding partners and the shuttle consortium. Mr. Ford said that the consortium consisted of 70 employers and property managers who provide matching funds that Commute.org uses to leverage Measure A grants. She suggested coordinating SamTrans' microtransit program with the Commute.org app. Mr. Ford said that their Star program has a comprehensive app. Director Matsumoto said that the City of South San Francisco has had a guaranteed ride home for at least 15 years. Mr. Ford said that those same employees are now eligible for Commute.org's guaranteed ride home program.

Vice Chair Emily Beach praised the work of Commute.org and its five-year strategic plan.

Director Romero said the TA needed to find better ways to use the services already in place.

Chair Horsley asked about the Scoop carpooling platform. Mr. Ford said the program is still going strong, as is the Waze Carpool app. He added that they want to be a resource for the County for other transportation modes such as scooters.

Public Comment:

Rich Hedges, San Mateo, expressed his opinions about BART.

Director Carole Groom said she was very pleased with the presentation.

Mr. Ford discussed the upcoming Foster City Express route.

FINANCE

Authorize the Allocation of \$567,036 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance (Commute.Org) to Support the Countywide Congestion Relief Program for Fiscal Year 2020

Mr. Slavits briefly summarized the staff report.

Approved by Resolution No. 2019-13:

Motion/Second: Groom/Romero

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

Absent: Freschet

Authorize the Allocation of \$18,979,419 in Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program and Caltrain

Derek Hansel, Chief Financial Officer, briefly summarized the staff report.

Approved by Resolution No. 2019-14:

Motion/Second: Romero/Matsumoto

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

Absent: Freschet

STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS

Seamus Murphy, Chief Communications Officer, summarized recent legislation.

He noted that the Environment and Public Works Committee in the Senate introduced the next Surface Transportation Reauthorization bill. He said that the current bill expires next year.

He requested the Board's support for (1) SB 277, which would make adjustments to the local partnership program part of SB 1, and (2) SB 5, which would establish a committee at the state level to provide affordable housing and transportation infrastructure projects.

Chair Horsley asked about the status of HR 2939, where the FAA (Federal Aviation Administration) threatened to hold back funding for airport needs only. Mr. Murphy said there had been no update.

Director Romero asked how the guaranteed formula funding that would result from the passage of SB 277 would compare to potential funding with the competitive approach. Mr. Murphy said that is likely to become more difficult to secure funding within the competitive environment, and that the TA cannot really continue to count on that source of funding.

Motion/Second: Medina/Groom

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

Absent: Freschet

REQUESTS FROM THE AUTHORITY

There were no requests.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

The correspondence was included in the reading files.

DATE/TIME OF NEXT REGULAR MEETING

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

REPORT OF LEGAL COUNSEL

Joan Cassman, Legal Counsel, announced that the lawsuit involving Pacificans for a Scenic Coast versus the California Department of Transportation, et al. had been dismissed.

ADJOURN

The meeting adjourned at 6:01 pm.

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

TA CAC Chair's Report

August 1, 2019

Good evening Chairman Horsley and Members of the Board,

Before we began our meeting on Tuesday, we welcomed our newest member, Peter Ohtaki from Menlo Park. His addition completes our committee's contingent to the full 15 count, a number we haven't enjoyed in quite a while. We look forward to receiving his contributions to our committee.

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

(TA Items 5a & b) The CAC reviewed the Board's Minutes of July 11, 2019 and Quarterly Investment Report for the period ending June 30, 2019, without questions or comments.

(TA Item 9) The CAC received an extensive power point presentation on the Commute.Org's Program from John Ford, Executive Director. Several questions were posed, including the following: How can you be assured that claims for reimbursement in the Guaranteed Ride Home Program are legitimate and not "cheating the system"? What has been the reason for the big increase in the carpooling numbers? What is the breakdown between shuttles that go to the stations and those that go to workplaces? How do you assess the demand, for example, from home to the stations? How often are riders in the Guaranteed Ride Home Program reimbursed? What if you work in another county, but live in San Mateo County, can you be eligible for these programs?

All in all, the CAC had great compliments for Commute.Org and gave high compliments to John Ford for his accomplishments in both the management and growth of the program.

(TA Item 10a) Pursuant to a brief report by Jennifer Williams, Analyst II, TA Programming and Monitoring, the CAC supported the allocation of \$567,036 in Measure A Alternative Congestion Relief Funds to Commute. Org to support the Countywide Congestion Relief Program for Fiscal Year 2020.

(TA Item 10b) Following an update by Jeannie Chen, Manager of Budgets, the CAC supported the Allocation of \$18,979.419 in Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program and Caltrain Operation and Capital programs.

(TA Item 11) After receiving both a State and Federal Legislative Update from Lori Low, Public Affairs Officer, the CAC supported the recommended San Mateo County Transportation Authority (TA) positions on those pieces of legislation designated for action on the State Legislative Matrix. CAC members were especially interested in finding out about how HR 2939 was being received "on the hill". They expressed concern over the current threat to California and its cities from the Federal Aviation Administration's (FAA) recent proposal to withhold \$250 million annually in FAA grants to California airports and diverting over \$70 million in local general sales taxes away

from their intended purpose. A question was also asked about the status of the \$929 million in federal grants that the Trump Administration had been threatening to cancel, along with the Department of Transportation's exploration of legal options to seek to get back an additional \$2.5 billion in federal funds that had been given to California, in grants from the Federal Railroad Administration (FRA), for the California High Speed Rail Project.

Chair's Report: HIGH SPEED RAIL UPDATE

On July 16, 2019, CA officials moved toward awarding a \$1.65 billion contract to design and construct the tracks and system for the first segment of its high-speed rail project. It's part of the HSR's plan to get track up and running in the Central Valley ahead of a 2022 deadline to meet the requirements of federal grants that the Trump Administration has recently been demanding to get back from California.

California's Rail Authority is first trying to finish track between the Central Valley and San Francisco before going towards Los Angeles. The \$1.65 billion is just a sliver of the \$79 billion it is estimated to cost to build a high speed rail line between San Francisco and Los Angeles.

On July 25th, HSR Project also received a very important milestone in being given approval from the FRA to assume its federal environmental review responsibilities under the National Environmental Policy Act and other federal environmental laws. This will not only allow the HSR Authority to continue construction progress in the Central Valley, but, to also finalize route decisions throughout the state, while at the same time, meeting its federal grant commitments and maintaining critical environmental protections.

STAFF REPORT TO CAC:

- Joe Hurley, Transportation Authority Director, reported in reference to the US 101 Express Lanes Project, an application was submitted to the California Transportation Commission (CTC) in June and a Public Hearing was held in July in Redwood City. There will be a formal authorization action to operate the Express Lanes in an August 14th meeting that is scheduled to take place in San Jose.
- The Strategic Plan Survey has been extended to August 5th. Joe encouraged all CAC members to complete the survey by that date.
- Reported on the status of the 101/Willow Interchange nearing completion and an event to celebrate this significant milestone.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

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

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of July year-to-date, the Total Revenue (page 1, line 9) is \$6.2 million higher than prior year actuals. This is primarily due to higher Measure A Sales Tax and Measure W Sales Tax (Page 1, lines 2 & 3).

Year to Date Expenses: As of July year-to-date, the Total Expenditures (Page 1, line 32) are \$900,674 higher than prior year actuals. This is primarily due to increases in Measure A and Measure W Annual Allocation and a fluctuation in expenditures associated with various capital projects.

Other Information: Starting in January 2019, the Agency modified the basis of reporting from accrual basis to modified cash basis (only material revenues and expenses are accrued) in monthly financial statements. The change in the accounting basis is not retroactively reflected in the prior year actual. As such, the monthly variance between the prior year and the current year actual may show noticeable variances for some line items on the financial statements.

Budget Amendment:

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

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

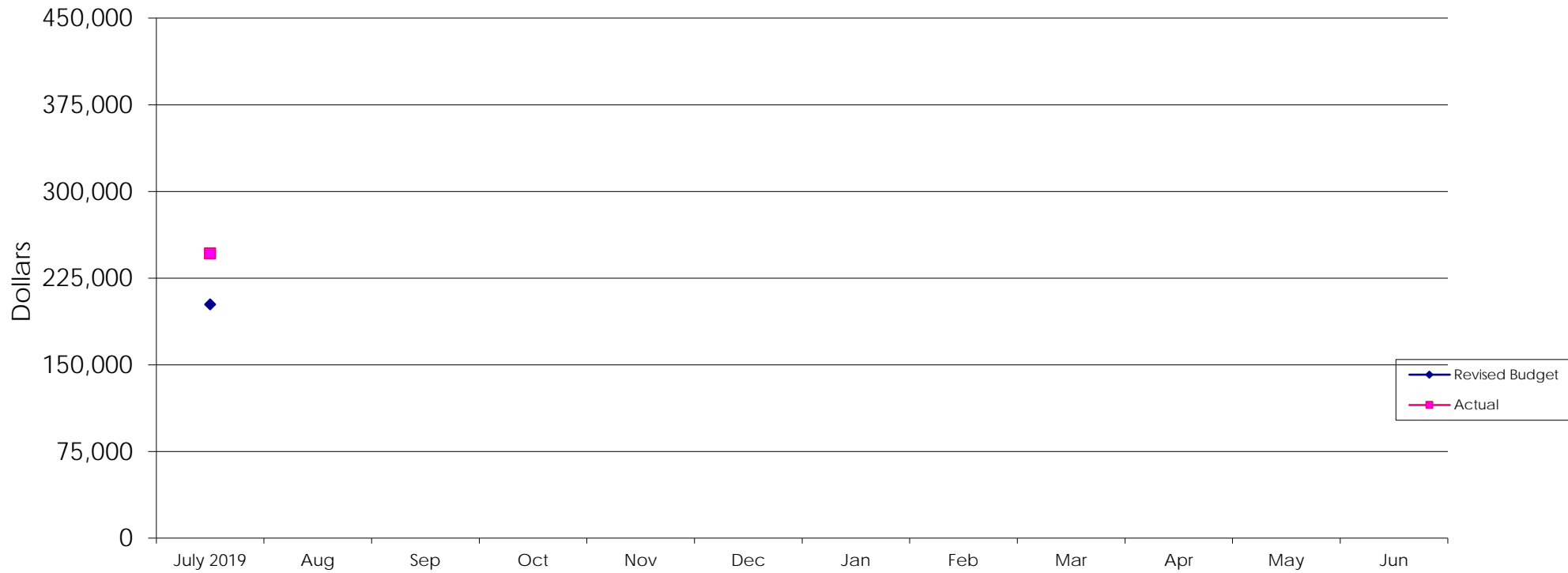
650-622-6226
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2020
July 2019

% OF YEAR ELAPSED 8.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
REVENUES:					
Measure A Sales Tax	6,017,139	7,583,333	1,566,194	26%	91,000,000
Measure W Sales Tax	-	3,791,667	3,791,667	-	45,500,000
Interest Income	732,507	1,555,746	823,239	112%	8,673,040
Miscellaneous Income	-	-	-	-	-
Rental Income	47,626	65,336	17,710	37%	911,951
Grant Proceeds	-	-	-	-	-
TOTAL REVENUE	6,797,272	12,996,081	6,198,809	91%	146,084,991
EXPENDITURES:					
Measure A Annual Allocations	2,196,256	2,767,917	571,661	26.0%	33,215,000
Measure A Categories	394,688	48,002	(346,686)	(87.8%)	41,405,000
Measure W Annual Allocations	-	758,333	758,333	-	9,100,000
Measure W Categories	-	-	-	-	36,400,000
Dumbarton Maintenance of Way	-	-	-	-	-
Oversight	129,401	69,129	(60,272)	(46.6%)	2,250,000
Administrative Staff Support	223,146	207,894	(15,252)	(6.8%)	1,289,924
Measure A Info-Others	-	-	-	-	15,000
Other Admin Expenses	45,385	38,274	(7,111)	(15.7%)	1,121,664
Total Administrative	268,531	246,168	(22,363)	(22.5%)	2,426,588
TOTAL EXPENDITURES	2,988,876	3,889,550	900,674	30.1%	124,796,588
EXCESS (DEFICIT)	3,808,396	9,106,531			21,288,403
*Previously allocated budget					(15,470,000) (1)
					5,818,403
BEGINNING FUND BALANCE	407,684,194	466,088,956			409,643,752
ENDING FUND BALANCE	411,492,590	475,195,487			415,462,155
(1) The FY2020 Adopted Budget does not include Grade Separation and Ferry that were previously included in budget in FY2017 and FY2010, respectively					

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '19	Aug '19	Sep '19	Oct '19	Nov '19	Dec '19	Jan '20	Feb '20	Mar 20	Apr 20	May 20	Jun 20
MONTHLY EXPENSES												
Revised Budget	202,216											
Actual	246,168											
CUMULATIVE EXPENSES												
Staff Projections	202,216											
Actual	246,168											
Variance-F(U)	(43,952)											
Variance %	-21.74%											

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

7/31/2019

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	18,025,710.24
Wells Fargo Lockbox		0.00
LAIF		25,753,601.17

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		152,035,274.90
MMF - US Bank Custodian Account		6,286,981.53

County Pool		183,675,693.99
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Total		<hr style="border: 1px solid black;"/> \$ 385,777,261.83 <hr style="border: 1px solid black;"/>
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* Fund Managed by PFM Investment Advisor



Report: Master Balance Sheet by Lot
 Account: San Mateo County TA (136235)
 As of: 07/31/2019
 Base Currency: USD

ABS

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
362551AD6	GMCAR 183 A3	700,000.00	ABS	07/18/2018	05/16/2023	699,836.76	880.83	709,663.64	710,544.47
14313FAD1	CARMX 183 A3	750,000.00	ABS	07/25/2018	06/15/2023	749,897.78	1,043.33	761,309.52	762,352.85
89190BAD0	TAOT 17B A3	2,081,260.19	ABS	05/17/2017	07/15/2021	2,081,100.55	1,628.01	2,075,857.67	2,077,485.67
02007PAC7	ALLYA 171 A3	273,616.60	ABS	01/31/2017	06/15/2021	273,592.69	206.73	272,965.31	273,172.04
89238MAD0	TAOT 17A A3	346,110.66	ABS	03/15/2017	02/16/2021	346,069.92	266.12	345,543.64	345,809.76
34531EAD8	FORDO 17A A3	1,079,073.50	ABS	01/25/2017	06/15/2021	1,079,069.51	800.91	1,076,383.56	1,077,184.47
17305EGK5	CCCT 18A1 A1	1,500,000.00	ABS	01/31/2018	01/20/2023	1,499,792.40	1,141.25	1,508,315.43	1,509,456.68
17305EGB5	CCCT 17A3 A3	1,600,000.00	ABS	05/22/2017	04/07/2020	1,604,272.00	9,728.00	1,595,961.83	1,605,689.83
89238BAD4	TAOT 18A A3	700,000.00	ABS	01/31/2018	05/16/2022	699,991.95	731.11	700,998.63	701,729.74
02004VAC7	ALLYA 182 A3	1,100,000.00	ABS	04/30/2018	11/15/2022	1,099,800.24	1,427.56	1,107,836.36	1,109,263.92
02007HAC5	ALLYA 172 A3	1,165,715.09	ABS	03/29/2017	08/16/2021	1,165,577.65	922.21	1,163,469.53	1,164,391.74
47788BAD6	JDOT 17B A3	763,975.92	ABS	07/18/2017	10/15/2021	763,920.00	617.97	761,987.21	762,605.18
43814PAC4	HAROT 173 A3	469,907.29	ABS	09/29/2017	09/18/2021	469,856.41	303.74	468,327.15	468,630.89
47788CAC6	JDOT 2018 A3	485,000.00	ABS	02/28/2018	04/18/2022	484,965.13	573.38	486,854.25	487,427.62
02582JHQ6	AMXCA 181 A	2,610,000.00	ABS	03/21/2018	10/17/2022	2,609,696.98	3,097.20	2,616,178.26	2,619,275.46
---	---	15,624,659.25	ABS	---	02/07/2022	15,627,439.97	23,368.36	15,651,651.97	15,675,020.33

AGCY BOND

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	AGCY BOND	08/19/2016	08/17/2021	822,177.68	4,697.92	813,541.58	818,239.49
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	AGCY BOND	08/19/2016	08/17/2021	2,664,166.25	15,232.64	2,637,846.93	2,653,079.56
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	AGCY BOND	07/15/2016	07/14/2021	3,180,540.80	1,700.00	3,150,486.40	3,152,186.40
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	AGCY BOND	08/01/2017	07/30/2020	897,273.00	37.50	895,414.50	895,452.00



Report: Master Balance Sheet by Lot
 Account: San Mateo County TA (136235)
 As of: 07/31/2019
 Base Currency: USD

FHLMC									
Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BM6P6	FHMS K721 A2	800,000.00	FHLMC	04/09/2018	08/25/2022	806,812.50	2,060.00	817,704.00	819,764.00
3137FKK39	FHMS KP05 A	659,216.02	FHLMC	12/17/2018	07/25/2023	659,214.04	1,759.56	670,046.93	671,806.49
---	---	1,459,216.02	FHLMC	---	01/22/2023	1,466,026.54	3,819.56	1,487,750.93	1,491,570.49

FNMA									
Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136B1XP4	FNA 18M5 A2	756,367.59	FNMA	04/30/2018	09/25/2021	771,412.50	2,243.89	768,749.33	770,993.22
3136AJ7G5	FNA 14M06B A2	2,065,785.79	FNMA	12/15/2016	05/25/2021	2,107,585.68	4,611.02	2,080,659.45	2,085,270.47
---	---	2,822,153.38	FNMA	---	06/27/2021	2,878,998.18	6,854.91	2,849,408.78	2,856,263.69

MMFUND									
Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER-US TRS MM Y	6,286,981.53	MMFUND	---	07/31/2019	6,286,981.53	0.00	6,286,981.53	6,286,981.53
31846V534	FIRST AMER-US TRS MM Y	6,286,981.53	MMFUND	---	07/31/2019	6,286,981.53	0.00	6,286,981.53	6,286,981.53

US GOV									
Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828N30	UNITED STATES TREASURY	2,900,000.00	US GOV	08/03/2018	12/31/2022	2,812,773.44	5,358.70	2,926,734.38	2,932,093.07
912828T19	UNITED STATES TREASURY	4,450,000.00	US GOV	09/07/2018	08/15/2022	4,263,308.59	33,359.63	4,419,406.25	4,452,765.88
912828R77	UNITED STATES TREASURY	3,500,000.00	US GOV	03/17/2017	05/31/2021	3,409,082.04	8,152.32	3,465,000.00	3,473,152.32
912828Q78	UNITED STATES TREASURY	970,000.00	US GOV	01/05/2017	04/30/2021	950,751.56	3,370.62	960,754.69	964,125.31
912828F62	UNITED STATES TREASURY	375,000.00	US GOV	09/09/2015	10/31/2019	376,508.79	1,421.54	374,355.47	375,777.00
912828VF4	UNITED STATES TREASURY	505,000.00	US GOV	12/07/2015	05/31/2020	498,470.51	1,176.26	502,001.56	503,177.83
912828L32	UNITED STATES TREASURY	335,000.00	US GOV	07/12/2016	08/31/2020	341,432.19	1,927.62	332,592.19	334,519.80
912828X47	UNITED STATES TREASURY	7,500,000.00	US GOV	05/07/2018	04/30/2022	7,260,351.56	35,538.38	7,502,343.75	7,537,882.13
912828VP2	UNITED STATES TREASURY	1,235,000.00	US GOV	05/18/2016	07/31/2020	1,275,313.64	67.12	1,234,035.16	1,234,102.28
912828X47	UNITED STATES TREASURY	650,000.00	US GOV	12/06/2017	04/30/2022	643,246.09	3,079.99	650,203.13	653,283.12
912828X47	UNITED STATES TREASURY	3,250,000.00	US GOV	01/04/2018	04/30/2022	3,208,740.23	15,399.97	3,251,015.63	3,266,415.59
912828N30	UNITED STATES TREASURY	2,650,000.00	US GOV	11/06/2018	12/31/2022	2,559,630.86	4,896.74	2,674,429.69	2,679,326.43
912828N30	UNITED STATES TREASURY	4,800,000.00	US GOV	12/13/2018	12/31/2022	4,681,125.00	8,869.57	4,844,250.00	4,853,119.57
912828N30	UNITED STATES TREASURY	11,000,000.00	US GOV	01/10/2019	12/31/2022	10,841,445.31	20,326.09	11,101,406.25	11,121,732.34
912828N30	UNITED STATES TREASURY	5,700,000.00	US GOV	01/31/2019	12/31/2022	5,609,601.56	10,532.61	5,752,546.88	5,763,079.48
912828R69	UNITED STATES TREASURY	8,850,000.00	US GOV	03/06/2019	05/31/2023	8,528,841.80	24,361.68	8,776,710.94	8,801,072.62
912828R69	UNITED STATES TREASURY	2,850,000.00	US GOV	05/03/2019	05/31/2023	2,781,421.87	7,845.29	2,826,398.44	2,834,243.72
912828T91	UNITED STATES TREASURY	4,950,000.00	US GOV	07/08/2019	10/31/2023	4,907,074.22	20,327.96	4,904,367.19	4,924,695.14
---	UNITED STATES TREASURY	66,470,000.00	US GOV	---	10/16/2022	64,949,119.27	206,012.07	66,498,551.56	66,704,563.63

Summary									
Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
---	---	157,442,656.99	---	---	11/30/2021	156,290,656.27	562,813.95	157,769,089.29	158,331,903.24

* Grouped by: Security Type
 * Groups Sorted by: Security Type
 * Weighted by: Base Market Value + Accrued
 * Holdings Displayed by: Lot



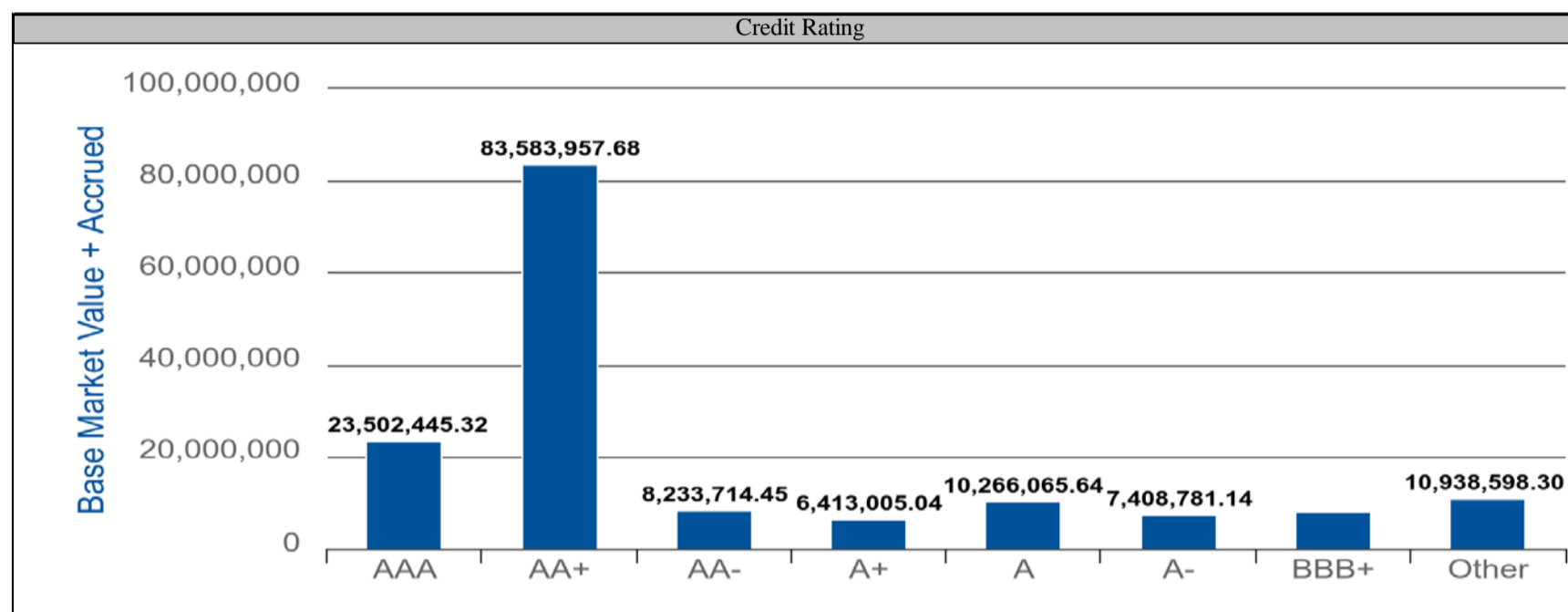
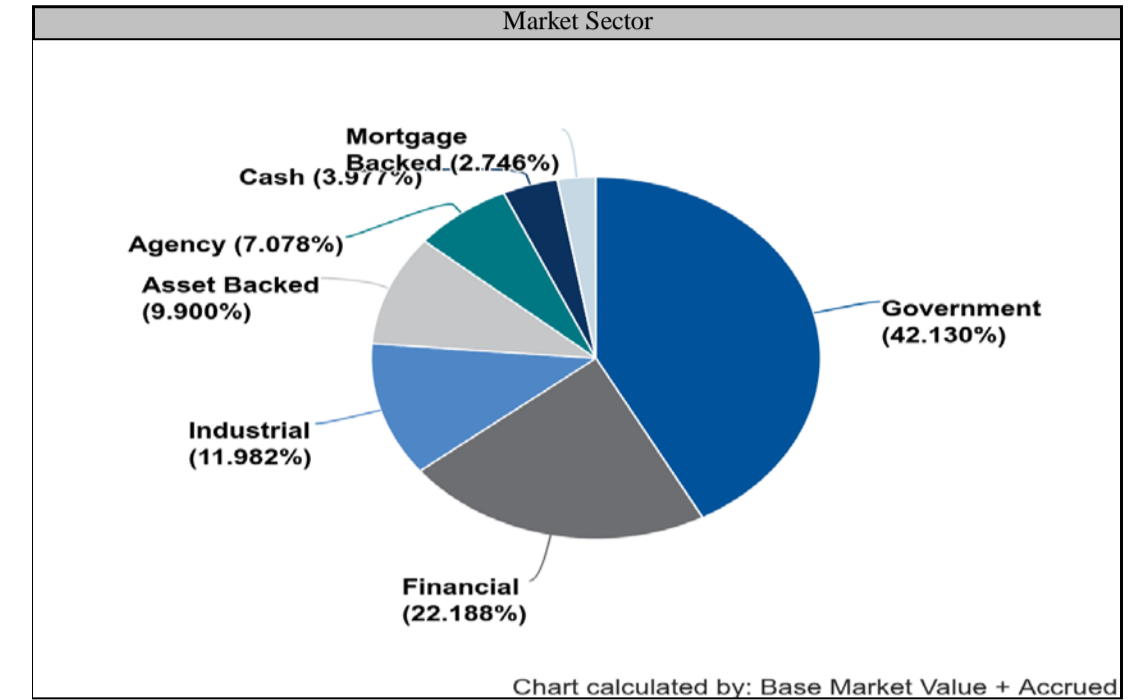
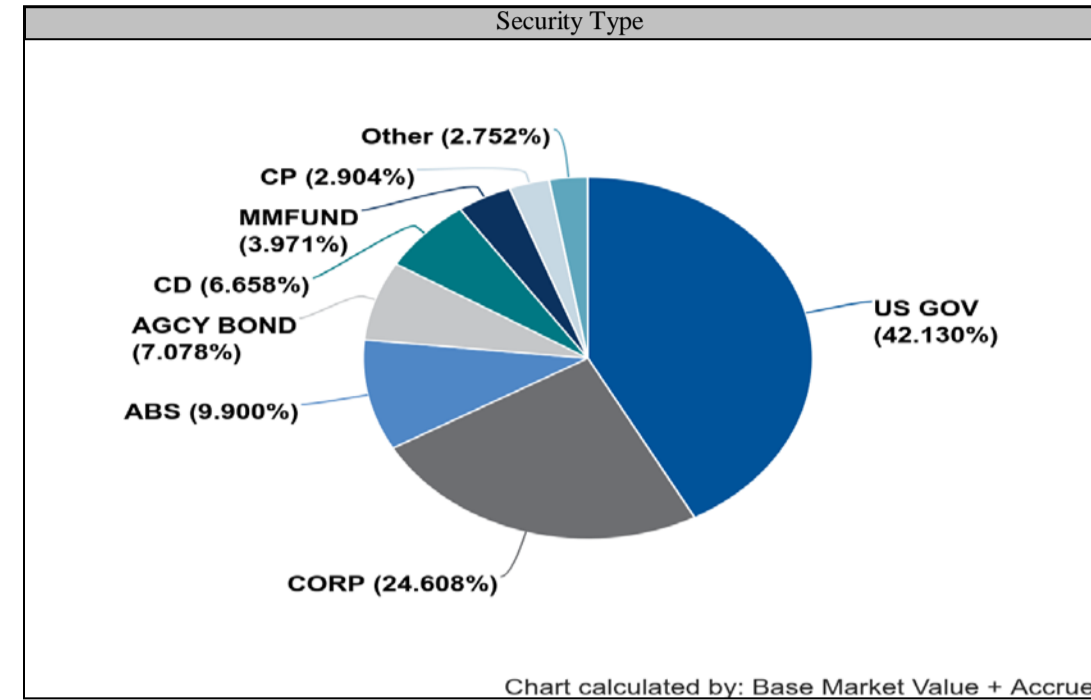
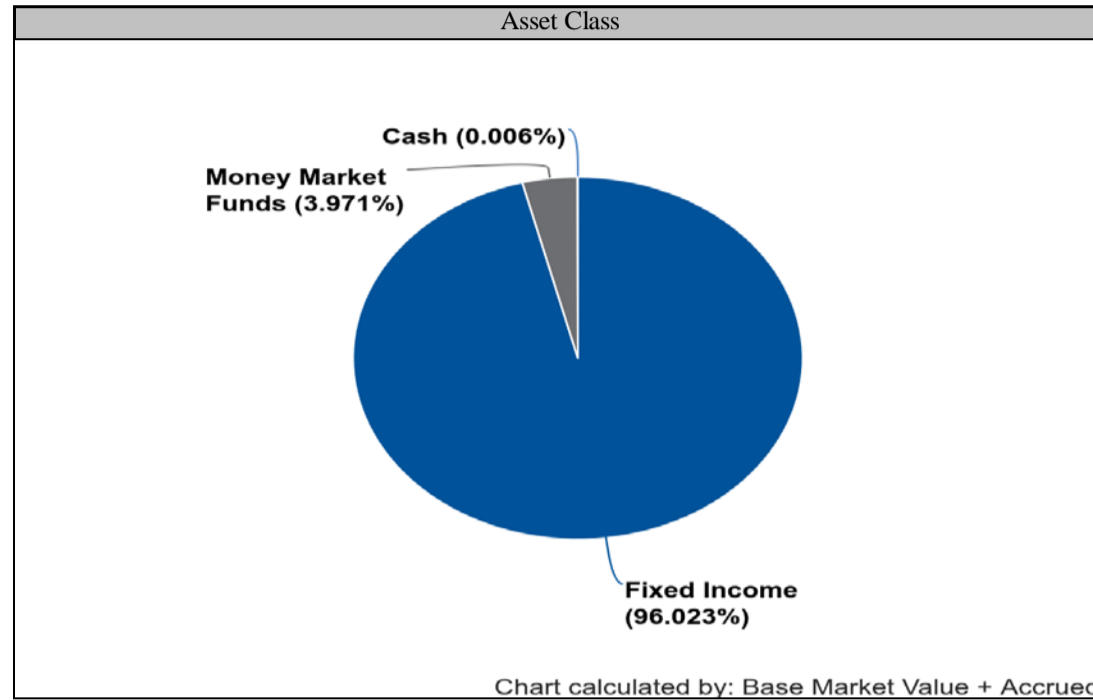
Report: Base Risk Summary - Fixed Income
 Account: San Mateo County TA (136235)
 Date: 07/01/2019 - 07/31/2019

Balance Sheet	
Book Value + Accrued	157,012,861.51
Net Unrealized Gain/Loss	1,319,041.73
Market Value + Accrued	158,331,903.24

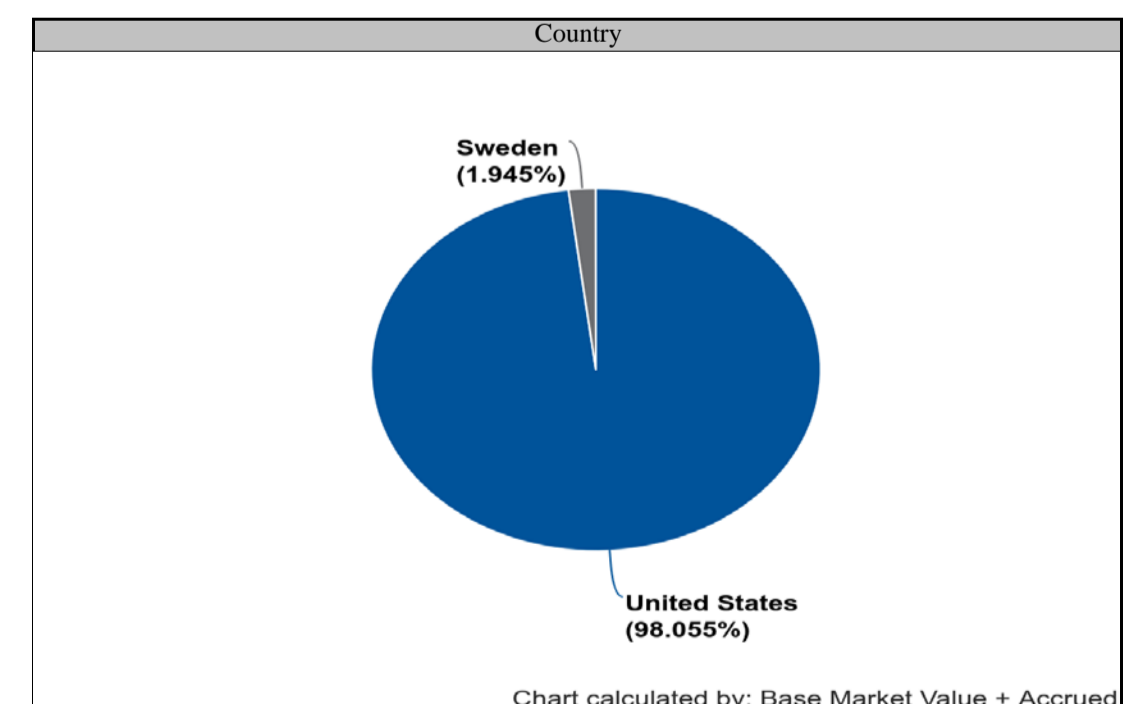
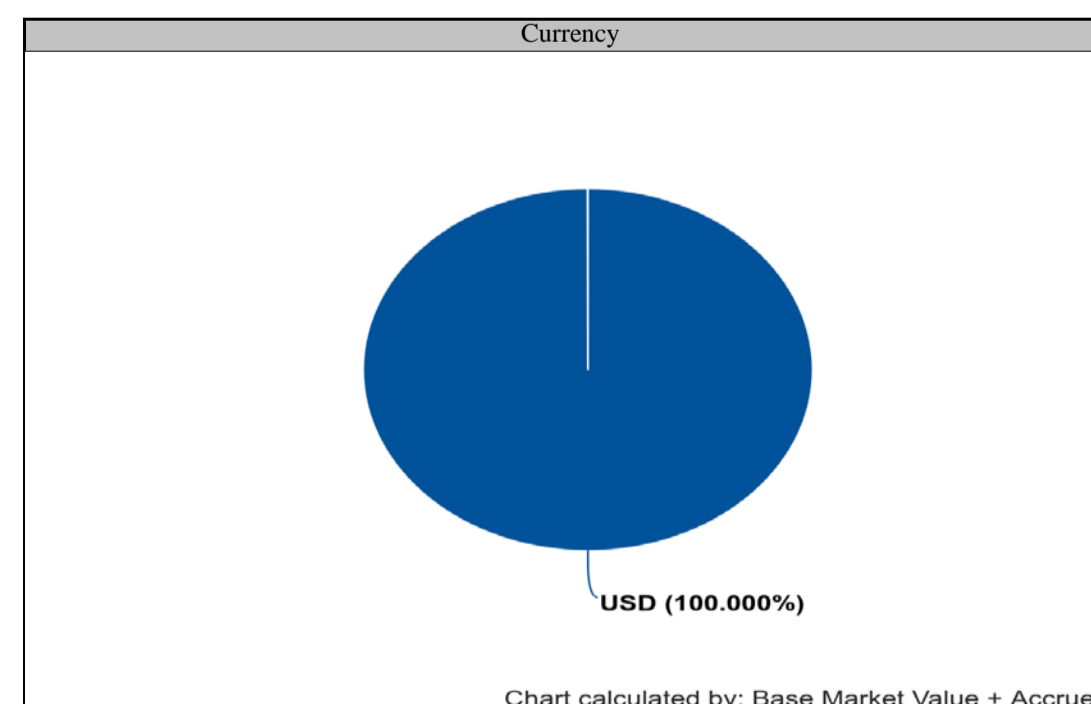
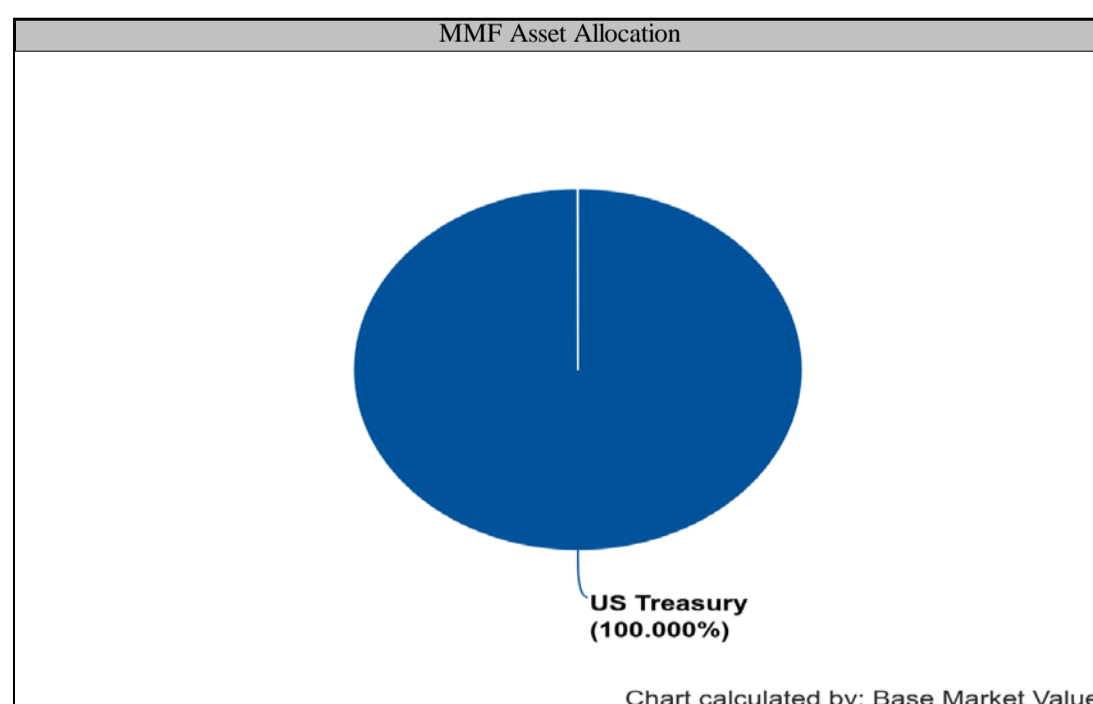
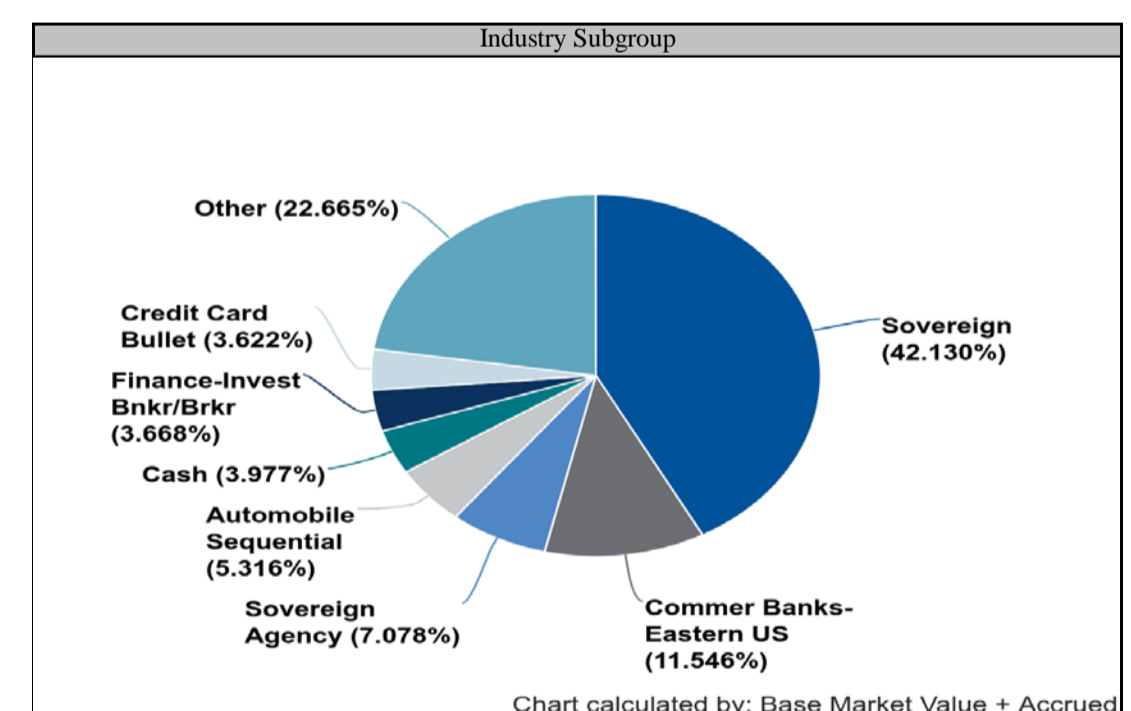
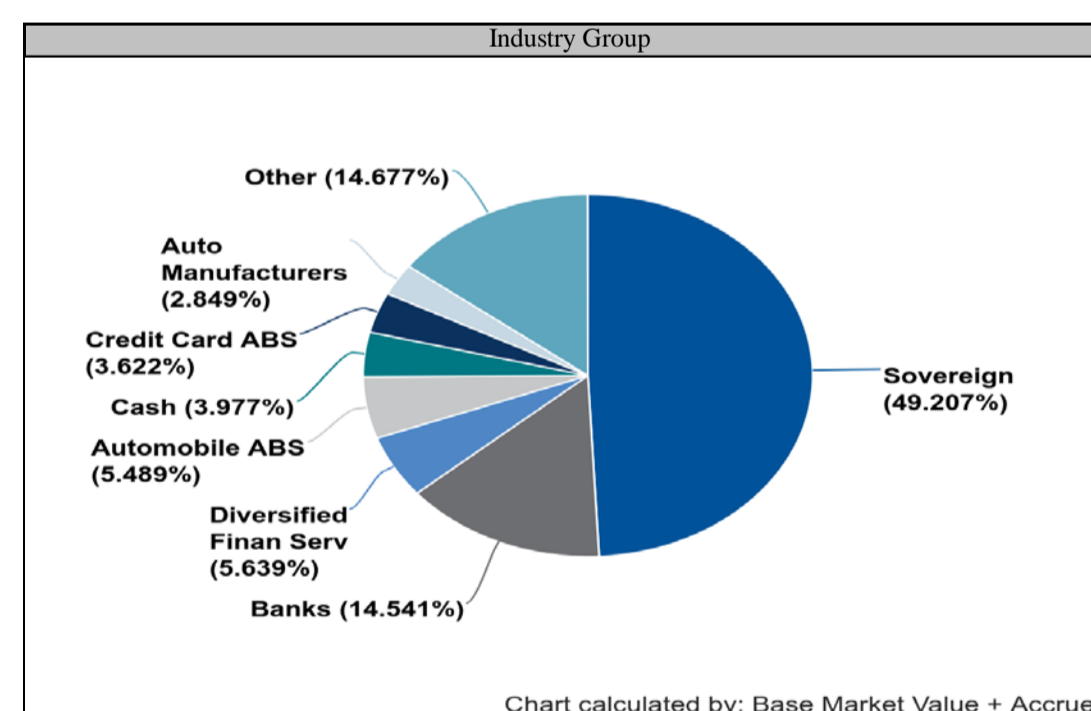
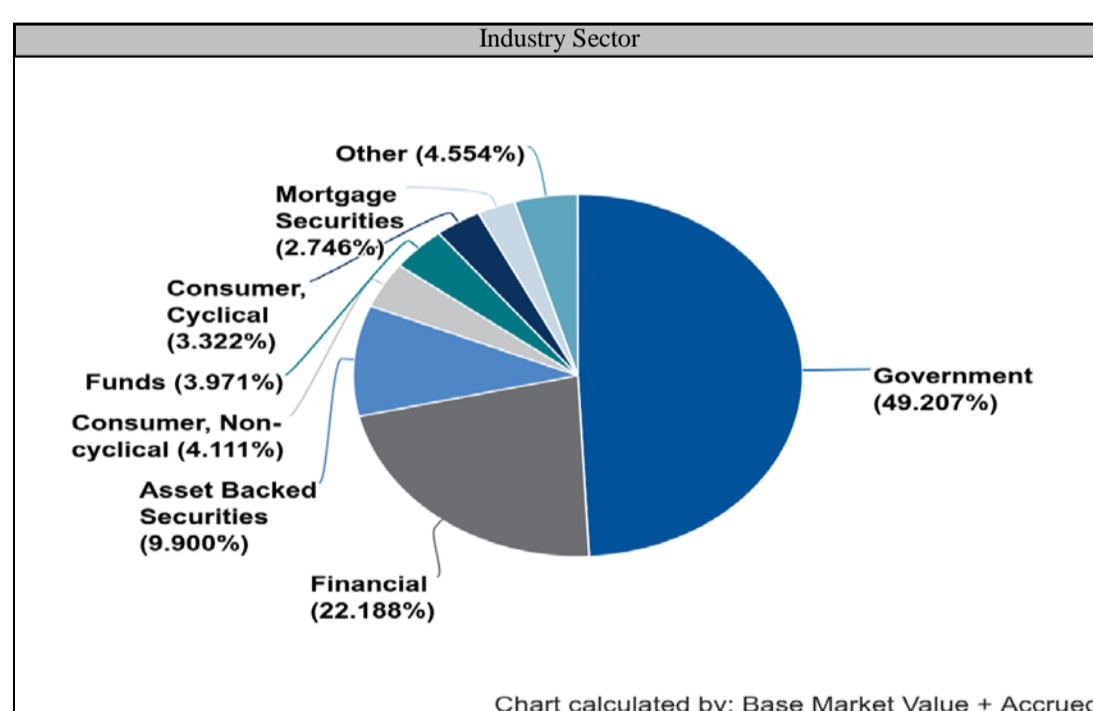
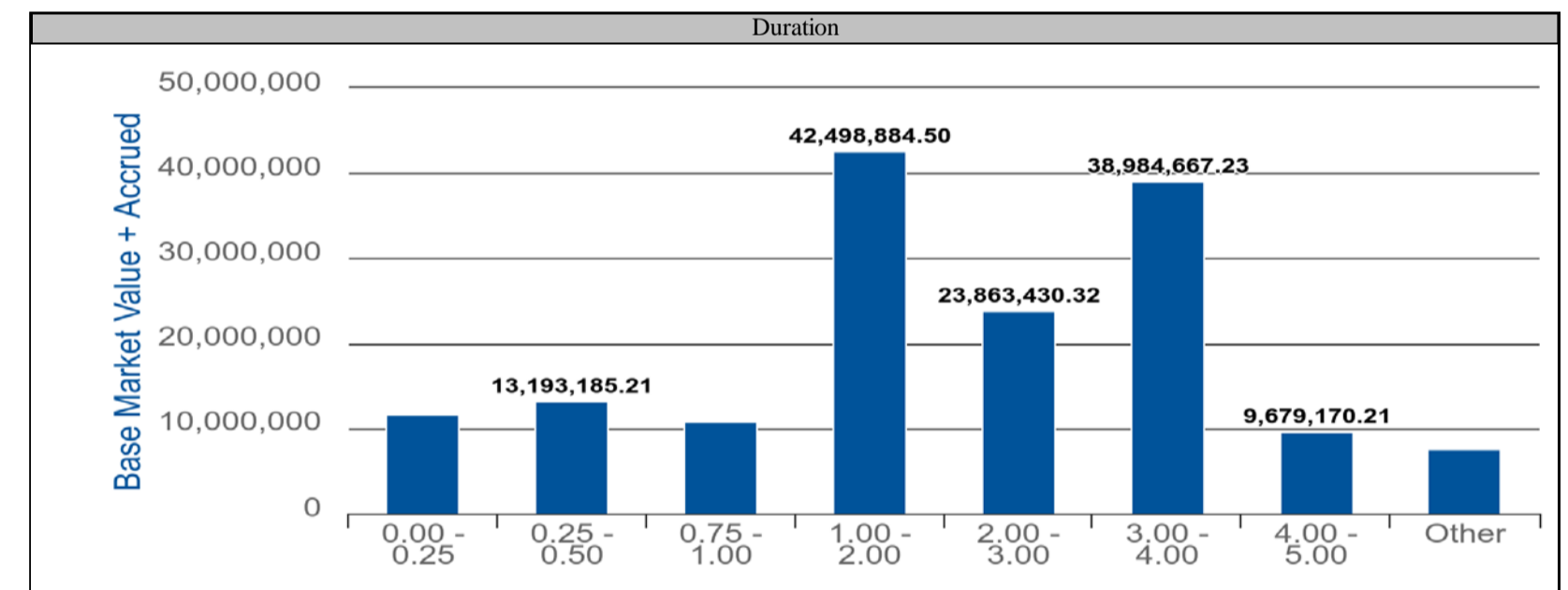
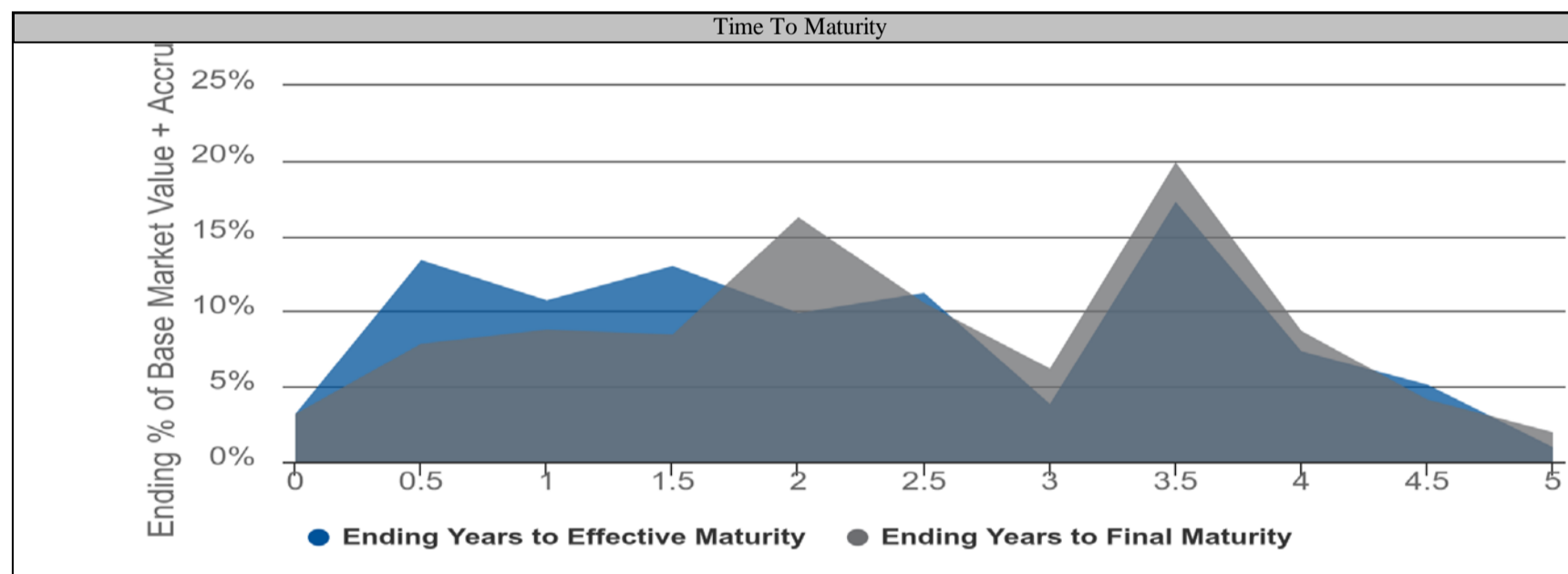
Cash and Fixed Income Summary	
Risk Metric	Value
Cash	9,646.81
MMFUND	6,286,981.53
Fixed Income	152,035,274.90
Duration	2.038
Convexity	0.067
WAL	2.128
Years to Final Maturity	2.335
Years to Effective Maturity	2.125
Yield	2.130
Book Yield	2.283
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	42.130%
Other	37.215%
Federal National Mortgage Association	6.034%
U.S. Bancorp	3.971%
Toyota Motor Corporation	3.476%
Mitsubishi UFJ Financial Group, Inc.	2.904%
Federal Home Loan Banks	2.221%
Morgan Stanley	2.049%
---	100.000%

Footnotes: 1,2



Credit Duration Heat Map									
Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	13.261%	2.584%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	5.918%	15.731%	11.595%	24.622%	3.110%	0.000%	0.000%	0.000%	0.000%
A	5.127%	7.523%	3.477%	0.000%	2.008%	0.000%	0.000%	0.000%	0.000%
BBB	3.045%	1.003%	0.000%	0.000%	0.995%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



1: * Grouped by: Issuer Concentration
 2: * Groups Sorted by: % of Base Market Value + Accrued



Report: GAAP Base Trading Activity
Account: San Mateo County TA (136235)
Date: 07/01/2019 - 07/31/2019
Base Currency: USD

* Does not Lock Down

Account	Identifier	Description	Base Original Units	Base Current Units	Currency	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
San Mateo County TA	02007HAC5	ALLYA 172 A3	0.00	(125,942.47)	USD	Principal Paydown	07/15/2019	07/15/2019	08/16/2021	(125,942.46)	0.00	125,942.46
San Mateo County TA	02007PAC7	ALLYA 171 A3	0.00	(33,474.59)	USD	Principal Paydown	07/15/2019	07/15/2019	06/15/2021	(33,474.59)	0.00	33,474.59
San Mateo County TA	25214PM26	Dexia Cr�dit Local New York Branch	(1,500,000.00)	(1,500,000.00)	USD	Maturity	07/02/2019	07/02/2019	07/02/2019	(1,500,000.00)	0.00	1,500,000.00
San Mateo County TA	3136AJ7G5	FNA 14M06B A2	0.00	(174,799.29)	USD	Principal Paydown	07/01/2019	07/01/2019	05/25/2021	(174,799.29)	0.00	174,799.29
San Mateo County TA	3136AQDQ0	FNA 15M13A AQ2	0.00	(2,573.99)	USD	Principal Paydown	07/01/2019	07/01/2019	09/25/2019	(2,574.01)	0.00	2,574.01
San Mateo County TA	3136B1XP4	FNA 18M5 A2	0.00	(1,486.82)	USD	Principal Paydown	07/01/2019	07/01/2019	09/25/2021	(1,486.82)	0.00	1,486.82
San Mateo County TA	3137FKK39	FHMS KP05 A	0.00	(26,577.74)	USD	Principal Paydown	07/01/2019	07/01/2019	07/25/2023	(26,577.74)	0.00	26,577.74
San Mateo County TA	31846V534	FIRST AMER:US TRS MM Y	4,234,336.45	4,234,336.45	USD	Buy	---	---	07/31/2019	4,234,336.45	0.00	(4,234,336.45)
San Mateo County TA	31846V534	FIRST AMER:US TRS MM Y	(4,913,840.75)	(4,913,840.75)	USD	Sell	---	---	07/31/2019	(4,913,840.75)	0.00	4,913,840.75
San Mateo County TA	34531EAD8	FORDO 17A A3	0.00	(123,474.37)	USD	Principal Paydown	07/15/2019	07/15/2019	06/15/2021	(123,474.36)	0.00	123,474.36
San Mateo County TA	38141EC23	GOLDMAN SACHS & CO	1,500,000.00	1,500,000.00	USD	Buy	07/08/2019	07/11/2019	07/08/2024	1,569,870.00	481.25	(1,570,351.25)
San Mateo County TA	38141GGQ1	GOLDMAN SACHS GROUP INC	(2,750,000.00)	(2,750,000.00)	USD	Sell	07/08/2019	07/11/2019	07/27/2021	(2,896,850.00)	(65,770.83)	2,962,620.83
San Mateo County TA	43814PAC4	HAROT 173 A3	0.00	(35,407.87)	USD	Principal Paydown	07/18/2019	07/18/2019	09/18/2021	(35,407.87)	0.00	35,407.87
San Mateo County TA	47788BAD6	JDOT 17B A3	0.00	(46,548.48)	USD	Principal Paydown	07/15/2019	07/15/2019	10/15/2021	(46,548.48)	0.00	46,548.48
San Mateo County TA	89190BAD0	TAOT 17B A3	0.00	(179,354.15)	USD	Principal Paydown	07/15/2019	07/15/2019	07/15/2021	(179,354.16)	0.00	179,354.16
San Mateo County TA	89238MAD0	TAOT 17A A3	0.00	(43,930.70)	USD	Principal Paydown	07/15/2019	07/15/2019	02/16/2021	(43,930.69)	0.00	43,930.69
San Mateo County TA	912828T91	UNITED STATES TREASURY	4,950,000.00	4,950,000.00	USD	Buy	07/05/2019	07/08/2019	10/31/2023	4,907,074.22	15,082.03	(4,922,156.25)
San Mateo County TA	---	---	1,520,495.70	726,925.24	USD	---	---	---	04/20/2021	607,019.45	(50,207.55)	(556,811.90)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down.

While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.

SMCTA – Glossary of Terms

Accrued Interest - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

Amortized Cost - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

Book Yield - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.

Average Credit Rating - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.

Convexity - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.

Credit Rating - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

Duration - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments. Duration is expressed as a number of years.

Income Return - The percentage of the total return generated by the income from interest or dividends.

Original Cost - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.

Par Value - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

Price Return - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

Short-Term Portfolio - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

Targeted-Maturities Portfolio - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

Total Return - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.

Unrealized Gains/(Loss) - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

Weighted Average Life (WAL) - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

Yield - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

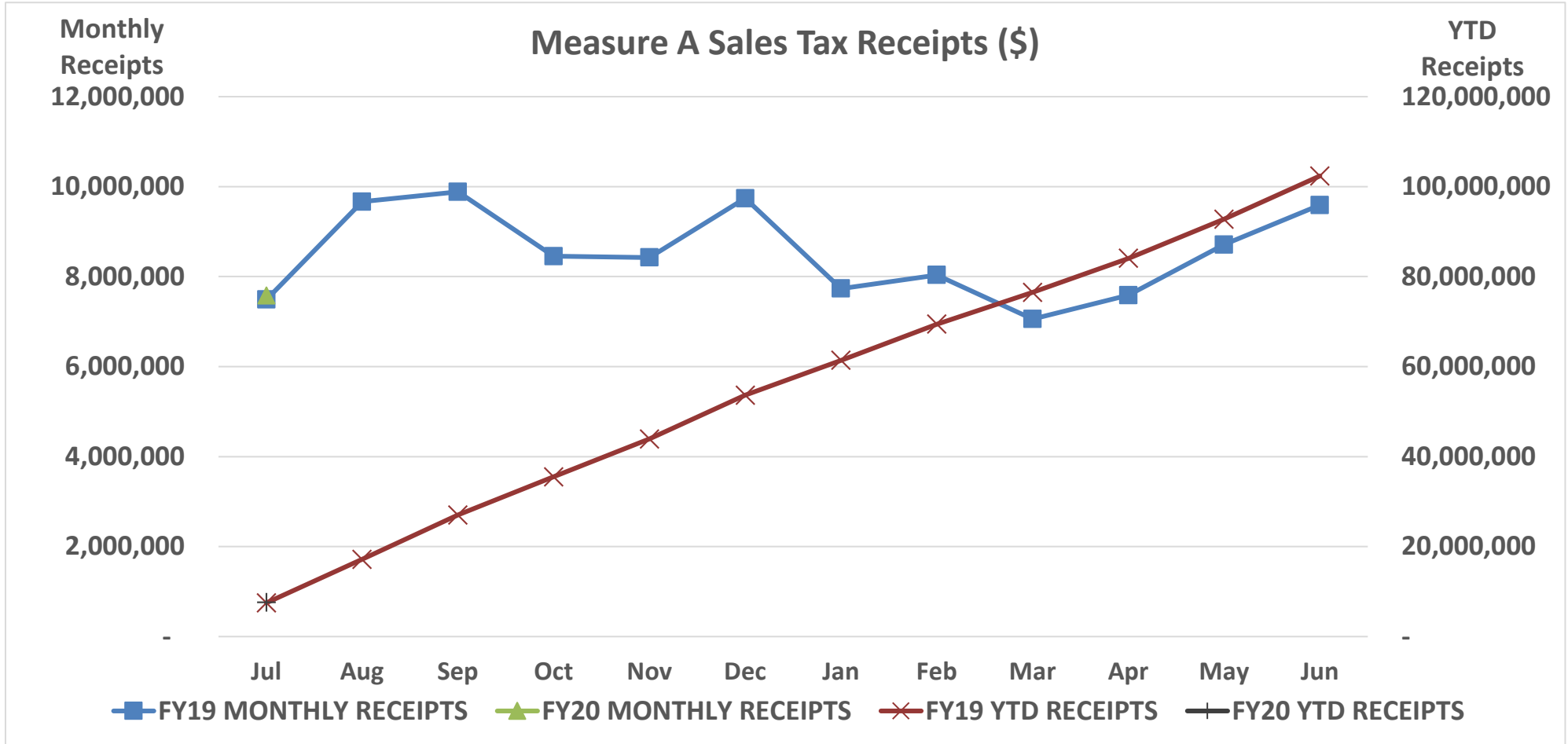
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

Yield to Maturity at Market (YTM @ Market) - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

Years to Effective Maturity - The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

Years to Final Maturity - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2020
JULY 2019**



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
Jul-19

Unit	Ref	Name	Amount	Method	Description
SMCTA	004965	SLAVIT, JOEL A	16.82	CHK	Seminar & Training
SMCTA	000291	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000292	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000293	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000294	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000295	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	000297	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000298	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000299	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000300	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	004962	ROMERO, CARLOS	100.00	CHK	Board Member Compensation
SMCTA	004975	ROMERO, CARLOS	100.00	CHK	Board Member Compensation
SMCTA	004967	HURLEY, JOSEPH	135.96	CHK	Dues & Subscriptions
SMCTA	004976	SELF-HELP COUNTIES COALITION	4,400.00	CHK	Dues & Subscriptions
SMCTA	004961	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory Fees
SMCTA	900172	PENINSULA CORRIDOR JOINT POWERS BOARD	1,567.62	WIR	Due to JPB
SMCTA	900173	SAN MATEO COUNTY TRANSIT DISTRICT	3,430,162.80	WIR	Due to SamTrans
SMCTA	004977	Solomon, Marjorie	950.00	CHK	Other Refundable / Pass Through Deposits
SMCTA	004960	PACIFIC GAS & ELECTRIC COMPANY	354.50	CHK	Consultants (1)
SMCTA	004974	PACIFIC GAS & ELECTRIC COMPANY	6,146.96	CHK	Consultants (1)
SMCTA	004959	MARK THOMAS & COMPANY AND AECOM JV	601,533.37	CHK	Consultants (1)
SMCTA	004978	HANSON BRIDGETT LLP	876.00	CHK	Consultants (2)
SMCTA	004971	HANSON BRIDGETT LLP	19,164.00	CHK	Consultants (3)
SMCTA	000296	URS CORPORATION	17,318.07	ACH	Consultants (4)
SMCTA	004973	MARK THOMAS & COMPANY AND AECOM JV	238,978.33	CHK	Consultants (5)
SMCTA	004972	HNTB CORPORATION	1,107.36	CHK	Capital programs (6)
SMCTA	004963	SAN CARLOS, CITY OF	19,759.88	CHK	Capital programs (7)
SMCTA	004979	MENLO PARK, CITY OF	41,292.84	CHK	Capital programs (7)
SMCTA	004966	CDM SMITH, INC.	36,976.83	CHK	Capital programs (8)
SMCTA	004969	CDM SMITH, INC.	107,484.61	CHK	Capital programs (8)
SMCTA	900171	SAN MATEO COUNTY TRANSIT DISTRICT	7,559,496.91	WIR	Capital programs (9)
SMCTA	004968	MENLO PARK, CITY OF	208,809.00	CHK	Capital programs (10)
SMCTA	004970	GRAY-BOWEN-SCOTT	126,386.55	CHK	Capital programs (11)
SMCTA	004964	SAN MATEO, CITY OF	694,758.73	CHK	Capital programs (12)
SMCTA	900170	DEPARTMENT OF TRANSPORTATION	804,525.54	WIR	Capital programs (13)
			<u>13,932,552.68</u>		

- (1) 101 HOV Ln Whipple - San Bruno
(2) Railroad Grade Sep Oversight
(3) Pedestrian & Bicycle Oversight \$6,726; 101 HOV Ln Whipple - San Bruno \$840; Legal Services \$7,200;
Local Shuttle Oversight \$120; Highway Oversight \$4,278
(4) 101 Peninsula Ave/Poplar I/C
(5) 101 HOV Ln Whipple - San Bruno \$228,278.74; Hwy 1 Grey Whale Cove-Miramar \$10,295.56;
101 Interchange to Broadway \$404.03
(6) Highway Oversight
(7) Shuttles FY19-20 Funding
(8) TA Strategic Plan 2020-2024
(9) San Mateo Local Share JPB CIP \$7,500,000; 101 HOV Ln Whipple - San Bruno \$59,496.91
(10) 2015 Call for Proj-Ped&Bike
(11) 101 HOV Ln Whipple - San Bruno \$119,859.74; Express Lane Operations \$6526.81
(12) Call for Proj-Ped&Bike FY14/15
(13) 101 Interchange to Willow \$782,623.77; US101/SR92 Interchang Area Imp \$13,636.71; US 101/SR 92 Direct Connector \$3,773.84
101 HOV Ln Whipple - San Bruno \$4,491.22

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT 4RD QUARTER FISCAL YEAR 2019**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Joseph M. Hurley, Director, TA Program

650-508-7942

Capital Projects

Quarterly Status Report

4th Quarter FY2019 : April 01 - June 30, 2019

Report prepared for the September 05, 2019 TA Board Meeting

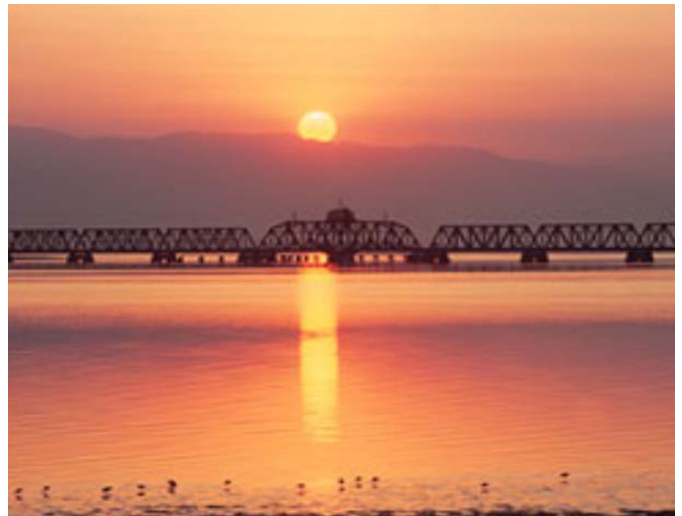




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SAN MATEO COUNTY TRANSPORTATION AUTHORITY
QUARTERLY CAPITAL PROGRAM STATUS REPORT

Status Date: June 30, 2019

Performance Status (Traffic Light) Criteria 49

Level 2 Projects

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= Project On-Hold = No Issues = Notable Issues = Significant Issues

Level 2 Projects Highways

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and design support during construction
Sponsor: City of Burlingame

Scope: The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans is the implementation agency for the construction phase, and is responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way will be part of a subsequent contract following completion of the current roadway construction contract.

Project Status Summary: PID, PA&ED, and PS&E phases were completed. Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project is in right-of-way closeout stage and highway planting final design.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	06/03/20	05/06/19	06/03/20

Progress This Quarter:

- (1) Submitted as-built drawings for Caltrans approval.
- (2) Continued right-of-way coordination and closeout.
- (3) Began subsequent highway planting final design.
- (4) Continued to develop highway planting Cooperative Agreement between TA and Caltrans and Memorandum of Understanding (MOU) between City of Burlingame and TA for highway planting design phase.
- (5) Presented highway planting conceptual design to City of Burlingame City Council.

Future Activities:

- (1) Submit subsequent highway planting 65% design for Caltrans to review.
- (2) Execute highway planting Cooperative Agreement between TA and Caltrans and Memorandum of Understanding (MOU) between City of Burlingame and TA for highway planting phase.

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,090,107	96%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,730,822	97%	\$93,738,000	100%

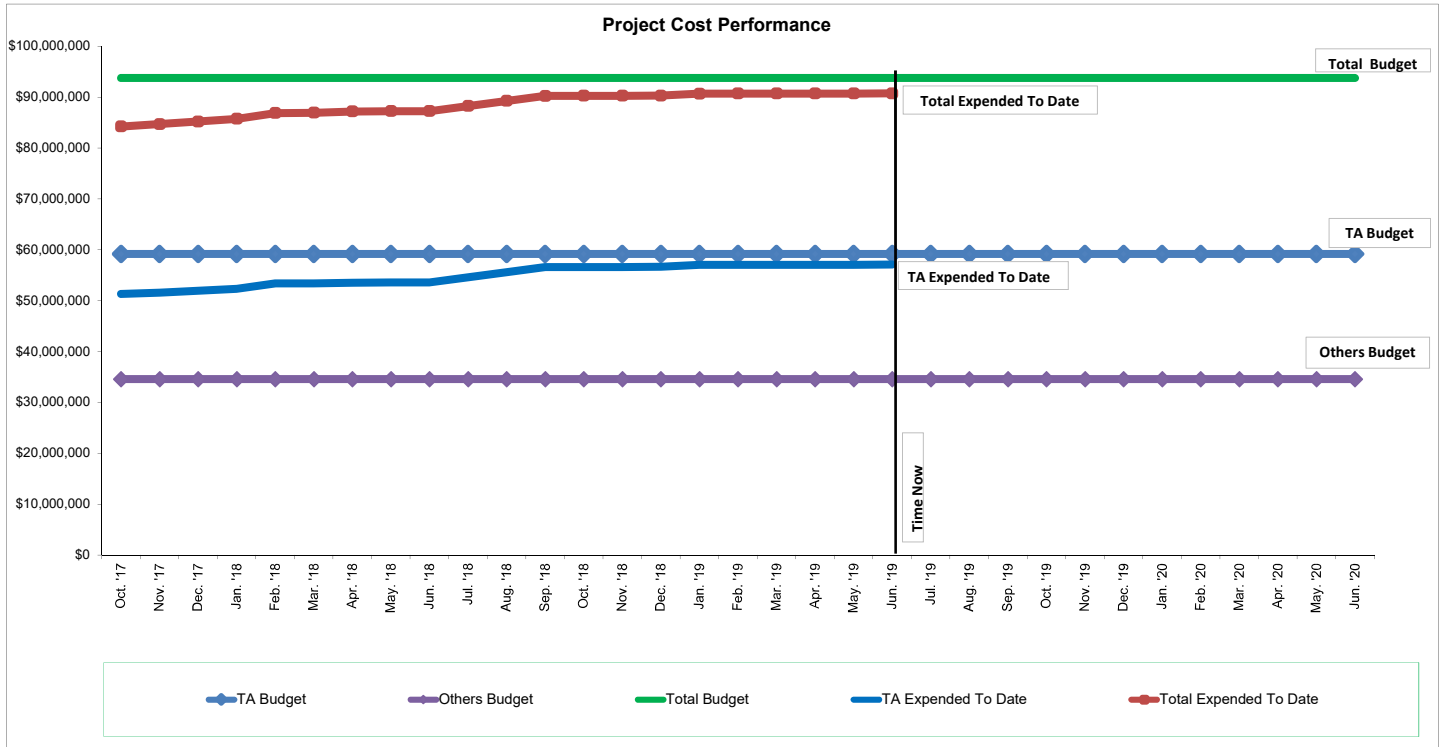
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,090,107	\$2,096,893	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,730,822	\$3,007,178	\$93,738,000	\$0

Note: The current budget includes the cost for subsequent highway planting work.



* Cost inception from the beginning of roadway construction phase.

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project will convert the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replace the existing Willow Road Overcrossing with additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also includes realignment and widening of on- and off-ramps, and new signals at the ramp intersections.

Project

Status

Summary:

TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The project is currently in Stage 4 construction. Caltrans is performing construction administration and inspection, and has reported that the contractor has completed approximately 93% of the construction contract work, 98% of the scheduled time has been used (including time extension due to change orders) and 86% of the budget has been expended.

Issues:

None

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	12/31/18	05/08/17	08/31/19

Progress

This Quarter:

- (1) Continued electrical work.
- (2) Continued construction coordination with U.S. 101 Express Lanes Project.
- (3) Shifted traffic to final stage (stage 4) in April.
- (4) Realigned lanes on bridge toward the center to construct bridge sidewalk, barriers and fence.
- (5) Performed deck grinding and installed deck drain.
- (6) Constructed rubberized hot mix asphalt top lift.
- (7) Constructed final paving and erosion control.
- (8) Began to work on punch list items.
- (9) Continued to finalize time and location for a ribbon cutting ceremony.
- (10) Adjusted temporary traffic signal to permanent signal cycle.
- (11) Finished constructing abutment wall.

Future

Activities:

- (1) Complete punch list items.
- (2) Conduct a ribbon cutting ceremony.
- (3) Continue to adjust traffic signal to permanent signal cycle.
- (4) Coordinate with City and Caltrans on subsequent highway planting conceptual design.

Issues:

Early change orders, shortage of labor and materials and jobsite injuries resulted in delay in schedule. Caltrans Resident Engineer and City of Menlo Park staff have been meeting with homeowners by the interchange to resolve construction issues.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$57,040,952	79%	\$71,800,000	86%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	14%
Total	\$83,352,000	100%	\$68,592,952	82%	\$83,352,000	100%

Issues:

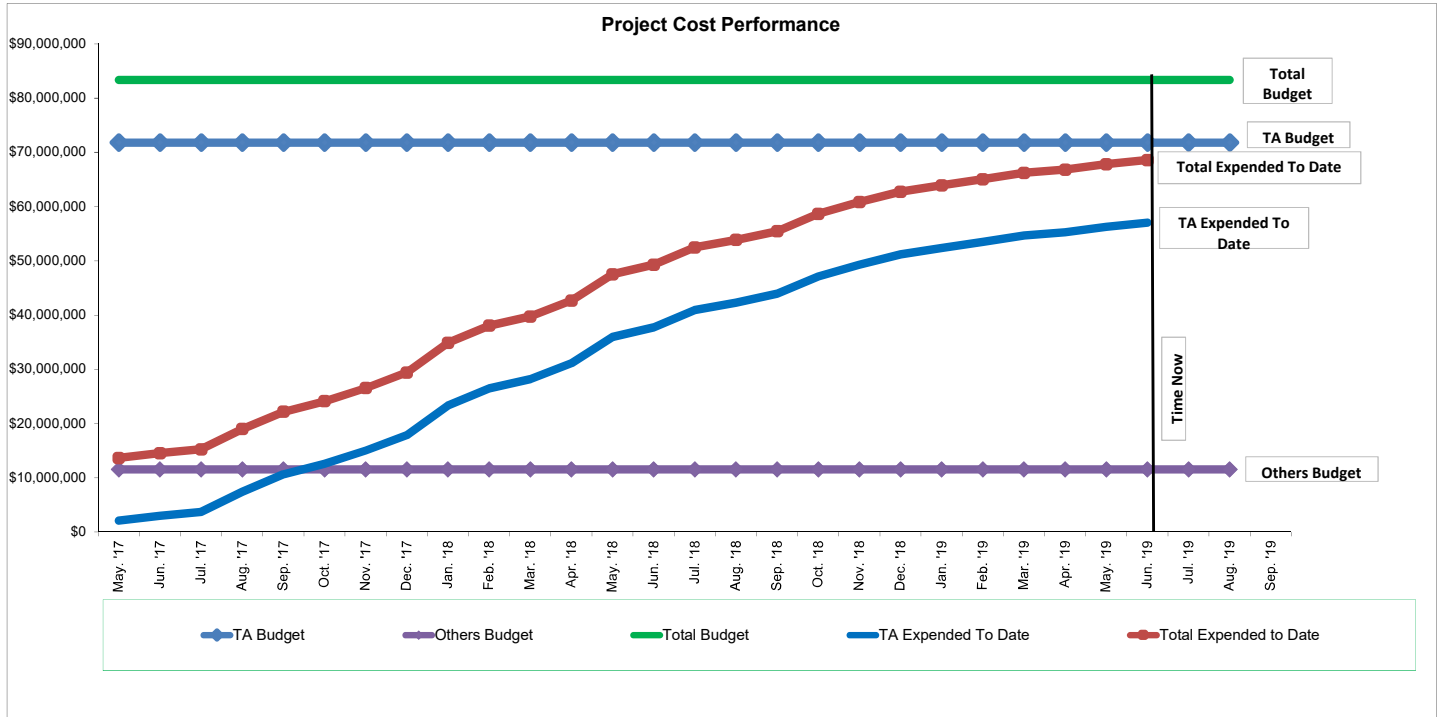
TA funding includes \$10.4 M Measure A advancement funds for construction support to be reimbursed by Caltrans once State funds become available.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$57,040,952	\$14,759,048	\$71,800,000	\$0
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$68,592,952	\$14,759,048	\$83,352,000	\$0

Note: Budget is for PID, PA&ED, PS&E, right-of-way and construction phases.



* Cost inception from the beginning of current construction phase.

Issues:

Issues associated with design discrepancies and unforeseen site conditions resulted in early changes with additional costs and time. Material and labor escalation costs resulted from project delays contribute to the additional costs. Additional costs will be covered by construction contingency funds.

000768 - U.S. 101/ WOODSIDE ROAD INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realignment of freeway ramps. The Project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

Project Status Summary:

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The project is currently advancing PS&E from 65% to 95% level.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	05/01/20	08/01/17	05/01/20
Right-of-way	08/01/17	05/01/20	08/01/17	05/01/20	08/01/17	05/01/20

Progress This Quarter:

- (1) Continued to advance PS&E package to 95% level.
- (2) Continued to work on 65% structure design.
- (3) Continued to work on geotechnical design and materials report and HazMat report.
- (4) Performed field verification of wetland area.
- (5) Submitted design exception fact sheets.
- (6) Continued to work on enhancing storm water treatment areas.
- (7) Continued to update Storm Water Data Report.
- (8) Reviewed refinement to the right-of-way requirements.
- (9) Reviewed Harbor View Place layout design.
- (10) Continued utility coordination and updated Encroachment Policy Variance Request.
- (11) Conducted constructability review meeting with Caltrans.
- (12) Submitted UPRR roadway submittal for review.
- (13) Began to address UPRR comments on structural submittal.
- (14) Conducted coordination meeting with PG&E.
- (15) Continued coordination with California Public Utilities Commission.
- (16) Submitted updated wetland delineation area to Caltrans and United States Army Corps of Engineers (USACE) for approval.
- (17) Began addressing comments from USACE on wetland areas.

Future Activities:

- (1) Continue to work on utility identification and verification.
- (2) Continue to work on utility relocation/occupation plans.
- (3) Continue to work on geotechnical and HazMat reports.
- (4) Continue to update Critical Path Method (CPM) schedule.
- (5) Continue to assess/ incorporate the 65% comments.
- (6) Continue to advance PS&E package to 95% Level.
- (7) Amend Funding Agreement for additional work and time needed to complete the project.

Issues:

Delay on the approval of the Structure Type Selection Report affected the schedule for the development of 65% structure design. Additional work including design of sanitary sewer and water facilities, soil stabilization, right-of-way engineering and supplemental field survey could add time to the schedule delay. Schedule will be updated once the City of Redwood City completes analysis schedule impacts.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,560,000	80%	\$7,828,096	68%	\$11,560,000	80%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,894,000	20%	\$2,589,492	89%	\$2,894,000	20%
Total	\$14,454,000	100%	\$10,417,588	72%	\$14,454,000	100%

Issues:

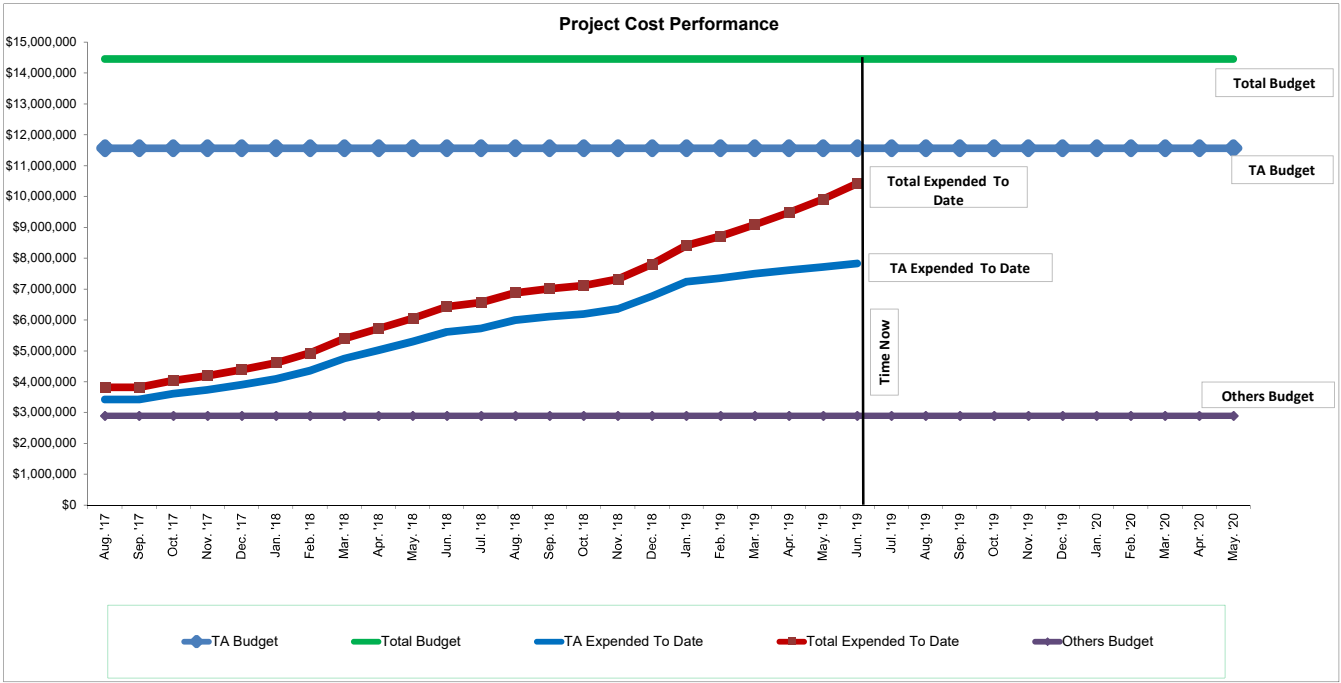
The City is working to develop a full funding plan for the construction phase of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$11,560,000	\$7,828,096	\$3,731,904	\$11,560,000	\$0
Others	\$2,894,000	\$2,589,492	\$304,508	\$2,894,000	\$0
Total Project	\$14,454,000	\$10,417,588	\$4,036,412	\$14,454,000	\$0

Note: Budget is for PA&ED, PS&E and right-of-way support phases only.



* Cost inception from the beginning of current PS&E and right-of-way phases.

Issues:

Additional work including design of sanitary sewer and water facilities, soil stabilization, right-of-way engineering and supplemental field survey could result in additional cost, which will be covered by contingency funds.

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



The project replaced the existing San Pedro Creek Bridge on State Route 1 with a longer and higher structure. The project also widened San Pedro Creek bed in the vicinity of the bridge. The limits of work on State Route 1 are from 0.3 miles south of the Linda Mar Intersection to the Linda Mar Intersection in Pacifica, CA.

Project Status Summary:

The construction phase was administrated by Caltrans and offsite mitigation were completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/20	01/01/18	12/31/20

Progress This Quarter: (1) Continued Phase II biological monitoring.

Future Activities: (1) Continue Phase II biological monitoring.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,712,277	95%	\$8,146,866	51%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,409,476	97%	\$15,844,065	100%

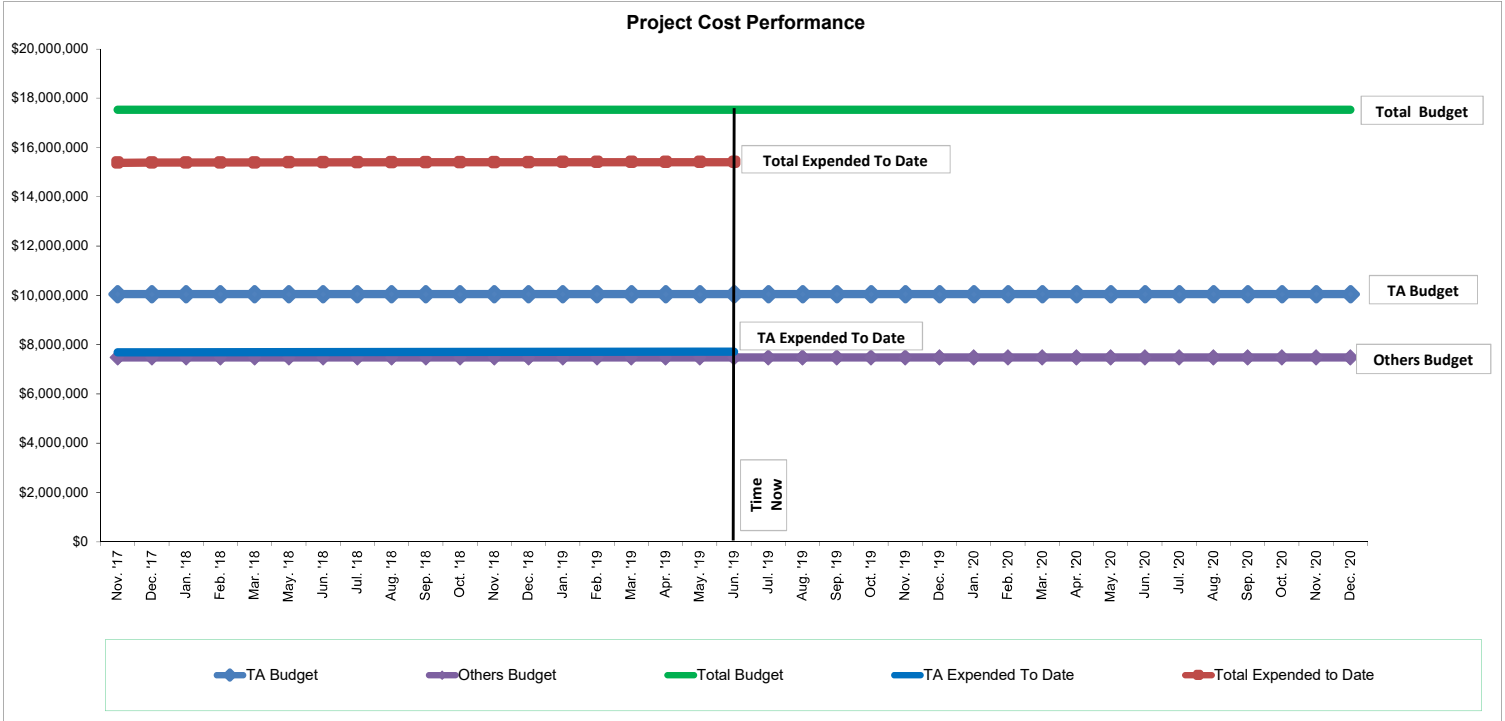
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,712,277	\$434,589	\$8,146,866	\$1,907,134
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,409,476	\$434,589	\$15,844,065	\$2,000,316

Note: Budget for PS&E, construction, plant establishment and a 3-year biological monitoring period.



* Cost inception from the beginning of current biological monitoring phase.

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT (Previously U.S. 101/ Managed Lanes Project)

TA Role: Funding Agency / Co-Implementer / Co-Sponsor

Sponsors: C/CAG and TA

Scope:



This project will provide Express Lanes in both northbound and southbound directions of US 101 from the proposed Express Lanes in Santa Clara County to I-380 in San Mateo County.

Project Status Summary:

The PSR-PDS was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. In February 2017, the project began a series of meetings to inform the City's staff (located in the vicinity of the project limits) about the project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018. In February 2018, TA Board programmed and allocated \$22,000,000 for PS&E, right-of-way and construction. Allocation for construction conditioned on completion of PS&E and right-of-way. Based on comments received on the DED, it was determined that modifications of some sections of the DED is necessary. To provide ample opportunity for public input, a 30-day partial recirculation was established. The partial recirculation of the PA&ED phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21

Progress

This Quarter:

- (1) Continued to address comments on 65% PS&E for the northern segment.
- (2) Began to prepare 95% PS&E for the northern segment.
- (3) Continued coordination with PG&E and AT&T for service point connections.
- (4) Continued 65% estimate reconciliation with contractor for the northern segment.
- (5) Reviewed and issued Contract Change Orders.
- (6) Continued construction of the southern segment.
- (7) Incorporated Bay Area Infrastructure Financing Authority (BAIFA) comments on tolling sign for the northern segment.
- (8) Continued construction coordination with U.S. 101/Willow Interchange Project, U.S. 101/ Holly Street Interchange Project, U.S. 101/ S.R. 92 Area Improvements Project and U.S. 101/ S.R. 92 Direct Connector Project.
- (9) Executed Cooperative Agreement with C/CAG, Caltrans and TA for construction phase.
- (10) Conducted constructability/risk management workshops.
- (11) TA and C/CAG Boards formed a Joint Powers Authority (JPA) as the joint owners of the project.

Future

Activities:

- (1) Continue to advance design to 100% for the northern segment.
- (2) Complete 65% estimate reconciliation with contractor for the northern segment
- (3) Continue coordination with PG&E and AT&T for service point connections.

Issues:

The project was broken down into northern and southern segments. The design phase for the southern segment was completed. The project was rebaselined to reflect the schedule for both segments.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$32,500,000	21%	\$23,740,116	73%	\$32,500,000	21%
Others						
Federal	\$9,500,000	6%	\$9,500,000	100%	\$9,500,000	6%
State	\$110,527,000		\$37,946,889	34%	\$110,527,000	71%
Private*	\$3,000,000	2%	\$3,000,000	100%	\$3,000,000	2%
Total	\$155,527,000	29%	\$74,187,005	48%	\$155,527,000	100%

* \$3M from SAMCEDA Funding Agreement.

Issues:

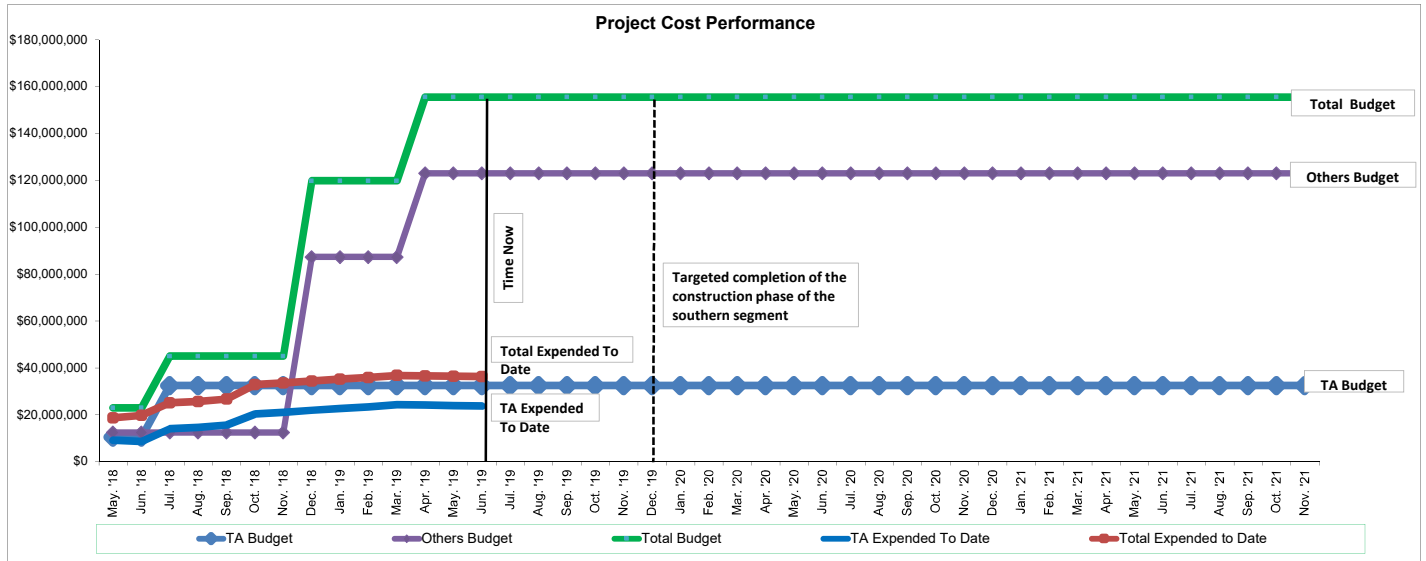
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. An additional \$50M of private funding was secured for the project and will be added to the funding table once the construction of the northern segment begins.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$32,500,000	\$23,740,116	\$8,759,884	\$32,500,000	\$0
Others	\$123,027,000	\$50,446,889	\$72,580,111	\$123,027,000	\$0
Total Project	\$155,527,000	\$74,187,005	\$81,339,995	\$155,527,000	\$0

Note: Budget is for PID, PA&ED, PS&E and right-of-way phases and construction for southern segment.



* Cost inception from the beginning of current design phase.

Issues:

An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work. An additional of \$22 M of Measure A funds were added to the project budget in July 2018. \$74.81M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018. \$36.03M of design funding for Cooperative Agreement was added to the project budget. An additional \$50M of private funding was secured for the project and will be added to the funding table once the construction of the northern segment begins.

000793 - HIGHWAY 1 SAFETY & OPERATIONAL PROJECT (GRAY WHALE COVE)

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

Scope:



Safety and mobility improvement to relieve traffic congestion, improve throughput, and enhance safety for motorists, bicyclists and pedestrians along a 7-mile stretch of Highway 1 from Gray Whale Cove to Miramar. Scope of project includes Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.

Project Status

Summary:

The Final PPS was issued on August 31, 2015. Improvements were grouped into five general locations with two or three alternatives evaluated for each location. Four public outreach meetings were held on the coast. Project delivery recommendations are included in the final PPS report. The project stakeholders are in favor of the Gray Whale Cove improvement location. In November 2016, the Gray Whale Cove improvement alternative was selected to move forward as a standalone project under the Caltrans PEER process. The PEER will serve as the Project Initiation Document (PID) and Project Approval document to enter the Caltrans Encroachment Permit process. In September 2017, TA and the County of San Mateo entered a Memorandum of Understanding to begin work associated with the PEER phase and Notice-to-proceed was issued to design consultant on September 27, 2017. Project is in final design.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	11/30/19	09/27/17	11/30/19

Progress

This Quarter:

- (1) Reviewed PG&E design drawing for service point location.
- (2) Continued to address Caltrans and TA comments on 100% PS&E package.
- (3) Continued to advance the PS&E package to final design level.
- (4) Continued coordination for U.S. Fish and Wildlife Service (USFWS) Formal Consultation and Biological Opinion.
- (5) Obtained Design Standard Decision Document approval from Caltrans.
- (6) Developed hazardous materials investigation scope of work and cost estimates.

Future

Activities:

- (1) Finalize the PS&E package to final design level.
- (2) Finalize remaining Environmental Memos and documents.
- (3) Obtain Design Standard Decision Document approval from Caltrans.
- (4) Begin hazardous materials investigation.

Issues:

County of San Mateo is pursuing federal funding, which requires the preparation of NEPA document. USFWS requested a full formal consultation which added 7 months to the project schedule. Caltrans requested to have a site investigation for potential hazardous materials that will add time and cost to the project. The schedule is rebaselined to reflect the project's current schedule due to added scope.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$751,528	50%	\$1,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$1,500,000	100%	\$751,528	50%	\$1,500,000	100%

Issues:

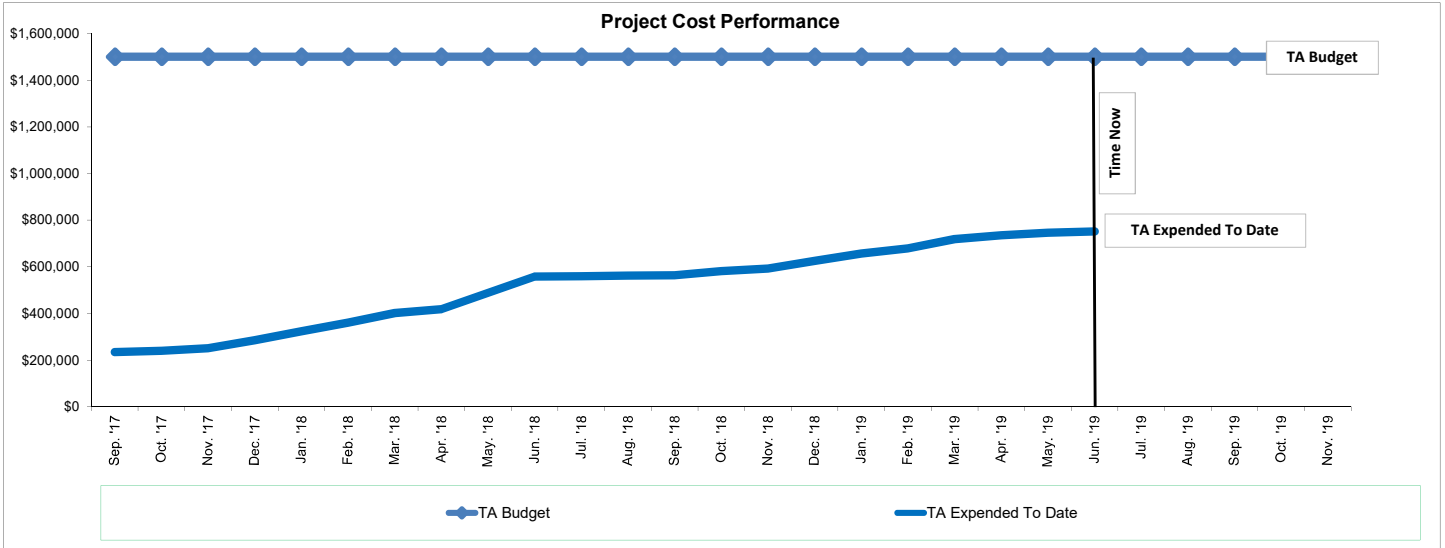
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$751,528	\$748,472	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$751,528	\$748,472	\$1,500,000	\$0

Note: Budget is for PPS, PEER and construction phases. Any cost saving from PEER phase will be made available for subsequent construction phase.



* Cost inception from the beginning of current PEER phase.

Issues: None

000795 - U.S. 101/ HOLLY STREET INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

Scope: This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks with the addition of bike lanes.



Project Status Summary: The environmental document was certified by Caltrans on June 19, 2015. Final Project Report for the interchange was approved by Caltrans on September 25, 2015. PS&E phase of work was commenced in July 2015. The 65% design was submitted to Caltrans in November 2015. The interchange project was combined with the pedestrian overcrossing project, for which a Supplemental Project Report and Environmental Certification Revalidation are required and were approved in March 2018. 100% PS&E package was approved by Caltrans in June 2018. The City of San Carlos plans to combine the interchange project with the pedestrian overcrossing as a single construction project. The project is in preparation for advertisement.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (03/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	6/19/2015*
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	9/30/2018*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	9/30/2018*



Progress This Quarter:

- (1) Continued to finalize bid package and prepare to advertise project.
- (2) Continued to finalize Funding Agreement.
- (3) Began construction coordination with U.S. 101 Express Lanes Project.

Future Activities:

- (1) Finalize bid package and advertise project in August 2019.
- (2) Execute Funding Agreement.
- (3) Continue construction coordination with U.S. 101 Express Lanes Project.

Issues: The project will be constructed at the same time as U.S. 101 Express Lanes Project. To avoid construction conflicts, Caltrans is accessing the risk of constructing both U.S. 101/ Holly Street Interchange Project and U.S. 101 Express Lanes Project at the same time.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	80%	\$2,858,776	95%	\$3,000,000	80%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$763,063	20%	\$710,117	93%	\$763,063	20%
Total	\$3,763,063	100%	\$3,568,892	95%	\$3,763,063	100%



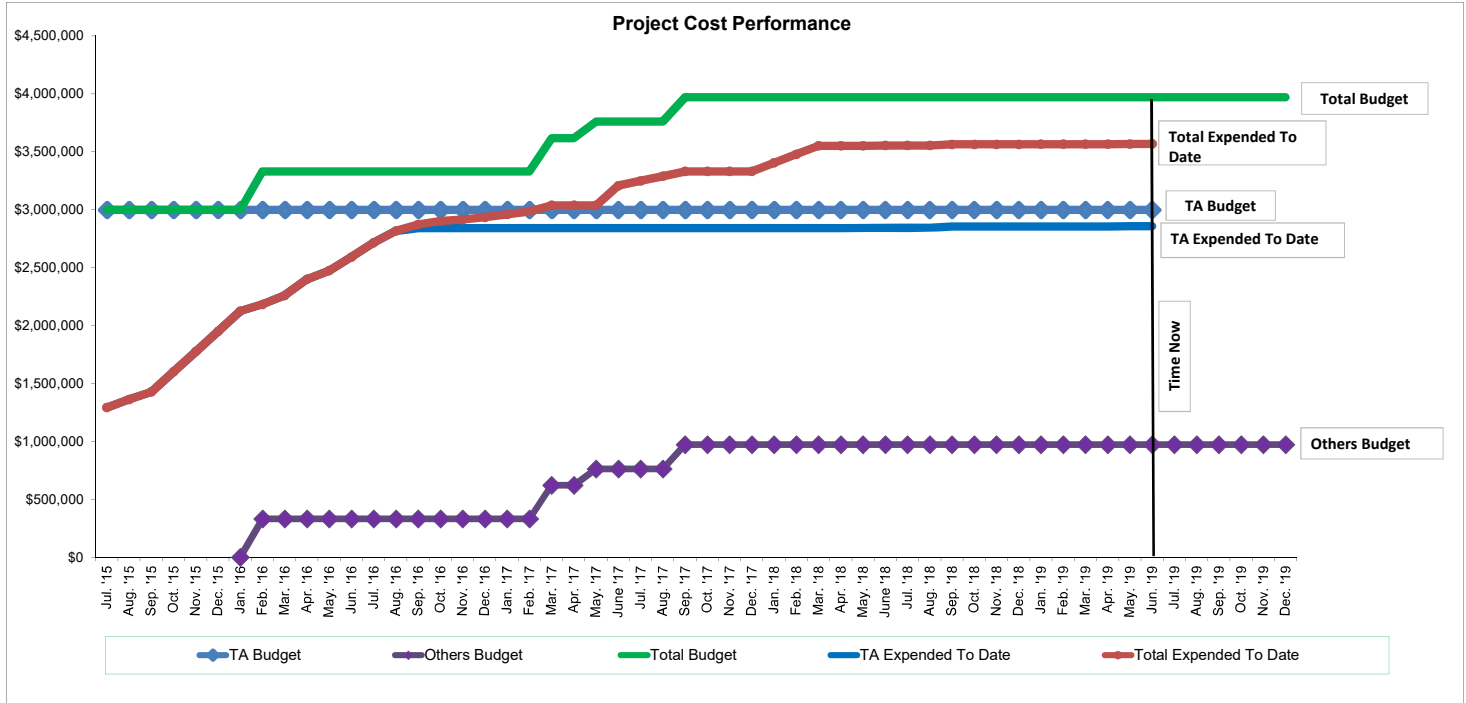
Issues: The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
Total Project	\$3,763,063	\$3,568,892	\$194,171	\$3,763,063	\$0

Note: Budget is for PA&ED and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study.



* Cost inception from the beginning of current phase.

Issues:

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds.

000801 - U.S. 101/ PENINSULA AVE INTERCHANGE PROJECT

TA Role: Implementing Agency and Funding Agency

Sponsor: City of San Mateo

Scope: The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.

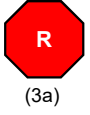


Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. The project is currently in traffic operational analysis. Other environmental and technical studies are currently on hold until traffic study is complete.

Issues: Delay in issuing baseline schedule due to additional public meetings requested by the City of Burlingame to address potential traffic impact on City's streets.

Schedule:

Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	02/18/14	06/30/15	02/18/14	06/30/15	02/18/14	05/22/15
PA&ED	06/01/16	TBD*	06/01/16	TBD*	06/01/16	TBD*



*Baseline schedule for PA&ED will be developed after traffic operational analysis is completed.

Progress This Quarter:

- (1) Continued to refine traffic forecast model.
- (2) Continued to coordinate with City of Burlingame on information needed to be incorporated in the travel demand model.
- (3) Coordinated meetings with project stakeholders.
- (4) Continued preliminary 2045 Traffic Operational Analysis.
- (5) Conducted draft 2045 Build Traffic Operation Analysis Report review meeting
- (6) Coordinated with roadway design team to evaluate geometric design changes needed based on preliminary traffic operation analysis.

Future Activities:

- (1) Update baseline schedule when traffic operational analysis is completed.
- (2) Submit draft 2045 Build Traffic Operation Analysis Report.
- (3) Continue coordination with City of Burlingame and other project stakeholders.

Issues: Additional traffic studies and enhanced public outreach could potentially impact the project schedule.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,661,669	47%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$1,661,669	47%	\$3,500,000	100%



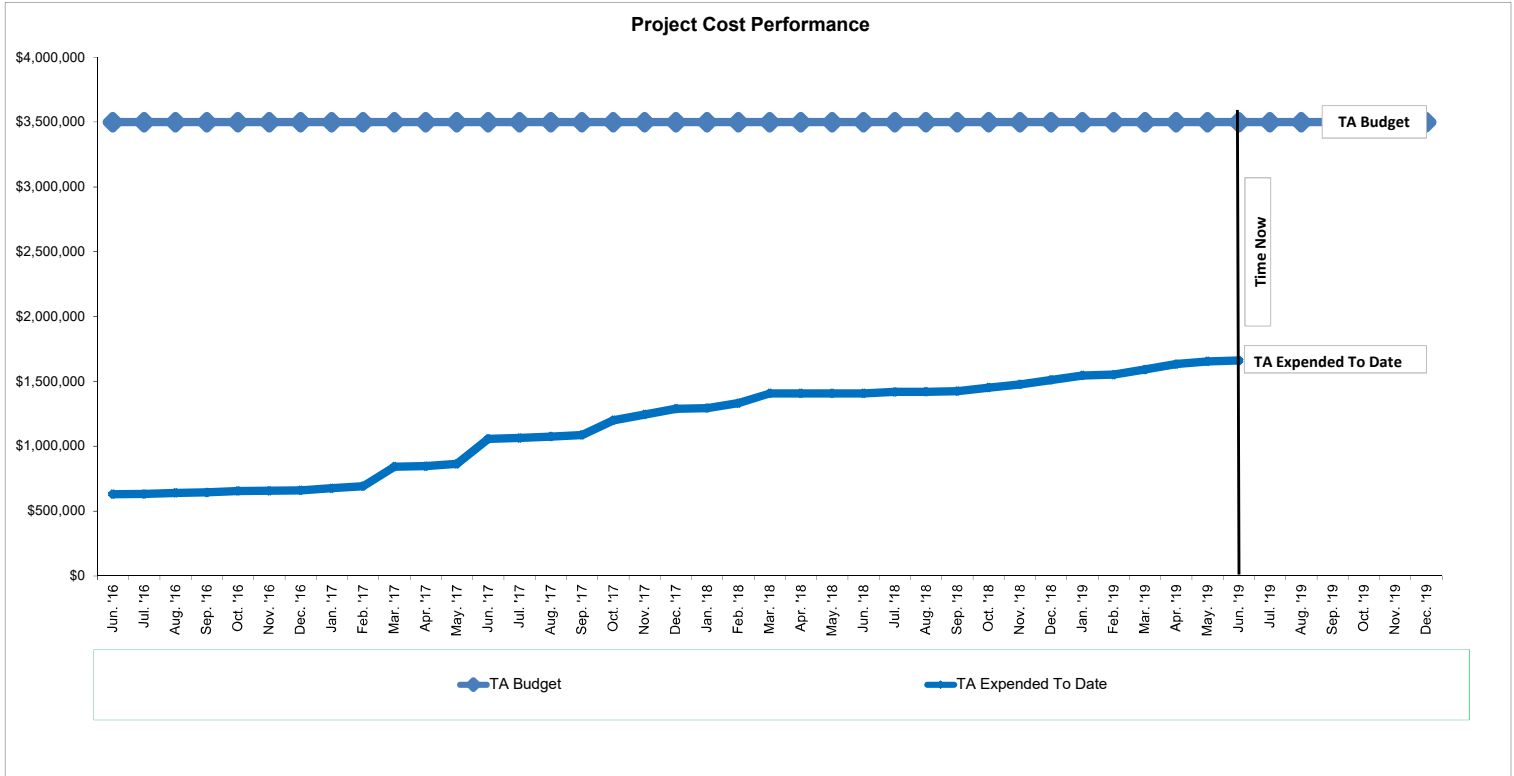
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,661,669	\$1,838,331	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,661,669	\$1,838,331	\$3,500,000	\$0

Note: Budget is for PID and PA&ED phases.



* Cost inception from the beginning of current PA&ED phase.

Issues: Cost associated with additional traffic studies and enhanced public outreach will require additional funding to complete the environmental phase of the project.

000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

Scope:



Project scope is to study alternatives for a new interchange and street that connect from Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

Project Status

Summary:

The Project Study Report – Project Development Support (PSR-PDS) documents were approved by Caltrans in August 2015 . The City of South San Francisco selected a consultant team to proceed with the environmental studies (PA&ED phase) and issued a Notice-to-proceed in September 2017. Project is currently in preparation of engineering technical studies for PA&ED phase.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (9/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	10/30/15
PA&ED	05/15/17	09/15/19	05/15/17	12/31/19	09/22/17	12/31/19

Progress

This Quarter:

- (1) Continued Environmental Studies.
- (2) Continued Traffic Studies.
- (3) Continued to refine Purpose & Need Statement.
- (4) Continued to update design alternatives to minimize right-of-way impacts.
- (5) Analyzed design alternatives for potential traffic impact.

Future

Activities:

- (1) Continue Environmental Studies.
- (2) Continue Traffic Studies.
- (3) Finalize and submit Purpose and Need Statement to Caltrans.
- (4) Continue to update the Alternatives Analysis Matrix.

Issues:

The City has been evaluating two additional alternatives to minimize right-of-way impacts to business and private properties. The additional scope could add time to the project. Schedule will be updated once the City completes analysing schedule impacts.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,517,226	43%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$67,531	23%	\$300,000	8%
Total	\$3,850,000	100%	\$1,584,757	41%	\$3,850,000	100%

Issues:

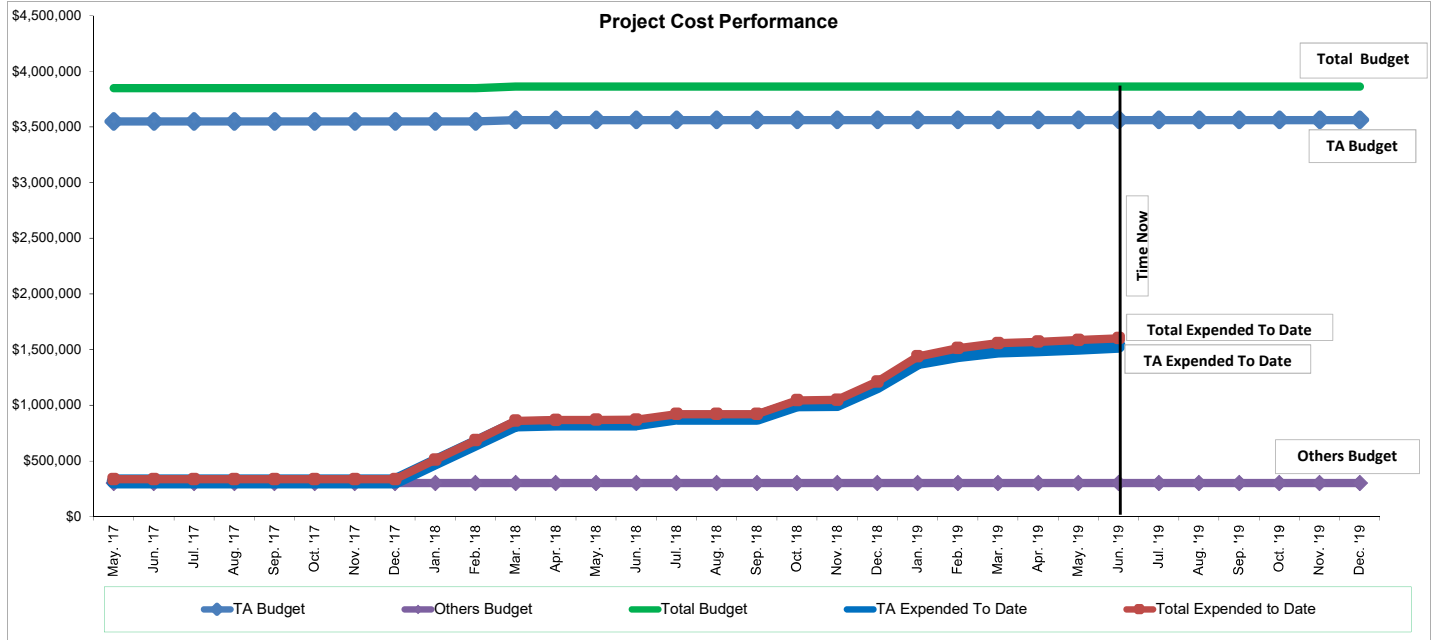
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,517,226	\$2,032,774	\$3,550,000	\$0
Others	\$300,000	\$67,531	\$232,469	\$300,000	\$0
Total Project	\$3,850,000	\$1,584,757	\$2,265,243	\$3,850,000	\$0

Note: Budget is for PSR-PDS and PA&ED phases.



* Cost inception from the beginning of current PA&ED phase.

Issues: None

000805 - HIGHWAY 92 / SR 82 (EL CAMINO REAL) INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Mateo

Scope: This project converted the existing interchange to a partial cloverleaf interchange, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.



Project Status Summary: Caltrans completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in scoping for subsequent highway planting work.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18



Progress This Quarter: (1) Continued project closeout.
(2) Issued Request-for-proposal for selection of a consultant team to perform highway planting design.

Future Activities: (1) Complete project closeout for roadway construction contract.
(2) Award consultant team to perform highway planting design.
(3) Draft Funding Agreement with City of San Mateo.

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,162,220	93%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$4,899,198	97%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,186,901	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,228,319	95%	\$26,611,535	100%



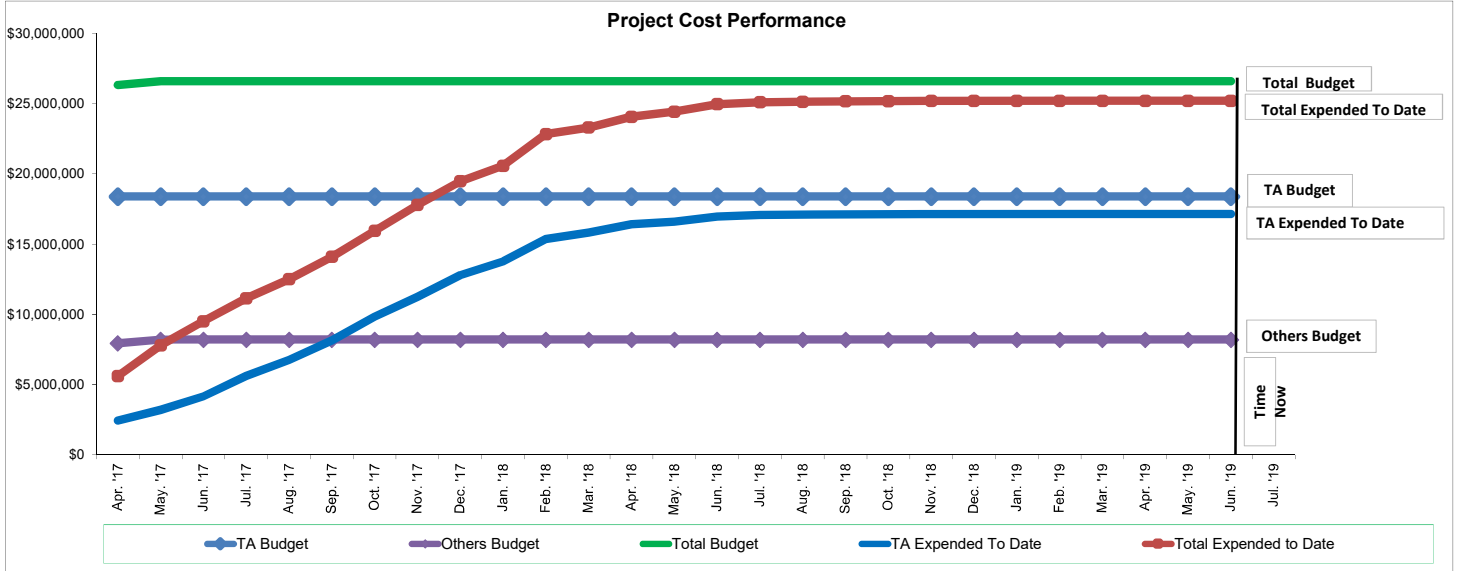
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,162,220	\$1,237,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,066,100	\$145,435	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,228,319	\$1,383,216	\$26,611,535	\$0

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases.



* Cost inception from the beginning of construction phase.

Issues: None

000822 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

Scope:



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

Project Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in December 2017 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is in preparation of necessary agreements to begin construction phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Preliminary Design	03/01/18	12/31/18	03/01/18	12/31/18	03/01/18	12/31/18
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19

Progress This Quarter:

- (1) Began to address Caltrans comments on 100% PS&E package.
- (2) Continued to obtain Caltrans approval on 100% PS&E package.
- (3) Continued to prepare Funding Agreement for construction phase.

Future Activities:

- (1) Conduct comment resolution meeting with Caltrans.
- (2) Obtain Caltrans approval on 100% PS&E and Encroachment Permit.
- (3) Obtain TA Board approval for construction fund allocation.
- (4) Begin project closeout.
- (5) Finalize and execute Funding Agreement for construction phase once project receives design approval from Caltrans.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	100%	\$300,000	100%	\$300,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$300,000	100%	\$300,000	100%	\$300,000	100%

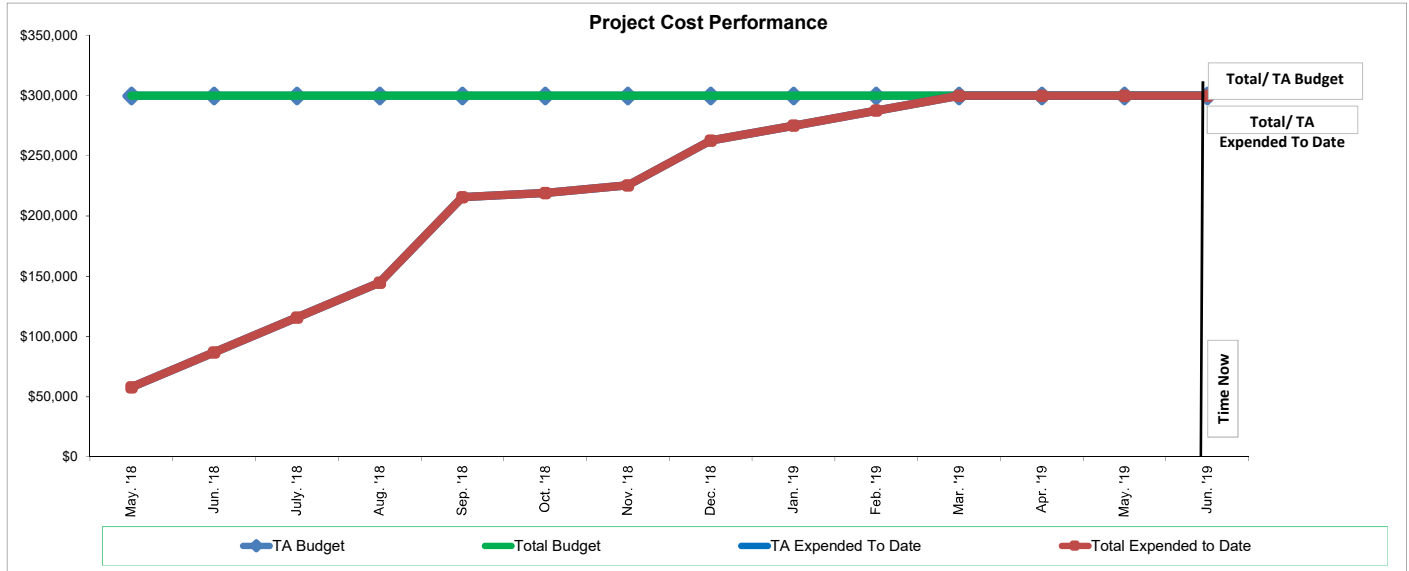
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$300,000	\$0	\$300,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$300,000	\$300,000	\$0	\$300,000	\$0

Note: Budget is for design phase only.



Issues:

The TA has programmed \$3.2 M of Measure A Funds for the construction phase with allocation conditioned on securing final design approval and all required permits.

000823 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE

TA Role: Funding Agency
Sponsor: City of Half Moon Bay

Scope:



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Main Street to Kehoe Avenue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection at Terrace Avenue. The existing Frontage Road will be extended south to connect with Grand Boulevard. SR 1 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

Project Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in February 8, 2019 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is currently in design phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PEER/ Preliminary Design	11/01/17	02/08/19	11/01/17	02/08/19	11/01/17	02/08/19
Final Design	04/19/19	05/31/20	04/19/19	05/31/20	04/19/19	05/31/20

Progress This Quarter:

- (1) Executed Funding Agreement.
- (2) Awarded consultant contract.
- (3) Began 35% PS&E design.
- (4) Completed aerial survey and topography.
- (5) Began geotechnical investigation.

Future Activities:

- (1) Continue geotechnical investigation.
- (2) Continue to develop 35% PS&E design.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$933	0%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$1,729	0%	\$556,185	65%
Total	\$856,185	100%	\$2,661	0%	\$856,185	100%

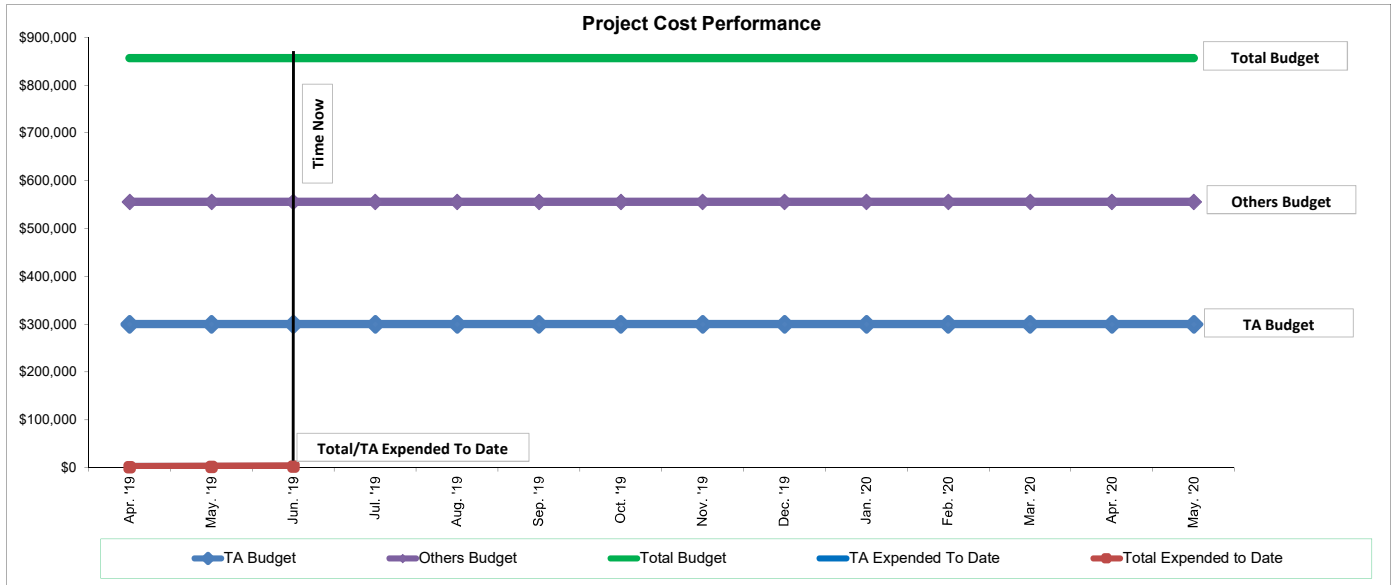
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$933	\$299,067	\$300,000	\$0
Others	\$556,185	\$1,729	\$554,456	\$556,185	\$0
Total Project	\$856,185	\$2,661	\$853,524	\$856,185	\$0

Note: Budget is for design phase only.




Issues: None

100302 - U.S. 101 Managed Lanes North Project


TA Role: Funding Agency/ Co-Sponsor

Sponsor: C/CAG and TA (In Coordination With SFCTA)

Scope:  This project will provide Managed Lanes on US 101 and I 280 from the terminus of US 101 Managed Lanes project in San Mateo County near the I-380 interchange into downtown San Francisco at the terminus of I 280 at 5th Street/ King Street. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Initiation Document (PID) will refine the alternatives for managed lanes based on inputs from the San Francisco Freeway Corridor Management Study Phase 2 in San Francisco County.

Project Status Summary: In October 2015, TA Board programmed and allocated \$8,000,000 for the environmental phase of the US 101 Auxiliary Lanes Project. Based on the environmental studies conducted and growing traffic congestion, it was determined that there is a need to consider the extension of Managed Lanes north of I-380, which was not included in the scope of the approved PID for the Auxiliary Lanes Project. In January 2018, TA Board reallocated \$1,000,000 previously-allocated for the environmental phase of the US 101 Auxiliary Lanes Project (Oyster Point to San Francisco County Line) to this PID scope of work. TA is committed to fund up to \$750,000 or 50% of the costs associated with the PID phase. A Notice-to-proceed was issued for PID scope of work in March 2018. Project is currently in preparation of Final Draft PSR-PDS.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	08/31/19	08/01/18	08/31/19


Progress This Quarter:

- (1) Continued to address comments on Final Draft PSR-PDS.
- (2) Obtained Caltrans concurrence on advanced traffic data collection methodology.
- (3) Submitted Encroachment Permit for advanced traffic data collection.
- (4) Conducted advanced traffic data collection.

Future Activities:

- (1) Analysis advanced traffic data.
- (2) Obtain approval and signatures on Final PSR-PDS.
- (3) Determine the path forward for the next phase, Project Approval and Environmental Document (PA/ED).

Issues: The project team determined that performing advanced traffic data collection will optimize the PA/ED schedule. The project scope of work was amended to include advanced traffic data collection.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$428,849	43%	\$1,000,000	57%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$453,895	61%	\$750,000	43%
Total	\$1,750,000	100%	\$882,745	50%	\$1,750,000	100%

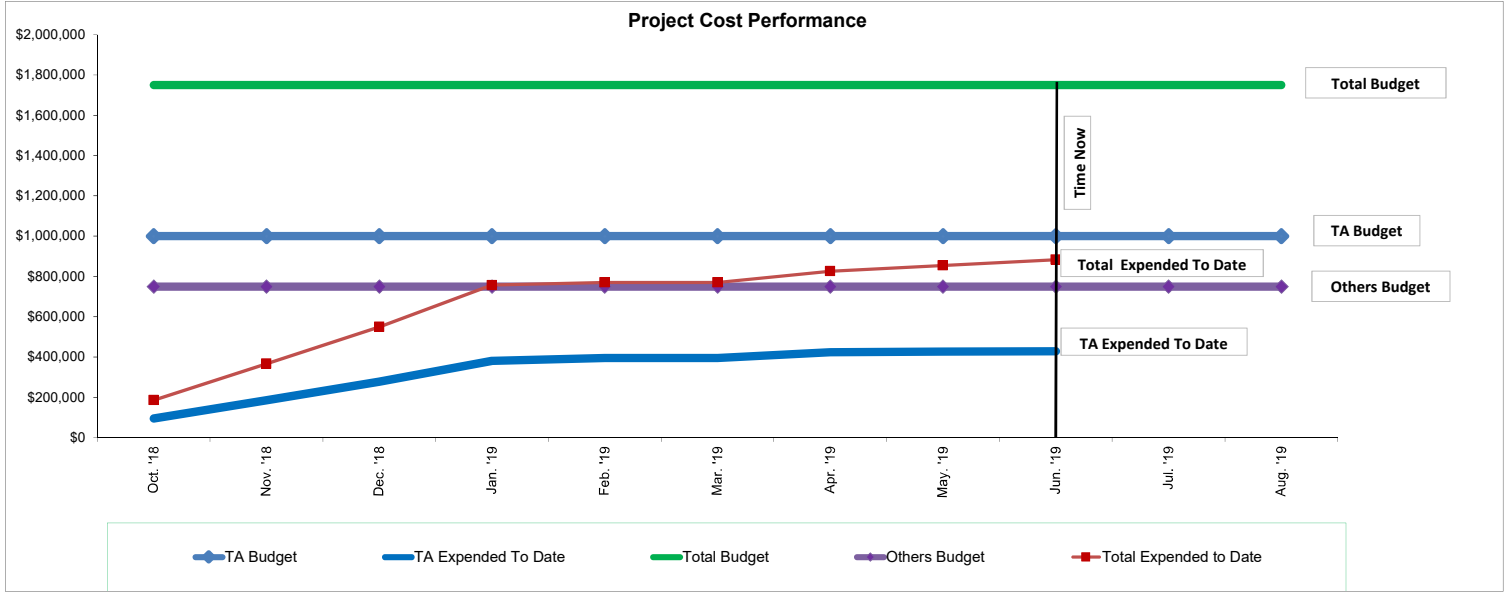
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$428,849	\$571,151	\$1,000,000	\$0
Others	\$750,000	\$453,895	\$296,105	\$750,000	\$0
Total Project	\$1,750,000	\$882,745	\$867,255	\$1,750,000	\$0

Note: Budget is for PID phase only.



Issues: None

100318 - U.S. 101 / SR 92 INTERCHANGE AREA IMPROVEMENTS PROJECT

TA Role: Implementing and Funding Agency

Sponsor: City of Foster City, City of San Mateo

Scope:



The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the widening of US 101 Hillsdale Boulevard exit ramp.

Project Status Summary:

The project is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/01)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	11/01/19

Progress This Quarter:

- (1) Addressed Caltrans comments and refined Design Standard Risk Assessment Matrix.
- (2) Finalized and submitted Draft PSR-PDS to Caltrans and project stakeholders for review and comment.
- (3) Began to address Caltrans comments on Draft PSR-PDS.
- (4) Scheduled risk register meeting.

Future Activities:

- (1) Finalize and submit Draft Final PSR-PDS to Caltrans and project stakeholders.
- (2) Address Caltrans comments on Draft PSR-PDS.
- (3) Conduct risk register meeting.

Issues: The Cities of San Mateo and Foster City submitted a formal request to TA to modify the scope of the project to eliminate the three right turn lane configuration at the intersection of Hillsdale Boulevard/ U.S. 101 northbound off-ramp as an option for the project. The City of San Mateo also requested to add the additional eastbound thru lane on Hillsdale Boulevard to the project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$630,000	90%	\$243,702	39%	\$630,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$70,000	10%	\$15,988	23%	\$70,000	10%
Total	\$700,000	100%	\$259,690	62%	\$700,000	100%

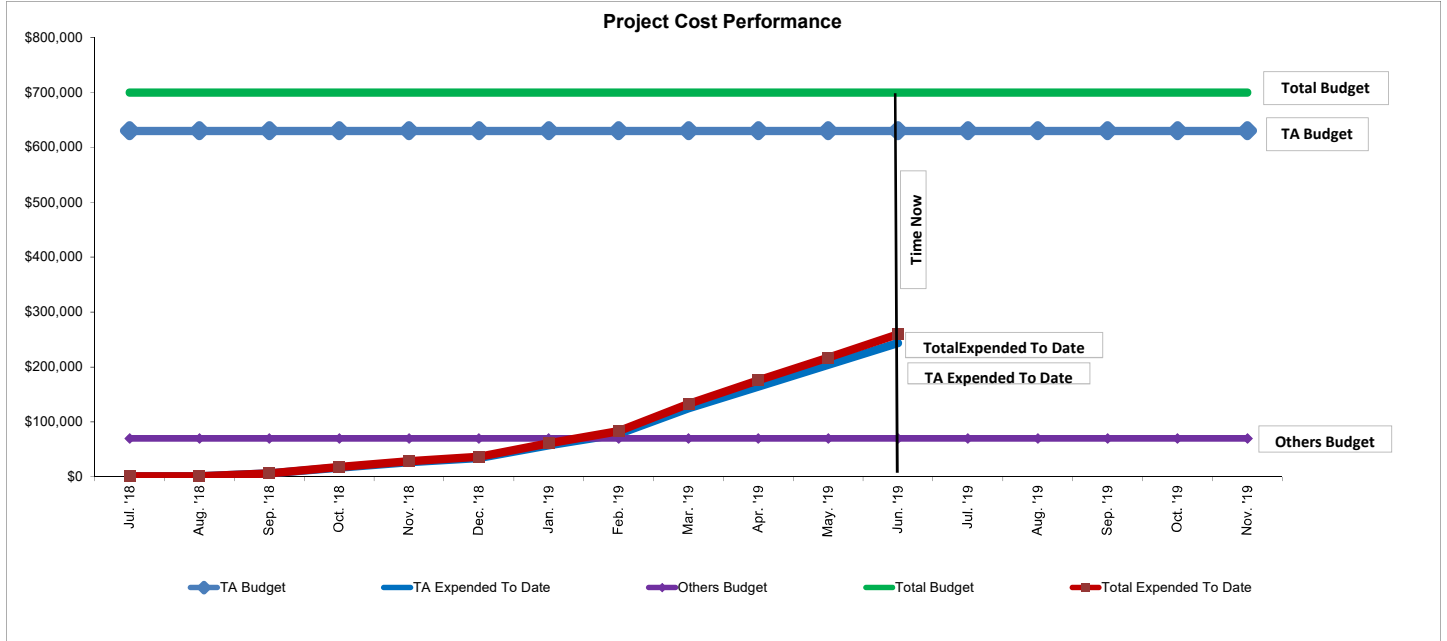
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$630,000	\$243,702	\$386,298	\$630,000	\$0
Others	\$70,000	\$15,988	\$54,012	\$70,000	\$0
Total Project	\$700,000	\$259,690	\$440,310	\$700,000	\$0


Note: Budget is for PID phase only.



Issues: None


100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

TA Role: Implementing and Funding Agency
Sponsor: City of Foster City, City of San Mateo

Scope:  The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 Bridge over Seal Slough.

Project Status Summary: The project is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	12/31/19	10/01/18	12/31/19

- Progress This Quarter:**
- (1) Conducted Geometrics Focus meeting with Caltrans.
 - (2) Refined Purpose and Need Statement.
 - (3) Continued to develop Design Standard Risk Assessment Matrix.
 - (4) Continued to develop Risk Register.
 - (5) Continued to develop Project Description
 - (6) Continued to develop geometric layout and alternatives.
 - (7) Continued to develop engineering analyses.

- Future Activities:**
- (1) Submit Draft PSR-PDS to Caltrans and project stakeholders.
 - (2) Conduct Alternative Review Workshop with project sponsors.
 - (3) Conduct second Geometrics Focus meeting with Caltrans.

Issues: At the request of the Sponsors, TA will provide an Alternative Review Workshop to go over the preliminary findings of the alternative analysis and evaluation against the project's purpose and need. TA and C/CAG will also discuss with the Sponsors the project stakeholders' roles and responsibilities for the subsequent phases of work.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$242,192	11%	\$2,207,000	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$1,672	7%	\$23,000	1%
Total	\$2,230,000	100%	\$243,864	11%	\$2,230,000	100%

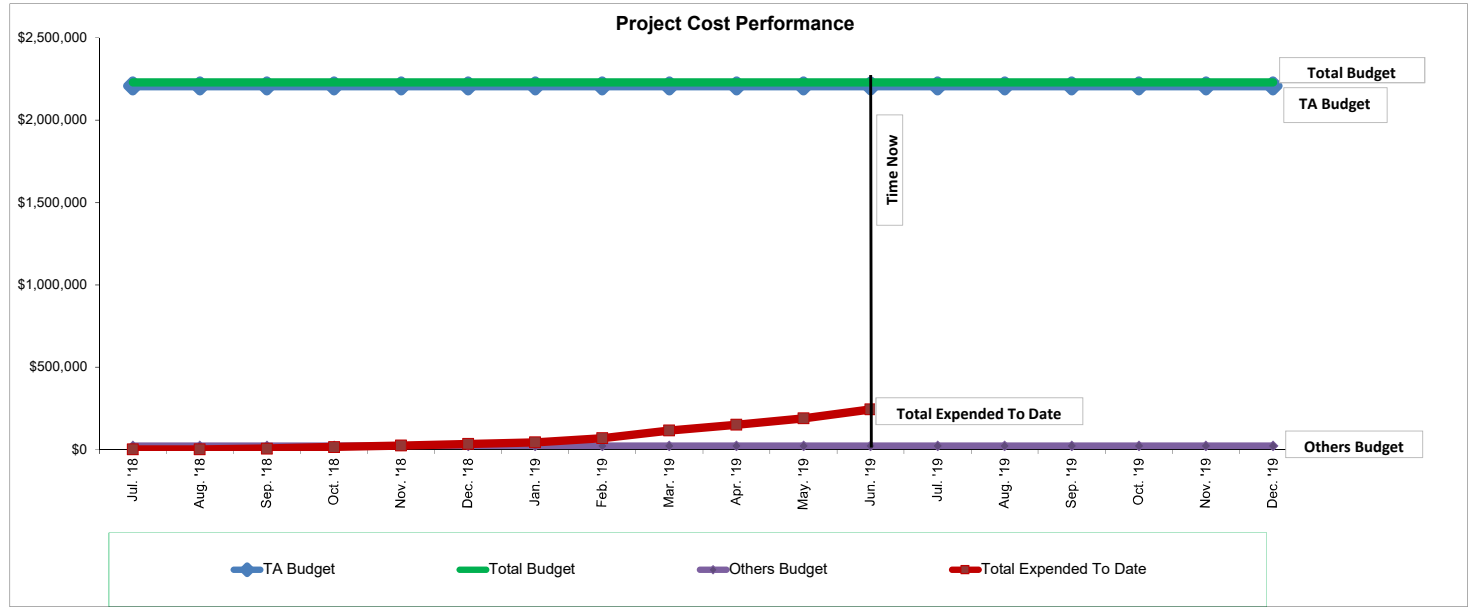
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$242,192	\$1,964,808	\$2,207,000	\$0
Others	\$23,000	\$1,672	\$21,328	\$23,000	\$0
Total Project	\$2,230,000	\$243,864	\$1,986,136	\$2,230,000	\$0

Note: Budget is for PID phase only.



Issues: None

100321 - ROUTE 1/ MANOR DRIVE OVERCROSSING PROJECT

TA Role: Funding Agency

Sponsor: City of Pacifica

Scope:



This project will widen the Manor Avenue overcrossing structure above Route 1 to accommodate right-turn movement of larger vehicles. The project will install traffic signal systems at the intersections of Manor Avenue and Palmetto Ave, and Manor Avenue and Oceana Boulevard, and provide pedestrian and bicycle facility improvements. In addition, the project will also study an on-ramp for northbound Route 1 at Milagra Drive and Oceana Boulevard, utilizing an existing bus pull-out ramp that is no longer in use.

Project Status Summary:

City of Pacifica issued Notice-to-proceed to design consultant in August 2018. A community meeting was held on November 27, 2018 to introduce the project to residents and businesses. The project is currently in the planning phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	07/01/18	09/30/19	07/01/18	09/30/19	07/01/18	09/30/19

Progress

This Quarter:

- (1) Conducted second community meeting on May 8, 2019.
- (2) Prepared Traffic Report, Structural Memo, Environmental Assessment.
- (3) Finalized and submitted report to City of Pacifica.

Future Activities:

- (1) Begin project closeout.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$645,000	90%	\$467,381	72%	\$645,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$70,000	10%	\$52,969	76%	\$70,000	10%
Total	\$715,000	100%	\$520,350	73%	\$715,000	100%

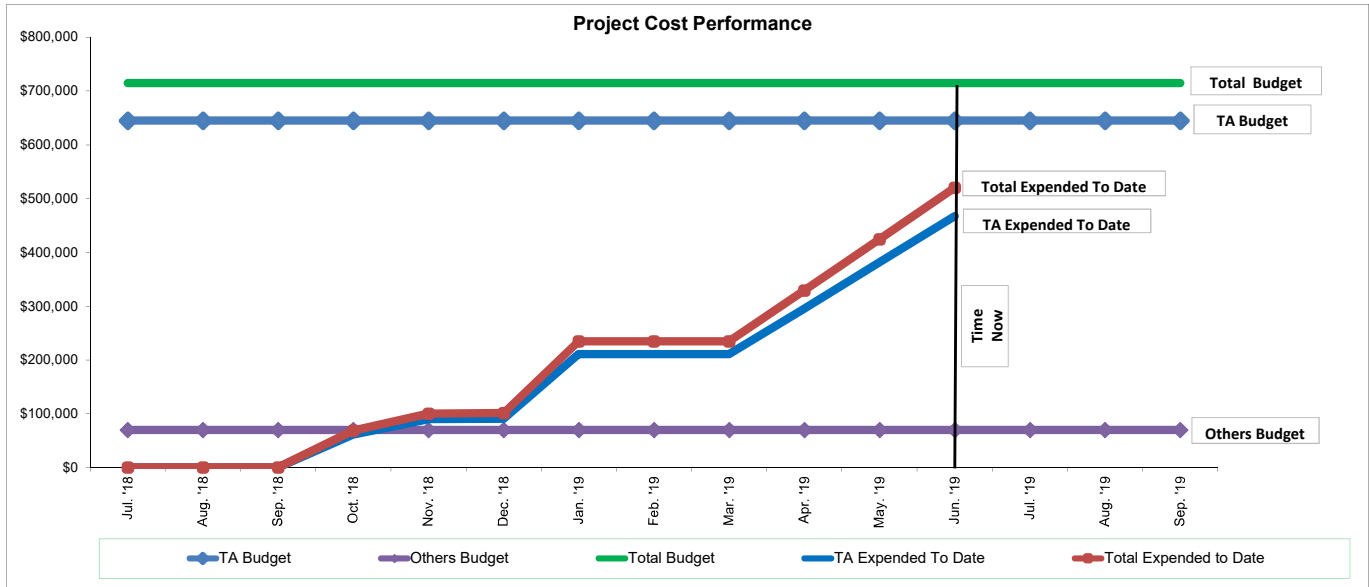
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$645,000	\$467,381	\$177,619	\$645,000	\$0
Others	\$70,000	\$52,969	\$17,031	\$70,000	\$0
Total Project	\$715,000	\$520,350	\$194,650	\$715,000	\$0

Note: Budget is for planning phase only.



Issues: None

100322 - RAILROAD AVENUE EXTENSION PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco

Scope:



The Project will extend the existing Railroad Avenue from its terminal at South Linden Avenue (West of U.S. 101) eastward to East Grand Avenue/Allerton Avenue (East of U.S. 101). The proposed Railroad Avenue extension will have three lanes in each direction providing connectivity between the east and west areas of the City of South San Francisco. An existing railroad spur owned by Union Pacific Railroad (UPRR) along the eastern neighborhood will need to be removed as a result of the project. The proposed Railroad Avenue extension will go under U.S. 101 and be grade separated from Airport Boulevard. The Project will include the construction of ADA compliant curb ramps, curb and gutter, pavement markings such as crosswalks, traffic mitigation measures, and accommodate facilities for bicyclists and pedestrians. The City is also evaluating the need to widen the existing Railroad Avenue to accommodate additional roadway lanes to install sidewalks and crosswalks for pedestrian access. Right-of-way acquisitions of adjacent lots will be required.

Project Status Summary:

The City of South San Francisco issued Notice-to-proceed to design consultant in March 2019. The project is currently in the planning phase.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (11/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	11/01/18	10/31/19	11/01/18	10/31/19	11/01/18	10/31/19

Progress This Quarter:

- (1) Continued survey and data collection.
- (2) Conducted coordination meetings with Caltrain and UPRR.
- (3) Began to develop geometrics and design alternatives.
- (4) Conducted design team meetings between consultant team and City staff.
- (5) Addressed comments on preliminary design from the City.
- (6) Began preparation of the draft preliminary design report and cost estimates.

Future Activities:

- (1) Continue to develop geometrics and design alternatives.
- (2) Complete draft preliminary design report and cost estimates.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$180,000	90%	\$30,016	17%	\$180,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$20,000	10%	\$3,196	16%	\$20,000	10%
Total	\$200,000	100%	\$33,212	17%	\$200,000	100%

Issues:

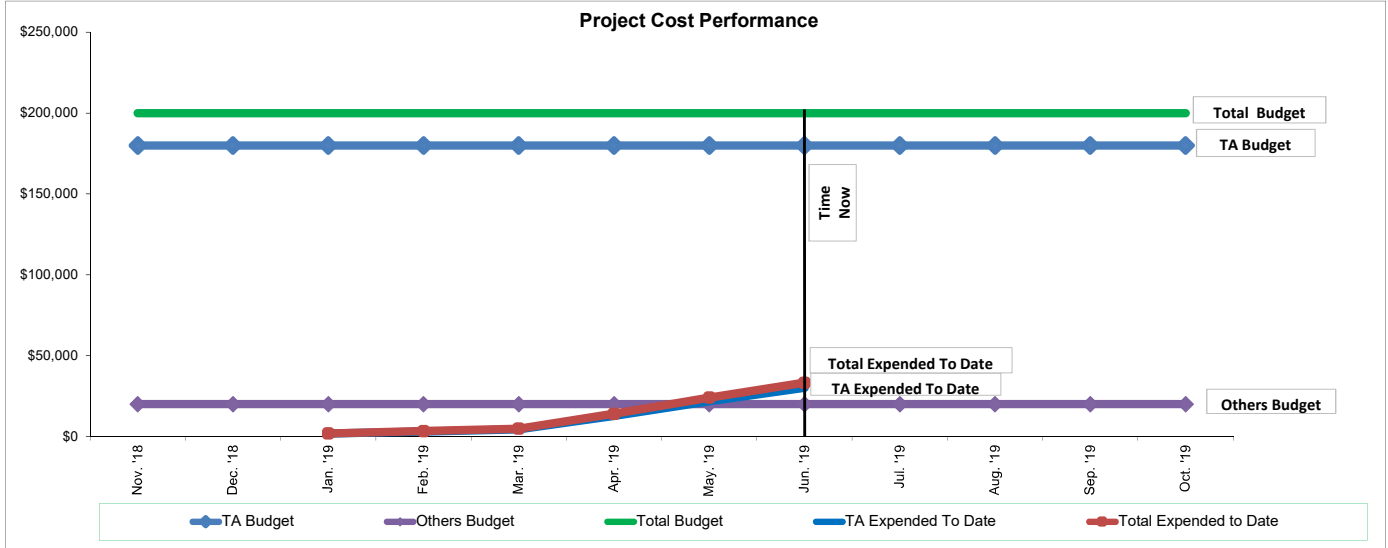
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$180,000	\$30,016	\$149,984	\$180,000	\$0
Others	\$20,000	\$3,196	\$16,804	\$20,000	\$0
Total Project	\$200,000	\$33,212	\$166,788	\$200,000	\$0

Note: Budget is for planning phase only.



Issues: None

TA – Caltrain Project

**TA - Caltrain Projects:
Railroad Grade Separations**

<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillsdale Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction</p> <p>Status: Construction of the mechanically stabilized earth (MSE) wall, north of 25th, and between 25th and 28th Avenues continued. Construction of the MSE wall north of the pedestrian underpass started. Construction of the abutments for the 28th and 31st Avenue Bridges was completed, and work on the center bents is underway. Continued construction of ramp walls at 28th Avenue. Continued the relocation of AT&T utilities at 31st, and began the final cutover of the PG&E gas line. Regular coordination meetings between contractor, City, Caltrain, SMCTA, utility companies and stakeholders were on-going.</p>	<table border="1"> <thead> <tr> <th>SMCTA Budget</th> <th>Expended</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>\$74,000,000</td> <td>\$48,500,000</td> <td>\$25,500,000</td> </tr> </tbody> </table>	SMCTA Budget	Expended	Remaining	\$74,000,000	\$48,500,000	\$25,500,000
SMCTA Budget	Expended	Remaining					
\$74,000,000	\$48,500,000	\$25,500,000					

<p>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</p> <p>Scope: The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p>Phase: Preliminary Engineering/Environmental (PE/ENV)</p> <p>Status: The environmental team completed archeological site investigation and began laboratory analysis of corings collected. The project team completed review of 15% design submittal. The project team continued coordination with PCEP regarding re-design of the traction power paralleling substation.</p>	<table border="1"> <thead> <tr> <th>SMCTA Budget</th> <th>Expended</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>\$4,850,000</td> <td>\$2,676,536</td> <td>\$2,173,464</td> </tr> </tbody> </table>	SMCTA Budget	Expended	Remaining	\$4,850,000	\$2,676,536	\$2,173,464
SMCTA Budget	Expended	Remaining					
\$4,850,000	\$2,676,536	\$2,173,464					

**TA - Caltrain Projects (Continued):
Railroad Grade Separations**

00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street	SMCTA Budget	Expended	Remaining
<p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning.</p> <p>Status: The scope and fee for the traffic study to evaluate the impacts from eliminating the at-grade crossing at Scott Street was finalized. AECOM, the project consultant, updated the schedule to include the traffic study and a community meeting in San Bruno.</p>	\$650,000	\$299,569	\$350,431

00815 - GRADE SEPARATION STUDY PROJECT - Ravenswood Avenue (Menlo Park)	SMCTA Budget	Expended	Remaining
<p>Scope: This is a planning study, led by the City of Menlo Park in close coordination with Caltrain, to explore the feasibility of different alternatives for the grade separation of Ravenswood Avenue from the Caltrain Corridor in Menlo Park. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previous studies with the development of a preferred alternative.</p> <p>Phase: Planning.</p> <p>Status: The Project Study Report (PSR) was completed in March 2019. The City was in the process of considering the review of new alternatives raised by members of the public and, when resolved, will proceed with a request to fund preliminary engineering and environmental work. Updated the project web page: www.menlopark.org/ravenswood</p>	\$750,000	\$750,000	\$0

**TA - Caltrain Projects:
Railroad Grade Separations**

100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)	SMCTA Budget	Expended	Remaining
<p data-bbox="142 389 1113 414">100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</p> <p data-bbox="142 430 210 446">Scope:</p> <p data-bbox="142 451 1470 519">The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p data-bbox="142 592 283 609">Phase: Planning</p> <p data-bbox="142 625 1449 665">Status: Finalized Work Directive was issued to AECOM in May 2019. The project Kick-off meeting took place in May 2019. A refined project schedule was created in June 2019. Data collection, review of previously planned documents and assessment of the 2009 Footprint Study alternatives were underway.</p>	\$750,000	\$17,209	\$732,791

Ferry **Program Project**

TA - : San Mateo County Ferry Service

100345 - FERRY STUDY PROJECT – Redwood City Ferry Project (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by October 2020.</p>	\$450,000	\$64,094	\$385,906
<p>Phase: Planning.</p>			
<p>Status: The City awarded the contract to CDM Smith, Inc. in January 2019 and work has been underway on the existing conditions analysis and development of project ranking criteria.</p>			

Pedestrian and Bicycle **Program Project**

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Project Status</i>	<i>Award Date</i>	<i>Measure A Funds</i>	<i>Measure A Expended</i>	<i>Measure A Remaining</i>
Atherton	Middlefield Road Class II Bike Lanes Project	Construction	Construction contract awarded to Golden Bay Construction and construction management awarded to Hill International, April 2019. Notice to proceed was issued May 2019 and construction kick-off meeting was held, May 2019.	Mar-18	\$733,000	\$11,905	\$721,095
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Coordination for permitting with Caltrans continued. City advertised and awarded contract to RK Engineering. Construction began June 2019.	Mar 2016	\$882,036	\$94,938	\$787,098
Burlingame	California Drive/Bellevue Avenue Bike-Pedestrian Roundabout	Preliminary design/environmental, final design, right-of-way, construction	Project was completed April 2019. City staff presented the completed project to both San Mateo County Transportation Authority (TA), Board of Supervisors and TA Citizen's Advisory Committee, April 2019. City staff continues to monitor roundabout activities such as pedestrian crossings and vehicle speeds.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Final design and construction	City Council approved Notice of Completion on April 2019. Project close-out process underway.	Mar 2016	\$337,500	\$312,500	\$25,000
Daly City	John Daly Boulevard Streetscape Improvements	Construction	City Council accepted the project on May 2019. The Transportation Authority and City of Daly City entered into a first amendment to the original funding agreement on April 2019 to complete the Scope of Work. Project close-out process underway.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Mission Street Streetscape Project	Final design and construction	Final design was at 65% completion. Soil samples from medians for landscaping were tested and considered suitable for landfills.	Mar 2018	\$810,000	\$41,202	\$768,798
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team awarded professional services agreement to Alta Planning + Design. The City applied for TDA Article 3 funding for additional project backing for construction phase.	Mar 2018	\$315,000	\$8,000	\$307,000
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Final design was nearing completion. City has addressed funding shortfall and secured additional monies, which is scheduled for approval by California Transportation Commission (CTC) in August 2019. Additional funding from the Transportation Authority (TA) will not be requested.	Apr 2014	\$170,000	\$29,278	\$140,722
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	Project team coordinated with Caltrain on crossing location and design constraints. Second project community meeting was held in May 2019. Project team prepared project presentation for Complete Streets Commission.	Mar 2016	\$490,000	\$203,290	\$286,710
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Contractor completed excavation for phase 1, which is for construction of concrete wall and rebar installation.	Mar 2016	\$500,000	\$130,315	\$369,685
Redwood City	Kennedy Safe Routes to School Project	Construction	Construction nearing completion and contractor was addressing punch list items.	Mar 2016	\$500,000	\$256,347	\$243,654
Redwood City	Safe Routes to Schools	Final design and construction	Project was accepted by City Council and final retention was paid.	Apr 2014	\$976,780	\$847,487	\$129,293
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	Project team continued review of contract documents for bid advertisement.	Apr 2014	\$300,000	\$49,004	\$250,996
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	Construction contract was awarded to Golden Bay Construction, May 2019. Construction kick-off meeting was held, end of May 2019.	Jul 2011	\$350,000	\$0	\$350,000
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Project team filed the categorical exemption with the County of San Mateo Recorder's Office. Final design continued.	Mar 2018	\$1,000,000	\$0	\$1,000,000
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project team continued preparation for bid advertisement and bid addendum 1, which was under Caltrans review.	Mar-16	\$1,000,000	\$0	\$1,000,000
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	PG&E new service application for signalized intersection was finalized. California Water Services for irrigation systems was in progress.	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Final design was nearing 100% completion. Project team incorporated city review comments into final design documents.	Mar 2016	\$504,000	\$155,601	\$348,399



Definition of Terms

Active Capital Projects - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

Current Approved Budget – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

Current Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

Estimate at Completion (EAC) – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

Expended to Date – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

Issues - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

On-hold Projects – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

Original Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

Variance at Completion – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

PA/ED – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

PDT – Policy Development Team / Project Development Team

PS&E – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

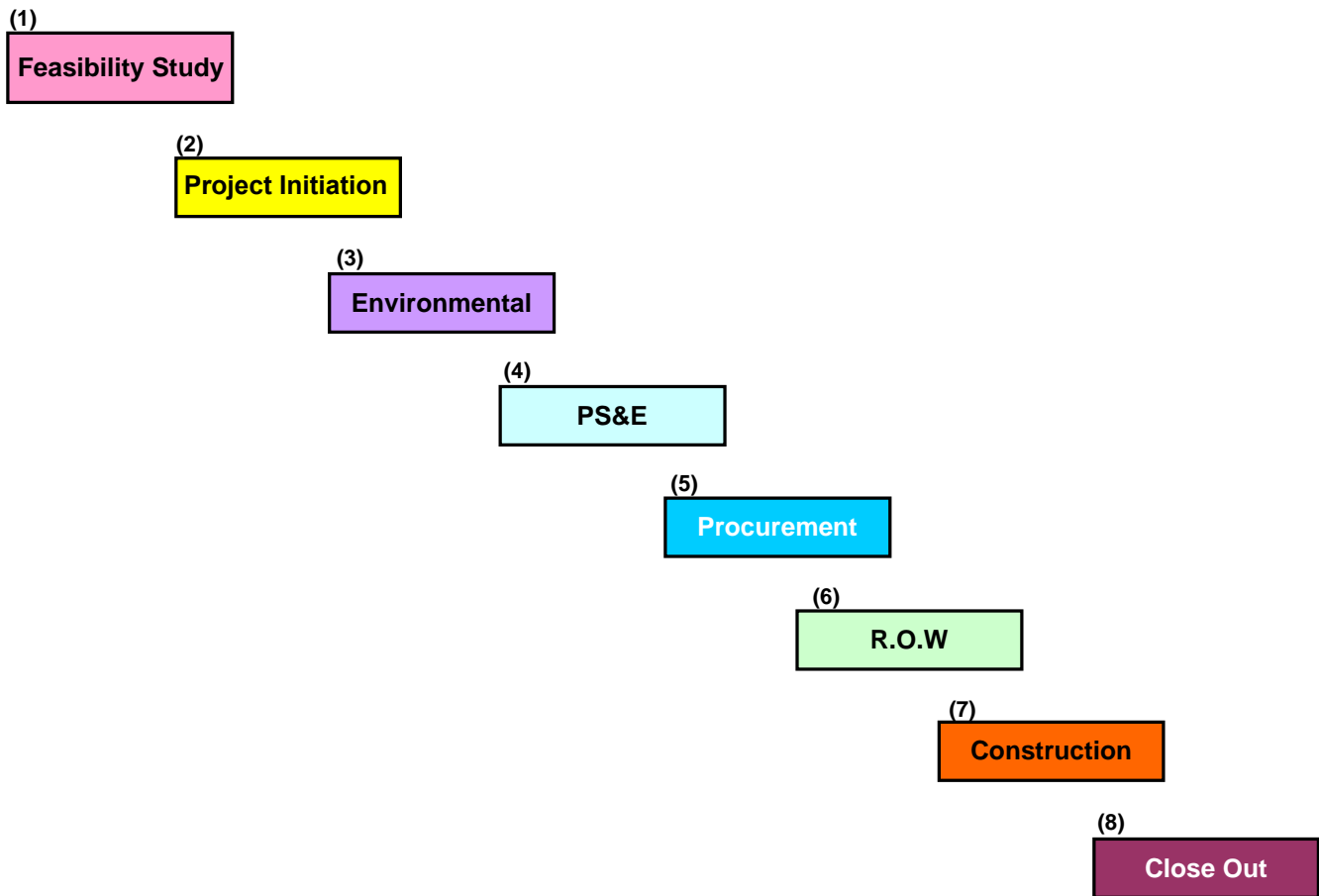
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

ROW – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



Note: Phase sequence is as shown; however some phases may overlap.



Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>
	<p>(b) All funding has been secured or available for scheduled work.</p>	<p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(b) No funding is secured or available for scheduled work.</p>

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDED JUNE 30, 2019**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 3rd meeting of the Board of Directors. The auditors, Vavrinek, Trine, Day & Co., expect to finish the audit in late October. We expect to have the Comprehensive Annual Financial Report finalized by November 2019.

Prepared by: Jennifer Ye, Manager, General Ledger 650.622.7890

SAMTRANS LIAISON REPORT

Meeting of August 7, 2019

BOARD ACTIONS:

- Approved Minutes of the Board of Directors Meeting of July 10, 2019
- Accepted Quarterly Investment Report for the Period Ending June 30, 2019
- Accepted Quarterly Report of Contracts Issued Between \$100,000 and \$200,000
- Adopted an Ordinance Authorizing Reclassifications, Title Changes, Modification, and Addition of Positions to the Table of Position Classifications
- Adopted the SamTrans Fare Structure (Formerly the Codified Tariff), Adoption of Findings for a Statutory Exemption Under CEQA and Approval of Associated Title VI Equity Analysis
- Approved support for the following legislation:
 - SB 5, to establish a committee at the state level to provide affordable housing and transportation infrastructure projects
 - SB 277, to make adjustments to the local partnership program administered by SB 1

BOARD REPORT:

Received a report on the Clipper program.

COMMITTEES – Received the following reports:

COMMUNITY RELATIONS COMMITTEE

- Update on accessible services
- Update on Paratransit Community Council activities
- Citizens Advisory Committee Update
- Mobility Management Report: Express Bus Service - Foster City to San Francisco
- Multimodal Ridership Report for June 2019

FINANCE COMMITTEE

- (See Board actions)

STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE

- Caltrain Business Plan Update

LEGISLATIVE COMMITTEE

- State and Federal Legislative Update and Approval of Legislative Proposals (see Board actions)



**AGENDA ITEM #9
SEPTEMBER 5, 2019**

Memorandum

Date: August 23, 2019
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – September 5, 2019

101/Holly Interchange Reconstruction Project

The 101/Holly Interchange Project, which previously experienced delays, has been granted the Caltrans Encroachment Permit for construction. The project scope includes modification to the ramps and overcrossing structure and a new pedestrian overcrossing. The TA has allocated a total of \$15.6 million of Measure A funding from the highway and bike & pedestrian programs for the construction phase of the project, which has an estimated cost of \$22 million. The balance of the funding is coming from state and local sources.

The City of San Carlos advertised the project for bid on August 14, 2019, and a pre-bid conference is scheduled for September 24, 2019, 10:00 am, at San Carlos City Hall.

The current construction schedule of the project may potentially overlap with the construction window for the 101 Express Lanes project. To avoid the risks associated with overlapping scopes of work between the two projects, the TA is coordinating with Caltrans and the City of San Carlos to implement risk management strategies, which may include delaying the beginning of the 101/Holly Interchange construction up to a year.

Highway 1/Manor Drive Overcrossing Improvement Project – Preliminary Planning Study

In February 2018, the City of Pacifica (as the project sponsor) was allocated \$610,000 of Measure A funds through the 2017 TA Call for Projects to perform a preliminary planning study for the Manor Drive Overcrossing at Highway 1. The study evaluated options to widen the existing highway overcrossing to better accommodate buses, trucks, and pedestrian and bicyclist needs. The project also evaluated the feasibility of using an existing bus pull-out on-ramp (currently not in operation) to access northbound Highway 1 from the intersection of Milagra Drive and Oceana Boulevard.

The completed study shows that the project will result in enhanced pedestrian and bicycle access at the overcrossing, improved traffic circulation and operation, and the overall safety at and adjacent to the Manor Drive Overcrossing. At this juncture, the City of Pacifica will decide which concept, if any, will be developed as part of the preliminary planning study they would like to advance to the next phase of project development. The City will be seeking funding from the TA for this effort. Depending on the concept selected, the estimated cost ranges between \$400,000 and \$950,000.

San Mateo County Express Lanes Project

On August 14, 2019, the California Transportation Commission (CTC) unanimously approved the application submitted by the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) to develop and operate a high-occupancy toll facility on US 101 in San Mateo County.

The enabling legislation (AB 194) requires that the applicant meet statutory criteria, including compliance with State law and system compatibility with other express lane facilities that are being developed. Upon approval of the project, the CTC will have no role in approving changes to the project except at the request of SMCELJPA.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACTS FOR ON-CALL FINANCIAL CONSULTING SERVICES**

ACTION

Staff recommends that the Board:

1. Award on-call contracts to the firms listed below for the provision of various financial consulting services for a five-year term, for an aggregate, not-to-exceed amount of \$1,110,000 to be shared as a pool for authorized tasks.

Financial Advisory

- Fieldman, Rolapp & Associates, Inc.
- PFM Financial Advisors LLC
- Ross Financial
- Sperry Capital Inc.

Financial Planning & Analysis

- Fieldman, Rolapp & Associates, Inc.
- PFM Financial Advisors LLC
- Ross Financial
- Sperry Capital Inc.

Financial and Operational Review & Technical Analysis

- KPMG LLP
- Macias Gini & O'Connell LLP

Performance Audit

- KPMG LLP
- Macias Gini & O'Connell LLP

Budgeting

- Macias Gini & O'Connell LLP

Treasury Managed Lanes

- Fieldman, Rolapp & Associates, Inc.
- Ross Financial
- Sperry Capital Inc.

2. Authorize the Executive Director, or his designee, to execute contracts with the above firms, in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.

SIGNIFICANCE

Award of these contracts will provide the San Mateo County Transportation Authority (Authority) with the expertise of diverse financial services firms that possess in-depth knowledge of the specialized discipline of transportation finance. The Authority’s complex financial services requirements and strategic financial goals will benefit from the support of a broad array of firms, each with a long and successful track record of delivering creative solutions for complex financial transactions.

The Authority will engage the firms through Work Directives on a project-by-project and as-needed basis. Award of these contracts will not obligate the Authority to purchase any specific level of service from any of the firms.

BUDGET IMPACT

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

BACKGROUND

The Authority issued a joint Request for Proposals with the Peninsula Corridor Joint Powers Board and the San Mateo County Transit District (Authority) (collectively, the Agencies). The solicitation was advertised on the Agencies’ procurement websites. A pre-proposal conference was held and six firms attended. Seven firms submitted proposals.

Proposers were invited to respond to one or more of the following seven categories of financial consulting services: financial advisory, financial planning and analysis, financial and operational review and technical analysis, performance audit, treasury consulting, budgeting, and treasury managed lanes. With the exception of the treasury managed lanes services, which only the Authority required, all three Agencies required all categories of services advertised. The Agencies did not receive any proposals for treasury consulting services. Due to the small amount of treasury consulting services anticipated, the Agencies plan to issue an independent procurement for such services, if necessary.

A Selection Committee (Committee) comprised of qualified staff from the Agencies’ Treasury, Accounting, and Budget departments reviewed, evaluated and scored the proposals in accordance with the following weighted criteria:

- Approach to Scope of Services 15 points
- Qualifications and Experience of Firm 30 points
- Qualifications and Experience of Management Team and Key Personnel 30 points
- Cost Proposal 25 points

After initial scoring of proposals, six proposers were found to be in the competitive range. The firms are qualified and established consultants with extensive experience working for one or more of the three Agencies. Therefore, the Committee determined oral interviews would not be necessary and completed its final evaluation and consensus ranking.

In August 2014, the Authority approved on-call contracts with the following financial services consultants:

- Public Financial Management, Inc.;
- Ross Financial Consulting;
- Nancy Whelan Consulting, LLC;
- Ernst & Young Infrastructure Advisors, LLC;
- KPMG LLP;
- Williams, Adley & Company-CA, LLP; and
- Macias Consulting Group, Inc.

These contracts are for an aggregate not-to-exceed amount of \$2,200,000 and expire in September 2019. The Authority anticipates a decreased need for services, which is reflected in the decreased amount of the replacement contract.

Prepared By: Jillian Ragia, Procurement Administrator III
Chief Financial Officer: Derek Hansel

650-508-7767
650-508-6466

RESOLUTION NO. 2019-

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

* * *

AWARDING CONTRACTS TO FIELDMAN, ROLAPP & ASSOCIATES, INC., PFM FINANCIAL ADVISORS LLC, ROSS FINANCIAL, SPERRY CAPITAL INC., KPMG LLP, AND MACIAS GINI & O'CONNELL LLP FOR ON-CALL FINANCIAL CONSULTING SERVICES FOR AN AGGREGATE, NOT-TO-EXCEED AMOUNT OF \$1,110,000 FOR A FIVE-YEAR TERM

WHEREAS, the San Mateo County Transportation Authority (TA), jointly with the Peninsula Corridor Joint Powers Board and the San Mateo County Transit District, solicited competitive proposals to provide on-call financial consulting services (Services); and

WHEREAS, proposers were invited to respond to one or more of the seven Services described in the Request for Proposals (RFP): financial advisory, financial planning and analysis, financial and operational review and technical analysis, performance audit, treasury consulting, budgeting and treasury managed lanes services; and

WHEREAS, in response to the RFP, staff received proposals from seven firms; and

WHEREAS, a Selection Committee (Committee) composed of qualified staff reviewed and ranked proposals for each financial services category according to the weighted criteria set forth in the RFP, and determined six firms to be in the competitive range; and

WHEREAS, the Committee completed its final evaluation and consensus ranking, and determined the following firms as the highest ranked in their respective categories:

Financial Advisory Services

- Fieldman, Rolapp & Associates, Inc., Irvine, California
- PFM Financial Advisors LLC, San Francisco, California

- Ross Financial, San Francisco, California
- Sperry Capital Inc., Sausalito, California

Financial Planning & Analysis Services

- Fieldman, Rolapp & Associates, Inc.
- PFM Financial Advisors LLC
- Ross Financial
- Sperry Capital Inc.

Financial and Operational Review & Technical Analysis Services

- KPMG LLP, San Francisco, California
- Macias Gini & O'Connell LLP, Walnut Creek, California

Performance Audit Services

- KPMG LLP
- Macias Gini & O'Connell LLP

Budgeting Services

- Macias Gini & O'Connell LLP

Treasury Managed Lanes Services

- Fieldman, Rolapp & Associates, Inc.
- Ross Financial
- Sperry Capital Inc.; and

WHEREAS, the Committee determined that these six firms have the requisite depth of knowledge and experience in six financial services categories to successfully support the TA's financial goals for financial system development, requirements, processes, procedures and controls; and

WHEREAS, staff and legal counsel have reviewed the proposals and determined that they comply with the requirements of the RFP; and

WHEREAS, the Executive Director recommends that the Board award a five-year contract for on-call financial consulting services to each firm for an aggregate, not-to-exceed amount of \$1,110,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby awards six on-call contracts, each for a five-

year term for an aggregate, not-to-exceed amount of \$1,110,000 to the following firms for work in the listed categories of Services:

1. Fieldman, Rolapp & Associates, Inc.:
 - financial advisory services
 - financial planning and analysis services
 - treasury managed lanes services;
2. PFM Financial Advisors LLC:
 - financial advisory services
 - financial planning and analysis services;
3. Ross Financial:
 - financial advisory services
 - financial planning and analysis services
 - treasury managed lanes services;
4. Sperry Capital Inc.:
 - financial advisory services
 - financial planning and analysis services
 - treasury managed lanes services;
5. KPMG LLP:
 - financial and operational review and technical analysis services
 - performance audit services;
6. Macias Gini & O'Connell LLP:
 - financial and operational review and technical analysis services
 - performance audit services
 - budgeting services; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute contracts on behalf of the TA with the above named firms in full conformity with all of the terms and conditions of the RFP and negotiated agreements, and in forms approved by legal counsel.

Regularly passed and adopted this 5th day of September, 2019 by the following
vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **AUTHORIZE THE EXECUTION OF A FOUR-PARTY AGREEMENT TO PROVIDE
TOLL SYSTEM DESIGN SERVICES ASSOCIATED WITH THE SAN MATEO
COUNTY 101 EXPRESS LANES PROJECT**

ACTION

Staff recommends the Board authorize the Executive Director, or his designee, to execute a four-party agreement for toll system design services associated with the San Mateo County 101 Express Lanes Project (Project). The four parties include the San Mateo County Transportation Authority (TA) and City and County Association of Governments of San Mateo County (C/CAG) as the project co-sponsors along with the San Mateo County Express Lanes Joint Power Authority (SMC EL JPA) as the Project owner and Bay Area Infrastructure Financing Authority (BAIFA), which holds the contract with TransCore, the firm that will provide toll system design services. The cost of this work is estimated at \$3 million.

SIGNIFICANCE

The Project includes two components: 1) the civil work which includes the roadway infrastructure, and 2) the toll system integration which includes the tolling hardware and software utilized to operate to toll system.

The civil component is being designed and delivered by an integrated team comprised of Caltrans and the TA's consultants. The toll system integration design work, while closely coordinated with the civil work, is normally undertaken by the party that will be responsible for the operations of express lanes. For the Project, since BAIFA will be operating on behalf of the SMC EL JPA, BAIFA will be providing the contract services to complete this work.

As staff has previously reported, civil work for the southern segment of the Project (from Santa Clara County Line to Whipple) is currently under construction and civil work for the northern segment (from Whipple to I-380) is currently at 95% design. It is necessary to begin the detailed toll system design to keep the Project on schedule, and such work will be closely coordinated with the civil work that is on-going.

The TA, C/CAG and BAIFA have been in negotiations for BAIFA to provide the toll system design services for the Project. The parties have agreed to a cost of \$3 million to be

funded by BAIFA's bridge toll revenue, which is part of the Project's overall funding plan. The toll system design is targeted to be complete by the end of December 2019.

BUDGET IMPACT

There is no budget impact associated with this action. Funds for the design of the toll system are included in the Project's overall budget.

BACKGROUND

On June 26, 2019, BAIFA adopted its Fiscal Year 2020 Budget which included \$95 million for the Project. BAIFA will fund the \$3 million cost for the toll system design out of the budgeted \$95 million. The balance of these funds will be set aside for the toll system installation as well as civil construction for the Project.

Prepared by: Joseph M. Hurley, Director, TA Program

650-508-7942

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

* * *

AUTHORIZING EXECUTION OF A FOUR-PARTY AGREEMENT FOR TOLL SYSTEM DESIGN SERVICES ASSOCIATED WITH THE SAN MATEO COUNTY 101 EXPRESS LANES PROJECT

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

WHEREAS, on June 2, 2016 (Resolution 2016-12) the Board of Directors (Board) of the San Mateo County Transportation Authority (TA) took action making the TA a sponsor of the San Mateo County 101 Express Lanes Project (Project) along with the City/County Association of Governments of San Mateo County (C/CAG) (Co-Sponsors); and

WHEREAS, on February 7, 2019 (Resolution 2019-03), the TA Board approved the following: the TA and C/CAG will retain ownership of the Project and contract with the Bay Area Infrastructure Financing Authority (BAIFA) to operate the express lanes on their behalf, and the TA and C/CAG formed the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) to exercise their shared rights and responsibilities as own, manage and administer the Project; and

WHEREAS, the Project design is comprised of two components 1) the civil work, which involves the roadway infrastructure, and 2) the toll system integration, which involves tolling hardware and software; and

WHEREAS, the civil component being design by an integrated team, which includes Caltrans and the TA's consultant, is nearing completion and it is now necessary to begin the toll system design of the Project; and

WHEREAS, the toll system design is normally undertaken by the party that will be responsible for the operations of the Project, which in this case is BAIFA; and

WHEREAS, TA and C/CAG staff have negotiated with BAIFA a \$3 million cost for the toll system design; and

WHEREAS, BAIFA is also a funding partner and has budgeted \$95 million of bridge toll revenue for the Project as part of its Fiscal Year 2020 Budget; and

WHEREAS, BAIFA will utilize \$3 million of the aforementioned budget to fund the cost of the toll system design with the balance of being made available for the construction phase of the Project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Executive Director, or his designee, to execute a four-party agreement for the toll system design services associated with the San Mateo County 101 Express Lanes Project with (1) its Project co-sponsor, the City/County Association of Governments of San Mateo County, (2) the Project owner, the San Mateo County Express Lanes Joint Powers Authority, and (3) the Project operator, the Bay Area Infrastructure Financing Authority.

Regularly passed and adopted this 5th day of September, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
 Executive Director

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

Derek Hansel
 Chief Financial Officer

SUBJECT: **AUTHORIZE LOAN OF \$53 MILLION FOR THE CONSTRUCTION OF THE SAN MATEO COUNTY 101 EXPRESS LANES PROJECT**

ACTION

Staff recommends the Board authorize the Executive Director, or his designee, to provide a loan of \$53 million to fund the construction of the San Mateo County 101 Express Lanes Project (Project) budget of \$514.3 million, and to execute a loan agreement with the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA), the joint powers agency created by the San Mateo County Transportation Authority (TA) and City/County Association of Governments of San Mateo County (C/CAG) to own, administer and manage the Project. The loan of \$53 million is to be repaid from toll revenues generated from the operation of San Mateo Express Lanes once they are open, currently anticipated in 2022, and subject to terms and conditions to be negotiated with the SMCELJPA and presented to the TA Board of Directors (Board) for approval at a future meeting.

SIGNIFICANCE

The total budget for the Project [of \\$514.3 million, which reflects the project cost identified in the State SB1 Baseline Agreement](#), includes a number of federal, state, regional and local funding sources:

<u>Funding Source</u>	<u>Amount (in millions)</u>
Federal	\$9.5
State ITIP, RIP	\$51.5
State SB1 Solutions for Congested Corridors	\$200
State SB1 Local Partnership Program	\$21.8
Regional Bridge Tolls	\$95
Private Sector	\$53
TA Measure A *	\$30.5
<i>Future Toll Revenues, Other **</i>	<i>\$53</i>
Total ***	\$514.3

* [SMCTA has programmed and granted a total of \\$32.5 million to the project](#). In addition to \$30.5 m [shown above](#), the TA also funded \$2m for the Project Initiation Document (PID) phase [in October 2012](#). [The \\$2m is](#)

| [not included above as the total project cost of \\$514.3m reflects total project cost after the PID phase.](#)

** Subject of this action

| *** Reflects total Project cost as identified in the State SB1 Baseline Agreement

As indicated in the above Project funding plan, it is assumed that \$53 million would come from a combination of future toll revenues and/or other fund sources, such as any discretionary grants. Though staff submitted grant applications with the U.S. Department of Transportation in the past cycles to compete for discretionary Federal funding, the project was not successful in securing such funding.

In coordination with the Project partners, including Caltrans and City/County Association of Governments of San Mateo County (C/CAG), the Project will be seeking the balance of Senate Bill 1 (SB1) Solutions for Congested Corridor (SCC) funding, or \$125.2 million, \$21.8 million from the Local Partnership Programs, and \$29 million from the state's ITIP/RIP programs totaling \$176 million from the California Transportation Commission (CTC) during Fall 2019 for the construction phase of the Project's north segment. The CTC previously allocated \$74.8 million out of the \$200 million programmed in SCC funds for the Project's south segment and \$22.5 million of ITIP/RIP funds. In order for the CTC to allocate the remaining \$176 million, all remaining fund sources for the Project must be secured, including the \$53 million from future toll revenues and/or other funds.

Staff recommends that the TA advance this \$53 million in the form of a loan to the Project, with the expectation that the funds would be repaid from future toll revenues. Since the SMCELJPA will manage the use of the toll revenues, the loan will be subject to terms and conditions to be negotiated with the SMCELJPA.

Given that this loan of \$53 million may take a number of years to be repaid, staff is developing a financing plan in which a borrowing secured by Measure A funds would fund the advances to the Project, in order to maintain the liquidity of the Measure A program to fund other transportation projects.

Staff will be returning to the Board with more details with regards to the appropriate financing vehicle, along with proposed terms and conditions for the loan to SMCELJPA, at a later date. The Board's action to approve a loan of \$53 million to the Project at this time will ensure the Project can secure the SCC funds in a timely fashion.

BUDGET IMPACT

As discussed above, staff is in the process of securing an appropriate financing vehicle to provide the \$53 million loan for the Project. The financing vehicle will incur interest costs, which would need to be covered by the TA in the near term. Both the loan principal of \$53 million and interest costs are anticipated to be ultimately repaid from future toll revenues. Staff anticipates to have the details of the payment schedule in the Fall or early Winter this year, and will return to the Board with the full details.

BACKGROUND

The Project, jointly sponsored by Caltrans, C/CAG and the TA, will create 44 miles (22 miles in each direction) of new express lanes on the US 101 corridor in San Mateo County.

The Project will address congestion and improve mobility on US 101 by creating an express lane in each direction between the Santa Clara County Line and Interstate 380

in San Bruno. The Project is being constructed in two phases: a south segment that goes from Whipple to Santa Clara County line, and then a north segment that goes from Whipple to I-380.

The Project will incentivize the use of public transit, carpools, and other shared-ride options, while also creating a new revenue stream from individuals willing to pay a fee to drive in the express lanes. After paying for operating and maintenance costs, and any outstanding loans, net revenues generated by express lane tolls can be used for additional transportation enhancements in the corridor.

Toll authority for the express lanes now rests with the newly formed SMCELJPA. The CTC approved the toll authority for SMCELJPA at its August 14, 2019 meeting.

Prepared by: April Chan, Chief Officer, Planning, Grants &
Transportation Authority

650-508-6228

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

* * *

**AUTHORIZING A \$53 MILLION LOAN TO FUND CONSTRUCTION OF
THE SAN MATEO COUNTY 101 EXPRESS LANES PROJECT**

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

WHEREAS, on June 2, 2016 (Resolution 2016-12) the Board of Directors (Board) of the San Mateo County Transportation Authority (TA) took action making the TA a sponsor of the San Mateo County 101 Express Lanes Project (Project) along with the City/County Association of Governments of San Mateo County (C/CAG) (Co-Sponsors); and

WHEREAS, on February 7, 2019 (Resolution 2019-03), the TA Board of Directors (Board) approved the following: the TA and C/CAG will retain ownership of the Project and contract with the Bay Area Infrastructure Financing Authority (BAIFA) to operate the express lanes on their behalf, and the TA and C/CAG formed the San Mateo County Express Lanes Joint Powers Authority (SMC EL JPA) to exercise their shared rights to own, administer and manage the Project; and

WHEREAS, the \$514.3 million budget for design and construction of the Project includes a mix of federal, State, regional and local funding sources;

WHEREAS, the funding plan includes \$53 million of future toll revenues and other potential sources such as discretionary grants that have not yet been secured, but that must be available for Project construction to ensure access to other sources in the Project budget; and

WHEREAS, as the local transportation sales tax agency, the TA is well-positioned to secure a financing for the \$53 million in toll and other revenues; and

WHEREAS, Project partners have requested the TA to provide such financing, and staff recommends the Board authorize the TA to commit to finance and loan the requisite funds under terms to be negotiated and presented to the Board for approval at a future date.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Executive Director, or his designee, to provide a loan of \$53 million to full fund the design and construction of the San Mateo County 101 Express Lanes Project budget of \$514.3, and to execute a loan agreement with the San Mateo County Express Lanes Joint Powers Authority (SMC EL JPA), the joint powers agency created by the San Mateo County Transportation Authority (TA) and City/County Association of Governments of San Mateo County (C/CAG) to own, administer and manage the Project, with the understanding that the loan of \$53 million is to be repaid from toll revenues generated from the operation of San Mateo County Express Lanes once they are open, currently anticipated in 2022, and subject to terms and conditions to be negotiated with the SMC EL JPA and presented to the TA Board for approval at a future meeting.

Regularly passed and adopted this 5th day of September, 2019 by the following
vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE [AND APPROVAL OF LEGISLATIVE PROPOSALS](#)**

ACTION

[Staff proposes that the Committee recommend the Board:](#)

- [1. Receive the attached Federal and State Legislative Updates](#)
- [2. Approve the recommended San Mateo County Transportation Authority \(TA\) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.](#) ~~This report is for information only. No Board action is required.~~

SIGNIFICANCE

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, [and specifies those bills on which staff proposes that the TA take a formal position.](#)

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
As of August 15, 2019

Both the House and Senate have adjourned for the August recess. Prior to leaving, both the House and Senate passed the Bipartisan Budget Act of 2019 (HR 3877), setting budget caps for FY20 and FY21.

In the Senate, Chairman Shelby is expected to hand down 302(b) allocations so work can begin on the 12 individual FY20 bills in the Senate. Approps staff have been told they will be preparing for September markups of their bills during the recess, with the first two markups potentially occurring the week of September 9th when lawmakers return from the August recess. Nothing has been scheduled, but the first two bills will likely be Labor-HHS and defense. Again, nothing has been scheduled and it remains unclear how many of the Senate bills will clear the floor and if they will move as stand-alones or as a part of an omnibus package. Additionally, it is widely expected that a continuing resolution will be required given the available time prior to the start of the fiscal year. There has been no information on timing for the FY20 Senate THUD bill.

The BBA also suspended the debt ceiling until July 31, 2021. Once the limit comes back into effect, it would reflect all outstanding U.S. debt as of that date. The Treasury Department has been using “extraordinary measures” to meet debt obligations since March 2, when the debt limit came back into effect at \$22 trillion. The department said the U.S. could risk defaulting before lawmakers return from recess the week of Sept. 9.

On the House side, we expect work to continue on the FY20 bills during the August recess since the current 302(b) allocations will have to be adjusted based on the new topline numbers. Combined, the FY20 House bills appropriate \$1.4 trillion. The negotiated cap is \$1.37 trillion and it is unclear what cuts the House will make – or if they will wait for conference – to comply with the new topline numbers.

On July 30, the Senate Environment and Public Works (EPW) Committee unanimously approved a five-year highway reauthorization bill, America's Transportation Infrastructure Act (S. 2302), authorizing \$287 billion in Highway Trust Fund contract authority and an additional \$5.7 billion from the U.S. Department of the Treasury general fund. A summary of the legislation can be found [here](#). This funding is a 27 percent increase over the current surface receive an average 19 percent funding increase each year. Currently, California will receive \$4.064 billion in highway funding in 2020, and under this bill, the states will receive an annual average of \$4.836 billion between 2021 and 2025, which is a \$772 million or 19 percent increase.

The committee also advanced, by voice vote, a bill – S. 1992 – to repeal a planned rescission of nearly \$7.6 billion from the Federal Highway Administration (FHWA) that was included in the FAST Act.

KADESH & ASSOCIATES, LLC

The reauthorization bill, is the largest amount of funding provided for highway reauthorization legislation in history, and includes provisions to improve road safety, accelerate project delivery, improve resiliency to disasters and reduce highway emissions. Some highlights within the bill include:

- **Bridges:** Creates a new competitive bridge program to address the backlog of bridges in poor condition nationwide. Authorizes over \$6 billion over five years for the grant program, including \$3.3 billion from the Highway Trust Fund
 - 50% of the program will support bridges with total project costs larger than \$100 million.
- **Railway Grade Crossings/Pedestrian Safety:**
 - Maintains the existing rail-highway grade crossing program at \$245 million per year but increases the federal cost share of such projects from 90 percent to 100 percent.
 - Allows states to use rail-highway grade crossing funds for projects to reduce pedestrian injuries and fatalities from trespassing on railroad right-of-way.
 - Creates a new formula safety incentive program, funded at \$500 million per year, to lower driver and pedestrian fatalities. 65 percent of the funds will be suballocated for urbanized areas for cities to use on their projects on their Vision Zero plans.
 - Establishes a new fatality reduction performance grant program at \$100 million per year. The DOT Secretary must award grants winners in any of these performance categories: reducing per capita serious injuries and fatalities, reducing rates of serious injuries and fatalities per vehicle miles traveled (VMT), having among the lowest per capita serious injuries and fatalities, having among the lowest per-VMT serious injury and fatality averages, or innovative safety efforts. Grants awards may not be less than \$5 million and may not be more than \$30 million.
- **INFRA:** Provides \$5.5 billion for INFRA over five years. Includes a new \$500 million minimum for Critical Urban State Projects for the eight states that have population densities greater than 400 per square mile. Increases the small project set-aside from 10 percent to 15 percent and 30 percent of the small projects have to be in rural areas.
- **Climate:** Creates a \$10 billion climate title intended to address climate change with language to limit transportation-related carbon emissions and build resilient infrastructure to withstand forceful storms.



August 8, 2019

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

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER

On June 27, Governor Newsom signed AB 74, the Budget of 2019, and several trailer bills. The \$147.8 billion spending plan contains a reserve of \$19.2 billion. The package includes an extra payment of \$9 billion over the next four years to pay down unfunded pension liabilities.

On July 31, Governor Newsom signed AB 101 (Committee on Budget), which invests \$1.75 billion in the production and planning of new housing. It includes support to local governments to increase housing production (including \$1 billion to combat homelessness and \$250 million to general purpose incentive payments for the Infill Infrastructure Grant Program administered by the Department of Housing and Community Development (HCD). The Infill Infrastructure Grant Program provides gap funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Under the augmented Infill Infrastructure Grant Program, developers and local governments can partner to apply for infrastructure funding. At the same time, certain areas designated as infill may also qualify as federal Opportunity Zones and provide additional tax benefits to investors to spur development of economically distressed communities by guiding investment toward mixed-income housing.

- Previous provisions linking affordable housing targets to the receipt of SB 1 local streets and roads funding were struck from the package. The Governor will instead take measures to hold local jurisdictions accountable to meet housing demand by authorizing local jurisdictions to be fined for non-compliance.
- To assist renters, the budget includes \$20 million to provide legal aid for renters and assist with landlord-tenant disputes, including legal assistance for counseling, renter education programs, and preventing evictions.

Cap-and-Trade Program

In recognition of the continued strength of the cap-and-trade program, the budget includes \$485 million for the Low Carbon Transportation program (a reduction of \$52 million from the May Revise) in the proposed cap-and-trade expenditure plan, an increase of \$130 million compared to the January budget proposal. This program provides incentives for the purchase of zero-emission vehicle technology and replacement of older diesel buses with renewable-fuel alternatives. Of this amount, the budget proposes to allocate \$182 million for the Clean Truck, Bus, and Off-Road Freight Equipment Program.

San Mateo County US 101 Express Lanes Project – Toll Facility Pending Approval

On August 14, the CTC will consider approval of an application from the San Mateo County Express Lanes Joint Powers Authority (JPA) to develop and operate a high-occupancy toll facility on US 101 in San Mateo County. The CTC staff recommendation is to approve the JPA's request as specified in the application received by the CTC on July 2, 2019. The recommendation is based on CTC staff's finding that the application meets the criteria for approval set forth in AB 194 (Frazier, 2015), as well as consideration of public comments received via email and at the public hearing held in San Carlos on July 25, 2019.

If approved, the JPA would be authorized to operate a 22-mile high-occupancy toll facility on US 101 in San Mateo County between the county line to the south and Interstate 380 to the north.

The \$514 million project is funded from several sources, including the SB 1 Solutions for Congested Corridors Program (\$200 million), regional toll funds (\$95 million), private sector funds (\$53 million), the State Transportation Improvement Program (\$33.5 million), Measure A sales tax revenues (\$30.5 million), the SB 1 Local Partnership Program (\$20 million from the competitive program and \$1.8 million from the formula program), the Interregional Transportation Improvement Program (\$18 million), and a repurposed federal earmark (\$9.5 million). In addition, SMCTA will provide \$53 million from Measure A or other funds, which will be reimbursed from future excess net toll revenues once the facility is operational. All funds have been programmed, committed, and/or allocated to the project.

C/CAG Executive Director Sandy Wong will make the presentation on the item with SMCTA staff. We have spoken to several Commissioners and do not anticipate any problems with approval, but we will also be in attendance to ensure that a favorable action is official.

Bills of Interest

SB 664 (Allen) which was amended on June 10, would clarify existing law to reaffirm the ability of transportation agencies to use personally identifiable information, collected and stored by electronic toll collection or electronic transit fare collection systems, for enforcement, collection and notification activities or for the purpose of establishing and maintaining interoperability of these systems across agencies.

Given the recent establishment of the San Mateo County Express Lanes Joint Powers Authority, and pending action by the CTC to approve the JPA's application to manage a toll facility, staff recommends a support position.

SMCTA Bill Matrix – September 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 11 Chiu (D)</p> <p>Community Redevelopment Law of 2019</p>	<p>4/25/19</p> <p>Assembly Appropriations Committee</p> <p>Held in Committee</p>	<p>This bill would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements.</p> <p>The bill would require:</p> <ul style="list-style-type: none"> • A public hearing process, and the adoption of a resolution that city or county to submit the resolution of intention to the Strategic Growth Council (SGC) for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. • The SGC to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the State Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. • Not less than 30% of all taxes allocated to the agency from an affected taxing entity be deposited into a separate fund, established by the agency, and used for the purposes of increasing, improving, and preserving the community's supply of low- and moderate-income housing available at an affordable housing cost, as provided. The bill would allow an agency to conduct bond financing. • The Director of the Department of Finance to adjust percentages of General Fund for school districts and community colleges to ensure no fiscal impact. <p>Amended on 4/11</p>	<p style="text-align: center;">Watch</p>
<p>AB 147 Burke (D)</p> <p>Out of State Business Tax Collection</p>	<p>5/1/19</p> <p>Chapter 5, Statutes of 2019</p>	<p>Modernizes California law consistent with the United States Supreme Court holding in <i>Wayfair</i>, which allows this state to impose a use tax collection duty on remote retailers with specified levels of economic activity in California, even though they do not have a physical presence here.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 148 Quirk-Silva (D)</p> <p>Regional Transportation Plans: Sustainable Communities Strategy</p>	<p>1/24/19</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires:</p> <ul style="list-style-type: none"> • The regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy which would, among other things, identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	<p style="text-align: center;">Watch</p>
<p>AB 185 Grayson (D)</p> <p>California Transportation Commission: Joint Meetings</p>	<p>7/1/19</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p>	<p>Existing law requires the CTC and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies.</p> <p>This bill would require the Department of Housing and Community Development to participate in those joint meetings with the CTC and CARB. Last amended on 6/24</p>	<p style="text-align: center;">Watch</p>
<p>AB 252 Daly (D)</p> <p>Caltrans: NEPA</p>	<p>7/31/19</p> <p>Chapters by Secretary of State, Chapter 160, Statutes of 2019</p>	<p>This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited.</p> <p>The bill is sponsored by the Self-Help Counties Coalition (SHCC). SMCTA supported the previous version, AB 28 (Frazier) of 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">4/4/2019</p>

SMCTA Bill Matrix – September 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 285 Friedman (D)</p> <p>California Transportation Plan</p>	<p>7/8/19</p> <p>Senate Appropriations Committee</p> <p>Suspense File</p>	<p>Under existing law, Caltrans is required to prepare the California Transportation Plan (CTP), which looks at the movement of goods and people, and how the state will achieve greenhouse gas emission goals.</p> <p>This bill would require Caltrans to address in the CTP how statewide greenhouse gas emission goals will be reduced by 2030 and attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act. The bill was amended to require a forecast of the impacts of advanced and emerging technologies over a 20-year horizon on infrastructure, access, and transportation systems and a review of the progress made to implement CTPs. <i>The bill would require the Office of Planning and Research to complete a report by January 31, 2022, reviewing the department's progress in implementing past California Transportation Plans and making any recommendations for improving the department's implementation of California Transportation Plans.</i> Last amended on 6/24</p>	<p style="text-align: center;">Watch</p>
<p>AB 352 Garcia (D)</p> <p>Greenhouse Gas Reduction Fund: Investment Plan & Transformative Climate Communities Program</p>	<p>6/18/19</p> <p>Senate Environmental Quality Committee</p> <p>Two-Year Bill</p>	<p>This bill, beginning July 1, 2020, would require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund, such as the California Air Resources Board and Strategic Growth Council to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to <i>there are at least three months between the first call for applications or proposals for projects to be funded and the due date of the application or proposal.</i> Last Amended on 5/20</p>	<p style="text-align: center;">Watch</p>
<p>SB 5 Beall (D)</p> <p>Local-State Sustainable Investment Incentive Program</p>	<p>7/11/19</p> <p>Assembly Appropriations Committee</p>	<p>This bill would establish the Local-State Sustainable Investment Incentive Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply for funding for eligible projects include, among other things, construction, predevelopment, development, acquisition, rehabilitation, and preservation of workforce and affordable housing, certain transit-oriented development, and "projects promoting strong neighborhoods." Funding would be available in the amounts of \$200,000,000 per year from July 1, 2020, to June 30, 2025, and \$250,000,000 per year from July 1, 2025, to June 30, 2029. The source of money would come from reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. Last amended on 6/17</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">8/1/2019</p>

SMCTA Bill Matrix – September 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 25 Caballero (D)</p> <p>CEQA: Qualified Opportunity Zones</p>	<p>7/8/19</p> <p>Assembly Natural Resources Committee</p> <p>Two-Year Bill</p>	<p>This bill would, until January 1, 2025, establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by specified funds. The bill would require the Judicial council by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects located in a qualified opportunity zone.</p> <p>The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. Last Amended on 4/30</p>	<p style="text-align: center;">Watch</p>
<p>SB 43 Allen (D)</p> <p>Carbon Taxes</p>	<p>7/8/19</p> <p>Assembly Revenue & Taxation Committee</p> <p>Failed Passage</p>	<p>This bill would require the California Air resources Board (CARB), by no later than January 1, 2022, to submit a report to the Legislature on the findings of a study to propose, and to determine the feasibility and practicality of, assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law. Last amended on 7/1</p>	<p style="text-align: center;">Watch</p>
<p>SB 50 Wiener (D)</p> <p>Planning and Zoning: Housing Development & Equitable Communities Incentive</p>	<p>5/16/19</p> <p>Senate Appropriations Committee</p> <p>Two-Year Bill</p>	<p>This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would provide counties with a populations greater than 600,000 that are eligible for an equitable communities incentive receive to receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also delay implementation of this bill in sensitive communities, as defined, until July 1, 2020, as provided. Last Amended on 6/4</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 127 Weiner (D)</p> <p>Transportation Funding: Complete Streets</p>	<p>7/10/19</p> <p>Assembly Appropriations Committee</p>	<p>Existing law establishes the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users.</p> <p>This bill would establish an Active Transportation Asset Branch within the Transportation Asset Management Office within Caltrans and require <i>the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan to encourage mode shift.</i></p> <p>The bill would require the CTC, in connection with the asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, on the state highway system. The bill would require that the plain language performance report developed by Caltrans, in consultation with the CTC, include a description of pedestrian and bicycle facilities on each project, including the number, extent, and type of elements.</p> <p>The bill would require Caltrans, commencing with the 2022 State Highway Operation and Protection Program, when undertaking a specified capital improvement project on a state highway or a local street crossing a state highway that is funded through the State Highway Operation and Protection Program, to include new pedestrian and bicycle facilities, or improve existing facilities, as part of the project, consistent with specified requirements.</p> <p>The bill provides an opportunity to address multi-modal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions are held to the same standards, but state highway projects do not always include active transportation features. Last Amended on 7/1</p>	<p style="text-align: center;">Watch</p>
<p>SB 128 Beall (D)</p> <p>Enhanced Infrastructure Financing Districts</p>	<p>7/5/19</p> <p>Assembly Appropriations Committee</p>	<p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law repeals the pilot program provisions on January 1, 2020.</p> <p>This bill would authorize the County of Santa Clara to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. By expanding the crime of perjury, this bill would impose a state-mandated local program.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Santa Clara, Solano, and Yuba. Last Amended on 6/19</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 137 Dodd (D)</p> <p>Federal Transportation Funds</p>	<p>7/2/19</p> <p>Assembly Appropriations Committee</p> <p>Set for hearing on 8/14</p>	<p>Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities, and for the exchange of federal and state transportation funds between local entities and the state under certain circumstances.</p> <p>This bill would authorize Caltrans to allow these federal transportation funds that are allocated as local assistance to be exchanged for State Highway Account funds appropriated to the department. Last amended on 6/18</p>	<p style="text-align: center;">Watch</p>
<p>SB 152 Beall (D)</p> <p>Active Transportation Program</p>	<p>5/16/19</p> <p>Senate Appropriations Committee</p> <p>Held in Committee</p>	<p>Under existing law, the Active Transportation Program (ATP) is a competitive program that requires the CTC to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population.</p> <p>This would modify the ATP to have 60% of all funding to go directly to MPOs, 15% to small urban and rural areas, and retain 25% to be allocated by the CTC on a competitive basis. Last Amended on 4/25</p>	<p style="text-align: center;">Watch</p>
<p>SB 277 Beall (D)</p> <p>Transit Development: Transit Funds</p>	<p>7/10/19</p> <p>Assembly Appropriations Committee</p> <p>Set for hearing on 8/14</p>	<p>This bill would reformulate the current 50/50 formula to competitive program distribution of the SB 1 Local Partnership Program Funds to a 85/15 split favoring formula. The 15% apportionment would be a competitive grant program set-aside for small counties or localities with a population of under 750,000.</p> <p>This bill would provide San Mateo County with additional predictable and stable funding to help supplement the District's sales tax along with Measures A and W because the 85% formula makes a greater accommodation for revenue generated by measure programs.</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">8/1/2019</p>

SMCTA Bill Matrix – September 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 526 Allen (D)</p> <p>Regional Transportation Plans: Greenhouse Gas Emissions</p>	<p>5/16/19</p> <p>Senate Appropriations Committee</p> <p>Held in Committee</p>	<p>This bill would require the California Air Resources Board (CARB) to adopt a regulation that requires a metropolitan planning organization to provide any data that CARB requests to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. CARB would be required to determine if each metropolitan planning organization is on track to meet its 2035 greenhouse gas emissions reduction target. The bill would require the action element prepared by a metropolitan planning organization to identify near and long-term steps to be taken to implement a sustainable communities strategy and achieve the greenhouse gas emission reduction targets established by the state board.</p> <p>This bill would establish an interagency working group to be administered by the Strategic Growth Council to develop and implement a State Mobility Action Plan for Healthy Communities to ensure that regional growth and development is designed and implemented in a manner to achieve the state's environmental, equity, climate, health and housing goals. The bill would require the plan to include specific actions, measures, and timelines, and an investment strategy. The bill would require the interagency working group to submit the plan to the Legislature by December 31, 2020, and every 4 years thereafter.</p> <p>This bill would make MTC responsible for new planning activities outside of the current purview of a regional transportation planning and could also jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions. Amended on 4/30</p>	<p style="text-align: center;">Watch</p>
<p>SB 664 Allen (D)</p> <p>Electronic toll and transit fare collection systems</p>	<p>7/9/19</p> <p>Assembly Appropriations Committee</p>	<p>This bill would clarify that existing law permits toll operators statewide to enforce toll policies and issue toll violations in accord with existing privacy protections.</p>	<p style="text-align: center;">Recommend Support</p>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan, Chief Officer, Planning, Grants/Transportation Authority
Michelle Bouchard, Chief Operating Officer, Rail

SUBJECT: **CALTRAIN BUSINESS PLAN UPDATE**

ACTION

Staff recommends the Board of Directors (Board) receive a staff presentation providing an informational update on the staff recommendation for Caltrain's Long Rang Service Vision.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared a presentation and memo summarizing Caltrain Business Plan work to date and presenting a draft recommendation for the railroad's Long Range Service Vision. The designation of a Long Range Service Vision is a key, interim step that will allow staff to then complete the Caltrain Business Plan.

The draft staff recommendation is presented for information only at this time. The recommended Long Range Service Vision will be refined based on input received from the Caltrain Board and through a variety of stakeholder and public outreach activities to be conducted in August and September. Based on comments received, Staff plans to return to the Caltrain Board in October to present a refined Service Vision for potential adoption.

Following the Caltrain Board's potential adoption of a Long Rang Service Vision, staff will work to complete a full Business Plan document. This document will focus on defining the path of incremental service improvements and investments that Caltrain and its partners can make to realize the vision over time. The Business Plan will also include additional analysis related to first- and last-mile needs and will identify funding and revenue strategies.

BACKGROUND

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain "Business Plan" was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in early 2020.

There is a dedicated project with additional information: www.caltrain2040.org

Prepared By:
Sebastian Petty

Senior Policy Advisor

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SUMMARY OF DRAFT RECOMMENDATION FOR CALTRAIN'S LONG RANGE SERVICE VISION

The following memo supplements the PowerPoint presentation provided to the Peninsula Corridor Joint Powers Board at their August meeting. It provides a high level summary of the service planning and business case analysis completed as part of the Caltrain Business Plan to date and explains the importance of choosing a “Long Range Service Vision” at this stage in the planning process.

The memo then describes staff’s draft recommendation for the Long Range Service Vision and explains why staff has recommended this specific vision relative to other options considered. Finally, the memo includes a narrative description of the recommended Vision and a draft of the precise language that the Board would be asked to consider for adoption in October, pending revisions or changes based on input received from the Board and through outreach planned in August and September.

A LONG RANGE VISION FOR CALTRAIN SERVICE

The Caltrain Business Plan is an expansive planning process that has been ongoing for more than a year. A major focus of the plan has been to develop analysis of different long range service options for Caltrain and to weigh the costs, revenues, benefits and impacts of these options through a detailed “Business Case” analysis. At this stage of the Business Plan process, Caltrain staff has developed and evaluated three distinct “growth scenarios” that provide illustrative options for how the Caltrain Service could grow by 2040. Based on this analysis, staff has now developed a single, recommended “Long Range Service Vision” for consideration and potential adoption by the Board.

Choosing a “Long Range Service Vision” is an important milestone in the Business Plan process. Having a clearly articulated goal for the quantity and type of service that the railroad aspires to provide in the future will provide staff with the critical guidance needed to complete the Business Plan. Once adopted, the Long Range Service Vision will create a framework that allows staff to “work backwards” from 2040, developing analysis showing how the Vision can be phased, funded and implemented over time. This analysis will be conducted in the fall of 2019 with a goal of completing the Business Plan by early 2020.

A REGIONAL VISION BUILT ON REGIONAL INVESTMENTS

Selection of a Long Range Service Vision will also allow Caltrain staff to engage efficiently and constructively in the development of other long range plans and projects throughout the region.

This is particularly important since the Caltrain corridor interfaces with many different local, state and regional transportation systems and investments. While the Long Range Service Vision is fundamentally focused on Caltrain, the Vision must account for and integrate a vast array of transportation projects that have been planned by corridor cities and regional and state partner agencies. Key projects that directly influence Caltrain’s corridor and long range service ambitions include;

- California’s High Speed Rail System
- The Downtown Extension to the Salesforce Transit Center
- The rebuilding of Diridon Station in San Jose
- Multiple grade separation projects planned and contemplated by corridor cities

The Caltrain Business Plan and Caltrain’s Long Range Vision have been deliberately developed to integrate and build on all of these projects. One of the goals of the 2040 Vision is to build a “big tent” that shows how all of the investments currently being planned in the corridor can fit together as part of a cohesive whole, with expanded Caltrain service further enhancing their value and importance.

It is important to note at the outset, that these regional and partner projects also drive a significant portion of the overall investment costs that are considered within the Long Range Service Vision. Figure 1 shows the total set of capital investments that have been included in the “baseline” growth scenario, broken down by major source.

Figure 1- Capital Investments Included in the “Baseline” 2040 Growth Scenario



All costs have been adjusted to 2018 dollars

The costs shown in Figure 1 total to \$22.1 billion in 2018 dollars and are divided into three categories;

- **Caltrain Work Underway:** Including electrification and other major capital projects that are already in progress

- **Investments Planned and Proposed by Caltrain Partners:** Including major terminal projects like the Downtown Extension (DTX) and Diridon Project as well as High Speed Rail Investments and those grade separations that are already actively being planned by local jurisdictions. While all of these projects are in active stages of planning, most are substantially unfunded.
- **New Caltrain Investments to Support the Baseline Growth Scenario:** This category includes the essential investments that the Caltrain believes will be needed by 2040 to support the baseline level of blended service. Examples include additional electrified rolling stock (to fully electrify the fleet and expand all consists to 8-car trains), level boarding, expanded storage and maintenance facilities and additional grade crossing improvements. These projects are not funded.

These costs have been used as the basis, or “baseline,” for looking at the incremental investment that would then be required to achieve the higher levels of Caltrain service contemplated in the “moderate” and “high” growth scenarios.

DEVELOPMENT OF “GROWTH SCENARIOS”

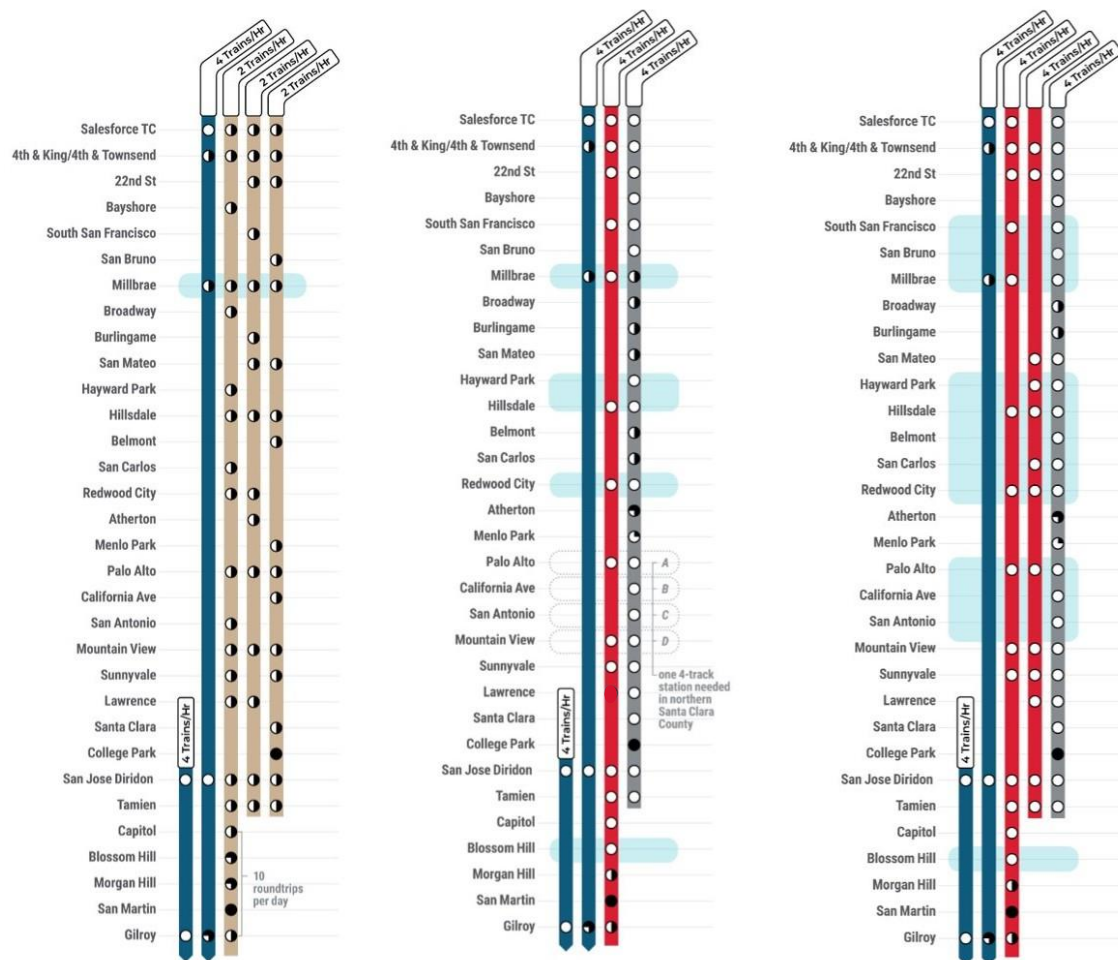
Much of the technical work of the Caltrain Business Plan over the past year has been focused on the development and refinement of three illustrative “Growth Scenarios,” each representing a different option for the kind of service that Caltrain could provide in 2040 given different levels of supporting investment. The three scenarios include a “baseline” level of service (consistent with Caltrain’s prior long range planning and the regional and partner projects discussed above) and two additional scenarios that consider what it might look like if Caltrain were to further expand service (the “moderate” and “high” growth scenarios).

Although illustrative, these growth scenarios were developed at a high level of detail through an extensive service planning process (diagrammed in Figure 2). Details of each of these scenarios are shown in Figure 3 and can also be reviewed in the accompanying presentation and on the project website, www.caltrain2040.org.

Figure 2 – Growth Scenario Development Process



Figure 3 – Growth Scenario Detail



The process to develop the different growth scenarios evaluated in the Caltrain Business Plan was conducted in a highly transparent and collaborative manner. Throughout the development of the Growth Scenarios, Caltrain staff have met on a monthly basis to share information and discuss findings with a technical team of partner agency staff (the Project Partner Committee) as well as with corridor local jurisdiction staff (the City and County Staff Group) and corridor elected officials (the Local Policy Maker Group). Additionally, the project team has held quarterly stakeholder meetings with a Stakeholder Advisory Group representing over 90 different organizations and has held multiple rounds of one on one meetings with every city in the corridor. The team also developed customized “booklets” for each city, showing the impacts and benefits of different growth scenarios on their jurisdiction. All told, Caltrain staff have presented Business Plan materials at over 150 stakeholder meetings during the course of the last year.

WEIGHING CALTRAIN'S CHOICES

The detailed illustrative growth scenarios developed through the service planning process were used to model ridership, specify and estimate the costs of required capital investments, and to model detailed operating costs. These outputs were then used as the basis for developing a “Business Case” analysis of each scenario. The Business Case analysis is a structured framework that helps analyze and weigh the costs and benefits of the different options. The analysis examines five areas, each of which is presented in detail in the accompanying presentation and is discussed briefly in this memo.







Figure 4 – Areas of the Business Case Analysis



SERVICE COMPARISON

The service comparison section of the business case looks at the key service, and service-related qualities of the different scenarios and compares them on a head to head basis. The accompanying presentation provides a detailed analysis. In general, the quality of service across the options as measured by various metrics improves as the level of train service and investment increase. Conversely, however, the increased service included in the “high growth” scenario requires the construction of extensive 4-track segments in the corridor – complex infrastructure that has the potential to drive significant community impacts. A detailed service comparison is provided in the accompanying presentation and a summary table of key metrics is shown in Figure 5.

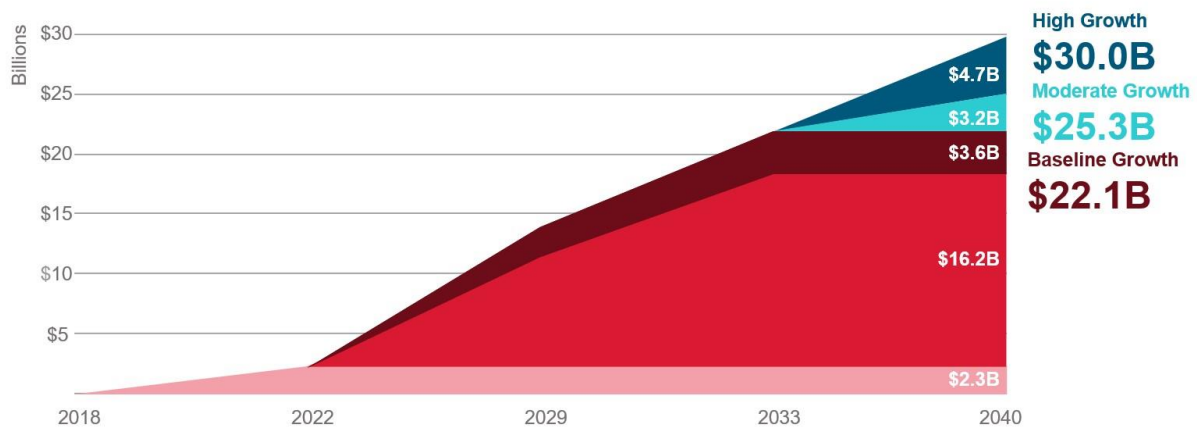
Figure 5 – Summary of Key Comparative Service Metrics

	Metric	Baseline Growth	Moderate Growth	High Growth
 Frequency	Number of Stations Served by Frequent Service (>4 TPHPD)	13 Stations	21 Stations	24 Stations
	Longest Wait Times At Major Stations Served by All Trains	22 minutes	12 minutes	8 minutes
 Connectivity	Percentage of Station Pairs Connected Without/(With) a Transfer	84% (91%)	96% (98%)	99% (99%)
	Number of Station Pairs Not Connected at All*	95	17	2
 Network Integration	Timed Connections at Regular Intervals	No	Yes	Yes
 Ridership	Daily Ridership (capacity constrained)	151,700 Riders	177,200 Riders	207,300 Riders
	Comfortable Peak Hour Train Loads?	No	Some Crowding	Yes
 Travel Time	Travel Time, San Francisco (STC) to San Jose (Diridon)	69-73 Minutes	61 Minutes	60 Minutes
	Average Travel Time per Rider, All Origin-Destination Pairs	33 Minutes	32 Minutes	31 Minutes
 Infrastructure	Passing Tracks Needed	<1 Mile	<5 Miles	15-20 Miles

FINANCIAL ANALYSIS

Detailed capital cost estimates for each scenario, building incrementally off of the “baseline” investments described previously were developed for the moderate and high growth scenarios. Figure 6 shows the baseline investment described previously, profiled over time, with the incremental additional investment required to achieve the “moderate” or “high” growth scenarios shown as an additional increment.

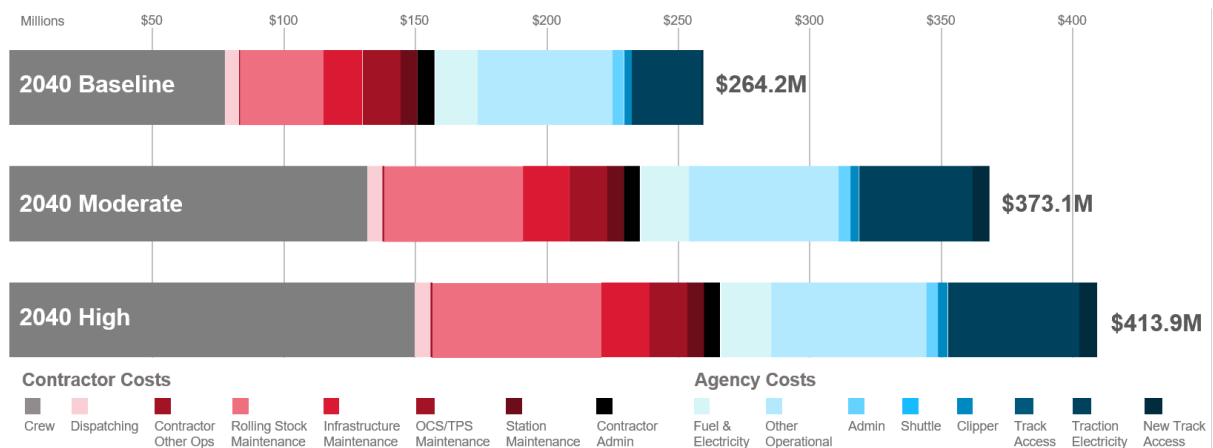
Figure 6 – Total Capital Investment by Scenario



All costs have been adjusted to 2018 dollars

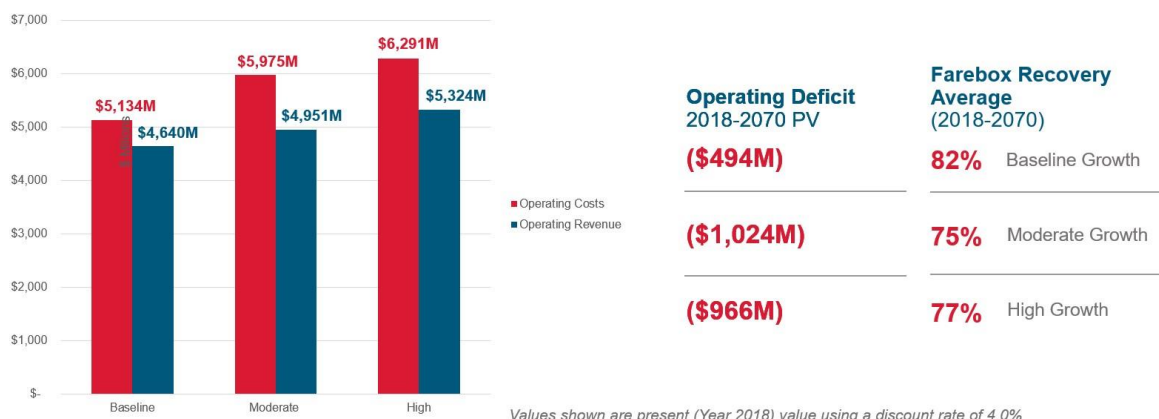
Figure 7 shows the projected 2040 annual operating and maintenance costs for each of the scenarios (in 2018 dollars).

Figure 7 – Total Operating Costs by Scenario



Finally, Figure 8 shows the net present value of total operating costs and projected revenues projected over the 2018-2070 period (the lifecycle timeframe of key investments included in each of the scenarios) along with the average fare box recovery rate across that same period. Additional financial analysis and metrics are reported in the accompanying presentation.

Figure 8 – Net Present Value of Total Operating Costs and Revenues by Scenario, 2018-2070



CALTRAIN ECONOMIC ANALYSIS

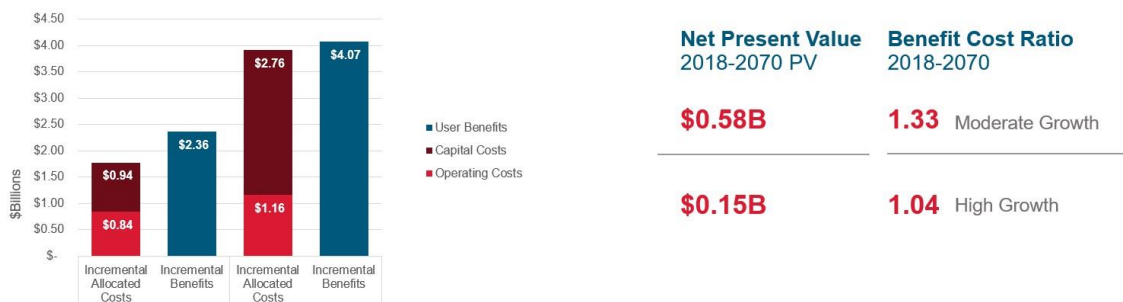
The Business Plan team also developed a series of analyses examining the economic impact of the different growth scenarios on Caltrain riders. This analysis considers the various ways that improved Caltrain service could directly benefit riders, monetizes these benefits and compares them to costs. This analysis is done on a marginal basis against the baseline scenario meaning that calculations are based on the incremental costs and benefits of the “moderate” or “high” growth scenarios relative to the baseline. Costs included in the analysis have also been “allocated” meaning that the overall costs of shared investments (eg projects that serve multiple purposes or benefit multiple users beyond just Caltrain) have been proportioned so as to fairly weigh Caltrain “costs” against Caltrain “benefits.” Calculations are performed for the period between 2040 and 2070, when each growth scenario is assumed to be fully operational. Figure 9 shows directly calculated benefits while Figure 10 shows the net present value of monetized benefits weighed against the value of incremental, allocated costs.

Figure 9 –Estimated Incremental Economic Benefits to Caltrain Users Relative to Baseline, 2040-2070

Benefit	Unit	Moderate Growth		High Growth	
		Total*	Per Year Average	Total*	Per Year Average
Existing Transit User Travel Time Savings	hours	12.9M	0.43M	20.9M	0.70M
New Transit User Travel Time Savings	hours	27.7M	0.92M	40.4M	1.35M
VMT Savings from New Transit Users (Avoided Auto Trips)	vehicle miles	9,000M	300M	16,100M	540M
Roadway Network Safety Improvements	reduced fatal/injury accidents	7,300	240	13,000	430
Public Health Benefits (from Active Transportation Mode Access)	lives saved	70	2	150	5
	reduced absent days at work	30,000	1,000	67,000	2,200

*Values rounded for presentation purposes






Figure 10 –Net Present Value and Benefit / Cost Ratio of Caltrain User Benefits Weighed Against Allocated Costs, 2040-2070



REGIONAL ANALYSIS

The Business Plan team also developed analysis and qualitative discussion of a number of “regional” benefits that would result based on different levels of investment in the Caltrain system. These benefits accrue to a general population and not just users of the system. These regional benefits are described in detail in the accompanying presentation and are summarized in Figure 11 below

Figure 11 – Summary of Regional Benefits

Metric	Baseline Growth	Moderate Growth	High Growth
 Freeway Throughput Additional Freeway Lanes	+4 lanes	+5.5 lanes	+8.5 lanes
 Regional Rail Integration Accommodation of Large-Scale Corridor-Sharing Beyond HSR	could be scaled to accommodate	could be scaled to accommodate	can accommodate
 Environmental Benefits GHG (MTCO2e)	1,108,045	1,898,330	3,006,028
 Land Value Benefits Property Value Premiums Generated by 2040 Service Growth within 1 Mile of a Station	\$10B	\$10 - \$22B	\$22B
 Economic Productivity Economic Output	\$32.8B	\$40.8B	\$47.7B
Full and Part-time Jobs	44K job-years	51K job-years	69K job-years

FLEXIBILITY AND UNCERTAINTY

Finally, the Business Plan team considered the degree of flexibility and uncertainty inherent in the growth scenarios examined. The detailed service plans developed in each scenario are “illustrative,” not definitive and much work remains both within and beyond the Business Plan process to examine specific service patterns and service levels at individual stations.

Additionally, all of the 2040 growth scenarios have been developed in a way that includes and integrates regional projects like High Speed Rail, the Downtown Extension and the rebuilding of Diridon Station. These projects are in various stages of planning and design but all currently lack the funding. There is a great deal of potential uncertainty regarding the timeframe in which they will be delivered and the final form they may ultimately take. Similarly, while larger regional visions for a greatly expanded, integrated rail network are ongoing there is a tremendous amount of uncertainty around how and when these concepts may ultimately manifest.

The issues of service flexibility and uncertainty around regional projects are particularly relevant in the context of understanding where overtake infrastructure may be required. The location and extent of required overtake infrastructure is highly sensitive to what service is being accommodated. This especially true in the “High growth” scenario where the large volume of

blended train traffic creates a need for long overtakes used by multiple different operators. The “moderate” growth scenario has overtake infrastructure needs that are more modest and can be planned for more discretely.

Finally, this section of the presentation also discusses a number a series of initial financial sensitivity tests to understand how key business metrics associated with the different growth scenarios may vary in response to changing conditions.

RECOMMENDED LONG RANGE SERVICE VISION

SUMMARY AND BASIS FOR RECOMMENDATION

Caltrain staff has developed a draft recommendation for the Long Range Service Vision. This recommended Vision is described in detail below, but, as it relates to the options studied, the recommendation is that Caltrain adopt and pursue a Vision compatible with the “moderate” growth scenario while also taking a series of steps to plan for and not preclude the potential realization of the “high growth” scenario.

The extensive analysis conducted during the Business Plan process has shown that there a strong demand for expanded Caltrain service and the business case analysis conducted as part of the plan has shown that there is a clear case, based in economic and regional benefits, for pursuing a Vision that goes beyond the baseline levels of service previously contemplated. While the high growth option generates the greatest ridership and expanded regional benefits, it also comes at a higher cost and carries significantly higher levels of uncertainty and potential for community impacts. Therefore, based on the assembled evidence, staff has developed a recommendation that would direct Caltrain to pursue a service vision consistent with the “moderate” scenario while retaining the ability to expand to a level consistent with the “high growth” scenario at such time as demand warrants or the region has made the policy and funding commitments to pursue a larger, integrated rail system.

DESCRIBING THE VISION

The Long-Range Service Vision for Caltrain provides a world class service that is tailored to the future needs of our local communities, the region and the state. It responds to and integrates the committed and planned investments in the Caltrain corridor to deliver the greatest value to the public and region, while maintaining the flexibility to respond as local and regional needs develop.

The Key Features of the Service Vision Include:

- Fast and frequent all day (every day) service

- Total peak hour frequencies of 8 Caltrain trains per direction
- Faster, all day baby bullet service with express service every 15 minutes
- Significantly increased off-peak and weekend service levels
- User friendly, show up and go service with easy to understand schedules
- Increased Capacity
 - Provides the capacity to triple today's ridership, serving nearly 180,000 people a day
 - Adding more than 5 freeway lanes worth of regional capacity
- Regional Connectivity
 - End to end service- connecting Gilroy to downtown San Francisco (all day, both ways)
 - Comprehensive local service providing coverage to every community
 - Regular service making transfers and connections easier and more predictable

Major Additional Benefits

The Vision will bring huge benefits beyond direct improvements to service. Once complete, the Vision will deliver;

- 1.3 million hours of travel time savings for existing and new Caltrain riders every year as compared to the baseline scenario
- 300 million vehicle miles not traveled every year as compared to the baseline scenario
- \$40.8 billion in regional economic output created by ongoing capital and operating investments
- By 2040 Caltrain service will add between \$25 and \$37 billion in property value premiums to residential and office properties within 1 mile of stations. (This analysis is conservative and excludes San Francisco as well as commercial, non-office properties for which estimates could not be reliably developed)
- The Vision will result in a reduction of nearly 2 million metric tons of CO2 as well as other air quality improvements

Ready to Grow with the Region

- The Vision has been designed to integrate and add value to the many local, regional and state investments that are being planned in the Caltrain corridor. These include projects like grade separations, major improvements to terminal infrastructure and stations in San Francisco and San Jose, and the integration of the state's high speed rail system.
- The vision also anticipates the ongoing role of Caltrain in a regional rail network that in addition to high speed rail could include a new rail service in the Dumbarton corridor, a second transbay crossing, service to the Monterey peninsula and ongoing improvements to service on Capital Corridor and ACE.
- As part of the Business Plan process, staff evaluated how the service and infrastructure contemplated in the recommended Vision could scale up to an even "higher" level of growth that would allow for up to 16 trains per hour per direction and even greater regional

integration and further expansion of rail. At this time, there is still a great deal of uncertainty around the future of regional rail and Caltrain does not feel that we can independently recommend moving forward with a maximum growth approach given the high costs and potential for extensive community impacts.

- Instead, we are recommending a “do not preclude” approach that would allow for this future growth to proceed once key regional decisions and funding commitments are in place. In practice, this would mean limiting the sale or encumbrance of certain JPB land, accounting for the possibility of more trains when we do terminal and facility planning, and considering the potential need for 4 tracks as certain grade separations are designed. At the same time, Caltrain will actively participate in evolving regional conversations and will help the region and the state evaluate the feasibility and benefits of an expanded and integrated rail network. If the region is truly prepared to move forward with a full regional rail expansion Caltrain will be ready.

Capital Costs

- Achieving the Vision will also be costly- the total range of all projects contemplated to achieve the Vision from Gilroy to San Jose include up to \$25 billion (this includes roughly \$2.5 billion of Caltrain investments already paid for and underway).
 - The significant majority of this cost is driven by projects that are being planned by corridor partners (DTX in San Francisco, grade separations all along the corridor, the potential cost of the Diridon Station project, and HSR improvements- collectively account for more than \$16 billion of the total).
 - The goal of the Vision is to help knit these projects together and to add value to all of them by providing greatly improved Caltrain service. Direct Caltrain investments contemplated (beyond the existing projects already underway) total to roughly \$6.5 billion)
- New sources of funding will clearly be required to address this level of need- including to even come close to achieving the baseline. The \$22 million a year contributed by member agencies to the capital budget is not going to be sufficient to do any of this.

Operating Costs

- Projected 2040 operating annual costs for the Vision are \$373.1 million a year in current dollars (compared to about \$135 million in 2018). By way of comparison, achieving a “baseline” level of growth would cost about \$265 million a year in 2040
- Financial projections show that the efficiency of the system will remain high- we are projecting an average farebox recovery ratio of 75% (holding today’s fare levels constant with inflation). Nonetheless, the need for subsidy will grow as the size of the system increases. Caltrain may need as much as \$90 million a year in operating subsidy (compared to the roughly \$36 million in subsidy it receives today- \$30 million of which come from local member agencies). As the business plan continues we will be exploring

ways to further increase system efficiency and generate additional revenues that would offset the need for direct subsidy. Nonetheless, new funding is clearly needed.

Incremental Improvements

- The Vision is not one project- it can be implemented incrementally over time with improvements to service and capacity delivered along the way. During the remainder of the Business Plan Caltrain will work to identify key incremental steps that can be delivered in the near- and medium term timeframes.
- We don't need to wait until 2040- the first major improvement in service is coming soon. Electrification, in 2022 is the first step and will mark a substantial step forward towards the realization of this vision with significant service improvements throughout the corridor.

CALTRAIN'S LONG RANGE SERVICE VISION – DRAFT LANGUAGE

The following is the specific, draft "Service Vision" language that the JPB would be asked to consider for adoption in October. This language will be reviewed and revised based on input from the Board and comments received through stakeholder and public outreach.

- 1) Caltrain's Long Range Service Vision directs the railroad to plan for a substantially expanded rail service that will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide;
 - A. A mixture of express and local Caltrain services operated in an evenly spaced, bi-directional pattern
 - B. Minimum peak hour frequencies of;
 - 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
 - 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
 - 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights
 - C. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand

- D. Accommodation of California High Speed Rail trains, in accordance with the terms of existing and future blended system agreements between the JPB and the California High Speed Rail Authority
 - E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include;
 - i. Investments in rail systems including a new, high performance signal system
 - ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
 - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet
 - iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
 - v. Completion of key regional and state partner projects including
 - 1. The Downtown Extension to the Salesforce Transit Center
 - 2. The reconstruction of Diridon Station and surrounding rail infrastructure
 - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
 - 4. Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
 - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.
- 2) Caltrain’s Long Range Service Vision further directs the railroad to continue its consideration of a potential “higher” growth level of service in the context of major regional and state rail planning. Specifically, the Long Range Service Vision directs the railroad to;
- A. Work with regional and state partners to study and evaluate both the feasibility and desirability of higher levels of service in the context of major regional and state rail initiatives including planning related to the Dumbarton Rail Corridor, the 2nd Transbay Crossing, the potential for expanded ACE and Capitol Corridor services, and ongoing planning for the California High Speed Rail system.

- B.** To take certain actions to consider and, where feasible, not preclude such higher levels of service as they specifically relate to;
 - i. The planning of rail terminals and related facilities
 - ii. The sale or permanent encumbrance of JPB land
 - iii. The design of grade separations in areas where 4-track segments may be required
 - iv. The sizing of future maintenance facilities and storage yards
 - C.** To return to the board with a recommendation regarding any formal expansion of the Long Range Service Vision at such a time as clear regional and state policy and funding commitments are in place and the feasibility of such an option on the corridor has been confirmed
- 3)** Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur;
 - A.** At a regular intervals of no less than 5 years
 - B.** In response to significant changes to JPB or partner projects that materially influence the substance of the Long Range Service Vision

Choosing a Long Range Vision

Caltrain Business Plan

Summer 2019



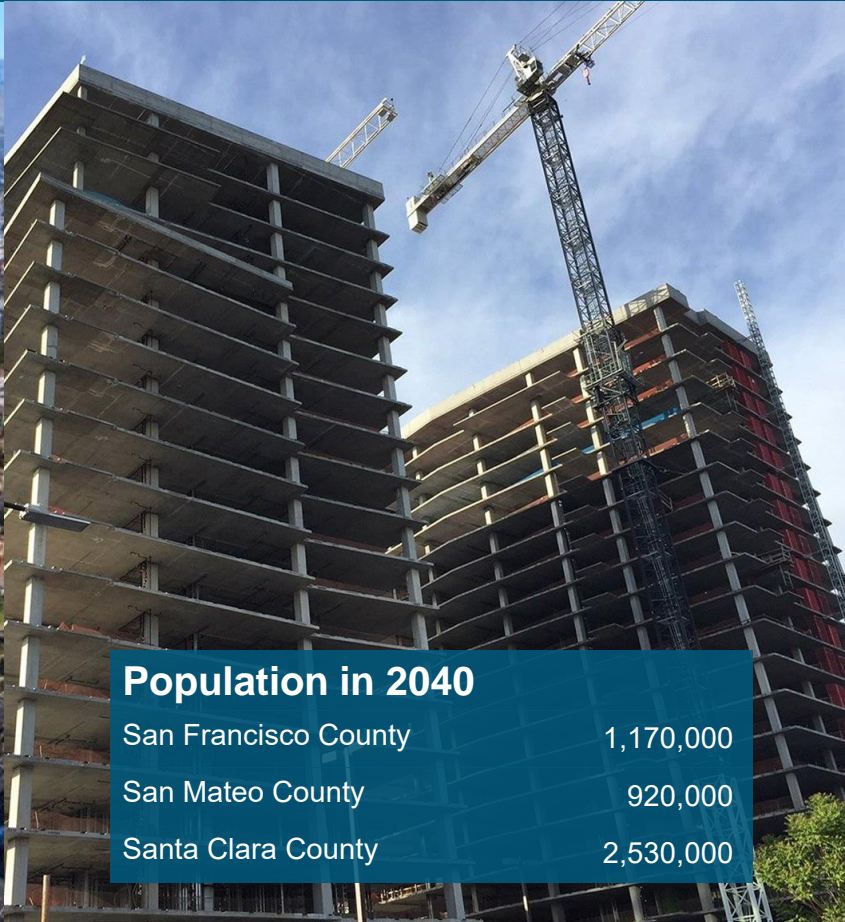
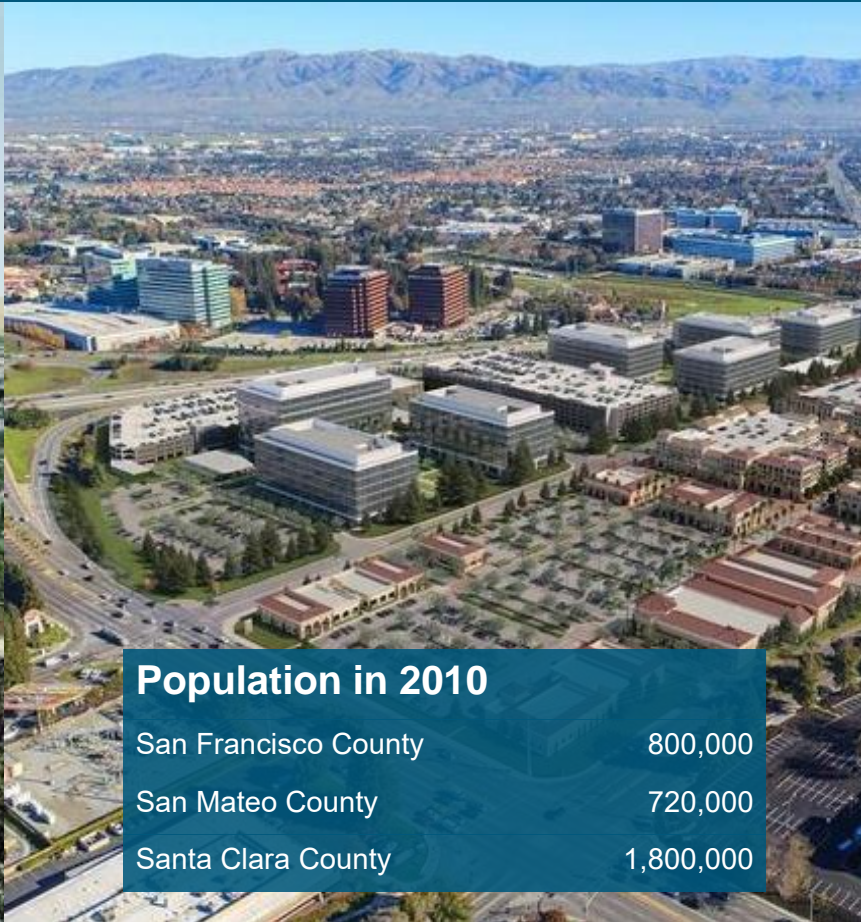
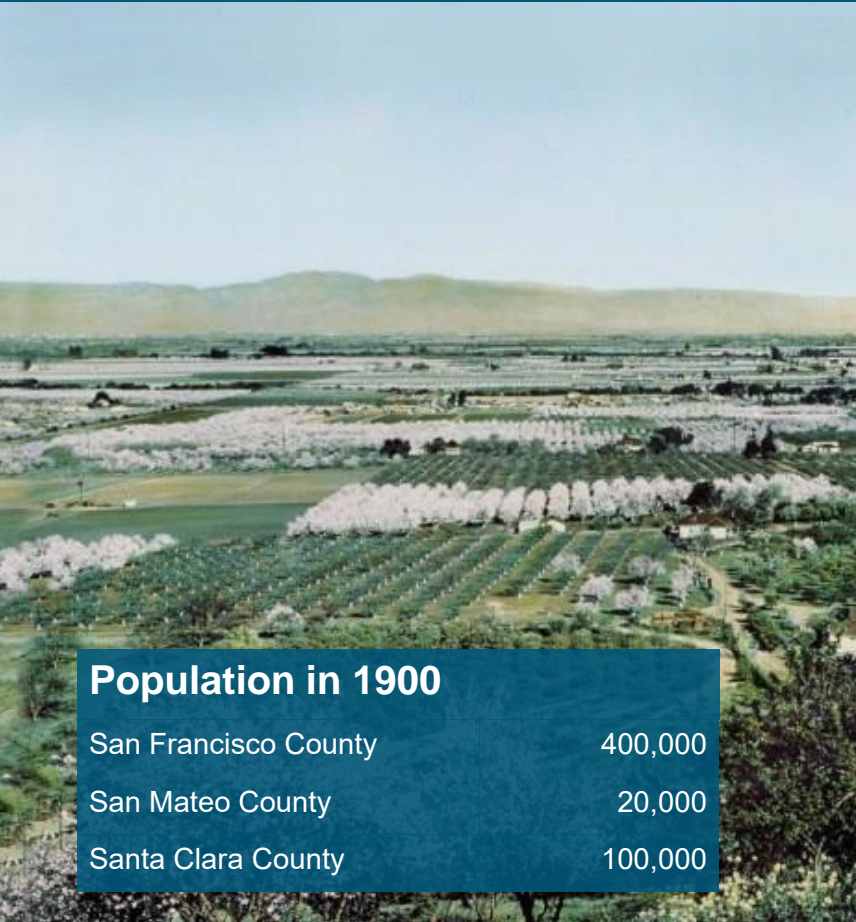
What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.



Caltrain is part of a dynamic corridor



Population in 1900

San Francisco County	400,000
San Mateo County	20,000
Santa Clara County	100,000

Population in 2010

San Francisco County	800,000
San Mateo County	720,000
Santa Clara County	1,800,000

Population in 2040

San Francisco County	1,170,000
San Mateo County	920,000
Santa Clara County	2,530,000

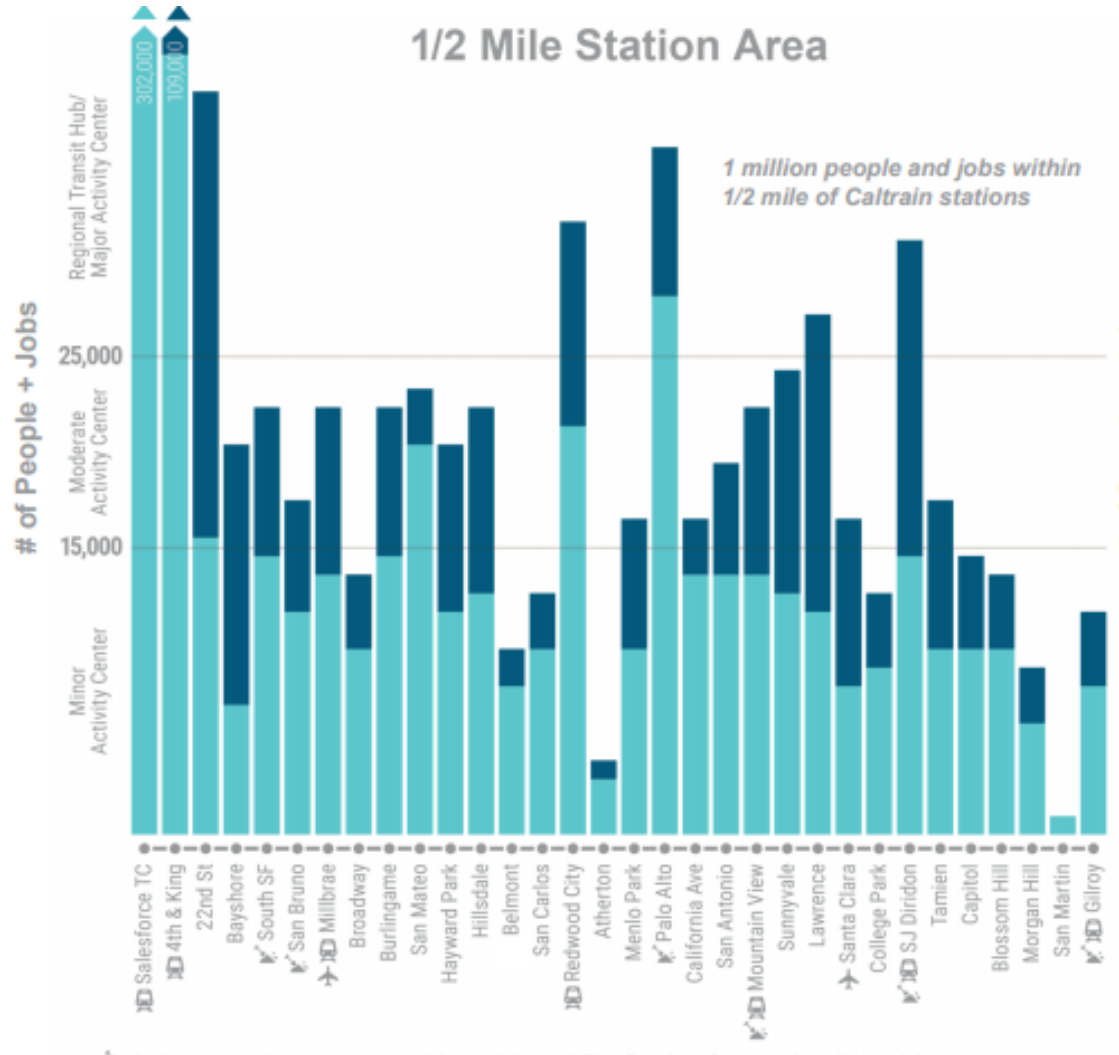
2040 Demand

The Caltrain corridor is growing

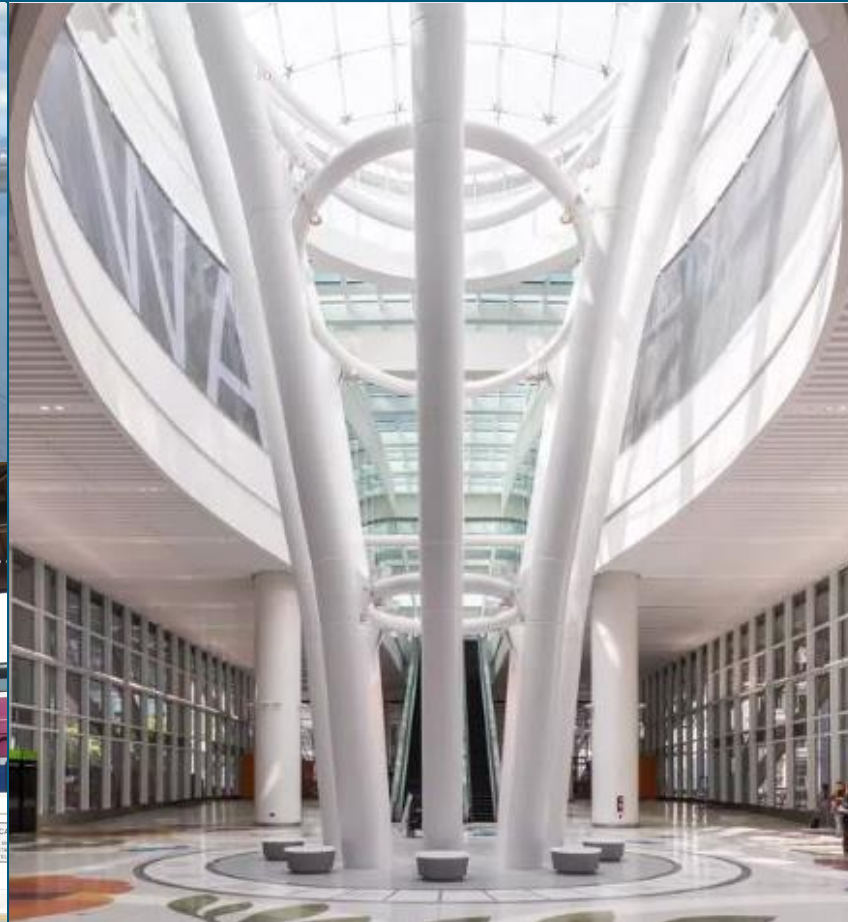
- By 2040 the corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)¹
- 80% growth expected in San Francisco and Santa Clara Counties

Major transit investments are opening new travel markets to Caltrain

- Downtown Extension and Central Subway
- Dumbarton Rail, BART to San Jose, and improvements to Capitol Corridor and ACE
- HSR and Salinas rail



The future of rail in the Bay Area is still coming together, with many different plans and projects underway.



Caltrain will be the first, modern electrified railroad in California. The Vision we choose will shape the future of rail in the region and the state.



What does it mean for Caltrain to Choose a Long Range Vision?

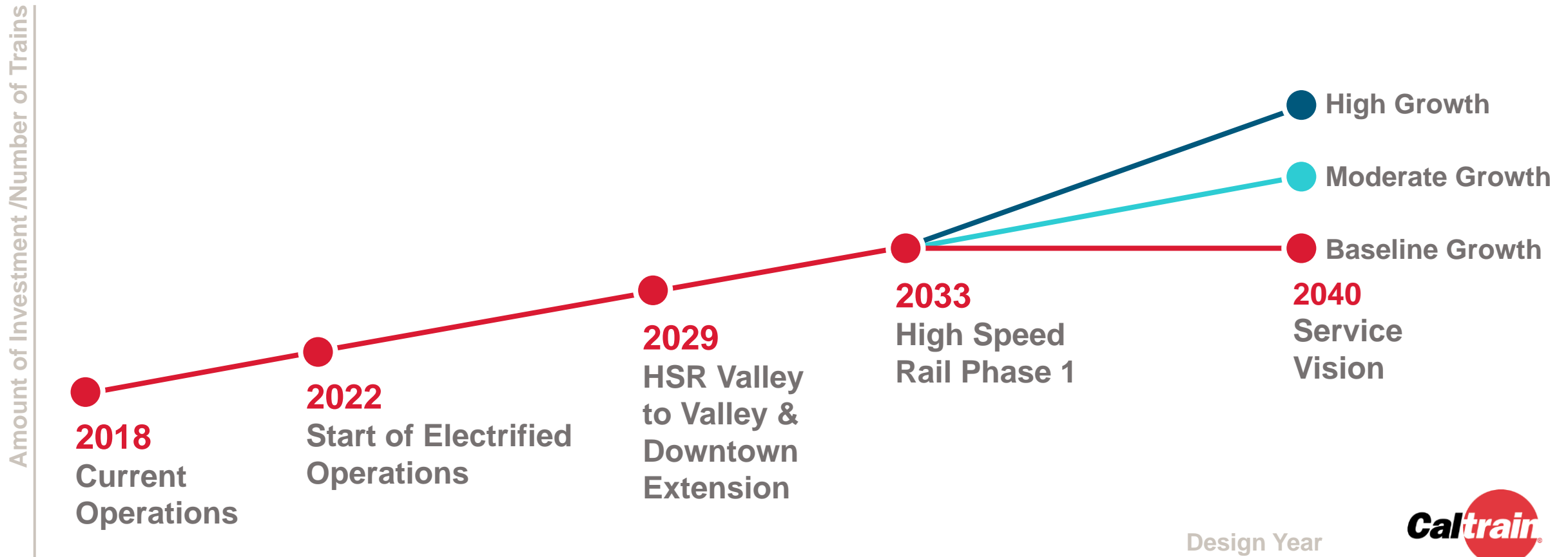
Caltrain's 2040 Service Vision needs to be a "Big Tent"

- The Caltrain corridor is a key regional transportation asset and many of our partner cities and agencies have major commitments or planned investments (Projects) in the corridor. The vast majority of these are substantially unfunded.
- The "Baseline Vision" incorporates these investments, as well as the basic improvements that Caltrain will need by 2040 to operate a fully modernized blended system at "baseline" levels of frequency.
- Building from this "baseline," Caltrain has assessed options for incremental expansion of service

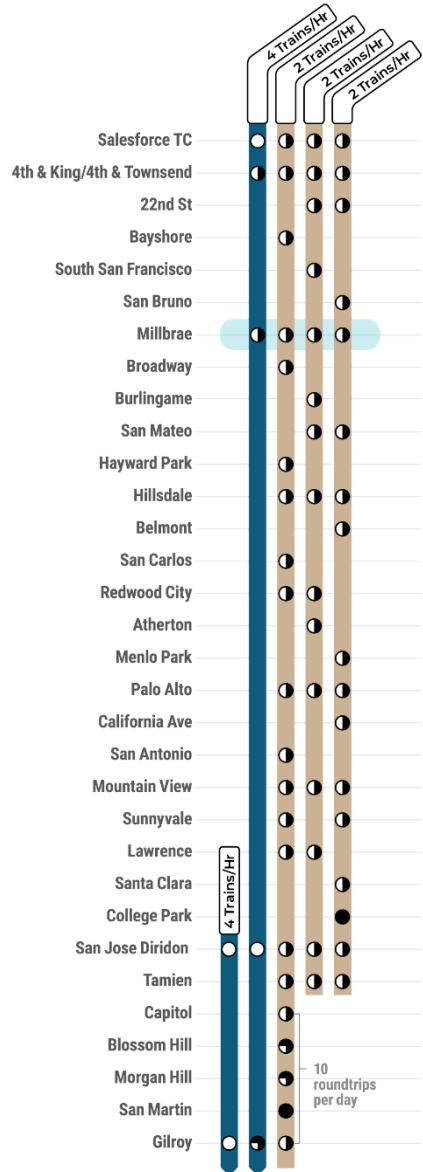
Caltrain's core question as it considers a Long Range Service Vision:

How Much Service Should We Provide?

2040 Service Scenarios: Different Ways to Grow



2040 Baseline Growth Scenario



Trains per Hour, per Direction

Peak: 6 Caltrain + 4 HSR
Off-Peak: 3 Caltrain + 3 HSR

Stopping Pattern

Skip stop

Travel Time, STC-Diridon

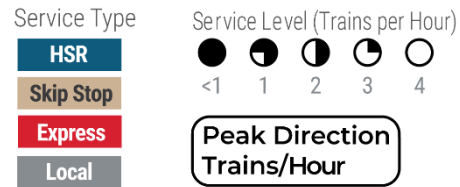
69-73 Min

New Passing Tracks

Millbrae

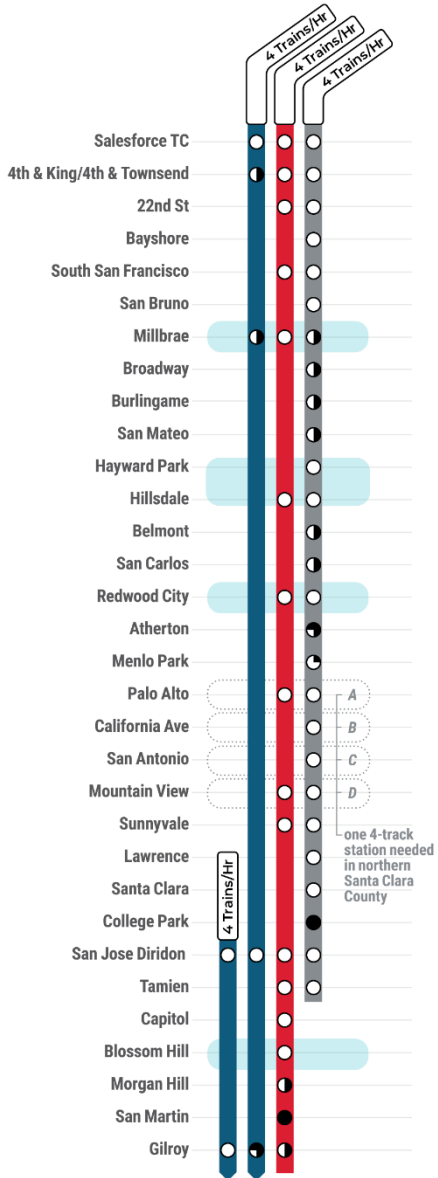
Service Plan Description

- Bunched service results in irregular Caltrain headways; each pattern arrives over span of 10 minutes, then a 20-minute gap between trains
- Three half-hourly skip stop patterns each with similar travel times
- South of Tamien, peak-direction skip stop service with 10 round trips per day



Conceptual 4 Track Segment or Station to be refined through further analysis and community engagement.

Moderate Growth Scenario



Trains per Hour, per Direction

Peak: 8 Caltrain + 4 HSR
 Off-Peak: 6 Caltrain + 3 HSR

Stopping Pattern

Local / Express with timed transfer at Redwood City

Travel Time, STC-Diridon

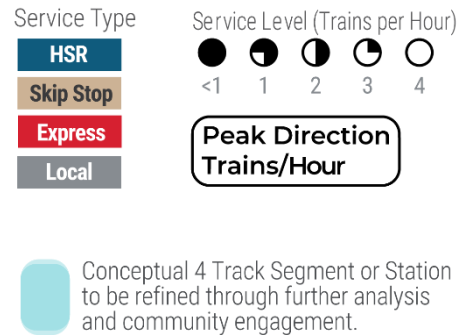
61 Min (Express)
 85 Min (Local)

New Passing Tracks

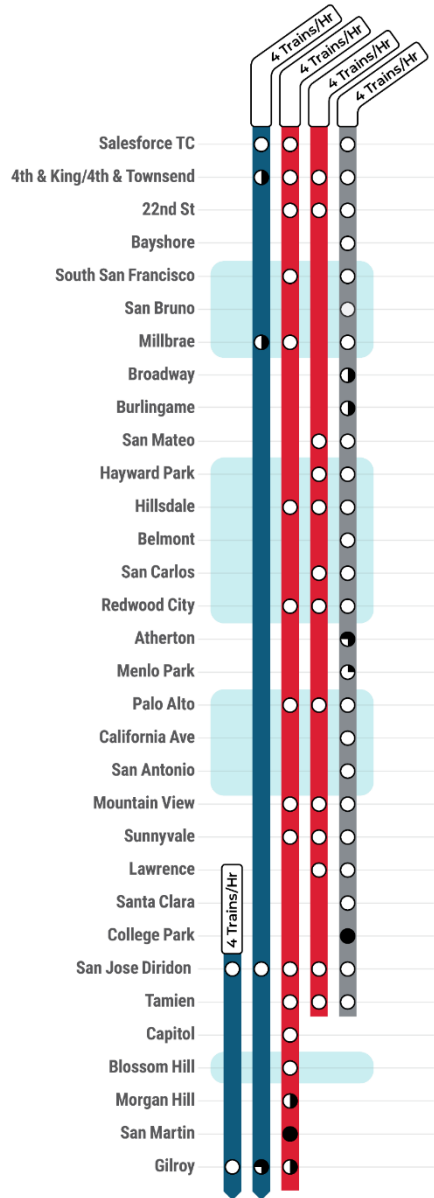
Millbrae, Hayward Park-Hillsdale, Redwood City, Northern Santa Clara County, Blossom Hill

Service Plan Description

- Local and Express trains each operating at 15-minute frequencies with timed cross-platform transfer at Redwood City
- Skip stop pattern for some mid-Peninsula stations; some origin-destination pairs not served at all
- Trains serve Capitol and Blossom Hill every 15 minutes and Morgan Hill and Gilroy every 30 minutes



2040 High Growth Scenario



Trains per Hour, per Direction

Peak: 12 Caltrain + 4 HSR
Off-Peak: 6 Caltrain + 3 HSR

Stopping Pattern

Local / Express A / Express B with timed transfer at Redwood City

Travel Time, STC-Diridon

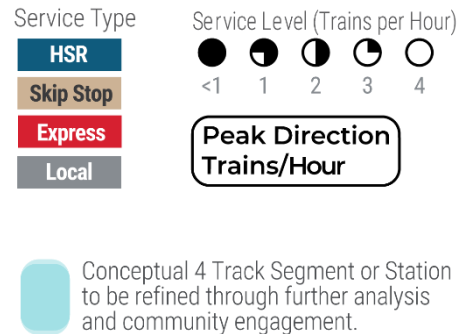
61 Min (Express A)
82 Min (Local)

New Passing Tracks

South San Francisco-Millbrae, Hayward Park-Redwood City, northern Santa Clara County, Blossom Hill

Service Plan Description

- Local and Express A trains each operating at 15-minute frequencies with timed cross-platform transfer at Redwood City
- Express B trains operate every 15 minutes between 4th & King and Tamien
- Local trains make nearly all stops
- Trains serve Capitol and Blossom Hill every 15 minutes and Morgan Hill and Gilroy every 30 mins



Weighing Caltrain's Choices

Components of the Business Case Analysis

We have adapted a traditional Business Case Analysis to the specific, and complicated circumstances of the Caltrain corridor.

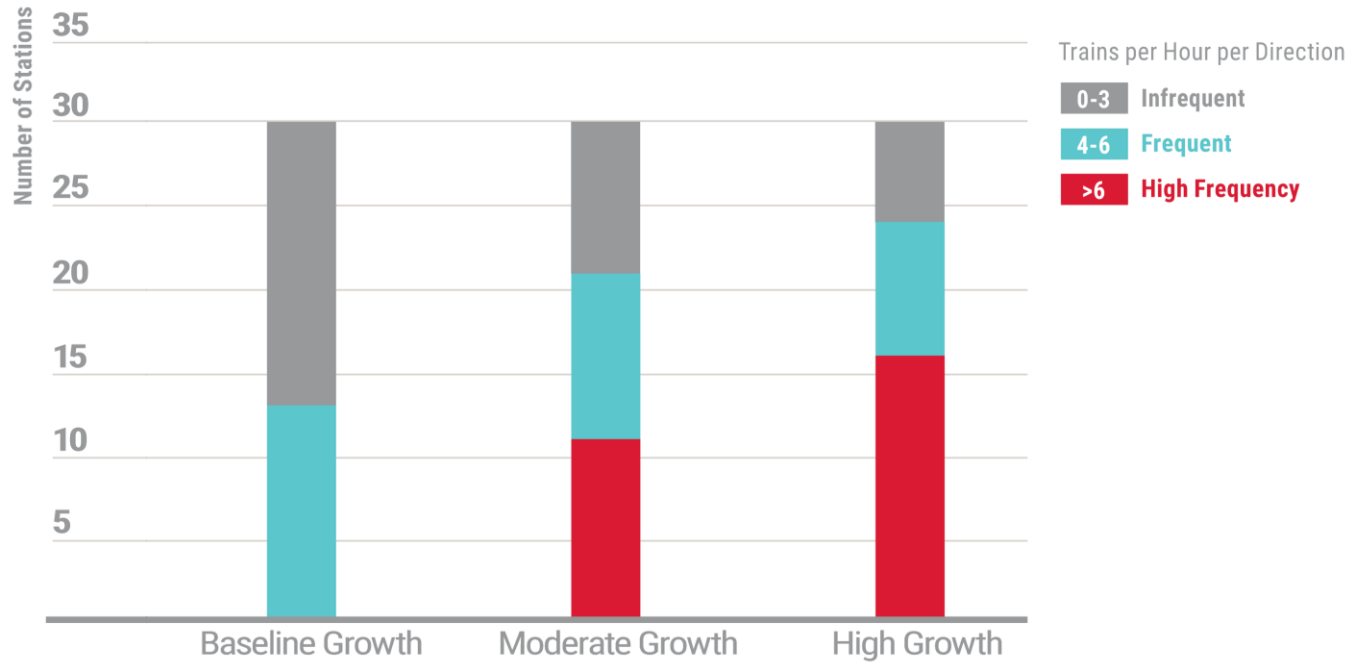
Collectively, this analysis helps provide guidance as to whether we should remain on the “baseline” course or if there is value in choosing a Long Range Service Vision for Caltrain that aims higher.


The following slides present and weigh analyses in each of the following areas.



Peak Period Frequency

The **number of stations** receiving frequent or high frequency service increases substantially in the Moderate and High Growth Scenarios due to higher train volumes in the peak period.

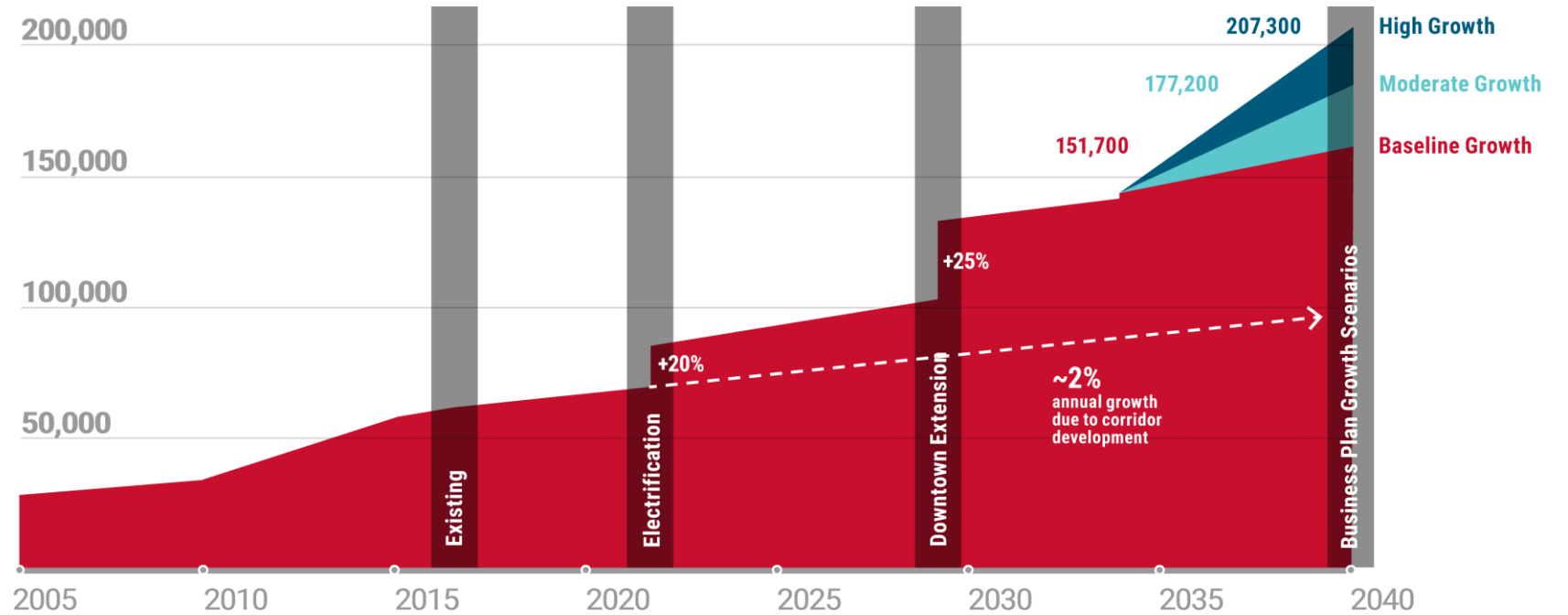



	Metric	Baseline Growth	Moderate Growth	High Growth
 Frequency	Number of Stations Served by Frequent Service (>4 TPHPD)	13 Stations	21 Stations	24 Stations
	Longest wait times at major stations served by all trains	22 minutes	12 minutes	8 minutes

Ridership

On its current **Baseline** path, Caltrain would experience a *demand* of 161,000 daily riders by 2040.

The **Moderate and High Growth** scenarios would increase *demand* to 185,000 and 207,000 riders, respectively, leading to ridership and VMT saving increases.



	Metric	Baseline Growth	Moderate Growth	High Growth
 Ridership	Daily Ridership*	151,700 Riders	177,200 Riders	207,300 Riders
	Comfortable Peak Hour Train Loads?*	No	Crowding on some trains	Yes

*Crowd Constrained Ridership (135%)

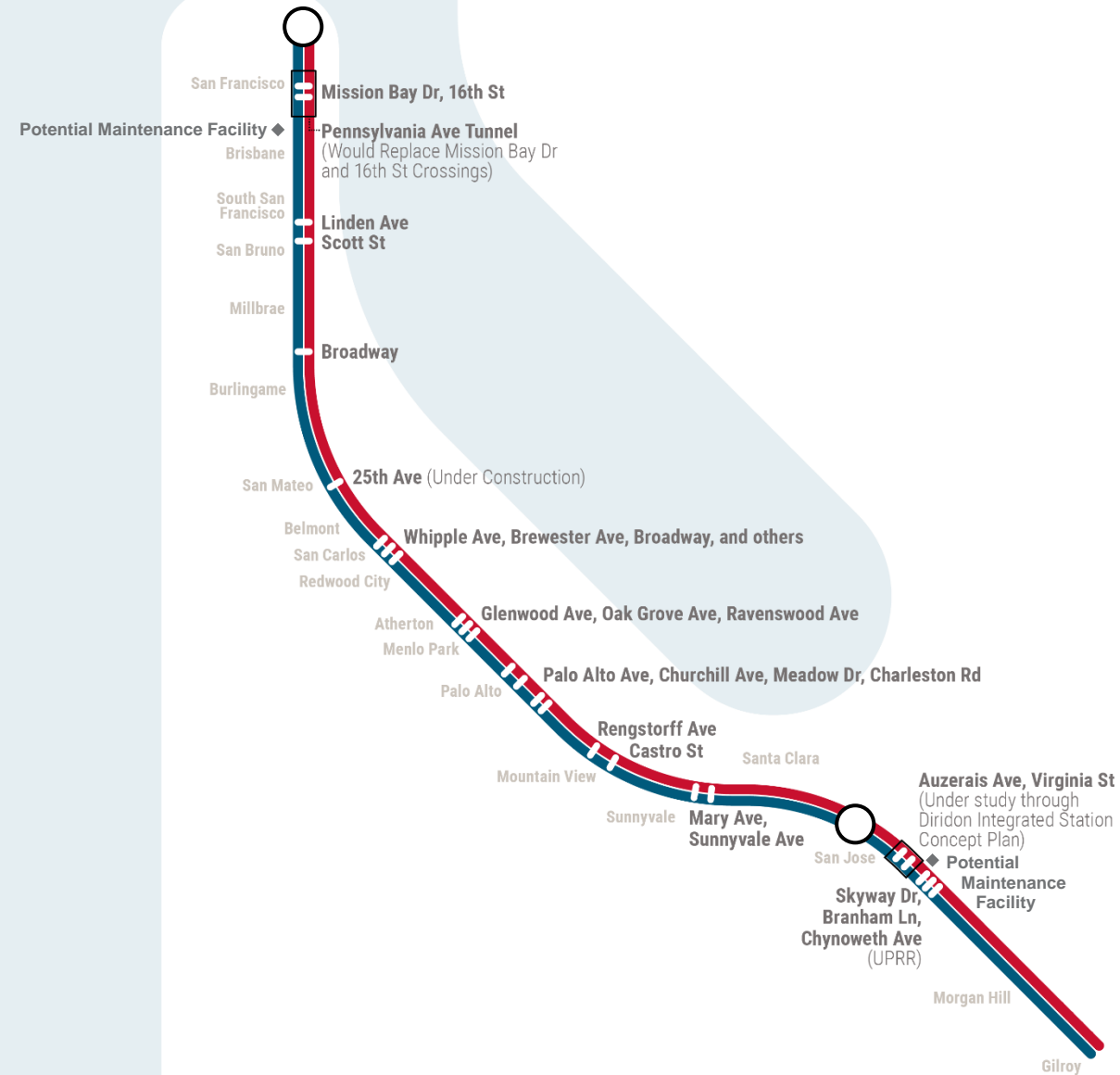
Baseline Investments

While the “Baseline” for the 2040 Service Vision contemplates only modest increases in Caltrain service beyond electrification, there are many other investments planned for the Caltrain corridor before 2040.

Some of these projects are directly required to enable the baseline level of service while others reflect the goals and commitments of Caltrain’s local, regional and state partners.

Baseline investments include:

1. Caltrain projects already underway
2. Local, Regional & State partner projects that directly influence Caltrain
3. Additional Caltrain investments needed to fill out the baseline and support blended operations



The Baseline Costs \$22.1 Billion

\$2.3B

Caltrain Work Underway

\$2.3B



\$16.2B

Investments Planned and Proposed by Caltrain Partners

\$3.3B

Downtown Extension to Salesforce Transit Center

\$3.4B

Diridon Station and Surrounding Rail Infrastructure*

\$2.6B

High Speed Rail Investments

\$6.9B

City-led Grade Separations

\$3.6B

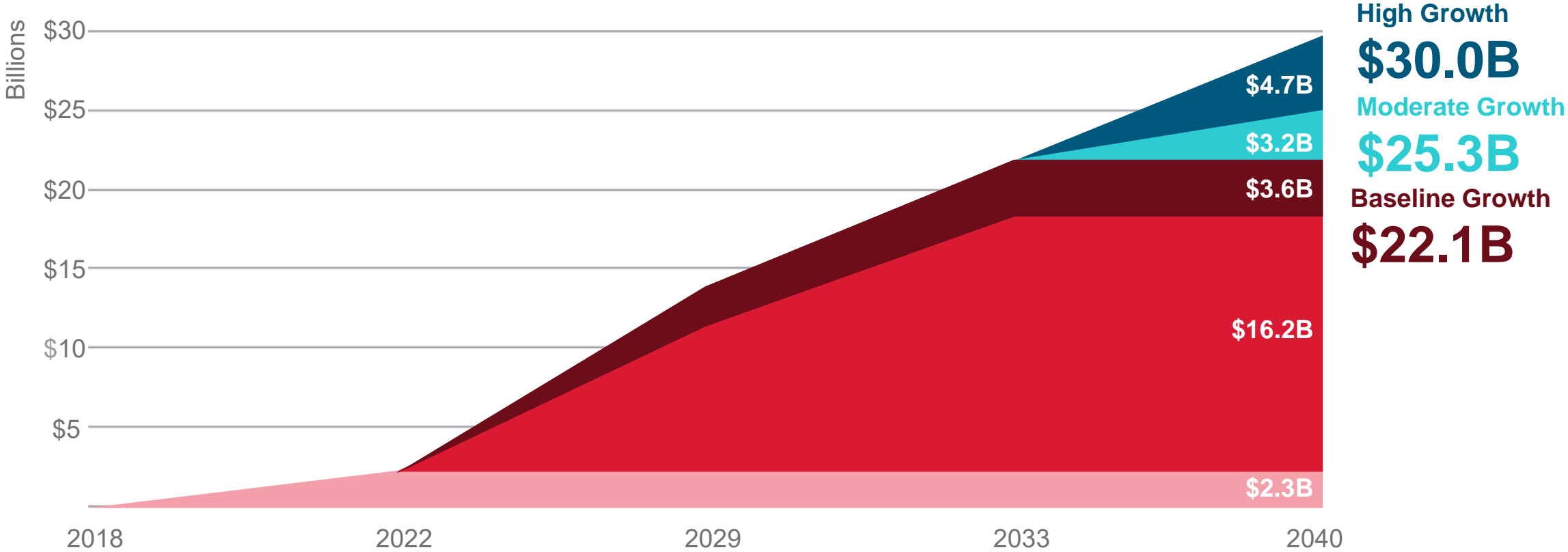
New Caltrain Investments to Support Baseline Growth Scenario

\$3.6B

* Placeholder cost pending detailed cost estimate to be developed through Diridon Integrated Station Concept Plan

Investing for Growth

Total Corridor Investment Over Time by Growth Scenario



High Growth

\$30.0B

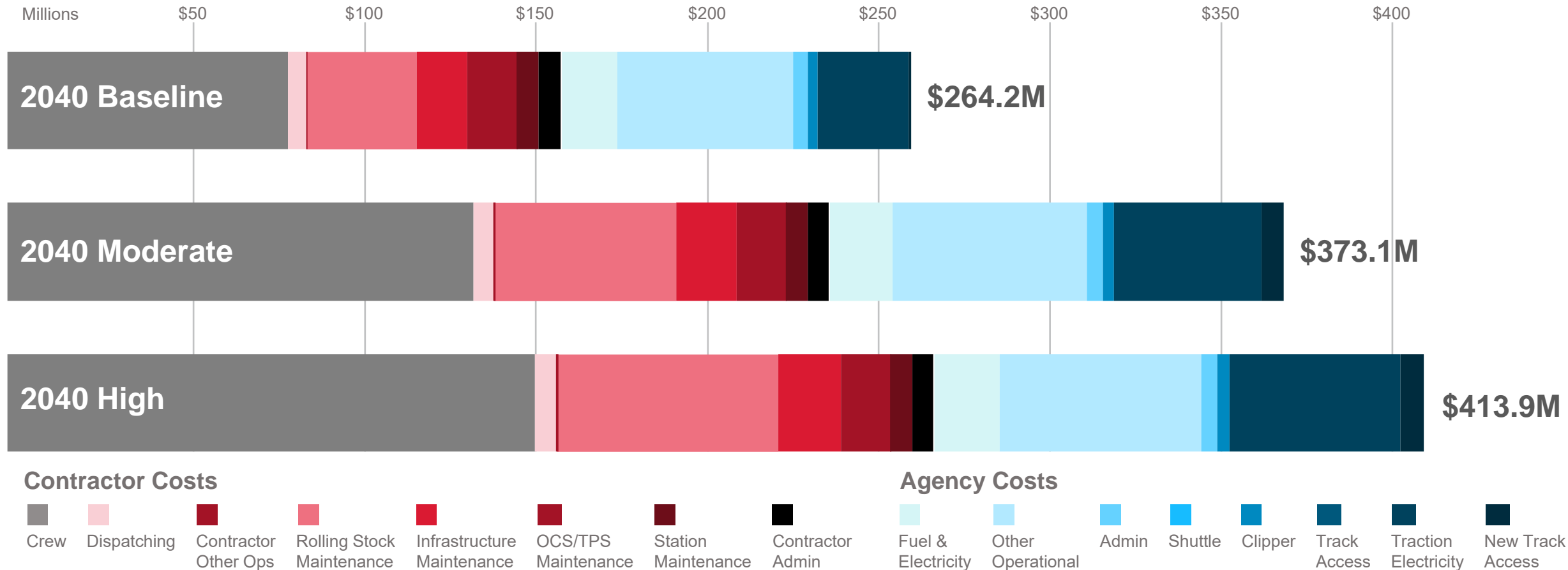
Moderate Growth

\$25.3B

Baseline Growth

\$22.1B

Year 2040 Operating Costs



Caltrain User Benefits over Baseline

Total Benefits 2018 to 2070, Average Annual Benefits 2040 to 2070

Benefit	Unit	Moderate Growth		High Growth	
		Total*	Per Year Average	Total*	Per Year Average
Existing Transit User Travel Time Savings	hours	12.9M	0.43M	20.9M	0.70M
New Transit User Travel Time Savings	hours	27.7M	0.92M	40.4M	1.35M
Avoided Auto Trips (VMT Savings from New Transit Users)	vehicle miles	9,000M	300M	16,100M	540M
Roadway Network Safety Improvements	reduced fatal/injury accidents	7,300	240	13,000	430
Public Health Benefits (from Active Transportation Mode Access)	lives saved	70	2	150	5
	reduced absent days at work	30,000	1,000	67,000	2,200

*Values rounded for presentation purposes

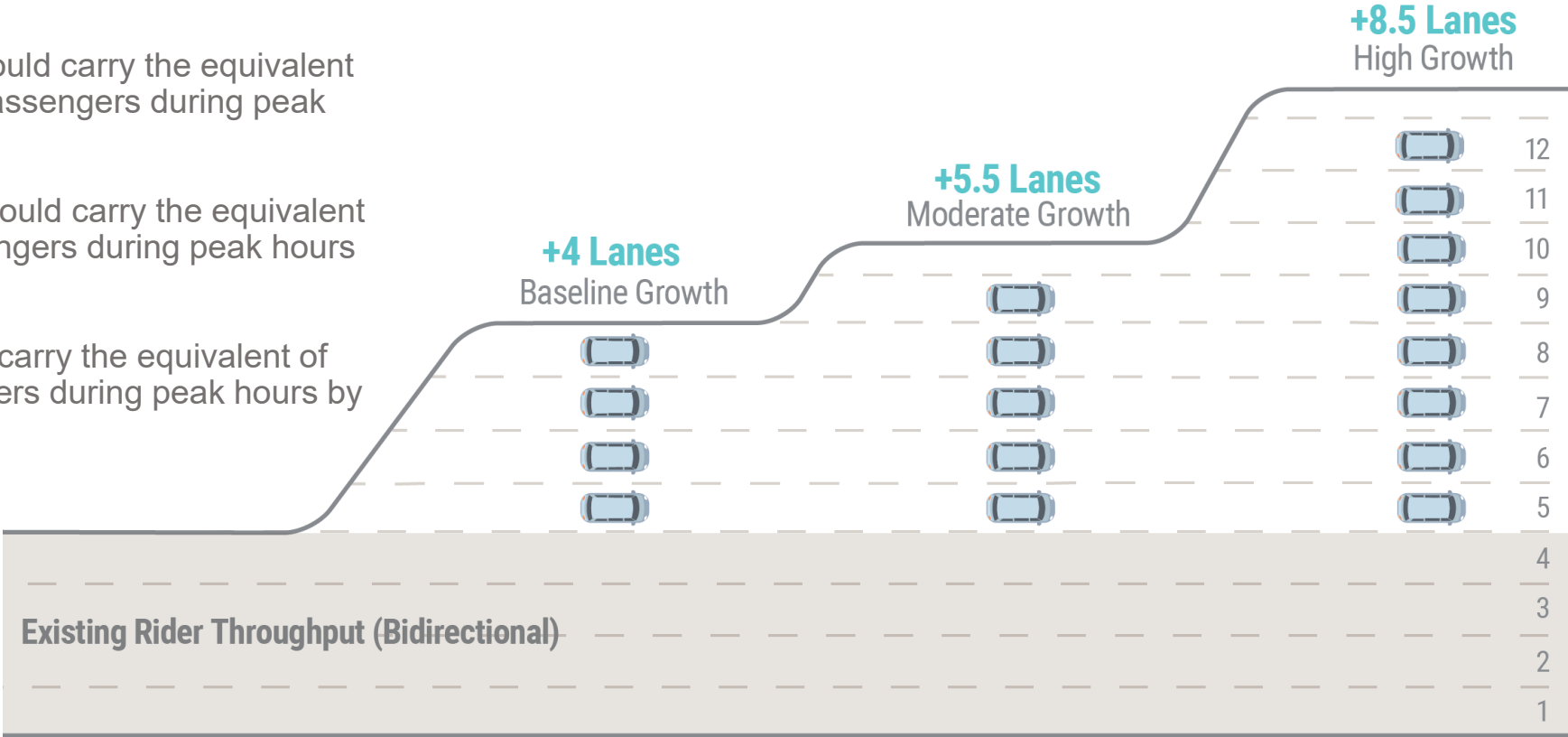
Freeway Throughput

Today, Caltrain carries 4 freeway lanes worth of people during peak hours. By 2040, the proposed growth scenarios will carry an additional 4 to 8.5 freeway lanes worth of passengers.

The **Baseline Growth** scenario would carry the equivalent of 4 new freeway lanes worth of passengers during peak hours by 2040.

The **Moderate Growth** scenario would carry the equivalent of 5.5 new freeway lanes of passengers during peak hours by 2040.

The **High Growth** scenario would carry the equivalent of 8.5 new freeway lanes of passengers during peak hours by 2040.



*Assumes vehicle occupancy of 1.1 persons/vehicle and lane capacity of 1,500 vehicles/hour.

Regional Rail Integration

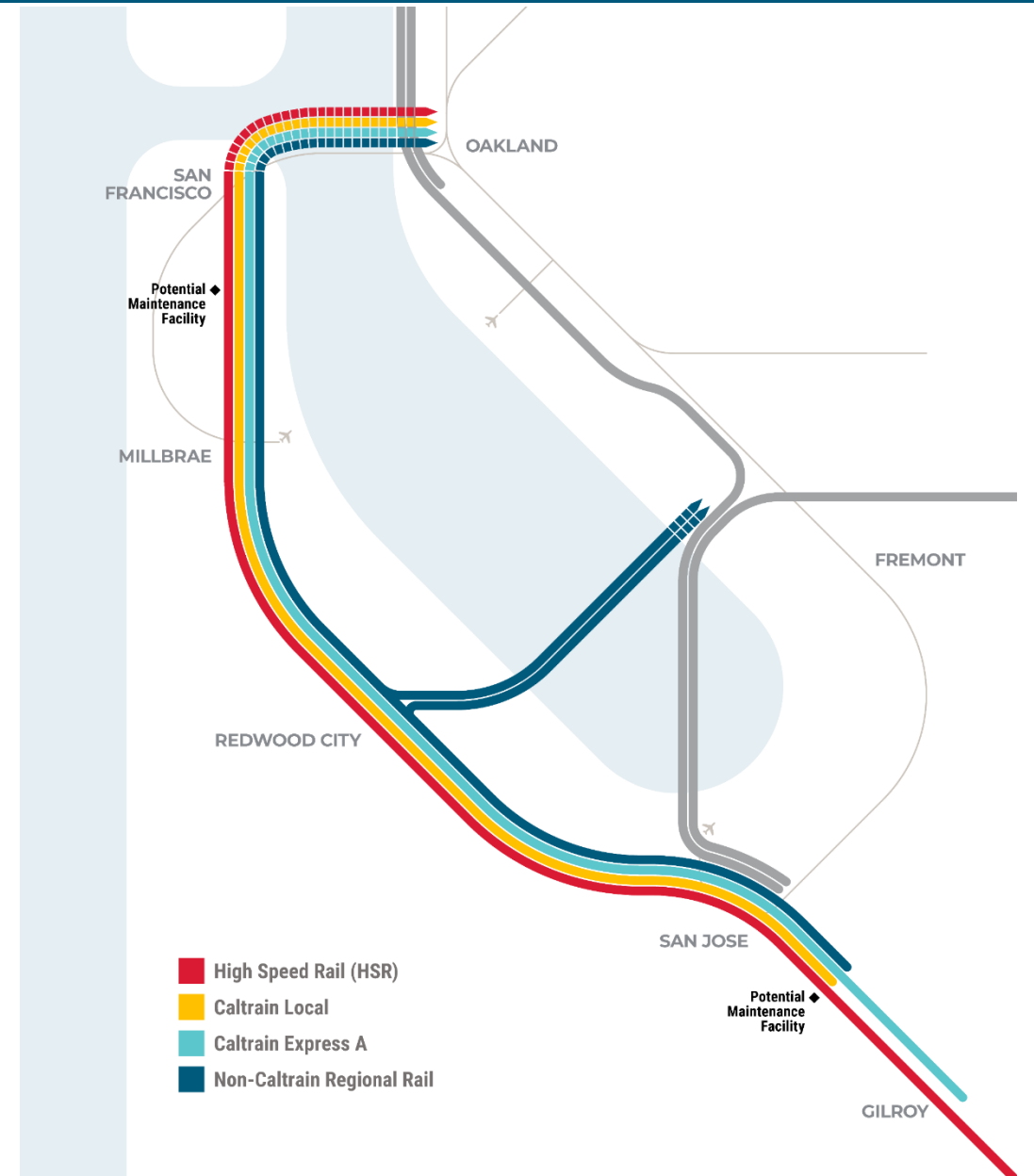
All service scenarios are compatible with regional rail needs.

High Growth anticipates large-scale corridor sharing, or “interlining” through investments in 4-track segments.

Baseline & Moderate Growth preserve the ability to scale up to large-scale corridor sharing but hold off on proactive investments until regional needs are better defined.

Examples of active studies and plans ongoing in the region that could advance the potential need for significant interlining onto Caltrain’s corridor include:







- A standard gauge transbay crossing connecting San Francisco and the East Bay
- The reactivation of the Dumbarton rail bridge
- The development of expanded, “visionary” levels of service by ACE or Capital Corridor into San Jose



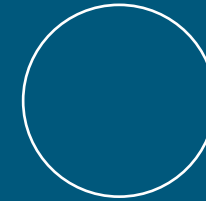
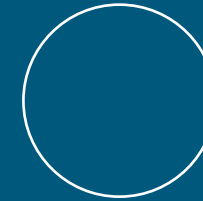
Summary


Service



	Metric	Baseline Growth	Moderate Growth	High Growth
 Frequency	Number of Stations Served by Frequent Service (>4 TPHPD)	13 Stations	21 Stations	24 Stations
	Longest Wait Times At Major Stations Served by All Trains	22 minutes	12 minutes	8 minutes
 Connectivity	Percentage of Station Pairs Connected Without/(With) a Transfer	84% (91%)	96% (98%)	99% (99%)
	Number of Station Pairs Not Connected at All	95	17	2
 Network Integration	Timed Connections at Regular Intervals	No	Yes	Yes
 Ridership	Daily Ridership (capacity constrained)	151,700 Riders	177,200 Riders	207,300 Riders
	Comfortable Peak Hour Train Loads?	No	Some Crowding	Yes
 Travel Time	Travel Time, San Francisco (STC) to San Jose (Diridon)	69-73 Minutes	61 Minutes	60 Minutes
	Average Travel Time per Rider, All Origin-Destination Pairs	33 Minutes	32 Minutes	31 Minutes
 Infrastructure	Passing Tracks Needed	<1 Mile	<5 Miles	15-20 Miles

Summary








Metric		Baseline Growth	Moderate Growth	High Growth
 Financial Metrics	Total Capital Costs	(\$22.1B)	(\$25.3B)	(\$30.0B)
	Caltrain Allocated Capital Costs	(\$6.6B)	(\$7.6B)	(\$9.4B)
	Total Operating Costs	(\$5.1B)	(\$6.0B)	(\$6.3B)
	Year 2040 Operating Costs	(\$0.26B)	(\$0.37B)	(\$0.41B)
	Farebox Recovery Ratio	82%	75%	77%
	Net Investment	(\$7.1B)	(\$8.6B)	(\$10.3B)
 Caltrain Economic Metrics	Net Present Value	-	\$0.58B	\$0.15B
	Benefit Cost Ratio	-	1.33	1.04

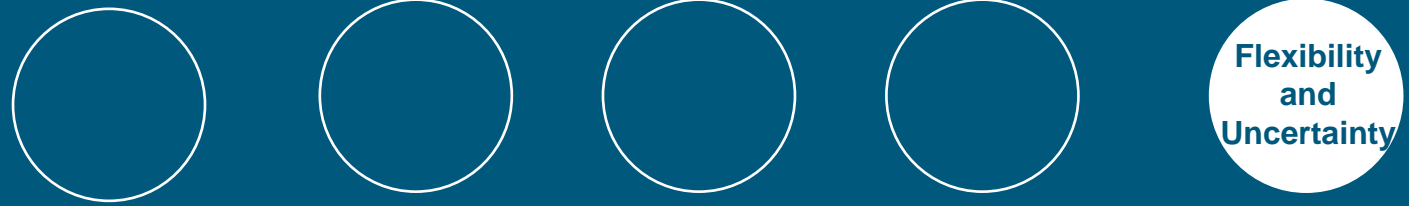
Except for Total Capital Costs, values are shown as a present (Year 2018) value using a discount rate of 4.0% and cover the period from 2018-2070.

Summary



Metric		Baseline Growth	Moderate Growth	High Growth
 Freeway Throughput	Additional Freeway Lanes	+4 lanes	+5.5 lanes	+8.5 lanes
 Regional Rail Integration	Accommodation of Large-Scale Corridor-Sharing Beyond HSR	could be scaled to accommodate	could be scaled to accommodate	can accommodate
 Environmental Benefits	GHG (MTCO ₂ e)	1,108,045	1,898,330	3,006,028
 Land Value Benefits	Property Value Premiums Generated by 2040 Service Growth within 1 Mile of a Station	\$10B	\$10 - \$22B	\$22B
 Economic Productivity	Economic Output	\$32.8B	\$40.8B	\$47.7B
	Full and Part-time Jobs	44K job-years	51K job-years	69K job-years

Summary



Uncertainties to consider in selecting a Service Vision for Caltrain include:

- Ultimate design and timing of key regional projects impacting the corridor is still in flux and may change
- All scenarios have a degree of flexibility; detailed service and infrastructure planning will be an ongoing process
- Scale and location of passing tracks needed are sensitive to state and regional rail plans, particularly in the high growth scenario
- Key business metrics may shift as fundamental assumptions change

The Moderate Growth Scenario:

- Does not directly accommodate large-scale corridor sharing but has the potential to scale up
- Has a high level of confidence that the Benefit-Cost Ratio to Caltrain is over 1.0 even if key assumptions change

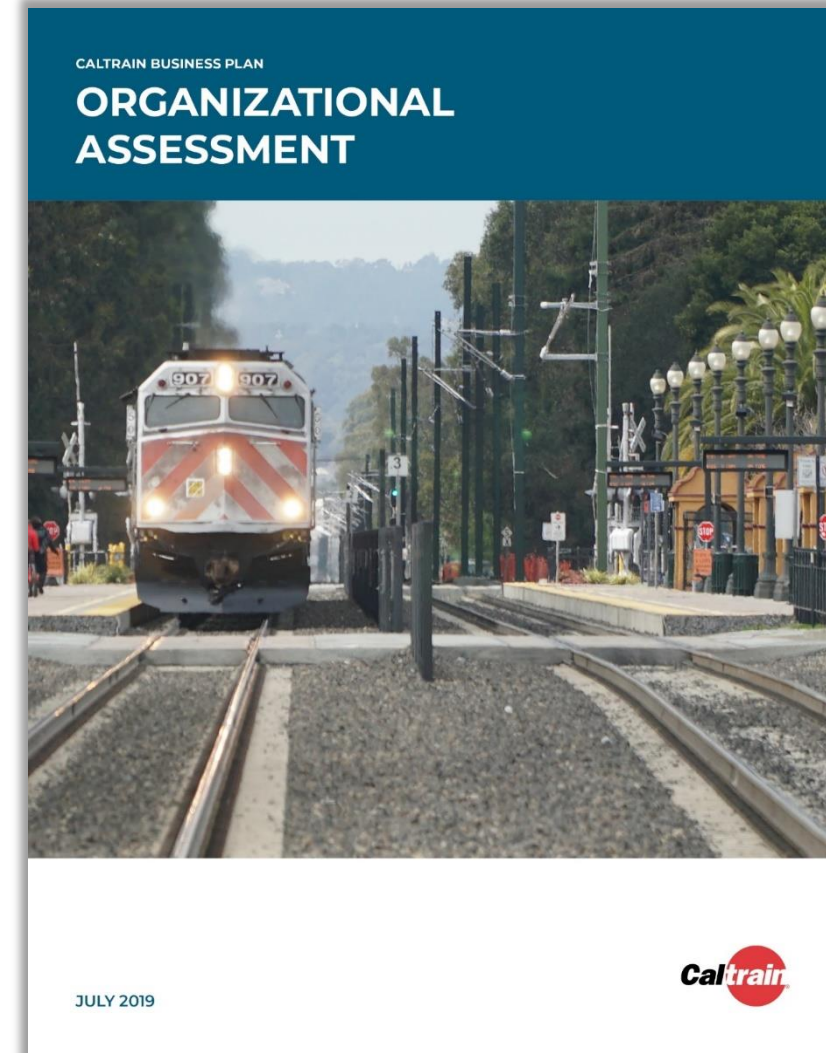
The High Growth Scenario:

- Most directly accommodates large-scale corridor sharing and interlining but infrastructure is sensitive to changes in regional and state assumptions
- Has less certainty that Benefit-Cost Ratio to Caltrain is solidly over 1.0 should key assumptions change

Organizational Assessment Report

The Organizational Assessment was developed by Howard Permut of Permut Consulting LLC and former President of Metro-North.

Key areas of Howard's work have been supported by the Stanford Global Projects Center and a team of outside experts



Read the full report at www.caltrain2040.org

Staff Recommendation

Caltrain Long Range Service Vision: Staff Recommendation

Website where full draft staff recommendation can be reviewed:

<https://www.caltrain2040.org/long-range-service-vision/>

The features of the Service Vision include:

Fast and frequent all day (every day) service

- Total peak hour frequencies of 8 Caltrain trains per direction
- Faster, all day baby bullet service with express service every 15 minutes
- Significantly increased off-peak and weekend service levels
- User friendly, show up and go service with easy to understand schedules

Increased Capacity

- Provides the capacity to triple today's ridership, serving nearly 180,000 people a day
- Adding more than 5 freeway lanes worth of regional capacity

Regional Connectivity

- End to end service - connecting Gilroy to downtown San Francisco (all day, both ways)
- Comprehensive local service providing coverage to every community
- Regular service making transfers and connections easier and more predictable

Caltrain Long Range Service Vision: Staff Recommendation

Website where full draft staff recommendation can be reviewed:

<https://www.caltrain2040.org/long-range-service-vision/>

Summary and Basis for Recommendation

Caltrain staff have developed a draft recommendation for the Long Range Service Vision. This recommended Vision is:

Caltrain adopt and pursue a Vision compatible with the “moderate growth” scenario while also taking a series of steps to plan for and not preclude the potential realization of the “high growth” scenario

The extensive analysis conducted during the Business Plan process has shown that there is a strong demand for expanded Caltrain service. Additionally, the business case analysis conducted as part of the plan has shown that there is a clear case, based on economic and regional benefits, for pursuing a Vision that goes beyond the baseline levels of service previously contemplated.

While the high growth option generates the greatest ridership and expanded regional benefits, it also comes at a higher cost and carries significantly higher levels of uncertainty and potential for community impacts. Therefore, based on the assembled evidence, staff has developed a recommendation that would direct Caltrain to pursue a service vision consistent with the “moderate growth” scenario while retaining the ability to expand to a level consistent with the “high growth” scenario at such time as demand warrants or the region has made the policy and funding commitments to pursue a larger, integrated rail system.

Caltrain Long Range Service Vision: Staff Recommendation

Website where full draft staff recommendation can be reviewed:

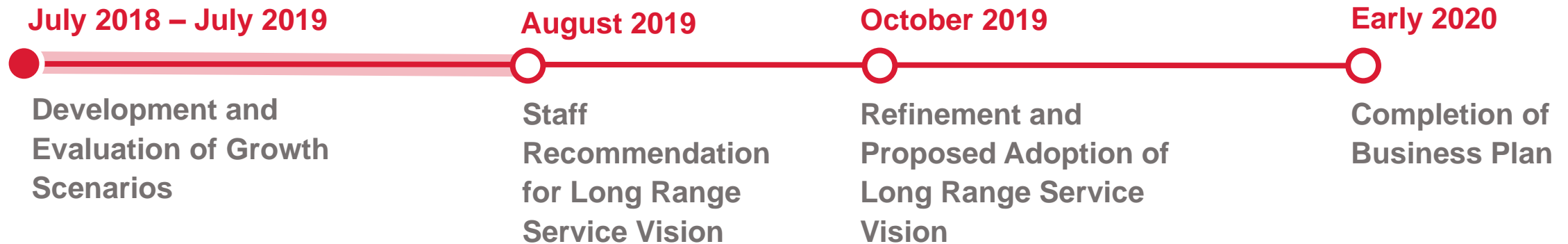
<https://www.caltrain2040.org/long-range-service-vision/>

Major Additional Benefits

The Vision will bring huge benefits beyond direct improvements to service. Once complete, the Vision will deliver;

- **Reduced Travel Time** - 1.3 million hours of travel time savings for existing and new Caltrain riders every year as compared to the baseline scenario
- **Reduced Auto Travel** - 300 million vehicle miles not traveled every year as compared to the baseline scenario
- **Economic Productivity** - \$40.8 billion in regional economic output created by ongoing capital and operating investments
- **Land Value Benefits** - By 2040 Caltrain service will add between \$25 and \$37 billion in property value premiums to residential and office properties within 1 mile of stations. (This analysis is conservative and excludes San Francisco as well as commercial, non-office properties for which estimates could not be reliably developed)
- **Environmental Benefits** - The Vision will result in a reduction of nearly 2 million metric tons of CO2 as well as other air quality improvements

Where are We in the Process



Outreach Activities to Date

July 2018 – July 2019 by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

93

Organizations in Stakeholder
Advisory Group

156

Stakeholder
Meetings

Public Outreach

51

Public Meetings
and Presentations

1,000+

Survey Responses

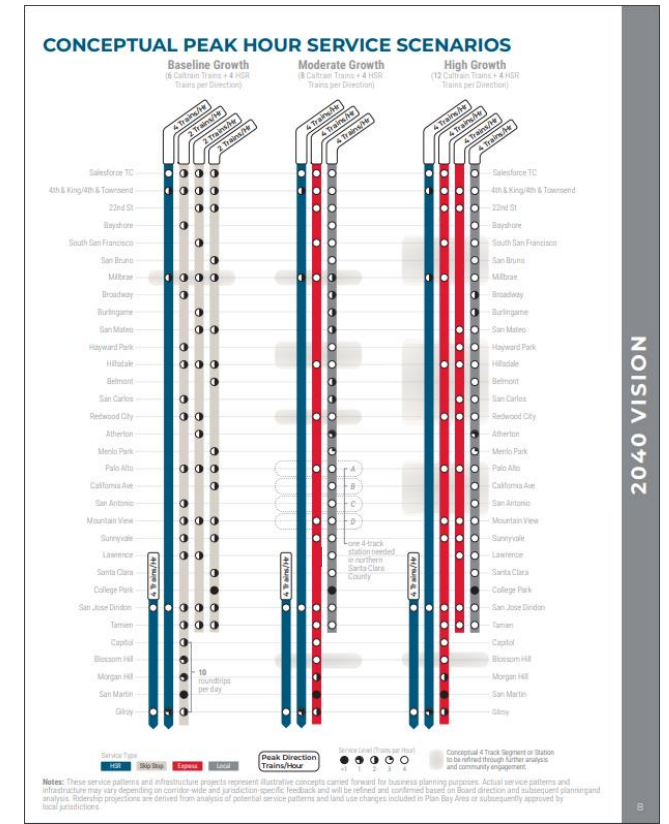
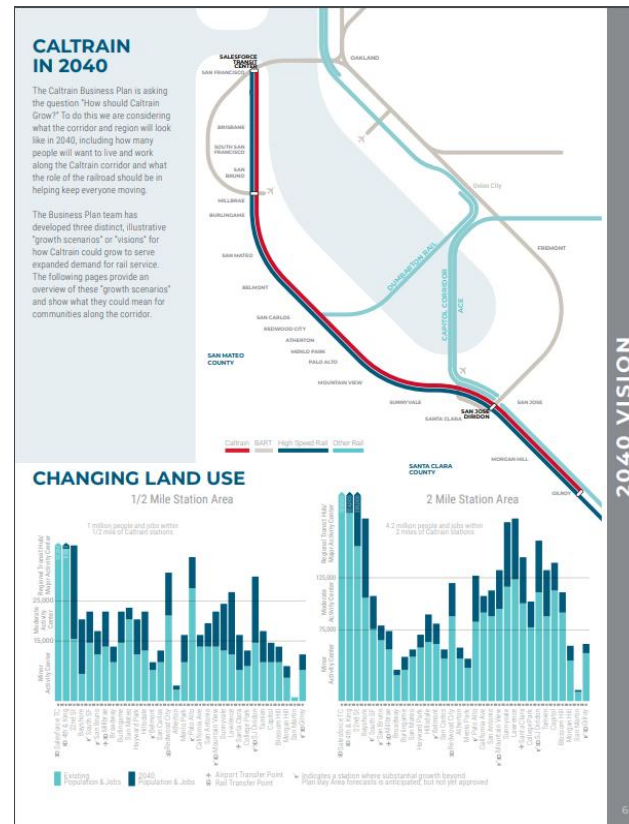
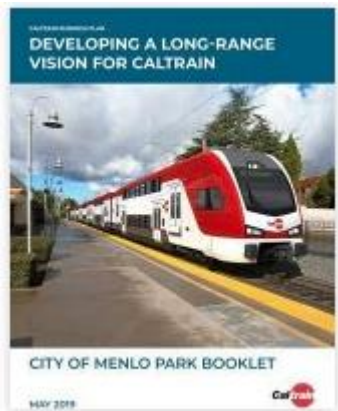
14,300+

Website Views

258,200+

Social Media Engagements

Individual Jurisdiction Outreach City Booklets



View the booklets at: www.caltrain2040.org

How to Get Involved

- **Visit our website:**

www.Caltrain2040.org

- **Watch the staff recommendation presentation:**

<https://www.youtube.com/watch?v=BCc3tlkEMYA&feature=youtu.be>

- **Attend an in-person meeting (over 20 meetings planned before potential Board action):**

<https://www.caltrain2040.org/get-involved/>

- **Send us a note via email or phone:**

- Email: BusinessPlan@Caltrain.com
- Phone: 650-508-6499

FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

BUSINESSPLAN@CALTRAIN.COM

650-508-6499

