



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

March 1, 2018 – Thursday

5:00 p.m.

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of February 1, 2018
 - b. Acceptance of Statement of Revenues and Expenses for January 2018
 - c. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2018
5. Public Comment
Public comment by each individual speaker shall be limited to one minute. If you wish to address the Board, please fill out a speaker's card located on the agenda table and hand it to the TA Secretary.
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report – K. Matsumoto
8. Joint Powers Board Report – J. Hartnett
9. Report of the Executive Director – J. Hartnett
10. Program
 - a. Reprogramming and Reallocation of Funds from an Inactive Pedestrian/Bicycle Project, Amendment to the Fiscal Year 2018 Budget and Programming and Allocation of Measure A Funds from the Pedestrian and Bicycle Program Category for Ten Projects
 - b. Programming and Allocation of Measure A Funds for the Caltrain Business Plan
 - c. Program Report: Highway Program State Route 92/El Camino Real Interchange Project
 - d. Measure A – Semi-Annual Program Status Report
 - e. State and Federal Legislative Update
11. Request from the Authority
12. Written Communications to the Authority

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

13. Date/Time of Next Regular Meeting: Thursday, April 5, 2018, 5:00 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070
14. Report of Legal Counsel
 - a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast v. California Department of Transportation, et al.; San Mateo County Superior Court Case No. CIV-523973
 - b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, et al. v. California Department of Transportation, et al.; U.S. District Court, Northern District of California Civil Case No. 3:15-cv-02090-VC
15. Adjourn

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the Authority Secretary at the San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306 or emailed to board@smcta.com; or by phone at 650-508-6242, 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.

MINUTES OF FEBRUARY 1, 2018

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Cassman, A. Chan, C. Fromson, C. Gumpal, J. Hartnett,
J. Hurley, M. Martinez, C. Mau, J. Slavitt, S. van Hoften

Vice Chair Horsley called the meeting to order at 5:00 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, provided a report of the meeting held in January.

CONSENT CALENDAR

- a. Approval of Minutes of January 4, 2018
- b. Acceptance of Statement of Revenues and Expenses for December 2017

Motion/Second: Johnson/Medina

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

Absent: None

PUBLIC COMMENT

None.

CHAIRPERSON'S REPORT

Resolution of Appreciation was presented to Outgoing Chair Carole Groom

Motion/Second: Horsley/Freschet

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

Absent: None

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

No report, staff said the San Mateo County Transit District Board of Directors is scheduled to meet next week.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT – J. HARTNETT

The February 1 written report is in the reading file.

Jim Hartnett, Executive Director introduced new staff member John Funghi, Chief Officer of Caltrain Modernization Program.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Mr. Hartnett said his written report is in the reading file.

QUARTERLY INVESTMENT REPORT

Isaac Chu, PFM Asset Management LLC (PFM), reported that the portfolio is in compliance with California government code and agency policies, and has a strong credit rating; he also provided information on earnings and total returns, market themes, impact of rising rates, outlook and strategy. Mr. Chu responded to questions raised throughout the report.

PEDESTRIAN AND BICYCLE CALL FOR PROJECTS UPDATE

Joel Slavit, Manager Programming and Monitoring, provided an overview of the Pedestrian and Bicycle Program, the call for projects process, evaluation criteria, project proposals and next steps. Mr. Slavit responded to questions raised throughout the report.

Emily Beach said that staff report foot note number two reflected a recommended award amount of \$5,793,600, which is more than the amount that is needed to cover of \$5,728,600. Mr. Slavit said that was an error and will be edited to reflect the correct amount of \$5,728,600.

Public Comment

Drew, San Mateo, questioned how the funding is related to Highway 101 overcrossing projects. Mr. Slavit responded that the funding for overcrossing projects comes from the Pedestrian/Bicycle Program.

PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR SEVEN HIGHWAY PROJECTS

Mr. Slavit said the proposed list of projects for programming and allocation of funds was presented as an informational report during the last meeting and is now proposed for Board approval.

Public Comment

Drew, San Mateo, commented on the Managed Lane Project and the merges that are happening between Hillsdale and Highway 92. Joseph Hurley, Director Transportation Authority, provided a response.

Motion/Second: Groom/Freschet

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

Absent: None

AUTHORIZATION TO REQUEST AND RECEIVE LOCAL PARTNERSHIP PROGRAM FORMULA (LPP) FUNDS FOR THE US-101/SR-92 DIRECT CONNECTOR PROJECT AND THE US-101 MANAGED LANES PROJECT, AND INCREASE THE FISCAL YEAR 2018 BUDGET FROM \$86,859,624 TO \$87,066,264

April Chan, Chief Officer of Planning, Grants, Real Estate and Transportation Authority, provided a report on the request to receive LPP funds to support the US-101 Managed Lanes and the 92/101 Interchange projects and an overview of the LPP, which provides

additional funding to local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund transportation rehabilitation and improvement projects.

She also said the funds will be distributed through a 50 percent statewide competitive component and a 50 percent formula component.

Motion/Second: Beach/Medina

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

Absent: None

STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Government and Community Affairs Director, provided a report, highlighting recent events that are relevant to the Board.

REQUEST FROM THE AUTHORITY

Karyl Masumoto requested a report on the Measure A funds allocated to North County streets and highways projects over the last ten years by project name and city.

DATE AND PLACE OF NEXT REGULAR MEETING

Thursday, March 1, 2018 at 5:00 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 5:53 p.m.

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
JANUARY 31, 2018**

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of January year-to-date, the Total Revenues (page 1, line 7) is \$4.3 million higher than prior year. This is primarily driven by higher Sales Tax revenue (page 1, line 1) and Interest Income (page 1, line 2).

Year to Date Expenses: As of January year-to-date, the Total Expenditures (page 1, line 26) are \$62.4 million higher than prior year. This is primarily driven by Measure A Categories (page 1, line 15) with \$40.3 million spent for Caltrain Electrification project, and \$14.8 million spent for 101 Interchange to Willow project.

Budget Amendment:

At the February 1, 2018 board meeting, as per resolution no. 2018 – 04, Grant Proceeds and Measure A Categories were each amended by \$207,000, to include revenues from the California Transportation Commission for Local Partnership Program (LPP) Formula Funds for the US-101/SR-92 Direct Connector project for a total revised budget of \$62,314,157.

Prepared By: Ray Galindo, Accountant
Jeannie Chen, Manager, General Ledger

650-508-7757
650-508-6259

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650-508-7757
650-508-6259

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

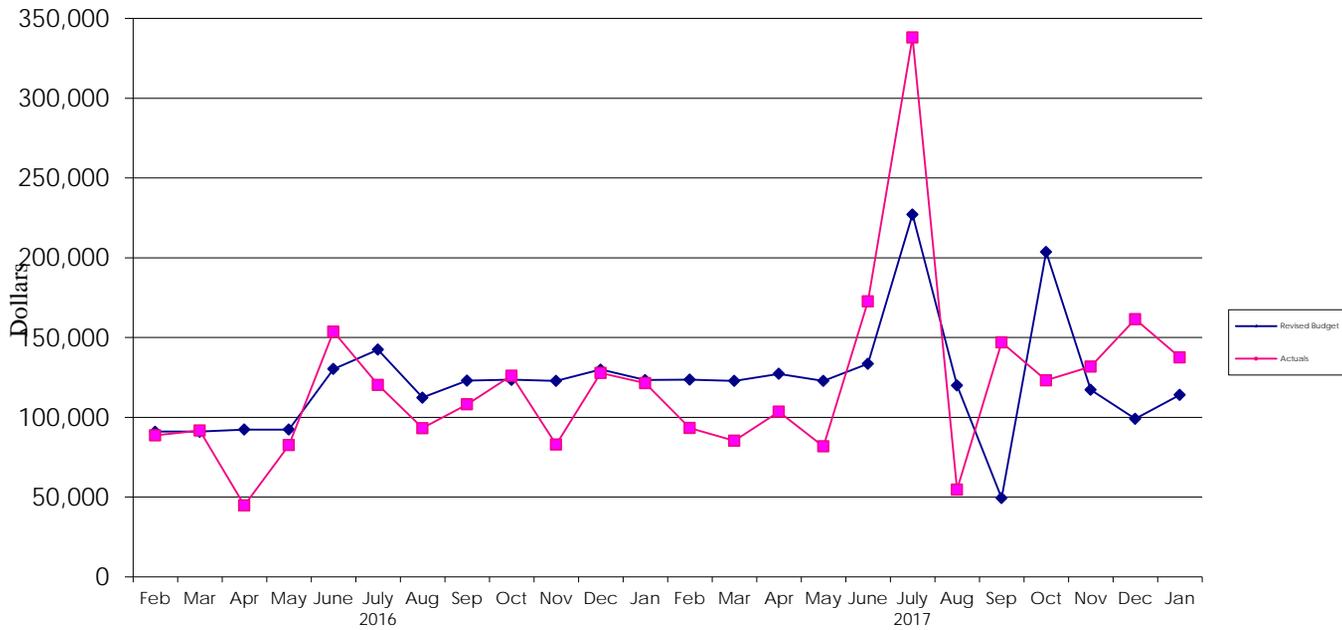
% OF YEAR ELAPSED: 58.0%

	MONTH	YEAR TO DATE				ANNUAL
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL**	\$ VARIANCE	% VARIANCE	BUDGET*
REVENUES:						
1 Sales Tax	5,497,934	46,802,850	50,349,761	3,546,911	7.6%	84,660,000
2 Interest Income	519,497	2,924,042	3,751,583	827,541	28.3%	3,700,000
3 Miscellaneous Income	-	-	1,500	1,500	0.0%	0
4 Rental Income	90,830	713,108	656,302	(56,806)	(8.0%)	792,930
5 Grant Proceeds	-	-	-	-	0.0%	222,000
6						
7 TOTAL REVENUE	6,108,261	50,440,000	54,759,146	4,319,146	8.6%	89,374,930
8						
9 EXPENDITURES:						
10						
11 Annual Allocations	2,006,746	17,083,040	18,377,663	1,294,623	7.6%	30,900,900
12						
13 Dumbarton Maintenance of Way	-	113,641	58,519	(55,122)	(48.5%)	260,000
14						
15 Measure A Categories	26,805,073	16,496,057	76,775,976	60,279,919	365.4%	53,119,500
16						
17 Oversight	132,681	448,419	977,703	529,284	118.0%	1,200,000
18						
19 Administrative						
20 Staff Support	82,036	389,741	693,586	303,845	78.0%	867,563
21 Measure A Info-Others	-	60	49	(11)	(19.0%)	15,000
22 Other Admin Expenses	55,443	389,983	399,993	10,010	2.6%	703,301
23						
24 Total Administrative	137,479	779,784	1,093,628	313,844	40.2%	1,585,864
25						
26 TOTAL EXPENDITURES	29,081,979	34,920,941	97,283,489	62,362,548	178.6%	87,066,264
27						
28 EXCESS (DEFICIT)	(22,973,718)	15,519,059	(42,524,343)	(58,043,402)	(374.0%)	2,308,667
29						
30 BEGINNING FUND BALANCE	Not Applicable	481,434,137	506,053,648			398,162,346
31						
32 ENDING FUND BALANCE	Not Applicable	496,953,196	463,529,305			400,471,013
33						

* The TA Adopted Budget is the board adopted budget as of February 1, 2018.

** Year-to-date expenditures include the use of the carryover of budget appropriation from prior years.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '17	Aug '17	Sep '17	Oct '17	Nov '17	Dec '17	Jan '18	Feb '18	Mar '18	Apr '18	May '18	Jun '18
MONTHLY EXPENSES												
Revised Budget	227,128	120,007	49,331	203,568	117,181	99,000	114,107					
Actual	338,084	54,648	146,873	123,195	131,821	161,530	137,477					
CUMULATIVE EXPENSES												
Staff Projections	227,128	347,135	396,466	600,034	717,215	816,215	930,322					
Actual	338,084	392,732	539,605	662,800	794,621	956,151	1,093,628					
Variance-F(U)	(110,956)	(45,597)	(143,139)	(62,766)	(77,406)	(139,936)	(163,306)					
Variance %	-48.85%	-13.14%	-36.10%	-10.46%	-10.79%	-17.14%	-17.55%					



BOARD OF DIRECTORS 2018

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

JIM HARTNETT
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JANUARY 31, 2018

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.295%	\$ 283,719,562	\$ 283,719,562
Local Agency Investment Fund**		Liquid Cash	1.350%	\$ 990,024	\$ 990,024
Investment Portfolio	***	Liquid Cash	1.669%	\$ 158,370,408	\$ 156,273,339
Other		Liquid Cash	0.000%	\$ 1,220,325	\$ 1,220,325
				<u>\$ 444,300,319</u>	<u>\$ 442,203,249</u>

Accrued Earnings for January 2018 \$ 561,523
Cumulative Earnings FY2018 \$ 3,891,189

* County Pool average yield for the month ending January 31, 2018 was 1.295%. As of January 2018, the total cost of the Total Pool was \$5,092,849,624 and the fair market value per San Mateo County Treasurer's Office was \$5,080,447,644.

** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
January 31, 2018**

DESCRIPTION	TOTAL INVESTMENT 01-31-18	INTEREST RECEIVABLE 12-31-17	PREPAID INT RECEIVABLE 12-31-17	INTEREST EARNED 01-31-18	INTEREST RECEIVED 01-31-18	ADJ.	INTEREST RECEIVABLE 01-31-18
LAIF	990,023.68	2,946.70	0.00	1,135.14	2,996.58	49.88	1,135.14
COUNTY POOL	283,719,561.62	932,588.26	0.00	318,107.99	928,502.20	(4,086.06)	318,107.99
BANK OF AMERICA	621,188.22	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	599,137.01	0.00	0.00				0.00
INVESTMENT PORTFOLIO	156,273,338.62	711,198.24	0.00	246,316.40	436,625.86		520,888.78
		0.00					0.00
	<u>442,203,249.15</u>	<u>1,646,733.20</u>	<u>0.00</u>	<u>565,559.53</u>	<u>1,368,124.64</u>	<u>(4,036.18)</u>	<u>840,131.91</u>

JANUARY 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	01/31/18	561,523.34
Add:		
Less:		
Management Fees		(10,340.96)
Amortized Premium/Discount		13,095.14
Capital Gain(Loss)		<u>(42,026.58)</u>
Total Interest & Capital Gain(Loss)		<u><u>522,250.94</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,891,188.67
Add:	
Less:	
Management Fees	(72,677.28)
Amortized Premium/Discount	(13,095.14)
Capital Gain(Loss)	<u>(139,605.35)</u>
Total Interest	<u><u>3,665,810.90</u></u>
Balance Per Ledger as 01/31/18	
Amortization of Premium/Discount	(13,095.14)
Management/Bank Fees	(72,677.28)
Interest- County Pool	2,238,056.13
Interest - LAIF	6,795.96
Interest - Portfolio Funds	1,646,336.58
Gain(Loss)	<u>(139,605.35)</u>
	<u><u>3,665,810.90</u></u>

INVESTMENT PORTFOLIO
January 31, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST REC'VBLE 12/31/2017	PREPAID INT REC'VBLE 12/31/2017	INTEREST	INTEREST RECEIVED	INTEREST	PAR VALUE	
			PURCHASE PRICE	VALUE 1/31/2018							EARNED 1/31/2018		REC'VBLE 1/31/2018		
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828C78	01-05-17	3,136,500.00	3,102,748.80	04-30-21	1.375%	122.2222	31	7,535.91		3,767.96		11,303.87	3,200,000	
US TREASURY NOTE	912828F62	09-09-15	602,414.06	593,671.80	10-31-19	1.500%	25.0000	31	1,557.69		766.49		2,324.18	600,000	
US TREASURY NOTE	912828VF4	12-07-15	3,163,560.35	3,143,778.09	05-31-20	1.375%	122.4132	31	3,874.18		3,753.10		7,627.28	3,205,000	
US TREASURY NOTE	912828VP2	08/01/2017	3,188,998.24	3,066,804.67	07-31-20	2.000%	171.3889	31	25,820.11		5,200.33	30,850.00	170.44	3,085,000	
US TREASURY NOTE	912828X47	05/01/2017	5,336,400.39	5,269,638.60	04-30-22	1.875%	281.2500	31	6,904.35		8,165.57	(10,941.82)	26,011.74	5,400,000	
US TREASURY NOTE	912828L32	06-29-16	341,124.22	327,684.94	08-31-20	1.375%	12.7951	31	1,573.17		390.15		1,963.32	335,000	
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,389,393.00	05-31-21	1.375%	133.6806	31	4,230.77		4,098.56		8,329.33	3,500,000	
US TREASURY NOTE	912828D72	04-05-17	8,472,773.45	8,286,138.00	08-31-21	2.000%	466.6667	31	57,521.74		14,152.17		71,673.91	8,400,000	
US TREASURY NOTE	912828T67	08-03-17	9,862,746.09	9,632,301.90	10-31-21	1.250%	348.9583	31	21,742.79		10,698.83		32,441.62	10,050,000	
														23.91%	
<u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FNMA	3136ANJY4	04-30-15	287,258.78	284,059.76	04-01-18	1.550%	12.25	31	502.57		367.37	502.57	367.37	284,416	
FNA 2014-M6 A2	3136AJ7G5	12-15-16	3,489,524.83	3,417,531.35	05-25-21	2.679%	254.53	31	1,316.97		7,634.46	7,644.10	1,307.33	3,420,317	
FANNIE MAE	3136AQDQ0	10-30-15	685,196.18	675,358.13	09-01-19	1.646%	31.02	31	969.82		970.64	1,009.92	930.54	678,403	
														2.77%	
<u>FEDERAL AGENCY NOTES AND BONDS</u>															
FHLMC	3137EAEB1	07-20-16	4,638,747.00	4,569,382.95	07-19-19	0.875%	113.02	31	18,309.38		3,390.62	20,343.75	1,356.25	4,650,000	
FNMA	3135G0N33	08-02-16	3,194,624.00	3,142,140.80	08-02-19	0.875%	77.78	31	11,588.89		2,333.33		13,922.22	3,200,000	
FHLB	3130A8C55	07-15-16	3,180,540.80	3,064,278.40	07-14-21	1.125%	100.00	31	16,700.00		3,000.00	18,000.00	1,700.00	3,200,000	
FHLB	3130A8Y72	08-04-16	798,464.00	785,290.40	08-05-19	0.875%	19.44	31	2,838.89		583.33	-	3,422.22	800,000	
FNMA	3135G0N82	08-19-16	822,177.68	791,679.08	08-17-21	1.250%	28.65	31	0.00				0.00	825,000	
FNMA	3135G0N82	08-19-16	2,664,166.25	2,566,959.43	08-17-21	1.250%	92.88	31	16,284.71		3,645.84		19,930.55	2,675,000	
FNMA	3135G0P49	09-02-16	3,993,760.00	3,932,476.00	08-28-19	1.000%	111.11	31	13,666.65		3,333.33		16,999.98	4,000,000	
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,614,859.50	09-26-19	1.000%	130.56	31	12,402.78		3,916.66		16,319.44	4,700,000	
FHLMC	3137EAEJ4	09-29-17	988,208.10	972,532.44	09-29-20	1.625%	44.69	31	4,111.25		1,340.63	-	5,451.88	990,000	
FNMA	3135G0T29	02-28-17	1,953,748.80	1,927,526.39	02-28-20	1.500%	81.46	31	13,606.87		3,318.75	4,462.50	12,463.12	1,955,000	
FNMS	3135G0T60	08-01-2017	897,273.00	883,314.90	07-30-20	1.250%	31.25	31	15,000.00		2,937.50	17,900.00	37.50	900,000	
FHLB	3130ACE26	09-08-17	363,828.35	356,455.35	09-28-20	1.375%	13.94	31	1,296.51		418.23		1,714.74	365,000	
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,651,508.00	04-20-20	1.375%	103.13	31	7,321.88		3,093.75		10,415.63	2,700,000	
														19.59%	
<u>CORPORATE NOTES</u>															
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,136,415.05	10-18-19	1.550%	49.51	31	3,614.51		1,485.42		5,099.93	1,150,000	
TOYOTA MOTOR CREDIT CORP	89236TDM4	-01-09-17	1,999,300.00	1,992,562.00	01-09-19	1.700%	94.44	31	16,244.44		2,833.34	17,000.00	2,077.78	2,000,000	
AMERICAN EXPRESS	0258M0EC9	10-31-16	2,799,321.80	2,764,216.00	10-30-19	1.700%	132.22	31	8,065.56		3,966.66		12,032.22	2,800,000	
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,357,459.00	07-24-20	5.500%	481.25	31	75,556.25		14,437.50	86,625.00	3,368.75	3,150,000	
PFIZER INC	717081EB5	11-21-16	2,078,502.40	2,057,188.64	12-15-19	1.700%	98.22	31	1,571.56		2,946.66		4,518.22	2,080,000	
JOHN DEERE CAPITAL CORP.	24422ETM1	01-06-17	1,199,220.00	1,196,671.20	10-15-18	1.650%	55.00	31	4,180.00		1,650.00		5,830.00	1,200,000	
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	681,994.91	01-06-22	2.650%	50.42	31	8,824.13		1,512.71	9,076.25	1,260.59	685,000	
CATERPILLAR FINL	14913Q2A6	09-07-17	1,099,076.00	1,081,696.00	09-04-20	1.850%	56.53	31	6,444.17		1,695.83		8,140.00	1,100,000	
GOLDMAN SACHS	38141GGQ1	11-28-16	3,035,092.50	2,954,173.75	07-27-21	5.250%	401.04	31	61,760.42		12,031.25	72,187.50	1,604.17	2,750,000	
AMERICAN HONDA	02665WAH4	12-20-16	3,165,655.50	3,144,197.70	08-15-19	2.250%	196.88	31	26,775.00		5,906.25		32,681.25	3,150,000	
BANK OF AMERICA	06051GGS2	09-18-2017	965,000.00	954,087.78	10-01-21	2.328%	62.40	31	6,427.54		1,872.10		8,299.64	965,000	
BANK OF AMERICA	06051GFV4	04-19-2016	579,462.00	571,916.28	04-19-21	2.625%	41.93	31	3,018.75		1,257.81		4,276.56	575,000	
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,570,131.68	01-10-20	2.450%	107.19	31	18,329.06		3,215.63	19,293.75	2,250.94	1,575,000	
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.60	1,506,087.44	02-06-20	1.850%	78.11	31	11,326.11		2,343.33		13,669.44	1,520,000	
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,139,866.45	08-14-19	2.100%	183.75	31	25,173.75		5,512.50		30,686.25	3,150,000	
WALT DISNEY	25468PDP8	03-06-17	659,828.40	654,835.50	03-04-20	1.950%	35.75	31	4,182.75		1,072.50		5,255.25	660,000	
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,307,286.08	05-11-20	1.800%	66.25	31	3,312.50		1,987.50		5,300.00	1,325,000	
JP MORGAN CHASE & CO	46625HJD3	05-26-17	1,622,730.00	1,589,212.50	01-24-22	4.500%	187.50	31	29,437.50		5,625.00	33,750.00	1,312.50	1,500,000	
HOME DEPOT INC	437076BQ4	06-05-17	749,565.00	740,252.25	06-05-20	1.800%	37.50	31	975.00		1,125.00		2,100.00	750,000	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2018
 JANUARY 2018

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2017:					
1st Quarter	19,338,441	1st Quarter	18,526,300	(812,141)	18,526,300
2nd Quarter	20,753,590	2nd Quarter	22,307,178	1,553,588	22,307,178
3rd Quarter	21,051,276	3rd Quarter	19,175,362	(1,875,914)	19,175,362
4th Quarter	21,856,693	4th Quarter	24,345,230	2,488,537	24,345,230
FY2017 Total	83,000,000	FY2017 Total	84,354,070	1,354,070	84,354,070
FY2018:					
Jul. 17	6,173,245	Sep. 17	5,760,900	(412,345)	6,173,245
Aug. 17	6,173,245	Oct. 17	5,760,900	(412,345)	6,173,245
Sep. 17	9,148,973	Nov. 17	7,681,200	(1,467,773)	9,148,973
1st Qtr. Adjustment		Dec.17	3,472,138	3,472,138	
3 Months Total	21,495,463		22,675,138	1,179,675	21,495,463
Oct. 17	6,484,778	Dec. 17	6,251,900	(232,878)	6,484,778
Nov. 17	6,279,663	Jan. 18	6,251,900	(27,763)	6,279,663
Dec. 17	9,645,126	Feb. 18			9,645,126
2nd Qtr. Adjustment		Mar. 18			
6 Months Total	43,905,030		35,178,938	919,034	43,905,030
Jan. 18	5,525,697	Mar. 18			5,525,697
Feb. 18	5,504,678	Apr. 18			5,504,678
Mar. 18	7,882,317	May 18			7,882,317
3rd Qtr. Adjustment		Jun. 18			
9 Months Total	62,817,722		35,178,938	919,034	62,817,722
Apr. 18	6,117,920	Jun. 18			6,117,920
May 18	6,103,123	Jul. 18			6,103,123
Jun. 18	9,621,235	Aug. 18			9,621,235
4th Qtr. Adjustment		Sep.18			
FY2018 Total	84,660,000	FY2018 Total	35,178,938	919,034	84,660,000
	22,675,138	1st Quarter			
	22,176,689	2nd Quarter			
	5,497,934	3rd Quarter			
	<u>50,349,761</u>	4th Quarter			
		YTD Actual Per Statement of Revenue & Expenses			

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

1/31/2018

Cash -- Bank of America Checking Account	621,188.22
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	599,137.01
LAIF	990,023.68
County Pool	283,719,561.62
Investment Portfolio	156,273,338.62
	<hr/>
Total	<u><u>442,203,249.15</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
JANUARY 2018

Unit	Ref	Name	Amount	Method	Description
SMCTA	000134	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000135	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000136	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000137	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000138	URS CORPORATION	114,284.96	ACH	Consultants
SMCTA	004583	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004584	DEPARTMENT OF TRANSPORTATION	1,825,933.03	CHK	Capital Programs (1)
SMCTA	004585	BAY AREA NEWS GROUP	750.00	CHK	Advertising - Holiday Train
SMCTA	004586	HURLEY, JOSEPH	172.95	CHK	Business Meetings
SMCTA	004587	SAN FRANCISCO CHRONICLE	1,503.50	CHK	Advertising - Public Meetings
SMCTA	004588	SAN MATEO DAILY JOURNAL	1,260.00	CHK	Advertising - Public Meetings
SMCTA	004589	VAVRINEK, TRINE, DAY & CO., LLP	5,000.00	CHK	Annual Audit Services
SMCTA	004590	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004591	PACIFIC GAS & ELECTRIC COMPANY	76,435.61	CHK	Capital Programs (2)
SMCTA	004592	SAN FRANCISCO CHRONICLE	1,503.50	CHK	Advertising - Public Meetings
SMCTA	004593	SAN MATEO DAILY JOURNAL	1,260.00	CHK	Advertising - Public Meetings
SMCTA	004594	ATKINS NORTH AMERICA, INC	99,722.47	CHK	Consultants
SMCTA	004595	BAY AREA NEWS GROUP	750.00	CHK	Advertising - Holiday Train
SMCTA	004596	KHOURI CONSULTING	3,859.00	CHK	Legislative Advocate
SMCTA	004597	PENINSULA TRAFFIC CONGESTION RELIEF	229,250.00	CHK	Capital Programs (3)
SMCTA	004598	SLAVIT, JOEL A	61.44	CHK	Business Meetings
SMCTA	900109	PENINSULA CORRIDOR JOINT POWERS BOARD	967,477.03	WIR	Capital Programs (4)
SMCTA	900110	PENINSULA CORRIDOR JOINT POWERS BOARD	16,955,460.75	WIR	Capital Programs (4)
SMCTA	900111	PENINSULA CORRIDOR JOINT POWERS BOARD	533,142.52	WIR	Capital Programs (5)
			20,825,226.76		

- (1) 101 Interchange to Broadway \$281,247.13; 101 HOV Ln Whipple \$131,158.34;
SR92 El Camino Real Ramp \$1,413,527.56
- (2) 101 Interchange to Broadway
- (3) ACR Countywide TDM Program
- (4) Caltrain Electrification
- (5) FY17/FY18 Local Shuttles

**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**
2nd QUARTER FISCAL YEAR 2018

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

650-508-7795
650-508-7942



AGENDA ITEM #9

BOARD OF DIRECTORS 2018

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

JIM HARTNETT
EXECUTIVE DIRECTOR

Memorandum

Date: February 20, 2018
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: March 1, 2018 TA Board Meeting Executive Director's Report

101 Managed Lanes Project

Staff previously reported to the Board at the November 2017 Board meeting that the total cost of the 101 Managed Lanes project is estimated at \$534.3 Million. Since then, Caltrans, through a value engineering exercise, was able to reduce the cost of the project by \$20 Million to \$514.3 Million. The construction phase of the 101 Managed Lanes project, which includes right of way and utility relocation work, is now estimated at \$453.3M million.

As part of the effort to develop a full funding plan for the 101 Managed Lane Project, TA staff worked with Caltrans and the Metropolitan Transportation Commission and submitted a joint grant application for \$200 Million from the SB-1 Solution for Congestion Corridor Program (SCCP) on February 15. The funding plan for the construction phase of the project is proposed as provided below, which includes \$50 Million of private sector funds, and \$53 Million of potential local toll revenues, existing and/or future sales tax funding from San Mateo County.

Table with 4 columns: State Source, State Amount, Local Source, Local Amount. Rows include SB 1 SCC, Regional Improvement Program, SB 1 LLP (Competitive), SB 1 LLP Formula, and Total.

The California Transportation Commission that administers the SCCP is scheduled to make programming decisions on May 16. Staff will continue to keep the Board apprised as additional information becomes available.

Inactive Highway Projects Update:

Last year, staff informed the Board of 5 highway projects that previously received funding awards that were approaching 5 years of inactivity. Based on the timely use of funds policy in place at the time those projects were awarded, Measure A funds could be subject to reprogramming after 5 years of inactivity. Staff has been in contact with 3 sponsors over the past several months on the status of these 5 projects and the following is an update:

- 1) The City of Pacifica has requested the reprogramming of \$375,000 of the remaining \$3.75 million programmed for the design of the Calera Parkway Project to conduct a planning study to evaluate congestion solutions not previously considered. At a minimum, \$3,375,000 of the original amount programmed for the Calera Parkway Project will be returned to the Highway Program.
- 2) The City of Half Moon Bay will no longer be proceeding with the State Route (SR) 92 Safety and Operational Improvements Project from Pilarcitos Creek to 0.6 miles east of SR 92, and \$600,000 awarded to that project will be returned to the Highway Program.

The City has made substantial progress on the Safety and Operational Improvement Project – Poplar to Wavecrest and is in the process of entering into a funding agreement to proceed with the design phase of work for the reconfiguration of the State Route 1/Main Street/Higgins Canyon Road intersection. City staff are also actively working with Caltrans on key issues pertaining to an increase in the original project scope, to be funded from other sources, for the State Route 1 Safety and Operational Improvement Project – Main to Kehoe to further improve local circulation.

- 3) TA staff have been in contact with the City of East Palo Alto to confirm whether proposed improvements for the construction of the 101/University Avenue Interchange project are still within the approved scope and to confirm the project schedule. Measure A Highway improvements are proposed to be packaged with a separate pedestrian overcrossing that will be funded from other sources. Discussion with the City of East Palo Alto continues.

Staff will come back to the board with recommendations on the status of these projects in the upcoming months.

Shuttles Call for Projects

Applications for 38 different shuttle routes were received from 9 sponsors requesting approximately \$11.4 million from the Joint TA-C/CAG funded San Mateo County Shuttle Program Call for Projects. A total of up to \$10 million was advertised for this funding call. For the first time since the inception of the New Measure, the Shuttle Program is oversubscribed. Staff will be presenting draft funding recommendations at the April 2018 Board meeting.

Pedestrian/Bicycle Call for Projects

Although our Pedestrian/Bicycle Call for Projects was also oversubscribed, there are other external pedestrian/bicycle funding sources available to our sponsors:

- The Call for Projects for the 4th cycle of the Active Transportation Program (ATP) is tentatively set to be released after the California Transportation Commission (CTC) adopts the final program guidelines in May. A workshop on the draft program guidelines, hosted by CTC staff, will be held on March 2nd in Sacramento. The workshop is also available by teleconference.
- Applications are currently being accepted and are due March 19th for the Bay Area Air Quality Management District's 2018 Bicycle Facilities Grant Program. Up to \$5 million is available to public agencies in the Bay Area to support construction of new bicycle facilities including bikeways and secure parking.

**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: **REPROGRAMMING AND REALLOCATION OF \$500,000 FROM AN INACTIVE PEDESTRIAN/BICYCLE PROJECT, AMENDING TO INCREASE THE FISCAL YEAR 2018 BUDGET BY \$35,600 FROM \$87,066,264 TO \$87,101,864, AND PROGRAMMING AND ALLOCATION OF \$5,728,600 IN MEASURE A FUNDS FROM THE PEDESTRIAN AND BICYCLE PROGRAM CATEGORY FOR 10 PROJECTS**

ACTION

Staff proposes the Board of Directors (Board):

1. Authorize reprogramming and reallocation of \$500,000 from the inactive Half Moon Bay Main Street Bridge Bike and Pedestrian Improvement Project to augment the balance of funding available for the Measure A 2017 Pedestrian and Bicycle Program Call for Projects (CFP).
2. Amend the Fiscal Year (FY) 2018 Budget to increase the Pedestrian and Bicycle Program Category by \$35,600 from \$2,539,800 to \$2,575,400, for a new total FY 2018 Budget of \$87,101,864, to provide sufficient budget authority for the projects selected through the CFP.
3. Program and allocate \$5,728,600 of Measure A Pedestrian and Bicycle Program Category funds to 10 projects selected through CFP, as shown in Exhibit A.
4. Authorize the Executive Director or his designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) issued the CFP in November 2017. The project review committee evaluated 17 applications from 13 sponsors and developed a draft ranked list of projects that was presented as an informational item to the TA Board at its February 2018 meeting. The 17 project proposals are summarized in Exhibit B.

Staff recommends the TA fully fund the 10 top-ranked projects. The Measure A funding plan to support the 10 ten projects is shown below:

Amount	Source
\$5,021,000	Budgeted funds not yet programmed from FY2018 and FY2017
\$172,000	Cost savings from prior awarded completed projects
\$500,000	Reprogram and reallocate funds from the inactive Half Moon Bay Main Street Bridge Bike and Pedestrian Improvement Project
\$35,600	Advance of future Pedestrian /Bicycle Program revenue
\$5,728,600	Total

A key component of this funding plan is the reprogramming and reallocation of \$500,000 from the Main Street Bridge Bike and Pedestrian Improvement Project (Project) so that it is available to help fund the recommended list of projects for this CFP. The Project, sponsored by the City of Half Moon Bay (City), was awarded funding from the TA's first Pedestrian and Bicycle CFP in July 2011. In June 2016, the TA approved an amendment to the funding agreement with the City for it to grant a time extension and to modify the scope to provide a separate pedestrian/bicycle bridge in-lieu of pedestrian and bicycle improvements on the Main Street Bridge. Since that time, the City has decided not to proceed with the Project.

BUDGET IMPACT

An amendment to the FY2018 budget to increase the Pedestrian and Bicycle Program line by \$35,600 by advancing from future year Pedestrian and Bicycle program funding will provide sufficient budget authority to fully fund the 10 recommended projects in the amount of \$5,728,600. With the proposed amendment, the Pedestrian and Bicycle Category Program budget will increase from \$2,539,800 to \$2,575,400 as shown in Attachment B (line 19) and the new total FY2018 budget will increase from \$87,066,264 to \$87,101,864 as shown in Attachment A (line 30).

BACKGROUND

The Measure A Pedestrian and Bicycle Program funds capital projects that encourage and improve bicycling and walking conditions. Funds can be used for project development and construction of pedestrian and bicycle facilities within San Mateo County. As defined in the 2004 Measure A Transportation Expenditure Plan, the Pedestrian and Bicycle Program receives 3 percent of Measure A sales tax revenue.

The TA project review committee that met to evaluate and score the projects was composed of staff from the TA, the San Mateo County Transit District, the San Mateo Health System, the City/County Association of Governments of San Mateo County (C/CAG) and the chair of the C/CAG Pedestrian and Bicycle Advisory Committee. After the Board programs and allocates funds for the recommended list of projects, staff will coordinate with sponsors to enter into funding agreements so that work can proceed.

Prepared by: Joel Slavitt, Manager Programming and Monitoring

650-508-6476

San Mateo County Transportation Authority
Measure A 2017 Pedestrian Bicycle Program Call for Projects - Final Recommendations

TA Rank	Score	Sponsor	Project	Measure A Funds Requested	Measure A Recommended Award Amount ²	Proposed Work Phases(s) ¹	Matching Funds	Match Percent	Total (Measure A request + match)
1	70.0	Daly City	Mission Street Streetscape Project	\$810,000	\$810,000	PS&E, CONST	90,000	10%	\$900,000
2	70.0	Redwood City	Jefferson/Cleveland SRTS & Peninsula Bikeway Project	\$375,000	\$375,000	PS&E, CONST	125,000	25%	\$500,000
3	68.6	San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	\$1,000,000	\$1,000,000	CONST	1,700,000	63%	\$2,700,000
4	68.5	Atherton	Middlefield Road Class II Bike Lanes	\$733,000	\$733,000	CONST	607,000	45%	\$1,340,000
5	67.8	San Mateo County	Complete the Gap Trail	\$750,000	\$750,000	CONST	750,000	50%	\$1,500,000
6	65.2	East Palo Alto	Bike Transportation Plan Implementation Class II & Class III Bike Facilities	\$300,000	\$300,000	PS&E, CONST	40,000	12%	\$340,000
7	64.7	San Mateo	28th Avenue Bike Boulevard Implementation	\$380,000	\$380,000	PS&E, CONST	310,000	45%	\$690,000
8	64.0	Menlo Park	Menlo Park Bicycle & Pedestrian Enhancement Project	\$805,600	\$805,600	PS&E, CONST	201,400	20%	\$1,007,000
9	63.8	Millbrae	Magnolia Avenue & Richmond Drive Bicycle & Pedestrian Improvements Project ³	\$360,000	\$260,000	PE/ENV, PS&E, CONST	40,000	10%	\$400,000
10	61.3	Half Moon Bay	Half Moon Bay Pacific Coast Bikeway Connectivity Project: North	\$315,000	\$315,000	PLAN, PE/ENV, PS&E, CONST	35,000	10%	\$350,000
11	61.1	Half Moon Bay	Half Moon Bay Pacific Coast Bikeway Connectivity Project: South	\$297,000		PLAN, PE/ENV, PS&E, CONST	33,000	10%	\$330,000
12	61.0	Burlingame	School Area Pedestrian Enhancement	\$500,000		CONST	98,000	16%	\$598,000
13	60.2	South San Francisco	Hickey/Junipero Serra Boulevard Safety & Connectivity Improvement Project	\$400,000		PLAN, PE/ENV, PS&E	80,000	17%	\$480,000
14	60.2	Half Moon Bay	Half Moon Bay Main Street Pedestrian & Bicycle Improvement Project	\$288,000		PLAN, PE/ENV, PS&E, CONST	32,000	10%	\$320,000
15	60.0	Burlingame	California Drive Complete Streets Phase II ⁴	\$500,000		CONST	600,000	55%	\$1,100,000
16	57.4	Foster City	O'Neill Slough Trail Gap Closure Project	\$396,000		PE/ENV, PS&E, CONST	44,000	10%	\$440,000
17	55.7	South San Francisco	Regional Bike Network Connectivity Project	\$600,000		PLAN, PE/ENV, PS&E, CONST	120,000	17%	\$720,000
Total Measure A Funds Requested				\$8,809,600			\$4,905,400		\$13,715,000
Total Measure A Recommended Award Amount²					\$5,728,600				

Footnotes

- 1) Proposed Phase for Measure A funds: PLAN - planning, PE/ENV - preliminary engineering/environmental review, PS&E - final design, ROW - right of way, CONST - construction
- 2) The Total Measure A recommended award amount of \$5,728,600 is based on the following:
 - \$5,021,000 from FY 2018 and prior year budgeted funds that have yet to be programmed
 - \$172,000 of cost savings from previously funded completed projects
 - \$500,000 proposed for re-programming and re-allocation from the inactive 2012 Half Moon Bay Main Streets Bridge Bike Pedestrian Improvements Project
 - \$35,600 estimated amount that may be needed from future budgeted Pedestrian/Bicycle Program funds
- 3) The application for the Millbrae Avenue & Richmond Drive Bicycle & Pedestrian Improvements Project was for \$360,000 and the total cost was \$400,000, however it included \$100,000 of ineligible roadway rehabilitation work. The actual total eligible cost is \$300,000 (without the roadway rehabilitation work) and the recommended funding award is \$260,000 after accounting for the sponsor's \$40,000 of matching funds.
- 4) The Burlingame California Drive Complete Streets Phase II proposal included approx. \$862k of ineligible roadway rehabilitation work. The total eligible project cost was approx. \$238,000

Exhibit B: Measure A 2017 Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Project Descriptions by Rank

- 1. Mission Street Streetscape Project** Requested Funding: \$810,000
Sponsor: Daly City
Final design and construction work to widen an existing 3-foot wide concrete median on Mission Street to a 7 to 8-foot wide median with drought tolerant landscaping between Crocker and Templeton Avenues. Median noses will be extended further into the intersections at Goethe Street, Evergreen Avenue and Rice Street. A new pedestrian bulb-out will be provided at the intersection of Mission and Goethe Streets and high visibility crosswalks and improved pedestrian crossing signage will be provided in the project area. Existing inside vehicular travel lanes on Mission Street will be narrowed from 12 to 11 feet.
- 2. Jefferson/Cleveland SRTS and Peninsula Bikeway Project** Requested Funding: \$375,000
Sponsor: Redwood City
Final design and construction of pedestrian/bicycle improvements at the intersection of Jefferson Avenue and Cleveland Street consisting of a pedestrian hybrid beacon or full traffic signal, marked crosswalks, bulb-outs at the north and southwest corners with accessible curb ramps, and a diverter and partial road closure that limits motor vehicle movements to right-turns only onto Jefferson while allowing bicyclists to continue straight.
- 3. Pedestrian Safety Improvement Plan for San Carlos Avenue** Requested Funding: \$1,000,000
Sponsor: San Carlos
Construction of new sidewalks on the north side of San Carlos Avenue from Devonshire Boulevard to Prospect Street with accessible curb ramps at intersections. A new traffic signal is also proposed at San Carlos Avenue and Phelps Road. Upgrade existing Class II bike lanes to high visibility green bike lanes in transition zones at Upland Avenue and near the Alameda De Las Pulgas.
- 4. Middlefield Road Class II Bike Lanes** Requested Funding: \$733,000
Sponsor: Atherton
Construction of wider Class II bike lanes on both sides of Middlefield Road from Ravenswood Avenue to Jennings Lane (approximate 1.5 mile segment) as well as pedestrian crossing improvements. Bikeway improvements include roadway widening in select locations to accommodate wider bike lanes and the addition of high visibility green bike lane markings at conflict zones. This project also includes the installation of a flashing LED beacon at the intersection of Middlefield and Glenwood Avenues and improved high visibility pedestrian crossings on Middlefield Road at the intersections of Marsh Road, Watkins Avenue, and Encinal Avenue.
- 5. Complete the Gap Trail** Requested Funding: \$750,000
Sponsor: San Mateo County
Construction of an 800-foot long multi-use trail on the west side of Skyline Boulevard between the Lower Crystal Springs Reservoir Dam and the existing South of Dam Trail segment.

- 6. Bike Transportation Plan Implementation Class II & Class III Bike Facilities** Requested Funding: \$300,000
 Sponsor: East Palo Alto
 Construction of Class II bike lanes and Class III bike routes designated in the City's Bike Plan. Bike lanes are proposed on Newbridge Street, Bay Road, and Pulgas and Clark Avenues (total of 2.3 miles). Sharrows are proposed on 15 different local streets (total of 6.9 miles).
- 7. 28th Avenue Bike Boulevard Implementation** Requested Funding:\$380,000
 Sponsor: San Mateo
 Final design and construction of traffic calming improvements and bicycle/pedestrian enhancements on 28th Avenue from Mason Lane to El Camino Real that include bicycle striping and signage, speed humps, bulb-outs at Hacienda, Garfield and Edison Streets, and high visibility crosswalks.
- 8. Menlo Park Bicycle and Pedestrian Enhancement Project** Requested Funding:\$805,600
 Sponsor: Menlo Park
 Final design and construction of the following pedestrian and bicycle enhancements: 1) installation of sidewalks and accessible curb ramps at the intersection of Coleman and Santa Monica Avenues and on Pierce Road from the Ringwood Avenue/101 Pedestrian-bicycle overcrossing to an alleyway east of Carlton Avenue, 2) crosswalk enhancements on Middle Avenue at Blake Street and San Mateo Drive including rapid rectangular flashing beacons, bicycle markings and accessible curb ramps, and 3) installation of sharrows and signage on San Mateo/Wallea Drive.
- 9. Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvement Project**
 Requested Funding: \$360,000
 Sponsor: Millbrae
 Preliminary engineering/environmental review, final design, and construction of Class III bike routes on Park Place between El Camino Real and Magnolia Avenue, on Magnolia Avenue from Park Place to Murchison Drive and on Richmond Drive between Magnolia and the Millbrae Spur Trail (total of approx. 2.5 miles). Existing crosswalks on Magnolia Avenue will be upgraded to high visibility ladder crosswalks and rectangular rapid flashing beacons will be installed at the intersections of Magnolia Avenue and Green Hills and Helen Drives. While the sponsor's request was for \$360,000 with \$40,000 of matching funds for a total cost of \$400,000, the application included \$100,000 of ineligible pavement rehabilitation.
- 10. Half Moon Bay Pacific Coast Bikeway Connectivity Project: North** Requested Funding: \$315,000
 Sponsor: Half Moon Bay (sponsor's second priority of three proposals)
 Preliminary engineering/environmental review, final design, and construction of a Class I pedestrian/bike path on the east side of Highway 1 between Roosevelt Boulevard and Mirada Road (0.26 mile segment).

- 11. Half Moon Bay Pacific Coast Bikeway Connectivity Project: South** Requested Funding: \$297,000
Sponsor: Half Moon Bay (sponsor's third priority of three proposals)
Planning, preliminary engineering and environmental review, final design and construction of a Class I pedestrian/bike path on the east side of Highway 1 between Spindrift Way and Frenchman's Creek (0.26 mile segment).
- 12. School Area Pedestrian Enhancement Project** Requested Funding: \$500,000
Sponsor: Burlingame (sponsor's second priority of two proposals)
Construction of pedestrian enhancements that include the installation of landscaped bulb-outs with accessible curb ramps, installation of updated high visibility signing and school zone striping, detectable warning surfaces, and storm water drainage systems at the following locations: 1) Washington Elementary School at the intersections of Howard Avenue with Anita and Arundel Roads, and 2) Franklin Elementary School at the intersections of Trousdale Drive with Martinez Drive and Quesada Way. In addition, at Lincoln Elementary School, the project includes construction of accessible curb ramps on Balboa Way and Balboa Avenue, the re-alignment of an existing walkway at Ray Park to avoid pedestrian/parking conflicts, and the installation of updated high visibility signing and school zone striping.
- 13. Hickey/Junipero Serra Boulevard Safety and Connectivity Improvement Project**
Requested Funding: \$400,000 (sponsor's second priority of two proposals)
Sponsor: South San Francisco
Planning, preliminary engineering/environmental review, final design, and construction for pedestrian and bicycle improvements at the Hickey/Junipero Serra Boulevard intersection consisting of: realignment of crosswalks, installation of curb extensions, modification of pedestrian pushbuttons and the installation of advanced crosswalk markings and signage.
- 14. Half Moon Bay Main Street Pedestrian and Bicycle Improvement Project** Requested Funding: \$288,000
Sponsor: Half Moon Bay (sponsor's first priority of three proposals)
Preliminary engineering and environmental review, final design and construction of a Class IV protected or Class II buffered bicycle lane on Main Street between Highway 1 and Stone Pine Road (total of 0.36 miles) and pedestrian and bicycle improvements at the intersection of Highway 92 and Main Street. A planning study is also proposed for a 0.2 mile extension of an existing pedestrian/bike path along Pilarcitos Creek leading to downtown Half Moon Bay.
- 15. California Drive Complete Streets Phase II** Requested Funding: \$500,000
Sponsor: Burlingame (sponsor's first priority of two proposals)
Construction of Class II bike lanes on both sides of California Drive from Broadway to Oak Grove (approximate 0.75 mile segment). Existing bike sharrows will be replaced with bike lanes by shifting and adjusting existing vehicle travel lanes and parking. Signing and striping for pedestrian crossings

is included. While the sponsor's request was for \$500,000 with \$600,000 of matching funds for a total construction cost of \$1,100,000, the application included approximately \$862,000 of ineligible pavement rehabilitation.

16. O'Neill Slough Trail Gap Closure Project

Requested Funding: \$396,000

Sponsor: Foster City

Preliminary engineering and environmental review, final design and construction to pave an approximate 200-foot section of the O'Neill Slough Trail in Foster City to the Belmont City limit line. Bicycle signage and striping on the City's 8-mile segment of the Bay Trail is also included.

17. South San Francisco Regional Bike Network Connectivity Project

Requested Funding: \$600,000

Sponsor: South San Francisco (sponsor's first priority of two proposals)

Planning, preliminary engineering/environmental review, final design, and construction of Class II bike lanes on Airport Boulevard between Mitchell Avenue and Access Road (0.78 mile segment) and on Harbor Way between Mitchell Avenue and Littlefield Avenue (0.42 mile segment), and Class III bike routes on Mitchell Avenue between Airport Boulevard and Harbor Way (0.30 mile segment).

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2018 PROPOSED BUDGET

	FY2016 <u>ACTUAL</u> A	FY2017 <u>REVISED</u> B	FY2018 <u>ADOPTED</u> C	FY2018 <u>REVISED</u> D	FY18 ADOPTED TO FY18 REVISED Increase/ (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax	79,703,951	83,000,000	84,660,000	84,660,000	-	0.0%	1
2							2
3 Interest Income	3,799,176	2,974,480	3,700,000	3,700,000	-	0.0%	3
4							4
5 Miscellaneous Income	-	128,000	-	-	-	0.0%	5
6							6
7 Rental Income	1,167,384	1,193,686	792,930	792,930	-	0.0%	7
8							8
9 Grant Proceeds	5,838	-	222,000	222,000	-	n/a	9
10							10
11 TOTAL REVENUE	84,676,350	87,296,166	89,374,930	89,374,930	-	0.0%	11
12							12
13							13
14 EXPENDITURES:							14
15							15
16 Annual Allocations	29,091,942	30,295,000	30,900,900	30,900,900	(1)	0.0%	16
17							17
18 Measure A Categories	43,428,109	138,543,234	53,119,500	53,155,100	(1)	35,600	0.0%
19							19
20 Maintenance of Way	202,463	250,000	260,000	260,000	-		20
21							21
22 Oversight	978,549	1,185,000	1,200,000	1,200,000	-	0.0%	22
23							23
24 Administrative:							24
25 Staff Support	609,710	767,442	867,563	867,563	-	0.0%	25
26 Measure A Info-Others	167	15,000	15,000	15,000	-	0.0%	26
27 Other Admin Expenses	600,170	750,004	703,301	703,301	-	0.0%	27
28 Total Administrative	1,210,047	1,532,446	1,585,864	1,585,864	-	0.0%	28
29							29
30 TOTAL EXPENDITURES	74,911,110	171,805,680	87,066,264	87,101,864	35,600	0.0%	30
31							31
32 EXCESS/(DEFICIT)	9,765,240	(84,509,514)	2,308,666	2,273,066	(35,600)	0.0%	32
33							33
34 BEGINNING FUND BALANCE	469,056,620	478,821,860	394,312,346	398,162,346			34
35							35
36 ESTIMATED ENDING FUND BALANCE	478,821,860	394,312,346	396,621,012	400,435,412	(35,600)	0.0%	36
37							37
38 (1) See Attachment B for details.							38
39							39

ATTACHMENT B

FY2018 ALLOCATIONS AND EXPENDITURES

			New Measure TEP % Share	FY 2018 Adopted Budget	FY18 Revised Budget	FY18 Revised - FY18 Adopted Increase/(Decrease)	
ANNUAL ALLOCATIONS:							
1	ALLOCATION TO LOCAL ENTITIES		22.50%	19,048,500	19,048,500	-	1
2	SFO BART EXTENSION		2.00%	1,693,200	1,693,200	-	2
3			Total Pass-Thru	20,741,700	20,741,700	-	3
4							4
5	PARATRANSIT		4.00%	3,386,400	3,386,400	-	5
6	SUPPORT FOR CALTRAIN OPERATIONS		8.00%	6,772,800	6,772,800	-	6
7							7
8	TOTAL ANNUAL ALLOCATIONS			30,900,900	30,900,900	-	8
9							9
10	MEASURE A CATEGORIES:	PROJECT					10
11	ALTERNATIVE CONGESTION RELIEF		1.00%				11
12	Available for future ACR projects	000903		388,100	388,100	-	12
13	Commute.org TDM Program	000807		458,500	458,500	-	13
14							14
15	DUMBARTON	100263	2.00%	1,693,200	1,693,200	-	15
16							16
17	CALTRAIN	000605	8.00%	6,772,800	6,772,800	-	17
18							18
19	PEDESTRIAN AND BICYCLE PROGRAM	000816	3.00%	2,539,800	2,575,400	35,600	19
20							20
21	LOCAL SHUTTLE	000902	4.00%	3,386,400	3,386,400	-	21
22							22
23	STREETS AND HIGHWAYS						23
24	Key congested corridors program	000900	17.30%	14,853,180	14,853,180	-	24
25	Supplemental roadway projects	000901	10.20%	8,635,320	8,635,320	-	25
26							26
27	GRADE SEPARATION	100258	15.00%	12,699,000	12,699,000	-	27
28							28
29	SAN MATEO COUNTY FERRY SERVICE	100264	2.00%	1,693,200	1,693,200	-	29
30							30
31	TOTAL MEASURE A CATEGORIES		99.00%	53,119,500	53,155,100	35,600	31
	Staff Support		1.00%	867,563	867,563	-	
			100.00%	84,887,963	84,923,563	35,600	

*The total for FY2018 adopted budget reflects budget amendments approved during the fiscal year and does not tie to 100% of the sales tax budget.

RESOLUTION NO. 2018 –

BOARD OF DIRECTORS SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

REPROGRAMMING AND REALLOCATING \$500,000 FROM AN INACTIVE PEDESTRIAN/BICYCLE PROJECT, AMENDING TO INCREASE THE FISCAL YEAR 2018 BUDGET BY \$35,600 FROM \$87,066,264 TO \$87,101,864, AND PROGRAMMING AND ALLOCATING \$5,728,600 IN NEW MEASURE A FUNDS FROM THE PEDESTRIAN AND BICYCLE PROGRAM CATEGORY FOR 10 PROJECTS

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

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

WHEREAS, the 2004 Transportation Expenditure Plan designates three percent of the New Measure A revenues to fund pedestrian and bicycle projects; and

WHEREAS, in November 2017, the TA issued a competitive call for pedestrian and bicycle projects (CFP) with up to \$5 million in Measure A funding available, which yielded 17 applications from 13 sponsors requesting over \$8.8 million; and

WHEREAS, the TA project review committee evaluated and scored the projects; and

WHEREAS, consistent with the intent of the TA Strategic Plan 2014-2019, staff recommends that the Board of Directors authorize the programming and allocation of a total of \$5,728,600 to the 10 top-ranked projects, which will provide an equitable distribution of Measure A investment within San Mateo County; and

WHEREAS, in order to fully fund the 10 proposed projects, staff recommends the Board: (1) reprogram and reallocate \$500,000 from the inactive Half Moon Bay Main Street Bridge Bike and Pedestrian Improvement Project to the recommended list of projects; (2) amend the Fiscal Year (FY) 2018 budget to increase the Pedestrian and Bicycle Program Category budget by \$35,600 from \$2,539,800 to \$2,575,400, with the new total FY 2018 budget increasing from \$87,066,264 to \$87,101,864; and (3) program and allocate a total of \$5,728,600 in New Measure A Pedestrian and Bicycle Program Category funds as listed in Exhibit A.

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

1. Reprograms and reallocates \$500,000 from the inactive Half Moon Bay Main Street Bridge Bike and Pedestrian Improvement Project; and
2. Amends the Fiscal Year 2018 budget to increase the Pedestrian and Bicycle Program Category budget from \$2,539,800 to \$2,575,400, thereby increasing the total Fiscal Year 2018 budget from \$87,066,264 to \$87,101,864; and
3. Programs and allocates a total of \$5,728,600 in New Measure A Pedestrian and Bicycle Program Category funds as listed in Exhibit A; and
4. Authorizes the Executive Director or his designee to execute any necessary documents, and to take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 1st day of March, 2018 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 Transportation Authority

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR THE
CALTRAIN BUSINESS PLAN**

ACTION

The Staff recommends the Board:

1. Program and conditionally allocate up to \$500,000 of Measure A Caltrain Program Category funds to be used as the San Mateo County contribution towards the completion of the Caltrain Business Plan.
2. Authorize the Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including execution of agreements with the Peninsula Corridor Joint Powers Board (JPB), contingent on the availability of equivalent contributions from the two other JPB member entities.
3. Authorize the Executive Director, or his designee, to determine when the condition of allocation has been met upon receiving confirmation of the availability and level of matching funds and/or in-kind service being contributed from San Francisco and Santa Clara counties for the Caltrain Business Plan.

SIGNIFICANCE

In February, 2018, the JPB adopted the Caltrain Business Plan Strategy and Scope of Work (Exhibit A). These documents outline a comprehensive program of technical and policy work that JPB staff will undertake over the coming year. The Business Plan scope includes long-range demand modeling; service and infrastructure planning; organizational analysis, and an assessment of Caltrain's interface with the communities it traverses. The Business Plan will provide the basis for a comprehensive update and reshaping of Caltrain's capital program. It is a substantial technical effort and has an estimated budget of \$5 million.

Caltrain staff has developed an approach to deliver the Business Plan that relies on a partnership with the private sector as well as financial support from multiple public sources. The approach and associated funding plan is described in more detail in

Exhibit B. The proposed allocation action is conditioned on the JPB member agencies from San Francisco and Santa Clara counties securing an equivalent share of matching funds or in-kind service contributions.

Further information on the proposed Caltrain Business Plan will be provided via a PowerPoint Presentation at the March meeting.

BUDGET IMPACT

There is no budget impact related to this action as the funds are already included in the Fiscal Year 2018 and prior year adopted budgets for the Caltrain Program category.

BACKGROUND

In 2017, the JBP 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 has begun, 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 JPB in April 2017. The Board reviewed a draft scope of work for the Business Plan in December 2017 and adopted a final business strategy and scope of work in February 2018.

Prepared By: Joel Slavit, Manager Program and Monitoring

650-508-6476

RESOLUTION NO. 2018 –

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

* * *

**PROGRAMMING AND CONDITIONALLY ALLOCATING UP TO \$500,000 OF MEASURE A
CALTRAIN PROGRAM CATEGORY FUNDS TO THE PENINSULA CORRIDOR JOINT POWERS
BOARD FOR THE CALTRAIN BUSINESS PLAN**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A” which increased the local sales tax in San Mateo County by ½ percent with the new tax revenue to be used for highway and transit improvements pursuant to the 1988 Transportation Expenditure Plan (1988 TEP) presented to the voters; and

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

WHEREAS, Caltrain expenditures are qualified expenditures and designated the number one priority under the 1988 TEP, and the 2004 TEP designated 16 percent of the New Measure A revenues to fund Caltrain projects; and

WHEREAS, the Peninsula Corridor Joint Power Board (JPB) is requesting up to \$500,000 in Measure A Caltrain Program category funds to support the development of the Caltrain Business Plan; and

WHEREAS, the TA designates Measure A revenues to fund the San Mateo County Transit District’s (District) share of the annual Caltrain Capital Improvement Program, which when combined with San Francisco and Santa Clara counties’ equal shares, provides a portion of the annual Caltrain Capital Program;

WHEREAS, staff has determined that this project meets the intent of the 2004 TEP and TA Strategic Plan 2014-2019; and

WHEREAS, staff recommends that the proposed allocation for the Caltrain Business Plan be conditioned on the availability of an equivalent amount of matching funds and/or in-kind service contributions from San Francisco and Santa Clara counties.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority programs and conditionally allocates up to \$500,000 of Measure A Caltrain Program Category funds to the Peninsula Corridor Joint Powers Board for the Caltrain Business Plan; and

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

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to determine when the condition of allocation has been met upon receiving confirmation of the availability and level of matching funds and/or in-kind service being contributed from San Francisco and Santa Clara counties for the Caltrain Business Plan.

Regularly passed and adopted this 1st day of March, 2018 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 Transportation Authority
SUBJECT: **PROGRAM REPORT: HIGHWAY PROGRAM STATE ROUTE 92/ EL CAMINO
REAL INTERCHANGE PROJECT**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month's report features the Highway Program with specific emphasis on the State Route 92/ El Camino Real (SR92/ECR) Interchange Project in San Mateo.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Board programmed and allocated \$2.2 million in Measure A funding in October 2012 for the environmental (\$600,000) and design (\$1.6 million) phases of the SR 92/ECR Interchange Project. The project, sponsored by the City of San Mateo, will reconstruct the ramps within the interchange to improve the short weaving that contributes to both the operational and safety deficiencies that exist both on SR 92 and the El Camino in the proximity interchange. The project will reduce existing traffic congestion, bottlenecks, weaving and queue spillback at the interchange on and off ramps. According to the Traffic Operations Report for the Interchange, traffic congestion is causing 451 vehicle hours of delay in the AM peak hour and 554 vehicle hours of delay in the PM peak hour within the study limits.

Environmental clearance on the project was secured in May 2014 and then proceeded onto the design phase which was completed in May 2016. As part of the 2015 Highway Program Call for Projects, the TA Board authorized the allocation of \$16.2 million of Measure A funding for the construction phase of the project. The total projected cost for construction is \$ 21.3 million with the balance of the cost being funded with a combination of Federal, State and local funding.

Construction on the project began in April 2017 and is expected to be completed in Spring 2018.

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

**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: **MEASURE A SEMI-ANNUAL PROGRAM STATUS REPORT**

ACTION

Staff recommends the Board receive and file the semi-annual Measure A Program Status Report.

SIGNIFICANCE

The semi-annual program status report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. The report summarizes the following:

- General program status
- Total funds collected
- Programmed funds
- Available funding for new commitments and allocations

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

This report is presented to the Board around the end of every winter and summer. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.



Measure A Program Status Report

Semi-Annual Report

(As of December 31, 2017)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2017)

			In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	General Status	Total Funds Collected (1989-2008) ⁴	Programmed Funds ⁵	Available Funding ⁶
1. Caltrain ^{1,2,3}	N/A	- Projects in process.	\$ 323,839	\$ 311,991	\$ 11,848
2. Paratransit	N/A	- Program completed.	56,113	56,113	-
3. Dumbarton Rail	N/A	- Program completed.	18,316	18,316	-
4. Highway	N/A	- US 101 Auxillary Lane (Marsh Rd. to Embarcadero Rd) project closed-out with a cost savings of \$24.7M made available for other projects. - Projects in process.	360,259	332,258	28,001
5. Local Streets and Roads	20%	- Program completed.	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- Projects in process.	236,630	227,730	8,900
7. Bicycle Transportation	N/A	- Program completed.	120	120	-
8. Transportation System Management	N/A	- Program completed.	7,121	7,121	-
Total:			\$ 1,205,662	\$ 1,156,913	\$ 48,749

Footnotes

1 TA Board redirected \$2.5M from the Highway Program to the Caltrain Program (December 2008, TA Resolution 2008-23).

2 TA Board redirected \$50M from the Grade Separation program to the Caltrain Program (December 1998, TA Resolution 1998-34).

3 Caltrain category programmed funds include a \$123.83M funding commitment for the Caltrain Modernization Program that consists of: \$80M from San Mateo County's share of two multi-party MOUs and an additional \$43.83M as part of a fund exchange that redirected FTA funds to other Caltrain projects.

4 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds include interest but do not include rental income, which is now tracked separately.

As of December 31, 2017, total rental income was as follows: \$14.216M from the Caltrain Program Category, \$3.901M from the Dumbarton Program Category and \$1.155M from the Grade Separation Program Category.

5 Programmed funds represent all prior commitments.

6 Available funding represents amount available for TA Board to make new funding commitments and is the difference between Total Collected Funds and Programmed Funds.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2017)

				In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	Implementation Process ¹	General Status	Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- \$6.2M allocated to fund a portion of Caltrain's Fiscal Year (FY) 2018 Operating Budget (Resolution 2017-12)	\$ 105,540	\$ 95,488	\$ 10,052
<i>Local Shuttle</i>	4%	Competitive	- Measure A Shuttle Call for Projects released and workshop held in December 2017. - Projects in process.	26,385	23,789	2,596
<i>Accessible Services</i>	4%	Agreement-Based	- Annual distribution to SamTrans for paratransit service	26,385	26,385	-
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- 50% of ferry program funds reserved for Redwood City ferry project	13,193	8,091	5,102
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	13,193	13,193	-
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- As part of a non Measure A project, SamTrans released the draft Dumbarton Transportation Corridor Study in August 2017. The final Dumbarton Transportation Corridor Study was released and adopted by SamTrans Board of Directors in December 2017.	13,193	-	13,193
2. Highway	27.5%	Competitive	-\$3.87M programmed and allocated in supplemental funding for right-of-way and construction for the US 101/Holly Interchange Project (Resolution 2017-23). - Projects in process. - Programmed funds do not include Highway 2017 Call for Projects February 2018 action item.	181,397	144,553	36,844
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements	148,416	148,416	-
4. Grade Separation ⁵	15%	Competitive	-\$750K programmed and allocated to complete a Project Study Report (PSR) for the Redwood City Whipple Avenue Grade Separation Project (Resolution 2017-21). - Cost savings of \$17M from the completed San Bruno Grade Separation Project made available for other projects. - Projects in process.	98,944	107,085	(8,141)
5. Ped and Bike	3%	Competitive	- Measure A Call for Projects released and workshop held November 2017. - Projects in process.	19,789	15,887	3,902
6. Alternative Congestion Relief	1%	Plan-Based	- \$458K allocated to Commute.org in support of its TDM programs for FY 2018 (Resolution 2017-11)	6,596	3,960	2,636
Total:				\$ 653,031	\$ 586,847	\$ 66,184

Footnotes

1 Based on TA Board adopted Strategic Plan 2014-2019.

2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through December 31, 2017.

3 Programmed funds represent all prior commitments.

4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.

5 Programmed Grade Separation Program funds exceed funds collected to date. The TA may need to borrow from other Measure A programs if projected sales tax revenue does not meet cash flow needs.

6 Interest accumulated on New Measure A funds are applied to TA Oversight budget.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Casey Fromson, Government and
Community Affairs Director

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San Mateo County Transportation Authority Federal Update February 2018

Congress Passes Two-Year Budget Deal and Short Term Spending Measure

On February 9, the Senate (71-28) and the House (240-186) passed—in one package—a budget deal and a short-term FY 2018 continuing resolution (CR) to fund the government through March 23. Shortly thereafter, the President signed the bill into law.

The budget deal will set topline spending numbers for FY 2018 and 2019, with offsets and bipartisan reforms to minimize the deficit impact of increasing spending caps. The deal raises the spending caps by approximately \$300 billion over two years; increases the limit on military spending by \$80 billion in FY 2018 and \$85 billion in FY 2019; and increases the limit on nondefense spending by \$63 billion this year and \$68 billion next year.

The short-term CR will fund the government through March 23, giving the House and Senate Appropriations Committees time to craft a FY 2018 omnibus spending bill under the new budget cap guidelines. The bill directs specific amounts of money to the House and Senate Appropriations Committees to be used for different spending “buckets” – such as infrastructure – and directs the committees to distribute funds to each subcommittee to craft its appropriations bill to distribute the money, prior to the CR deadline. If an omnibus is completed before March 21, then appropriators will begin work on FY 2019 bills and aim to complete them before the fiscal year ends on September 30.

The budget deal also includes the following over two years, FY 2018 and 2019:

- \$89.3 billion in emergency supplemental appropriations for natural disasters – mostly hurricanes affecting Texas, Louisiana, Florida, Puerto Rico and the Virgin Islands, but also wildfires in the West.
- Extends the debt ceiling through March 1, 2019, past the November midterm elections.
- A one-year extension of expired tax breaks that were not included in the December 2017 tax reform bill.
- \$6 billion over two years for anti-opioid and mental health efforts and extend authorization of the Children's Health Insurance Program (CHIP) for the next 10 years
- Authorizes \$7 billion in total funding for community health centers for two years and closes the Medicare Part D prescription drug benefit "donut hole" for seniors in 2019.
- \$20 billion for infrastructure including surface transportation, rural water and wastewater, clean and safe drinking water, rural broadband, and energy infrastructure;

- \$5.8 billion for Child Care Development Block Grants; \$4 billion to rebuild veterans hospitals and clinics.
- \$4 billion for college affordability programs, including those for police officers, firefighters and teachers.

While Minority Leader Schumer (D-NY) and Majority Leader McConnell (R-KY) were optimistic about the deal, calling it a “breakthrough” and the “first real sprout of bipartisanship,” a brief shutdown occurred because of Sen. Rand Paul’s (R-KY) objection to the new budget agreement driving up federal deficits. House Democrats were also skeptical. House Minority Leader Nancy Pelosi (D-CA) said she could not agree to a budget deal unaccompanied by immigration and DACA legislation. On the House floor, Pelosi said that without a DACA commitment from House Speaker Paul Ryan (R-WI) comparable to that made by McConnell the package would not have her support, or that of a large number of House Democrats. However, enough House Democrats voted for the bill to advance funding, which led to final passage.

Administration Introduces FY 2019 Budget Request

On February 12, President Donald Trump submitted his budget request to Congress for fiscal year (FY) 2019. The President's budget request calls for approximately \$4.4 trillion in total spending. Much of the budget seeks to scale back nondefense programs, and streamline permitting and review processes for projects. The administration projected an annualized economic growth of 3.1 percent over the next three years. It would add \$984 billion to the federal deficit over the next year, despite seeking cuts to welfare programs such as Medicare and food stamps. Over the next 10 years, the plan would add \$7 trillion to the deficit. The administration's request seeks \$540 billion in nondefense spending for 2019, a \$57 billion decrease from Congress' spending cap.

Below is a summary of the Department of Transportation (DOT) budget summary. The budget does recommend \$100 million for the Peninsula Corridor Electrification project.

The President’s FY 2019 budget requests \$76.8 billion for the Department of Transportation, which would be a reduction of \$248.9 million decrease over FY 2017 enacted levels and \$1.7 billion from the FY 2018 appropriations, averaging the House and Senate FY 2018 Transportation-HUD (THUD) Appropriations bills which Congress has not yet completed.

- This reflects the recent two-year budget deal. From that additional funding DOT is providing an additional \$300 million for the Maritime Administration (MARAD) to fund the replacement of two of the Maritime Academies aging schoolships.

Highways: Provides \$45,268,596,000, the FAST Act funding level for FY 2019 and a \$2 billion increase over FY 2017 enacted levels and \$1,034,384,000 increase over FY 2018 (both the House and Senate THUD Appropriations bills provided the FAST Act’s FY 2018 authorized level of \$44,234,212,000)

- Includes a rescission of \$216,951,000 of unspent allocated programs: \$46 million from Appalachian Highways, \$112 million in miscellaneous general fund appropriations for

highways, and \$59 million in miscellaneous earmarks of Highway Trust Fund (HTF) money.

- Similar to FY 2018 budget, this budget request does not recommend anything to fix the Highway Trust Fund solvency after it runs out of money in FY 2021. The budget appendix does recommend adjusting the baseline which could delay funding to the states in the future: "...beginning in 2022, the Budget presents an adjusted baseline to account for the mismatch between baseline rules that require assuming that spending continues at current levels and the law limiting the spending from the HTF to the level of available balances in the HTF. Under current law, DOT is unable to reimburse States and grantees when the balances in the HTF, largely reflecting the level of incoming receipts, are insufficient to meet their requests. Relative to the BBEDCA baseline levels, reducing outlays from the HTF to the level of receipts in the adjusted baseline presentation results in a reduction in HTF outlays of \$122.4 billion over the 2022-2028 window."

TIGER: The budget proposes eliminating funding for TIGER grants, similar to last year's budget request. Congress will ignore this request as the Senate included \$550 million in the FY 2018 THUD Appropriations bill and TIGER has been funded in every final enacted appropriations bill since it was created including \$500 million in FY 2017.

Federal Transit Administration (FTA): \$11,118,562,000, \$1.29 billion decrease over FY 2017 enacted levels and \$1,121,721,000 below House/Senate averaged FY 2018 THUD appropriations bills.

- *Transit Formula Grants*: The budget requests \$9.939 billion, as enacted under the FAST Act, \$205 million increase over FY 2017 enacted levels and \$238 million increase over House/Senate averaged FY 2018 THUD appropriations bills.
- *Capital Investment Grants (New Starts/Small Starts/Core Capacity)*: As in the FY 2018 budget, this budget proposes to stop funding new Capital Investment Grant projects. Requests \$1 billion to fund the projects already under construction. This is \$1.4 billion decrease over FY 2017 enacted levels and \$942.95 million decrease over House/Senate averaged FY 2018 THUD appropriations bills.
 - However, Congress will most likely ignore this request as the FY 2018 project proposed to cut the Capital Investment Grants program to \$1.2 billion, and the House provided \$1.8 billion and the Senate provided \$2.1 billion. Since the new two-year budget deal provides additional money, there is no longer pressure to cut this account.

**The FY 2019 Budget Request for the FTA Capital
Investment Program, By Project/Activity**

<u>New Start Projects With Signed FFGAs</u>	<u>Million \$</u>
Los Angeles Regional Connector	\$100.0
Los Angeles Westside MOS-1	\$100.0
Los Angeles Westside MOS-2	\$100.0
San Diego Mid-Coast Corridor	\$100.0
Boston Green Line Extension	\$150.0
Portland-Milwaukie (OR) Light Rail	\$65.7
Fort Worth TEX Rail	\$100.0
National Capital Area Purple Line (MD)	\$120.0
Subtotal, New Starts w/ Signed FFGAs	\$835.7
<u>Core Capacity Projects With Signed FFGAs</u>	
Caltrain Peninsula Corridor Electrification	\$100.0
Chicago Red/Purple Line Mod. Phase 1	\$100.0
Subtotal, Core Capacity w/ Signed FFGAs	\$200.0
"New" New Start Projects	\$0.0
New Core Capacity Projects	\$0.0
Small Starts	\$0.0
\$5309(q) Joint Amtrak-Transit Projects	\$0.0
Oversight Activities	\$10.5
TOTAL FUNDING PROVIDED, FY 2019	\$1,046.2
<u>Funding Source:</u>	
New FY19 Appropriation	\$1,000.0
Reprogramming of Prior Year Funding	\$46.2

Federal Railroad Administration (FRA): \$854 million in funding, \$997 million decrease over FY 2017 enacted levels and \$1.238 billion less than the House/Senate FY 2018 THUD averaged current funding levels.

- Amtrak: \$737.897 million, \$839 million below FY 2017 enacted levels and \$776 million below the House/Senate FY 2018 THUD averaged funding levels.
 - Proposes that states pay half of the operating subsidy cost of long-distance routes going through their state.
 - Proposes that railroads pay \$50 million per year in new rail safety user fees to defray FRA overhead costs.

- *FAST Act Authorized Grant Programs*: Does not provide any funding for the Federal-State Partnership for State of Good Repair (funded at \$25 million in FY 2017), Consolidated Rail Infrastructure and Safety Improvement (funded at \$68 million in FY 2017), or Restoration and Enhance Grants program (funded at \$5 million in FY 2017).

Federal Aviation Administration (FAA): The budget requests \$16,122,290,000 for the FAA, a \$285 million increase over FY 2017 enacted levels and \$642.951 million below the House/Senate FY 2018 THUD averaged current funding levels.

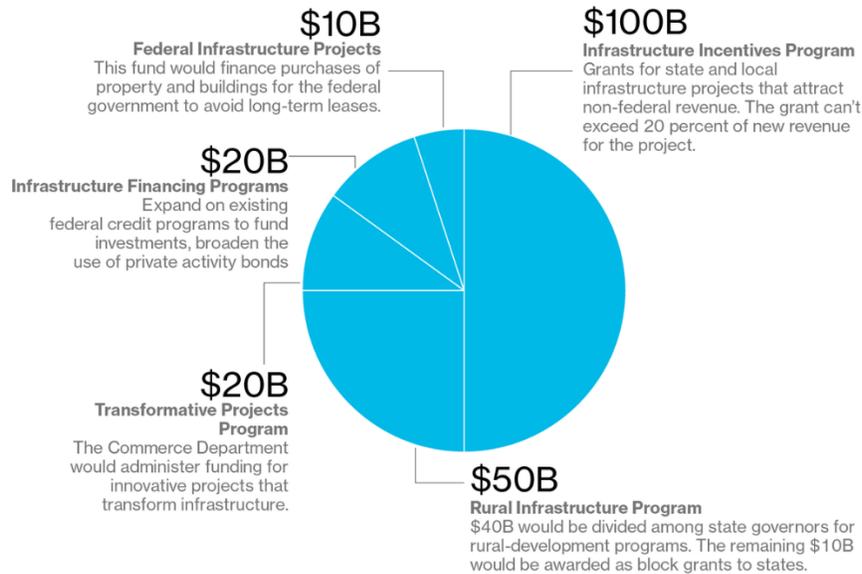
- Airport Improvement Program (AIP): \$3.35 billion, same as FY 2017 enacted levels. The program has been at this level since FY 2014 pending reauthorization.

White House Introduces Infrastructure Proposal:

On February 12, 2018 the White House unveiled its a 55-page proposal for infrastructure investment, the *Legislative Outline for Rebuilding Infrastructure*. The sweeping proposal seeks to inject funding into several key areas and priorities. Broadly, the proposal outlines \$200 billion in overall funding, as depicted below in Figure 1.

Figure 1

Trump's \$200 Billion Infrastructure Fund



Source: White House

Bloomberg

As Figure 1 depicts, the Administration will seek to target Federal money to projects with significant funding contributions from States, local governments, private entities, and other non-Federal sources and offers recommendations for project streamlining. It does not, however, include any new revenue to pay for the \$200 billion of new Federal spending.

Without identification of funding sources, doubtful that Congress will be able to pass infrastructure legislation. Congressional committees have started to hold hearings on infrastructure including several on water infrastructure and the Water Resources Development Act, the legislation that authorizes Army Corps of Engineers policy and projects. There is possibility that several of the water related policy provisions could be included in WRDA legislation that the House Transportation and Infrastructure and Senate Environment and Public Works Committees are hopeful to pass this year.

INFRASTRUCTURE INCENTIVES PROGRAM FUNDING

Funding:

\$100 billion for a new incentive (competitive) grants program. This money would be distributed primarily between Department of Transportation (DOT), Army Corps of Engineers (Corps) and

the Environmental Protection Agency (EPA)—and then other Federal agencies could ask DOT, the Corps, and EPA for funding.

The amount of an incentive grant would be capped at 20 percent of the new revenue that the entity is raising, and could be combined with a Federal loan or a private activity bond (PAB). Each State cannot receive more than 10 percent of the total amount available under the Incentives Program.

Applicability:

The proposal says the program “would provide support to wide-ranging classes of assets, including the following governmental infrastructure: surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and Brownfield and Superfund sites.”

Program:

Each lead Federal agency would solicit applications after the enactment of the Incentives Program and every six months thereafter, and each agency will determine the content, format and timing of the applications. Potential project sponsors could apply to its lead Federal agency for a grant, which will be judged primarily on how much new non-Federal revenue can be brought to the table. State/local sponsors who enacted a tax increase for infrastructure in the three years before February 2018 would get some credit for those revenues on a sliding scale, which was not described, in the proposal. The agencies “would calculate each application score by multiplying the weighted score from the evaluation criteria by the percentage of non-Federal revenues (out of total revenues) that would be used to fund the project or program of projects.”

Evaluation Criteria:

- The dollar value of the project or program of projects (*weighted at 10 percent*);
- Evidence supporting how the applicant will secure and commit new, non-Federal revenue to create sustainable, long-term funding for infrastructure investments (*weighted at 50 percent*);
- Evidence supporting how the applicant will secure and commit new, non-Federal revenue for operations, maintenance and rehabilitation (*weighted at 20 percent*);
- Updates to procurement policies and project delivery approaches to improve efficiency in project delivery and operations (*weighted at 10 percent*);
- Plans to incorporate new and evolving technologies (*weighted at 5 percent*); and
- Evidence supporting how the project will spur economic and social returns on investment (*weighted at 5 percent*).

RURAL INFRASTRUCTURE PROGRAM

Funding:

\$50 billion for grants to rural areas that lack the tax base or the passenger/freight throughput to utilize much financial leveraging. 80 percent of that money (\$40 billion) would be given out as block grants to governors via some kind of rural population/rural road-miles formula that is not spelled out in the plan. The goal is that this block grant money would have very few Federal

strings attached. The other 20 percent would go for “performance grants” selected by the Federal government.

These grants are intended for rural areas with populations of less than 50,000 and there would also be a set aside for Tribal infrastructure and territorial infrastructure.

Applicability:

The proposal says the program would support traditional transportation infrastructure as well as broadband, water and waste, power and electric and water resources. Further, the program only would apply to the specified asset classes and to other infrastructure that is essential to the operation of those assets.

Evaluation Criteria:

In addition to receiving formula funds, States could apply for rural performance grants.

- Qualification for rural performance grants will require States to:
 - Publish a comprehensive rural infrastructure investment plan
 - Demonstrate the quality of any investments planned with rural performance funds
 - Demonstrate how they will leverage formula funds with Federal credit programs and rewarding rural interstate projects through the infrastructure incentives program

TRANSFORMATIVE PROJECTS PROGRAM

Funding:

\$20 billion, led by the Department of Commerce, for projects that are likely to be commercially viable, but have characteristics that otherwise deter private sector investment. The goal is fund riskier projects that could have transformational effects if successful. Infrastructure sectors covered by this program could include, but would not be limited to transportation, clean water, drinking water, energy, commercial space, and broadband.

Eligible funding could be used for—

- Up to 30 percent of eligible costs under the demonstration track;
- Up to 50 percent of eligible costs under the project planning track; and
- Up to 80 percent of eligible costs under the capital construction track.

Evaluation Criteria:

To be determined by a Department of Commerce led committee that would be comprised by other relevant cabinet agencies.

Other important factors

This program is intentionally vague in details on how this would be implement. The point is to create a program that is flexible enough so the decision makers could be as creative as possible in funding innovative but risky projects.

INFRASTRUCTURE FINANCING PROGRAMS

Funding:

\$20 billion to advance major, complex infrastructure projects by increasing the capacity of existing Federal credit programs and by broadening the use of private activity bonds (PABs).

- \$14 billion to be given to existing Federal credit programs to pay for credit subsidy authority to make new loans and loan guarantees to sponsors of infrastructure projects.
 - Expand DOT Transportation Infrastructure Finance and Innovation Act (TIFIA) Funding and Broaden Program Eligibility
 - Additional budget authority
 - Support airport and non-Federal waterways and port financing options
 - Expand Federal Railroad Administration (FRA) Railroad Rehabilitation and Improvement Financing (RRIF) and Broaden Program Eligibility
 - Additional budget authority for RRIF subsidy costs for 10 years
 - Provide funding for RRIF credit risk premium
 - Expand Environmental Protection Agency (EPA) Water Infrastructure Finance and Innovation Act (WIFIA) Funding and Broaden Program Eligibility
 - Eliminating lending limit of \$3.2 billion and provide additional budget authority to EPA for subsidy costs
 - Broadens the eligibility of the program
 - Includes non-Federal flood mitigation navigation and water supply.
 - Eliminate requirements under WIFIA for borrowers to be community water systems.
 - Authorizes Brownfield rehabilitation and cleanup of Superfund sites under WIFIA.
 - Reduces rating agency opinions from two to one for all borrowers
 - Provides EPA authority to waive the springing lien in certain lending situations.
 - Increases the base level of administrative funding authorized to ensure EPA has sufficient funding to operate the WIFIA program.
 - Removes the restriction on the ability to reimburse costs incurred prior to loan closing under WIFIA.
 - Expands the WIFIA program to authorize eligibility for credit assistance for water system acquisitions and restructurings.
 - Expands WIFIA authorization to include Federal deauthorized water resource projects.
 - Expands Department of Agriculture Rural Utilities Service (RUS) lending programs funding.
- \$6 billion to represent the estimated cost to the Treasury over ten years of the lost tax revenue because of the increased issuance of PABs paying tax-exempt interest that will be issued under the more expansive PAB rules proposed in the plan.

CHANGES TO EXISTING PROGRAMS

Highways

- Allow States to toll existing Interstates, as long as the toll proceeds are used for infrastructure.
- Provides flexibility for the States to commercialize Interstate rest areas.

- Increases the threshold for Federal Highways Administration (FHWA) “major project oversight” rules from \$500 million to \$1 billion per project. Amending the law to raise the threshold for major projects from \$500 million to \$1 billion would remove unnecessary oversight requirements from smaller, less complex projects that are routinely managed by FHWA and State departments of transportation.
- States would be allowed to pay the Federal government back for the Federal contribution for already-completed highway projects to be relieved of Federal compliance that is attached to that project. These Federal requirements typically include “restrictions on tolling; requirements pertaining to the location of a commercial plaza within the right-of-way of an Interstate highway; restrictions on Interstate access; and compliance with size and weight standards, highway beautification standards, and high occupancy vehicle lane operation standards.”
- Allows States to do utility relocation before the NEPA process is completed.

Mass Transit

- Mandate “value capture” as a component of all new subway and light rail projects and would eliminate existing legal constraints on the use of public-private partnerships in mass transit.
 - The American Public Transportation Association (APTA) defines value capture as “instruments allow jurisdictions to collect revenue in specific areas and direct that revenue towards specific improvements.” Mechanisms include: special assessment districts, tax increment financing (TIF), impact fees, joint development, and split-rate property taxes
- The Expedited Project Delivery for Capital Investment Grants (CIG) Pilot Program, which was created in the FAST Act, would be permanently codified and its Federal share is increased from 25 percent to 50 percent.
 - In this pilot program, the Federal Transit Administration (FTA) can select up to eight New Starts, Small Starts, or Core Capacity projects that are supported through public-private partnerships during the FAST Act authorization (FY 2016-2020).

Airports

- The proposal would allow small hub airports to apply for permission to levy passenger facility charges (PFCs) and relieves the paperwork that now currently only applies to non-hub airports.
- Expands the existing Federal Aviation Administration (FAA) Airport Privatization Pilot Program. The proposal removes the current cap that only allows 10 airports, including only one large hub airport. Also changes the existing requirement that 65 percent of carriers at an airport must approve privatization to a simple majority.
- Allows airports to offer incentive payments for early completion of Airport Improvement Program (AIP) projects.
- Limits FAA approval and oversight of non-aviation development activities at airports

Rail

- Lowers the statute of limitations for challenges to the permitting of rail projects from two years to 150 days (allowed for highway and transit project in the FAST Act).

Water

- Allows “privately owned public-purpose treatment works” to utilize the Clean Water State Revolving Fund (SRF), similar to the Safe Drinking SRF.
- Provides the EPA with similar statutory authority to the former FHWA SEP-15 authority to experiment with new project delivery provisions. This will allow the EPA Administrator “to explore alternative and innovative approaches” to the overall project delivery process (contracting, compliance with environmental requirements, right-of-way acquisition, and project finance) and to develop more effective approaches to project planning, project development, finance, design, construction, maintenance, and operations.” State departments of transportation and local transportation agencies have been able to utilize SEP-15 to expedite project delivery.
- Provides “flexibility to the application of Federal requirements where the project funding is primarily non-Federal and the Federal share is minimal.”

Army Corps of Engineers

- Authorizes the Corps to execute agreements with non-Federal entities to use Federal dollars for construction, repair, rehab, maintenance and operation of inland waterways.
- Establishes a pilot program that would authorize the issuance of user fees to carry out Corps projects at up to 10 sites to enable public-private partnerships under the Water Resources Reform and Development Act (WRRDA) of 2014 Water Infrastructure Public-Private Partnership Pilot Program.
- Extends the duration of a contract that the Corps can sign from 5 years to 50 years. This will allow the Corps “to enter into long term contracts that encompass the full life-cycle management of infrastructure assets in the program.”
- Would allow the Corps to determine whether operation and maintenance functions at hydropower facilities on Corps projects are commercial activities and appropriate for non-Federal entities.
- Creates a streamlined deauthorization process for old Water Resources Development Act (WRDA) projects that allows for Corps projects approaching the end of their service life and for those projects operated and maintained by non-Federal interests that do not require Federal oversight. This would relieve the Federal regulatory and statutory compliance including Section 408 review.
- Currently, a local sponsor can provide local funds to the Corps through contributed and advanced funds to—hopefully—expedite Corps projects. However, under current law, the Corps process to accept the contributed and advanced funds is limited and often takes a long time, and the Corps is unable to take the benefit of a willing sponsor to provide local funds to expedite a project. The proposal would expand the authority for the acceptance of contributed funds even if no Federal funds have been appropriated for the authorized project. And, expands the applicability of advanced funds authority to all authorized water resources studies and projects that “would increase non-Federal spending and expedite project execution.”



February 20, 2018

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

RE: STATE LEGISLATIVE UPDATE – JANUARY

SB 1 Competitive Grant Update

In 2017, the legislature was highly productive on addressing transportation issues as it enacted SB 1, extended the Cap and Trade program, authorized the placement on ballot of Regional Measure 3, and provided SamTrans Caltrain the ability place ballot measures to address priorities. As a result, the main focus of 2018 will be for SMCTA to try and acquire as much funding as possible made available through the various SB 1 competitive programs.

Our primary focus in the immediate future will be on continuing to coordinate with C/CAG, Caltrans, Santa Clara VTA, and MTC on the submission of a \$233 million request from the Solutions for Congested Corridors Program (SCCP) for the Peninsula US 101 Managed Lanes Project, which will deliver a 41-mile High-Occupancy Toll Lane from Santa Clara County to the I-380 connector along US 101.

The SCCP creates this new \$250 million per year program, administered by the California Transportation Commission (CTC), beginning in FY 2017-18. The initial tranche will be a four-year program (through FY 20-21) for \$1 billion.

While Highway 101 and Caltrain are cited in the legislative declarations and findings of SB 1 as an example of where resources from the program should be dedicated, the CTC is sympathetic to medium to smaller-sized metropolitan planning organizations and their assessment of how they construe traffic (tourism, goods movement) in those areas. Furthermore, despite the emphasis on multi-modal solutions, applicants may be allowed to submit projects that focus only on one-mode as long as they have a multi-modal “corridor plan” (undefined at this point) or a local expenditure plan that contains multi-modal elements. As a result, we may encounter additional competition from this program, but we do have a compelling case to make, particularly with our partnership with Caltrans and MTC, to help improve the Corridor.

Since our last report however, we are pleased to report that the California State Transportation Agency (CalSTA) and Caltrans have identified this project as the number one priority in the state. SAMCEDA and MTC also stepped up their commitment by providing \$50 million (up from \$20 million last month) and \$95 million (\$75 million last month), respectively, while \$20 million in cost savings were identified by Caltrans, which ensures that the \$514 million project has a full funding plan. The \$50 million investment provided by SAMCEDA is an unprecedented level of commitment by the private sector.

There is also roughly \$3.8 million for San Mateo properties - SMCTA (\$1.75M), SamTrans (\$1.75M) C/CAG (\$270K) – through the CTC’s adoption of the Local Partnership Program (LPP) on January 31. SMCTA is also applying for \$20 million from the competitive portion of LPP.

We have been coordinating on strategy with point C Consulting and SMCTA staff and are in the process of arranging multiple meetings with CTC Commissioners and staff to educate them on the 101 Managed Lanes project and our continued efforts to provide multi-modal options (bus, rail, and ferry service) throughout the corridor. MTC, Santa Clara VTA, and Caltrans District 4 have also been active participants in our meetings to help tell the story that the infrastructure and mobility needs in San Mateo serve a statewide and regional benefit.

Caltrans has submitted the application on our behalf. February 16 was the deadline for the application submission. Staff recommendations will be published on April 25. The CTC will vote in allocations at its May 16 meeting.

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Recommended Position
AB 1405 Mulin (D) Digital Billboard Advertisements	2/14/18 Senate Transportation Committee	This bill would allow Caltrans, with federal approval, to enter into agreements with local jurisdictions to install and operate digital signs displaying commercial advertisements and public service announcements within the right of way of the state highway system. The signs could be used to display emergency messages, traveler information, motorist safety campaigns, and other messaging desired by the state, without providing compensation to the contracting entity.	Watch
AB 1756 Brough (R) Repeal of Transportation Funding	1/16/18 Assembly Transportation Committee	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways.	Recommend Oppose
AB 1759 McCarty (D) Housing element production: withholding transportation funding	2/12/18 Assembly Transportation Committee	This bill would withhold transportation revenue for a city or county's failure to meet housing production goals. This proposal is similar to last year's MTC proposal tying STIP funding to RHNA numbers.	Watch
AB 2418 Mullin (D) Transportation: Advanced Technologies Grant Program	2/14/18 Introduced	This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.	Watch
SB 760 Wiener (D) Urban street design: guidance	1/30/18 Assembly Rules Committee	Existing law requires the Department of Transportation to establish minimum safety design criteria for the planning and construction of bikeways and uniform specifications and symbols for associated signs, markers, and traffic control devices. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established under these provisions, except that alternative minimum safety design criteria may be used under certain conditions. This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. Last amended 1/23/18	Watch

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Recommended Position
<p>SB 1427 Hill (D) HOV and HOT Lanes</p>	<p>1/16/18 Introduced</p>	<p>This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.</p>	<p align="center">Watch</p>