



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**April 5, 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 March 1, 2018
  - b. Acceptance of Statement of Revenues and Expenses for February 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. Delegate Authority to Executive Director on Certain Real Estate Offers, Transactions and Property Rights Conveyances
11. Program
  - a. San Mateo County Shuttle Program Draft Funding Recommendations
  - b. Program Report: Transit – Caltrain Modernization Program
  - c. State and Federal Legislative Update
12. Request from the Authority
13. Written Communications to the Authority
14. Date/Time of Next Regular Meeting: Thursday, May 3, 2018, 5:00 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos Avenue, San Carlos, CA 94070
15. Report of Legal Counsel

- 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

16. Adjourn

### **INFORMATION FOR THE PUBLIC**

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

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

#### **Location, Date and Time of Regular Meetings**

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

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

#### **Public Comment**

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

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

#### **Accessibility for Individuals with Disabilities**

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

Draft

**MINUTES OF MARCH 1, 2018**

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

**MEMBERS ABSENT:** M. Freschet

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

**CALL TO ORDER/PLEDGE OF ALLEGIANCE**

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

**ROLL CALL**

Assistant District Secretary Gumpal called the roll. A quorum was present.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Barbara Arietta, Chair, Citizens Advisory Committee, provided a report of their meeting held in February.

**CONSENT CALENDAR**

- 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 – 2<sup>nd</sup> Quarter Fiscal Year 2018

Approved by Motion.

Motion/Second: Medina/Groom

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

Absent: Freschet

**PUBLIC COMMENT**

Rich Hedges, San Mateo, commented on the Metropolitan Transportation Commission's New Start Program.

**CHAIRPERSON'S REPORT**

Chair Horsley stated the Board of Supervisors unanimously voted to place Regional Measure 3 (RM3) on the June 2018 ballot.

**SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT**

Director Matsumoto reported on the minutes of the February 1 SamTrans board meeting, since the February SamTrans meeting occurred after the February TA board meeting. She noted that the SamTrans March 7 board meeting minutes will be

available at the April TA meeting.

### **JOINT POWERS BOARD REPORT**

Mr. Hartnett referred to his written report is in the reading file.

### **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Hartnett referred to his written report in the agenda packet.

April Chan, Chief Officer, Planning, Grants and Transportation Authority, responded to board questions regarding anticipated revenue from express lane tolls.

### **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**

Joel Slavit, Manager of Programming and Monitoring, referred to a previous month's PowerPoint presentation and recommended the Board adopt a Resolution and authorize the following actions:

- 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);
- 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;
- 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, and
- 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.

Approved by Resolution 2018-05, 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.

Motion/Second: Beach/Medina

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

Absent: Freschet

### **Programming and Allocation of Measure A Funds for the Caltrain Business Plan**

Joel Slavit, Manager Program and Monitoring, introduced Sebastian Petty, Senior Advisor, who provided an overhead presentation on Caltrain's background and current service levels, business plan, scope of work, long-range service vision and how it folds into its business plan. Mr. Petty discussed the outreach and engagement process that will take place with legislators, community groups, advocacy organizations and business groups.

General Manager/CEO Hartnett responded to questions from board members.

Mr. Slavit recommended the Transportation Authority Board take the following actions:

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;

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; and

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.

Approved by Resolution 2018-06, 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.

Motion/Second: Matsumoto/Medina

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

Absent: Freschet

### **Program Report: Highway Program State Route 92/EI Camino Real Interchange Project**

Joseph Hurley, Director, Transportation Authority Program, provided an informational presentation on his monthly report which consisted of an update on the Highway Program with specific emphasis on the State Route 92/EI Camino Real Interchange Project in San Mateo. He discussed the scope of work, benefits of the project, cost estimates, funding sources and the schedule for the project.

### Public Comment

Rich Hedges, San Mateo, commented on the project and thanked the board for its funding allocation towards the project.

### **Measure A – Semi-Annual Program Status Report**

Joel Slavit, Manager Program and Monitoring, recommended the Board receive and file the semi-annual Measure A Program containing the general program status, total funds collected, programmed funds and available funding for new commitments and allocations.

Approved by Motion.

Motion/Second: Medina/Beach

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

Absent: Freschet

### **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**

None.

### **WRITTEN COMMUNICATIONS TO THE AUTHORITY**

None.

**DATE AND PLACE OF NEXT REGULAR MEETING:** Thursday, April 5, 2018, 5:00 p.m. at SamTrans 2<sup>nd</sup> Floor, San Carlos Avenue, San Carlos, CA.

### **ADJOURN**

Chair Horsley stated the closed sessions were not needed at that time. The meeting adjourned at approximately 5:45 p.m.

- 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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
FEBRUARY 28, 2018**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of February 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 February year-to-date, the Total Revenues (page 1, line 7) is \$1.7 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 February year-to-date, the Total Expenditures (page 1, line 26) are \$81.8 million higher than prior year. This is primarily driven by Measure A Categories (page 1, line 15) with \$46.7 million spent for Caltrain Electrification project, \$14.8 million spent for 101 Interchange to Willow project, and \$8.5 million spent for SR92 El Camino Real Ramp.

**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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATEMENT OF REVENUES AND EXPENDITURES**

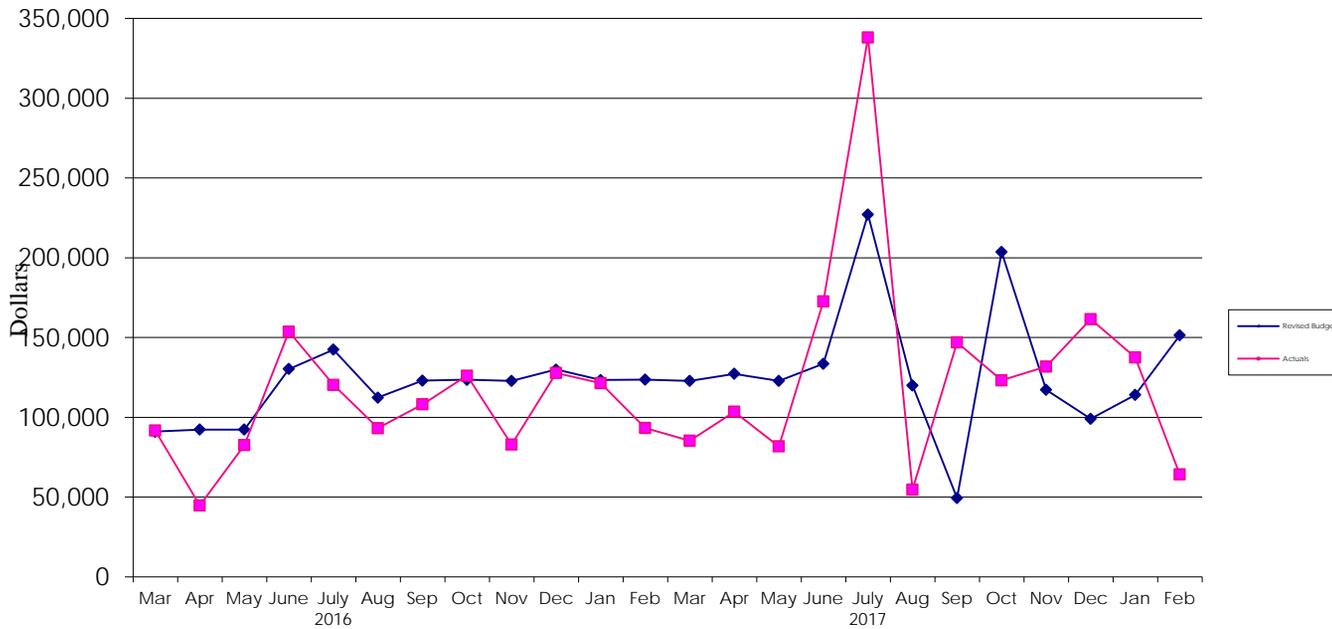
**Fiscal Year 2018**

**February 2018**

% OF YEAR ELAPSED: **66.7%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL**	\$ VARIANCE	% VARIANCE	BUDGET*
<b>REVENUES:</b>					
1 Sales Tax	53,600,233	54,545,113	944,880	1.8%	84,660,000
2 Interest Income	3,349,958	4,192,287	842,329	25.1%	3,700,000
3 Miscellaneous Income	-	1,500	1,500	0.0%	0
4 Rental Income	812,431	739,637	(72,794)	(9.0%)	792,930
5 Grant Proceeds	-	-	-	0.0%	222,000
6					
7 <b>TOTAL REVENUE</b>	<b>57,762,622</b>	<b>59,478,537</b>	<b>1,715,915</b>	<b>3.0%</b>	<b>89,374,930</b>
8					
9 <b>EXPENDITURES:</b>					
10					
11 Annual Allocations	19,564,085	19,908,966	344,881	1.8%	30,900,900
12					
13 Dumbarton Maintenance of Way	114,736	124,694	9,958	8.7%	260,000
14					
15 Measure A Categories	16,678,148	97,234,112	80,555,964	483.0%	53,119,500
16					
17 Oversight	526,744	1,101,735	574,991	109.2%	1,200,000
18					
19 Administrative					
20 Staff Support	442,897	756,404	313,507	70.8%	867,563
21 Measure A Info-Others	80	49	(31)	(39.3%)	15,000
22 Other Admin Expenses	430,126	401,390	(28,736)	(6.7%)	703,301
23					
24 Total Administrative	873,103	1,157,843	284,740	32.6%	1,585,864
25					
26 <b>TOTAL EXPENDITURES</b>	<b>37,756,816</b>	<b>119,527,350</b>	<b>81,770,534</b>	<b>216.6%</b>	<b>87,066,264</b>
27					
28 <b>EXCESS (DEFICIT)</b>	<b>20,005,806</b>	<b>(60,048,812)</b>	<b>(80,054,619)</b>	<b>(400.3%)</b>	<b>2,308,666</b>
29					
30 <b>BEGINNING FUND BALANCE</b>	<b>481,434,137</b>	<b>506,053,648</b>			<b>398,162,346</b>
31					
32 <b>ENDING FUND BALANCE</b>	<b>501,439,943</b>	<b>446,004,836</b>			<b>400,471,012</b>
33					
34					
35					
36 * The TA Adopted Budget is the Board adopted budget as of February 1, 2018.					
37 ** Year-to-date expenditures include the use of the carryover of budget appropriation from prior years					
38					
39					
40					

## 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
<b>MONTHLY EXPENSES</b>												
Revised Budget	227,128	120,007	49,331	203,568	117,181	99,000	114,107	151,401				
Actual	338,084	54,648	146,873	123,195	131,821	161,530	137,477	64,215				
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	227,128	347,135	396,466	600,034	717,215	816,215	930,322	1,081,723				
Actual	338,084	392,732	539,605	662,800	794,621	956,151	1,093,628	1,157,843				
Variance-F(U)	(110,956)	(45,597)	(143,139)	(62,766)	(77,406)	(139,936)	(163,306)	(76,120)				
Variance %	-48.85%	-13.14%	-36.10%	-10.46%	-10.79%	-17.14%	-17.55%	-7.04%				



BOARD OF DIRECTORS 2018

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

JIM HARTNETT  
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF FEBRUARY 28, 2018

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.395%	\$ 272,513,091	\$ 272,513,091
Local Agency Investment Fund	**	Liquid Cash	1.412%	\$ 990,024	\$ 990,024
Investment Portfolio	***	Liquid Cash	1.684%	\$ 158,434,597	\$ 155,988,730
Other		Liquid Cash	0.000%	\$ 1,828,079	\$ 1,828,079
	****			<u>\$ 433,765,790</u>	<u>\$ 431,319,923</u>

Accrued Earnings for February 2018 \$ 506,159  
Cumulative Earnings FY2018 \$ 4,397,347

\* County Pool average yield for the month ending February 28, 2018 was 1.395%. As of February 2018, the total cost of the Total Pool was \$5,029,566,650 and the fair market value per San Mateo County Treasurer's Office was \$5,014,364,448.

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

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

\*\*\*\* May not foot due to rounding.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST ON INVESTMENTS  
February 28, 2018**

DESCRIPTION	TOTAL INVESTMENT 02-28-18	INTEREST RECEIVABLE 01-31-18	PREPAID INT RECEIVABLE 01-31-18	INTEREST EARNED 02-28-18	INTEREST RECEIVED 02-28-18	ADJ.	INTEREST RECEIVABLE 02-28-18
LAIF	990,023.68	1,135.14	0.00	1,072.37	0.00		2,207.51
COUNTY POOL	272,513,090.62	318,107.99	0.00	289,342.50	0.00		607,450.49
BANK OF AMERICA	1,086,845.49	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	741,233.59	0.00	0.00				0.00
INVESTMENT PORTFOLIO	155,988,729.98	520,888.78	0.00	215,743.64	276,859.83		459,772.59
	<u>431,319,923.36</u>	<u>840,131.91</u>	<u>0.00</u>	<u>506,158.52</u>	<u>276,859.83</u>	<u>0.00</u>	<u>1,069,430.59</u>

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

Interest Earned Per Report	02/28/18	506,158.52
<b>Add:</b>		
<b>Less:</b>		
Management Fees		(10,398.19)
Amortized Premium/Discount		80,235.97
Capital Gain(Loss)		<u>(65,454.11)</u>
Total Interest & Capital Gain(Loss)		<u>510,542.19</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	4,397,347.18
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(83,075.47)
Amortized Premium/Discount	(80,235.97)
Capital Gain(Loss)	<u>(205,059.46)</u>
Total Interest	<u>4,028,976.28</u>
Balance Per Ledger as 02/28/18	
Amortization of Premium/Discount	(80,235.97)
Management/Bank Fees	(83,075.47)
Interest- County Pool	2,527,398.63
Interest - LAIF	7,868.33
Interest - Portfolio Funds	1,862,080.22
Gain(Loss)	<u>(205,059.46)</u>
	<u>4,028,976.28</u>

**INVESTMENT PORTFOLIO**  
February 28, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	INTEREST	PAR VALUE
			PURCHASE PRICE	VALUE 2/28/2018					REC'VBLE 1/31/2018	INT REC'VBLE 1/31/2018	EARNED 2/28/2018		REC'VBLE 2/28/2018	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>														
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>														
US TREASURY NOTE	912828Q78	01-05-17	3,136,500.00	3,093,875.20	04-30-21	1.375%	122.2222	31	11,303.87		3,403.31		14,707.18	3,200,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	592,898.40	10-31-19	1.500%	25.0000	31	2,324.18		692.30		3,016.48	600,000
US TREASURY NOTE	912828VF4	12-07-15	2,546,641.40	2,525,778.72	05-31-20	1.375%	98.5417	31	7,627.28		3,319.08	2,077.61	8,868.75	2,580,000
US TREASURY NOTE	912828VP2	08-01-17	1,638,431.83	1,571,689.17	07-31-20	2.000%	88.0556	31	170.44		2,866.30	497.24	2,539.50	1,585,000
US TREASURY NOTE	912828x47	05-01-17	5,336,400.39	5,246,013.60	04-30-22	1.875%	281.2500	31	26,011.74		7,831.49		33,843.23	5,400,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	327,004.56	08-31-20	1.375%	12.7951	31	1,963.32		352.46	2,303.13	12.65	335,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,379,414.50	05-31-21	1.375%	133.6806	31	8,329.33		3,701.92		12,031.25	3,500,000
US TREASURY NOTE	912828D72	04-05-17	8,472,773.45	8,253,655.20	08-31-21	2.000%	466.6667	31	71,673.91		12,790.18	84,000.00	464.09	8,400,000
US TREASURY NOTE	912828T67	08-03-17	9,862,746.09	9,599,709.75	10-31-21	1.250%	348.9583	31	32,441.62		9,663.46		42,105.08	10,050,000
														22.54%
<b><u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u></b>														
FNMA	3136ANJY4	04-30-15	20,827.69	20,588.93	04-01-18	1.550%	0.89	31	367.37		26.64	367.37	26.64	20,622
FNA 2014-M6 A2	3136AJG75	12-15-16	3,424,311.36	3,337,305.25	05-25-21	2.679%	249.77	31	1,307.33		7,491.79	8,025.99	773.13	3,356,397
FANNIE MAE	3136AQDQ0	10-30-15	639,978.56	630,215.66	09-01-19	1.646%	28.97	31	930.54		869.13	1,101.20	698.47	633,633
														2.54%
<b><u>FEDERAL AGENCY NOTES AND BONDS</u></b>														
FHLMC	3137EAE81	07-20-16	4,638,747.00	4,566,076.80	07-19-19	0.875%	113.02	31	1,356.25		3,390.63		4,746.88	4,650,000
FNMA	3135GON33	08-02-16	3,194,624.00	3,140,985.60	08-02-19	0.875%	77.78	31	13,922.22		2,333.34	14,000.00	2,255.56	3,200,000
FHLB	3130A8Q55	07-15-16	3,180,540.80	3,058,662.40	07-14-21	1.125%	100.00	31	1,700.00		3,000.00		4,700.00	3,200,000
FHLB	3130A8Y72	08-04-16	798,464.00	784,976.80	08-05-19	0.875%	19.44	31	3,422.22		583.34	3,500.00	505.56	800,000
FNMA	3135GON82	08-19-16	822,177.68	790,084.35	08-17-21	1.250%	28.65	31	0.00				0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,561,788.65	08-17-21	1.250%	92.88	31	19,930.55		3,645.83	21,875.00	1,701.38	2,675,000
FNMA	3135GOP49	09-02-16	3,993,760.00	3,928,912.00	08-28-19	1.000%	111.11	31	16,999.98		3,333.33	20,000.00	333.31	4,000,000
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,611,306.30	09-26-19	1.000%	130.56	31	16,319.44		3,916.67		20,236.11	4,700,000
FHLMC	3137EAEJ4	09-29-17	988,208.10	970,989.03	09-29-20	1.625%	44.69	31	5,451.88		1,340.62		6,792.50	990,000
FNMA	3135GOT29	02-28-17	1,953,748.80	1,923,258.62	02-28-20	1.500%	81.46	31	12,463.12		2,443.75	14,662.50	244.37	1,955,000
FNMS	3135GOT60	08-01-2017	897,273.00	881,622.90	07-30-20	1.250%	31.25	31	37.50		1,125.00		1,162.50	900,000
FHLB	3130ACE26	09-08-17	363,828.35	355,654.91	09-28-20	1.375%	13.94	31	1,714.74		418.23		2,132.97	365,000
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,647,544.40	04-20-20	1.375%	103.13	31	10,415.63		3,093.75		13,509.38	2,700,000
														19.58%
<b><u>CORPORATE NOTES</u></b>														
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,133,787.30	10-18-19	1.550%	49.51	31	5,099.93		1,485.42		6,585.35	1,150,000
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	1,999,300.00	1,987,448.00	01-09-19	1.700%	94.44	31	2,077.78		2,833.33		4,911.11	2,000,000
AMERICAN EXPRESS	0258M0EC9	10-31-16	2,799,321.80	2,753,186.80	10-30-19	1.700%	132.22	31	12,032.22		3,966.67		15,998.89	2,800,000
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,332,958.30	07-24-20	5.500%	481.25	31	3,368.75		14,437.50		17,806.25	3,150,000
PFIZER INC	717081EB5	11-21-16	2,078,502.40	2,052,267.36	12-15-19	1.700%	98.22	31	4,518.22		2,946.67		7,464.89	2,080,000
JOHN DEERE CAPITAL CORP.	24422ETM1	01-06-17	1,199,220.00	1,195,522.80	10-15-18	1.650%	55.00	31	5,830.00		1,650.00		7,480.00	1,200,000
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	676,639.58	01-06-22	2.650%	50.42	31	1,260.59		1,512.71		2,773.30	685,000
CATERPILLAR FINL	14913Q2A6	09-07-17	1,099,076.00	1,074,755.00	09-04-20	1.850%	56.53	31	8,140.00		1,695.83		9,835.83	1,100,000
GOLDMAN SACHS	38141GGQ1	11-28-16	3,035,092.50	2,930,353.25	07-27-21	5.250%	401.04	31	1,604.17		12,031.25		13,635.42	2,750,000
AMERICAN HONDA	02665WAH4	12-20-16	3,165,655.50	3,132,558.45	08-15-19	2.250%	196.88	31	32,681.25		5,906.25	35,437.50	3,150.00	3,150,000
BANK OF AMERICA	06051GGS2	09-18-17	965,000.00	948,562.19	10-01-21	2.328%	62.40	31	8,299.64		1,872.10		10,171.74	965,000
BANK OF AMERICA	06051GFW4	04-19-16	579,462.00	566,598.68	04-19-21	2.625%	41.93	31	4,276.56		1,257.82		5,534.38	575,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,561,974.75	01-10-20	2.450%	107.19	31	2,250.94		3,215.62		5,466.56	1,575,000
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.60	1,503,716.24	02-06-20	1.850%	78.11	31	13,669.44		2,343.34	14,060.00	1,952.78	1,520,000

**INVESTMENT PORTFOLIO**  
February 28, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	INTEREST	PAR VALUE
			PURCHASE PRICE	VALUE 2/28/2018					REC'VBLE 1/31/2018	INT REC'VBLE 1/31/2018	EARNED 2/28/2018		REC'VBLE 2/28/2018	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>														
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,133,122.30	08-14-19	2.100%	183.75	31	30,686.25		5,512.50	33,075.00	3,123.75	3,150,000
WALT DISNEY	25468PDP8	03-06-17	659,828.40	652,113.00	03-04-20	1.950%	35.75	31	5,255.25		1,072.50		6,327.75	660,000
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,302,240.48	05-11-20	1.800%	66.25	31	5,300.00		1,987.50		7,287.50	1,325,000
JP MORGAN CHASE & CO	46625HJD3	05-26-17	1,622,730.00	1,568,428.50	01-24-22	4.500%	187.50	31	1,312.50		5,625.00		6,937.50	1,500,000
HOME DEPOT INC	437076BC4	06-05-17	749,565.00	738,335.25	06-05-20	1.800%	37.50	31	2,100.00		1,125.00		3,225.00	750,000
IBM CORP CORP NOTES	44932HAG8	02-06-18	1,499,265.00	1,490,092.50	02-05-21	2.650%	110.42	31	0.00		2,760.42		2,760.42	1,500,000
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	624,306.25	623,816.88	03-15-21	2.900%	50.35	31	0.00		251.74		251.74	625,000
PEPSICO INC	713448DX3	10-10-17	1,014,797.00	991,249.00	04-15-21	2.000%	56.39	31	6,259.17		1,691.66		7,950.83	1,015,000
WALMART STORES INC	931142EA7	10-20-17	1,547,752.50	1,519,330.15	12-15-20	1.900%	81.81	31	8,262.36		2,454.17		10,716.53	1,550,000
BRANCH BANKING & TRUST CORP	05531FAZ6	10-26-17	749,655.00	734,364.00	02-01-21	2.150%	44.79	31	4,255.21		1,343.75	4,255.21	1,343.75	750,000
														23.73%
<b><u>COMMERCIAL PAPERS</u></b>														
BANK OF TOKYO MITSUBISHI	06538CGL9	10-24-17	2,963,236.67	2,974,866.00	07-20-18	0.000%	0.00	31	0.00				0.00	3,000,000
JP MORGAN	46640OQFJ5	5-23-17	3,062,937.78	3,080,079.40	09-21-17	0.000%	0.00	31	0.00				0.00	3,100,000
CREDIT AGRICOLE	22533UF16	12-01-17	3,073,827.39	3,084,193.10	06-01-18	0.000%	0.00	31	0.00				0.00	3,100,000
BNP PARIBAS NY BRANCH	09659CKK3	01-22-2018	3,151,221.33	3,152,550.40	10-19-18	0.000%	0.00	31	0.00				0.00	3,200,000
ING (US) FUNDING LLC	4497W1G26	10-13-17	3,063,902.22	3,078,154.30	07-02-18	0.000%	0.00	31	0.00				0.00	3,100,000
														9.80%
<b><u>CERTIFICATE OF DEPOSIT</u></b>														
CANADIAN IMPERIAL BANK NY	13606A5Z7	12-05-16	3,097,582.00	3,093,056.00	11-30-18	1.760%	151.56	31	9,548.00		4,243.56		13,791.56	3,100,000
SVENSKA HANDELSBANKEN NY	86958JHB8	01-12-17	3,100,000.00	3,085,941.50	01-10-19	1.890%	162.75	31	3,580.50		4,557.00		8,137.50	3,100,000
BANK OF NOVA SCOTIA HOUSTON	06417GUE6	04-06-17	3,100,000.00	3,084,537.20	04-05-19	1.910%	164.47	31	19,572.19		4,605.23		24,177.42	3,100,000
SWEDBANK	87019U6D6	11-17-17	3,100,000.00	3,061,101.20	11-16-20	2.270%	195.47	31	14,855.89		5,473.22		20,329.11	3,100,000
SUMITOMO MITSUI BANK NY	86563YVN0	05-04-17	3,100,000.00	3,092,594.10	05-03-19	2.050%	176.53	31	15,534.44		5,295.84		20,830.28	3,100,000
														9.80%
<b><u>ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS</u></b>														
CCCIT 2017-A2 A2	17305EGA7	01-26-17	2,649,492.53	2,636,075.58	01-17-21	1.740%	128.08	31	1,793.17		3,842.50		5,635.67	2,650,000
ALLYA 2017-1 A3	02007PAC7	01-31-17	704,938.38	698,289.74	06-15-21	1.700%	33.29	31	532.68		998.75	998.75	532.68	705,000
FORDO 2017-A A3	34531EAD8	01-25-17	2,199,991.86	2,175,446.90	06-25-21	1.670%	102.06	31	1,632.89		3,061.67	3,061.67	1,632.89	2,200,000
TAOT 2017-A A3	89238MAD0	03-07-17	779,908.19	772,922.28	02-15-21	1.730%	37.48	31	599.73		1,124.50	1,124.50	599.73	780,000
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,484,707.02	2,464,262.18	08-15-21	1.780%	122.87	31	1,965.90		3,686.08	3,686.08	1,965.90	2,485,000
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,061,090.35	07-15-21	1.760%	151.56	31	2,424.89		4,546.67	4,546.67	2,424.89	3,100,000
HAROT 2017-3 A3	43814PAC4	09-29-2017	579,937.19	571,500.68	09-18-21	1.790%	28.84	31	374.91		865.17	865.17	374.91	580,000
CCCIT 2017-A3 A3	17305EGB5	05-22-17	1,604,272.00	1,574,691.52	04-07-22	1.920%	85.33	31	9,728.00		2,560.00		12,288.00	1,600,000
TAOT 2018-A1 A1	89238BAD4	01-31-18	699,991.95	696,027.01	05-16-22	2.350%	45.69	31	45.69		1,370.84		1,416.53	700,000
CCCIT 2018-A1 A1	17305EGK5	01-31-18	1,499,792.40	1,488,781.65	01-20-23	2.490%	103.75	31	103.75		3,112.50		3,216.25	1,500,000
JDOT 2018-A A3	47788CAC6	02-28-18	484,965.13	484,965.13	04-15-22	2.660%	35.84	31	0.00		107.51		107.51	485,000
JOHN DEERE ABS	47788BAD6	07-18-17	999,926.80	985,854.50	10-15-21	1.820%	50.56	31	808.89		1,516.67	1,516.67	808.89	1,000,000
AMXA 2017-4 A	02582JHG8	05-30-17	1,199,807.76	1,188,316.80	12-15-21	1.640%	54.67	31	880.00		1,640.00	1,640.00	880.00	1,200,000
														12.01%
<b><u>SALE/PAYDOWN/MATURITY:</u></b>														
									182.57		524.63	182.57	524.63	
<b><u>CASH AND CASH EQUIVALENT:</u></b>														
	31846V534													
<b>TOTAL</b>			<b>158,434,596.99</b>	<b>155,988,729.98</b>					<b>520,888.78</b>	<b>0.00</b>	<b>215,743.64</b>	<b>276,859.83</b>	<b>459,772.59</b>	<b>158,130,651.74</b>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
 FY 2018  
 FEBRUARY 2018

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY 2017:</b>					
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
<b>FY 2017 Total</b>	<b>83,000,000</b>	<b>FY 2017 Total</b>	<b>84,354,070</b>	<b>1,354,070</b>	<b>84,354,070</b>
<b>FY 2018:</b>					
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	8,335,800	(1,309,326)	9,645,126
2nd Qtr. Adjustment		Mar. 18			
6 Months Total	43,905,030		43,514,738	(390,292)	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		43,514,738	(390,292)	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			
<b>FY 2018 Total</b>	<b>84,660,000</b>	<b>FY 2018 Total</b>	<b>43,514,738</b>	<b>(390,292)</b>	<b>84,660,000</b>
	22,675,138	1st Quarter			
	22,176,689	2nd Quarter			
	9,693,286	3rd Quarter			
	<u><b>54,545,113</b></u>	4th Quarter			
		YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF FEBRUARY 28, 20182/28/2018

Cash -- Bank of America Checking Account	1,086,845.49
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	741,233.59
LAIF	990,023.68
County Pool	272,513,090.62
Investment Portfolio	155,988,729.98
Total	<u>431,319,923.36</u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
FEBRUARY 2018

Unit	Ref	Name	Amount	Method	Description
SMCTA	000139	URS CORPORATION	290,800.25	ACH	Consultants
SMCTA	000140	URS CORPORATION	200,393.79	ACH	Consultants
SMCTA	000141	URS CORPORATION	33,891.80	ACH	Consultants
SMCTA	004599	DMJM HARRIS/MARK THOMAS JV	51,882.23	CHK	Consultants
SMCTA	004600	MEDINA, RICO E.	100.00	CHK	Board Member Compensation
SMCTA	004601	DEPARTMENT OF TRANSPORTATION	4,857,466.45	CHK	Capital Programs (1)
SMCTA	004602	ATKINS NORTH AMERICA, INC	61,252.53	CHK	Consultants
SMCTA	004603	HANSON BRIDGETT LLP	2,090.00	CHK	Legal services
SMCTA	004604	SLAVIT, JOEL A	14.50	CHK	Business Meetings
SMCTA	004606	FEDERAL EXPRESS CORPORATION	152.51	CHK	Overnight Courier Service
SMCTA	004607	HANSON BRIDGETT LLP	7,433.00	CHK	Legal services
SMCTA	004608	BIANCHINI'S CATERING	398.30	CHK	Miscellaneous - TA CAC Holiday Dinner
SMCTA	004609	KHOURI CONSULTING	3,859.00	CHK	Legislative Advocate
SMCTA	004611	USI INSURANCE SERVICES NATIONAL, INC.	624.25	CHK	Broker Fee - Quarterly
SMCTA	900112	PENINSULA CORRIDOR JOINT POWERS BOAR	3,012,802.92	WIR	Capital Programs (2)
SMCTA	900113	PENINSULA CORRIDOR JOINT POWERS BOAR	5,936,505.79	WIR	Capital Programs (3)
SMCTA	900114	PENINSULA CORRIDOR JOINT POWERS BOAR	2,634,075.37	WIR	Capital Programs (4)
			17,093,742.69		

- (1) 101 Interchange to Broadway \$341,703.48; 101 Interchange to Willow \$2,866,677.64;  
101 HOV Ln Whipple - San Bruno \$119,176.75 and SR92 El Camino Real \$1,529,908.58
- (2) SSF Caltrain Station
- (3) Caltrain Electrification \$1,706,300.20; 25th Ave Grade Separation \$4,230,205.59;  
SSF Caltrain Station \$3,012,802.92
- (4) Caltrain Electrification



## Memorandum

**Date:** March 23, 2018  
**To:** TA Board of Directors  
**From:** Jim Hartnett, Executive Director  
**Subject:** April 5, 2018 TA Board Meeting Executive Director's Report

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### **101 Managed Lanes Project Construction Manager/General Contractor**

An alternative project delivery method known as Construction Manager/General Contractor (CM/GC) is being utilized for the 101 Managed Lanes Project. The CM/GC project delivery method allows the project team to engage a construction manager to perform constructability reviews during the design process, resulting in reduced claims, cost savings, improved project delivery schedule and a more constructible project.

A selection committee comprised of staff from Caltrans, C/CAG and the TA reviewed statement of qualification from 4 proposers. Final selection will be made in early April for contractor to join the project design team this summer.

### **Retirement of Bijan Sartipi:**

After more than 36 years with Caltrans, District 4 Director, Bijan Sartipi retired at the end of March. Under Bijan's leadership as the District 4 Director for 15 years, Caltrans and the TA partnered on the successful implementation of more than a half billion dollars of improvements on the State Highway System in San Mateo County. These improvements included a wide array of projects such as interchange reconstructions, auxiliary lanes on the 101 corridor and a bridge replacement on Route 1.

Most recently, Bijan has been actively participating as a member of the 101 Managed Lane Executive steering Committee to help guide the project through the planning and environmental phases.

We wish Bijan the best and express our gratitude for the collegial partnership he has fostered between Caltrans and the Transportation Authority which resulted in the delivery of so many projects that have brought much needed safety and mobility improvements to San Mateo County.

**SR 92/El Camino Real**

The 92/El Camino Interchange Project, which was the subject of a presentation to the Board at last month's meeting is nearly completed. This \$26.6 million interchange reconstruction project, including \$18.4 million in Measure A funding, began construction in April 2017. In just less than a year the project is near completion. To commemorate the completion of this project and the safety and operational improvements it brought to the area, the City of San Mateo City Council is planning a celebration in May. Staff will notify the Board as soon as a specific time and date is determined.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants & Transportation Authority

SUBJECT: **AUTHORIZATION FOR THE EXECUTIVE DIRECTOR AND CHAIRPERSON OF THE BOARD OF DIRECTORS TO APPROVE CERTAIN REAL ESTATE OFFERS, TRANSACTIONS AND PROPERTY RIGHTS CONVEYANCES**

**ACTION**

Staff recommends the Board:

1. Authorize the Executive Director, or a designee, to submit and accept offers to (a) purchase rights in real property valued up to and including \$500,000; (b) enter into leases, rights of entry, licenses, or other types of agreements to use property owned by third parties at values up to and including \$500,000; and (c) convey easements, licenses and rights of entry when such conveyances support utility or street relocations or other third-party obligations necessitated by San Mateo County Transportation Authority (TA) and TA-funded capital projects.
2. Authorize the Executive Director, or a designee, in consultation with the Chairperson of the TA Board of Directors (Board), to (a) purchase rights in real property valued up to and including \$750,000, and (b) enter into leases, rights of entry, licenses, or other types of agreements to use property owned by third parties at values up to and including \$750,000.
3. Establish that the exercise of authorities granted by this proposed action will be limited as follows: (a) the funds for any purchase of property must be available in a Board-approved annual or project budget; (b) each purchase transaction must be supported by a current appraisal; (c) an offer may be made or accepted under the proposed delegation of authority only after staff finds that the transaction is in the best interest of the TA and General Counsel advises that the transaction can be completed as proposed under applicable laws and regulations.
4. Authorize the Executive Director, or a designee, to take all actions necessary to consummate and record (if appropriate) the above-referenced transactions, including executing agreements and other documents in forms acceptable to Legal Counsel.
5. Direct the Executive Director, or a designee, to provide quarterly updates on transactions entered into under the proposed delegations of authority.

## **SIGNIFICANCE**

The two resolutions accompanying this staff report would make the implementation of TA capital projects and management of the agency's real property interests more efficient.

The proposed delegations of authority will allow staff to be more nimble during property negotiations, which can be delayed by the Board's monthly meeting schedule. The flexibility provided by the proposed action also is expected to increase the likelihood of favorable economic terms for the agency and less burdensome impacts on property owners whose property rights are being acquired by the TA. Furthermore, staff and legal counsel anticipate the increased efficiencies of the proposed delegations will decrease the need for condemnation proceedings, which sometimes become expensive and confrontational, but are often required to keep projects on schedule. Finally, the proposed actions will allow the Board to focus its attention on larger transactions without taking up time with discussions of relatively small-value transactions that have already been identified during the Board's consideration of annual and project budgets.

The proposed resolutions would supplement, but not alter, the TA's existing policy (adopted via Resolution 2010-23 for the handling of certain real estate transactions with third-parties that are not related to TA and TA-funded capital projects, such as short-term leases of TA properties to others.

## **BACKGROUND**

The TA holds a range of property interests in San Mateo County and funds implementation of projects described in the voter-approved Measure A Transportation Expenditure Plans adopted in 1988 and 2004. These projects include, but are not limited to, highway projects, overcrossings to accommodate bicycles and pedestrians and capital and operations support of the Peninsula Corridor Joint Powers Board, all of which may require the purchase of property rights. The projects also may require the relocation of utilities or public roadway facilities, sometimes necessitating the TA to transfer property rights to cities, utility companies or other third parties to accommodate relocation of the facility. Currently the approval of all such transactions must go to the Board, even if the transaction is necessary to complete an approved project.

For example:

- The Broadway Interchange Project required that the agency purchase 15 separate parcels of property, each of which was approved individually by the Board after discussions in closed session. Similarly, Highway 101 improvements between 3rd Avenue (San Mateo) and Millbrae Avenue required eight parcels, and between Ralston (Belmont) and Marsh Road (Menlo Park) required twelve.
- After completion of a pedestrian and bike overcrossing, the TA Board was required to take action to transfer ownership of the facility to the sponsoring city (San Mateo).

The recommended policy reflects current real property market trends in the Bay Area, and the limits of the delegation will ensure that particularly sizable, valuable or complex

property transactions will still be brought to the Board rather than being handled administratively.

In developing the proposed action, staff reviewed applicable Federal Transit Administration (FTA) requirements and surveyed other agencies. FTA-funded transactions over \$500,000 require the FTA to concur with appraisals and settlements in excess of \$50,000 above appraised values. Both the San Francisco Municipal Transportation Agency and the Santa Clara Valley Transportation Authority have delegated authority to staff to engage in real property negotiations and transaction valued at up to \$500,000.

Prepared by:	Brian W. Fitzpatrick, Director, Real Estate & Development	650-508-7781
	Shayna van Hoften, Legal Counsel	415-995-5880

RESOLUTION NO. 2018-

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

\* \* \*

**AUTHORIZING THE EXECUTIVE DIRECTOR, IN CONSULTATION WITH THE CHAIRPERSON OF THE BOARD OF DIRECTORS, TO APPROVE CERTAIN REAL ESTATE TRANSACTIONS IN CONNECTION WITH SAN MATEO COUNTY TRANSPORTATION AUTHORITY, AND AUTHORITY-FUNDED, CAPITAL PROJECTS**

**WHEREAS**, the San Mateo County Transportation Authority (Authority) holds a range of property interests in San Mateo County and funds implementation of projects described in the voter-approved Measure A Transportation Expenditure Plans adopted in 1988 and 2004; and

**WHEREAS**, these projects include, but are not limited to, highway projects, overcrossings to accommodate bicycles and pedestrians, and support of the Peninsula Corridor Joint Powers Board; and

**WHEREAS**, these projects often require the acquisition of property rights from private property owners, currently requiring Board of Directors (Board) approval before staff can offer or accept any offers or settlements for such acquisitions; and

**WHEREAS**, staff and Legal Counsel recommend that the Board adopt this resolution to enhance efficiency and enable staff to be more nimble during property negotiations, increase the likelihood of favorable economic terms for Authority and less burdensome impacts on property owners with property rights being acquired by Authority, and decrease the frequency of condemnation proceedings filed on Authority' behalf; and

**WHEREAS**, staff therefore recommends the Board:

1. Authorize the Executive Director, or designee, to (a) purchase rights in real property valued up to and including \$500,000, and (b) enter into leases, right of entries, license agreements, or other types of agreements to use property owned by third parties at values up to and including \$500,000;
2. Authorize the Executive Director, or designee, in consultation with the Chairperson of the Board of Directors, to submit and accept offers to (a) purchase rights in real property valued up to and including \$750,000; (b) enter into leases, right of entries, license agreements, or other types of agreements to use property owned by third parties at values up to and including \$750,000;
3. Establish that the exercise of authorities granted by this resolution will be limited as follows: (a) the funds for any purchase of property must be available in a Board-approved annual or project budget; (b) each purchase transaction must be supported by a current appraisal; (c) an offer may be made or accepted under this delegation of authority only after staff finds that the transaction is in the best interest of Authority and Legal Counsel advises that the transaction can be completed as proposed under applicable laws and regulations;
4. Authorize the Executive Director, or a designee, to take all actions necessary to consummate and record (if appropriate) the above-referenced transactions, including executing agreements and other documents in forms acceptable to Legal Counsel;
5. Direct the Executive Director, or designee, to provide quarterly updates on transactions entered into pursuant to this resolution; and

**WHEREAS**, the Board recognizes and affirms that this resolution does not alter the Authority's Policy Regarding Processing of Requests for Conveyance of Property Interests Involving Property Owned by the Authority adopted pursuant to Resolution 2010-23, which addresses the granting of leases, rights of entry, easements, licenses and encroachments to third parties; and

**WHEREAS**, the Board intends for this resolution to be consistent with, and a companion to, Resolution 2018-\_\_\_, Authorizing the Executive Director to Convey Certain Property Rights to Cities, Utility Companies and Other Third Parties to Support San Mateo County Transportation Authority, and Authority-Funded Capital Projects, also adopted at this April 5, 2018 meeting.

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

1. Authorizes the Executive Director, or designee, to (a) purchase rights in real property valued up to and including \$500,000, and (b) enter into leases, right of entries, license agreements, or other types of agreements to use property owned by third parties at values up to and including \$500,000;
2. Authorizes the Executive Director, or designee, in consultation with the Chairperson of the Board of Directors, to (a) purchase rights in real property valued up to and including \$750,000; (b) enter into leases, right of entries, license agreements, or other types of agreements to use property owned by third parties at values up to and including \$750,000;
3. Establishes that the exercise of authorities granted by this resolution will be limited as follows: (a) the funds for any purchase of property must be available

in a Board-approved annual or project budget; (b) each purchase transaction must be supported by a current appraisal; (c) an offer may be made or accepted under this delegation of authority only after staff finds that the transaction is in the best interest of Authority and Legal Counsel advises that the transaction can be completed as proposed under applicable laws and regulations;

4. Authorizes the Executive Director, or designee, to take all actions necessary to consummate and record (if appropriate) the above-referenced transactions, including executing agreements and other documents in forms acceptable to Legal Counsel; and
5. Directs the Executive Director, or designee, to provide quarterly updates on transactions entered into pursuant to this resolution.

Regularly passed and adopted this 5th day of April, 2018 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation  
Authority

ATTEST:

---

Authority Secretary

RESOLUTION NO. 2018-\_\_

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATE OF CALIFORNIA

\* \* \*

**AUTHORIZING THE EXECUTIVE DIRECTOR TO CONVEY CERTAIN PROPERTY RIGHTS TO CITIES, UTILITY COMPANIES AND OTHER THIRD PARTIES TO SUPPORT SAN MATEO COUNTY TRANSPORTATION AUTHORITY, AND AUTHORITY-FUNDED, CAPITAL PROJECTS**

**WHEREAS**, the San Mateo County Transportation Authority (Authority) holds a range of property interests in San Mateo County and funds implementation of projects described in the voter-approved Measure A Transportation Expenditure Plans adopted in 1988 and 2004; and

**WHEREAS**, these projects include, but are not limited to, highway projects, overcrossings to accommodate bicycles and pedestrians, and support of the Peninsula Corridor Joint Powers Board; and

**WHEREAS**, these projects often require the relocation of utilities or public roadways facilities (Facilities); and

**WHEREAS**, to complete the Facility relocation, the Authority will often be required to convey appropriate property rights to cities, utility companies or other third parties to accommodate the relocation of Facilities, currently requiring Board of Directors (Board) approval before staff can transfer such property rights; and

**WHEREAS**, staff and General Counsel recommend that the Executive Director be granted authority to convey property rights to cities, utility companies and other third parties to accommodate such project obligations, which authority will enhance the efficiency of Authority capital project planning, delivery, and closeout; and

**WHEREAS**, staff therefore recommends the Board:

1. Authorize the Executive Director, or designee, to convey easements, when such conveyances support utility or street relocations or other third-party obligations necessitated by Authority capital projects;
2. Authorize the Executive Director, or designee, to take all actions necessary to consummate and record (if appropriate) the above-referenced transactions, including executing agreements and other documents in forms acceptable to Legal Counsel; and

**WHEREAS**, the Board recognizes and affirms that this resolution does not alter the Authority's Policy Regarding Processing of Requests for Conveyance of Property Interests Involving Property Owned by Authority, adopted pursuant to Resolution 2010-23, which addresses the granting of leases, rights of entry, easements, licenses and encroachments to third parties except in the case of transactions conducted to facilitate the construction of Authority capital projects; and

**WHEREAS**, the Board intends for this resolution to be consistent with, and a companion to, Resolution 2018-\_\_, Authorizing the Executive Director and Chairperson of the Board of Directors to Approve Certain Real Estate Offers in Connection with San Mateo County Transportation Authority, and Authority-funded Capital Projects, also adopted at this April 5, 2018 meeting.

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

1. Authorizes the Executive Director, or designee, to convey easements, licenses and rights of entry when such conveyances support utility or street relocations or other third-party obligations necessitated by Authority capital projects;

2. Authorizes the Executive Director, or a designee, to take all actions necessary to consummate and record (if appropriate) the above-referenced transactions, including executing agreements and other documents in forms acceptable to Legal Counsel; and

**BE IT FURTHER RESOLVED** that the Board of Directors authorizes the Executive Director, or designee, to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 5th day of April, 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 the Transportation Authority

SUBJECT: **SAN MATEO COUNTY SHUTTLE PROGRAM DRAFT FUNDING  
RECOMMENDATIONS**

**ACTION**

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

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA), in conjunction with the City/County Association of Governments of San Mateo County (C/CAG), issued the fourth joint San Mateo County Shuttle Program Call for Projects (CFP) in December 2017 announcing the availability of up to \$10 million for Fiscal Year (FY) 2019 and FY 2020. Funding for the CFP is composed of up to \$9 million in TA Measure A Local Shuttle Program funds and up to \$1 million in C/CAG Local Transportation Services Shuttle Program funds.

Applications were received from 9 sponsors for 38 different shuttles. Thirty seven proposed shuttles met the program requirements and are under consideration for funding. The total eligible sponsor request is for approximately \$11.1 million, exceeding the \$10 million in funds available for the program.

The shuttle program project review committee met on March 15, 2018 to evaluate and score the submitted applications. The committee was composed of staff from the TA, C/CAG, the San Mateo County Transit District (SamTrans), the San Francisco Municipal Transportation Agency (SFMTA) and Stanford Parking and Transportation Services.

The draft funding recommendations from the shuttle project review committee are provided in Exhibit A. Staff will also be making a presentation via PowerPoint on the Shuttle program, which is enclosed with this report, at the April 5, 2018 Board meeting. Final TA action on the list of projects is anticipated at the May 3, 2018 Board meeting.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

A schedule is provided below that outlines the key dates and milestones for this process:

<b>Event</b>	<b>Date</b>
Shuttle Technical Assistance Workshop	September 27, 2017
Joint CFP Issued and Applicant Workshop	December 18, 2017
Project Applications Due	February 9, 2018
Project Review Committee Scoring Meeting	March 15, 2018
TA Board Information Update	April 5, 2018
C/CAG Congestion Management Program Technical Advisory Committee	April 19, 2018
C/CAG Congestion Management and Environmental Quality Committee	April 30, 2018
TA Board Action	May 3, 2018
C/CAG Board Action	May 10, 2018

The purpose of the San Mateo County Shuttle Program is to provide matching funds for the operation of local shuttle services that provide access to regional transit and/or meet local mobility needs and are open to the general public. A minimum 25 percent funding match is required unless a shuttle fails to meet the applicable “operating cost per passenger” benchmark after two full years of operation, in which case a minimum 50 percent funding match is required. The TA 2004 Transportation Expenditure Plan states that a four percent share of Measure A sales tax revenue collected be used for the operation of local shuttles.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

**Exhibit A: San Mateo County Shuttle Program Draft Funding Recommendations for FY2019 and FY2020**

Score	Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Submitted Cost	Requested Funding	Total Matching Funds	Percent Matching Funds	Private Sector Match	Recommended Allocation	Proposed Fund Source
84	San Mateo Community College District	Skyline College Express	San Bruno	Existing	Commuter	\$597,222	\$298,611	\$298,611	50%	none	\$298,611	Measure A
83	Commute.org <sup>1</sup>	Redwood City Midpoint Caltrain	Redwood City	Existing	Commuter	\$420,632	\$270,796	\$149,836	36%	36%	\$257,999	Measure A
82	Commute.org <sup>1</sup>	Seaport Centre Caltrain	Redwood City	Existing	Commuter	\$276,846	\$138,423	\$138,423	50%	50%	\$131,908	Measure A
81	Commute.org <sup>1</sup>	North Burlingame	Burlingame	Existing	Commuter	\$287,300	\$143,650	\$143,650	50%	50%	\$136,886	Measure A
80	Commute.org <sup>1</sup>	North Foster City	Foster City	Existing	Commuter	\$550,491	\$336,868	\$213,623	39%	25%	\$320,920	Measure A
79	Commute.org <sup>1</sup>	Bayshore Technology Park	Redwood Shores	Existing	Commuter	\$287,370	\$143,685	\$143,685	50%	50%	\$136,919	Measure A
78	Commute.org <sup>1</sup>	Brisbane/Crocker Park	Brisbane/Daly City	Existing	Commuter	\$838,354	\$552,766	\$285,588	34%	25%	\$526,544	Measure A
78	Peninsula Corridor Joint Power Board	Burlingame Bayside BART/Caltrain	Burlingame	Existing	Commuter	\$456,300	\$342,300	\$114,000	25%	24%	\$342,300	Measure A
78	Peninsula Corridor Joint Power Board	Pacific Shores	Redwood City	Existing	Commuter	\$674,100	\$505,700	\$168,400	25%	24%	\$505,700	Measure A
78	SamTrans	Sierra Point - Balboa Park BART	Brisbane	Existing	Commuter	\$615,200	\$190,000	\$425,200	69%	69%	\$190,000	Measure A
77	Commute.org <sup>1</sup>	South San Francisco BART	South San Francisco	Existing	Commuter	\$1,131,967	\$756,975	\$374,992	33%	25%	\$721,030	Measure A
77	South San Francisco	South City	South San Francisco	Existing	Community	\$1,115,300	\$836,000	\$279,000	25%	none	\$836,000	Measure A
76	Peninsula Corridor Joint Power Board	Broadway/Millbrae	Burlingame	Existing	Commuter	\$306,900	\$230,200	\$76,700	25%	none	\$230,200	Measure A
75	Peninsula Corridor Joint Power Board	Mariners Island	San Mateo/Foster City	Existing	Commuter	\$302,700	\$227,100	\$75,600	25%	24%	\$227,100	Measure A
75	Menlo Park	Willow Road	Menlo Park	Existing	Commuter	\$306,622	\$229,967	\$76,655	25%	21%	\$229,967	C/CAG
74	Commute.org <sup>1</sup>	South San Francisco Caltrain	South San Francisco	Existing	Commuter	\$586,574	\$439,930	\$146,644	25%	25%	\$419,095	Measure A
74	Peninsula Corridor Joint Power Board	Lincoln Centre	San Mateo/Foster City	Existing	Commuter	\$298,300	\$223,800	\$74,500	25%	24%	\$223,800	Measure A
74	SamTrans	Bayhill - San Bruno BART	San Bruno	Existing	Commuter	\$237,600	\$178,200	\$59,400	25%	25%	\$178,200	Measure A
73	Peninsula Corridor Joint Power Board	Electronic Arts (EA)	Redwood Shores	Existing	Commuter	\$508,000	\$150,000	\$358,000	70%	70%	\$150,000	Measure A
72	SamTrans	Seton Medical - BART Daly City	Daly City	Existing	Commuter	\$231,400	\$150,000	\$81,400	35%	35%	\$150,000	Measure A
71	Commute.org <sup>1</sup>	South San Francisco Ferry	South San Francisco	Existing	Commuter	\$456,112	\$273,667	\$182,445	40%	15%	\$260,727	Measure A
71	Peninsula Corridor Joint Power Board	Bayshore/Brisbane Commute	Brisbane/Daly City	Existing	Commuter	\$225,000	\$168,800	\$56,200	25%	none	\$168,800	Measure A
71	Peninsula Corridor Joint Power Board	Oracle	Redwood Shores	Existing	Commuter	\$888,400	\$160,000	\$728,400	82%	82%	\$160,000	Measure A
71	Menlo Park	Marsh Road	Menlo Park	Existing	Commuter	\$552,480	\$414,360	\$138,120	25%	12%	\$414,360	Measure A
71	SamTrans	San Carlos Community	San Carlos	Existing	Community	\$338,126	\$169,063	\$169,063	50%	50%	\$169,063	Measure A
70	Commute.org <sup>1</sup>	Genesis Towers	South San Francisco	Existing	Commuter	\$270,830	\$135,415	\$135,415	50%	50%	\$129,043	Measure A
70	Peninsula Corridor Joint Power Board	Campus Drive	San Mateo	Existing	Commuter	\$240,400	\$180,400	\$60,000	25%	24%	\$180,400	Measure A
70	Peninsula Corridor Joint Power Board	Norfolk	San Mateo	Existing	Commuter	\$240,400	\$180,400	\$60,000	25%	24%	\$180,400	Measure A
68	Daly City	Daly City Bayshore	Daly City	Existing	Commuter/Community	\$545,000	\$245,000	\$300,000	55%	none	\$245,000	Measure A
68	Peninsula Corridor Joint Power Board	Sierra Point Millbrae	South San Francisco/Brisbane	Existing	Commuter	\$362,000	\$100,000	\$262,000	72%	72%	\$100,000	Measure A
66	San Carlos	San Carlos Commuter	San Carlos	Existing	Commuter	\$249,415	\$187,061	\$62,354	25%	20%	\$187,061	Measure A
64	Peninsula Corridor Joint Power Board	Twin Dolphin	Redwood Shores	Existing	Commuter	\$592,500	\$444,500	\$148,000	25%	24%	\$444,500	Measure A
63	SamTrans	Bayshore Brisbane Senior	Brisbane/Daly City	Existing	Door to door	\$255,200	\$191,400	\$63,800	25%	none	\$191,400	Measure A
58	Peninsula Corridor Joint Power Board	Belmont/Hillsdale	Belmont	Existing	Commuter	\$242,500	\$181,900	\$60,600	25%	none	\$181,900	Measure A
58	Menlo Park <sup>2</sup>	M1 Crosstown	Menlo Park	Existing	Community	\$1,167,708	\$875,781	\$291,927	25%	none	\$774,168	C/CAG
55	SamTrans	SFOX	Millbrae	New	Commuter/Community	\$1,100,901	\$825,676	\$275,225	25%	none	not recommended	NA
43	Menlo Park	Shoppers	Menlo Park	Existing	Door to door	\$119,223	\$59,612	\$59,611	50%	none	not recommended	NA
NA	Burlingame <sup>3</sup>	Burlingame East-West	Burlingame	New	Community	\$340,000	\$255,000	\$85,000	75%	none	not recommended	NA
<b>Subtotals:</b>						\$18,215,373	\$11,393,006	\$6,822,067	37%		\$10,000,000	

**TA Measure A Local Shuttle Program Allocation: \$8,995,865**  
**C/CAG Local Transportation Services Shuttle Program Allocation: \$1,004,135**  
**Total TA-C/CAG Shuttle Funding Allocation: \$10,000,000**  
**Total Funding Available for FY2019 & FY2020 Shuttle Call for Projects: \$10,000,000**  
**Total Sponsor Funding Requests: \$11,393,006**

**Footnotes:**

- 1) The funding request for Commute.org's 10 shuttles include \$151,105 of administrative costs, which are not recommended for funding from the Measure A Shuttle Program. Commute.org has historically received Measure A support to help fund its administrative costs through annual allocations from the Alternative Congestion Relief (ACR) Program. Commute.org's proposed administrative costs to support their shuttle program will be considered as part of their annual ACR funding request.
- 2) The original proposal for the Menlo Park Crosstown Shuttle combines existing mid-day shuttle service, west of El Camino Real, with existing all-day service, east of El Camino Real, and expands existing west side service from mid-day to all-day service. The draft recommendation is to help underwrite a revised request from Menlo Park for the continuation of existing mid-day service, west of El Camino Real, and existing all-day service, east of El Camino Real. Total cost of the revised request is \$1,037,963.
- 3) The Burlingame East-West Community Shuttle did not meet the following program screening criteria: It didn't receive a Letter of Concurrence from SamTrans due to concerns regarding duplication of SamTrans fixed route service, and it didn't participate in the required shuttle technical assistance program, which is a requirement for all new shuttle sponsors.



SAN MATEO COUNTY  
**Transportation  
Authority**

# San Mateo County Shuttle Program

## Call For Projects for FY2019 & FY2020

### Draft Recommendations

April 5, 2018

Board of Directors

Agenda Item #11a



# Presentation Overview

- **Shuttle Program Overview**
- **Process**
- **Evaluation Criteria**
- **Project Proposals**
- **Draft Recommendation**
- **Schedule**
- **Considerations for Future Call for Projects**



# Program Overview

- **San Mateo County Shuttle Program:  
Joint TA – C/CAG Call for Projects**
  - TA Measure A Local Shuttle Program
  - C/CAG Local Transportation Services Shuttle Program
- **Program purpose:**
  - Provide matching funding for the operation of local shuttle service
  - Shuttles are to provide access to regional transit and/or meet local mobility needs



# Process

## TA Strategic Plan calls for:

- Funding considerations to be made through a Call for Projects
- Project Review Committee assembled to evaluate applications
- Projects reviewed based on a set of evaluation criteria
- Funding recommendations anchored to the evaluation criteria



# Process: Funding & Evaluation

- **Call for Projects issued December 18, 2017 and closed on February 9, 2018**
  - Covers Fiscal Years 2019 & 2020
  - Up to \$9.0 million from TA Measure A
  - Up to \$1.0 million from C/CAG
  - Total of up to \$10.0 million available
- **Minimum match requirement**
  - 25% for all shuttles except those that miss the operating cost/passenger benchmark by 50% or more after 2 years, in which case a minimum 50% match is required
- **One application process, one staff evaluation panel**



# Evaluation Criteria

	<u>New Shuttles</u>	<u>Existing Shuttles</u>
• <b>Need:</b>	<b>25%</b>	<b>20%</b>
• <b>Readiness:</b>	<b>25%</b>	<b>20%</b>
• <b>Effectiveness:</b>	<b>15%</b>	<b>25%</b>
• <b>Funding Leverage:</b>	<b>20%</b>	<b>20%</b>
• <b>Policy Consistency &amp; Sustainability:</b>	<b>15%</b>	<b>15%</b>

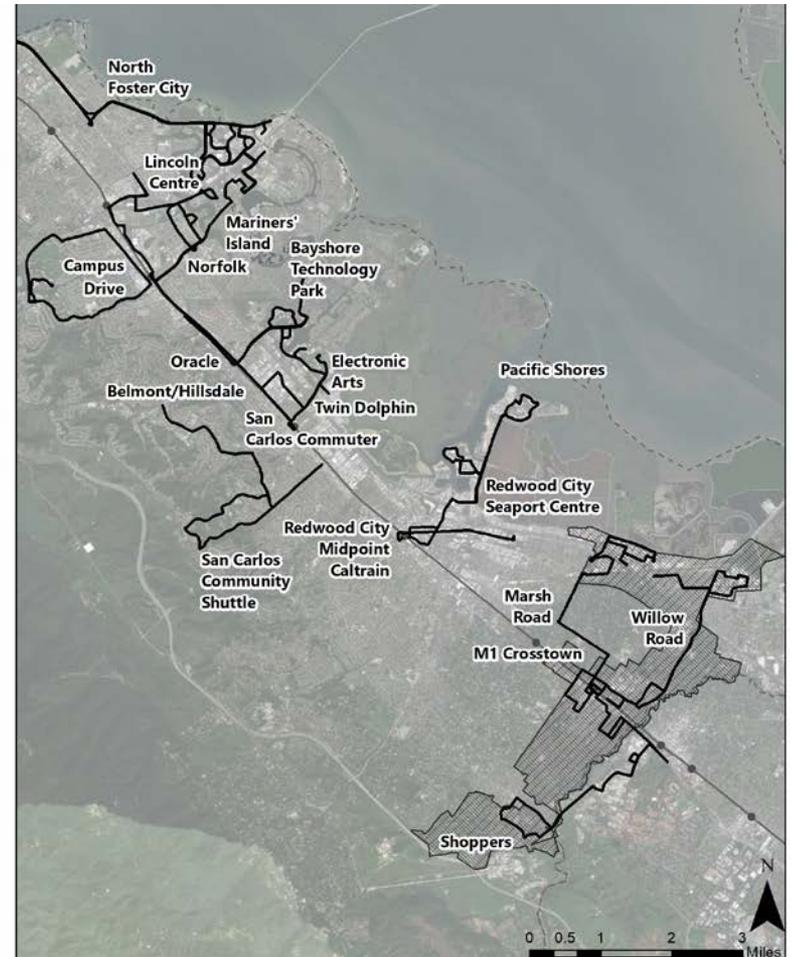
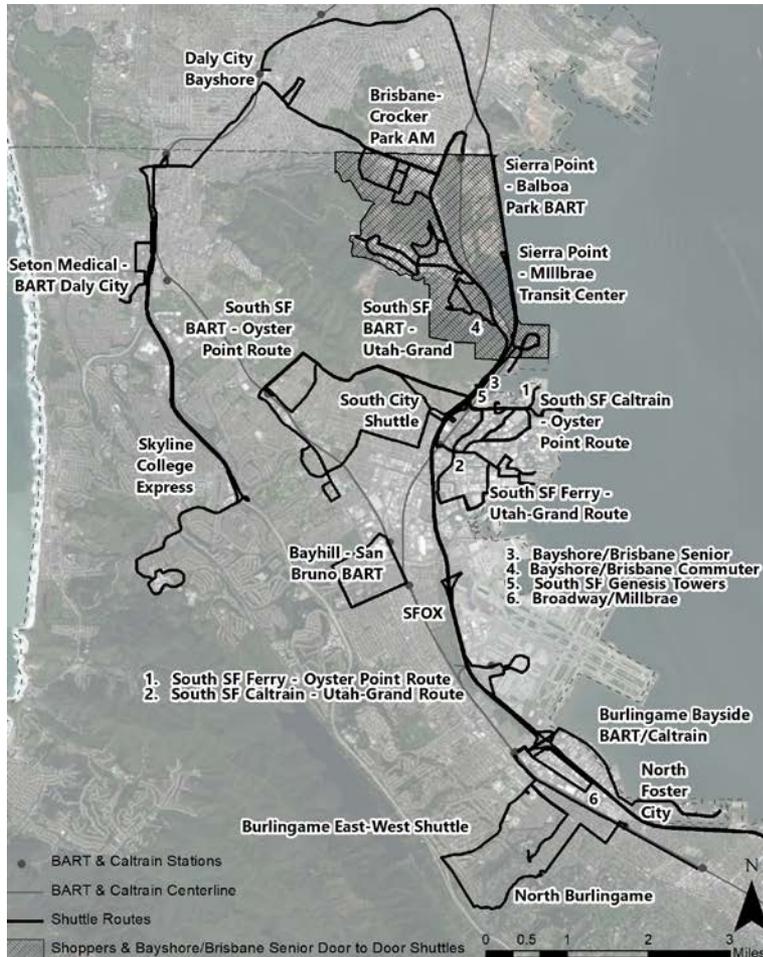


# Project Proposals

- **\$11.4 million in sponsor funding requests, up to \$10 million available**
- **38 shuttles proposed from 9 sponsors**
  - **36 existing shuttles, 2 new shuttles**
  - **30 commuter shuttles, 8 community serving shuttles**
- **37 eligible shuttles considered for funding**



# Location of All Proposed Shuttles



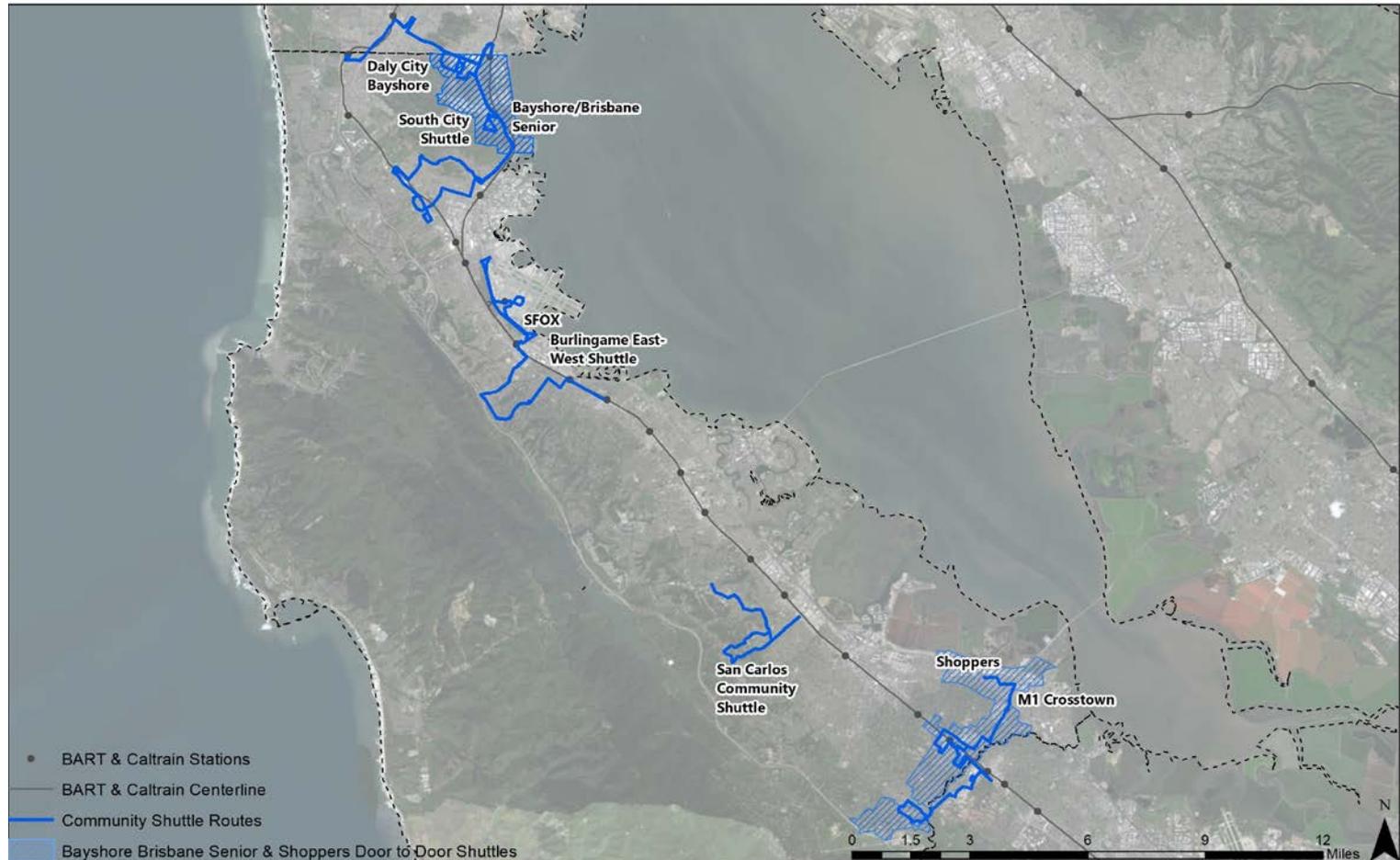


# Location of all Proposed Commuter Shuttles





# Location of all Proposed Community Serving Shuttles





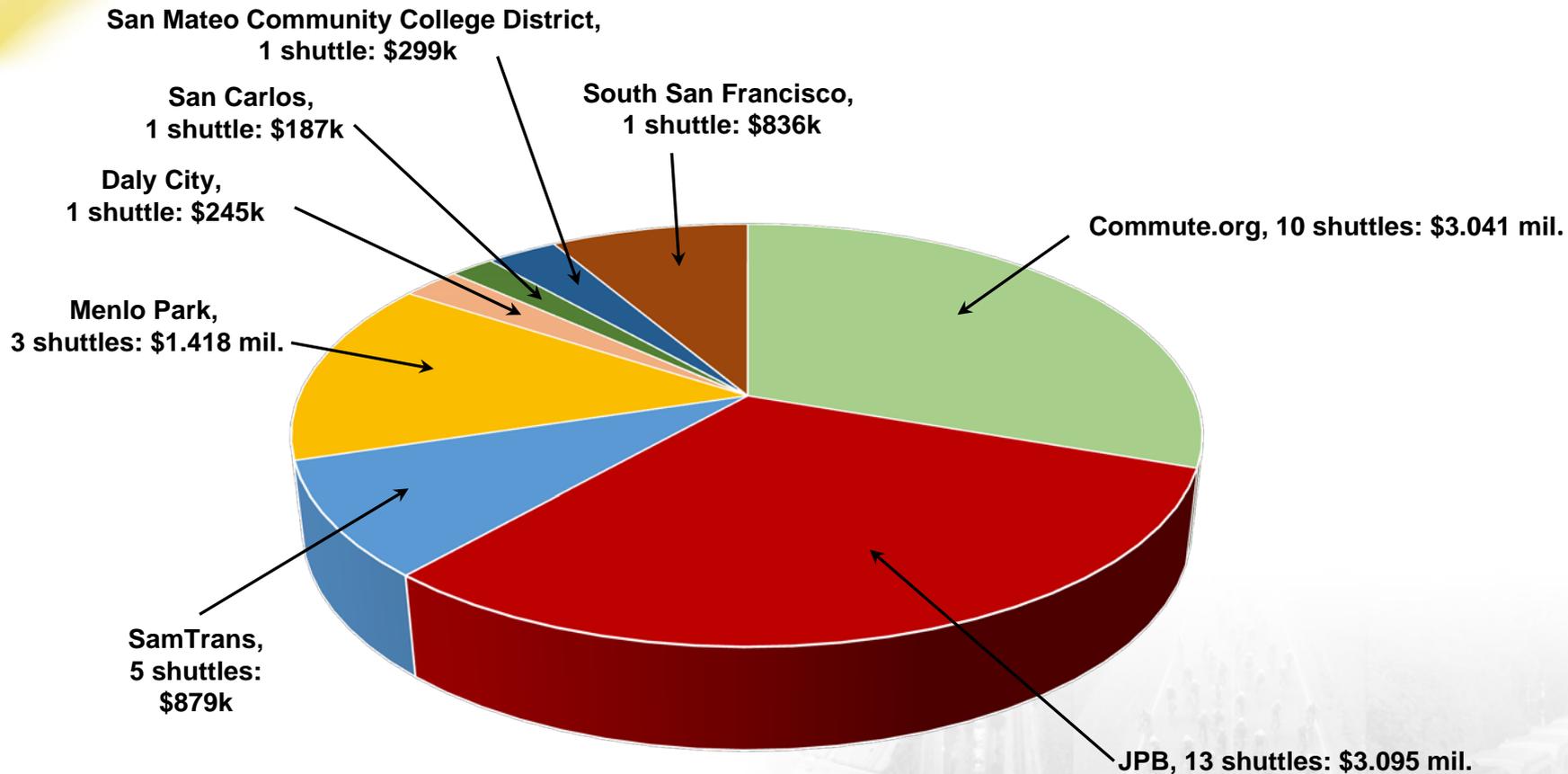
# Draft Recommendations

**37 eligible shuttles under consideration:**

- **35 shuttles recommended for \$10 million**
  - Proposed Commute.org admin. costs to be considered through the ACR Program
  - Funding proposed to support existing Menlo Park Midday (Crosstown) shuttle service levels, not expanded service
- **2 shuttles not recommended for funding**
  - New SFOX service from Millbrae to SFO
  - Existing Menlo Park Shoppers' Shuttle



# 35 Recommended Shuttles, \$10.0 Mil.

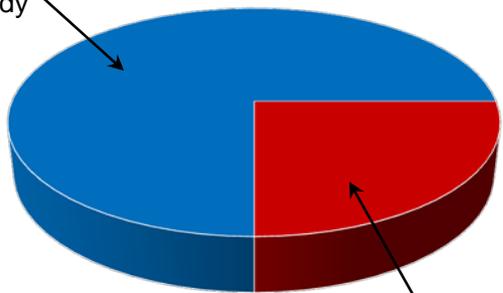




# Recommended Shuttles: Public/Private Subsidy

### Shuttles with Private Subsidy

27 shuttles w/  
private subsidy

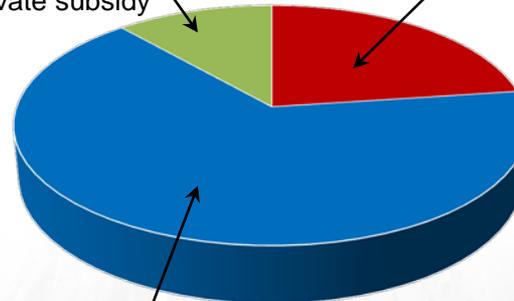


8 shuttles w/ no  
private subsidy

### Degree of Private Subsidy

4 shuttles: greater  
than 50%  
private subsidy

8 shuttles: less than 25%  
private subsidy



23 shuttles: 25 to 50%  
private subsidy

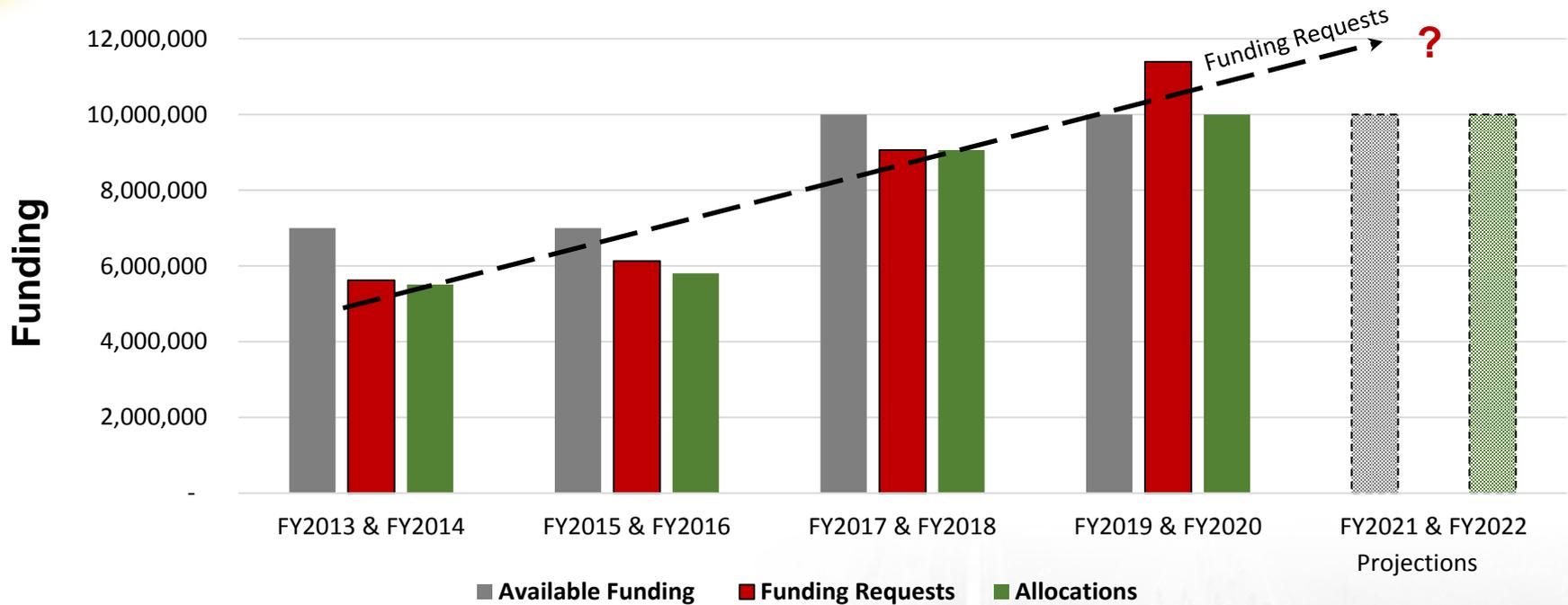


# Schedule

Timeline	Activity
April 2018	Informational item to TA CAC and TA Board on Draft Program of Projects List
April 2018	Presentation to C/CAG TAC and CMEQ Committee
May 2018	TA and C/CAG Boards requested to approve proposed Program of Projects
May-June 2018	TA & C/CAG enter into funding agreements w/ project sponsors



# Shuttle Call for Projects Trend Line



Call for Projects Funding Cycles



# Considerations for Future Call for Projects

- **Demand for funds increasing, calls may become more competitive**
- **Potential new sales tax revenue stream: Get Us Moving**
- **Should commuter shuttles w/ access to private employer contributions pay more than the minimum 25% match?**
- **Should there be a set-aside for community serving shuttles that serve transit dependent populations?**



# CalMod



# Peninsula Corridor Electrification Project

SMCTA

TA Board of Directors  
April 5, 2018  
Agenda Item # 11b



# Caltrain System

Caltrain owns  
(SF to SJ)



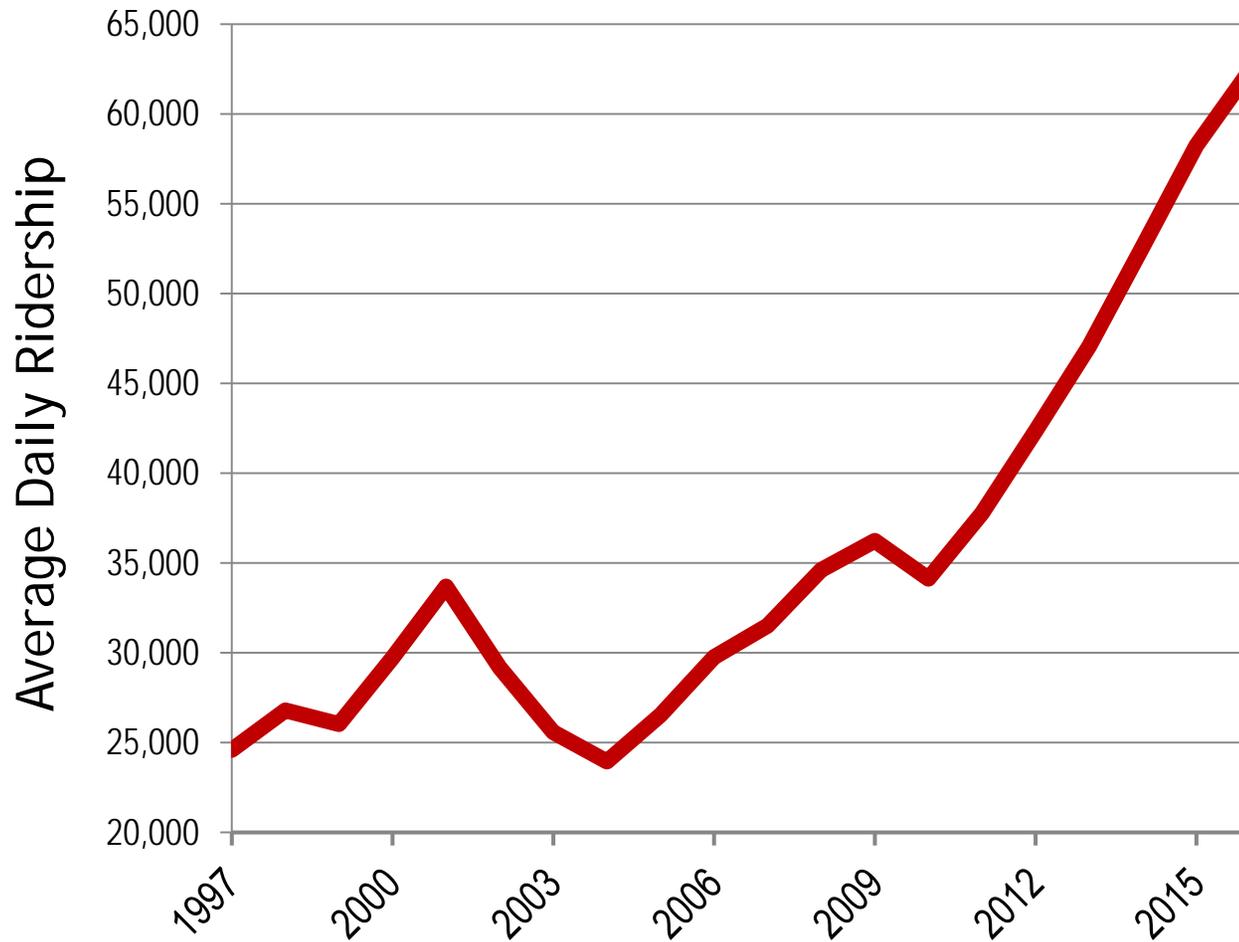
- 77 Miles, 32 Stations
- 92 Weekday Trains
- Tenants (ACE, CC, Amtrak, Freight)

Union Pacific owns  
(SJ to Gilroy)





## Ridership



# At Capacity Today



Bi-directional commute with riders standing on trains going southbound and northbound

# Aging Fleet

**Table 1.2: Caltrain Fleet Inventory**

SERIES	QUANTITY	NUMBER OF SEATS	YEAR OF MANUFACTURE	MAKE	RETIRE DATE
<b>Locomotives</b>					
F40 PH-2	5	na	1985	GM - EMD	2015
F40PH-2-CAT	15	na	1985-1987	GM - EMD	2015-2017
F40 PH-2C	3	na	1998	Boise Locomotive	2028
MP36PH-3C	6	na	2003	Motive Power	2033
<b>Passenger Cars</b>					
Gallery Trailer	26	142	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	16	148	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	14	120	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	10	108	1985-1987	Nippon Sharyo	2015-2017
Gallery Cab (Bike)	6	78	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	21	97	1985	Nippon Sharyo	2015
Bi-Level Trailer*	16	149	1997	Bombardier	2027
Bi-Level Trailer	9	144	2002	Bombardier	2032
Bi-level Trailer (Bike)	2	114	2002	Bombardier	2032
Bi-level Trailer (Bike)	5	114	2001-2002	Bombardier	2031-2032
Bi-level Trailer (Bike)	2	114	2008	Bombardier	2038
Bi-level Trailer (Bike)	1	127	2002	Bombardier	2032
Bi-Level Trailer	6	140	2008	Bombardier	2038

\*Trailers recently acquired from Metrolink with refurbishment ongoing.



At Retirement Age: 20/29 loco; 73/134 cars

# Electrification Project

Area	Project	Service
51 miles  San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none"><li>• Overhead Wiring</li><li>• Traction Power Facilities</li></ul> Electric Trains (EMUs) <ul style="list-style-type: none"><li>• 75 percent of fleet</li></ul>	Up to 79 mph  Service Increase <ul style="list-style-type: none"><li>• 6 trains / hour / direction</li><li>• More station stops / reduced travel time</li><li>• Restore Atherton &amp; Broadway service</li></ul> Mixed-fleet service (interim period)  Continue tenant service <ul style="list-style-type: none"><li>• ACE, Capital Corridor, Amtrak, Freight</li></ul>



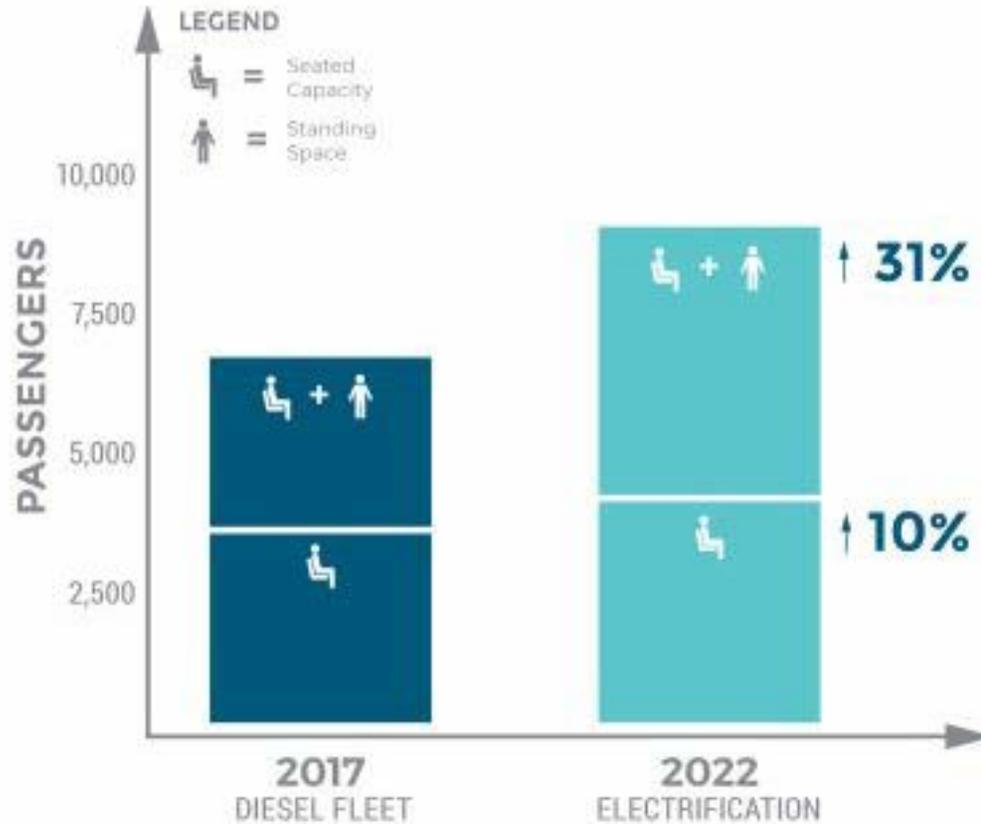
# Service Benefits

Metric	Today	PCEP
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5



Note: Prototypical Train and Schedule

# Capacity Increase



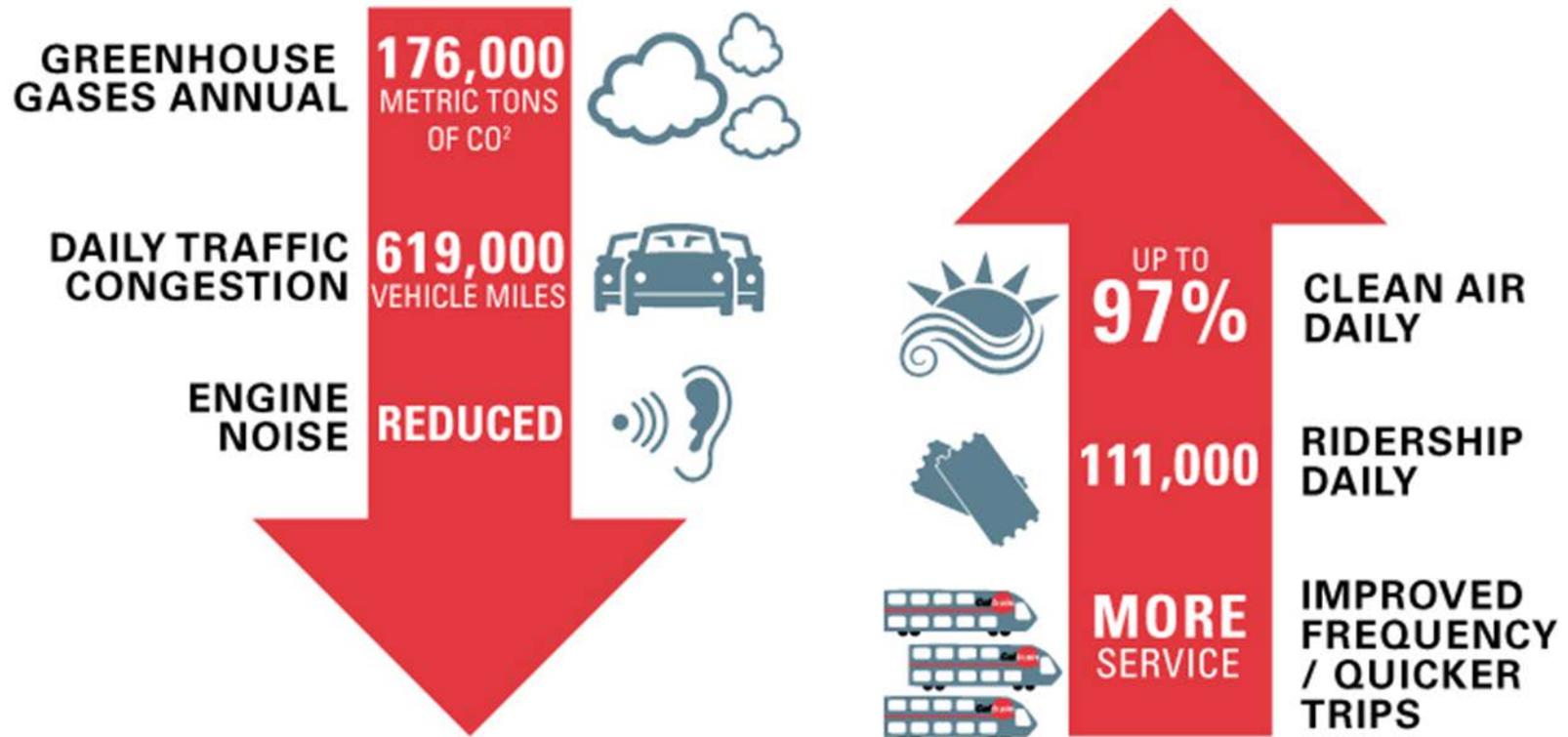
*The CalMod program lays the foundation for continued capacity growth on the corridor. Unlike diesel trains, electric trains can maintain performance while expanding the number of train cars.*

Figures and percentages subject to changes as EMU design elements and new service schedules are finalized.



Note: Prototypical Train and Schedule

## Key Regional Benefits (2040)



Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs





# Broad Coalition Support

## Elected Officials & Local, State Support

- California Governor Jerry Brown ([Link to Letter](#))
- Utah Governor's Office of Economic Development
- U.S. Senator Dianne Feinstein ([February 3, 2017](#))
- U.S. Senator Kamala Harris ([February 3, 2017](#))
- U.S. Democratic Leader Nancy Pelosi ([Link to Letter](#))
- U.S. Congresswoman Anna Eshoo ([Feb. 2, 2017](#))
- U.S. Congresswoman Zoe Lofgren ([Link to Letter](#))
- U.S. Congresswoman Jackie Speier ([Link to Letter](#))
- U.S. Congressman Pete Aguilar ([Link to Letter](#))
- U.S. Congresswoman Karen Bass ([Link to Letter](#))
- U.S. Congressman Ami Bera ([Link to Letter](#))
- U.S. Congresswoman Julia Brownley ([Link to Letter](#))
- U.S. Congressman Salud Carbajal ([Link to Letter](#))
- U.S. Congressman Tony Cardenas ([Link to Letter](#))
- U.S. Congresswoman Judy Chu ([Link to Letter](#))
- U.S. Congressman Luis Correa ([Link to Letter](#))
- U.S. Congressman Jim Costa ([Link to Letter](#))
- U.S. Congresswoman Susan Davis ([Link to Letter](#))
- U.S. Congressman Mark DeSaulnier ([Link to Letter](#))
- U.S. Congresswoman Nanette Diaz Barragan ([Link to Letter](#))
- U.S. Congressman John Garamendi ([Link to Letter](#))
- U.S. Congressman Jared Huffman ([Link to Letter](#))
- U.S. Congressman Ro Khanna ([Link to Letter](#))
- U.S. Congresswoman Barbara Lee ([Link to Letter](#))
- U.S. Congressman Ted Lieu ([Link to Letter](#))
- U.S. Congressman Alan Lowenthal ([Link to Letter](#))
- U.S. Congresswoman Doris Matsui ([Link to Letter](#))
- U.S. Congressman Jerry McNerney ([Link to Letter](#))
- U.S. Congresswoman Grace Napolitano ([Link to Letter](#))
- U.S. Congressman Jimmy Panetta ([Link to Letter](#))
- U.S. Congressman Scott Peters ([Link to Letter](#))
- U.S. Congresswoman Lucille Roybal-Allard ([Link to Letter](#))
- U.S. Congressman Raul Ruiz ([Link to Letter](#))
- U.S. Congresswoman Linda Sanchez ([Link to Letter](#))
- U.S. Congressman Adam Schiff ([Link to Letter](#))
- U.S. Congressman Brad Sherman ([Link to Letter](#))
- U.S. Congressman Eric Swalwell ([Link to Letter](#))
- U.S. Congressman Mark Takano ([Link to Letter](#))



State of Utah

GARY R. HERBERT  
Governor

SPENCER J. COX  
Lieutenant Governor

Governor's Office of  
Economic Development

BUSINESS • TOURISM • FILM

Q. VAL HALE  
Executive Director

March 9, 2017

By electrifying the line, we can run more trains, cut commute times, save fuel costs, improve air quality, reduce noise, and ease traffic congestion by more than half-a-million vehicle miles each day, all while creating manufacturing jobs from Florida to Texas to Utah.

I urge you to let this grant move forward.

Sincerely,

Edmund G. Brown Jr.

*Can we discuss this on the phone?*

GOVERNOR EDMUND G. BROWN JR. • SACRAMENTO, CALIFORNIA 95814 • (916) 445-2841



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

March

The Honorable Elaine L. Chao  
Secretary  
United States Department of Transportat



Over 250 Entities





# Groundbreaking



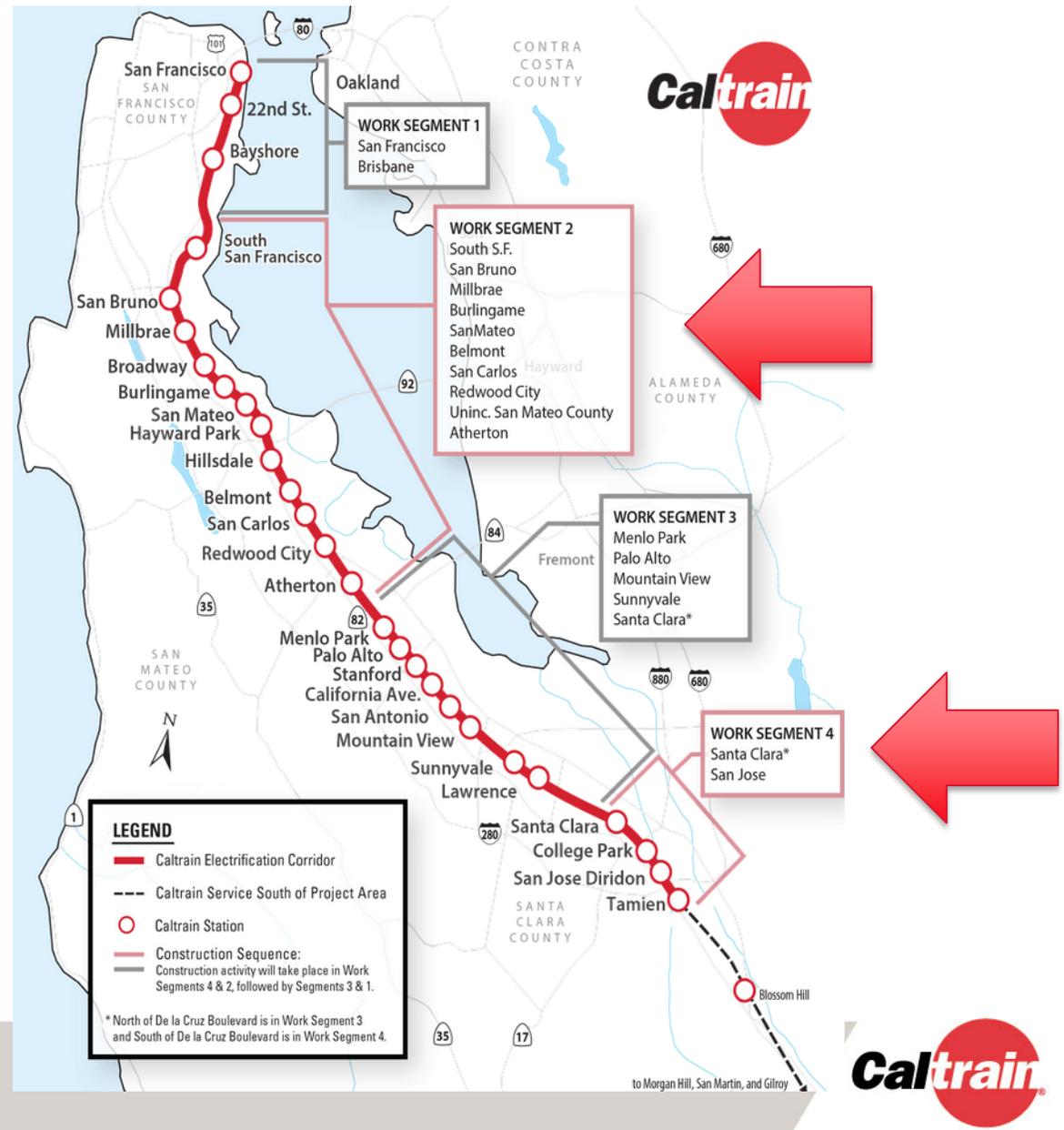
Salt Lake City  
Vehicle Plant  
Groundbreaking  
October 2017

Caltrain Electrification Groundbreaking  
July 2017

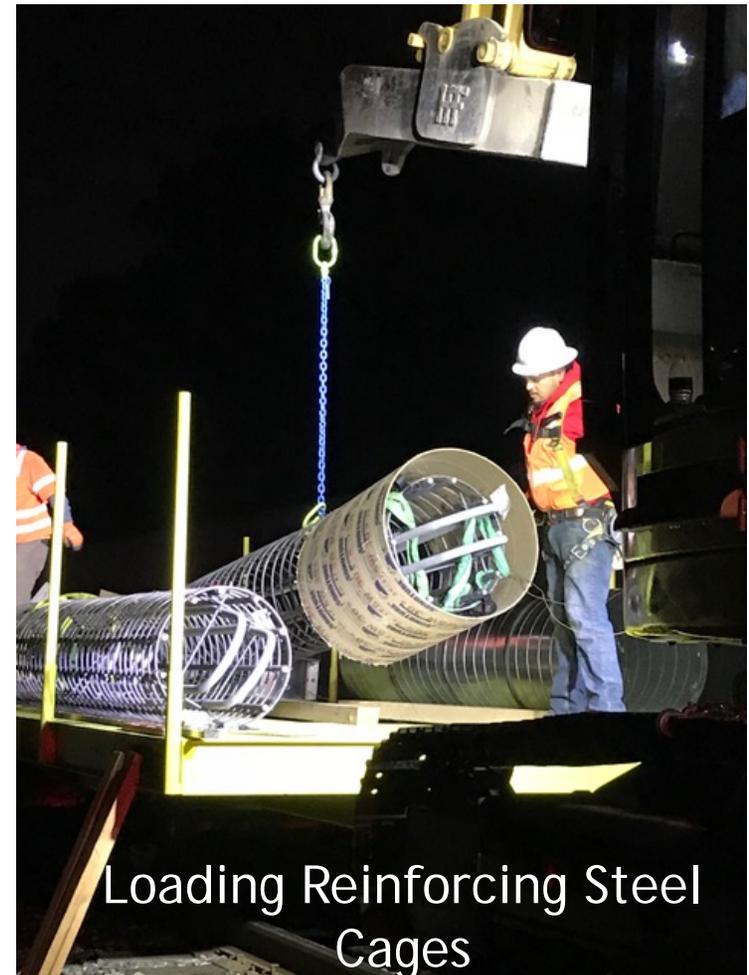


# Construction Phasing

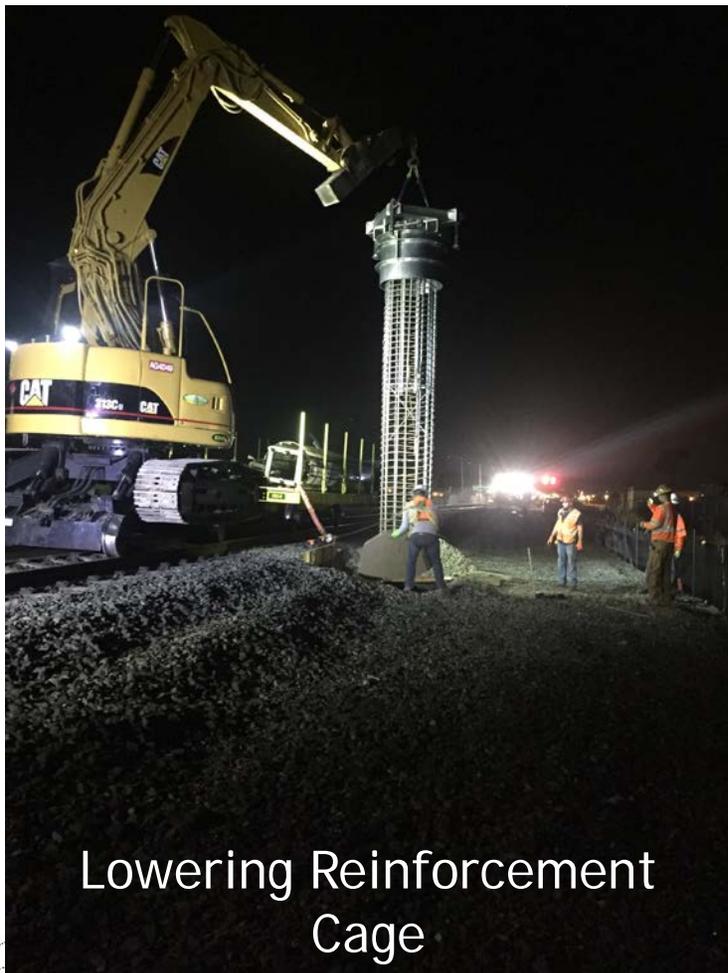
- Segments 2 & 4 followed by 1 & 3
- Daytime work and night work from 8 p.m. - 6 a.m.
- Some 24 hour weekend work
- Crews will utilize acoustical barrier blankets and position lights away from homes



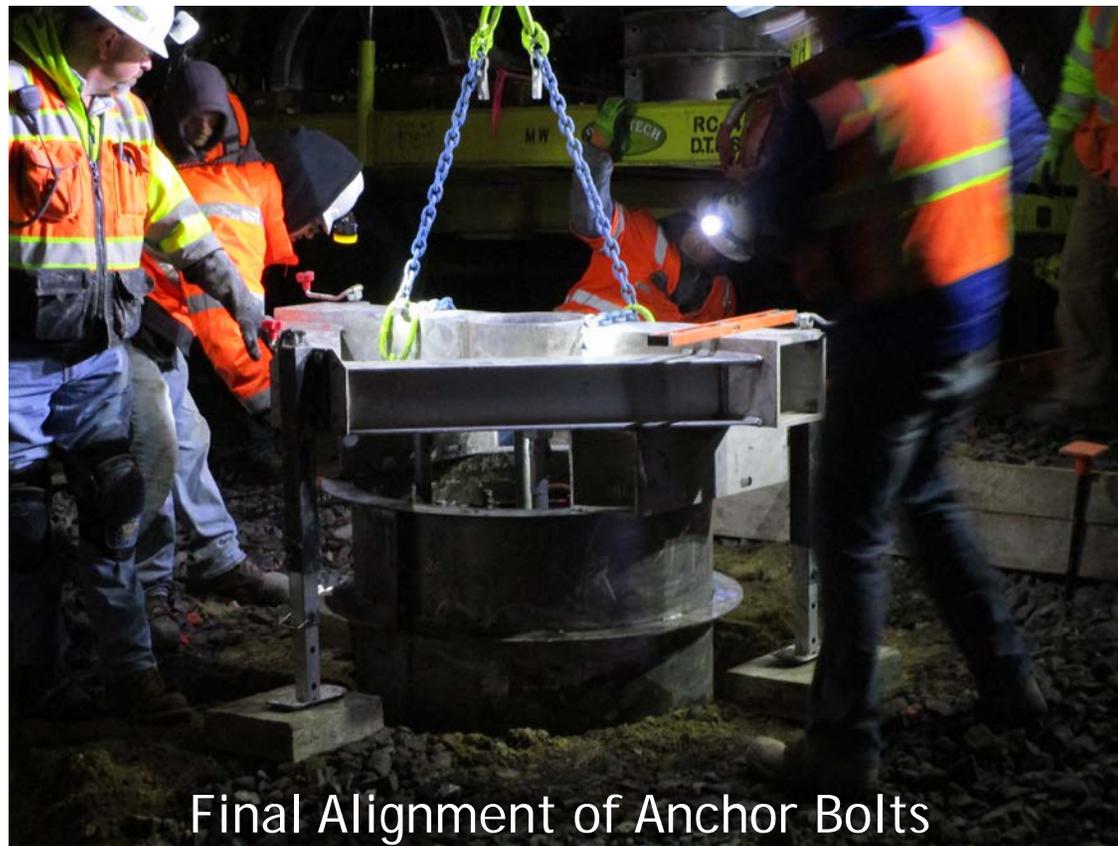
# Construction Activities



# Construction Activities Cont.



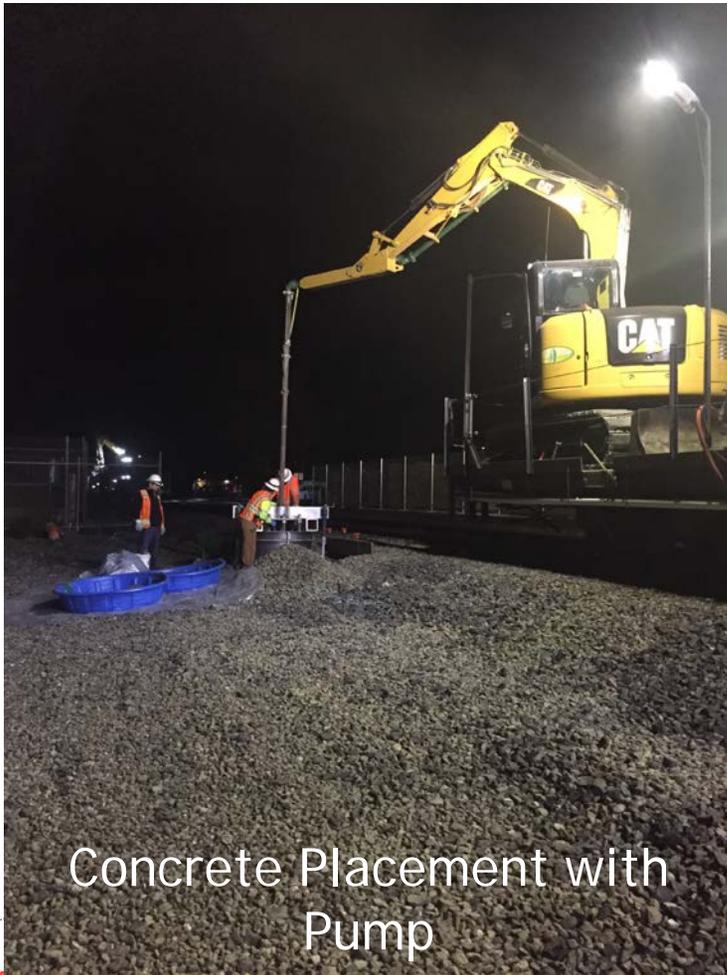
Lowering Reinforcement Cage



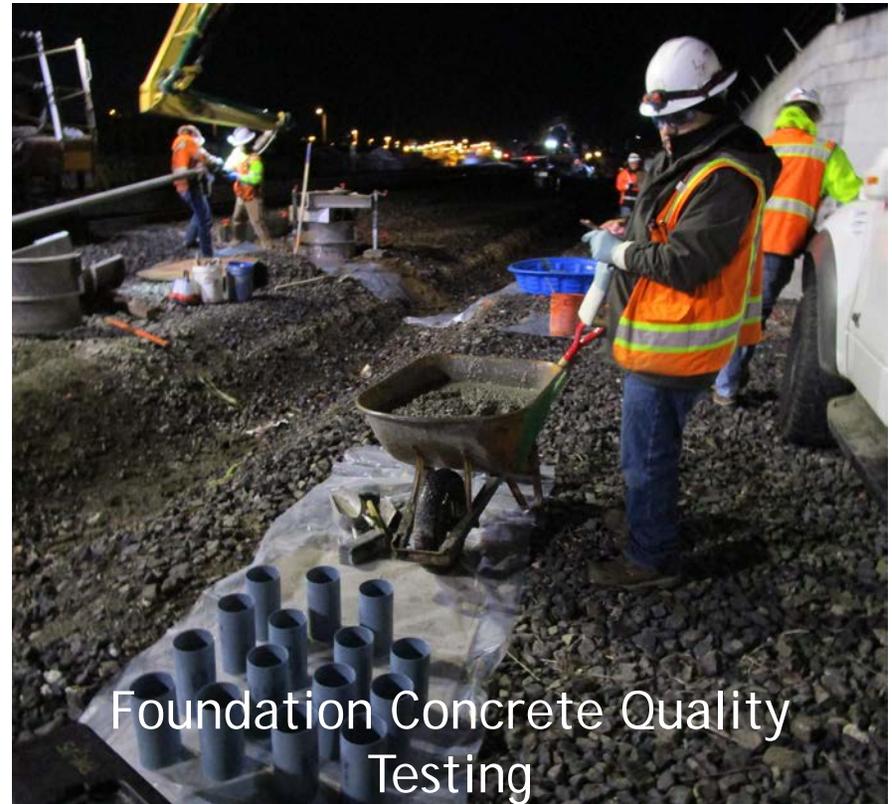
Final Alignment of Anchor Bolts



# Construction Activities Cont.



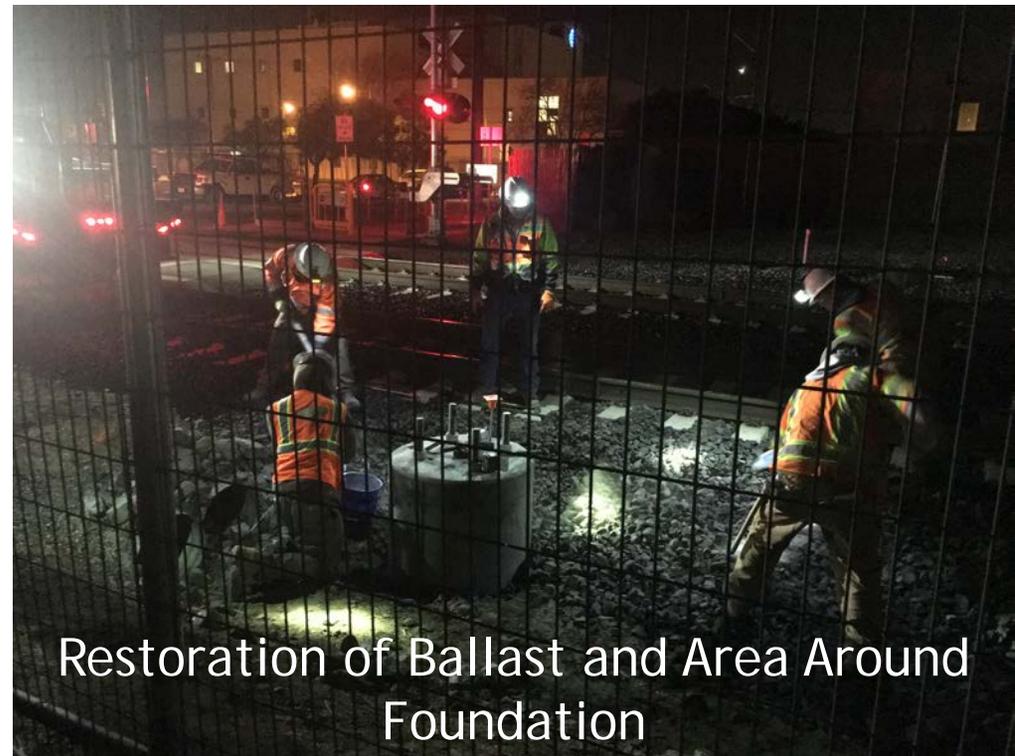
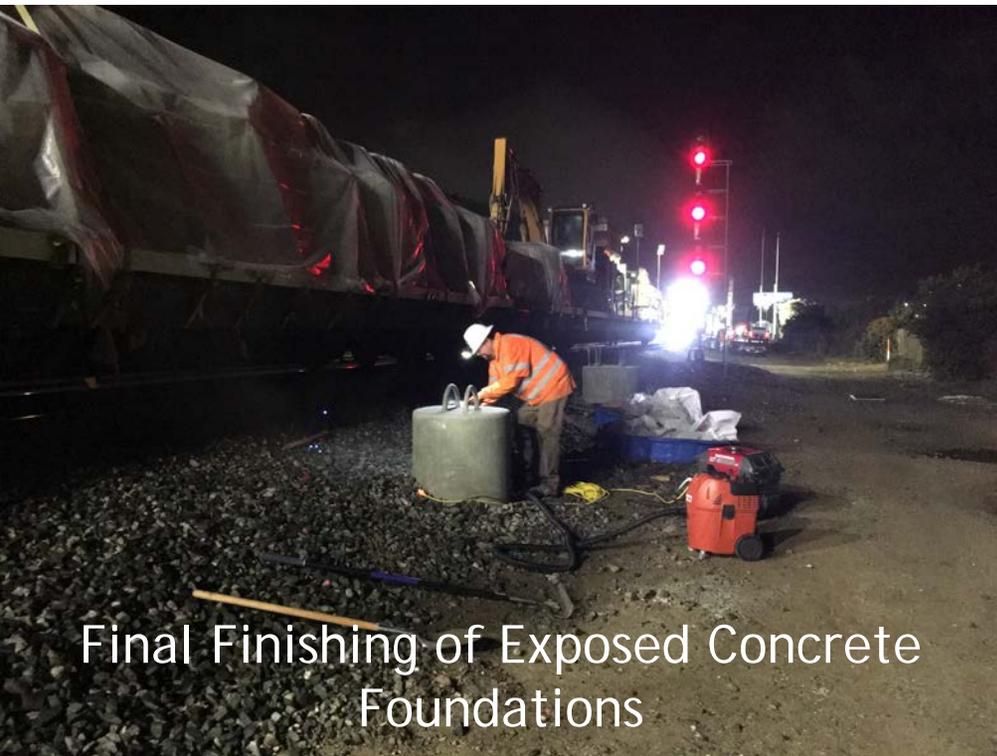
Concrete Placement with Pump



Foundation Concrete Quality Testing

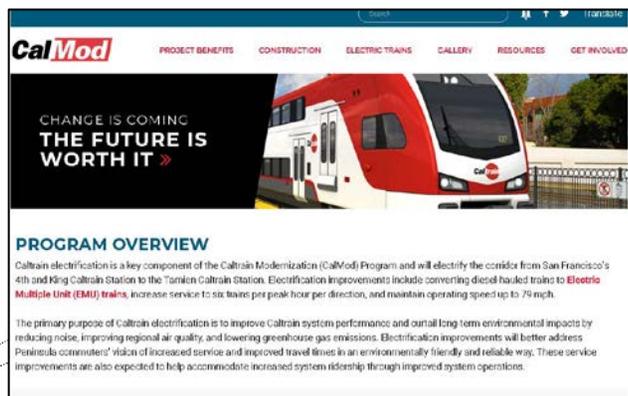


# Construction Activities Cont.



## Construction Outreach

- Tools: Community meetings, direct mailers, door hangers, weekly website / email update, social media, project phone & email, outreach office
- New Project Website: [calmod.org](http://calmod.org)



# Electric Train (EMU)

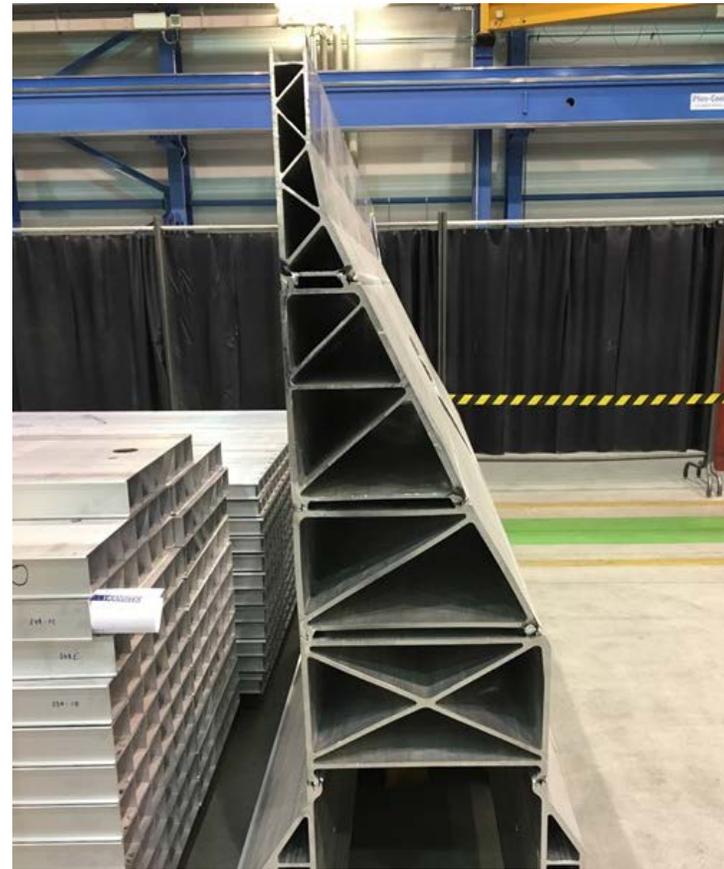
- Stadler
  - Preliminary Designs Reviews for all major systems conducted being finalized
  - Carshell extrusions in production
  - Carbody subassemblies being fabricated
  - Carshell structures being welded
  - Manufacturing and Final Assembly Facility beginning construction in Salt Lake City area



## Electric Train Activities



Exterior Paint Test Samples  
on Sidewall Extrusion



Cab End Underframe

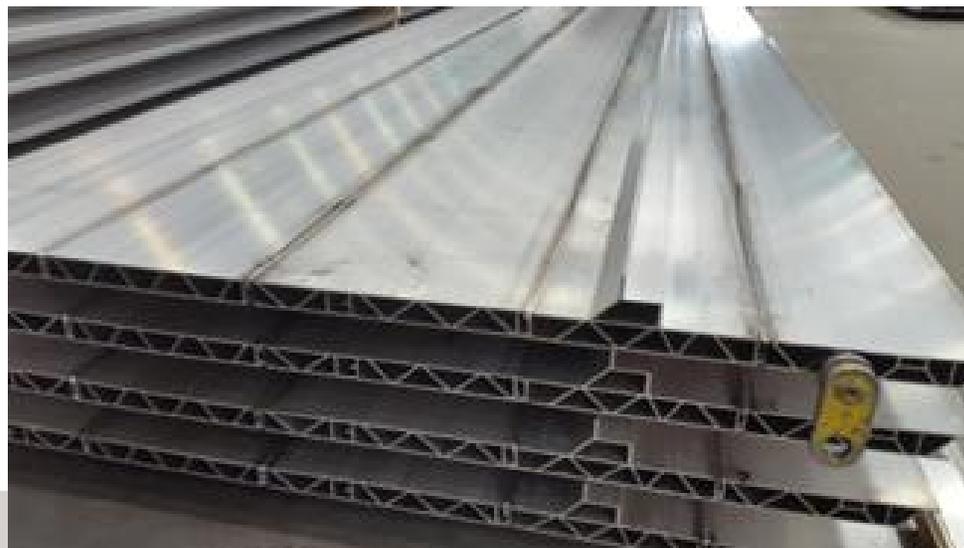


## Electric Train Activities

Machined part



Cruciform joint fillet weld



Side wall



# Electric Train Activities



Upper Deck Assembly



Middle Underframe in Welding



## Electric Train Activities



Upper and Lower Carbody Subassemblies Coming Together

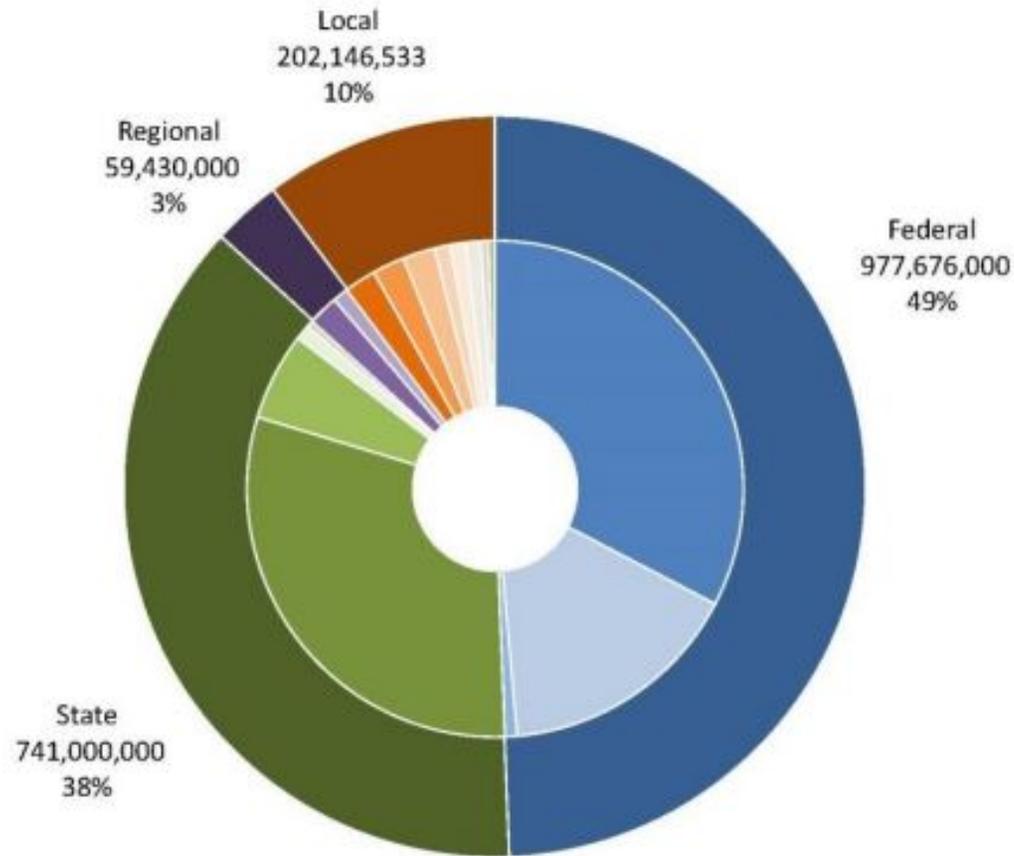


# Electric Train Outreach

- 2016 Capacity Board Decision (bike to seat ratio, onboard bathrooms, upper doors)
- 2017 Design Progressing, Additional Public Input
  - Completed: Exterior design, Seat colors, Bike Storage
- 2018 Virtual Reality 360 Tour



## Budget \$1.98B



SMCTA Contribution: \$80m

# Budget & Expenditures (in millions)

	Budget	Current Budget*	Q2 Costs	Costs to Date	Estimate at Completion
Electrification	\$696.6	\$696.7	\$26.7	\$183.9	\$696.7
SCADA	\$0.0	\$3.4	\$0.0	\$0.0	\$3.4
EMU	\$550.9	\$551.8	\$17.1	\$60.7	\$551.8
Separate Contract & Support Costs	\$417.2	\$417.2	\$20.5	\$143.9	\$417.2
Contingency	\$315.5	\$311.1	\$0.0	\$0.0	\$269.6
Anticipated Changes	\$0.0	\$0.0	\$0.0	\$0.0	\$41.5
<b>PCEP Total</b>	<b>\$1,980.3</b>	<b>\$1,980.3</b>	<b>\$64.4</b>	<b>\$388.5</b>	<b>\$1,980.3</b>

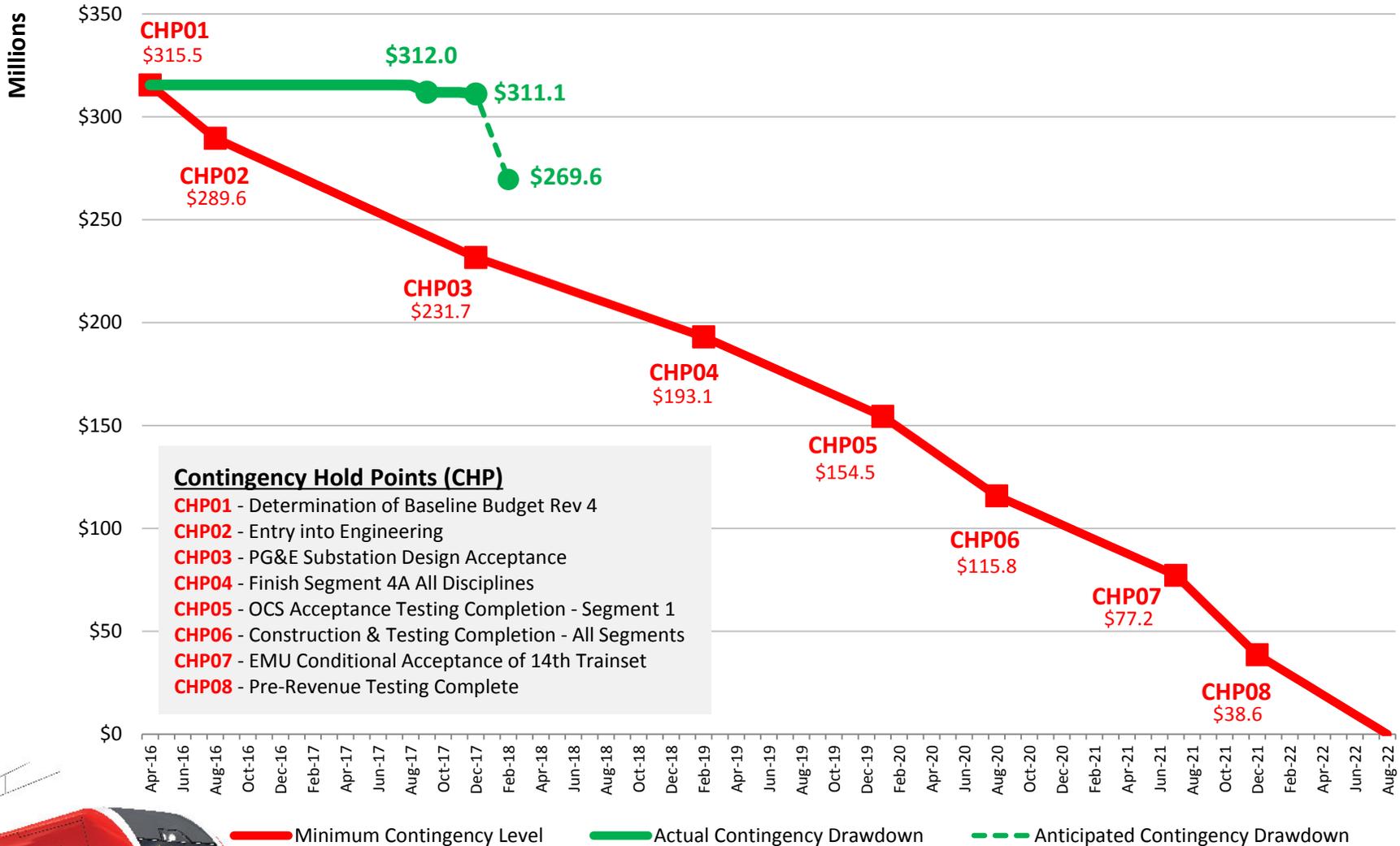
\* Includes executed change orders and awarded contracts

\*\* Refer to Contingency Drawdown Table on next slide for details



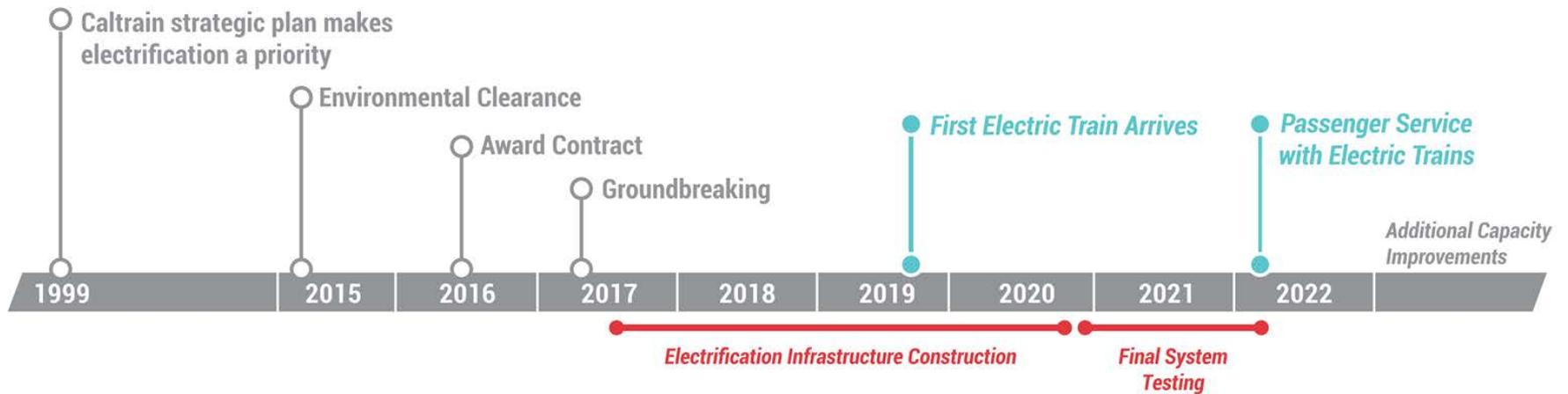
Note: Budget / Expenditures as of **December 31, 2017**

## Contingency Drawdown Curve



# Schedule

## MILESTONES



\*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.



Note: Schedule Subject to Change

# Questions



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

# Holland & Knight

800 17<sup>th</sup> Street, N.W., Suite 1100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564  
Holland & Knight LLP | [www.hklaw.com](http://www.hklaw.com)

## San Mateo County Transportation Authority Federal Update March 2018

Appropriations Update: 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. This deal funds the federal government through March 23 and provides an additional \$300 billion over two years. This additional money will allow the appropriators to provide the FAST Act authorized funding for the Capital Investment Grant program (New Starts/Small Starts/Core Capacity), rather than the House lower funding level and at least the \$500 million for TIGER.

Appropriations aides have indicated that the FY 2018 omnibus appropriations bill will be unveiled during the night of Sunday, March 18, or on Monday, March 19. The House is expected to vote on the bill on Tuesday, March 20 or Wednesday, March 21, and the Senate will consider the bill shortly after the House vote.

Several legislative “riders” are anticipated to be included within the bill; however, lawmakers must resolve disputes over funding, including on the Gateway project – a tunnel under the Hudson River that would connect Newark, New Jersey to New York City. These riders could include:

- Stabilization for Affordable Care Act: Funding for cost-sharing subsidies and reinsurance to avoid huge premium increase this fall.
- Three month extension for the FAA reauthorization, which expires on March 31.
- Export-Import Bank: Some Republican members want to lower the required threshold of board members for the Export-Import Bank to approve large loans.
- A national sales tax on online retailers.
- Offer financial incentives for federal and state authorities to comply with the U.S. criminal background check system.
- Short-term extension for the National Flood Insurance Program (NFIP), which expires March 23.
- House Majority Leader Kevin McCarthy wants to include a provision to allow the Department of Interior to work on the Shasta Dam without state or local support.

Senate Democrats Release Jobs and Infrastructure Plan: The Senate Democrats released their [Jobs and Infrastructure Plan](#) on March 7. The [plan proposes \\$1 trillion](#) in real investments; funding for a new incentive grant program for states and local governments; funding to agencies for processing permits; and funding for Inspectors General and the Government Accountability

Office (GAO) to ensure oversight of infrastructure spending. More specifically, the plan proposes the following investments:

- \$140 billion for roads and bridges;
- \$10 billion to expand TIGER grants;
- \$115 billion for water and sewer systems;
- \$115 billion for repairing and improving public transportation;
- \$50 billion for modernizing and improving rail infrastructure safety;
- \$40 billion for a new vital infrastructure program;
- \$30 billion for revitalizing Main Street and promoting innovative transportation;
- \$62 billion for neighborhood revitalization, lead remediation, and affordable housing;
- \$50 billion for school infrastructure;
- \$30 billion for ports and waterways;
- \$40 billion for airports;
- \$25 billion for resilient communities;
- \$80 billion for the energy grid and promotion of clean energy;
- \$40 billion for universal high-speed internet;
- \$15 billion for addressing construction backlog on public lands;
- \$10 billion for tribal infrastructure;
- \$10 billion for addressing construction backlog at VA Healthcare facilities;
- \$20 billion for innovative financing tools; and
- \$140 billion for ensuring solvency of the Highway Trust Fund for the next decade.

The plan relies on funding from rollbacks to provisions currently enacted in the Tax Cuts and Jobs Act:

- Restoring the top rate back to 39.6% (\$139 billion);
- Restoring the 2017 Individual AMT (\$429 billion);
- Restoring the 2017 Estate and Gift Taxes (\$83 billion);
- Closing the carried interest loophole (\$12 billion); and
- Raising the corporate tax rate from 20% to 25% (\$359 billion).

Within the Senate Democrats' plan, over \$175 billion is identified in new investments for rural communities, and \$10 billion for tribal communities. Senate Minority Leader Chuck Schumer (D-NY) is promoting the plan as a way to undo some of the tax cuts signed into law in December. The plan is unlikely to move forward, as Democrats currently hold the minority in the Senate. Majority Leader Mitch McConnell (R-KY) has said that the plan would be a "non-starter."

FRA Announces Funding for Rail Capital Projects and Operating Assistance: On February 18, the Federal Railroad Administration (FRA) [released a NOFO for the Consolidated Rail Infrastructure and Safety Improvements \(CRISI\)](#) grant program. Applications for funding under this solicitation are due no later than 5:00 p.m. EDT, June 21, 2018. The total funding available for awards under this NOFO is \$65,232,400, at least \$17 million must be made available for Rural Projects. The Federal share cannot exceed 80 percent, though FRA will provide selection

preference to applications where the proposed Federal share of total project costs is 50 percent or less.

**Project Eligibility:**

Railroad safety technology, including PTC; broken rail detection and warning systems; track intrusion systems; and electronically controlled pneumatic (ECP) braking systems.

- Acquisition, improvement, or rehabilitation of railroad equipment (locomotives and rolling stock); railroad infrastructure (grade crossings, catenary, signals, and PTC equipment); and rail facilities (yards, passenger stations, or maintenance and repair shops).
- A capital project necessary to reduce congestion and facilitate ridership growth in Intercity Passenger Rail Transportation along heavily traveled rail corridors. Examples include: Projects addressing congestion that improve stations; increase rail capacity; reduce conflict between freight and intercity passenger rail; reduce delays and risks associated with highway-rail grade crossings; and provide more effective rail equipment.
- A highway-rail grade crossing improvement project.
- Rail line relocation and improvement project.
- A capital project to improve short-line or regional railroad infrastructure.
- preparation of regional rail and corridor service development plans and corresponding environmental analyses.
- A project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes, including between Intercity Rail Passenger Transportation and intercity bus service or commercial air service.

FRA encourages applicants to propose projects or components of projects that have operational independence that can be completed and implemented with the level of CRISI funding available together with other sources.

**Evaluation Criteria:**

FRA will first screen each application for applicant and project eligibility, completeness, and the 20 percent minimum match in determining whether the application is eligible.

FRA will then consider the applicant’s past performance in developing and delivering similar projects and previous financial contributions, and previous competitive grant technical evaluation ratings that the proposed project received under previous competitive grant programs administered by the DOT if applicable.

**Benefit-Cost Analysis:**

FRA will evaluate the Benefit-Cost Analysis of the proposed project for the anticipated private and public benefits relative to the costs of the proposed project and the summary of benefits including—

- (A) Effects on system and service performance;
- (B) Effects on safety, competitiveness, reliability, trip or transit time, and resilience;
- (C) Efficiencies from improved integration with other modes; and
- (D) Ability to meet existing or anticipated demand.

**Technical Merit:**

- Applications indicate strong project readiness and
- The proposed project's business plan considers potential private sector participation in the financing, construction, or operation of the proposed project.
- The applicant has, or will have the legal, financial, and technical capacity to carry out the proposed project.

**FRA will give preference to projects for which the:**

- Proposed Federal share of total project costs is 50 percent or less; and
- Net benefits of the grant funds will be maximized considering the Benefit- Cost Analysis, including anticipated private and public benefits relative to the costs of the proposed project.

President Nominates FTA Leader: President Trump announced his intent to nominate former Rep. Thelma Drake (R-VA) to serve as Administrator for the Federal Transit Administration (FTA). Drake currently serves as Assistant Director of Public Works for the city of Norfolk, VA. She served in Congress from 2005 to 2009, where she sat on the House Transportation and Infrastructure Committee. A nomination committee hearing date has not yet been announced.

2017 Round of TIGER Grants Announced: The Department of Transportation (DOT) released its [first round of FY 2017 TIGER grants](#) on March 9. Based on the awards, the DOT's priority focus is on rural areas, with over 64 percent of the nearly \$500 million in awards going to rural projects. The 2017 appropriations law required a minimum of 20 percent of the grant money to go to projects in rural areas. Only two transit projects were selected for TIGER grants, and their \$17.6 million was just 3.6 percent of the total TIGER grant money. Road projects got 77 percent of the 2017 TIGER money. Bike/ped projects received zero this year (though the Trump Administration did fund some "complete streets" initiatives that do have bike/ped components). 9 percent of the 2017 TIGER money goes to port projects.

State DOTs and Industry Groups Push for Project Funding: A group of state Departments of Transportation (DOTs) and industry groups are pushing for Congress and President Trump to provide adequate long-term highway and transit revenue to avoid a 2020 funding crisis. During a [House hearing](#) on March 7 regarding long-term funding for highways and transit programs, the groups said that the Highway Trust Fund (HTF) faces a cliff in 2020, when a five-year authorization of surface transportation programs expires. Witnesses at the hearing also said that either the gas tax must be raised, or a new dedicated revenue source for the HTF must be found. Committee members from both parties said that they would support measures to increase HTF project funding, but also reiterated the political difficulty of passing the measures.

Senate Commerce Committee Hold Hearing on Infrastructure Proposal: On Tuesday, March 12, the Senate Commerce's Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security held a [hearing](#) titled, "Rebuilding Infrastructure in America: State and Local Transportation Needs" to "examine opportunities to improve the national transportation network to better connect communities across the country." The witnesses were:

- Kyle Schneweis, Director, Nebraska Department of Transportation

- Dan Gilmartin, Executive Director and Chief Executive Officer, Michigan Municipal League and Member of the National League of Cities
- Jordan Kass, President, Managed Services, TMC Division, C.H. Robinson
- Jo Strang, Senior Vice President, Safety and Regulatory Policy, American Short Line and Regional Railroad Association

Subcommittee Chairwoman Deb Fischer (R-NE) began the hearing stating that the country is in dire need of infrastructure investment, citing the American Society of Civil Engineers (ASCE) scorecard which graded the US with a [D+ for infrastructure condition in 2017](#).

In his testimony, Mr. Schneweis recommended that “the funds tied to any infrastructure package have as few federal strings attached as possible,” contending that localities and states move on a faster timeline without the federal government’s involvement.

Mr. Gilmartin said that local governments own, operate, and maintain 78 percent of the nation’s road miles and invest billions in public infrastructure. He provided principles for national infrastructure investment: long-term funding; allow local officials more authority; expanded revenue tools to give local governments more options for infrastructure funding (many cities cannot legally utilize innovative finance); bolster the connection between urban areas and national economic growth.

Members’ questions and testimony focused touched on lack of equity between urban and rural areas, economically disadvantaged and wealthy areas, and large and small businesses. Everyone agreed that sustainable reliable funding from the federal government is necessary.

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Recommended Position
<a href="#">AB 1405</a> <a href="#">Mulin (D)</a>  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.	<b>Watch</b>
<a href="#">AB 1756</a> <a href="#">Brough (R)</a>  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.	<b>Opposed</b>  2/1/18
<a href="#">AB 2418</a> <a href="#">Mullin (D)</a>  Transportation: Advanced Technologies Grant Program	2/14/18  Introduced	Existing law creates the California Transportation Commission (CTC), with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs.  This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the CTC to form the California Smart City Challenge Workgroup to provide the CTC with guidance on program matters, as specified. The bill would authorize the CTC, in consultation with the workgroup, to develop guidelines for the program, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act. <b>Last amended on 3/15/18</b>	<b>Watch</b>
<a href="#">AB 2535</a> <a href="#">Oberholte (R)</a>  Toll Evasion	2/14/18  Assembly Transportation Committee	This bill would require a notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane.	<b>Watch</b>
<a href="#">SB 760</a> <a href="#">Wiener (D)</a>  Urban street design: guidance	1/30/18  Assembly Rules Committee	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. <b>Last amended 1/23/18</b>	<b>Watch</b>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 1262</b> <b>Newman (D)</b></p> <p><b>CM/GC</b></p>	<p>2/15/18</p> <p>Senate Transportation &amp; Housing Committee</p>	<p>This bill would remove the cap on the number of projects for which Caltrans is authorized to use the construction manager/ general contractor CM/GC method (currently 24), eliminate the minimum construction costs limitation (\$10 million), and make conforming changes to existing provisions. The bill would delete the requirements for reports and the need to use Caltrans employees or consultants to perform specified services.</p>	<p><b>Recommend Support</b></p>
<p><b>SB 1427</b> <b>Hill (D)</b></p> <p><b>HOV and HOT Lanes</b></p>	<p>2/16/18</p> <p>Senate Rules Committee</p>	<p>This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.</p>	<p><b>Watch</b></p>
<h3>Ballot Measures</h3>			
<p><b>Proposition 69</b></p> <p><b>Transportation Taxes &amp; Fees Lockbox</b></p>	<p>Placed on June 5, 2018 statewide ballot by the State Legislature through the enactment of ACA 5 (Frazier), Chapter 30, Statutes of 2017</p>	<p>Proposition 69, was placed on the ballot by the State Legislature as part of a legislative package that included SB 1. SB 1, which was also known as the Road Repair and Accountability Act of 2017 enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee. The state constitution already prohibits the diversion of gasoline or diesel excise tax revenues for general non-transportation purposes.</p> <p>The main feature of Proposition 69 is that it also protects proceeds derived from the Transportation improvement Fee (\$1.6 billion in vehicle registration fees, which funds competitive programs) and the sales tax on diesel, which funds the Public Transportation Account. The zero-emission fee is left unprotected.</p>	<p><b>Recommend Support</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Recommended Position
<a href="#">AB 1405</a> <a href="#">Mulin (D)</a>  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.	<b>Watch</b>
<a href="#">AB 1756</a> <a href="#">Brough (R)</a>  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.	<b>Opposed</b>  2/1/18
<a href="#">AB 2418</a> <a href="#">Mullin (D)</a>  Transportation: Advanced Technologies Grant Program	2/14/18  Introduced	Existing law creates the California Transportation Commission (CTC), with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs.  This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the CTC to form the California Smart City Challenge Workgroup to provide the CTC with guidance on program matters, as specified. The bill would authorize the CTC, in consultation with the workgroup, to develop guidelines for the program, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act. <b>Last amended on 3/15/18</b>	<b>Watch</b>
<a href="#">AB 2535</a> <a href="#">Oberholte (R)</a>  Toll Evasion	2/14/18  Assembly Transportation Committee	This bill would require a notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane.	<b>Watch</b>
<a href="#">SB 760</a> <a href="#">Wiener (D)</a>  Urban street design: guidance	1/30/18  Assembly Rules Committee	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. <b>Last amended 1/23/18</b>	<b>Watch</b>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 1262</b> <b>Newman (D)</b></p> <p><b>CM/GC</b></p>	<p>2/15/18</p> <p>Senate Transportation &amp; Housing Committee</p>	<p>This bill would remove the cap on the number of projects for which Caltrans is authorized to use the construction manager/ general contractor CM/GC method (currently 24), eliminate the minimum construction costs limitation (\$10 million), and make conforming changes to existing provisions. The bill would delete the requirements for reports and the need to use Caltrans employees or consultants to perform specified services.</p>	<p><b>Recommend Support</b></p>
<p><b>SB 1427</b> <b>Hill (D)</b></p> <p><b>HOV and HOT Lanes</b></p>	<p>2/16/18</p> <p>Senate Rules Committee</p>	<p>This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.</p>	<p><b>Watch</b></p>
<h3>Ballot Measures</h3>			
<p><b>Proposition 69</b></p> <p><b>Transportation Taxes &amp; Fees Lockbox</b></p>	<p>Placed on June 5, 2018 statewide ballot by the State Legislature through the enactment of ACA 5 (Frazier), Chapter 30, Statutes of 2017</p>	<p>Proposition 69, was placed on the ballot by the State Legislature as part of a legislative package that included SB 1. SB 1, which was also known as the Road Repair and Accountability Act of 2017 enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee. The state constitution already prohibits the diversion of gasoline or diesel excise tax revenues for general non-transportation purposes.</p> <p>The main feature of Proposition 69 is that it also protects proceeds derived from the Transportation improvement Fee (\$1.6 billion in vehicle registration fees, which funds competitive programs) and the sales tax on diesel, which funds the Public Transportation Account. The zero-emission fee is left unprotected.</p>	<p><b>Recommend Support</b></p>