



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

June 7, 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 the Board of Directors Meeting of May 3, 2018
 - b. Acceptance of Statement of Revenues and Expenses for April 2018
 - c. Acceptance of Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2018
5. Public Comment
 - Public comment by each individual speaker shall be limited two (2) minutes. 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. Nominating Committee Report for the Citizens Advisory Committee (E. Beach/
R. Medina)
 - a. Appointment of Citizens Advisory Committee Members
7. Report of the Chair
8. San Mateo County Transit District Liaison Report
9. Joint Powers Board Report
10. Report of the Executive Director
 - a. Get Us Moving Draft Investment Plan
11. Approval of Fiscal Year 2019 Insurance Program
12. Establishing the Appropriations Limit for Fiscal Year 2019
13. Adoption of Fiscal Year 2019 Budget

San Mateo County Transportation Authority Meeting
Agenda for June 7, 2018

14. Program

- a. Program Report – Paratransit Program
- b. State and Federal Legislative Update

15. Requests from the Authority

16. Written Communications to the Authority

17. Date/Time of Next Regular Meeting: Thursday, July 5, 2018, 5:00 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070

18. 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

19. Adjourn

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6279. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com. Communications to the Board of Directors can be e-mailed to board@smcta.com.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF MAY 3, 2018

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

MEMBERS ABSENT: D. Horsley (Chair)

STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, A. Chan, C. Fromson, J. Hurley, J. Slavitt, C. Boland, J. Brook

CALL TO ORDER/PLEDGE OF ALLEGIANCE

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

ROLL CALL

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

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Joe Hurley, Director Transportation Authority Program, noted the report by Committee Chair Barbara Arietta was in the meeting packet.

CONSENT CALENDAR

- Approval of Minutes of April 5, 2018
- Acceptance of Statement of Revenues and Expenses for March 2018
- Acceptance of Quarterly Investment Report

Motion/Second: Matsumoto/Medina

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

Absent: Horsley

PUBLIC COMMENT

- Rich Hedges, San Mateo, briefly reported on a meeting he had with South San Francisco and Brisbane city council members and two people from SamTrans on the idea of possibly extending the 3rd Street light rail into Oyster Point.

CHAIRPERSON'S REPORT

No report.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Director Matsumoto noted that her report was in the meeting packet.

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

Jim Hartnett, Executive Director, noted that his report was in the reading file. He said that a key feature of the report is the deficit budget.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

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

AUTHORIZING AMENDMENT OF THE FY 2018 BUDGET TO INCREASE TOTAL OPERATING EXPENSES FROM \$87,101,864 TO A NEW FY 2018 TOTAL BUDGET OF \$88,848,158

Derek Hansel, Chief Financial Officer, stated that the increase is being requested to address truing up certain expenditure categories and matching actual expenditures for oversight and staff support.

Resolution No. 2018-10:

Motion/Second: Medina/Beach

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

Absent: Horsley

CALL FOR PUBLIC HEARING ON JUNE 7, 2018: FISCAL YEAR 2019 BUDGET

Mr. Hansel noted that the FY 2019 budget would be considered for adoption at the upcoming board meeting in June.

Motion/Second: Groom/Freschet

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

Absent: Horsley

Vice Chair Johnson tabled Item 12, Review of Preliminary 2019 Operating and Capital Budgets, until later in the meeting, due to a presentation delay.

PROGRAM

State and Federal Legislative Update

Casey Fromson, Director of Government and Community Affairs, gave a summary of approved bills and new funding received. Mr. Hurley stated that he and Mr. Hartnett met with a state task force in Sacramento that is working on improving inter-agency communication to deliver projects in a more timely manner.

Approval of Shuttle Applications and Programming and Allocation of Measure A Local Shuttle Program Funds for 33 Shuttles for Fiscal Years 2019 and 2020

Joel Slavit, Programming and Monitoring Manager, said that recommendations for approval of the program remain the same as when presented as an informational item at the last Board meeting.

Resolution No. 2018-12:

Motion/Second: Beach/Matsumoto

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

Absent: Horsley

Program Report: Ferry Service

Kevin Connolly, Planning and Development Manager, Water Emergency Transportation Authority (WETA), presented an overview of ferry service between South San Francisco and the East Bay. He described WETA's plans for increasing service from South San Francisco, and said WETA anticipates initiating two-way peak service in Redwood City.

Request by the City of Redwood City for Measure A Funds to Prepare a Feasibility Study and Cost/Benefit Analysis for a Proposed Ferry Terminal in Redwood City

Mr. Slavitt said that staff recommended the board approve funds for the feasibility study and cost/benefit analysis, and noted that the City of Redwood City would be the lead agency on the project. He was accompanied by Christopher Dacumos, Management Analyst with City of Redwood City Community Development and Mike Giari, Director of the Port of Redwood City.

Public Comment:

Drew, San Mateo, questioned spending \$500K for a feasibility study.

Mr. Dacumos and Mr. Slavitt answered questions from the directors.

Resolution No. 2018-11:

Motion/Second: Beach/Freschet

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

Absent: Horsley

Vice Chair Johnson noted that the Board would return to Item 12, Review of Preliminary 2019 Operating and Capital Budgets, before proceeding with Item 14.

Review of Preliminary 2019 Budget

Derek Hansel, Chief Operating Officer, provided a presentation on the proposed budget for Fiscal Year 2019. He stated that the bulk of Measure A funding comes from sales tax revenue.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Vice Chair Johnson noted that correspondence was in the reading file.

DATE/TIME OF NEXT REGULAR MEETING

Thursday, June 7, 2018, 5:00 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

REPORT OF LEGAL COUNSEL

Joan Cassman, Legal Counsel, announced that closed sessions were not necessary.

ADJOURN

The meeting adjourned at 6:00 pm.

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

TA CAC Chair's Report

May 3, 2018

Good evening Chairman Horsley and Members of the Board,

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

The CAC reviewed and supported the three items on your consent calendar: the Board's Minutes of April 5, 2018, Acceptance of the Statement of Revenues and Expenses for March 2018 and Acceptance of the Quarterly Investment Report without questions or comments.

(TA Item 10) The CAC supported the Authorization of an Amendment of the FY 2018 Budget to Increase Total Operating Expenses from \$87,101,864 to a new FY 2018 Total Budget of \$88,848,158

(TA Item 12) The CAC received a brief Review of the Preliminary FY 2019 Operating and Capital Budgets from Ryan Hinchman, Manager of Financial Planning and Analysis. No action was requested from the CAC. The CAC was advised that staff will present a final FY 2019 budget proposal for Board adoption at the June 7, 2018 Board meeting. The CAC was pleased to see that for FY 2019, total revenue for the TA is projected to be \$93.1 million, an increase of \$3.7 million or 4.2 percent greater than the FY 2018 revised proposed budget.

(TA Item 13a) The CAC received a State and Federal Legislative Update from Lori Low, Government and Community Affairs Officer, who advised that the staff recommendation was to support the Indirect Cost Recovery Program (ICRP) Exemption. CAC members agreed and said it would allow us to save money if we could be charged only for direct costs, and not indirect costs. A number of CAC members questioned Caltrans oversight costs in reference to the Managed Lanes Project. They questioned who should be making the decisions, doing the maintenance or assuming the risks.

(TA Item 13b) After a brief update by Joel Slavit, Manager of Programming and Monitoring, the CAC supported the Approval of Shuttle Applications and Programming and Allocation of Measure A Local Shuttle Program Funds for 33 Shuttles for FYs 2019 and 2020. After Joel's explanation of the reasons why the SamTrans SFOX Shuttle, Menlo Park's Shoppers Shuttle and Burlingame's East-West Shuttle were not recommended, the CAC understood the reasons for the denial and agreed with the decision not to fund those shuttles at this time.

(TA Item 13c) The CAC received a report on Ferry Service from Joel Slavit. The CAC had several questions including questions about the "last mile" connections for the ferry commuters in South San Francisco, as well as future ferry terminal locations. Suggestions for increasing ridership included informing the public about the "time value" in taking public transit. Other suggestions were made regarding a ferry terminal on Treasure Island to help alleviate future traffic congestion from future planned developments in that area. Members of the CAC questioned if the ferries are competitive with other modes of transportation. What would the routes look like? Where will the new connections be?

(TA Item 13d) The CAC supported the Programming and Allocation of \$450,000 in Measure A Funds from the Ferry Program Category to Prepare a Feasibility Study and Cost/Benefit Analysis for a Proposed Ferry Terminal in Redwood City. A CAC member was concerned with the future Redwood City ferry terminal location because of dust at that location near the Seaport Center. Apparently there is a fine dust that comes from the CEMAX operations that covers cars parked in that location.

Comments were also made about potential traffic problems that might arise out of having only a few lanes available for travel to and from the terminal. A final suggestion was made to take a look at Google's experience of several years ago in which Google had a pilot ferry of its own to find out the lessons learned by Google that caused it to abandon the project. The CAC understood that these are questions and issues that will be addressed in the subject feasibility study and looked forward to its findings.

CAC CHAIR'S REPORT:

In my own report to the CAC, I advised the CAC that, in light of the recent approvals of several mass developments in at least three of our cities in the peninsula, it is more important than ever for CAC members to communicate to the San Mateo County Transportation Authority (TA) about any talk that they hear of or read about concerning future developments in the cities in San Mateo County, in order to help mitigate any future traffic congestion that these developments might add to the already congested roads in this county.

Likewise it is also important to encourage our members to try to attend planning commission and or city council meetings where such matters are being debated in order to advise both the commissions and the councils about how critical it is to co-ordinate with the Transportation Authority, in order to mitigate for any added traffic that might arise from such future developments.

I also reminded the CAC that in next month's election Regional Measure III is on the ballot and that a very thorough description of the thirty five projects that will be funded by this Measure can be found in the election brochure. I suggested that the CAC read it and educate others about the Measure and how it can benefit the Transportation projects and programs in this county.

STAFF REPORT TO CAC:

Joe Hurley, Transportation Authority Program Director, advised the CAC of the CTC meeting later this month on SB-1 allocation decisions. He also advised the CAC that there will be a brief celebration conducted at San Mateo City Hall next Monday evening, June 7th, in San Mateo in reference to the recently completed Hwy 92/El Camino Real project. Joe also reported that the TA is working with a number of cities on current highway landscaping projects.

He concluded his report by stating that the TA has received a record number of applicants (17) for the six current openings on the TA CAC and that interviews for the appointments will be conducted mid-May.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority CAC

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
APRIL 30, 2018**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of April 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 April year-to-date, the Total Revenues (page 1, line 7) is \$2.8 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 April year-to-date, the Total Expenditures (page 1, line 26) are \$99.0 million higher than prior year. This is primarily driven by Measure A Categories (page 1, line 15) with \$49.1 million spent for Caltrain Electrification project, \$13.1 million spent for 25th Avenue Grade Separation, \$25.2 million spent for 101 Interchange to Willow project, and \$11.6 million spent for SR92 El Camino Real Ramp.

Budget Amendment:

At the April 5, 2018 board meeting, as per resolution no. 2018-10, the Board approved an amendment that increased Measure A Categories to reflect FY2017 actual sales tax receipts, oversight by \$600,000 and staff support by \$300,000 to reflect year end projections based on current actuals. The overall impact to the FY2018 Budget is an increase of \$1,746,294 in total expenditures, from \$87,101,864 to \$88,848,158.

Prepared By: Melanie Hartanto, Accountant
Jeannie Chen, Manager, General Ledger

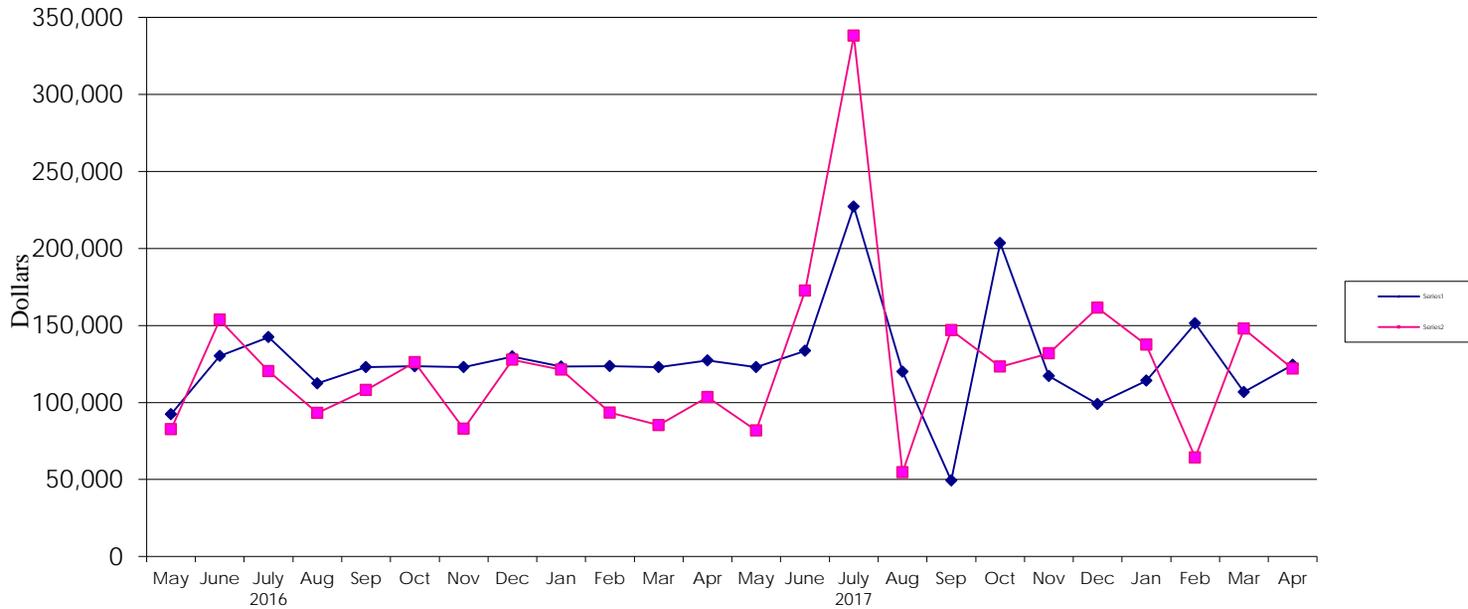
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650-508-6259

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

% OF YEAR ELAPSED: **83.3%**

	YEAR TO DATE					ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL *	REVISED BUDGET	\$ VARIANCE	% VARIANCE	BUDGET
REVENUES:						
1 Sales Tax	68,687,583	71,805,452	70,550,000	3,117,870	4.5%	84,660,000
2 Interest Income	4,256,569	5,186,081	3,083,333	929,512	21.8%	3,700,000
3 Miscellaneous Income	0	1,500	0	1,500	0.0%	0
4 Rental Income	1,011,077	906,308	660,775	(104,769)	(10.4%)	792,930
5 Grant Proceeds	1,120,050	16,182	0	(1,103,868)	(98.6%)	222,000
6						
7 TOTAL REVENUE	75,075,278	77,915,522	74,294,108	2,840,244	3.8%	89,374,930
8						
9 EXPENDITURES:						
10						
11 Annual Allocations	25,070,968	26,208,990	25,750,750	1,138,022	4.5%	30,900,900
12						
13 Dumbarton Maintenance of Way	119,019	162,778	216,666	43,759	36.8%	260,000
14						
15 Measure A Categories	24,048,321	120,788,430	44,093,750	96,740,109	402.3%	54,001,394
16						
17 Oversight	741,978	1,430,692	1,187,500	688,714	92.8%	1,800,000
18						
19 Administrative						
20 Staff Support	512,529	892,408	740,822	379,879	74.1%	1,167,563
21 Measure A Info-Others	120	1,010	12,500	890	741.3%	15,000
22 Other Admin Expenses	529,087	534,271	559,568	5,185	1.0%	703,301
23						
24 Total Administrative	1,041,736	1,427,689	1,312,890	385,953	37.0%	1,885,864
25						
26 TOTAL EXPENDITURES	51,022,021	150,018,578	72,561,556	98,996,558	194.0%	88,848,158
27						
28 EXCESS (DEFICIT)	24,053,258	(72,103,056)	23,272,088	(96,156,314)	(399.8%)	526,773
29						
30 BEGINNING FUND BALANCE	472,689,403	489,178,290				489,178,290
31						
32 ENDING FUND BALANCE	496,742,661	417,075,234				489,705,063
33						
34						
35						
36 * Year-to-date expenditures include the use of the carryover of budget appropriation from prior years						
37						
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
MONTHLY EXPENSES												
Revised Budget	227,128	120,007	49,331	203,568	117,181	99,000	114,107	151,401	106,760	124,407		
Actual	338,084	54,648	146,873	123,195	131,821	161,530	137,477	64,215	147,869	121,977		
CUMULATIVE EXPENSES												
Staff Projections	227,128	347,135	396,466	600,034	717,215	816,215	930,322	1,081,723	1,188,483	1,312,890		
Actual	338,084	392,732	539,605	662,800	794,621	956,151	1,093,628	1,157,843	1,305,712	1,427,689		
Variance-F(U)	(110,956)	(45,597)	(143,139)	(62,766)	(77,406)	(139,936)	(163,306)	(76,120)	(117,229)	(114,799)		
Variance %	-48.85%	-13.14%	-36.10%	-10.46%	-10.79%	-17.14%	-17.55%	-7.04%	-9.86%	-8.74%		



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 APRIL 30, 2018

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.604%	\$ 240,735,689	\$ 240,735,689
Local Agency Investment Fund	**	Liquid Cash	1.661%	\$ 993,707	\$ 993,707
Investment Portfolio	***	Liquid Cash	1.777%	\$ 159,482,842	\$ 156,817,575
Other		Liquid Cash	0.000%	\$ 2,851,986	\$ 2,851,986
	****			<u>\$ 404,064,225</u>	<u>\$ 401,398,957</u>

Accrued Earnings for April 2018 \$ 557,284
 Cumulative Earnings FY2018 \$ 5,502,994

* County Pool average yield for the month ending April 30, 2018 was 1.604%. As of April 2018, the total cost of the Total Pool was \$5,226,842,178 and the fair market value per San Mateo County Treasurer's Office was \$5,208,618,080.

** 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
April 30, 2018

DESCRIPTION	TOTAL	INTEREST	PREPAID INT	INTEREST	INTEREST	ADJ.	INTEREST
	INVESTMENT	RECEIVABLE	RECEIVABLE	EARNED	RECEIVED		RECEIVABLE
	04-30-18	03-31-18	03-31-18	04-30-18	04-30-18		04-30-18
LAIF	993,707.17	3,488.95	0.00	1,354.77	3,683.49	194.54	8,527.21
COUNTY POOL	240,735,689.47	930,830.06	0.00	320,947.72	933,288.63	2,458.58	2,185,066.41
BANK OF AMERICA	2,849,894.50	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	2,091.43	0.00	0.00				0.00
INVESTMENT PORTFOLIO	156,817,574.88	592,693.09	0.00	234,981.93	316,782.78		510,892.24
	<u>401,398,957.45</u>	<u>1,527,012.10</u>	<u>0.00</u>	<u>557,284.42</u>	<u>1,253,754.90</u>	<u>2,653.12</u>	<u>2,704,485.86</u>

APRIL 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	04/30/18	557,284.42
Add:		
Less:		
Management Fees		(10,365.41)
Amortized Premium/Discount		69,565.07
Capital Gain(Loss)		<u>(62,844.29)</u>
Total Interest & Capital Gain(Loss)		<u>553,639.79</u>

YEAR TO DATE -- SUMMARY

Interest Earned	5,502,994.38
Add:	
Less:	
Management Fees	(103,839.07)
Amortized Premium/Discount	69,565.07
Capital Gain(Loss)	<u>(316,913.74)</u>
Total Interest	<u>5,151,806.64</u>
Balance Per Ledger a 04/30/18	
Amortization of Premium/Discount	69,565.07
Management/Bank Fees	(103,839.07)
Interest- County Pool	3,174,184.50
Interest - LAIF	10,699.08
Interest - Portfolio Funds	2,318,110.80
Gain(Loss)	<u>(316,913.74)</u>
	<u>5,151,806.64</u>

INVESTMENT PORTFOLIO
April 30, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	Maturity DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PAR VALUE	
			PURCHASE PRICE	VALUE 4/30/2018					REC'VBLE 3/31/2018	INT REC'VBLE 3/31/2018	EARNED 4/30/2018	RECEIVED 4/30/2018		
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>														
<u>U.S. TREASURY NOTES AND BONDS</u>														
US TREASURY NOTE	912828Q78	01-05-17	3,136,500.00	3,084,000.00	04-30-21	1.375%	122.2222	31	18,475.14		3,644.43	22,000.00	119.57	3,200,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	591,867.00	10-31-19	1.5000%	25.0000	31	3,782.97		741.62	4,500.00	24.59	600,000
US TREASURY NOTE	912828VF4	12-07-15	498,470.51	493,321.88	05-31-20	1.375%	19.2882	31	6,359.75		1,167.24	4,627.40	2,899.59	505,000
US TREASURY NOTE	912828VP2	08-01-17	1,638,431.83	1,566,239.94	07-31-20	2.0000%	88.0556	31	5,254.14		2,627.08	-	7,881.22	1,585,000
US TREASURY NOTE	912828X47	05-01-17	5,336,400.39	5,224,921.20	04-30-22	1.875%	281.2500	31	42,513.81		8,386.33	50,625.00	275.14	5,400,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	326,075.27	08-31-20	1.375%	12.7951	31	404.95		379.63	-	784.58	335,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,368,477.00	05-31-21	1.375%	133.6806	31	16,129.81		3,966.34	-	20,096.15	3,500,000
US TREASURY NOTE	912828D72	04-05-17	8,472,773.45	8,216,250.00	08-31-21	2.0000%	466.6667	31	14,850.83		13,922.65	-	28,773.48	8,400,000
US TREASURY NOTE	912828T67	08-03-17	9,862,746.09	9,568,303.50	10-31-21	1.2500%	348.9583	31	52,803.91		10,351.83	62,812.50	343.24	10,050,000
														21.10%
<u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u>														
FNMA	3136ANJY4	4-30-15							7.93			7.93	0.00	
FNA 2018-M5-A2	3136B1XP4	4-30-18	1,045,388.28	1,041,237.54	09-25-21	3.5600%	101.36	31	0.00		101.36	(2,939.47)	3,040.83	1,025,000
FHLMC	3137BM6P6	4-9-18	806,812.50	801,052.00	08-25-22	3.0900%	68.67	31	0.00		1,510.67	(549.33)	2,060.00	800,000
FNA 2014-M6 A2	3136AJ7G5	12-15-16	3,403,079.04	3,302,347.44	05-25-21	2.679%	248.22	31	682.43		7,445.33	7,454.84	672.92	3,335,586
FANNIE MAE	3136AQDQ0	10-30-15	542,417.97	533,605.25	09-01-19	1.646%	24.55	31	399.03		736.64	807.28	328.39	537,040
														3.58%
<u>FEDERAL AGENCY NOTES AND BONDS</u>														
FHLMC	3137EAE81	07-20-16	2,045,039.00	2,013,325.50	07-19-19	0.875%	49.83	31	3,587.50		1,494.79	0.00	5,082.29	2,050,000
FNMA	3135GON33	08-02-16	2,096,472.00	2,060,436.00	08-02-19	0.875%	51.04	31	4,588.89		2,306.60	2,352.78	4,542.71	2,100,000
FHLB	3130A8QS5	07-15-16	3,180,540.80	3,048,368.00	07-14-21	1.125%	100.00	31	7,700.00		3,000.00		10,700.00	3,200,000
FHLB	3130A8Y72	08-04-16	798,464.00	784,924.80	08-05-19	0.875%	19.44	31	1,088.89		583.33		1,672.22	800,000
FNMA	3135GON82	08-19-16	822,177.68	786,644.10	08-17-21	1.2500%	28.65	31	0.00				0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,550,633.90	08-17-21	1.2500%	92.88	31	5,347.21		3,645.84		8,993.05	2,675,000
FNMA	3135GOP49	09-02-16	3,294,852.00	3,239,742.00	08-28-19	1.0000%	91.67	31	3,666.64		3,313.91	1,205.55	5,775.00	3,300,000
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,607,330.10	09-26-19	1.0000%	130.56	31	652.78		3,916.66		4,569.44	4,700,000
FHLMC	3137EAEJ4	09-29-17	988,208.10	967,412.16	09-29-20	1.625%	44.69	31	89.38		1,340.62	-	1,430.00	990,000
FNMA	3135GOT29	02-28-17	1,953,748.80	1,920,009.41	02-28-20	1.5000%	81.46	31	2,688.12		2,443.75		5,131.87	1,955,000
FNMS	3135GOT60	08-01-2017	897,273.00	878,339.70	07-30-20	1.2500%	31.25	31	2,287.50		1,125.00		3,412.50	900,000
FHLB	3130ACE26	09-08-17	363,828.35	354,431.06	09-28-20	1.375%	13.94	31	41.82		418.23	-	460.05	365,000
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,640,753.90	04-20-20	1.375%	103.13	31	16,603.13		3,093.75	18,562.50	1,134.38	2,700,000
														16.69%
<u>CORPORATE NOTES</u>														
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,130,601.80	10-18-19	1.5500%	49.51	31	8,070.76		1,485.42	8,912.50	643.68	1,150,000
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	799,720.00	795,795.20	01-09-19	1.7000%	37.78	31	7,744.44		1,813.34	5,326.67	4,231.11	800,000
TOYOTA MOTOR CREDIT CORP	89236TEU5	4-13-18	1,199,520.00	1,195,452.00	04-13-21	2.9500%	98.33	31	0.00		1,770.00		1,770.00	1,200,000
UNILEVER CAPITAL	904764AZ0	03-22-18	1,193,868.00	1,194,051.60	03-22-21	2.7500%	91.67	31	825.00		2,750.00	-	3,575.00	1,200,000
AMERICAN EXPRESS	0258M0EC9	10-31-16	2,799,321.80	2,753,416.40	10-30-19	1.7000%	132.22	31	19,965.56		3,966.66	23,800.00	132.22	2,800,000
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,308,492.25	07-24-20	5.5000%	481.25	31	32,243.75		14,437.50		46,681.25	3,150,000
PFIZER INC	717081EB5	11-21-16	2,078,502.40	2,049,640.32	12-15-19	1.7000%	98.22	31	10,411.56		2,946.66		13,358.22	2,080,000
JOHN DEERE CAPITAL CORP.	24422ETM1	01-06-17	1,199,220.00	1,195,596.00	10-15-18	1.6500%	55.00	31	9,130.00		1,650.00	9,900.00	880.00	1,200,000
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	671,922.67	01-06-22	2.6500%	50.42	31	4,286.01		1,512.71		5,798.72	685,000
CATERPILLAR FINL	14913Q2A6	09-07-17	1,099,076.00	1,071,711.30	09-04-20	1.8500%	56.53	31	1,526.25		1,695.83		3,222.08	1,100,000
GOLDMAN SACHS	38141GGQ1	11-28-16	3,035,092.50	2,909,021.50	07-27-21	5.2500%	401.04	31	25,666.67		12,031.25		37,697.92	2,750,000
AMERICAN HONDA	02665WAH4	12-20-16	3,165,655.50	3,128,895.00	08-15-19	2.2500%	196.88	31	9,056.25		5,906.25		14,962.50	3,150,000
BANK OF AMERICA	06051GGS2	09-18-17	965,000.00	942,960.37	10-01-21	2.328%	62.40	31	12,043.84		1,872.10	12,043.84	1,872.10	965,000
BANK OF AMERICA	06051GFW4	04-19-16	579,462.00	565,311.25	04-19-21	2.625%	41.93	31	6,792.19		1,257.82	7,546.88	503.13	575,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,561,092.75	01-10-20	2.4500%	107.19	31	8,682.19		3,215.62		11,897.81	1,575,000
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.60	1,499,942.08	02-06-20	1.8500%	78.11	31	4,296.11		2,343.33		6,639.44	1,520,000

INVESTMENT PORTFOLIO
April 30, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	Maturity DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PAR VALUE	
			PURCHASE PRICE	VALUE 4/30/2018					REC'VBLE 3/31/2018	INT REC'VBLE 3/31/2018	EARNED 4/30/2018	RECEIVED 4/30/2018		
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,133,739.70	08-14-19	2.100%	183.75	31	8,636.25		5,512.50	14,148.75	3,150,000	
WALT DISNEY	25468PDP8	03-06-17	659,828.40	649,592.46	03-04-20	1.950%	35.75	31	965.25		1,072.50	2,037.75	660,000	
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,300,765.75	05-11-20	1.800%	66.25	31	9,275.00		1,987.50	11,262.50	1,325,000	
JP MORGAN CHASE & CO	46625HJD3	05-26-17	1,622,730.00	1,556,158.50	01-24-22	4.500%	187.50	31	12,562.50		5,625.00	18,187.50	1,500,000	
HOME DEPOT INC	437076BQ4	06-05-17	749,565.00	736,163.25	06-05-20	1.800%	37.50	31	4,350.00		1,125.00	5,475.00	750,000	
IBM CORP CORP NOTES	44932HAG8	02-06-18	1,499,265.00	1,485,538.50	02-05-21	2.650%	110.42	31	6,072.92		3,312.50	9,385.42	1,500,000	
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	1,495,605.00	1,488,069.00	03-15-21	2.900%	120.83	31	1,762.15		2,356.26	(3,735.76)	1,500,000	
PEPSICO INC	713448DX3	10-10-17	1,014,797.00	988,694.25	04-15-21	2.000%	56.39	31	9,642.50		1,691.66	10,431.94	1,015,000	
WALMART STORES INC	931142EA7	10-20-17	1,547,752.50	1,517,481.00	12-15-20	1.900%	81.81	31	13,170.69		2,454.17	15,624.86	1,550,000	
BRANCH BANKING & TRUST CORP	05531FAZ6	10-26-17	749,655.00	731,202.00	02-01-21	2.150%	44.79	31	2,687.50		1,343.75	4,031.25	750,000	
													24.89%	
COMMERCIAL PAPERS														
BANK OF TOKYO MITSUBISHI	06538CGL9	10-24-17	2,963,236.67	2,984,994.00	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	3,091,413.00	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	3,095,247.70	06-01-18	0.000%	0.00	31	0.00			0.00	3,100,000	
BNP PARIBAS NY BRANCH	09659CKK3	01-22-18	3,151,221.33	3,163,292.80	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	3,088,548.60	07-02-18	0.000%	0.00	31	0.00			0.00	3,100,000	
													9.74%	
CERTIFICATE OF DEPOSIT														
CANADIAN IMPERIAL BANK NY	13606A5Z7	12-05-16	3,097,582.00	3,091,316.90	11-30-18	1.760%	151.56	31	18,489.78		4,546.66	23,036.44	3,100,000	
SVENSKA HANDELSBANKEN NY	86958JHB8	01-12-17	3,100,000.00	3,085,473.40	01-10-19	1.890%	162.75	31	13,182.75		4,882.50	18,065.25	3,100,000	
BANK OF NOVA SCOTIA HOUSTON	06417GUE6	04-06-17	3,100,000.00	3,082,956.20	04-05-19	1.910%	164.47	31	24,182.52		10,027.70	29,933.94	3,100,000	
SWEDBANK	87019U6D6	11-17-17	3,100,000.00	3,042,941.40	11-16-20	2.270%	195.47	31	26,388.75		5,864.17	32,252.92	3,100,000	
SUMITOMO MITSUI BANK NY	86563YVNO	05-04-17	3,100,000.00	3,089,323.60	05-03-19	2.050%	176.53	31	26,126.11		5,295.83	31,421.94	3,100,000	
													9.74%	
ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS														
CCCIT 2017-A2 A2	17305EGA7	01-26-17	2,649,492.53	2,635,630.91	01-17-21	1.740%	128.08	31	9,478.17		3,842.50	13,320.67	2,650,000	
ALLYA 2017-1 A3	02007PAC7	01-31-17	704,938.38	698,216.42	06-15-21	1.700%	33.29	31	532.68		998.75	998.75	705,000	
ALLYA 2018-2 A3	02004VAC7	4-30-18	1,099,800.24	1,099,800.24	11-15-22	2.920%	89.22	31	0.00		89.22	89.22	1,100,000	
FORDO 2017-A A3	34531EAD8	01-25-17	2,199,991.86	2,170,980.46	06-25-21	1.670%	102.06	31	1,632.89		3,061.67	3,061.67	2,200,000	
TAOT 2017-A A3	89238MAD0	03-07-17	779,908.19	771,469.69	02-15-21	1.730%	37.48	31	599.73		1,124.50	1,124.50	780,000	
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,484,707.02	2,459,617.22	08-15-21	1.780%	122.87	31	1,965.90		3,686.08	3,686.08	2,485,000	
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,057,357.33	07-15-21	1.760%	151.56	31	2,424.89		4,546.67	4,546.67	3,100,000	
HAROT 2017-3 A3	43814PAC4	09-29-2017	579,937.19	570,579.00	09-18-21	1.790%	28.84	31	374.91		865.17	865.17	580,000	
CCCIT 2017-A3 A3	17305EGB5	05-22-17	1,604,272.00	1,572,748.16	04-07-22	1.920%	85.33	31	14,848.00		2,560.00	15,360.00	1,600,000	
TAOT 2018-A1 A1	89238BAD4	01-31-18	699,991.95	693,666.68	05-16-22	2.350%	45.69	31	731.11		1,370.83	1,370.83	700,000	
CCCIT 2018-A1 A1	17305EGK5	01-31-18	1,499,792.40	1,482,124.80	01-20-23	2.490%	103.75	31	6,328.75		3,112.50	9,441.25	1,500,000	
JDOT 2018-A A3	47788CAC6	02-28-18	484,965.13	482,637.61	04-15-22	2.660%	35.84	31	1,182.59		1,003.42	1,612.63	485,000	
JOHN DEERE ABS	47788BAD6	07-18-17	999,926.80	983,437.50	10-15-21	1.820%	50.56	31	808.89		1,516.67	1,516.67	1,000,000	
AMXCA 2018-1 A	02582JH06	3-21-18	2,609,696.98	2,604,213.63	10-17-22	2.670%	193.58	31	1,935.75		5,807.25	4,645.80	2,610,000	
AMXCA 2017-4 A	02582JHG8	05-30-17	1,199,807.76	1,188,232.08	12-15-21	1.640%	54.67	31	880.00		1,634.67	1,640.00	1,200,000	
													14.26%	
SALE/PAYDOWN/MATURITY:														
FHLB	3130AAXX1	03-10-17			03-18-19	1.375%	0.00	31				0.00		
BNP PARIBAS NY BRANCH	09659CC71	07-07-17			03-07-18	0.000%	0.00	31				0.00		
CASH AND CASH EQUIVALENTS									727.02		346.21	727.02	346.21	
TOTAL									592,693.09	0.00	234,981.93	316,782.78	510,892.24	159,127,625.65
Weighed Average Interest Rate									1.777%					

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

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2017:					
1st Quarter	19,338,441	1st Quarter	18,526,300	(812,141)	18,526,300
2nd Quarter	20,753,590	2nd Quarter	22,307,178	1,553,588	22,307,178
3rd Quarter	21,051,276	3rd Quarter	19,175,362	(1,875,914)	19,175,362
4th Quarter	21,856,693	4th Quarter	24,345,230	2,488,537	24,345,230
FY2017 Total	83,000,000	FY2017 Total	84,354,070	1,354,070	84,354,070
FY2018:					
Jul. 17	6,173,245	Sep. 17	5,760,900	(412,345)	6,173,245
Aug. 17	6,173,245	Oct. 17	5,760,900	(412,345)	6,173,245
Sep. 17	9,148,973	Nov. 17	7,681,200	(1,467,773)	9,148,973
1st Qtr. Adjustment		Dec. 17	3,472,138	3,472,138	
3 Months Total	21,495,463		22,675,138	1,179,675	21,495,463
Oct. 17	6,484,778	Dec. 17	6,251,900	(232,878)	6,484,778
Nov. 17	6,279,663	Jan. 18	6,251,900	(27,763)	6,279,663
Dec. 17	9,645,126	Feb. 18	8,335,800	(1,309,326)	9,645,126
2nd Qtr. Adjustment		Mar. 18	3,537,277	3,537,277	
6 Months Total	43,905,030		47,052,015	3,146,985	43,905,030
Jan. 18	5,525,697	Mar. 18	5,376,600	(149,097)	5,525,697
Feb. 18	5,504,678	Apr. 18	5,376,600	(128,078)	5,504,678
Mar. 18	7,882,317	May 18			7,882,317
3rd Qtr. Adjustment		Jun. 18			
9 Months Total	62,817,722		57,805,215	2,869,810	62,817,722
Apr. 18	6,117,920	Jun. 18			6,117,920
May 18	6,103,123	Jul. 18			6,103,123
Jun. 18	9,621,235	Aug. 18			9,621,235
4th Qtr. Adjustment		Sep. 18			
FY2018 Total	84,660,000	FY2018 Total	57,805,215	2,869,810	84,660,000
	22,675,138	1st Quarter			
	22,176,689	2nd Quarter			
	20,963,783	3rd Quarter			
	5,989,842	4th Quarter			
	71,805,452	YTD Actual Per Statement of Revenue & Expenses			

(1)Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2018

	<u>4/30/2018</u>
Cash -- Bank of America Checking Account	2,849,894.50
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	2,091.43
LAIF	993,707.17
County Pool	240,735,689.47
Investment Portfolio	156,817,574.88
Total	<u><u>401,398,957.45</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
APRIL 2018

Unit	Ref	Name	Amount	Method	Description
SMCTA	000156	URS CORPORATION	33,300.02	ACH	Consultants
SMCTA	000157	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000158	URS CORPORATION	59,667.73	ACH	Consultants
SMCTA	000159	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000160	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	004639	HANSON BRIDGETT LLP	13,110.00	CHK	Legal services
SMCTA	004640	HANSON BRIDGETT LLP	3,574.00	CHK	Legal services
SMCTA	004641	HOLLAND & KNIGHT LLP	7,000.00	CHK	Legislative Advocate
SMCTA	004642	MARK THOMAS & COMPANY AND AECOM JV	37,775.00	CHK	Consultants
SMCTA	004643	SAN CARLOS, CITY OF	21,204.61	CHK	Capital Programs (1)
SMCTA	004644	SAN MATEO COUNTY COMM COLLEGE DISTRICT	28,717.53	CHK	Capital Programs (2)
SMCTA	004645	SOUTH SAN FRANCISCO, CITY OF	44,150.51	CHK	Capital Programs (3)
SMCTA	004646	DEPARTMENT OF TRANSPORTATION	5,050,823.89	CHK	Capital Programs (4)
SMCTA	004647	ATKINS NORTH AMERICA, INC	60,617.67	CHK	Consultants
SMCTA	004648	CITY OF PACIFICA	78,829.01	CHK	Capital Programs (5)
SMCTA	004649	KHOURI CONSULTING	3,859.00	CHK	Legislative Advocate
SMCTA	004650	MEDINA, RICO E.	100.00	CHK	Board Member Compensation
SMCTA	004651	USI INSURANCE SERVICES NATIONAL, INC.	624.25	CHK	Broker Fee - Quarterly
SMCTA	004652	HANSON BRIDGETT LLP	1,486.00	CHK	Legal services
SMCTA	900118	SAN MATEO COUNTY TRANSIT DISTRICT	6,240,019.55	WIR	Caltrain, Redi-Wheels, Bank charges, postage, etc.
SMCTA	900119	DEPARTMENT OF TRANSPORTATION	2,357,386.58	WIR	Capital Programs (6)
			14,042,545.35		

- (1) FY17/FY18 Local Shuttles
(2) FY17/FY18 Local Shuttles
(3) FY17/FY18 Local Shuttles
(4) 101 Interchange to Broadway \$181,499.80; 101 Interchange to Willow \$3,152,842.78;
SR92 El Camino Real Ramp \$1,607,687.16; 101 HOV Ln Whipple \$108,794.15
(5) Rte 1 Fassler to Westport \$78,829.01
(6) 101 Interchange to Broadway \$34,416.13; 101 Interchange to Willow \$1,692,199.15;
SR92 El Camino Real Ramp \$453,114.05; 101 HOV Ln Whipple \$149,947.98;
Marsh to SM/SC line \$27,709.27

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT
3RD QUARTER FISCAL YEAR 2018**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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Capital Projects

Quarterly Status Report

3rd Quarter FY2018 : January 01 - March 31, 2018

Report prepared for the **June 07, 2018 TA Board Meeting**

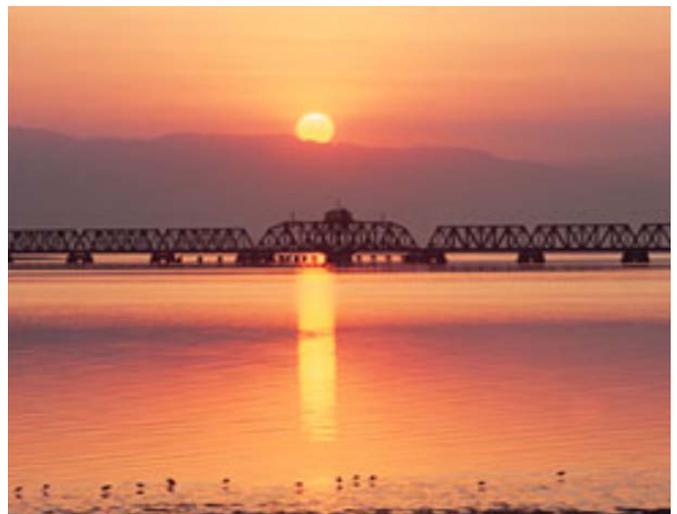




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Level 2 Projects

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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

Level 2 Projects Highways

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

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



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

Project Status Summary: PID, PA&ED, and PS&E phases were complete. Interchange construction was completed in October 2017. Project is now in a one-year plant establishment period. Caltrans is performing construction administration and inspection for plant establishment. Project is in process of final accounting with Caltrans and PG&E for work associated with construction and utility relocation.

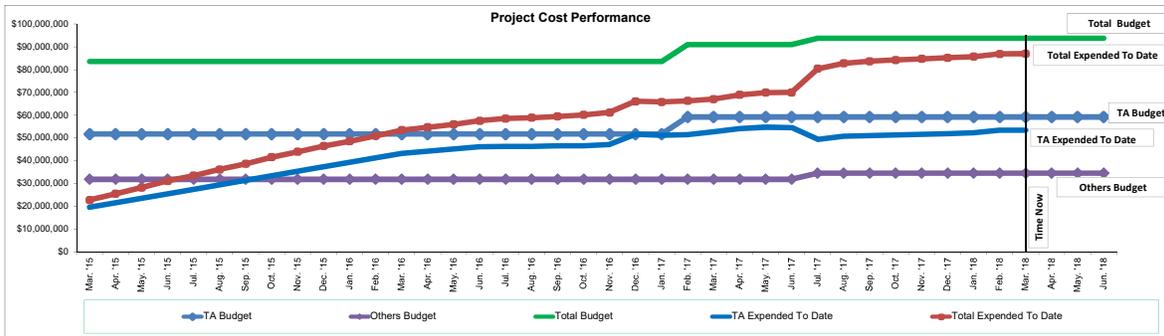
Issues: None.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$53,401,414	\$5,785,586	\$59,187,000	\$0
Others	\$34,551,000	33,530,618	\$1,020,382	\$34,551,000	\$0
Total Project	\$93,738,000	\$86,932,032	\$6,805,968	\$93,738,000	\$0

Note: The current budget includes the cost for subsequent landscaping work that will commence after construction completion.



Issues: In July 2017, project expenditures were adjusted to include the \$1.12 M of City's reimbursement for sewer relocation work and \$4.218 M of STIP reimbursement for PS&E costs. These reimbursement had been credited back to TA and were deducted from TA's expenditure. In addition, State increased its budget by \$1.6 M to cover extra work associated with additional right-of-way commitments and unforeseen site conditions. The corresponding State and City's budgets and expenditures were revised.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR)	05/01/00	11/30/05	05/01/00	11/30/05	05/01/00	11/30/05
PA&ED	10/02/08	11/30/10	10/02/08	04/23/11	10/02/08	04/23/11
PS&E	06/01/11	12/31/13	06/01/11	06/30/14	06/01/11	06/30/14
Construction	09/10/14	11/20/17	09/10/14	11/20/17	09/10/14	10/20/17
Plant Establishment (One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18

Note: The current schedule does not include the subsequent landscaping period that will commence after construction completion.

Progress This Quarter: (1) Continue plant establishment.

Future Activities: (1) Complete As-Built Drawings.
 (2) Prepare right-of-way plat and legal description for right-of-way Close-Out.
 (3) Scoping for subsequent highway planting.

Issues: None.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$53,401,414	90%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,509,059	97%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,909,474	96%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,112,085	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$86,932,032	93%	\$93,738,000	100%

Issues: None.

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

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



TA Role: Funding Agency and Technical Support
Sponsor: City of Menlo Park

Project Status Summary: TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park for the Construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice to proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. Project is currently in Stage 2 construction. Caltrans is performing construction administration and inspection, and has reported that the contractor has completed approximately 48% of the construction contract work, 57% of the scheduled time has been used (including time extension due to change orders) and 48% of the budget has been expended.

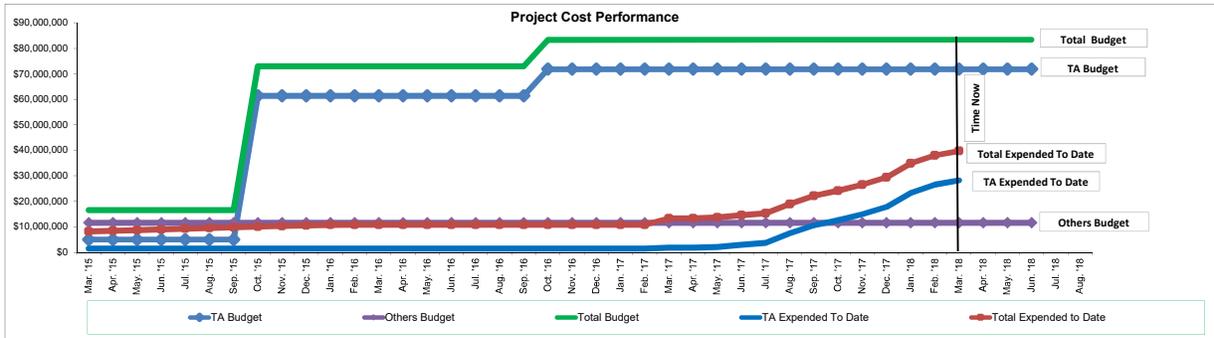
Issues: None.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$28,191,888	\$43,608,112	\$71,800,000	\$0
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$39,743,888	\$43,608,112	\$83,352,000	\$0

Note: Budget is for PID, PA&ED, PS&E, Right-of-Way and Construction phases.



Issues: Issues associated with design discrepancies and unforeseen site conditions resulted in early changes with additional costs and time. Additional costs will be covered by construction contingency funds.

Schedule:



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

- Progress This Quarter:**
- (1) Completed tie-ins for relocated waterlines on Pierce Road, E. Bayshore Road and Willow Road.
 - (2) Constructed curb ramp and sidewalk at Laruel Ave and Willow Road.
 - (3) Completed curb and gutter restoration on Willow Road and Laurel Ave.
 - (4) Demolished soundwalls.
 - (5) Completed grading at soundwall at northwest and northeast quadrant of the interchange.
 - (6) Continued grading at soundwall at southwest quadrant of the interchange.
 - (7) Completed pouring southwest corner abutment wall.
 - (8) Completed cast-in-drilled-hole piles installation in K-rail placed in US 101 median.
 - (9) Completed bridge pile driving at northwest, southwest and southeast quadrant of the interchange.
 - (10) Began pouring bridge column.
 - (11) Placed deep soil mixing in the northwest and southeast quadrant of the interchange.

- Future Activities:**
- (1) Continue construction of and grading at sound walls.
 - (2) Continue to construct bridge abutment walls.
 - (3) Complete to construct bridge columns.

Issues: Issues associated with design discrepancies and unforeseen site conditions resulted in early changes with extra cost and time. It is estimated that 100 days of Time Related Overhead have been added to the project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$28,191,888	39%	\$71,800,000	86%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	14%
Total	\$83,352,000	100%	\$39,743,888	48%	\$83,352,000	100%

Issues: SMCTA funding includes \$10.4 M Measure A Advancement funds for construction support to be reimbursed by Caltrans once State funds become available.

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

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



TA Role: Funding Agency
Sponsor: Redwood City (Also Implementing Agency)

Project Status Summary: Caltrans approved the Environmental Document and Final Project Report. The PA&ED phase is now completed. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the PS&E phase, and the City of Redwood City has committed additional matching funds. The Project is currently in preparation of the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative agreement with Caltrans for PS&E review and support. The project is currently in preparation of Plans, Specifications & Estimate (PS&E).

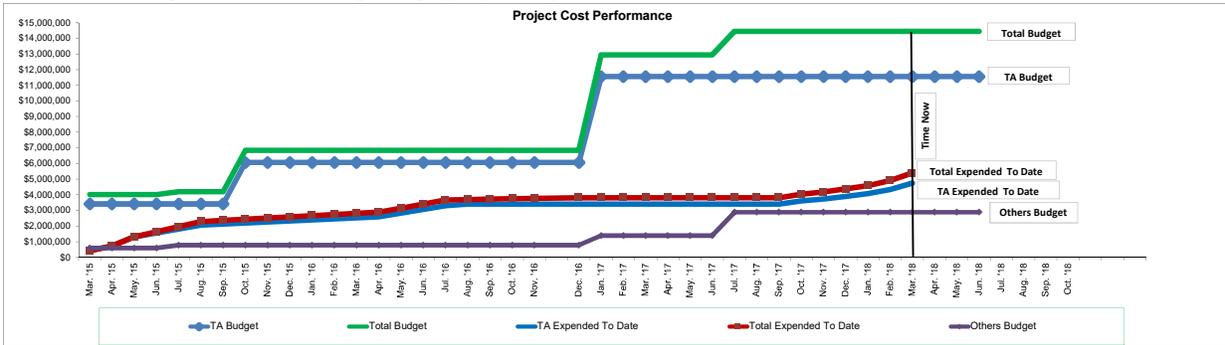
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$11,560,000	\$4,751,124	\$6,808,876	\$11,560,000	\$0
Others	\$2,894,000	\$647,628	\$2,246,372	\$2,894,000	\$0
Total Project	\$14,454,000	\$5,398,751	\$9,055,249	\$14,454,000	\$0

Note: Budget is for PA&ED, PS&E and Right-of-Way Support phases only.



Issues: None

Schedule:



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

- Progress This Quarter:**
- (1) Held California Public Utilities Commission Diagnostic field meeting.
 - (2) Continued potholing, geotechnical and hazmat lab work.
 - (3) Continued work on technical reports.
 - (4) Obtained Encroachment Permit Rider from Caltrans.
 - (5) Continued geotechnical and hazardous materials investigations, obtain preliminary title reports.
 - (6) Continued field survey work and utility verification process.
 - (7) Began Transportation Management Plan and Lane Closure Charts.
 - (8) Continued to work on 65% submittal.
 - (9) Submitted Bridge Site Data Submittal and Structure Type Selection package to Caltrans.
 - (10) Submitted a Union Pacific Railroad Structure Package to City for UPRR.

- Future Activities:**
- (1) Conduct utility kick-off meetings.
 - (2) Continue electrical design, utility relocation and occupation plans.
 - (3) Continue to update Critical Path Method (CPM) schedule.
 - (4) Conduct Structure Type Selection Meeting.
 - (5) Continue work on technical reports.

Issues: The Structure Type Selection is not yet approved by Caltrans and may result in potential delay.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,560,000	80%	\$4,751,124	41%	\$11,560,000	80%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,894,000	20%	\$647,628	22%	\$2,894,000	20%
Total	\$14,454,000	80%	\$5,398,751	37%	\$14,454,000	80%

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

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



TA Role: Funding Agency, and Technical Support during construction.
Sponsor: City of Pacifica

Project Status Summary: The Construction Phase administrated by Caltrans is now complete. Off-site Mitigation is also complete. Project is currently in the plant establishment and biological monitoring phases. Environmental permits issued for the Project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans. City entered a Cooperative Agreement with Caltrans and a Funding Agreement with TA for the remaining monitoring period.

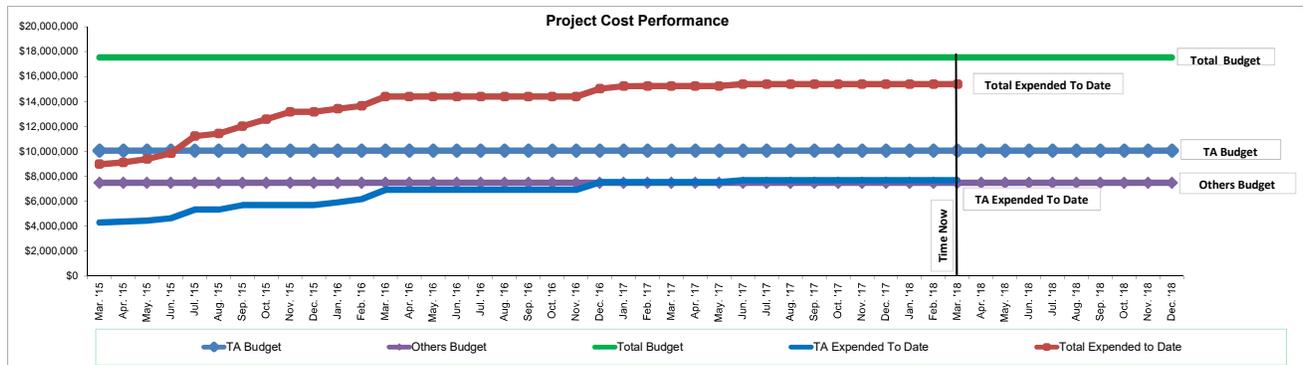
Issues: None.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,696,866	\$450,000	\$8,146,866	\$1,907,134
Others	\$7,790,381	\$7,691,240	\$99,141	\$7,790,381	\$0
Total Project	\$17,844,381	\$15,388,106	\$549,141	\$15,937,247	\$1,907,134

Note: Budget for PS&E, Construction, plant establishment and a 3-year Biological Monitoring period.



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	04/01/11	10/05/12	04/01/11	09/20/13	04/01/11	09/20/13
Construction	04/07/14	11/10/15	04/07/14	10/15/15	04/07/14	10/15/15
Offsite Mitigation	11/10/15	11/10/16	10/15/15	10/15/16	10/15/15	08/15/16
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/20	01/01/18	12/31/20

Progress (1) Began Phase II biological monitoring.
This Quarter: (2) Executed a Caltrans Cooperative Agreement and a TA Funding Agreement for Phase II biological monitoring work.

Future Activities: (1) Continue Phase II biological monitoring period for the remaining 3-year period.

Issues: None.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,696,866	94%	\$8,146,866	51%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
State	\$3,194,381	18%	\$3,095,240	97%	\$3,194,381	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,388,106	97%	\$15,937,247	100%

Issues: None.

000791 - U.S. 101 - MANAGED LANES PROJECT

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



TA Role: Funding Agency / Co-Implementer / Co-Sponsor
Sponsors: C/CAG and TA

Project Status Summary: This project is in the PA&ED phase. The PSR-PDS was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. Current work in progress includes traffic studies, Geotechnical Report, general environmental studies, biological studies, cultural resource studies and development of APE mapping. In February 2017, the Project began a series of meetings to inform the City's staff (located in the vicinity of the Project limits) about the Project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018.

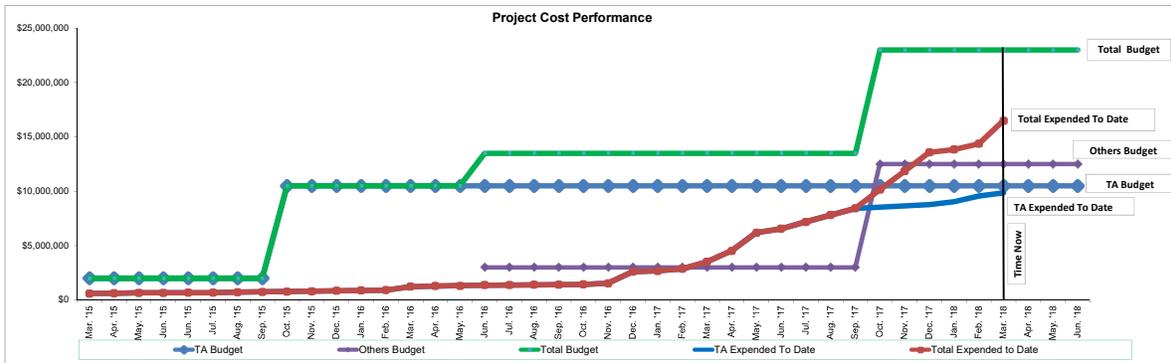
Issues: None.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,500,000	\$9,860,972	\$639,028	\$10,500,000	\$0
Others	\$12,500,000	\$0	\$12,500,000	\$12,500,000	\$0
Total Project	\$23,000,000	\$9,860,972	\$13,139,028	\$23,000,000	\$0

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



Issues: An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	12/05/13	12/15/14	12/05/13	05/15/15	12/05/13	05/04/15
Supplemental PSR-PDS	02/03/16	06/01/16	02/03/16	06/01/16	02/03/16	06/03/16
PA&ED	06/22/16	10/24/18	06/22/16	10/24/18	06/22/16	07/01/18

- Progress This Quarter:**
- (1) Held public meeting at the City of Millbrae.
 - (2) Received AQ Conformity from Federal Highway Administration.
 - (3) Continued perform United States Fish and Wildlife Service consultation.
 - (4) Continued fatal flaw analysis for DED.
 - (5) Continued to incorporate comments on 2nd Admin Draft IS/EA.
 - (6) Conducted Value Analysis workshop.
 - (7) Held California Highway Patrol Coordination Meeting.
 - (8) Continued to conduct surveys and mapping for Environmental Study.
 - (9) Submitted Survey Control Report to Caltrans
 - (10) Continued right-of-way appraisals.
 - (11) Conducted procurement and award Construction Manager/ General Contractor (CMGC) contract.

- Future Activities:**
- (1) Continue to review and address public comments on the DED.
 - (2) Complete mapping for Environmental Study.
 - (3) Complete right-of-way appraisals.
 - (4) Finalize CMGC contract.

Issues: The project team is seeking opportunities to advance the PA&ED phase and is targeting early completion in July 2018.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,500,000	46%	\$9,860,972	94%	\$10,500,000	46%
Others						
Federal	\$9,500,000	41%	\$6,633,000	70%	\$9,500,000	41%
State	\$0	0%	\$0	0%	\$0	0%
Private*	\$3,000,000	13%	\$0	0%	\$3,000,000	13%
Total	\$23,000,000	100%	\$16,493,972	72%	\$23,000,000	100%

* \$3M from SAMCEDA funding agreement.

Issues: An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work.

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

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



TA Role: Implementing and Funding Agency
Sponsor: County of San Mateo

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

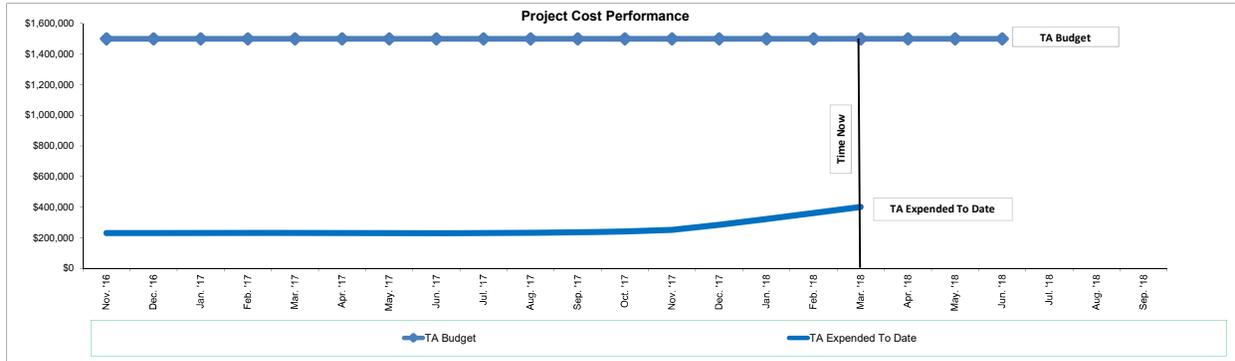
Issues: None.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$401,824	\$1,098,176	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$401,824	\$1,098,176	\$1,500,000	\$0

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



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	09/30/18	09/27/17	09/30/18

Progress This Quarter:

- (1) Submitted project schedule to Caltrans.
- (2) Obtained As-Built Drawings from Caltrans.
- (3) Began survey work.
- (4) Prepared responses to State Park's comments.
- (5) Submitted draft Project Description and Purpose & Need to Caltrans, TA and County of San Mateo.
- (6) Submitted draft Traffic Memo to TA and County of San Mateo.
- (7) Began to develop base sheets, projects plans and details.
- (8) Began coordination with PG&E and conducted PG&E field site meeting.
- (9) Began environmental studies.

Future Activities:

- (1) Coordinate with PG&E on Permit Application.
- (2) Finalize the Geometry Design and prepare Design Exception Fact Sheets.
- (3) Prepare draft project plans and investigate ADA compliant issues.
- (4) Prepare draft Encroachment Policy Variance Request, draft utility design and coordinate with PG&E.
- (5) Continue environmental studies.

Issues: None.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$401,824	27%	\$1,500,000	100%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City		0%		0%		0%
Total	\$1,500,000	100%	\$401,824	27%	\$1,500,000	100%

Issues: None.

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

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



TA Role: Funding Agency
Sponsor: San Carlos (also Implementing Agency)

Project Status Summary: The environmental document was certified by Caltrans on June 19, 2015. Final Project Report for the interchange was approved by Caltrans on September 25, 2015. PS&E phase of work commenced July 2015. The 65% design was submitted to Caltrans in November 2015. The 95% Civil and Structural plans were submitted to Caltrans in August 2016 and February 2017, respectively. Work is on-going for 100% Civil and Structural PS&E submittal. The interchange project was combined with the pedestrian overcrossing project, for which a Supplemental Project Report and Environmental Certification Revalidation are required.

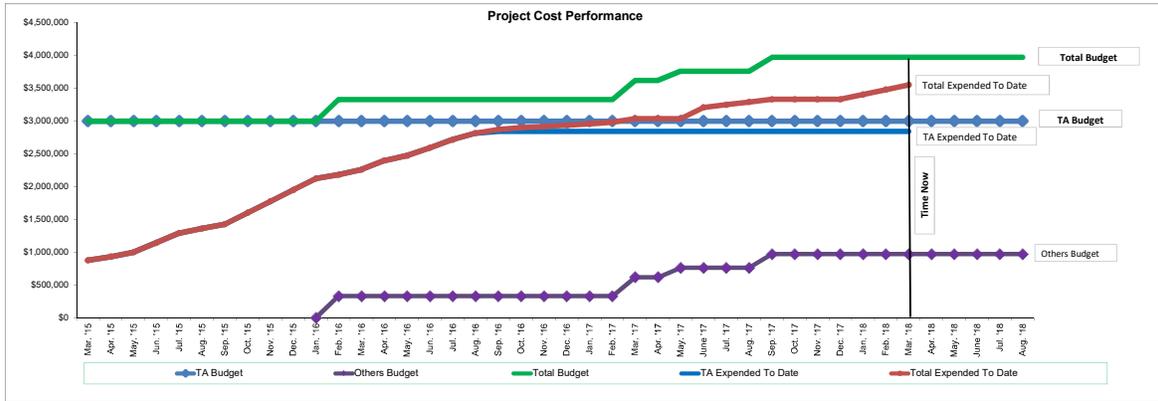
Issues: Schedule has been delayed due to additional scope of work associated with SMART corridor utility relocation, additional retaining walls, and the decorative arches and lighting. California Transportation Commission (CTC) funding allocation requires project securing Right-of-Way Certification and Environmental Certification Revalidation. Installation of decorative lighting on the overcrossing structure requires consultation with Federal Aviation Administration.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,842,228	\$0	\$2,842,228	\$157,772
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
Total Project	\$3,763,063	\$3,552,345	\$52,946	\$3,605,291	\$157,772

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



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

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	04/30/18
Right of Way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	04/30/18

Progress (1) Began drafting funding agreement between City of San Carlos and TA.
(2) Full funding was approved at the February 26th City Council meeting except for the LED lighting.
(3) Completed Environmental Revalidation in February.
(4) Submitted final PS&E and Right-of-way Certification for Caltrans review.
(5) Executed Co-op Agreement for construction.

Future Activities: (1) City of San Carlos to submit allocation request to CTC before April 30th for the CTC meeting in June 2018.
(2) Continue to work on Freeway Maintenance Agreement, 401 Permit, 404 Permit, and Caltrans Encroachment Permit.
(3) Advertise project after full funding condition is met.

Issues: The completion of the PS&E and right-of-way phases have been delayed due to additional work associated with SMART corridor utility relocation, additional retaining walls, and the decorative arches and lighting. The project is currently forecasting completion by the end of February 2018. California Transportation Commission (CTC) funding allocation requires project securing Right-of-Way (ROW) Certification and Environmental Certification Revalidation. In order to request for funding approval at the April 2018 CTC meeting, project must obtain the necessary ROW certification and Environmental revalidation by end of February 2018.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	80%	\$2,842,228	100%	\$2,842,228	79%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$763,063	20%	\$710,117	93%	\$763,063	21%
Total	\$3,763,063	100%	\$3,552,345	99%	\$3,605,291	100%

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

000799 - U.S. 101 / SR 92 INTERCHANGE PROJECT

Scope: Preliminary Planning Study (PPS) to identify improvement needs for US 101/SR 92 interchange area to address traffic congestion. The study limits cover US 101 between Third Avenue and Ralston Avenue interchanges, and SR 92 between I-280 and Foster City Boulevard interchanges.



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

Project Status Summary: The final PPS report was completed and the PPS phase is now closed. The project is currently in coordination with City of Foster City, City of San Mateo, C/CAG and Caltrans for Project Initiation Documents (PID) phase of the project. The project is located in close proximity to the SR 92/ Delaware Interchange and may be combined with the SR 92/ Delaware Interchange project (000792) in the future phase.

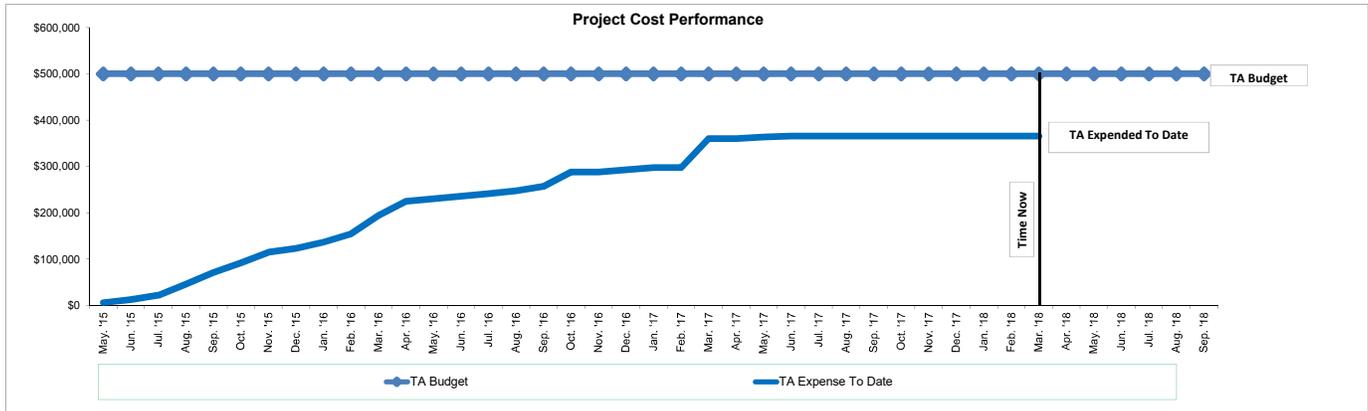
Issues: Project received Measure A funding for both short-term and long-term improvements. Short-term and long-term improvements will be delivered as two separate projects.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$500,000	\$365,363	\$0	\$365,363	\$134,637
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$500,000	\$365,363	\$0	\$365,363	\$134,637

Note: Budget is for PPS phase only



Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	05/05/15	07/07/16	05/05/15	07/07/16	05/05/15	07/08/16
PID	06/01/18	06/30/19	06/01/18	06/30/19	06/01/18	06/30/19

Progress This Quarter: (1) Project received Measure A funding for both short-term and long-term improvements. (2) Continued to define scope of work for both long-term and short-term improvements.

Future Activities: (1) Establish a Cooperative Agreement with Caltrans for the PIDs work. (2) Establish Memorandums of Understanding (MOUs) with Cities. (3) Continue to coordinate with the US 101 Managed Lane project for improvement needs. (4) Issue Notice-To-Proceed once scope of work is finalized.

Issues: PID schedule will be developed once Cooperative agreement and MOUs are established.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$500,000	100%	\$365,363	100%	\$365,363	100%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City		0%		0%		0%
Total	\$500,000	100%	\$365,363	100%	\$365,363	100%

Issues: None

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

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



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

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

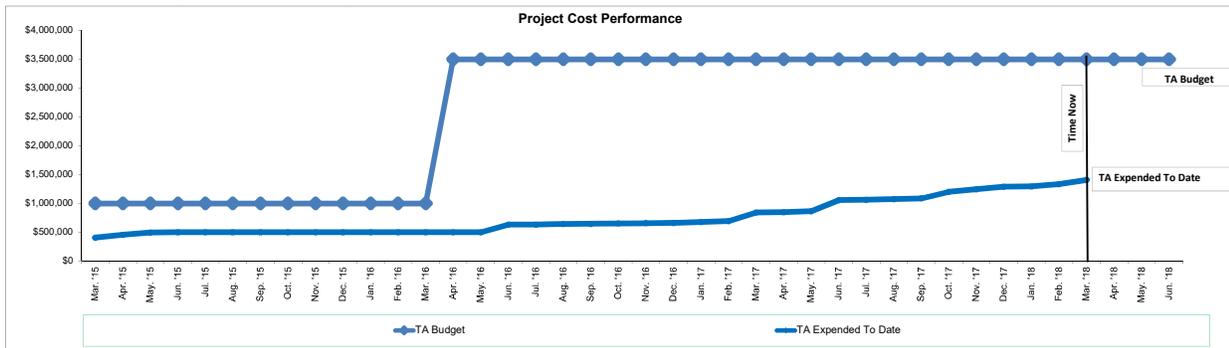
Issues: Delay in issuing baseline schedule due to additional public meetings requested by the City of Burlingame to address potential traffic impact on city's streets.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,407,998	\$2,092,002	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,407,998	\$2,092,002	\$3,500,000	\$0

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



Issues: Additional traffic studies could result in added costs.

Schedule:



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

*Baseline schedule for PA&ED will be developed after traffic scoping is finalized. Traffic scoping is anticipated to complete in summer 2018.

Progress This Quarter:

- (1) Continued to coordinate with TA, City staffs and Caltrans on Traffic Analysis Zone (TAZ), land use growth data, traffic forecast methodology details and models.
- (2) Modified traffic forecasting based on the adjusted forecast from City of Burlingame.
- (3) Submitted project status report summary to City of San Mateo.

Future Activities:

- (1) Review and update additional traffic counts to validate traffic conditions after the completion of US 101/Broadway Interchange project north of the project area.
- (2) Continue to coordinate with the City of Burlingame regarding their land-use data.
- (3) Continue to update TAZ data and rerun traffic forecast model.
- (4) Submit traffic forecast modeling work and model validation for Caltrans review.
- (5) Set baseline schedule when traffic scope is determined.
- (6) Resume environmental studies and other technical studies when scoping for traffic study is finalized.

Issues: Additional traffic study would potentially impact the project schedule.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,407,998	40%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$1,407,998	40%	\$3,500,000	100%

Issues: None.

000803 - U.S. 101 / PRODUCE AVENUE

Scope: Project scope is to study alternatives for a new interchange and street that connect from Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The Project proposes to improve traffic operations and to provide a local east-west connection across US 101 for the southern neighborhoods of the South San Francisco.



TA Role: Funding Agency.
Sponsor: City of South San Francisco (also implementing agency)

Project Status Summary: The PSR-PDS documents were approved by Caltrans in August 2015. The City of South San Francisco has selected a consultant team to proceed with the environmental studies (PA&ED phase). A Notice-to-Proceed was issued for PA&ED scope of work in September 2017.

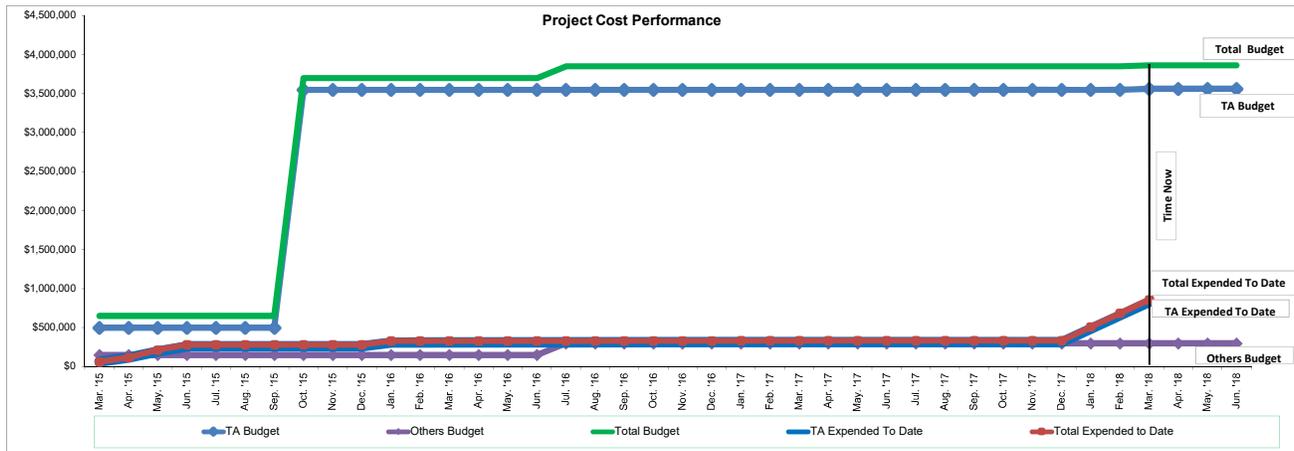
Issues: None.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$827,749	\$2,722,251	\$3,550,000	\$0
Others	\$300,000	\$31,222	\$268,778	\$300,000	\$0
Total Project	\$3,850,000	\$858,970	\$2,991,030	\$3,850,000	\$0

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



Schedule:



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

Progress

- This Quarter:**
- (1) Identified the Potential Impacted Properties.
 - (2) Addressed Caltrans comments, updated Alternative 2 and sent Comment/Response Matrix to Caltrans.
 - (3) Reviewed and collected Traffic Data & Reports. Submitted Forecast Model Review & Validation Memo to Caltrans.
 - (4) Submitted Existing Traffic Conditions Analysis to Caltrans Traffic Ops.
 - (5) Began working on the Future Forecast Data for Design Year 2045.
 - (6) Held meeting with California Water to discuss the project and relocation design.
 - (7) Began the analysis of PG&E Catenary Survey and Cultural, Biology and Community Impact Studies.
 - (8) Continued to develop Alternative Analysis Matrix.
 - (9) Held a public outreach conference call with the City and parcel owners.

Future Activities

- (1) Revise and submit Project Purpose & Need.
- (2) Begin Public Outreach meetings with the property/business owners.
- (3) Submit Existing Conditions Memo.
- (4) Continue the coordination with PG&E.
- (5) Schedule the first Environmental Focus Meeting with Caltrans environmental.
- (6) Develop Project Fact Sheets, Open Year Forecasts, and prepare Concept APE Mapping.

Issues: None.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$827,749	23%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$31,222	10%	\$300,000	8%
Total	\$3,850,000	100%	\$858,970	22%	\$3,850,000	100%

Issues: None.

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

Scope: This project will convert the existing interchange to a partial cloverleaf interchange, realign and widen on-ramp and off-ramp, and add signalized intersections at ramp termini. The project also includes widening sidewalks and added bike lanes on State Route 82.



TA Role: Funding Agency.
Sponsor: City of San Mateo

Project Status Summary: Caltrans finished the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. The Caltrans progress report as of December 2017 noted that the Contractor has completed 90% of the contract work, and 95% of the scheduled time has been used and 87% of budgeted cost has been expended.

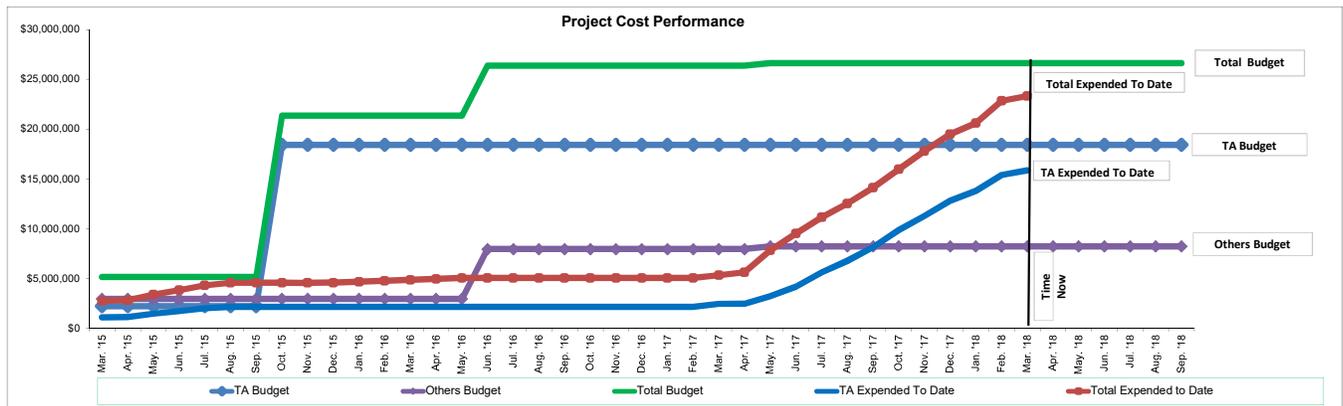
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$15,843,301	\$2,556,699	\$18,400,000	\$0
Others	\$8,211,535	\$7,353,371	\$858,164	\$8,211,535	\$0
Total Project	\$26,611,535	\$23,196,672	\$3,414,863	\$26,611,535	\$0

Note: Budget is for PA&ED, PS&E, ROW and Construction phases.



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (1/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	05/04/18	04/17/17	05/04/18

Progress (1) Continued stormwater pollution prevention plan implementation.

This Quarter: (2) Installed traffic signal.
(3) Installed closed-circuit television (CCTV).
(4) Installed Asphalt Concrete Pavement on El Camino Real.

Future (1) Begin final striping
Activities: (2) Complete traffic signal and electrical work.

Issues: Final striping and paving activities were delayed due to unfavorable weather condition. Project schedule has been updated to reflect the time extension.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$15,843,301	86%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$4,206,620	83%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,166,751	99%	\$1,181,535	4%
Total	\$26,611,535	100%	\$23,196,672	87%	\$26,611,535	100%

Issues: None

000817 - State Route 35 Widening Project

Scope: The project proposes to identify improvement needs to address traffic congestion and safety issues on State Route 35 (Skyline Boulevard) between I-280 and Sneath Lane, approximately 1.5 mile roadway segment in the City of San Bruno. Scope of project includes Preliminary Planning Study (PPS), Project Initiation Document (PID) and Environmental (PS&E) phases.



TA Role: Implementing and Funding Agency
Sponsor: City of San Bruno and City of South San Francisco

Project Status Summary: The final PPS was completed. The PPS identified five project Build Alternatives to widen State Route 35 by one or two lanes. In conjunction with the PPS, a Preliminary Planning Study Environmental Memo was prepared in September 2015 to identify the environmental constraints and potential environmental impacts associated with the proposed widening. Since the Project lies entirely within the City of San Bruno's city limits, the Sponsors agreed that City of San Bruno will continue to support the Project as the sole Sponsor for the PID and PS&E phases. On October 10, 2017, the San Bruno City Council voted 3-2 to end the State Route 35 widening project. The project is currently closed.

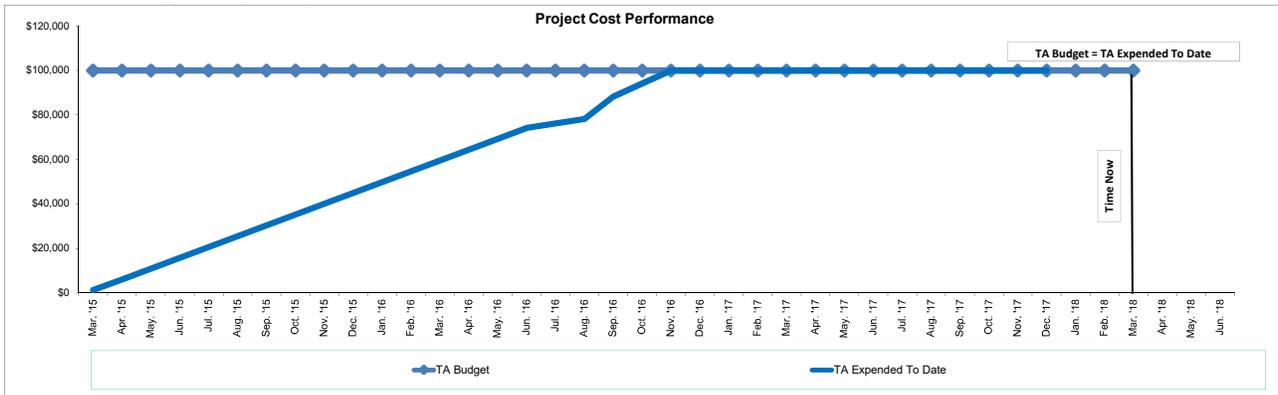
Issues: None.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$100,000	\$100,000	\$0	\$100,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$100,000	\$100,000	\$0	\$100,000	\$0

Note: Budget for PPS phase only.



Schedule:



Major Milestones:	Original Baseline		Current Baseline (5/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	05/18/15	05/16/16	05/18/15	05/16/16	05/18/15	07/08/16
Project Closeout	12/01/17	03/31/18	12/01/17	03/31/18	12/01/17	03/31/18

Progress This Quarter: (1) Completed project closeout.

Future Activities: This is the final report.

Issues: None.

Funding :



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

Issues: None.

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Level 1 Projects Highways

TA - Level 1 Highway Projects:

<p>00629 - US 101 - MARSH TO SM/SC COUNTY LINE PROJECT (Auxiliary Lanes)</p> <p>Scope:</p> <ol style="list-style-type: none"> 1) Prepared PSR, Environmental and PS&E for the construction 2) Widened US 101 to add auxiliary lanes in each direction from Marsh Road Interchange in San Mateo County to the Embarcadero Road Interchange in Santa Clara County. 3) Widened/ modified various on/off-ramps at four interchanges that lie within the project limits. 4) Re-constructed Ringwood Pedestrian Overcrossing to accommodate the auxiliary lanes. 5) Installed Intelligent Transportation System (ITS) equipment within the project limits. <p>Scope was delivered in three segments: Segment 1 – US 101 Auxiliary Lanes – Marsh Road to University Avenue (Completed). Segment 2 – US 101 Auxiliary Lanes – University Avenue to Embarcadero Road (Completed). Segment 3 – US 101 Replacement Landscaping – Embarcadero Road Interchange to Marsh Road Interchange.</p> <p>TA Role: Funding Agency</p> <p>Phase: Plant Establishment</p> <p>Status: Continued plant establishment period.</p> <p>Note: The project has reached substantial completion and the cost of the project was lower than the original budgeted amount. A portion of the remaining funding (\$24.7 M) was returned to the Highway Program for other project use.</p>	<p>SMCTA Budget \$12,085,171</p> <p>Expended \$10,247,651</p> <p>Remaining \$1,837,520</p>
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TA – Caltrain Projects

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

	SMCTA Budget \$74,000,000	Expended \$28,200,000	Remaining \$45,800,000
<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillsdale Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction.</p> <p>Status: Construction continued into the third quarter. More specifically, contractor completed all cast-in-drilled-hole (CIDH) bridge piles and demobilized piling equipment. Completed abutment work at Beresford Creek Bridge, installed temporary train intermediate signal at 25th Ave, started abutment work at Pedestrian Underpass Bridge, and started third party fiber optic conduit protection at 28th Ave Bridge. Regular coordination meetings between Contractor, City, Caltrain, SMCTA, Utility companies and stakeholders were ongoing. Continued various public notifications and outreach meetings with the neighborhoods within and adjacent to project limit.</p>			
<p>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</p> <p>Scope: The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p>Phase: Preliminary Engineering/Environmental (PE/ENV)</p> <p>Status: The project team has identified the location of the Paralleling Station 3 (PS3) for the Peninsula Corridor Electrification Project (PCEP) is in conflict with the grade separation's MSE wall structure. The team is working with PCEP to find a new location for the PS3 substation to avoid the need to rebuild the substation during the grade separation project. Collected data/field work for wetlands, floodplains, cultural resources, hazmat existing conditions and was preparing technical studies for environmental clearances. Temporary shoofly and preliminary track alignment was identified.</p>	SMCTA Budget \$4,850,000	Expended \$1,088,364	Remaining \$3,761,636

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

<p>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</p> <p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning.</p> <p>Status: JPB, AECOM, SSF, and SB held a kickoff meeting on January 23, 2018. Items discussed included Project Overview, Data Collection, Design Alternatives (up to 6 Alternatives), and Outreach Plan. The Project Team held two meetings on February 27, 2018 and March 20, 2018 to discuss schedule, draft design criteria, stakeholder meetings, and data collection.</p>	<p>SMCTA Budget \$650,000</p> <p>Expended \$19,095</p> <p>Remaining \$630,905</p>
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<p>00815 - GRADE SEPARATION STUDY PROJECT - Ravenswood Avenue (Menlo Park)</p> <p>Scope: This is a planning study, led by the City of Menlo Park in close coordination with Caltrain, to explore the feasibility of different alternatives for the grade separation of Ravenswood Avenue from the Caltrain Corridor in Menlo Park. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previous studies with the development of a preferred alternative.</p> <p>Phase: Planning.</p> <p>Status: City staff prepared project Staff Report and presented item to City Council on Tuesday, January 16, 2018 as an informational item; prepared various materials and responded to community questions regarding raised track/viaduct alternatives that were not in the project scope and met with City Council Rail Subcommittee on Wednesday, March 21, 2018. Continued outreach to potentially impacted property and business owners and other stakeholders. Performed other activities including project team check-in calls, project team meetings and updates to project web page: www.menlopark.org/ravenswood.</p>	<p>SMCTA Budget \$750,000</p> <p>Expended \$632,522</p> <p>Remaining \$117,478</p>
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Pedestrian and Bicycle Program Project

San Mateo County Transportation Authority

New Measure A Pedestrian and Bicycle Program Project Status Update

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Measure A Funds	Measure A Expended	Measure A Remaining
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Preliminary design alternatives were being finalized which included: 1) alternatives for Twin Pines Park pathway were under review with Bicycle and Pedestrian Advisory Committee (BPAC) and 2) options regarding sidewalk and driveway restrictions were being resolved with affected business owners.	Mar 2016	\$882,036	\$0	\$882,036
Burlingame	California Drive/Bellevue Avenue Bike-Pedestrian Roundabout	Preliminary design/environmental, final design, right-of-way, construction	Bid process completed and City staff selected Redgwick Construction. Project kick-off meeting concluded.	Apr 2014	\$1,000,000	\$218,345	\$781,655
Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Final design and construction	The City was awarded additional funding from the Bay Area Air Quality Management District (BAAQMD) to use for Measure A local match. TA staff was coordinating with City staff to reduce Measure A programmed and allocated funds by BAAQMD award amount.	Mar 2016	\$337,500	\$37,000	\$300,500
Daly City	John Daly Boulevard Streetscape Improvements	Construction	Construction phase is nearing completion with pending punch list items and change orders.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Final design was nearing 90% completion. Forecasted project costs have increased due to construction cost escalation, additional requirements by Caltrans and permitting review. City staff continued to identify and secure funding shortfall.	Apr 2014	\$170,000	\$29,278	\$140,722
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	Project team continued progress on preliminary alternatives and design options. Due to resource constraints, the project schedule was affected. An amendment to the existing funding agreement to allow for a time extension is pending.	Mar 2016	\$490,000	\$196,299	\$293,701
Portola Valley	Alpine Road at Arastradero Road and Portola Road at Farm Road Shoulder Widening	Planning, preliminary design/environmental, final design and construction	Project close-out work continued.	Apr 2014	\$309,500	\$299,244	\$10,256
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Final design was resubmitted to Caltrans for review and coordination continued for permitting. All other regulatory agency approvals were received including Army Corps, January 2018.	Mar 2016	\$500,000	\$0	\$500,000
Redwood City	Hudson Street Bicycle and Pedestrian Improvements	Design and construction	Measure A funded scope of work was completed. Additional scope, funded by the City was nearing completion. An amendment to the existing funding agreement to allow for a time extension is pending.	Jul 2011	\$532,640	\$532,640	\$0
Redwood City	Kennedy Safe Routes to School Project	Construction	Consultant submitted 95% final design package. City staff was preparing for construction bid.	Mar 2016	\$500,000	\$0	\$500,000
Redwood City	Safe Routes to Schools	Final design and construction	Construction bid completed and City staff was preparing contract award.	Apr 2014	\$976,780	\$135,430	\$841,350
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	Caltrans comments received for key pedestrian enhancements. Final design was at 95% completion and were being revised to incorporate comments.	Apr 2014	\$300,000	\$45,404	\$254,596
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	City staff were reviewing consultant proposals for final selection.	Jul 2011	\$350,000	\$0	\$350,000
San Mateo	Hillsdale/101 Bridge Project	Preliminary design/ environmental	City continues to collaborate with Caltrans while they review and sign off on project environmental documents.	Apr 2014	\$875,000	\$835,136	\$39,864

New Measure A Pedestrian and Bicycle Program Project Status Update

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Measure A Funds	Measure A Expended	Measure A Remaining
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Final design was nearing 95% completion.	Mar 2016	\$200,000	\$0	\$200,000
San Mateo County	Complete the Gap Trail	Preliminary engineering, environmental and final design	Quarterly report for FY 18 Q3 is pending from Sponsor.	Mar 2016	\$300,000	\$110,860	\$189,140
San Mateo County	Midcoast Multimodal Trail	Preliminary design/ environmental and final design	Quarterly report for FY 18 Q3 is pending from Sponsor.	Apr 2014	\$500,000	\$346,892	\$153,108
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Preliminary engineering plans developed and submitted for City staff review.	Mar 2016	\$504,000	\$94,261	\$409,739



Definition of Terms

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

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

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

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

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

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

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

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

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



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

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

PDT – Policy Development Team / Project Development Team

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

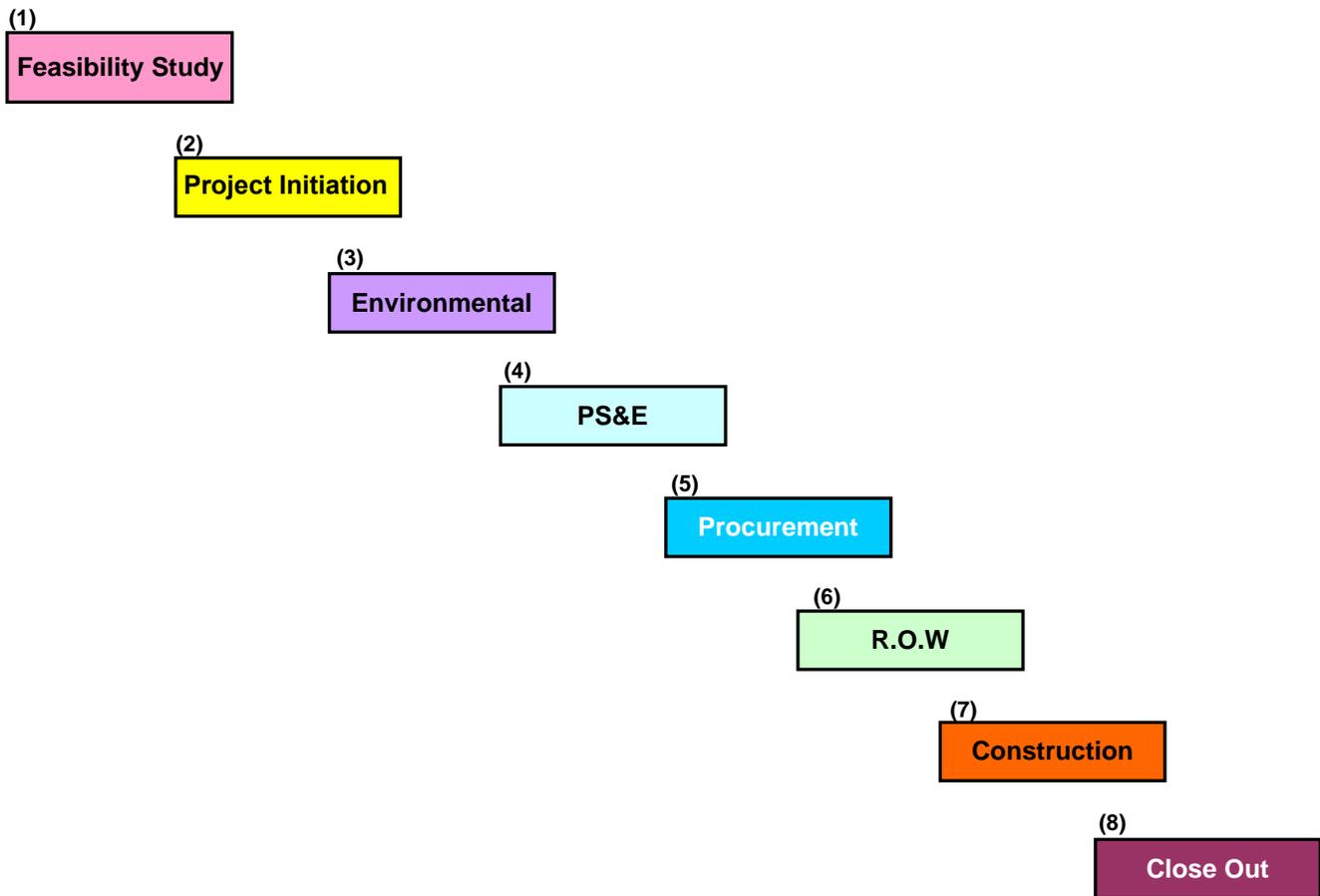
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



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



Performance Status (Traffic Light) Criteria

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



MEMORANDUM

Date: May 24, 2018
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: June 7, 2018 TA Board Meeting Executive Director's Report

ITEM #10
JUNE 7, 2018

SR 92/EL CAMINO REAL

On May 7, the San Mateo City Council recognized the project delivery team comprised of Caltrans, City of San Mateo and Transportation Authority staffs for the completion of 92/El Camino Interchange Project. Under an accelerated schedule and favorable weather conditions, the construction was completed in just over a year. This \$26.6 million interchange reconstruction project included \$18.4 million in Measure A funding.

CALIFORNIA TRANSPORTATION COMMISSION FUNDING ALLOCATION

On May 16, the California Transportation Commission voted to fund the Highway 101 Managed Lanes Project. The funding was made available from programs established by Senate Bill 1 (SB 1), the landmark statewide transportation funding legislation that was signed into law last year. Funding approved include \$200 million from the Solutions for Congested Corridors Program, and \$20 million from the Local Partnerships Competitive Program.

The project is being implemented through a collaborative effort between Caltrans, the City and County Association of Governments and the Transportation Authority. The project will address congestion and improve mobility on US 101 by creating an express lane in each direction between Whipple Avenue in Redwood City and Interstate 380 in San Bruno.

The project will implement managed lanes to incentivize the use of public transit, carpools, and other shared ride options, while also creating a new revenue stream from individuals willing to pay a fee to drive in the new lanes; net revenues generated can be used for additional transportation enhancements in the corridor.

The Managed Lanes Project is expected to enter the design phase upon completion of environmental review later this year. The managed lanes are currently projected to open to vehicles in summer of 2021.

REDWOOD CITY FERRY

On May 25, City of Redwood City along with the Port of Redwood City and the Water Emergency Transportation Authority hosted a field trip of the preferred location of a proposed new ferry terminal site in the Pacific Shores Area. Attendees of the field trip also participated in a subsequent discussion and overview of the ferry project at the Port's Administration Building. Director Beach attended the event.

The TA took action at their meeting in May to allocate \$450,000 that will fund a feasibility study and cost benefit analysis for ferry service in Redwood City. A draft of the findings are anticipated to be available September 2019.



Get Us Moving Update

June 2018

Community Engagement



Outreach by the Numbers

- \$12 Billion in need identified through a call for projects process
- 7 Million Get Us Moving impressions on digital and social media
- Over 14,500 residents completed the phase 1 survey and phase 2 budget challenge
- Hundreds of thousands of mailers requesting feedback. 10,000 distributed by hand (including in Spanish, Tagalog, Chinese)
- 8,500 TV spots
- 5,000 individuals participated through in-person, telephone or online town halls
- 1,000 residents participated in a scientific poll
- 100 presentations to City Councils, business, advocacy and community groups



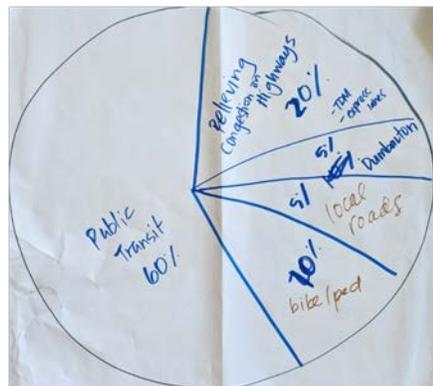
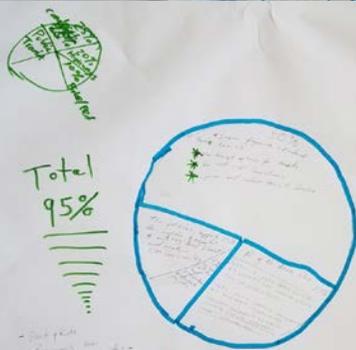
Expert Input

- Technical Advisory Group (TAG)
 - Technical staff from the County and every City
 - Transportation Agency Partners
- Stakeholder Advisory Group (SAG)
 - Over 70 organizations participated including community and civic groups, environmental organizations, bicycle coalition, public safety officers, large employers and chambers of commerce, youth leadership, accessibility organizations, and transit advocates
- 14 SAG and TAG meetings since November 2017



Ideas and Priorities Shared

HWY	35%	38	30
POT HOLES	20%	15	15
TDM/CM	5%	25	5
TRAN			
GRAD			
BIKE			
DUMBA			



Highways - 25% do WW
Redevelop - Highway Expansion related

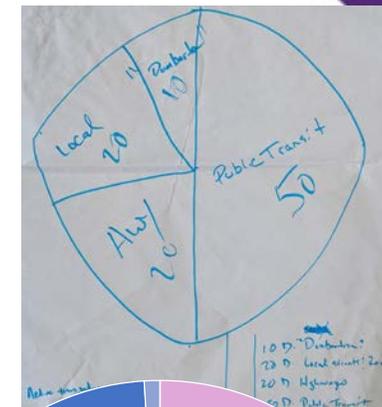
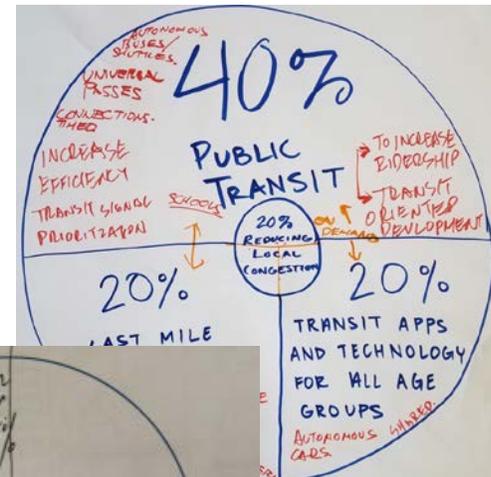
Repair Potholes/ Reduce Congestion -

Public Transit - + TDM
including access affordability for seniors, people with disabilities, etc.

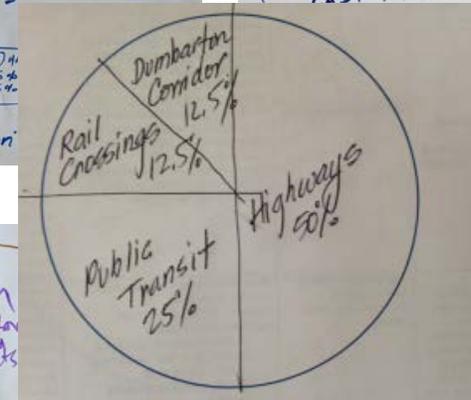
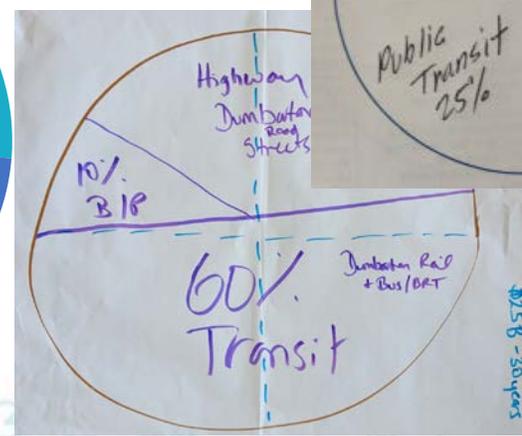
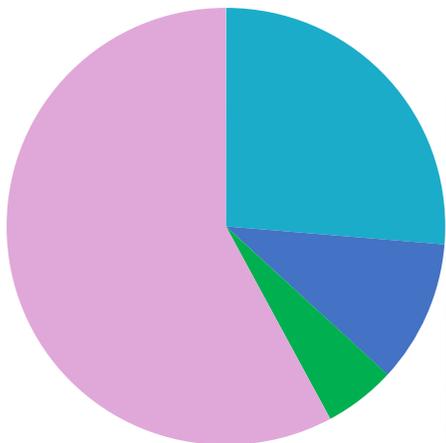
Caltrains crossing -

Bike/PED - 10%
5%
5%

Dumbarton Corridor

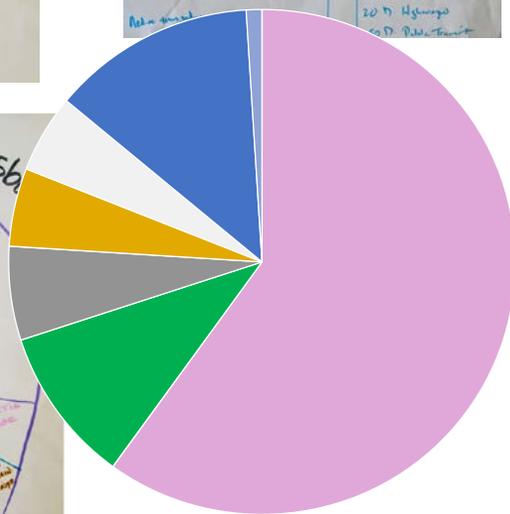
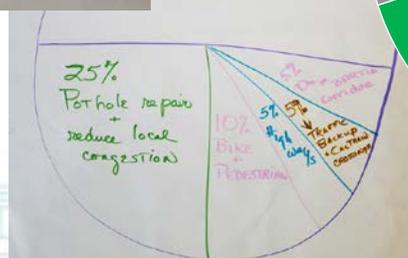


Highway	
TDM	
Potho	
Transit	50
Grade Sep	10
Bike/Ped	10
Dumbarton	5



North County! Brisbane

50% Public Transit



Budget Challenge Online Tool

■ Highways

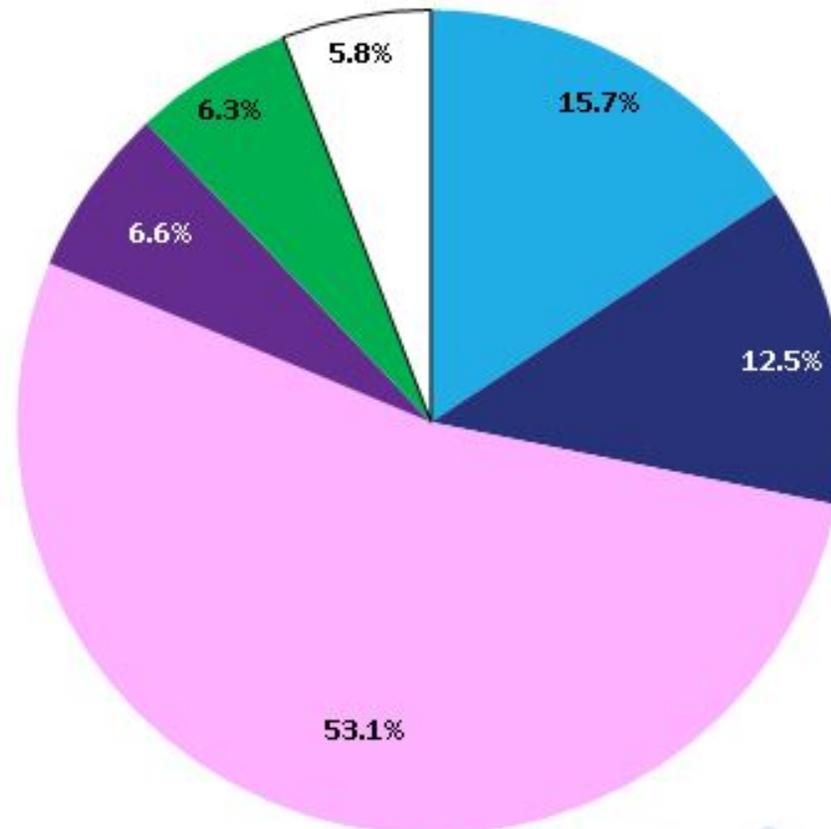
■ Local Roads

■ Public Transit

■ Rail Crossings

■ Bike and Ped

□ Dumbarton

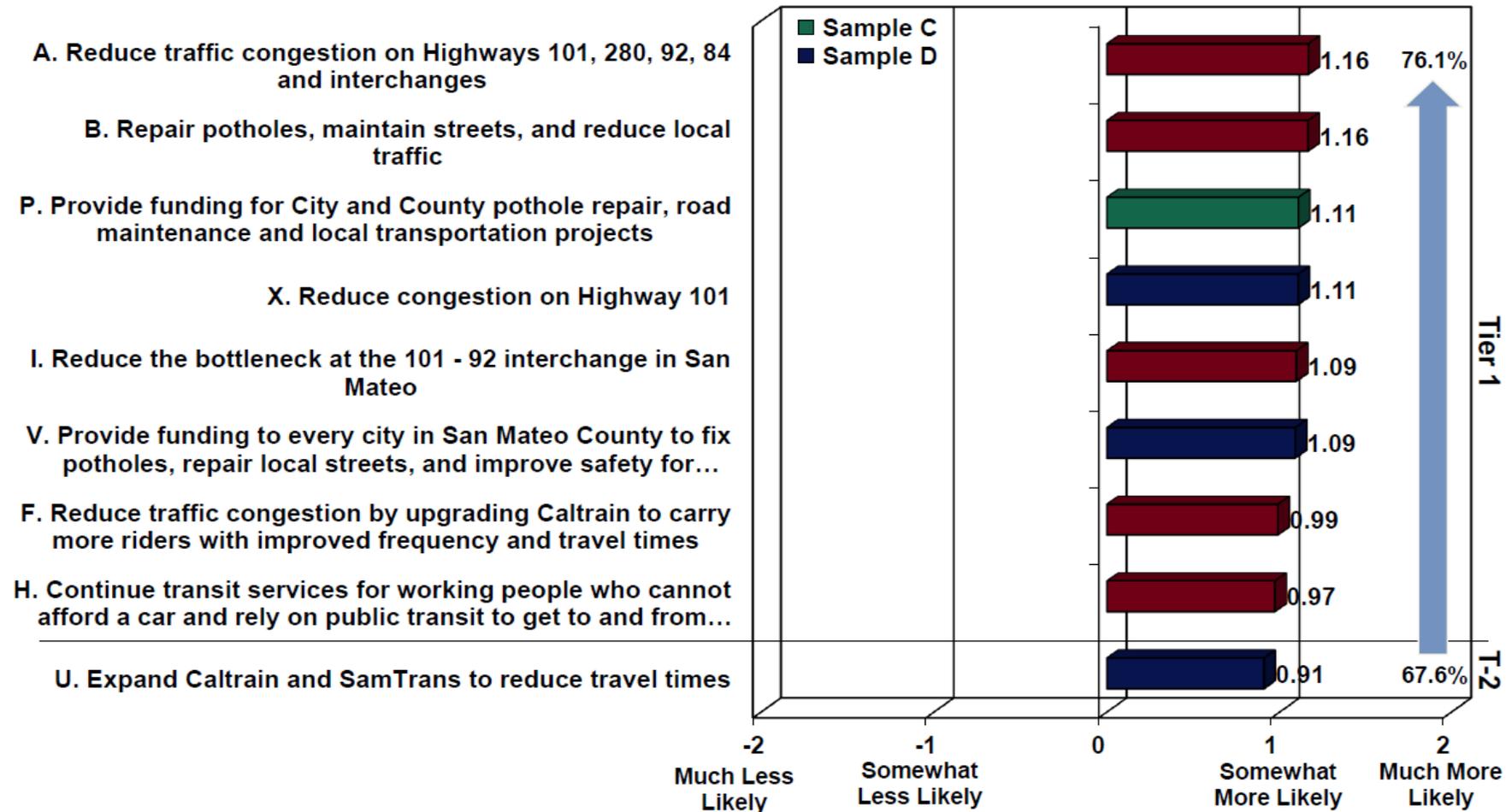


Total Dollars per Category

Public Transit:	\$1,274,130,702.84
Highways:	\$386,880,000.00
Local Roads:	\$300,961,775.59
Rail Crossings:	\$159,210,850.80
Bike and Ped:	\$150,036,850.80
Dumbarton:	\$139,531,442.66



Poll Results (Feb 2018)



DRAFT INVESTMENT PLAN

The collective feedback garnered through this outreach process was used to create a draft investment plan with three key elements:

- Core Principles
- Investment Categories
- Oversight



DRAFT INVESTMENT PLAN – Core Principles

- Relieve traffic congestion countywide
- Invest in a financially sustainable public transportation system that increases ridership, provides quality transit options for everyone, and embraces innovation to create more transportation choices and improved travel experience
- Prioritize environmentally-sustainable transportation solutions
- Promote economic vitality and economic development
- Maximize opportunities to leverage investment and services from public and private partners
- Enhance safety and public health
- Invest in repair and maintenance of existing and future infrastructure



DRAFT INVESTMENT PLAN – Core Principles

Continued

- Facilitate the reduction of vehicle miles travelled, travel times and greenhouse gas emissions
- Incorporate the inclusion and implementation of policies that encourage safe accommodation of all people using the roads, regardless of mode of travel
- Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone
- Maximize traffic reduction potential associated with the creation of new housing opportunities in high-quality transit corridors



DRAFT INVESTMENT PLAN – Categories

Countywide Highway Congestion Improvements

<p>Countywide Highway Congestion Improvements</p> <p>Investment in highway projects throughout the County designed to: provide congestion relief; reduce travel times; increase person throughput; improve highway and interchange operations, safety and access; and deploy advanced technologies and communications on the highways. Eligible candidate projects will be focused on highway and interchange facilities, including Highways including 101, 280, and other highways, and their interchanges.</p>	20-25%	\$480-600M
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DRAFT INVESTMENT PLAN – Sample Projects

Countywide Highway Congestion Improvements

Geographic Location	Title
Countywide	Countywide Transportation Demand Management (TDM) / Commute Alternatives Program
Countywide	Intelligent Transportation System (ITS) / San Mateo County Smart Corridor
County of San Mateo (near Cities of Menlo Park, Portola Valley)	Interstate 280 and Alpine Road Reconfiguration
Cities of Foster City, San Mateo	State Route 92 / Highway 101 Interchange Improvements
Cities of Menlo Park, East Palo Alto	Dumbarton Corridor Highway Improvements (Enhanced Dumbarton Express bus service, supporting approach improvements, and Highway Bridge express lanes)
City of Brisbane	Reconstruct Highway 101/Candlestick Point Interchange
City of East Palo Alto	University Avenue/Highway 101 Interchange
City of Menlo Park	Roadway Grade Separations on Bayfront Expressway
Cities of East Palo Alto and Menlo Park	Bayfront Expressway Express Lanes
City of Millbrae	Interstate 280 Interchange Improvements Study at Hillcrest Boulevard and Larkspur Drive
City of Pacifica	Highway 1 Coastside Traffic Operation Improvement Project
City of Redwood City	Woodside Road/Highway 101 Interchange Improvements
City of San Mateo	Peninsula Avenue/Highway 101 Interchange
City of South San Francisco	Highway 101/Produce Avenue Interchange Project
Cities of South San Francisco, San Bruno	Littlefield Avenue / Interstate 380 Extension



DRAFT INVESTMENT PLAN – Categories

Local Safety, Pothole and Congestion Relief Improvements

Local Safety, Pothole and Congestion Relief Improvements

Investments in major arterial and local roadway improvements in key congested areas throughout the County. This investment shall be focused on improving safety, reducing congestion, and supporting all modes of travel on San Mateo County’s roadway system. Eligible investments include but are not limited to the following: implement advanced technologies and communications on the roadway system; improve local streets and roads by paving streets and repairing potholes; promote alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling and pedestrian programs; plan and implement traffic operations and safety projects including signal coordination, bike/pedestrian safety projects, creation of separate lanes or facilities for non-motorized modes, and separation of roadways from the Caltrain rail corridor.

10-15%

\$240-360M



DRAFT INVESTMENT PLAN – Sample Projects

Local Safety, Pothole and Congestion Relief Improvements

Geographic Location	Title
Countywide	Pavement preservation and rehabilitation
Countywide	Countywide Transportation Demand Management (TDM) / Commute Alternatives Program
Countywide	Intelligent Transportation System (ITS) / San Mateo County Smart Corridor
County of San Mateo (near Cities of Menlo Park, Portola Valley)	Alpine Road Corridor Improvements Project
Cities of Belmont, San Carlos	Alameda De las Pulgas/San Carlos Corridor Improvements
City of Belmont	Ralston Avenue Corridor Improvements
Cities of Brisbane, Daly City	Geneva Avenue Extension
City of Burlingame	El Camino Real Pedestrian Safety Improvements and Roadway Infrastructure Improvements; Old Bayshore Highway Complete Streets Improvements
City of Daly City	State Route 35/Westridge Avenue Intersection Safety Improvement Project University Avenue Resurfacing and Signal Upgrade; The Gardens Neighborhood Traffic and Transportation Plan; New Loop Road; Traffic & Transportation Mobility Master Plan; Runnymede at University Avenue Signal
City of East Palo Alto	
City of Foster City	New Traffic Signals at Various Locations; Traffic Signal System Upgrades
City of Menlo Park	Various Local Intersection Improvements; Alameda De Las Pulgas/Santa Cruz Avenue Corridor Improvements
City of Millbrae	Active Transportation Streetscape Improvements; El Camino Real Corridor Study; Millbrae Rideshare Program; Millbrae Parking Guidance System



DRAFT INVESTMENT PLAN – Sample Projects

Local Safety, Pothole and Congestion Relief Improvements Cont.

Geographic Location	Title
City of Pacifica	Manor Drive Overcrossing Improvement Project; Citywide Safe Routes to School Project; Citywide Local Street and Road Maintenance
City of Redwood City	El Camino Real Corridor Plan Implementation; Broadway Transit Corridor Improvements
City of San Bruno	Cherry Avenue/San Bruno Avenue Intersection Improvements
City of San Carlos	Brittan Avenue and Alameda de las Pulgas Widening Project
City of San Mateo	Hillsdale Boulevard Corridor Improvements; 19th Avenue/Fashion Island Boulevard Corridor Improvements
City of South San Francisco	Grand Boulevard Initiative; Grand Avenue Complete Street Improvements; Oak Avenue Extension; Railroad Avenue Extension
Cities of: South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, Redwood City, Atherton, Menlo Park	San Mateo County Grade Crossing and Grade Separation Program (South Linden Avenue, Scott Street, Center Street, Broadway Avenue, Oak Grove Avenue, North Lane, Howard Avenue, Bayswater Avenue, Peninsula Avenue, Villa Terrace, Bellevue Avenue, 1st Avenue, 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 9th Avenue, Whipple Avenue, Brewster Avenue, Broadway, Maple Street, Main Street, Chestnut Street, Fair Oaks Lane, Watkins Avenue, Encinal Avenue, Glenwood Avenue, Oak Grove Avenue, Ravenswood Avenue)
Town of Atherton	Selby Lane/El Camino Real/West Selby Lane Intersection Safety Improvements
Town of Colma	Hillside Boulevard Improvement Project
Town of Hillsborough	Traffic Safety Improvements



DRAFT INVESTMENT PLAN – Categories

Bicycle and Pedestrian Improvements

<p>Bicycle and Pedestrian Improvements</p> <p>Investments in bicycle, pedestrian, and active transportation projects. Programming of funds under this Category will give priority to those projects that are designed to help reduce traffic congestion by safely connecting communities and neighborhoods with schools, transit, and employment centers; fill gaps in the existing bike and pedestrian network; safely cross barriers such as major roads, rail corridors, and highways; improve existing facilities to make them safer and more accessible for cyclists and pedestrians; and make walking or biking a safer and more convenient means of transportation for all County residents and visitors. Bicycle, pedestrian, and other transportation programs that incentivize mode shift to active transportation options will be eligible for funding.</p>	5%	\$120M
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DRAFT INVESTMENT PLAN – Sample Projects

Bicycle and Pedestrian Improvements

Geographic Location	Title
Countywide	Safe Routes to School
City of Belmont	Belmont Village Specific Plan -- Mobility Implementation Measures; Belmont Bike and Pedestrian Plan Implementation
City of Burlingame	California Drive Bicycle/Pedestrian Trail; Safe Routes to School Improvements Citywide
City of Daly City	Daly City Citywide ADA Infrastructure and Pedestrian Improvement Project
City of East Palo Alto	Bicycle and Pedestrian Improvements Citywide; Scofield Avenue Sidewalk Improvements; Pedestrian Accessibility Improvements Citywide
City of Foster City	O’Neill Slough and Bay Trail Levee Bicycle Improvements
City of Half Moon Bay	East of Highway 1 Class I Multi-Use Path
City of Menlo Park	Enhance Pedestrian Crossings Citywide; El Camino Real Pedestrian Crossing and Streetscape Improvements; Build out City of Menlo Park Bicycle Network Citywide
City of Millbrae	Millbrae Avenue & Highway 101 Interchange Improvements; Millbrae Pedestrian Over Crossing at Highway 101; Citywide Bicycle and Pedestrian Improvements; Transit Shelter Program Citywide
City of Pacifica	State Route 1 Pedestrian and Bicycle Overcrossings at Reina Del Mar and Crespi Drive; ADA Infrastructure Improvement Projects Citywide
City of Redwood City	Bicycle Backbone Network Citywide
City of San Bruno	Cherry Avenue Bikeway Corridor; El Camino Real Pedestrian Crossing Improvements

DRAFT INVESTMENT PLAN – Sample Projects

Bicycle and Pedestrian Improvements Cont.

Geographic Location	Title
City of San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue; Holly Street Pedestrian Safety Improvement Plan
City of San Mateo	Pedestrian Overcrossing and Bike Bridge at Hillsdale Boulevard
City of South San Francisco	Hickey Boulevard / Junipero Serra Boulevard / Longford Drive Bike & Pedestrian Improvements
County of San Mateo (near City of Half Moon Bay)	Midcoast Multimodal/Parallel Trail
County of San Mateo (near Route 35 and Crystal Springs Dam)	Complete the Gap Trail Project
County of San Mateo (Countywide)	Bicycle and Pedestrian Master Plan for Unincorporated San Mateo County
County of San Mateo (marginally extends into City of Menlo Park)	Sand Hill Road Bicycle Lane Improvements/Additions Near Interstate 280
Town of Atherton	Bicycle/Pedestrian enhancements
Town of Colma	Hillside Boulevard Improvement Project Phase II & III Bike/Ped Improvements
Town of Hillsborough	ADA Ramp Installation and Improvements Citywide
Town of Portola Valley	Lighted Pedestrian Crossing Replacement/Additions
Town of Woodside	Town-wide Bicycle/Pedestrian/Equestrian Safety and Mobility Improvements



DRAFT INVESTMENT PLAN – Categories

Regional Transit Connections

Regional Transit Connections Investments from this Category will be prioritized based on a project's ability to reduce congestion, enhance mobility options by connecting the County to the rest of the region, and projects that are supported through public-private partnerships.	10%	\$240M
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DRAFT INVESTMENT PLAN – Sample Projects

Regional Transit Connections

SAMPLE PROJECTS

Dumbarton Corridor Improvements for enhanced express bus service, commuter rail and bicycle/pedestrian multi-use

BART Rail Car Expansion Project and station access improvements

Redwood and South San Francisco City Ferry Terminal and Vessels



DRAFT INVESTMENT PLAN – Categories

County Public Transportation System

County Public Transportation Systems Invested to support operations and capital needs of San Mateo County’s primary public transit services: SamTrans bus and paratransit service, Caltrain commuter rail service, and other mobility services administered by the San Mateo County Transit District.	50%	\$1,200M
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DRAFT INVESTMENT PLAN – Sample Projects

County Public Transportation System

SAMPLE PROJECTS

Implementation of a SamTrans express bus network

Conversion of SamTrans fleet to zero emission buses

Increase service frequency of the core SamTrans bus network, possibly including expanded service hours

Launch shared ride and technology driven models with the private sector to enhance service to riders

Implementation of the SamTrans Older Adults and People with Disability Mobility Plan

Implementation of the SamTrans Youth Mobility Plan

Implementation of the Coastside Transit Study to better serve coastal residents

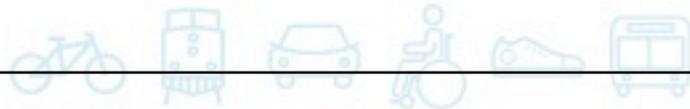
Caltrain corridor capacity and service improvements in order to ease local and highway congestion in San Mateo County

Upgrade of station amenities and improvement of multi-modal access to Caltrain stations in San Mateo County

Projects to improve safety and reliability of Caltrain's infrastructure and equipment

Improvements of first and last mile connections to the core transit services in San Mateo County

Enhancements of the customer experience (for example: wi-fi) to promote ridership and long-term growth of the core transit services in San Mateo County



DRAFT INVESTMENT PLAN – Oversight

- Nine-member independent committee formed to provide oversight
- Appointed by the Board:
 - Two members from the SamTrans CAC
 - Two members from the San Mateo County Transportation Authority CAC
 - One member from each County Supervisorial District



Next Steps

- Draft Investment Plan Reviewed (June)
 - San Mateo County Board of Supervisors - INFORMATION
 - Collect feedback from stakeholders & public
- Final Investment Plan (July)
 - SamTrans Board of Directors - ACTION
 - San Mateo County Board of Supervisors - CONCURRENCE





Questions / Feedback



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2019 TRANSPORTATION
AUTHORITY INSURANCE PROGRAM**

ACTION

Staff proposes that the San Mateo County Transportation Authority (TA) approve and ratify the TA's Insurance Program obtained through the TA's insurance broker, USI Insurance Services, for Fiscal Year (FY) 2019, at a total premium cost of \$256,085 inclusive of the following:

- Purchase \$11 million combined single limit bodily injury and property damage coverage under Primary and Excess Commercial General Liability policies for an annual premium of \$212,539 with a \$50,000 retention; and
- Obtain Public Officials Liability insurance with policy limits of \$3,000,000 for an annual premium of \$43,546 with a \$50,000 retention.

SIGNIFICANCE

The TA's insurance program includes Primary and Excess Commercial General Liability and Public Officials Liability coverage, as detailed in the chart below.

<u>Principal Program</u>	<u>Conditions</u>	<u>FY2018 Premium</u>	<u>FY2019 Premium</u>
Primary and Excess Commercial General Liability	\$11 million	\$212,547	\$212,539
Public Officials Liability	\$3 million limit	\$ 43,795	\$43,546
Dumbarton Rail Bridge	\$5 million limit	\$ 99,263	\$ 0
TOTAL		\$355,605	\$ 256,085

BUDGET IMPACT

Funds to underwrite the recommended excess liability and public officials' liability elements of the program are included in the FY2019 Budget.

BACKGROUND

Liability Program

Until several years ago, the TA's liability coverage was included under the San Mateo County Transit District's (District) insurance program and was subject to the District's \$1 million dollar retention (or deductible) applying to all claims. Being part of the District's program also required the TA to share policy limits with the District. As the TA's operations differ significantly from the District's and the TA was starting to see claims activity, it was recommended that the TA obtain its own insurance, which is available with a much lower retention.

The lower retention is in recognition that the TA is primarily a planning and funding entity and has no transit passenger operations. The policy obtained for the TA has only a \$50,000 retention/deductible. The recommended Primary and Excess Commercial General Liability program for the TA has a combined single limit for bodily injury and property damage of \$11 million. This figure is comprised of a \$1 million Primary Commercial General Liability insurance policy plus a \$10 million Excess Liability insurance policy. These limits are not shared with any other entity.

In past years under the District's program, the TA also had coverage under the District's Public Officials Liability insurance policy, which also had \$1 million retention. By obtaining its own Public Officials Liability insurance policy, the TA's retention is only \$50,000 and the dedicated limit for the TA is \$3 million.

In excess of the TA's own insurance policies the TA still remains a named insured, and is afforded coverage under, District's insurance program.

Dumbarton Rail Bridge

The TA will no longer purchase property insurance for the Dumbarton Rail Bridge. Responsibility to maintain insurance on the Dumbarton Rail Bridge rests with the District as owner of the asset.

Summary

With its own insurance program the TA now takes advantage of much lower retentions and deductibles than when it was part of the District's program. In addition, coverage under the TA's insurance program is specifically designed to cover the TA's operations and is not shared with any other entity.

Prepared by: Marshall Rush, Claims Administrator

650-508-7742

RESOLUTION NO. 2018-

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

* * *

**APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR
FISCAL YEAR 2019**

WHEREAS, the Executive Director of the San Mateo County Transportation Authority (TA) has approved an insurance program for Fiscal Year (FY) 2019 with premiums totaling \$256,085; and

WHEREAS, in conjunction with the expiration of the TA's existing insurance program on June 30, 2018, TA staff renewed its insurance program for FY2019 based on the plan approved by the Executive Director, with the following significant elements:

1. Primary and Excess Commercial General Liability insurance with a total limit of \$11 million and \$50,000 retention for an annual premium of \$212,539;
2. Obtain Public Officials Liability insurance with a total policy limit of \$3 million and \$50,000 retention for an annual premium of \$43,546; and

WHEREAS, the TA also is a named insured and afforded coverage under the San Mateo County Transit District's insurance program, in excess of the TA's dedicated insurance policies; and

WHEREAS, staff recommends that the Board of Directors approve and ratify the renewal of the District's insurance program for FY2019, as delineated above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transportation Authority hereby approves and ratifies the renewal of the TA's insurance program for FY2019, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 7th day of June, 2018 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transportation Authority

Acting Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR (FY) 2019**

ACTION

Staff proposes the Board approve the appropriations limit, which is applicable to the San Mateo County Transportation Authority (TA) during FY2019 in the amount of \$713,123,111.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require each local agency to review its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$684,431,558 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2019 to be \$713,123,111, which is an increase of \$28,691,653 or 4.19 percent. The increase is due to a 3.67 percent increase in the California per capita personal income and a 0.50 percent increase in the population of San Mateo County. The TA funds subject to the limit are \$86.4 million (the projected Measure A tax receipts for the year) or 12.62 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY2019. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 7, 2018 meeting. This notice was posted on May 15, 2018, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Ryan Hinchman, Manager, Budgets
Tina Medeiros, Senior Budget Analyst

650-508-7733
650-508-6302



Attachment "A"

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2019**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2019 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 7, 2018:

Appropriations limit for FY 2018:	\$684,431,558
Population change: (January 1, 2017 to January 1, 2018)	0.50%
Change in California per capita personal income: (January 1, 2017 to January 1, 2018)	3.67%
FY 2019 adjustment factor: (1.0050 x 1.0367)	1.04192
FY 2019 appropriations limit: (\$684,431,558 x 1.04192)	\$713,123,111

Dated: May 15, 2018

RESOLUTION NO. 2018 –

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING
FISCAL YEAR 2019

WHEREAS, by Resolution No. 2017-13 enacted on August 3, 2017, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2018 in the amount of \$684,431,558; and

WHEREAS, Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least fifteen (15) days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

- (1) The California per capita personal income increased by 3.67 percent; and
- (2) The San Mateo County population from January 2017 to January 2018 increased by 0.50 percent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2019 is hereby established as \$713,123,211.

Regularly passed and adopted this 7th day of June, 2018 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Acting Authority Secretary

expenses are being transferred to SamTrans, since SamTrans is the title owner of the Dumbarton right-of-way.

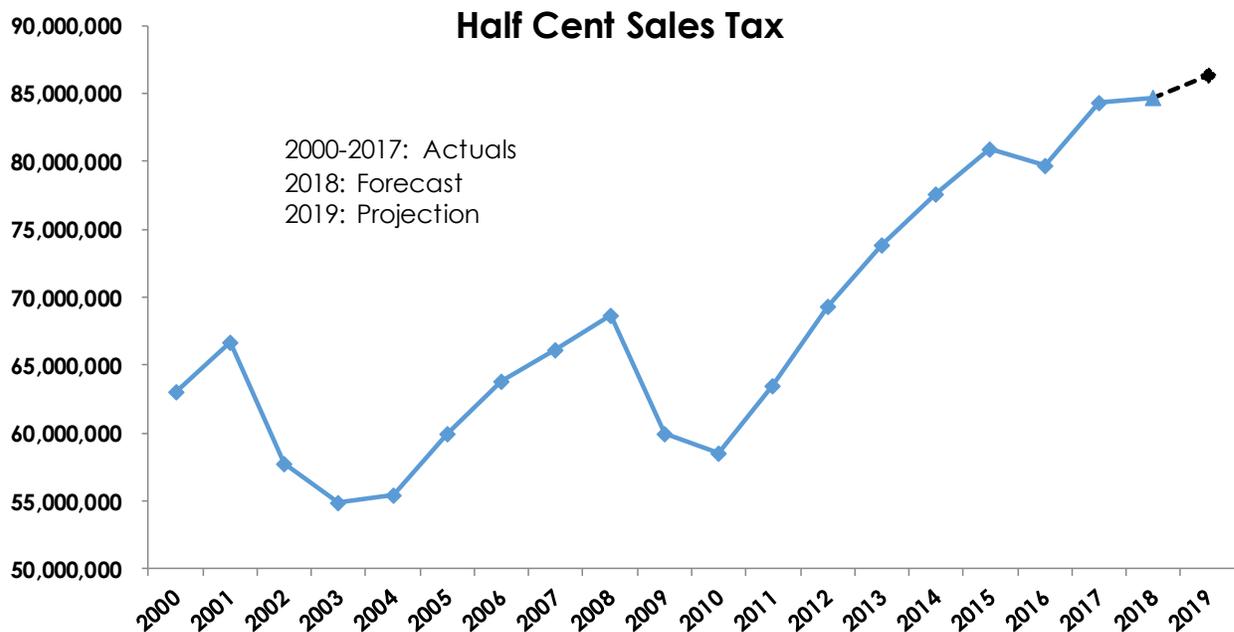
BACKGROUND

The TA was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired December 31, 2008. In 2004, county voters overwhelmingly approved a New Measure A, reauthorizing the tax through 2033. The TA's role is to administer the proceeds from Measure A to fund a broad spectrum of transportation-related projects and programs.

Revenues

For FY2019, total revenue for the TA is projected to be \$94.7 million, an **increase** of \$5.3 million or 5.9 percent greater than the FY2018 revised budget. The Revenue includes the following significant components:

Sales Tax (Attachment A, line 1) San Mateo County Ordinance No. 04223, which authorized the TA to extend the one-half of 1 percent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004. Sales Tax is cyclical and subject to changes in the economy. The following graph shows historical Sales Tax receipts not adjusted for inflation.



Sales Tax receipts are projected to total \$86.4 million in FY2019, which is an **increase** of \$1.7 million, or 2.0 percent, from the FY2018 revised budget. The estimated increase is based on historical trends and is in line with Metropolitan Transportation Commission's (MTC) fund estimate, which includes projections from the San Mateo County auditor. The economic indicators of high employment in diverse industries,

increased wages, and economic growth signal continued growth of sales tax in San Mateo County for FY2019.

Interest Income (Attachment A, line 3) is income revenue generated from fund balances in the Old and New Measure County Pools, the TA's Investment Portfolio, and Local Agency Investment Fund (LAIF). Interest Income for FY2019 is \$5.9 million, an **increase** of \$2.2 million or 60.2 percent higher than the FY2018 revised budget. This increase is due to average interest rates being higher than anticipated in 2018; higher interest rates are expected to continue in FY2019. FY2018 had improved investment performance as the TA's Investment Advisor has been given the authority to actively manage the portfolio within the constraints of TA investment policies. The FY2019 budget assumes interest rates of 1.2% on LAIF and Old Measure and New Measure pools and 1.5% on the remaining portfolio.

Rental Income (Attachment A, line 7) is generated from properties the TA owns and leases. Rental Income for FY2019 is \$0.8 million, an **increase** of \$43,754 or 5.5 percent due to rent increases.

Grant Proceeds (Attachment A, line 9) shows \$1.55 million in formula funds through the State and Local Partnerships created by SB1 to support the US-101 Managed Lanes Project.

Expenditures

The total proposed expenditures (Attachment A, line 30) are \$76.2 million, a **decrease** of \$12.6 million or 14.2 percent compared to the FY2018 revised budget. The FY2019 budget expenditures are composed of \$31.5 million in Annual Allocations (Attachment A, line 16), \$41.0 million in Measure A Categories (Attachment A, line 18), \$1.8 million in Oversight (Attachment A, line 22), and \$1.9 million in Total Administrative Expenses (Attachment A, line 28).

Expenditures for FY2019 fall into four major categories:

Annual Allocations (Attachment A, line 16)

Annual Allocations are considered as "pass-through," and are based on the actual revenues received which are then transferred to the Annual Allocations categories. Total annual allocations are projected at \$31.5 million, an **increase** of \$0.6 million or 2.0 percent from the FY2018 revised budget. Annual Allocations include projects with FY2019 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2019 budget of \$19.4 million is for the improvement and maintenance of local transportation, including streets and roads for the 20 cities and the County.
- **SFO Bart Extension** – The FY2019 budget of \$1.7 million is a direct allocation to BART, and it represents SamTrans' share of financial assistance associated with the existing San Mateo County / SFO Bart extension.
- **Paratransit** – The FY2019 budget of \$3.5 million is to meet the paratransit needs of the County.

- **Transfer to SMCTD for Caltrain** – The FY2019 budget of \$6.9 million is for the San Mateo County local share for the Caltrain operational expenditures.

Measure A Categories (Attachment A, line 18)

Measure A Categories include programs as detailed in Attachment B. These categories include Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service.

- **Alternative Congestion Relief** – The \$863,532 in the FY2019 budget is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the total, \$315,472 is proposed to be set aside for future alternative congestion relief projects. The remainder \$548,060 is budgeted for Commute.org's Transportation Demand Management Program. The \$548,060 represents a slight **increase** from what was presented at the May 2018 meeting to reflect the increase in shuttle administration costs.
- **Dumbarton** – The FY 2019 budget of \$1.7 million is for the station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City.
- **Caltrain** – The San Mateo County local share for the system-wide improvement program in the FY2019 budget is \$6.9 million. System-wide capital improvements anticipated to be undertaken in FY2019 for the Caltrain system include: State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from Caltrain partners, the Santa Clara Valley Transportation Authority and the City and County of San Francisco.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$2.6 million represents the full 3 percent of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.
- **Local Shuttle** – The \$3.5 million for this line item represents the funds set aside for shuttles receiving allocations in the FY2019 Shuttle Program call for projects.
- **Streets and Highways** – In accordance with the 2004 TEP, the Streets and Highways Program expenditures include funding for key congested corridors in the amount of \$14.9 million, and for supplemental roadway projects in the amount of \$8.8 million. These funds will be used for projects selected through future calls for projects.
- **Grade Separation** – The line includes \$0 budget authority for this category; the TA Board previously allocated \$65.3 million to the 25th Avenue Grade Separation project in the FY2017 budget using an advancement of future year's budgets, which included the full amount of FY2019 estimated sales tax generation from this category.

- **San Mateo County Ferry Service** - The FY2019 budget in the amount of \$1.7 million is the financial assistance that is available under the Measure for the ferry service to South San Francisco and Redwood City.

Oversight (Attachment A, line 22)

Oversight includes programming and monitoring of projects, calls for projects and administration of the policies and procedures from the 2004 Measure. These expenditures will be funded from interest earned on the investment of fund balances. The oversight category contains \$1.8 million for TA costs associated with implementing the various TEP categories of the Original and New Measure A programs. This number will remain the same as compared to the FY2018 revised budget, as staff estimates the same level of staff oversight work in FY2019, as compared to FY2018.

Total Administrative (Attachment A, line 28)

Total administrative expenditures are projected to **decrease** by \$46,257 or 4.0 percent from the FY2018 revised budget. Of the total costs for Administrative expenses in FY2019, it is proposed that \$1.1million be used for staff support. A majority of this amount or \$863,532 would be funded by the FY2019 sales tax and the remainder would be funded from previous years' surplus in this category. Other Admin Expenses represent administrative expenses other than Staff Support and Measure A Info-Other. Other Admin Expenses is \$726,687 and primarily consists of \$262,355 of insurance expense, \$183,000 of legal expenses, and \$170,296 of bank and audit fees.

Prepared By: Ryan Hinchman, Manager, Financial Planning & Analysis 650-508-7733
Tina Medeiros, Senior Budget Analyst 650-508-6302

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2019 PROPOSED BUDGET

	FY2017 <u>ACTUAL</u> A	FY2018 <u>ADOPTED</u> B	FY2018 <u>REVISED</u> C	FY2019 <u>PROPOSED</u> D	FY19 PROPOSED TO FY18 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax	84,354,070	84,660,000	84,660,000	86,353,200	1,693,200	2.0%	1
2							2
3 Interest Income	1,446,698	3,700,000	3,700,000	5,927,618	2,227,618	60.2%	3
4							4
5 Miscellaneous Income	-	-	-	-	-		5
6							6
7 Rental Income	1,223,663	792,930	792,930	836,684	43,754	5.5%	7
8							8
9 Grant Proceeds	1,210,306	222,000	222,000	1,550,000	1,328,000	598.2%	9
10							10
11 TOTAL REVENUE	88,234,737	89,374,930	89,374,930	94,667,502	5,292,572	5.9%	11
12							12
13							13
EXPENDITURES:							
14							14
15							15
16 Annual Allocations	30,789,235	30,900,900	30,900,900	31,518,918 (1)	618,018	2.0%	16
17							17
18 Measure A Categories	38,281,849	53,155,100	54,001,394	41,017,770 (1)	(12,983,624)	-24.0%	18
19							19
20 Maintenance of Way	137,812	260,000	260,000	-	(260,000)	-100.0%	20
21							21
22 Oversight	1,220,649	1,200,000	1,800,000	1,800,000	-	0.0%	22
23							23
24 Administrative:							24
25 Staff Support	654,582	867,563	1,167,563	1,121,306	(46,257)	-4.0%	25
26 Measure A Info-Others	120	15,000	15,000	15,000	-	0.0%	26
27 Other Admin Expenses	661,603	703,301	703,301	726,687	23,386	3.3%	27
28 Total Administrative	1,316,306	1,585,864	1,885,864	1,862,993	(22,871)	-1.2%	28
29							29
30 TOTAL EXPENDITURES	71,745,851	87,101,864	88,848,158	76,199,681	(12,648,477)	-14.2%	30
31							31
32 EXCESS/(DEFICIT)	16,488,886	2,273,066	526,772	18,467,821	17,941,049	3405.8%	32
33 <i>*Previously allocated to the 25th Ave Grade Separation Project</i>				(12,952,980) (2)			33
34 Adjusted EXCESS/(DEFICIT)				5,514,841			34
35							35
36 BEGINNING FUND BALANCE	472,689,403	398,162,346	489,178,289	489,705,061			36
37							37
38 ESTIMATED ENDING FUND BALANCE	489,178,289	400,435,412	489,705,061	495,219,902			38
39							39
40 (1) See Attachment B for details.							40
41 (2) The FY2019 proposed budget does not include Grade Separation that was previously included in FY2017 per resolution 2016-25. The budget authority was increased							41
42 in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.							42
43							43
44							44
45 FUND BALANCE	FY2017 AUDITED BALANCE		PROJECTED BALANCE AS OF MARCH 31, 2018				45
46							46
47 1988 Measure	210,374,208		124,228,384				47
48 2004 Measure	278,804,081		305,089,204				48
49 Ending Fund Balance	489,178,289		429,317,588				49
50							50

ATTACHMENT B

FY2019 ALLOCATIONS AND EXPENDITURES

		New Measure TEP % Share	FY2019 Proposed	Budgeted Non- Measure A	Total Measure A Share	
ANNUAL ALLOCATIONS:						
1	ALLOCATION TO LOCAL ENTITIES	22.50%	19,429,470		N/A	1
2	SFO BART EXTENSION	2.00%	1,727,064		N/A	2
3		Total Pass-Thru	21,156,534			3
4						4
5	PARATRANSIT	4.00%	3,454,128		N/A	5
6	TRANSFER TO SMCTD FOR CALTRAIN	8.00%	6,908,256		N/A	6
7						7
8	TOTAL ANNUAL ALLOCATIONS		31,518,918			8
9						9
10	MEASURE A CATEGORIES:	PROJECT				10
11	ALTERNATIVE CONGESTION RELIEF	1.00%				11
12	Available for future ACR projects 000903		315,472		315,472	12
13	Commute.org TDM program 000807		548,060		548,060	13
14						14
15	DUMBARTON	2.00%	1,727,064		1,727,064	15
16						16
17	CALTRAIN	8.00%	6,908,256		6,908,256	17
18						18
19	PEDESTRIAN AND BICYCLE PROGRAM	3.00%	2,590,596		2,590,596	19
20						20
21	LOCAL SHUTTLE	4.00%	3,454,128		3,454,128	21
22						22
23	STREETS AND HIGHWAYS					23
24	Key congested corridors program 000900	17.30%	14,939,104	1,550,000	16,489,104	24
25	Supplemental roadway projects 000901	10.20%	8,808,026		8,808,026	25
26						26
27	GRADE SEPARATION	15.00%	- (1)		-	27
28						28
29	SAN MATEO COUNTY FERRY SERVICE	2.00%	1,727,064		1,727,064	29
30						30
31	TOTAL MEASURE A CATEGORIES		41,017,770		42,567,770	31
	Staff Support	1.00%	863,532		863,532	
			73,400,220		43,431,302	

(1) The FY2019 proposed budget does not include Grade Separation that was previously included in FY2017 per resolution 2016-25. The budget authority in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.

RESOLUTION NO. 2018 –

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

ADOPTING A BUDGET IN THE AMOUNT OF \$76,199,681 FOR FISCAL YEAR 2019

WHEREAS, Section 131265(a) of the California Public Utilities Code requires the Board to adopt an annual budget for the San Mateo County Transportation Authority (Authority); and

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 7, 2018; and

WHEREAS, the Executive Director has prepared and presented to the Board the proposed budget for Fiscal Year 2019 which includes: Annual Allocations in the amount of \$31,518,918, Measure A Categories in the amount of \$41,017,770, Oversight in the amount of \$1,800,000, and Administrative Expenses in the amount of \$1,862,993.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2019, a copy of which is attached and incorporated herein as Attachments A and B.

Regularly passed and adopted the 7th day of June, 2018 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Acting Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: PARATRANSIT PROGRAM**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report on the Paratransit Program under the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

20 year period that the TA administered the fund, \$32 million of Measure A funds went to support paratransit service. In 2009, as part of the FY2010 TA Budget, the Board took an action to transfer the Paratransit Trust Fund to the San Mateo County Transit District. Interest from the Trust Fund continues to support Paratransit service.

Acknowledging the escalating need and associated costs of this service, voters approved the New Measure A which allocates 4 percent of the total sales tax revenue to help meet the special mobility needs of the county through paratransit and other accessible services. As part of the FY2018 Budget, the TA Board allocated \$3,386,400 of Measure A funding to provide accessible service for eligible seniors and people with disabilities in the county.

This month's presentation will be presented via PowerPoint.

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



SamTrans Paratransit Service

Transportation Authority
Board of Directors
June 2018
Item 14a

ADA Paratransit Service

samTrans

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



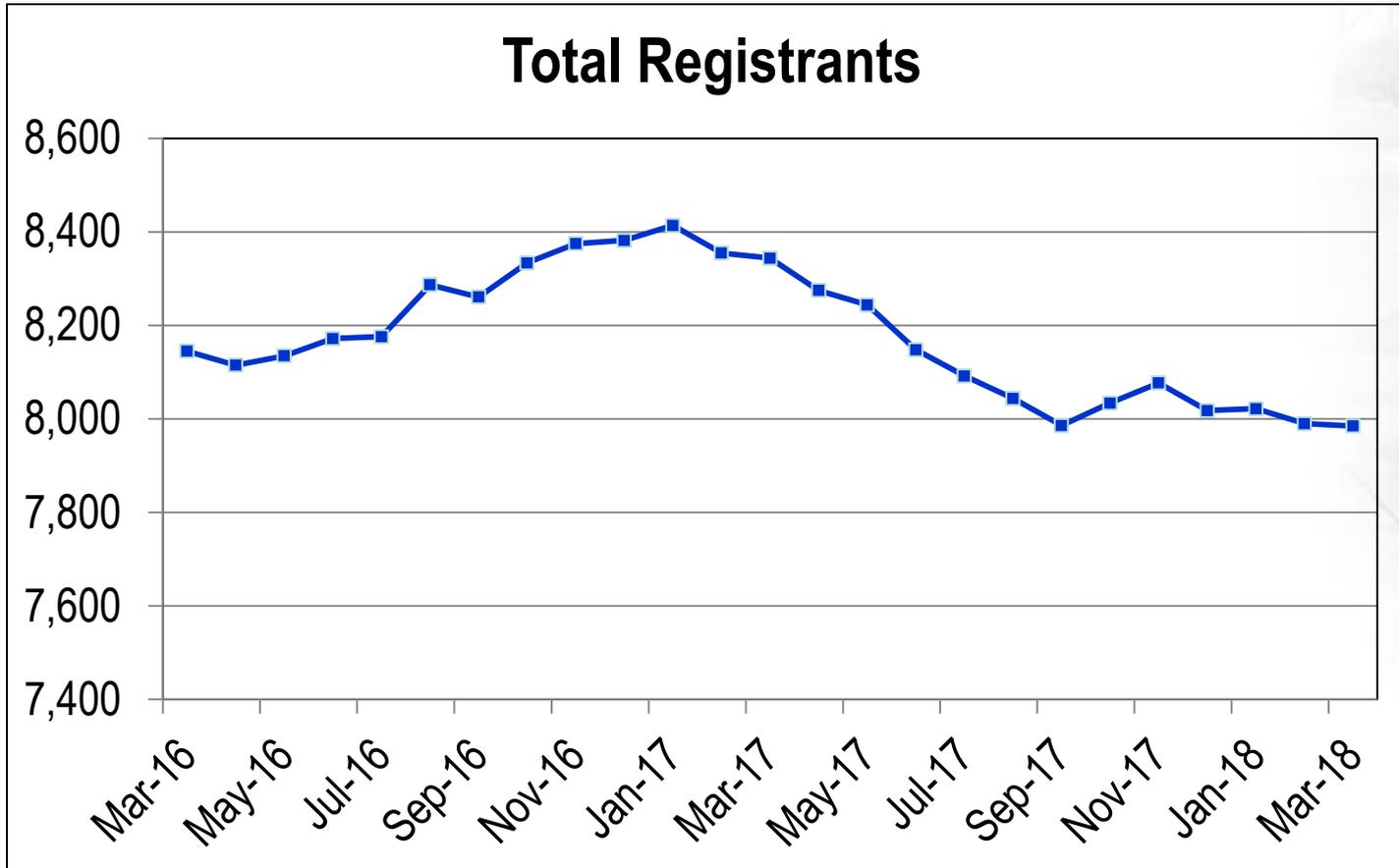
Americans with Disabilities Act passed in 1990

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

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

Paratransit Customers

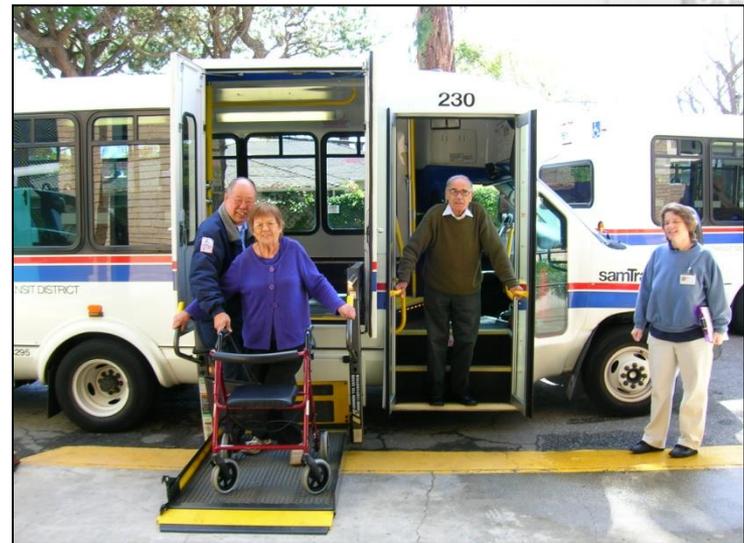
Paratransit Registrants



Paratransit Customers

samTrans

64% are 70 years or older
20% are non-ambulatory
23% have cognitive disabilities
12% have visual disabilities
26% receive fare assistance



Source: Paratransit customer data

Paratransit Customers' Trips

samTrans

- 10% go to dialysis centers
- 15% go to adult day care centers
- Other key destinations include hospitals, doctor's appointments, County services, senior centers, colleges, senior housing, and shopping



Paratransit Customers



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

Cost & Funding Sources

Program Costs



	<u>FY2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018 (Budget)</u>
Total Costs (\$000)	\$14,060	\$15,649	\$18,908	\$18,333
Total Trips	329,040	360,005	361,382	362,000
Average Cost per trip	\$46.76	\$43.32	\$52.32	\$50.64
Farebox Ratio	5.1%	5.5%	4.7%	4.58%

San Mateo County Transportation Authority

Paratransit funding

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

Paratransit Funding Sources



FY2018 Budget

San Mateo County	\$3.75 million
District Sales Tax	2.8
Transportation Authority	3.3
Interest (Paratransit Trust Fund)	0.2
Transportation Development Act Funds	1.9
Operating grants	3.8
Measure M (Motor Vehicle Reg. Fee)	1.4
State Transit Assistance	0.4
Passenger fares	\$0.8
	<hr/>
	\$18.4 million

Operating Statistics

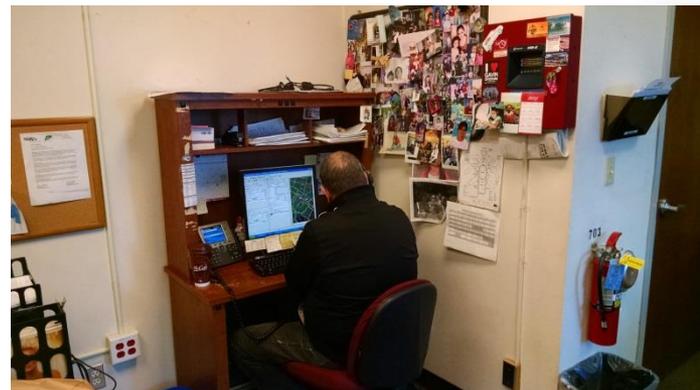
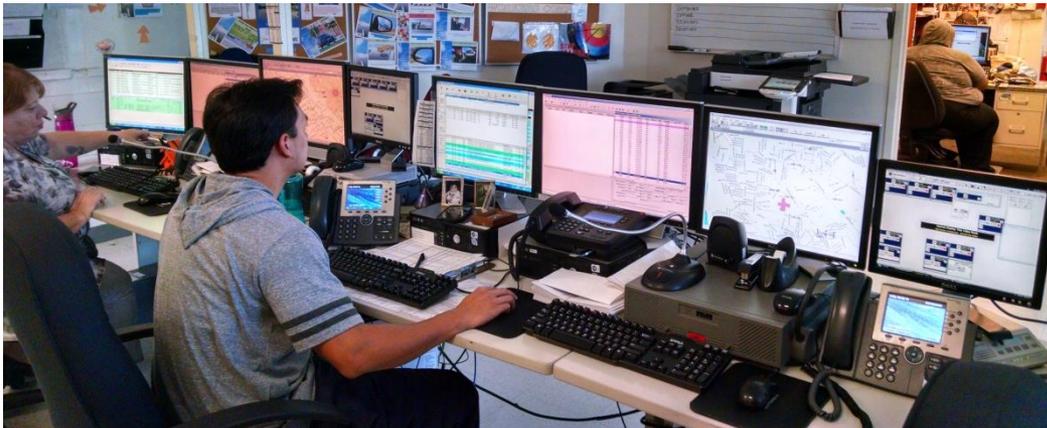
How Service is Delivered



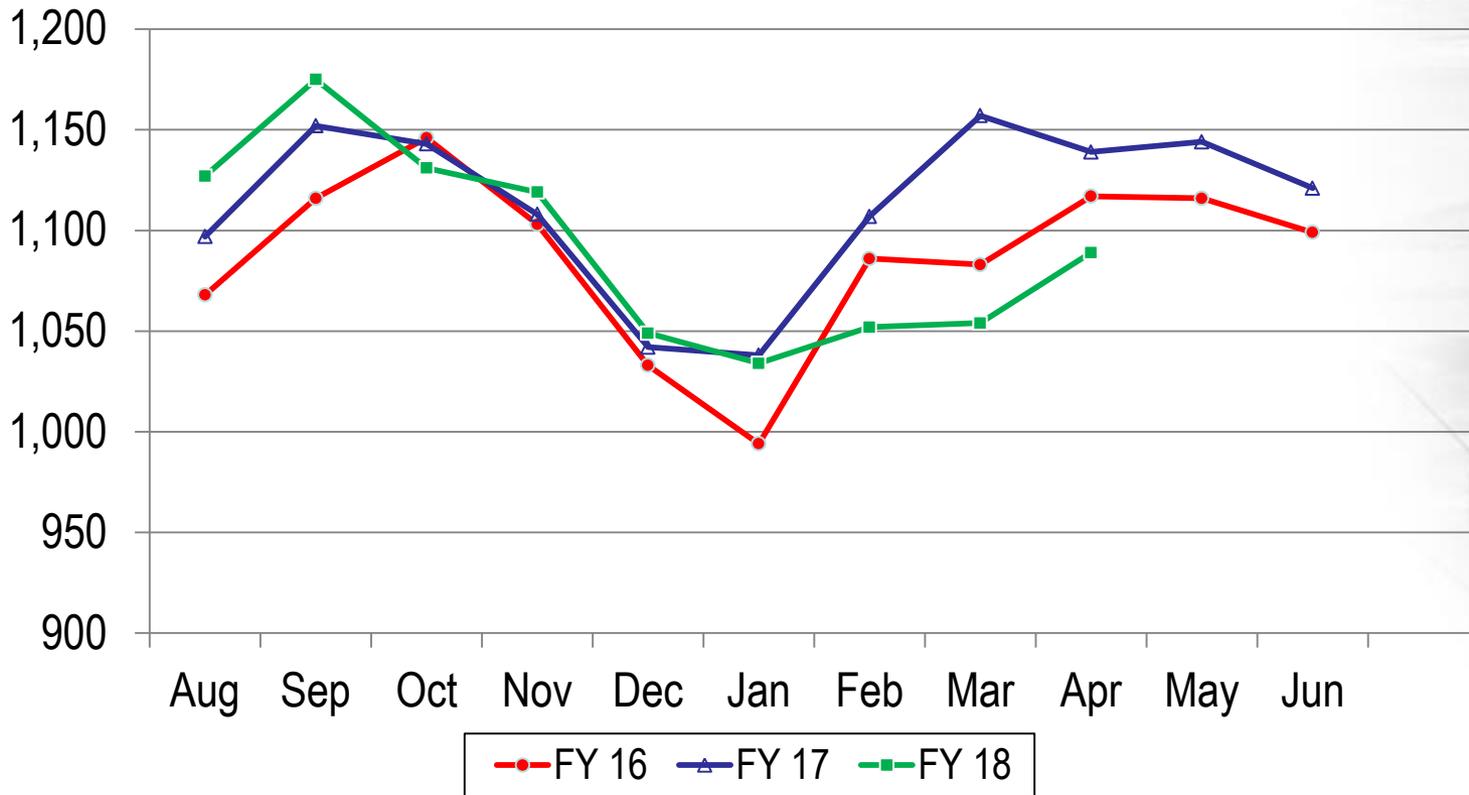
- Redi-Wheels and RediCoast are delivered by a contractor with program oversight by SamTrans staff
 - First Transit is the contractor for Redi-Wheels
 - MV Transit is the contractor for RediCoast
- SamTrans owns & maintains fleet of vehicles for these services (53 cutaway buses & 24 minivans)
- Contractor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



Brewster facility and equipment owned and maintained by SamTrans



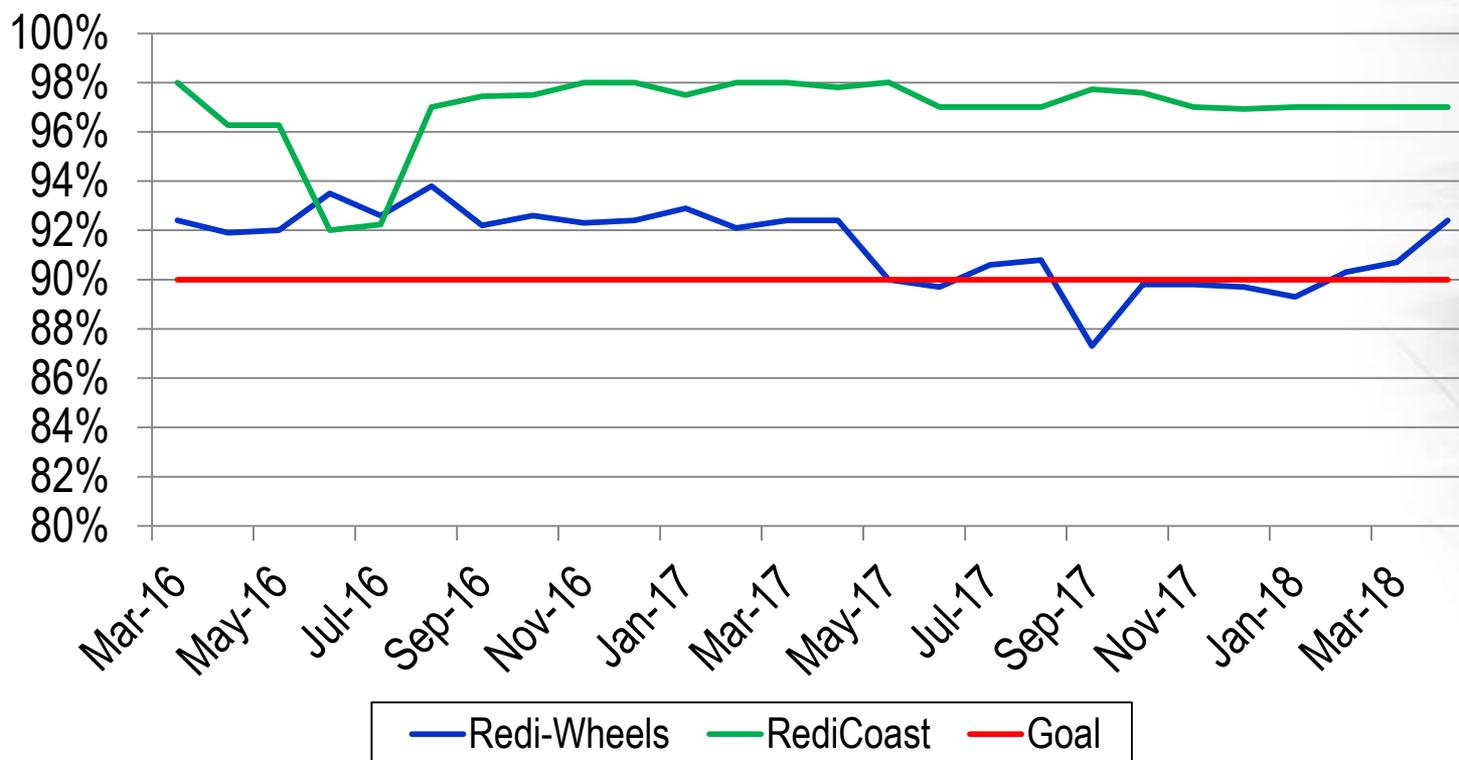
Redi-Wheels Average Weekday Ridership



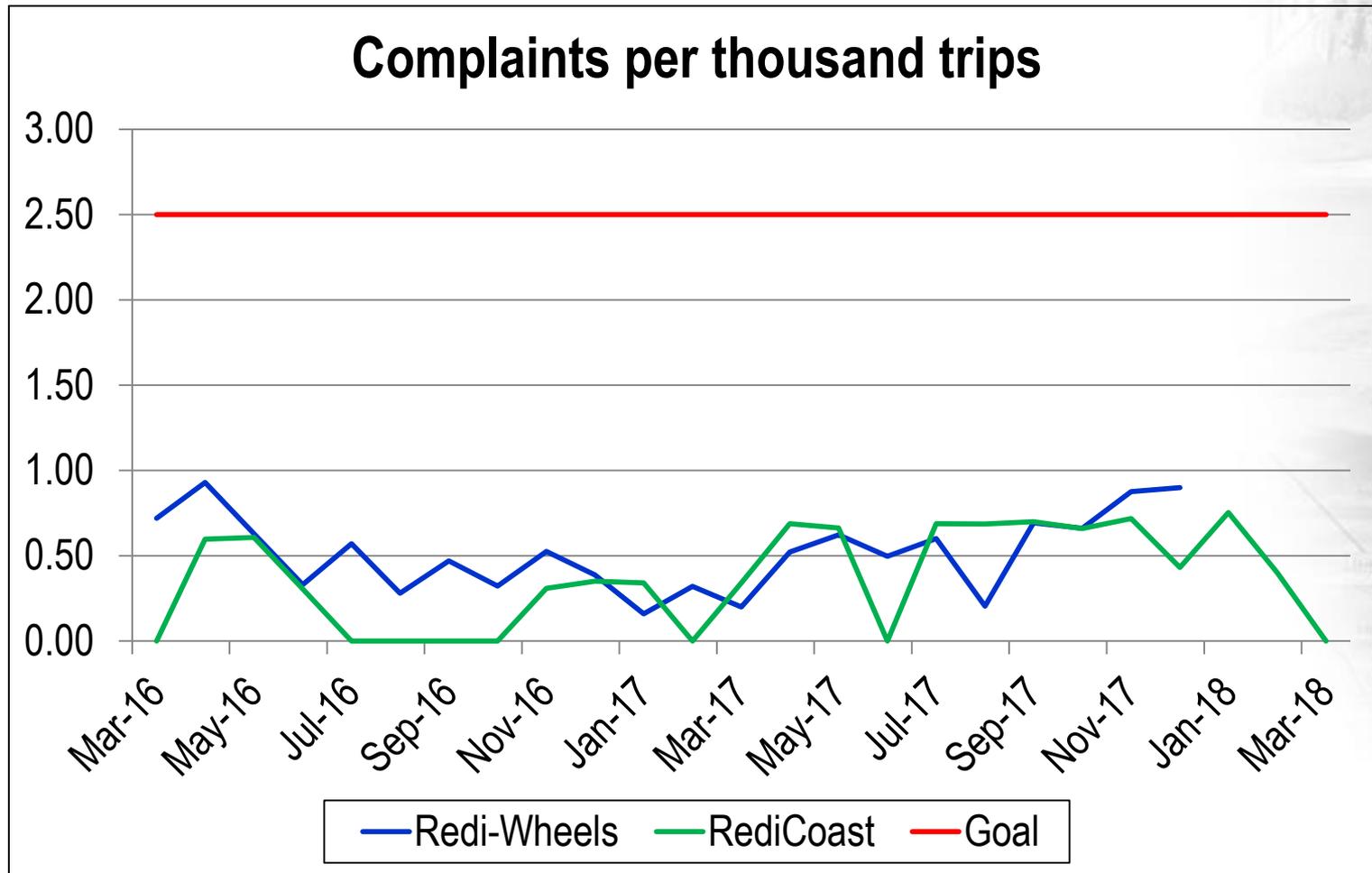
On-time Performance



Pick ups within 20 minutes of scheduled pick up time



Customer Satisfaction



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

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

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

ITEM #14 (b)
JUNE 7, 2018

**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

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Holland & Knight LLP | www.hklaw.com

San Mateo County Transportation Authority Federal Update May 2018

CONGRESS

FY 2019 Appropriations Process Begins: The House and Senate Appropriations Committees have begun consideration of the FY 2019 appropriations bills. Both the House and Senate on Transportation, Housing and Urban Development (THUD) Appropriations Subcommittees have held hearings with the Department of Transportation (DOT) Secretary Chao, and the modal administrators. The House THUD Appropriations Subcommittee will mark-up the FY 2019 THUD bill on May 17 and the full House Appropriations Committee will probably markup the bill the following week. The Senate THUD Appropriations Subcommittee may markup the Senate FY 2019 THUD bill during the first week of June.

Senate Appropriations Committee Chairman Richard Shelby (R-AL) recently said that the Senate leadership has agreed to expedite the spending bills and bypass procedural battles, and plan to avoid controversial policy riders that present obstacles to passage. Democrats agreed that they may be willing to refrain from voting on motions to proceed to the bills, in order to expedite the measures.

House Passes FAA Reauthorization: On April 27, the House passed [H.R. 4](#), a bill reauthorizing the Federal Aviation Administration (FAA) for five years, in a [393-13](#) vote. The bill provides funding for the FAA through FY 2023, following a six month extension of the agency in the FY 2018 omnibus spending bill passed in March. The reauthorization bill received bipartisan support, and included a disaster relief provision making changes to FEMA and the Stafford Disaster Relief Act. The FEMA language seeks to improve infrastructure and preparation to handle natural disasters. However, some provisions received criticism from Democrats. House Minority Leader Nancy Pelosi (D-CA) urged Democrats to vote against two trucking amendments, including a bipartisan amendment from Reps. Jeff Denham (R-CA), Henry Cuellar (D-TX), and Jim Costa (D-CA) that sought to refine regulations on meals and rest periods for truckers. The amendment passed with 222 votes. Additional amendments included one in the managers' package that incorporated language requiring the FAA to conduct an engine safety review and present a report to the House Transportation and Infrastructure Committee. The managers' amendment addressed several key issues, from certification of commercial space support flights to treatment of disabled passengers. The amendment was introduced by House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) on April 24. Highlights of changes included in the amendment are:

- Modifies the bill's funding authorizations to align with the Congressional Budget Office's (CBO) updated baseline;

- Creates a new grant program for airports classified as non-primary; primary airports that are categorized as small, medium, or non-hub; or that are participating in a general aviation privatization pilot;
 - Authorizes \$1.02 billion for Airport Improvement Program (AIP) grants in FY 2019, increasing to \$1.1 billion in FY 2023.
- Establishes a Chief Technology Officer position to oversee operation, maintenance, and security of current air traffic control systems as part of the FAA;
- Requires the FAA to prepare a comprehensive report on the effort by the federal government to modernize the air traffic control system;
- Requires FAA to report to Congress on costs and benefits of the NextGen technology upgrade program;
- Requires the FAA to initiate a review of engine safety;
- Directs DOT to develop a bill of rights document for disabled passengers; and
- Eliminates the cap on the general aviation airport privatization pilot project (currently limited to 10 airports).

The passage of the legislation with strong bipartisan support could help move the bill through the Senate with greater ease. However, House Transportation and Infrastructure Committee Ranking Member Peter DeFazio (D-OR) said he voted for the bill despite reservations about broad language, and hopes that trucking and other issues will be addressed in Senate negotiations. Senate Commerce Committee Chairman John Thune (R-SD) said that he is working to get floor time for the bill before the July 4 recess, but did not specify when.

House Appropriations Subcommittee Questions FHWA, FTA Budget Requests: The acting heads of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) defended the President’s FY 209 budget request before the House THUD Appropriations Subcommittee on April 26. Subcommittee members questioned FTA Acting Administrator Jane Williams about the Capital Investment Grant (CIG) program, with Chairman Mario Diaz-Balart (R-FL) urging the administration to grant executed construction agreements to projects that have gone through the FTA’s rating and evaluation process and met requirements. Williams noted that there are currently 55 projects in varying stages of the process that are seeking construction agreements. The subcommittee also questioned acting FHWA Administrator Brandye Hendrickson about various FHWA programs, including Buy America, federal lands/tribal projects, and the Administration’s proposal to increase the flexibility of states to toll existing interstate lanes. Rep. David Young (R-IA) also questioned Hendrickson on the status of the Highway Trust Fund (HTF); Hendrickson said the agency projects the HTF to remain solvent through the end of FY 2020, but added that – like Secretary Chao – she could not support any specific revenue increases.

ADMINISTRATION

DOT Rebrands TIGER Grants as BUILD Grants; Releases NOFO: The Department of Transportation (DOT) announced on April 20 that the previously existing TIGER grant program would be renamed the [Better Utilizing Investments to Leverage Development \(BUILD\) Transportation Discretionary Grants program](#). BUILD grants will be used for surface transportation infrastructure, awarded on a competitive basis for projects that have significant

local or regional impact. Grants can be used to support roads, bridges, transit, rail, ports, or intermodal transportation. Projects are evaluated on merit criteria, including safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments. DOT released the [Notice of Funding Opportunity](#) (NOFO), with an application deadline date of July 19, 2018. For FY 2018, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single state, under provisions outlined in the FY 2018 omnibus appropriations act.

DOT staff have said that the agency's priorities are rural, road, freight/intermodal, and innovation (AVs, ITS, etc.). In addition, the NOFO includes a section for applicants to explain new transportation revenue.

The FY 2018 appropriations bill was specific about not DOT not prioritizing cost share: "the Secretary shall not use the Federal share as a selection criteria in awarding projects." However, the NOFO does indicate that DOT is still focusing on this issue:

"The Administration believes that attracting significant new, non-Federal revenue streams dedicated to transportation infrastructure investment is desirable to maximize investment in transportation infrastructure. The Department will assess the extent that applications provide evidence that the applicant will secure and commit new, non-Federal revenue to transportation infrastructure investment. New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset recycling, tolling, tax-increment financing, or sales or gas tax increases.

New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds. The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018. Among otherwise similar applications, applicants that generate more new non-Federal revenue for future transportation infrastructure investment will be more competitive. The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects."

Funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. All FY 2018 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2025.

THUD Appropriations Subcommittee Chair and Ranking Member Send Letter on TIGER to DOT: Senate THUD Appropriations Subcommittee Chairwoman Susan Collins (R-ME) and Ranking Member Jack Reed (D-RI) [sent a letter](#) to Transportation Secretary Elaine Chao to express their disapproval with aspects of the BUILD grant program, formerly known as TIGER. The senators wrote that the grant program is not suitable for testing new policies, and took issue with the focus on non-federal revenue and how far back the administration is willing to reward a state or region that's already moved to generate more funding. Congress has set guidelines for how grants are awarded, but BUILD is an unauthorized program – this means the Department of Transportation (DOT) has the ability to adjust aspects of the program as they see fit. House Transportation Appropriations Chairman Mario Diaz-Balart (R-FL) said he will have to examine what DOT changed in the criteria, but hinted that appropriators may adjust the program as well.

DOT Announces ATCMTD Grants: The Federal Highway Administration (FHWA) announced the availability of funds for the [Advanced Transportation and Congestion Management Technologies Deployment Initiative \(ATCMTD\) grants](#). Up to \$60 million in federal funding is available to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance and infrastructure return on investment. To be selected for an ATCMTD award, an applicant must be an eligible applicant. Eligible applicants are state or local governments, transit agencies, metropolitan planning organizations (MPO) representing a population of over 200,000, or other political subdivisions of a state or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions. Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, is encouraged. Applications are due by June 18, 2018.

Senator Sends CIG Letter: Sen. Dianne Feinstein (D-CA) sent a [letter](#) to Secretary Elaine Chao on April 30, asking that she put an end to administrative delays that have held up DOT from handing out money for Capital Investment Grants (CIG) projects. The White House proposed cutting funding for the program in its budget, but Congress committed to expanding the program in its FY 2018 omnibus appropriations bill – the bill provided \$2.645 billion for the program, a 10 percent increase over the FY 2017 enacted level.

DOT Begins Soliciting Applications for FY 2018 Grant Funding: DOT has begun soliciting applications for many programs funded under the FY 2018 omnibus spending bill, signed into law in March. The following programs had been announced as of April 23 (amount in millions):

	<u>Program</u>	<u>FY 2018 Amount</u>	<u>Funding Notice (NOFO) Issued</u>	<u>Application Deadline</u>
FHWA	INFRA (formerly FASTLANE)	\$825.3	July 3, 2017	November 2, 2017
MARAD	Aid to Small Shipyards	\$19.6	April 9, 2018	May 22, 2018
FTA	No-Low Emission Buses and Bus Facilities	\$84.5	April 23, 2018	June 18, 2018
FHWA	Advanced Transportation and Congestion Management Technologies Deployment Initiative	\$55.0	April 18, 2018	June 18, 2018
FHWA	Surface Transportation System Funding Alternatives	\$18.3	April 13, 2018	July 18, 2018
OST	BUILD (formerly TIGER)	\$1,475.0	April 20, 2018	July 19, 2018
	Total, To Date	\$2,477.7		

Source: *Eno Transportation Weekly*

INFRA grant funding deadlines have passed, as funding for the program falls under the contract authority provided in the FAST Act, but the exact amount available was not known until the FY 2018 omnibus bill was passed. The Federal Highway Administration (FHWA) combined FY 2017 money with the anticipated FY 2018 amount in one grant announcement, and recipients are anticipated to be identified in early June.

DOE Announces Vehicle Technologies Grant: The Department of Energy (DOE) announced the availability of grant funds for its [FY 2018 Advanced Vehicle Technologies Research](#) program. The Office of Energy Efficiency and Renewable Energy is issuing, on behalf of the Vehicle Technologies Office, this Funding Opportunity Announcement (FOA), which seeks research project to address priorities in the following areas: batteries and electrification; materials; technology integration and energy efficient mobility systems; energy efficient commercial off-road vehicle technologies; and co-optimized advanced engine and fuel technologies to improve fuel economy. All applications are due by July 13, 2018.



May 11, 2018

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

RE: STATE LEGISLATIVE UPDATE – MAY

May Revise

On May 11, Governor Brown released his May revision to the FY 2018-19 State Budget. Revenue projections were updated to account for an \$8 billion surplus, mainly attributable to a record amount of capital gains revenue. In the modern era, the average expansion has lasted about five years. By the end of FY 2018-19, the current recovery period, which began in July 2009, will have matched the longest recovery in U.S. modern history. The longest stretch was from April 1991 to April 1996 (120 months).

The Governor proposes to use the majority of the surplus to do the following:

- \$4.3 billion to fully fund the Rainy Day Fund, which is currently at \$9.4 billion (71% of the constitutional target), bringing the amount to \$13.2 billion.
- \$2 billion for infrastructure maintenance for universities, courts, state facilities, and flood control, including levees.
- \$359 million to assist local governments with combating homelessness.
- \$312 million to supplement mental health programs.

With the passage of SB 1, there are no significant changes to the Transportation Budget, aside from the additional \$112 million dedicate to the State Transit Assistance program that was generated from the increase to the sales tax on diesel.

SB 1 Competitive Grants Update

We are pleased to report that the California Transportation Commission (CTC) has recommended the Peninsula US 101 Managed Lanes Project for a \$233 million award from the Solutions for Congested Corridors Program (SCCP) and \$20 million from the Local Partnership Program (LPP). The recommendation from the SCCP represents the largest award for any entity statewide out of any program in SB 1. If approved, this award will allow for the completion of a 41-mile stretch of high-occupancy toll lanes

between Santa Clara and San Mateo Counties, terminating at the 1-380 connector along US 101.

The California State Transportation Agency (CalSTA) and Caltrans have identified this project as the number one priority in the state. The \$514 million project is also fully funded thanks to SAMCEDA and MTC stepping up their commitment by providing \$50 million (up from \$20 million) and \$95 million (\$75 million) respectively, while \$20 million in cost savings were identified by Caltrans. The \$50 million investment provided by SAMCEDA is an unprecedented level of commitment by the private sector.

We have been coordinating on strategy with pointC Consulting and SMCTA staff and have spoken to CTC Commissioners on multiple occasions to educate them on the 101 Managed Lanes project and our continued efforts to provide multi-modal options (bus, rail, and ferry service) throughout the corridor.

We will be in San Diego on May 16 for the CTC vote on the allocations.

Deputy Directive 90-R1

Given the statewide emergence of managed lanes, Caltrans has issued a regulation, DD-90 R1, that would require a portion of toll proceeds be used by Caltrans for oversight purposes. Caltrans contends that since it is the owner/operator of the state highway system, and that the current 500-mile High-Occupancy Vehicle Lane network is building on state assets, that a conversion to managed lanes should account for Caltrans oversight.

The Self-Help Counties Coalition (SHCC) is currently negotiating with Caltrans so that it adopts a project level agreement given that jurisdictions, such as SMCTA, are spending local sales tax revenue to make improvements to the state highway system, including filling gap closures, or providing connections to connector routes, such as I-380. SHCC argues that if additional proceeds for oversight are required, that it should be used to help expedite project delivery, which would save money.

Bills with Recommended Positions

SCA 6 (Wiener) Local Sales Tax Voter Threshold Reduction – Recommend Support

This proposed constitutional amendment would simply reduce the vote threshold necessary for passage of a local sales tax measure from 2/3 to 55%. The item was previously on the SMCTA bill matrix in March of 2017, but was removed due to the passage of SB 1. The item is still theoretically alive however, and given that Caltrain and SamTrans are also in support, the measure has been re-added to the bill matrix for the SMCTA Board's consideration of a support position.

Indirect Cost Proposal – Recommend Support

Caltrans performs work on behalf of Self-Help Counties who develop projects on the state highway system, in addition to cities, regional transit and transportation agencies,

certain state agencies, and private entities. Caltrans recovers the cost of these services and charges these entities a rate that covers the cost of both administrative and program functional rates. A portion of this rate however is not always applicable to the direct costs affiliated with the project in question. These “indirect costs” include paying for extraneous items, such as overhead for the state’s general administration (travel, electricity bills), rather than direct costs (labor, materials, processing of documents, transportation costs) and can add as much as 20%-30% to the cost of a project, eroding the value of local sales tax revenue that self-help counties bring to the table, while making Caltrans less competitive in securing work.

The purpose of this item, which is being sponsored by the Self-Help Counties Coalition, is an attempt to either eliminate or cap the amount of indirect costs assessed on a project.

SMCTA Bill Matrix – June 2018

Measure	Status	Bill Summary	Recommended Position
AB 1405 Mulin (D) Digital Billboard Advertisements	2/26/18 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. Last amended on 2/26/18	Watch
AB 1756 Brough (R) Repeal of Transportation Funding	5/12/18 Assembly Transportation Committee Failed passage prior to house of origin deadline for fiscal bills (May 11).	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways.	Opposed 2/1/18
AB 2418 Mullin (D) Transportation: Advanced Technologies Grant Program	5/2/18 Assembly Appropriations Committee Suspense File	Existing law creates the California Transportation Commission (CTC), with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the CTC to form the California Smart City Challenge Workgroup, on or before July 1, 2019, to provide the CTC with guidance on program matters, as specified. The bill would require the CTC, in consultation with the workgroup, to develop guidelines for the program on or before March 1, 2020, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act. Last amended on 4/9/18	Watch
AB 2535 Oberholte (R) Toll Evasion	5/3/18 Senate Transportation & Housing 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. Amended on 3/19/18	Watch

SMCTA Bill Matrix – June 2018

Measure	Status	Bill Summary	Recommended Position
<p>AB 2865 Chiu (D)</p> <p>HOT lanes: Santa Clara Valley Transportation Authority</p>	<p>5/2/18</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p>	<p>This bill would authorize the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco in coordination with the San Francisco County Transportation Authority, as prescribed. Last amended on 4/16/18</p>	<p>Watch</p>
<p>AB 2919 Frazier (D)</p> <p>Transportation: permits</p>	<p>5/12/18</p> <p>Assembly Environmental Safety & Toxic Materials Committee</p> <p>Failed passage prior to house of origin deadline for fiscal bills (May 11).</p>	<p>This bill would require the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt. If a resource agency does not complete the review of the request for a permit within this timeframe, the bill would provide that the permit is deemed approved for purposes of the project.</p> <p>SMCTA is currently participating in a Task Force established by the California State Transportation Agency, pursuant to AB 1282 (Mullin), Chapter 643, Statutes of 2017, for the same purpose. Amended on 3/19/18.</p>	<p>Support in Concept</p> <p>5/3/18</p>
<p>AB 3059 Bloom (D)</p> <p>Congestion pricing demonstration projects</p>	<p>5/12/18</p> <p>Assembly Transportation Committee</p> <p>Failed passage prior to house of origin deadline for fiscal bills (May 11).</p>	<p>This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion-pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions. Amended on 4/16/18. T</p>	<p>Watch</p>

SMCTA Bill Matrix – June 2018

Measure	Status	Bill Summary	Recommended Position
<p>SB 760 Wiener (D)</p> <p>Urban street design: guidance</p>	<p>4/19/18</p> <p>Assembly Transportation Committee</p>	<p>This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. Last amended 1/23/18</p>	<p>Watch</p>
<p>SB 1262 Newman (D)</p> <p>CM/GC</p>	<p>5/8/18</p> <p>Senate Floor</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 require the department to submit a report to the Legislature by July 1, 2022, that includes, among other requirements, a comprehensive assessment on the effectiveness of the Construction Manager/General Contractor project delivery method relative to project cost and time savings for all projects approved under these provisions as of January 1, 2022. Last amended on 4/10/18</p>	<p>Support</p> <p>4/5/18</p>
<p>SCA 6 Wiener (D)</p> <p>Local transportation measures: special taxes: voter approval</p>	<p>2/17/17</p> <p>Introduced</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p> <p>This item was a previous entry on the bill matrix but was removed upon the passage of SB 1. SamTrans and Caltrain have support positions.</p>	<p>Recommend Support</p>

SMCTA Bill Matrix – June 2018

Measure	Status	Bill Summary	Recommended Position
Ballot Measures			
<p>Proposition 69</p> <p>Transportation Taxes & Fees Lockbox</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>Support</p> <p>4/5/18</p>
Budget Measures			
<p>Indirect Cost Proposal</p> <p>Potential Budget Trailer Bill Yet to Be Amended</p>	<p>Open Item in Assembly Budget Committee #3 & Senate Budget subcommittee #2</p>	<p>Caltrans does work on behalf of Self-Help Counties who develop projects on the state highway system, in addition to cities, regional transit and transportation agencies, certain state agencies, and private entities. Caltrans recovers the cost of these services and charges these entities a rate that covers the cost of both administrative and program functional rates. A portion of this rate however is not applicable to the direct costs affiliated with the project in question. These “indirect costs” add as much as 20%-30% to the cost of a project and erode the value of local sales tax revenue that self-help counties bring to the table, while making Caltrans less competitive in securing work.</p> <p>The purpose of this item, which is sponsored by the Self-Help Counties Coalition, is to either eliminate or cap the amount of indirect costs assessed on a project.</p>	<p>Recommend Support</p>