



## AGENDA

### CITIZENS ADVISORY COMMITTEE

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

#### **June 5, 2018 – Tuesday**

**4:30 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Approval of Minutes from May 1, 2018
4. Public Comment  
Public testimony by each individual speaker shall be limited to three minutes
5. **Transportation Authority Board Meeting Agenda for June 7, 2018**
  - a. State and Federal Legislative Update – L. Low **(TA Item 14b)**
  - b. Get Us Moving San Mateo County Update – L. Low **(TA Item 10a)**
  - c. Approval of Fiscal Year 2019 Insurance Program **(TA Item 11)**
  - d. Establishing the Appropriations Limit for Fiscal Year 2019 **(TA Item 12)**
  - e. Adoption of Proposed Budget for Fiscal Year 2019 **(TA Item 13)**
  - f. Program Report: Paratransit Program – T. Dubost **(TA Item 14a)**
  - g. Approval of Statement of Revenues and Expenses for April 2018 **(TA Item 4b)**
  - h. Capital Projects Quarterly Status Report – 3<sup>rd</sup> Quarter Fiscal Year 2018 **(TA Item 4c)**
  - i. Approval of Minutes of May 3, 2018 **(TA Item 4a)**
6. Report of the Chair (Barbara Arietta)
7. Report from Staff (Joe Hurley)
8. Member Comments/Requests  
Committee members may make brief statements regarding CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact the TA or the CAC
9. Date, Time, and Place of Next Regular Meeting: Tuesday, July 3, 2018 at 4:30 p.m., San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Ave, San Carlos, CA 94070
10. Adjournment

**CAC MEMBERS:** Barbara Arietta (Chair) • Diana Bautista • Kate Bond • An Chen • Ken Chin  
• Essam El-Dardiry • John Fox (Vice Chair) • Rich Hedges • Karen Kuklin  
• Jeff Londer • Olma O'Neill • Shaunda Scruggs • Steve Stamos •  
William Warhurst

## **INFORMATION TO THE PUBLIC**

If you have questions on the agenda, please contact the Assistant District Secretary at 650-508-6223. Assisted listening devices are available upon request. Agendas are available on the Transportation Authority Website at [www.smcta.com](http://www.smcta.com). Communications to the CAC can be e-mailed to [cacsecretary@smcta.com](mailto:cacsecretary@smcta.com).

### **Date and Time of Boards and Advisory Committee Meetings**

San Mateo County Transportation Authority (TA) Committees and Board: First Thursday of the month, 5 p.m. Transportation Authority Citizens Advisory Committee (CAC): Tuesday proceeding first Thursday of the month, 4:30 p.m. Date, time and location of meetings may be changed as needed.

### **Location of Meeting**

The San Mateo County Transit District Administrative Office is located at 1250 San Carlos Avenue, San Carlos, which is one block west of the San Carlos Caltrain Station on El Camino Real, 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.

### **Public Comment**

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

Members of the public may address the Citizens Advisory Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes 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 Nancy McKenna at

San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070- 1306; or email to [cacsecretary@smcta.com](mailto:cacsecretary@smcta.com); or by phone at 650-508-6279, or TDD 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.

**CITIZENS ADVISORY COMMITTEE (CAC)**  
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)**  
1250 San Carlos Avenue, San Carlos CA 94070  
Bacciocco Auditorium, 2<sup>nd</sup> Floor

**MINUTES OF MAY 1, 2018**

**MEMBERS PRESENT:** B. Arietta , K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

**MEMBERS ABSENT:** D. Bautista, J. Londer

**STAFF PRESENT:** J. Hurley, J. Slavitt, L. Low, R. Hinchman

Chair, Barbara Arietta called the meeting to order at 4:36 p.m.  
Richard Motroni, Executive Office Assistant, served as recorder.

**APPROVAL OF THE APRIL 3, 2018 MEETING MINUTES**

Motion/Second: Hedges/Chin

Ayes: B. Arietta , K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Stamos, W. Warhurst

Abstain: K. Bond, A. Chen, S. Scruggs

Nays: None

Absent: D. Bautista, J. Londer

*[MINUTES WERE APPROVED]*

**PUBLIC COMMENT**

None

**STATE AND LEGISLATIVE UPDATES (TA ITEM 13A)**

Lori Low, Government and Community Affairs Officer.

- State – The California Transportation Commission (CTC) staff recommends that the CTC invest \$253.2 million in state funding for the Highway 101 Managed Lanes Project to relieve traffic congestion in San Mateo and Santa Clara counties. The CTC should make a decision at their May 16<sup>th</sup> meeting.
- State Assembly Budget Subcommittee reviewed the Indirect Cost Recovery Program (ICRP). They recommend self-help counties be exempt or have ICRP capped. Furthermore, they recommend the Transportation Authority (TA) be considered true partners and only be charged for direct cost and not indirect cost. This would eliminate charging for costs that would continue to exist whether Caltrain is performing certain work. The TA would only pay for the direct cost and save money.
- Federal – Federal Aviation Administration (FAA) fuel tax update. In 2015, the FAA interpretation changed to where sales tax generated from aviation fuel should be expended. The TA sent a letter to the FAA on how it would impact them. In July 2017, the FAA received direction to work with self-help counties so they can demonstrate how their program benefits the airports through the half-cent sales tax. The House recently passed the FAA amendments and will go on to the Senate.

Ken Chin

- *I am all for Caltrans taking their oversight cut in some ways, but if it is in huge amounts I have an issue with that, because we are spending a lot of money. Plus, San Mateo and Burlingame are giving up property for the Managed Highway 101 project to work.*

### **REVIEW OF PRELIMINARY 2019 OPERATING AND CAPITAL BUDGETS – INFORMATIONAL (TA ITEM 12)**

Ryan Hinchman, Manager of Financial Planning & Analysis

- Revenues are increasing, the majority through the sales tax which is projected to increase 2 percent. We are very cognizant there could be a market correction, but 2% is something we feel comfortable with.
- Increase in interest revenues are driven by increased interest rates.
- Expenditures in the budget are flat.

Rich Hedges

- *Are we giving BART \$1.7 million in the overall budget?*
  - Ryan – Correct.
- *Is there any in-date in that contribution for the TA?*
  - Joe – It's over the life of the measure.
- *And if we renew the measure?*
  - Ryan – New rules.

### **PROGRAM REPORT: FERRY SERVICE – INFORMATIONAL (TA ITEM 13C)**

Joel Slavit, Manager of Programming and Monitoring.

- TA helped fund the construction cost of South San Francisco Ferry Terminal that was completed in May 2012 and utilized \$8.1 million in Measure A funds. Since 2013, there have been periodic reports given to the TA CAC.
- Average daily ridership on the South San Francisco ferry has spiked in the last month to 665.
- Average monthly fare box recovery rose from 24% in December 2017 to 36 % for March 2018, close to the 40 percent goal.
- Regional Measure 2 program: Performance Criteria Requirements
  - Peak service for the ferry should be 40 percent fare box recovery ratio by third year of service. Services that do not meet those thresholds in Year 3 must complete a Corrective Action Plan and submit to the MTC for approval.
  - Ferry services are evaluated as individual routes and not part of a larger system or program of services.
- San Francisco Bay Area Water Emergency Transportation Authority (WETA) made an appeal in fall 2015 to extend the deadline for Regional Measure 2 funding for South San Francisco ferry. Letters of supports included San Mateo Transportation Authority, Commute.org and the City of South San Francisco. Although the service did not meet the requirement, they were able to show an upward trend and were allowed to continue.
- South San Francisco Ferry Service Timeline – In 2013 additional service was added to the Alameda/Oakland station. Three years later, Metropolitan Transportation Authority (MTC) granted an extension to meet the 40 percent fare box ratio, while WETA completed current strategic plan. Since 2012, daily boarding has risen 378 percent.

- Projected upward trends for fare and ridership should continue, barring any significant downturn in the economy.
- Strategic Plan which addresses the full network of ferry service on the bay operated by WETA is planned to expand from 12 vessels in 2016 to 44 for 2035, 7 terminals to 16 and 4 routes to 12.
- Key components of what takes place when a feasibility study is prepared include the following; Ridership projections and fare estimates along with determination on what water side and land slide facilities are needed.
- Capital costs needed for the new service are also considered. WETA looks out over a 10-year horizon for operating costs as their benchmark to allow adequate time to achieve the 40 percent fare box.
- In 2015, WETA established its System Expansion Components:
  - Policy Statements
    - Defines WETA service
    - Establishes minimum requirements
    - Maintains service quality
  - Evaluation Measures
    - Creates quantitative standards
    - Range of measures
  - Terminal Access Policies Standards & Guidelines
    - Parking, Pedestrian, Bicycle, Land Use
    - Area of local partner jurisdiction
    - No magic formula
- Expansion Policy – Quantitative Metrics (2015):
  - The sweet spot for fare box recovery is 50% to 70% average, while peak hour occupancy is between 60% and 75%. Should it hit an average of 80% over the period of a month, it is a clear signal to either bring on larger vessels or provide more service.
- As of today, two South San Francisco fare box recoveries are on track to reach the 10-year projection mark of 40%.
- Peak Hour Occupancy – South San Francisco is 65% and has already reached the “sweet spot”.

John Fox

- *The seven terminals that are serviced by WETA now are Oakland, South San Francisco, San Francisco, but what are the other four? (According to the WETA website there are terminals at Harbor Bay, Alameda, AT&T Park, Oakland, San Francisco Ferry Building, Pier 41, South San Francisco, Mare Island and Vallejo).*

Steve Stamos

- *Regarding the project implementation timeline, do you have a general sense of how long the timeline takes?*
  - Joel – Richmond had a feasibility study in 2015 and three years later they are about to open it. What it will be in three years for all the terminals, I can't guarantee.

Rich Hedges

- *In South San Francisco, do the ferries carry about 200 people?*
  - Joel – I was told the vessel capability was 250.

Kate Bond

- *I have a friend from Berkeley who takes the ferry to Genentech in South San Francisco and she loves it. However, I was told it was just Genentech using that particular ferry. Who is paying for that?*
  - Joel – My understanding is Genentech subsidizes the ferry rides for their employees, but there are other biotech companies in that area, so I don't think it is just Genentech.

Barbara Arietta

- *Any idea of how many private vessels there are?*
  - Chris Dacumos, Management Analyst II, Community Development at City of Redwood City – There two separate private companies operating from East Bay and San Francisco on to the Peninsula.

An Chen

- *What about the emerging new communities being built on Treasure Island? That would be a perfect place.*
  - Chris – There is plan for development at Treasure Island for 2025, but I think it is just to San Francisco.

Barbara Arietta

- *What is the fare box recovery with BART and Caltrain?*
  - Joe – Caltrain is at 70%.

**PROGRAMMING AND ALLOCATING \$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 (TA ITEM 13D)**

Chris Dacumos, Management Analyst II, Community Development at City of Redwood City.

This authorizes the Executive Director to take any action necessary to program and allocate the funds and execution of a funding agreed with Redwood City to complete the subject work. This is contingent on the city securing \$60,000 in matching funds which is included in their FY 2019 budget.

The city will be working closely with the Port of Redwood City and WETA. The feasibility study and cost benefits analysis are viewed as an essential first step in determining whether the development of a new terminal ferry service is viable. It will also put Redwood City in a position to better leverage future Measure A investments. No impact to the budget, because the funding will come from FY2018 and prior year adopted budgets.

Barbara Arietta

- *Anticipated time for that terminal?*
  - Chris – 2023.
- *Do they know how many vessels they will have?*
  - Chris – I believe it is four.
- *Capacity of those vessels?*
  - Chris – We anticipate between 1,800 to 2,000 passengers a day. 200 people per vessel.
- *And what are the routes?*
  - Chris – From Redwood City to San Francisco to Oakland.
- *It would be Redwood City to San Francisco to Oakland, the Oakland to Redwood City?*

- Chris – The routes are from Redwood City to San Francisco to Oakland and then from Oakland to San Francisco to Redwood City.
- *So there is nothing coming out of San Francisco without coming through Oakland. Like a boat that just runs from San Francisco to Redwood City?*
  - Chris – There is a pickup in San Francisco. If there passengers in San Francisco they would be boarding for the Redwood City ferry.
- *What type of time operation are they looking at?*
  - Chris - Peak hours.

John Fox

- *The estimated end-to-end time routes, are they competitive with other transit modalities?*
  - Chris – The estimated time from Redwood City to San Francisco is a 15-minute savings compared to driving and 10 minutes compared to Caltrain.
- *The time from San Francisco to Oakland, is it still competitive?*
  - Chris – It is much more competitive compared to the Bay Bridge congestion.

Shaunda Scruggs

- *Do you have rendering of what the route would look like?*
  - Chris – We don't have a drawing per se, but the pickup in Redwood City would be at the Seaport Center. It's a similar office park to Redwood Shores, but further east of US 101. About a ½ mile to a mile from the freeway

Rich Hedges

- *I have taken the ferries in Seattle and the traffic is as bad there as it is here, so it is wonderful to sit and relax going across the water. Taking public transit, you are saving time to do other things as you go.*

William Warhurst

- *I've been at the commercial ferry and Seaport Center a few times and there seems to be huge compatibility problems. Every time I've been to the port where the commercial area is, it is dusty and my car is always a mess. I don't like parking there, it is not consumer friendly. Sea Port is not dusty like that, but part of the feasibility is how to keep the commercial traffic away from ferry traffic. Is that where the feasibility is focused on?*
  - Chris – The feasibility study is focused on how to accomplish fare box recovery ratio as well as funding both the terminal and operations.
- *How are you going to coordinate the commercial traffic and the passenger traffic?*
  - Chris – That's a question we'll have to leave up to the port. That would be part of the consideration on what are the conflicts of the feasibility study. The proposed site is the Cemex site at the Port of Redwood City.
- *I've been there and it's been very dusty. The source of lot of gypsum dust in the whole area. Are they closing that plant down?*
  - Chris – The portion of that property belongs to the port. I do not know that area of Cemex, so I don't know if operations will be modified.
- *The dust problem is not a problem at Sea Port when I park there. Because of the gypsum off-loading at Cemex operation it's a big problem at the port. If you want customers to be there you have consider the fine dust problem*
  - Chris – I think that's a valuable comment.

Barbara Arietta

- *Where is the location of Cemex?*

- Chris – It at the end of Sea Port Boulevard.
- *Is it eventually going to defunct operation?*
  - Chris – I would have to come back with the specifics. It is still tentative.

Olma O'Neill

- *There is a lot of heavy industry there, is there a buy in?*
  - Chris – There's heavy interest among some of the recent tenants of Sea Port and the City of Redwood City.

An Chen

- *There seems a big opportunity to talk to Stanford. The amount we are spending for the staff's transportation to the facilities in Palo Alto is great. I'm not sure the staff on the medical side would be on the Oakland-San Francisco route. It would be more southern, like they come across either Dumbarton or the San Mateo Bridge. It could be a big opportunity if you brought in health professionals. That would be a huge population to serve.*
  - Chris – That's a good observation and one I have thought of myself. On that side of the bay, there aren't good facilities for ferry service. Also due to wetlands and shallowness of certain areas the route would have come from Oakland to San Francisco.

Essam El-Dardiry

- *Google, two to three years ago, used the ferry to take people from San Francisco and Redwood City to Google but they stopped that. Do you have insight into why?*
  - Chris – No insights into the justification. Another part of this is the staff is proposing to the city council a city wide transportation plan. This includes ferry service and a Broadway Street car. It will explore different transportation alternatives from Broadway to the Stanford campus.

Steve Stamos

- *I was hoping you could provide more background on the ferry program within Measure A.*
  - Joel – 2% support of new measure revenue goes to ferry service. The expenditure plan specifically states the terminals would be in South San Francisco and Redwood City and would split the revenue equally.

Barbara Arietta

- *Does the RM3, if it passes, have a plan for ferry enhancement?*
  - Chris – Yes, the RM3 would make available funding for new expansion service. RM2 helped subsidize the operation of existing services. There are a number of new services proposed where Redwood City could be in line to get some of the funding.

Motion/Second: R. Hedges/K. Chin

Ayes: B. Arietta, K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

Nays: None

Absent: D. Bautista, J. Londer

**APPROVAL OF SHUTTLE APPLICATIONS AND PROGRAM AND ALLOCATION OF MEASURE A LOCAL SHUTTLE PROGRAM FUNDS OF 33 SHUTTLES FOR FISCAL YEARS 2019 AND 2020 (TA ITEM 13B)**



Joel Slavitt, Manager of Programming and Monitoring.  
Since the previous TA CAC meeting, Joel Slavitt and his staff went to both the C/CAG Technical Advisory Committee and the C/CAG Congestion Management Environmental Quality Committee meetings. Both committees supported the proposed recommendations however, the C/CAG Congestion Management Environmental Quality Committee wanted to have further discussions at their next meeting to see where they want to go in the future.

No changes to the recommended list of projects. Program allocation: \$8,995,865 in Measure A local shuttle funds to the 33 shuttles. Authorize Executive Director to take any action to allocate the funds.

Motion/Second: R. Hedges/K. Chin

Ayes: B. Arietta, K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

Nays: None

Absent: D. Bautista

#### **ACCEPTANCE OF QUARTERLY INVESTMENT REPORT:**

Motion/Second: S. Scruggs, /A. Chen

Ayes: B. Arietta, K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

Nays: None

Absent: D. Bautista, J. Londer

#### **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 (TA item 10)**

Ryan Hinchman, Manager of Financial Planning & Analysis.

This is a proposed budget amendment for \$1.7 million. There are three components to the amendment:

- Oversight – Due to increased projects this year, oversight expense is going up.
- Increasing staff support.
- Sales tax true up – From FY 2017 they received more sales tax than budgeted. Because of this, they true up the Measure A categories.

Rich Hedges

- *So sales tax revenue is up?*
  - Ryan – Yes.

Barbara Arietta

- *On the staff report increase of \$300,000, how much staff are we increasing?*
  - Joe – The staff will charge to different projects. There is cost associated with more type of things attributed to a specific project or specific project's budget. This year, because of the three calls for projects, (highway program, shuttle program and bike program), there was a spike in that level of effort and the cost associated with that.
- *And oversight is increased over \$600,000?*
  - Joe – Same reason.

Motion/Second: S. Scruggs, /A. Chen

Ayes: B. Arietta , K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Stamos, W. Warhurst  
Absent: D. Bautista, J. Londer  
Nays: None  
Abstain: S. Scruggs

### **REPORT FROM THE CHAIR – BARBARA ARIETTA**

I am seeing is a lot of big time developments and am concerned with the lack of communication and coordination regarding traffic impacts . We have developments in South San Francisco, San Mateo, Millbrae and Stanford and there is probably a multiplicity of things coming up. It is incumbent upon us to communicate to the TA and Joe (Hurley) of things you know are going on. We should be communicating with our contacts in the community. If you know something is going on, it behooves all of us if we can to attend city planners or city council and advise them in a professional manner that it is important to communicate with the Transportation Authority. We need to be stronger communicators.

Joe Hurley – The normal process of these types of developments is that it's a locally controlled where the city has to assess what are the impacts associated with this development.

Rich Hedges – One of the reasons I'm proposing or thinking of ways to move people from the South San Francisco ferry is the town has over 3 million square feet already approved. Over 5 million is in the tender box, 7 million square feet in Brisbane, 6,000 units at Candlestick not counting retail and office and another 10,000 at the naval base. That is not many square miles. We have figure out how to move people.

Barbara Arietta – The second part I want to stress is our next meeting is June 5<sup>th</sup> which is also election night and we have a very important measure on the ballot, RM3 (Regional Measure 3). We need to go out among the people and explain what we need. I was chairing a meeting recently and people were saying, "We don't want any pet projects", "It costs too much", "I don't care about Solano County", "I don't care about Marin County" and "Women who pick up their kids don't take ferries.". We need to tell the people what are the benefits are for RM3. What's in it for us in San Mateo County. US 101 92-Interchange, I do everything I can to avoid it. The Caltrain downtown extension would be in our favor. It would give money to Redwood City for its ferry service. RM3 would give \$130 million to the Dumbarton Corridor Improvement. These are not pet projects, these are important projects. It's important to educate people.

Joe Hurley – For the record, Barbara is not advocating how you vote, but you should do your homework to make an informed decision.

Barbara Arietta – Bad news is the previous night, they got the number of votes required to put the repeal of SB1 on the ballot.

### **REPORT FROM STAFF – JOE HURLEY**

The most exciting thing around here is the CTC staff's recommendation on SB1. With the repeal of SB1 on the ballot, is all the more reason why this group needs to articulate the number projects and programs that can implemented with the SB1 funding. I will be

going to the CTC meeting on May 16<sup>th</sup> and 17<sup>th</sup> in San Diego. Our folks have been really pro-active getting the word out.

There is Assembly bill 1282 that looks at opportunities to implement projects more efficiently. It also views what can happen between the state regulatory and the transportation agencies as far as delivery of projects.

The previous week, I participated at a meeting that included the Secretary of Transportation and the Secretary of Natural Resources. They plan to have a report to the Legislature by the end of next year, but are also looking for pilot projects. We are going to push hard to have a project here in San Mateo County to be put forward as a pilot project.

On May 7<sup>th</sup>, there will be a brief ceremony at San Mateo City Hall, on the competition of the 92-El Camino project.

Broadway is completed, 92/El Camino will be completed shortly. We also have the 101/Willow Road interchange project and there is the final phase, the landscape projects. We are trying to see if there is an opportunity for savings from the projects to help fund a portion of the landscape work. It may require us to return and ask for some supplemental funds for the landscaping of those projects.

Barbara Arietta – *On the AB 1282, can you go over it again?*

Joe Hurley – It is to establish a task force to improve the efficiency with which transportation projects are delivered as it pertains to pre-mating from the state regulatory agencies.

#### **MEMBER COMMENTS/REQUESTS**

Ken Chin – May 17<sup>th</sup> is "Ride your Bike to Work Day", so I encourage everyone to ride.

Steve Stamos – *Will we be getting updates on the Get Us Moving (GUM) project?*

Joe Hurley – The expenditure plan will go the Sam Trans Board and then the Board of Supervisors for approval to be placed on the November ballot. It's still being crafted.

#### **DATE, TIME AND PLACE OF NEXT MEETING**

June 5, 2018 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

Adjourned at 6:07p.m.

**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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## 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	<a href="#">July 3, 2017</a>	November 2, 2017
MARAD	Aid to Small Shipyards	\$19.6	<a href="#">April 9, 2018</a>	May 22, 2018
FTA	No-Low Emission Buses and Bus Facilities	\$84.5	<a href="#">April 23, 2018</a>	June 18, 2018
FHWA	Advanced Transportation and Congestion Management Technologies Deployment Initiative	\$55.0	<a href="#">April 18, 2018</a>	June 18, 2018
FHWA	Surface Transportation System Funding Alternatives	\$18.3	<a href="#">April 13, 2018</a>	July 18, 2018
OST	BUILD (formerly TIGER)	\$1,475.0	<a href="#">April 20, 2018</a>	July 19, 2018
	<b>Total, To Date</b>	<b>\$2,477.7</b>		

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**

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**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
<p><b>AB 1405</b> <b>Mulin (D)</b></p> <p><b>Digital Billboard Advertisements</b></p>	<p>2/26/18</p> <p>Senate Transportation Committee</p>	<p>This bill would allow Caltrans, with federal approval, to enter into agreements with local jurisdictions to install and operate digital signs displaying commercial advertisements and public service announcements within the right of way of the state highway system. The signs could be used to display emergency messages, traveler information, motorist safety campaigns, and other messaging desired by the state, without providing compensation to the contracting entity. <b>Last amended on 2/26/18</b></p>	<p><b>Watch</b></p>
<p><b>AB 1756</b> <b>Brough (R)</b></p> <p><b>Repeal of Transportation Funding</b></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 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.</p>	<p><b>Opposed</b></p> <p><b>2/1/18</b></p>
<p><b>AB 2418</b> <b>Mullin (D)</b></p> <p><b>Transportation: Advanced Technologies Grant Program</b></p>	<p>5/2/18</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p>	<p>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.</p> <p>This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the CTC to form the California Smart City Challenge Workgroup, on or before July 1, 2019, to provide the CTC with guidance on program matters, as specified. The bill would require the CTC, in consultation with the workgroup, to develop guidelines for the program on or before March 1, 2020, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act. <b>Last amended on 4/9/18</b></p>	<p><b>Watch</b></p>
<p><b>AB 2535</b> <b>Obernolte (R)</b></p> <p><b>Toll Evasion</b></p>	<p>5/3/18</p> <p>Senate Transportation &amp; Housing Committee</p>	<p>This bill would require a notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. <b>Amended on 3/19/18</b></p>	<p><b>Watch</b></p>

## SMCTA Bill Matrix – June 2018

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2865</b> <b>Chiu (D)</b></p> <p><b>HOT lanes:</b> <b>Santa Clara Valley Transportation Authority</b></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. <b>Last amended on 4/16/18</b></p>	<p><b>Watch</b></p>
<p><b>AB 2919</b> <b>Frazier (D)</b></p> <p><b>Transportation: permits</b></p>	<p>5/12/18</p> <p>Assembly Environmental Safety &amp; 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. <b>Amended on 3/19/18.</b></p>	<p><b>Support in Concept</b></p> <p><b>5/3/18</b></p>
<p><b>AB 3059</b> <b>Bloom (D)</b></p> <p><b>Congestion pricing demonstration projects</b></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. <b>Amended on 4/16/18. T</b></p>	<p><b>Watch</b></p>

## SMCTA Bill Matrix – June 2018

Measure	Status	Bill Summary	Recommended Position
<b>SB 760</b> <b>Wiener (D)</b>  <b>Urban street design: guidance</b>	4/19/18  Assembly Transportation Committee	This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. <b>Last amended 1/23/18</b>	<b>Watch</b>
<b>SB 1262</b> <b>Newman (D)</b>  <b>CM/GC</b>	5/8/18  Senate Floor	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. <b>Last amended on 4/10/18</b>	<b>Support</b>  <b>4/5/18</b>
<b>SCA 6</b> <b>Wiener (D)</b>  <b>Local transportation measures: special taxes: voter approval</b>	2/17/17  Introduced	<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>	<b>Recommend Support</b>

## SMCTA Bill Matrix – June 2018

Measure	Status	Bill Summary	Recommended Position
<b>Ballot Measures</b>			
<p><b>Proposition 69</b></p> <p><b>Transportation Taxes &amp; Fees Lockbox</b></p>	<p>Placed on June 5, 2018 statewide ballot by the State Legislature through the enactment of ACA 5 (Frazier), Chapter 30, Statutes of 2017</p>	<p>Proposition 69, was placed on the ballot by the State Legislature as part of a legislative package that included SB 1. SB 1, which was also known as the Road Repair and Accountability Act of 2017 enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee. The state constitution already prohibits the diversion of gasoline or diesel excise tax revenues for general non-transportation purposes.</p> <p>The main feature of Proposition 69 is that it also protects proceeds derived from the Transportation improvement Fee (\$1.6 billion in vehicle registration fees, which funds competitive programs) and the sales tax on diesel, which funds the Public Transportation Account. The zero-emission fee is left unprotected.</p>	<p><b>Support</b></p> <p><b>4/5/18</b></p>
<b>Budget Measures</b>			
<p><b>Indirect Cost Proposal</b></p> <p><b>Potential Budget Trailer Bill Yet to Be Amended</b></p>	<p>Open Item in Assembly Budget Committee #3 &amp; 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><b>Recommend Support</b></p>





# *Get Us Moving Update*

*June 2018*

# Community Engagement

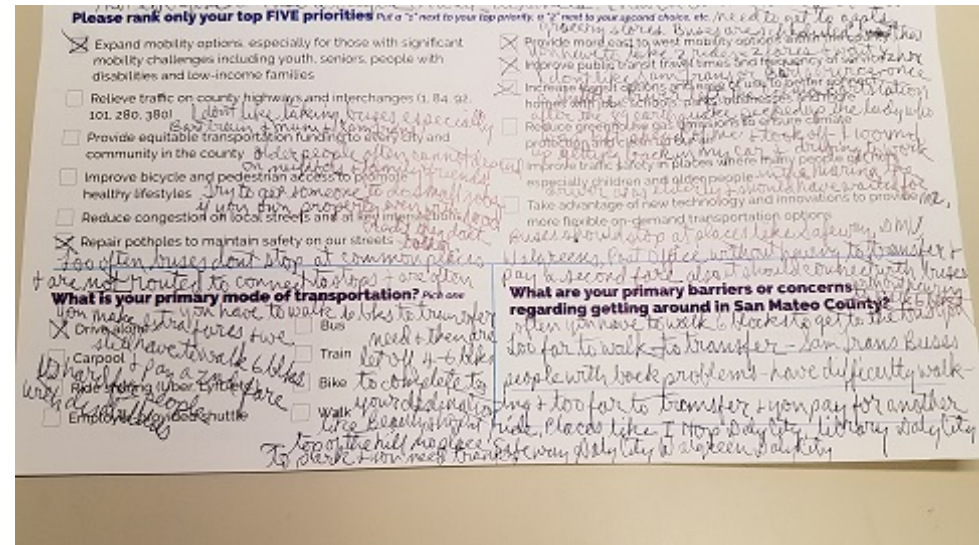


# Outreach by the Numbers

- \$12 Billion in need identified through a call for projects process
- 7 million GetUs 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
- 1,500 residents participated through in-person, telephone or online town halls
- 1,000 Individuals participated in a scientific poll
- 100 presentations to City Councils, business, advocacy and community groups



# Valuable Feedback



Word Cloud Created from Written Comments



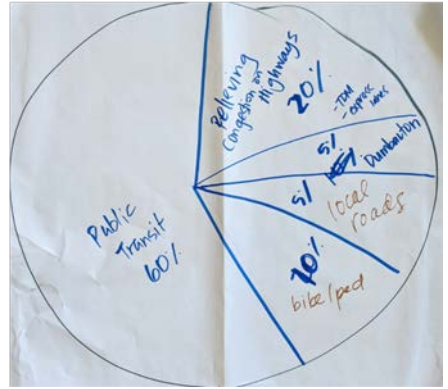
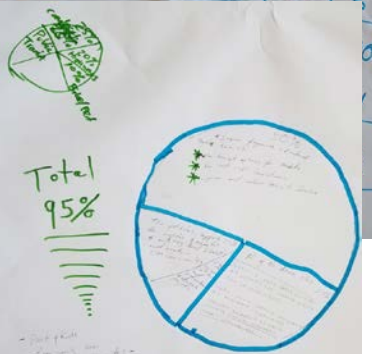
# Expert Input

- 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 VVV  
Redevelop - Highway Expansion related

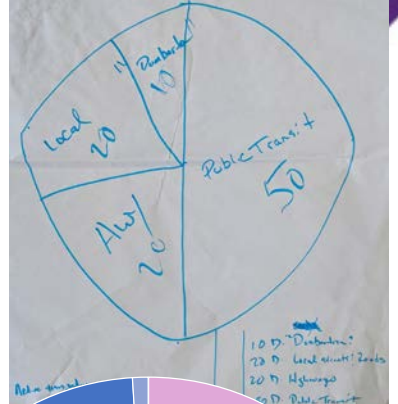
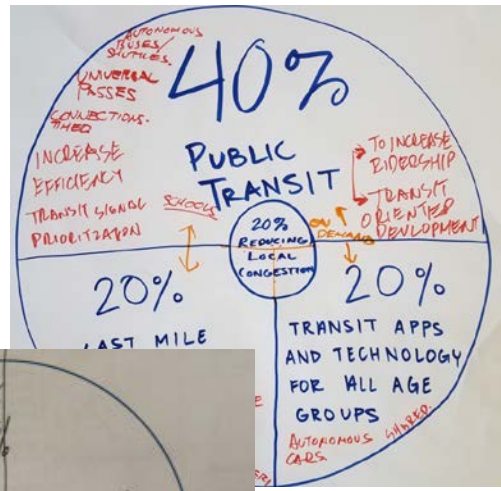
Repair Potholes/ Reduce Congestion -

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

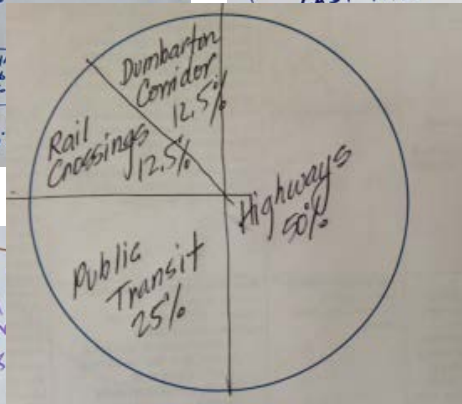
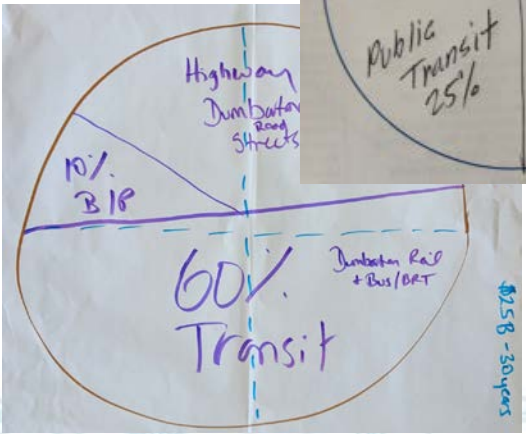
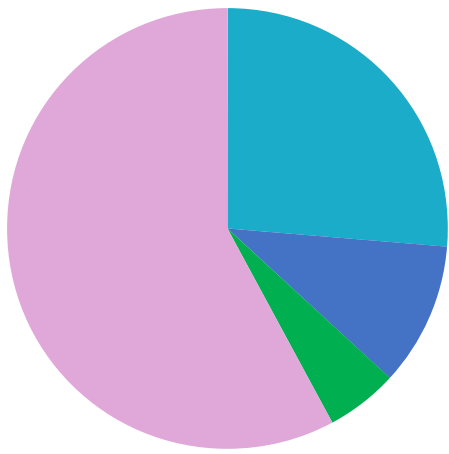
Caltrans crossing -

Bike/PED - 10%  
5%  
5%

Dumbarton Corridor

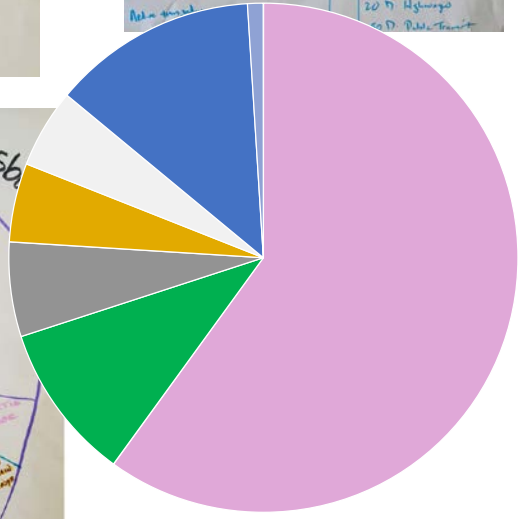
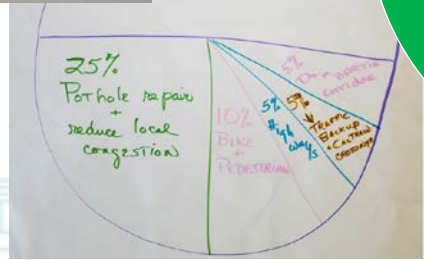


Highway	
TDM	
Potho	
Transit	50
Grade Sep	10
Bike/Ped	10
Dumbarton	5



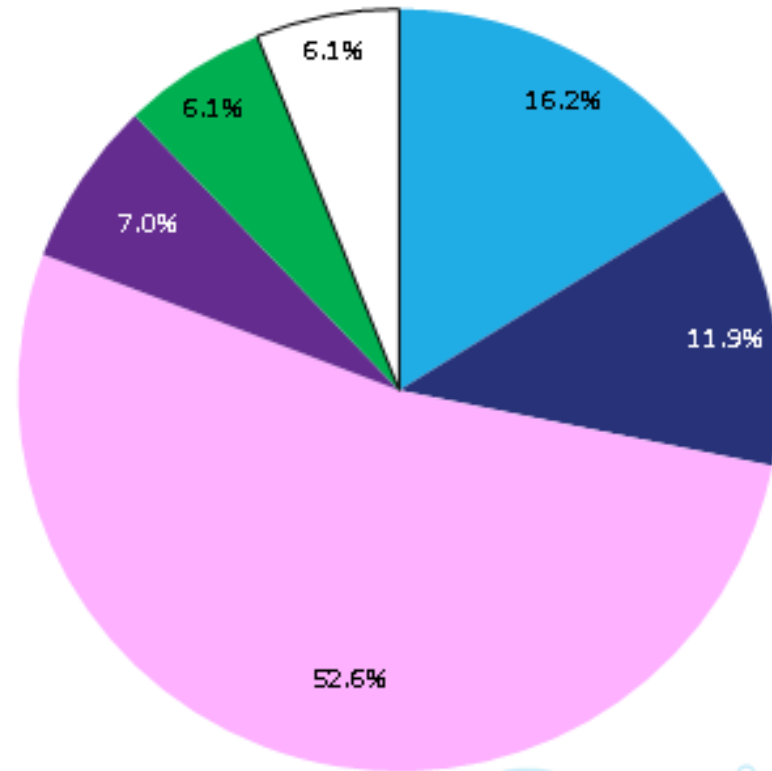
North County! Brisbane

50% Public Transit



# Budget Challenge Online Tool - To Be Updated

- 1 — Highways
- 2 — Local Roads
- 3 — Public Transit
- 4 — Rail Crossings
- 5 — Bike and Ped
- 6 — Dumbarton

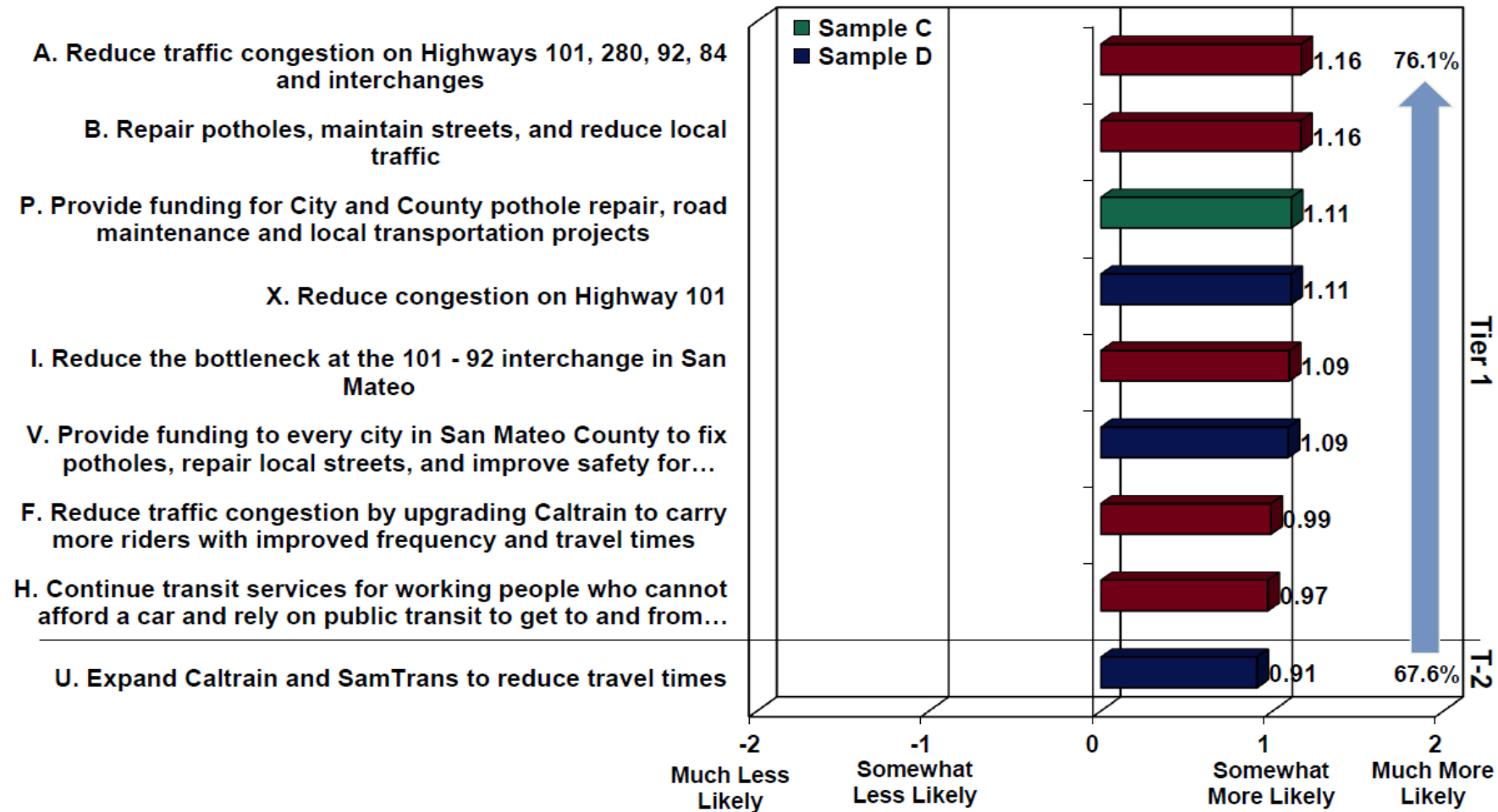


## Total Dollars per Category

1 — Highways:	\$389,593,495.93
2 — Local Roads:	\$286,504,065.04
3 — Public Transit:	\$1,263,089,430.89
4 — Rail Crossings:	\$168,130,081.30
5 — Bike and Ped:	\$146,991,869.92
6 — Dumbarton:	\$145,691,056.91



# 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><b>Countywide Highway Congestion Improvements</b></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>	<b>20-25%</b>	<b>\$480-600M</b>
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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 and San Mateo (SR 92); Cities of Daly City, South San Francisco, San Bruno, Millbrae, Burlingame, Hillsborough, San Mateo, Woodside, Redwood City and Menlo Park, and County of San Mateo (I-280)	State Route 92 & Interstate 280 Managed Lane/ Traffic Operations System Project
Cities of Brisbane, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City and Menlo Park	Highway 101 Managed Lane Project
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
Cities of Burlingame, 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*

<p><b>Local Safety, Pothole and Congestion Relief Improvements</b></p> <p>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.</p>	<b>10-15%</b>	<b>\$240-360M</b>
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# **DRAFT** INVESTMENT PLAN – Sample Projects

## *Local Safety, Pothole and Congestion Relief Improvements*

<b>Geographic Location</b>	<b>Title</b>
<b>Countywide</b>	Pavement preservation and rehabilitation
<b>Countywide</b>	Countywide Transportation Demand Management (TDM) / Commute Alternatives Program
<b>Countywide</b>	Intelligent Transportation System (ITS) / San Mateo County Smart Corridor
<b>County of San Mateo (near Cities of Menlo Park, Portola Valley)</b>	Alpine Road Corridor Improvements Project
<b>Cities of Belmont, San Carlos</b>	Alameda De las Pulgas/San Carlos Corridor Improvements
<b>City of Belmont</b>	Ralston Avenue Corridor Improvements
<b>Cities of Brisbane, Daly City</b>	Geneva Avenue Extension
<b>City of Burlingame</b>	El Camino Real Pedestrian Safety Improvements and Roadway Infrastructure Improvements; Old Bayshore Highway Complete Streets Improvements
<b>City of Daly City</b>	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
<b>City of East Palo Alto</b>	
<b>City of Foster City</b>	New Traffic Signals at Various Locations; Traffic Signal System Upgrades
<b>City of Menlo Park</b>	Various Local Intersection Improvements; Alameda De Las Pulgas/Santa Cruz Avenue Corridor Improvements
<b>City of Millbrae</b>	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><b>Bicycle and Pedestrian Improvements</b></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>	<b>5%</b>	<b>\$120M</b>
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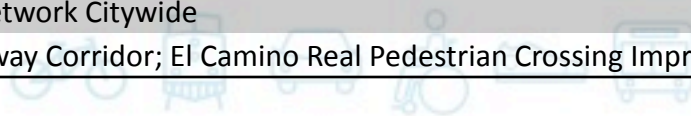


# DRAFT INVESTMENT PLAN – Sample Projects

## *Bicycle and Pedestrian Improvements*



<b>Geographic Location</b>	<b>Title</b>
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*

<b>Regional Transit Connections</b> 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.	<b>10%</b>	<b>\$240M</b>
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# **DRAFT** INVESTMENT PLAN – Sample Projects

## *Regional Transit Connections*

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### **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*

<b>County Public Transportation Systems</b> 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.	<b>50%</b>	<b>1.200M</b>
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# **DRAFT** INVESTMENT PLAN – Sample Projects

## *County Public Transportation System*

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### **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.

<b><u>Principal Program</u></b>	<b><u>Conditions</u></b>	<b><u>FY2018 Premium</u></b>	<b><u>FY2019 Premium</u></b>
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
<b>TOTAL</b>		<b>\$355,605</b>	<b>\$ 256,085</b>

## **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

**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**



the Dumbarton right-of-way.

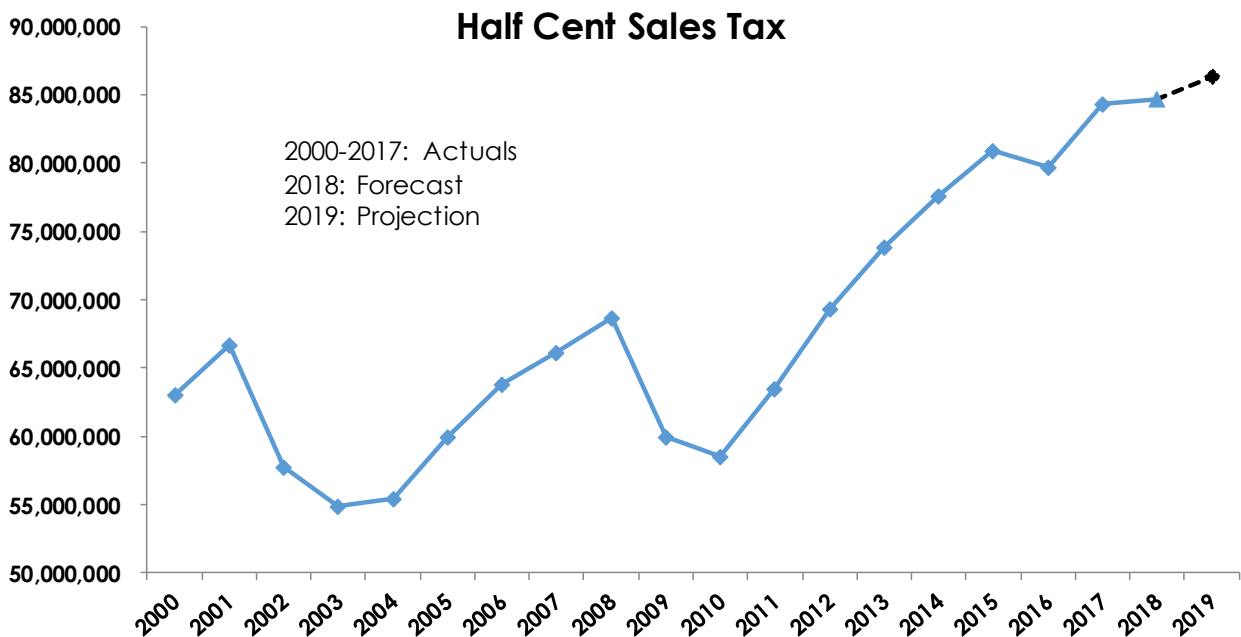
### **BACKGROUND**

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 25<sup>th</sup> 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	
<b>REVENUE:</b>							
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 <b>TOTAL REVENUE</b>	<b>88,234,737</b>	<b>89,374,930</b>	<b>89,374,930</b>	<b>94,667,502</b>	<b>5,292,572</b>	<b>5.9%</b>	11
12							12
13							13
<b>EXPENDITURES:</b>							
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 <b>TOTAL EXPENDITURES</b>	<b>71,745,851</b>	<b>87,101,864</b>	<b>88,848,158</b>	<b>76,199,681</b>	<b>(12,648,477)</b>	<b>-14.2%</b>	30
31							31
32 <b>EXCESS/(DEFICIT)</b>	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 <b>Adjusted EXCESS/(DEFICIT)</b>				5,514,841			34
35							35
36 <b>BEGINNING FUND BALANCE</b>	472,689,403	398,162,346	489,178,289	489,705,061			36
37							37
38 <b>ESTIMATED ENDING FUND BALANCE</b>	<b>489,178,289</b>	<b>400,435,412</b>	<b>489,705,061</b>	<b>495,219,902</b>			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 <b>FUND BALANCE</b>	<b>FY2017 AUDITED BALANCE</b>		<b>PROJECTED BALANCE AS OF MARCH 31, 2018</b>				45
46							46
47 1988 Measure	210,374,208		124,228,384				47
48 2004 Measure	278,804,081		305,089,204				48
49 <b>Ending Fund Balance</b>	<b>489,178,289</b>		<b>429,317,588</b>				49
50							50

**ATTACHMENT B**

**FY2019 ALLOCATIONS AND EXPENDITURES**

		<b>New Measure TEP % Share</b>	<b>FY2019 Proposed</b>	<b>Budgeted Non- Measure A</b>	<b>Total Measure A Share</b>	
<b>ANNUAL ALLOCATIONS:</b>						
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		<b>Total Pass-Thru</b>	<b>21,156,534</b>			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	<b>TOTAL ANNUAL ALLOCATIONS</b>		<b>31,518,918</b>			8
9						9
10	<b>MEASURE A CATEGORIES:</b>	<b>PROJECT</b>				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	<b>TOTAL MEASURE A CATEGORIES</b>		<b>41,017,770</b>		<b>42,567,770</b>	31
	Staff Support	1.00%	863,532		863,532	
			<b>73,400,220</b>		<b>43,431,302</b>	

(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.



# SamTrans Paratransit Service

Transportation Authority  
Board of Directors  
June 2018  
Item 14a

# ADA Paratransit Service



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



## Americans with Disabilities Act passed in 1990

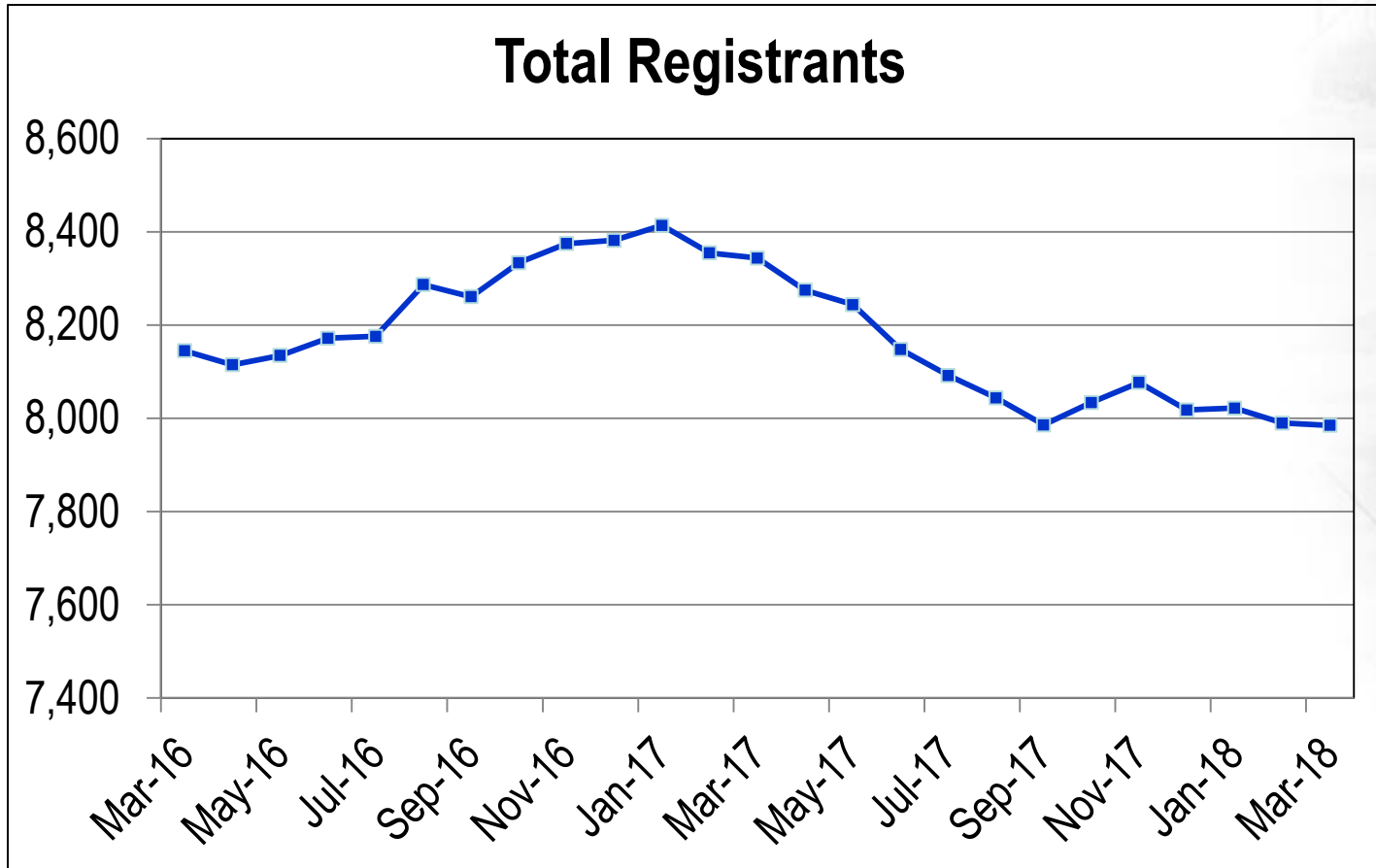
- Full accessibility on all fixed-route buses (lifts/ramps)
- Comparable paratransit service for those unable to ride fixed-route transit
- ADA Paratransit characteristics/requirements:
  - Service must be provided within  $\frac{3}{4}$ -mile zone of fixed-route service
  - Service day/time parallel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

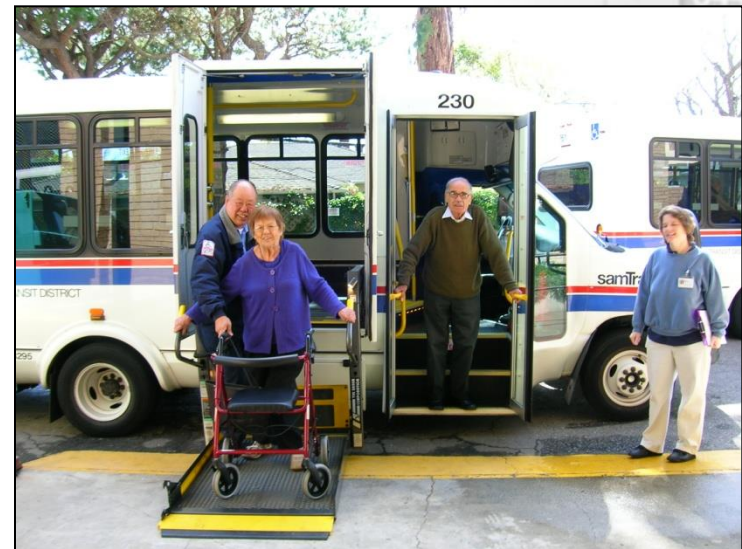
# Paratransit Registrants



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



## 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

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

# Operating Statistics

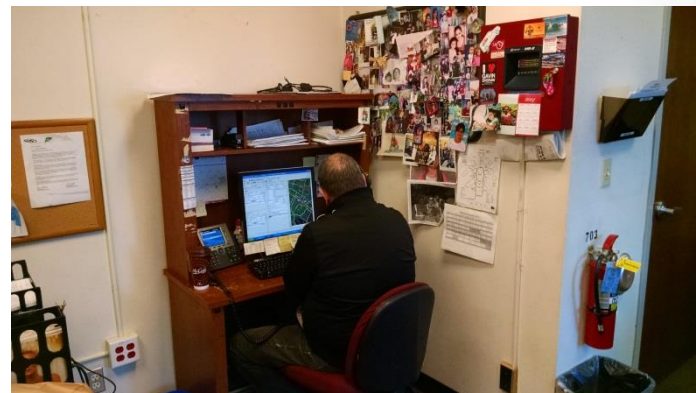
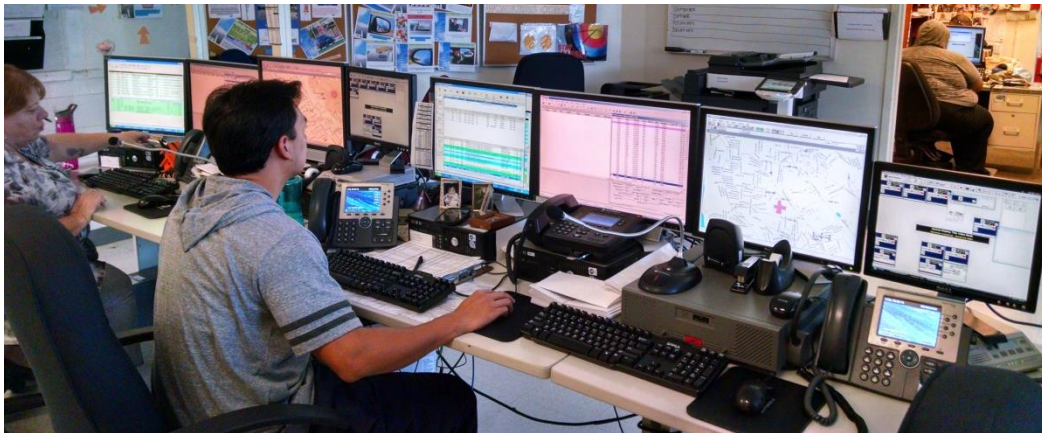
# How Service is Delivered

samTrans

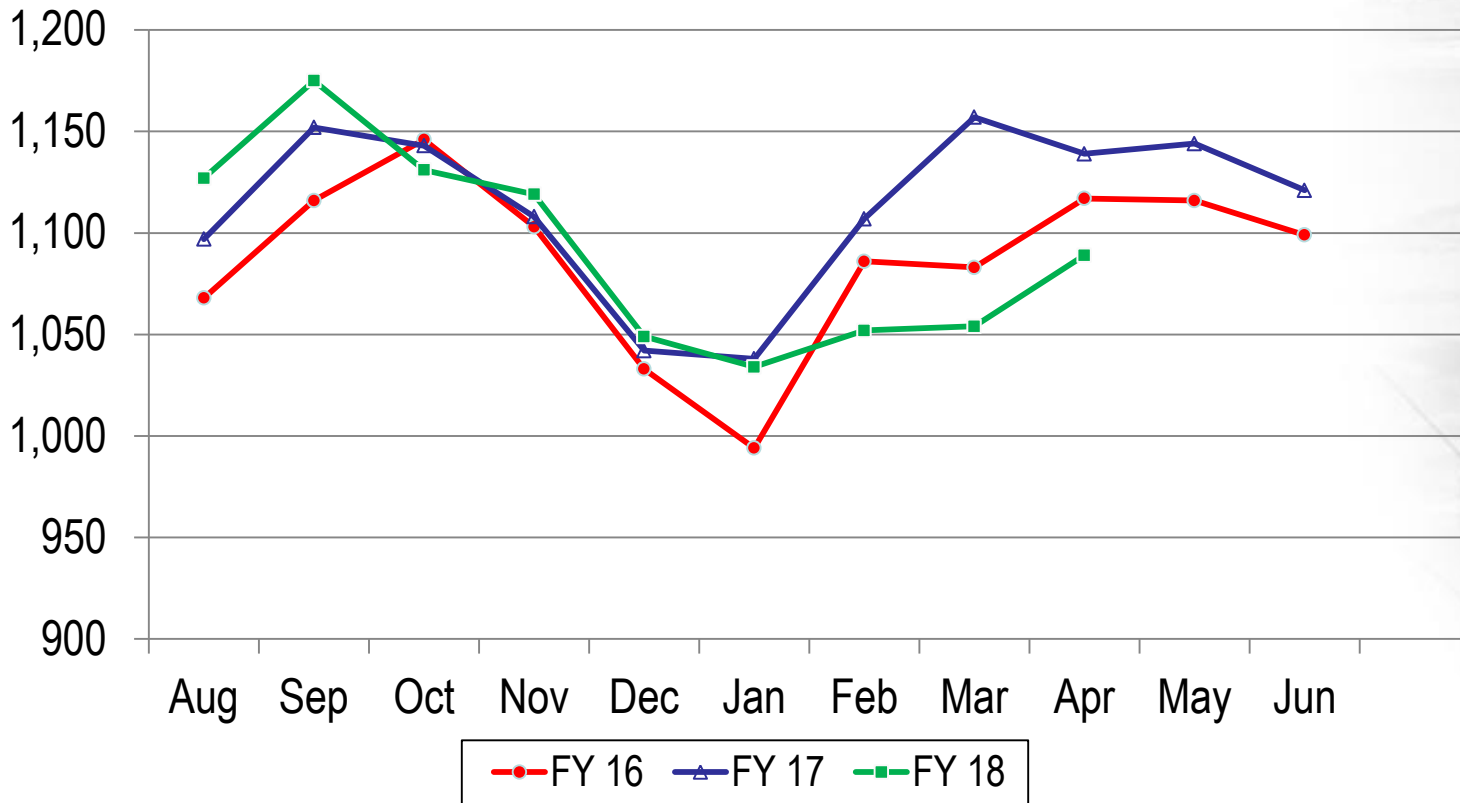
- Redi-Wheels and RediCoast are delivered by a contractor with program oversight by SamTrans staff
  - First Transit is the contractor for Redi-Wheels
  - MV Transit is the contractor for RediCoast
- SamTrans owns & maintains fleet of vehicles for these services (53 cutaway buses & 24 minivans)
- Contractor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



## Brewster facility and equipment owned and maintained by SamTrans



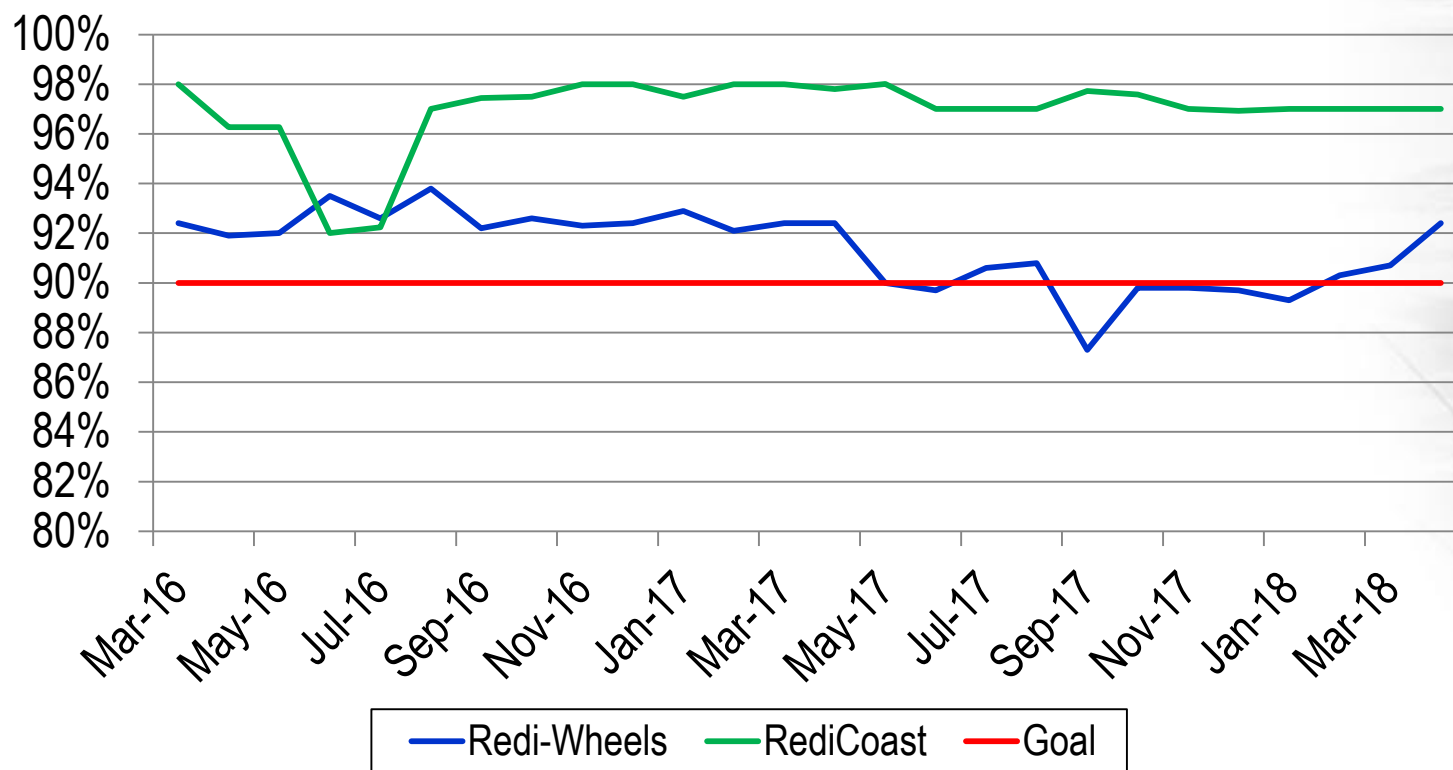
## Redi-Wheels Average Weekday Ridership



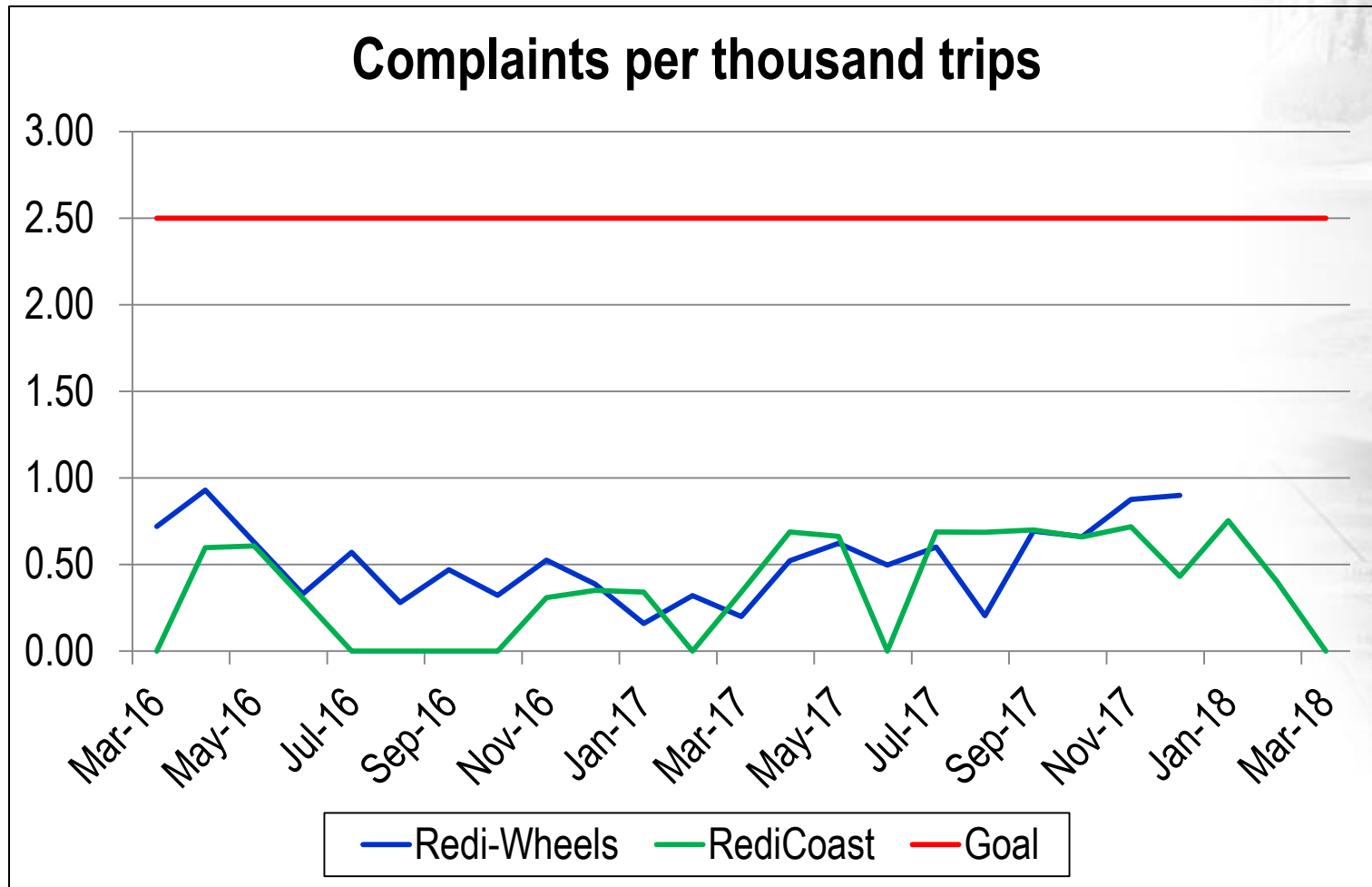
# On-time Performance



## 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**

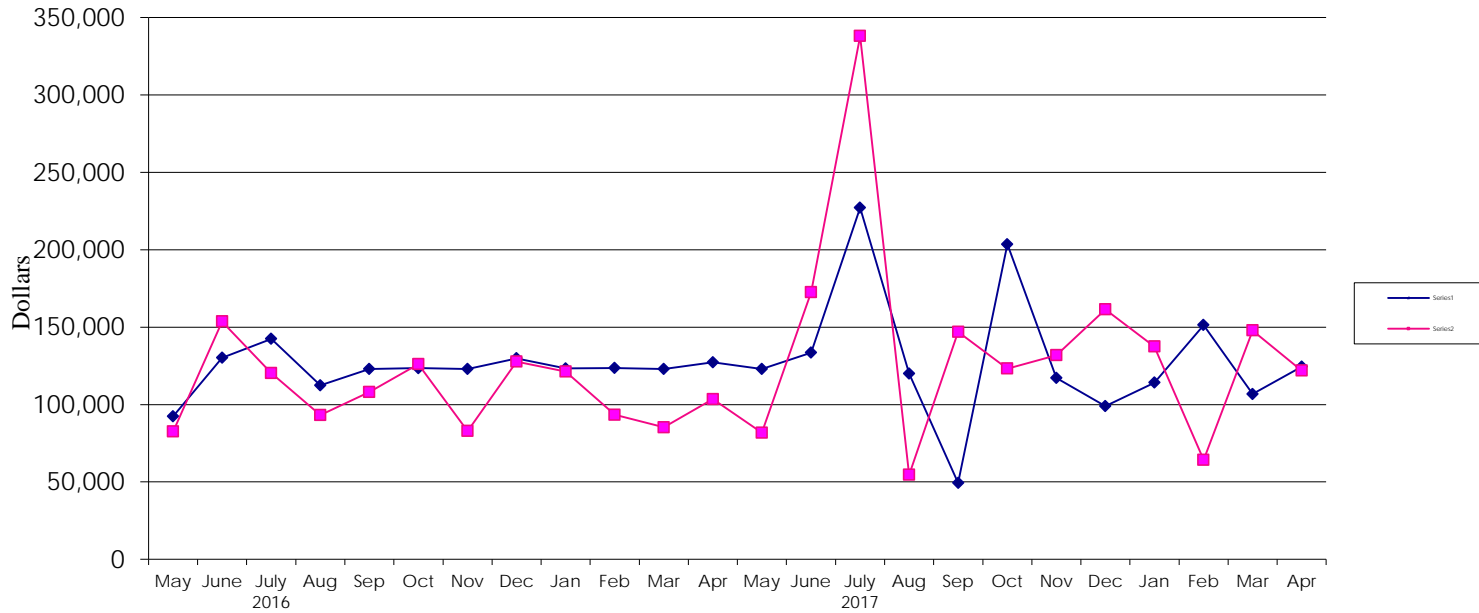
- **Ridership is steady**
- **County demographics pointing towards higher demand in the future**
- **Service quality is high**
  - Very low complaint rate
  - OTP rate above 90% goal
- **Paratransit service is a Federal unfunded mandate and contributes to SamTrans structural deficit**
- **SamTrans continues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

**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
<b>REVENUES:</b>						
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 <b>TOTAL REVENUE</b>	<b>75,075,278</b>	<b>77,915,522</b>	<b>74,294,108</b>	<b>2,840,244</b>	<b>3.8%</b>	<b>89,374,930</b>
8						
9 <b>EXPENDITURES:</b>						
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 <b>TOTAL EXPENDITURES</b>	<b>51,022,021</b>	<b>150,018,578</b>	<b>72,561,556</b>	<b>98,996,558</b>	<b>194.0%</b>	<b>88,848,158</b>
27						
28 <b>EXCESS (DEFICIT)</b>	<b>24,053,258</b>	<b>(72,103,056)</b>	<b>23,272,088</b>	<b>(96,156,314)</b>	<b>(399.8%)</b>	<b>526,773</b>
29						
30 <b>BEGINNING FUND BALANCE</b>	<b>472,689,403</b>	<b>489,178,290</b>				<b>489,178,290</b>
31						
32 <b>ENDING FUND BALANCE</b>	<b>496,742,661</b>	<b>417,075,234</b>				<b>489,705,063</b>
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
<b>MONTHLY EXPENSES</b>												
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		
<b>CUMULATIVE EXPENSES</b>												
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
<b>Add:</b>		
<b>Less:</b>		
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
<b>Add:</b>	
<b>Less:</b>	
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		
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>														
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>														
US TREASURY NOTE	912828Q78	01-05-17	3,136,500.00	3,084,000.00	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%
<b><u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u></b>														
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%
<b><u>FEDERAL AGENCY NOTES AND BONDS</u></b>														
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%
<b><u>CORPORATE NOTES</u></b>														
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%	
<b>COMMERCIAL PAPERS</b>														
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%	
<b>CERTIFICATE OF DEPOSIT</b>														
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%	
<b>ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS</b>														
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%	
<b>SALE/PAYDOWN/MATURITY:</b>														
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		
<b>CASH AND CASH EQUIVALENTS</b>														
									727.02		346.21	727.02	346.21	
<b>TOTAL</b>			<u>159,482,842.25</u>	<u>156,817,574.88</u>					<u>592,693.09</u>	<u>0.00</u>	<u>234,981.93</u>	<u>316,782.78</u>	<u>510,892.24</u>	<u>159,127,625.65</u>
			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
<b>FY2017:</b>					
1st Quarter	19,338,441	1st Quarter	18,526,300	(812,141)	18,526,300
2nd Quarter	20,753,590	2nd Quarter	22,307,178	1,553,588	22,307,178
3rd Quarter	21,051,276	3rd Quarter	19,175,362	(1,875,914)	19,175,362
4th Quarter	21,856,693	4th Quarter	24,345,230	2,488,537	24,345,230
<b>FY2017 Total</b>	<b>83,000,000</b>	<b>FY2017 Total</b>	<b>84,354,070</b>	<b>1,354,070</b>	<b>84,354,070</b>
<b>FY2018:</b>					
Jul. 17	6,173,245	Sep. 17	5,760,900	(412,345)	6,173,245
Aug. 17	6,173,245	Oct. 17	5,760,900	(412,345)	6,173,245
Sep. 17	9,148,973	Nov. 17	7,681,200	(1,467,773)	9,148,973
1st Qtr. Adjustment		Dec.17	3,472,138	3,472,138	
3 Months Total	21,495,463		22,675,138	1,179,675	21,495,463
Oct. 17	6,484,778	Dec. 17	6,251,900	(232,878)	6,484,778
Nov. 17	6,279,663	Jan. 18	6,251,900	(27,763)	6,279,663
Dec. 17	9,645,126	Feb. 18	8,335,800	(1,309,326)	9,645,126
2nd Qtr. Adjustment		Mar. 18	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			
<b>FY2018 Total</b>	<b>84,660,000</b>	<b>FY2018 Total</b>	<b>57,805,215</b>	<b>2,869,810</b>	<b>84,660,000</b>
	22,675,138	1st Quarter			
	22,176,689	2nd Quarter			
	20,963,783	3rd Quarter			
	5,989,842	4th Quarter			
	<b>71,805,452</b>	YTD Actual Per Statement of Revenue & Expenses			

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
	<hr/>
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  
3<sup>RD</sup> 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.

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

650-508-7795  
650-508-7942

**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 3<sup>rd</sup> 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, 2<sup>nd</sup> 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](http://www.smcta.com).  
Questions may be referred to the Board Secretary's office by phone at  
650.508.6279 or by email to [board@smcta.com](mailto:board@smcta.com).