



SAN MATEO COUNTY
**Transportation
 Authority**

REVISED AGENDA

AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

2014 BOARD OF DIRECTORS

KARYL MATSUMOTO, CHAIR
 DAVID CANEPA, VICE CHAIR
 ROSANNE FOUST
 CAROLE GROOM
 DON HORSLEY
 TERRY NAGEL
 NAOMI PATRIDGE

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

November 6, 2014 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar RESOLUTION
 Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of October 2, 2014
 - b. Approval of 2015 Board of Directors Meeting Calendar
 - c. Acceptance of Statement of Revenues and Expenditures for September 2014
 - d. Adoption of Revised Conflict of Interest Code
5. Public Comment
 Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report RESOLUTION
 - a. Resolution of Appreciation to Outgoing Director Naomi Patridge
7. San Mateo County Transit District Liaison Report – Meeting of November 5, 2014 INFORMATIONAL
8. Joint Powers Board Report INFORMATIONAL
9. Report of the Executive Director INFORMATIONAL
10. Finance MOTION
 - a. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2014

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

- 11. Program
 - a. Program Report: Highway Program INFORMATIONAL
 - b. Update on State and Federal Legislative Program INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Date/Time of Next Meeting: Thursday, December 4, 2014, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

- ~~14.~~15. Report of Legal Counsel
- a. Closed Session: Conference with Legal Counsel – Existing Litigation (Government Code §54956.9(a)): San Mateo County v. Robert Wadell and Angela Bramble (San Mateo Superior Court Case No. 522021)

~~15.1. Date/Time of Next Meeting: Thursday, December 4, 2014, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070~~

16. Adjournment

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the Authority Secretary at the San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306 or emailed to board@smcta.com; or by phone at 650-508-6242, or TTY 650-508-6448.

Availability of Public Records

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

MINUTES OF OCTOBER 2, 2014

MEMBERS PRESENT: D. Canepa, R. Foust, C. Groom, K. Matsumoto (Chair), T. Nagel, N. Patridge

MEMBERS ABSENT: D. Horsley

STAFF PRESENT: J. Averill, J. Cassman, A. Chan, R. Haskin, G. Harrington, C. Harvey, J. Hurley, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Chair Karyl Matsumoto called the meeting to order at 5:04 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of September 30, 2014 (see attached).

APPROVAL OF MINUTES OF SEPTEMBER 4, 2014

Motion/Second: Canepa/Groom

Ayes: Canepa, Foust, Groom, Matsumoto, Nagel, Patridge

Absent: Horsley

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR AUGUST 2014

Chair Matsumoto asked why administrative expenses were higher than staff projections. Gigi Harrington, Deputy CEO, said it is due to the insurance coming through, which is paid at the beginning of the year.

Chair Matsumoto said interest income in April had a big spike. Ms. Harrington said all of the interest was paid on the day a security sold, and it rolled out of the portfolio that month. It did not earn interest along the way; it earned all of its interest at maturity.

Motion/Second: Groom/Nagel

Ayes: Canepa, Foust, Groom, Matsumoto, Nagel, Patridge

Absent: Horsley

PUBLIC COMMENT

None.

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Chair Matsumoto said there was good turnout for the Highway 101/Broadway Interchange groundbreaking ceremony.

Chair Matsumoto requested the meeting adjourn in memory of Jim Vreeland, former TA Board member, and Kathy Simon, wife of Mark Simon, Executive Officer, Public Affairs.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – KARYL MATSUMOTO

Chair Matsumoto said SamTrans rolled out a draft Strategic Plan, and there was large attendance at the Board meeting because SamTrans changed service providers for Redi-Wheels.

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics August 2014 compared to August 2013.
 - Total Ridership was 1,626,751, an increase of 11 percent.
 - Average Weekday Ridership (AWR) was 60,871, an increase of 13.1 percent.
 - Total Revenue was \$7,209,373, an increase of 10.8 percent.
 - On-time Performance (OTP) was 93.3 percent, an increase of 2.5 percent.
 - Caltrain Shuttle Ridership was 9,061, an increase of 30.1 percent. This percentage is artificially high due to the problems with the Marguerite shuttle counts.
- A suicide prevention page with a hotline number was launched on the Caltrain website at www.caltrain.com/thereishelp.
- The Federal Transit Administration approved the Positive Train Control Development Plan. Staff remains dedicated to get the project done by December 31, 2015.
- The Bicycle Advisory Committee met September 18 and received a presentation on Caltrain Modernization (CalMod) and the Bicycle Access and Parking Plan.
- Service to Levi's Stadium is going well. There were two football games in September and total ridership in Mountain View was 9,116.
- There were 10 Giants home games in September with 75,000 additional riders. For the regular season Caltrain transported more than 625,000 riders, a 16 percent increase over 2013.
- About 7,300 additional riders were carried for Stanford University football games, a 19 percent increase over 2013.
- Schedule changes start October 5 to accommodate the reconstruction of the four low bridges in San Mateo that require a slow order. Run time was added to the trains with the worst OTP.
- Staff is working with the Santa Clara County Valley Transportation Authority on the Light-rail Efficiency Project to increase the amount of service that can be provided at Mountain View for fans seeking to take transit to Levi's Stadium.
- The American Society of Civil Engineers selected the San Bruno Grade Separation Project as the Transportation Project of the Year for the San Francisco section.
- Between 2010 and 2014, Go Pass revenue grew from \$3 million to \$8 million, the number of participating companies grew from 43 to 89, and the number of eligible employees grew from 21,600 to 52,500.
- Staff is kicking off a two-month ridership promotion focusing on off-peak and weekends. Promotional elements include the electronic billboard in Redwood City, Pandora, KCBS, KQED, and social media.
- The Reading File contained the Track the Fun brochure and the August Safety and Security Report.

- The Board:
 - Received a quarterly progress report on Caltrain electrification
 - Authorized a lease agreement for CalMod office space at 2121 El Camino Real in San Mateo for a period of six years to provide space for about 100 people
 - Authorized execution of a fund transfer agreement with the San Mateo County Transit District for State Proposition 1B Transit Security Grant Program Funds in the amount of \$500,000 to pay for the installation of inward-facing cameras in Caltrain locomotives
 - Authorized staff to proceed with a 2014 Debt Issuance of up to \$11 million to finance the procurement and rehabilitation of 16 railcars from Southern California Regional Rail Authority and related capital expenditures, to select the direct purchaser, and to engage Orrick, Herrington & Sutcliffe, LLP to serve as bond counsel

Director Carole Groom asked if bikes onboard are included in the comment period for the Environmental Impact Report. Mr. Scanlon said the San Francisco Bicycle Coalition advocates for bikes on Caltrain and organized the letters and comments to the Board ever since word got out that Caltrain wanted to purchase the additional rail cars. He said Caltrain has a capacity problem for everyone, not just bikes. Caltrain carries more than 6,000 bikes a day.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Route 1 San Pedro Creek Bridge Replacement Project pile driving has recently been completed and work in the channel is scheduled to be complete by October 15. Due to environmental permits, major construction work will be suspended October 16 and will resume next spring. There will be non-invasive work in between. A detour will remain in place for the duration of project. The project will be completed next October.
- The Highway 101/Broadway Interchange Reconstruction Project groundbreaking was September 16.

PROGRAM

Program Report: Transit – Paratransit

Chuck Harvey, Deputy CEO, presented:

- Americans with Disabilities Act (ADA) was passed in 1990 and required:
 - Full accessibility on all fixed-route buses
 - Complementary paratransit service for those unable to ride fixed-route transit
 - Service must be provided within three-fourths of a mile of fixed-route service
 - Service day and time must parallel fixed-route service
 - No service request can be denied
- SamTrans Paratransit Service
 - Provides equal opportunity for mobility to people with disabilities who can't use conventional fixed-route transit
 - Pre-dates ADA

- Provides service beyond what is required by ADA
 - Demand has grown dramatically
 - Is an unfunded Federal mandate
- Paratransit registrants have reached approximately 7,700
- Paratransit customers
 - Sixty-two percent are 70 years or older
 - Nineteen percent have cognitive disabilities
 - Twelve percent have visual disabilities
 - Ninety-eight percent live within three-fourths of a mile of a SamTrans fixed-route
 - Non-ambulatory customers represent 22 percent of eligible riders but take 44 percent of the trips
 - Low-income customers represent 16 percent of eligible riders but take 33 percent of the trips
 - Ten percent go to dialysis centers
 - Eighteen percent go to adult day care centers
 - Other key destinations include hospitals, doctor appointments, senior centers, colleges, senior housing, and shopping
 - All Redi-Wheels and RediCoast users must be certified as eligible for paratransit
- Fiscal Year (FY) 2014 Program costs
 - Total costs were \$14,111,000
 - Total trips were 314,010
 - Average cost was \$44.99
 - Farebox ratio was 5.9 percent
 - TA paratransit funding includes New Measure A funds of 4 percent of the Measure, approximately \$2.9 million per year
- Funding sources include
 - Passenger fares
 - Transportation Development Act funds
 - State Transit Assistance
 - District Sales Tax
 - TA funds
 - Measure M
 - Operating grants
 - San Mateo County
- How the service is delivered
 - Contractor with program oversight by SamTrans staff
 - SamTrans owns and maintains 52 cutaway buses and 24 minivans
 - Contractor supplements the fleet with sedans and taxis
- The Redi-Wheels Operations Center is owned and maintained by SamTrans
- Senior mobility includes
 - Mobility Ambassador Program – travel training for seniors
 - “Age Well Drive Smart” partnerships with the California Highway Patrol
 - Outreach to Coastside seniors
 - Veterans’ Mobility Corps

Director Terry Nagel asked if the new cars will be easily boardable and if everything will be accessible. Mr. Harvey said the Bombardier rail cars the JPB is purchasing will be the same as the current Bombardier low-floor cars used now and will have the same boarding ability. Regarding the Electric Multiple Unit fleet for CalMod, he said staff is looking into how to transition that fleet with the existing consists to eventually get to level boarding. He said it is complicated and expensive, but possible. Mr. Scanlon said the issue has gotten a lot of attention and staff will have a workshop with High-speed Rail (HSR) to figure out how to work together on this issue.

Chair Matsumoto asked if low-income customers get a discount. Mr. Harvey said a 50 percent discount is given to customers who get Supplemental Security Income, Medi-Cal, or general assistance from San Mateo County.

Update on Transportation Authority Strategic Plan 2014-2019

April Chan, Executive Officer, Planning and Development, presented:

- Measure A requires a strategic plan be updated every five years to set the project selection and ranking process
- Measure A Program Categories:
 - Transit – 30 percent
 - Highways – 27.5 percent
 - Local Streets and Transportation – 22.5 percent
 - Grade Separations – 15 percent
 - Pedestrian and Bicycle – 3 percent
 - Administration – 1 percent
 - Alternative Congestion Relief – 1 percent
- The purpose of the strategic plan is to put together a policy framework for guiding programming and allocation decisions
- Development process
 - Reviewed accomplishments over the past five years
 - Reviewed county demographics and travel data
 - Received input from stakeholders on how the processes have performed
 - Reviewed Measure A financial outlook
- Stakeholder outreach included:
 - CACs from the TA, SamTrans, and the JPB
 - City/County Association of Governments (C/CAG) Technical Advisory Committee
 - San Mateo County Paratransit Coordinating Council
 - SamTrans Accessibility Committee
 - San Mateo County Economic Development Association
 - C/CAG Congestion Management and Environment Quality Program Committee
 - C/CAG Bicycle and Pedestrian Committee
- Program-wide challenges and opportunities
 - Establish metrics to better determine how well selected projects are meeting Measure A plan goals
 - Find that sponsor resources, expertise, and funding may impact project delivery

- Need to focus on Complete Streets and sustainability in light of statewide and regional initiatives
- Category-specific challenges and opportunities
 - Highway/Grade Separation programs
 - Insufficient funding available to deliver projects already in the pipeline
 - Need to balance delivery of planned projects with the need for new projects
 - Pedestrian and Bicycle Program
 - Stakeholders' concern that 3 percent of funds is insufficient to address needs
 - Ensure funds are available for a mix of projects while retaining the ability to deliver large capital projects
 - Shuttle Program
 - SamTrans is developing a Mobility Management Plan to provide planning guidance
- Anticipated funding challenges
 - Pipeline projects in the Grade Separation, Highway, and Pedestrian and Bicycle categories exceed \$500 million over the next five years, while receipts for those categories in that time period will be insufficient at \$167 million
- Financial outlook
 - Budgeted FY2015 sales tax revenue receipts are projected to be \$72 million
 - Available Measure A funds over the next five years are projected to be \$430 million
- Other funding issues
 - Current Call for Projects (CFP) funding cycles may not align well with anticipated State and Federal grant opportunities
 - Potential funding opportunities, with some uncertainties
 - Federal Moving Ahead for Progress in the 21st Century reauthorization
 - State Cap and Trade funds
 - Statewide Transportation Improvement Program
 - Project sponsors are encouraged to explore other funding opportunities
- Recommendations:
 - Project selection and funding cycles
 - Board approved project selection framework has worked well, but minor adjustments are needed
 - Adjust CFP funding cycles to leverage external funding opportunities
 - Partner with SamTrans on Mobility Management Plan
 - Project selection criteria
 - For discretionary categories, project selection should consider Complete Streets
 - Better define sustainability as a criterion

- Project initiation and implementation
 - Require project sponsors to coordinate project delivery decisions with the TA based on staffing resource and expertise
 - Allow project sponsors to delegate implementation responsibility to TA or other entities
- Implementation
 - Continue with current CFP process but develop a schedule that better aligns with other funding programs
 - Capital improvement program development to better manage funding needs with projected revenues
 - Coordinate with C/CAG on county-wide planning efforts
 - Explore and consider financing to advance needed projects
 - Explore and develop performance measures to better determine if programs meet Measure A goals
- Schedule
 - October/November – public outreach on draft plan
 - November – review comments and incorporate where warranted
 - December – Board adoption

Director Groom asked if Complete Streets could be funded under local streets and roads. Mr. Scanlon said the money the TA provides for local streets and roads is a preset amount that goes to the cities.

Director Groom asked why there are no projects in the pipeline on local streets and roads in the presentation. Ms. Chan said funding for that category goes by formula directly to the city and the county. The reason the pipeline list of projects is not in the presentation is because she would need to go to each of the cities to find out that information. The only categories where pipeline project information is readily available are the Grade Separation, Highway, and Bike and Pedestrian.

Director Rosanne Foust said there is a chart that shows each city and the percentage they get, so staff could take that dollar figure or go to each public works director to find out what they have done with the funding.

Joe Hurley, Director, TA Program, said as a condition of the allocation, the cities need to submit on an annual basis the specific projects they used the Measure A funds for and what other funds were leveraged. The TA gets a report with that information.

Director Groom said the presentation shows \$82.6 million, but no list of pipelines. She is worried the money is sitting and not being used. Mr. Scanlon said every penny goes back to the cities.

Director Foust said adjustments should be made to the presentation to explain this element further before it goes out to the public.

Mr. Scanlon said Measure A is designed to leverage other money and this is important when it comes matching with the timing of other funding sources.

Director Foust said the presentation should have an opening slide explaining that Measure A funds are from a half-cent sales tax and are designed for the county to be a self-help county to use the funds in the community, and to leverage other products. Mr. Scanlon said it could also explain the historical matches that have been leveraged.

Director Naomi Patridge said there was concern that the Pedestrian and Bike Program had a low percentage, and she continually explains that this was determined by voters and it can't be changed without going back to the voters. She said there could be a mix for bike and pedestrian projects by the statement, "ensure funds are available for a mix of projects while retaining the ability to deliver large capital projects."

Director Matsumoto said some of the bike and pedestrian projects could be worked into the bigger projects.

Ms. Chan said there are several other funding sources for these types of projects. She said there is not only the 3 percent set aside for bike and pedestrian projects, but cities get 22.5 percent for local streets and roads and pavement and striping also benefits bikes and pedestrians. She said funding going to transit benefits bicycle users on the train. She said there are a number of categories that have benefits for bicyclists and pedestrians.

Director Nagel said some cities are better at getting and leveraging matching funds. She said she would like to see information showing all cities how to do that and the lessons learned.

Director Nagel asked how the TA would go about developing a County Alternative Congestion Relief Plan. Ms. Chan said staff will work with the Peninsula Congestion Relief Alliance (Alliance) and C/CAG to determine what types of projects the TA should be funding out of the alternative congestion relief pot in addition to supporting what the Alliance is doing.

Director Foust said it should be noted at the public meetings that Measure A is a part of the solution, not the entire solution. Once people acknowledge that, they can start looking for other opportunities.

Update on State and Federal Legislative Program

Gus Khouri, Khouri Consulting, said two years ago, the legislative advocates worked to get Senate Bill (SB) 1029 passed, which provided the appropriation from Proposition 1A High Speed Rail bonds to make CalMod possible. The bill was threatened with litigation, so Governor Brown made it his priority to find an alternative means of funding for the HSR Project. He pushed for SB862, which created the funding source to protect the appropriation levels for CalMod. No Proposition 1A bonds have been sold, but that option is still available. Now there are two sources of funding for HSR. Not only is there the existing \$600 million in funding for electrification, but there was a \$400 million loan repayment from the previous year that may go towards connectivity projects.

Mr. Khouri said Cap and Trade is the only source of State funding in the foreseeable future. He said he will work with the Administration to secure funding through this program.

Mr. Khouri said SB1183 creates up to a \$5 vehicle registration fee subject to a two-thirds voter approval within the county. This is something the TA can contemplate doing.

Mr. Khouri said Assembly Bill 1447 makes traffic light synchronization an eligible expenditure for Cap and Trade and was signed into law.

Mr. Khouri said legislation was approved to lower the vote threshold for the creation of Infrastructure Financing Districts, so it now does not require a two-thirds vote threshold.

Director Nagel said the transit agency spends more than \$15 million on paratransit and asked if anyone has proposed legislation to charge for handicapped parking. Mr. Khouri said he has not heard of that and paratransit service is very expensive and the full cost can't be subsidized. He said paratransit took a cut during the previous Administration and now paratransit only receives about a quarter of what it should. This is what makes the Cap and Trade funding so critical so staff can pursue those opportunities.

REQUESTS FROM THE AUTHORITY

Director Foust said she would like more information on the contract awarded to the Metropolitan Transportation Commission on the Bike Share Program and the vendor that is going out of business.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No report.

DATE AND PLACE OF NEXT MEETING

November 6, 2014 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:48 p.m. in memory of Kathy Simon and Jim Vreeland.

TA CAC

Chair's Report to the Board

October 2, 2014

I have the following to report from the September 30th meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA Board's Minutes of September 4, 2014, without questions or comments.

(TA Item 4b) The CAC unanimously voted to support the Board's Acceptance of the Statement of Revenues and Expenditures for the period ending August 31, 2014.

(TA Item 10a) As a part of a series of program reports presented to the Board on each of the Transportation Authority's program areas, we received a comprehensive report this month from Chuck Harvey, Deputy CEO, covering an overview of the entire SamTrans Paratransit Service Program, detailing the ADA - Americans with Disabilities Act, Paratransit customers, costs and funding sources, operating statistics, and senior mobility.

(TA Item 10b) The CAC received an in depth Measure A Strategic Plan update from Joel Slavitt, Manager, Programming and Monitoring covering the Strategic Plan development process, its program challenges and opportunities, financial outlook, recommendations and the next steps in the implementation strategy.

(TA Item 10c) The CAC was both surprised and pleased to receive a comprehensive Legislative update from Gus Khouri, Principal of Khouri Consulting. The CAC was very glad to hear that Governor Brown signed both SB 785 (Wolk) as well as SB 1433 (Hill), bills which would extend the sunset date on the existing authority solely for public transportation, respectively, and, thus, give Caltrain the ability to maintain design-build authority for public transportation, which was originally due to expire in 2015, making sure that our procurement process is factored in so delivery of the Caltrain electrification project is not impeded. The passage of those bills will also help give transit agencies an alternative project delivering method that increases coordination with the contractor, which could result in overall cost and time savings.

In my own Chair's Report to the CAC, I advised the following:

1. The San Carlos Planning Commission will hold a Public Hearing in the upstairs Library Conference Rooms at the San Carlos Library, 610 Elm Street, on Monday, October 6, 2014 at 7pm. At issue is the Design Review application, submitted by Legacy Partners Residential LLC on behalf of the 6.26 acres of Sam Trans property, located between the El Camino Real in San Carlos and the railroad tracks, that is due for potential development into a San Carlos Transit Village. I advised the CAC that staff reports will be available for viewing at the San Carlos Library, the Planning Dept and on-line at www.epackets.net.

2. Caltrain is now asking the public to electronically provide feedback and input on design details of its future fleet of electric trains which will replace approximately 75 percent of the current diesel fleet and eventually replace the entire fleet operating between San Francisco and San Jose. To provide feedback electronically, Caltrain is requesting the public to complete a new electric train survey at: www.caltrain.com/emussurvey

3. The Transbay Transit Center's future is in doubt after an agreement between San Francisco officials and downtown developers over a proposed tax district collapsed last week, throwing into jeopardy the payment for the \$2.6 billion extension of Caltrain from 4th and King to the new \$1.9 billion Transbay Transit Center at 1st and Mission in San Francisco. Without this happening, it would appear that San Francisco is going to be left with a very expensive bus station or a new skyline minus a few towers depending upon how threatened lawsuits play out. The developers are taking a few weeks before making any legal moves.

4. Bike share spare parts are unavailable causing bikes to be out of service indefinitely. There are currently 700 bikes scattered around 70 stations throughout the Bay Area, however, once broken, they will be out of service for a while. All of this is happening because the bike manufacturer, Alta Bicycle Share, is up for sale and the company that builds and maintains the software that oversees the system went belly up in January, putting everything into flux. According to the MTC this is a temporary hiccup. The MTC will be taking control of the bike share project from the Bay Area Air Quality Management District in the spring. By that time, new product providers should be in place with plenty of bicycle share parts.

5. I reminded the CAC that October 8th is International Walk to School Day.

6. In ending my report to the CAC, I reported that two men who have been very much involved in championing the concerns of the public, especially when it came to transportation needs, passed away last month. They will be missed by many, one locally and the other statewide...as well as personally by me, as they were both friends of mine. I knew one for 8 years and the other for 35 years...

*On September 11, 2014, former Pacifica City Mayor and San Mateo County Transportation Authority Board member (2008-2012), James Vreeland, passed away quite suddenly from a heart attack in his home in Ventura in Southern California. He was 51 years of age. As an executive for the EPA in San Francisco, Jim was a passionate advocate whose lifelong mission was to both protect and preserve the environment for the public. He loved Pacifica and he loved Pacifica's ocean as only an avid surfer, which Jim was, could. But the most important part about Jim was that he recognized the significant issues that the coastside residents experienced and he worked diligently to find solutions to those issues, especially the transportation ones. He served on the TA Board for several years.

*On that same date, September 11, 2014, former State Senator John Francis Foran, also known as "the father of the MTC", died in his San Francisco home after a brief battle with cancer. He was 84 years of age. A prolific legislator, Foran authored numerous bills that tremendously improved the state's transportation system, including Assembly Bill 363, which gave birth to the MTC in 1970. Foran was also responsible for the bill that permitted the MTC to use bridge toll revenues to improve transit systems in the bridge corridors and for a gas tax that generated \$2-3 billion for state and local roads in the 1980's. John was the MTC's founding father and he was immensely proud of the agency that he created.

He authored the Pure Air Act in 1968, which was later adopted by Congress as the Federal Clean Air Act. He is also the one to thank for the Golden Gate Bridge District's mission to include bus and ferry service.

He was Chairman of the Transportation Committee in both the Senate and the Assembly.

The public has lost two transportation advocates this month and ever so ironically on the same day...

In Joe's report to the CAC he reported that the US 101/Broadway Interchange Reconstruction Project Ground Breaking was held on Tuesday September 16, 2014 and was well received by all in attendance.

We ended our meeting on Tuesday evening in memory of former State Senator John Francis Foran and former Mayor James Vreeland.

Respectfully submitted,

Barbara Arietta

Chair, San Mateo County Transportation Authority, CAC

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Martha Martinez
Authority Secretary

SUBJECT: **2015 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the Meeting Calendar for 2015 (attached).

SIGNIFICANCE

The Board of Directors monthly meeting is scheduled for the first Thursday of each month at 5:00 p.m. except for the January meeting. The January meeting falls on a holiday and has been moved to the second Thursday.

BUDGET IMPACT

There is no impact on the budget.

Prepared by: Josh Averill, Assistant District Secretary

650-508-6223



SAN MATEO COUNTY
**Transportation
Authority**
Meeting Calendar for 2015

| Thursday – 5 PM |
|-----------------|
| January 8* |
| February 5 |
| March 5 |
| April 2 |
| May 7 |
| June 4 |
| July 2 |
| August 6 |
| September 3 |
| October 1 |
| November 5 |
| December 3 |

The Board meets the first Thursday of the month, unless otherwise noted.

All meetings are held at 1250 San Carlos Ave., Second Floor, San Carlos, CA 94070.

* Second Thursday

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING SEPTEMBER 30, 2014**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of September 2014 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$18,959,900 - line 7) is **better** than staff projections by \$937,340 or 5.2 percent. *Interest Income* (\$747,920,400 – line 2) is \$173,909 or 30.3 percent **better** than projections due to higher than budgeted returns. *Rental Income* (\$291,931 – line 4) is \$6,969 or 2.3 percent **worse**.

Total Revenue (\$18,959,900 - line 7) is \$5,069,416 or 21.1 percent **worse** than prior year performance mainly due to an unbudgeted recovery payout from the Lehman Brothers bankruptcy received in the prior year. *Interest Income* (\$747,569 – line 2) is \$56,577 or 7 percent **worse** than prior year. *Rental Income* (\$291,931 - line 4), which is \$41,501 or 12.4 percent **worse** than prior actual is offset by *Sales Tax* (\$17,920,400 - line 4), which is \$1,370,400 or 8.3 percent **better**.

Expenditures: *Total Administrative Expenses* (\$248,252 - line 22) is **better** than staff projections by \$32,381 or 11.5 percent. Within total administrative expenses, *Staff Support* (\$142,546 - line 18) is \$56,843 or 28.5 percent **better** than staff projections. *Other Admin Expense* (\$105,620 – line 20) is **worse** than staff projections by \$25,751 or 32.2 percent due to additional insurance expense. Staff will come back mid-year and request an adjustment to this line item in the budget.

Budget Amendment: There are no budget revisions for the month of September 2014.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2015
September 2014

% OF YEAR ELAPSED: **25.0%**

| | MONTH | YEAR TO DATE | | | | ANNUAL | | |
|--|-----------------------|------------------------|------------------------|--------------------|---------------|--------------------|------------------------|--------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | STAFF PROJECTION | % OF PROJ | ADOPTED BUDGET* | STAFF PROJECTION** | % OF PROJ |
| REVENUES: | | | | | | | | |
| 1 Sales Tax | 7,420,400 | 16,550,000 | 17,920,400 | 17,150,000 | 104.5% | 72,000,000 | 72,000,000 | 23.8% |
| 2 Interest Income | 262,931 | 804,146 | 747,569 | 573,660 | 130.3% | 2,284,610 | 2,284,610 | 25.1% |
| 3 Miscellaneous Income | 0 | 6,319,505 | 0 | 0 | 0.0% | 0 | 0 | 0.0% |
| 4 Rental Income | 95,206 | 333,432 | 291,931 | 298,900 | 97.7% | 1,203,300 | 1,203,300 | 24.3% |
| 5 Grant Proceeds | 0 | 22,233 | 0 | 0 | 0.0% | 0 | 0 | 0.0% |
| 6 | | | | | | | | |
| 7 TOTAL REVENUE | 7,778,537 | 24,029,316 | 18,959,900 | 18,022,560 | 105.2% | 75,487,910 | 75,487,910 | 25.1% |
| 8 | | | | | | | | |
| EXPENDITURES: | | | | | | | | |
| 10 | | | | | | | | |
| 11 Annual Allocations | 2,708,446 | 6,040,750 | 6,540,946 | 6,259,750 | 104.5% | 26,280,000 | 26,280,000 | 24.9% |
| 12 | | | | | | | | |
| 13 Program Expenditures | 3,135,477 | 7,230,956 | 4,812,544 | 9,927,975 | 48.5% | 39,712,000 | 39,712,000 | 12.1% |
| 14 | | | | | | | | |
| 15 Oversight | 33,168 | 221,101 | 106,149 | 296,250 | 35.8% | 1,185,000 | 1,185,000 | 9.0% |
| 16 | | | | | | | | |
| 17 Administrative | | | | | | | | |
| 18 Staff Support | 44,833 | 139,607 | 142,546 | 199,389 | 71.5% | 706,634 | 686,634 | 20.8% |
| 19 Measure A Info-Others | 86 | - | 86 | 1,375 | 6.2% | 16,500 | 16,500 | 0.5% |
| 20 Other Admin Expenses | 37,936 | 50,330 | 105,620 | 79,869 | 132.2% | 313,520 | 333,520 | 31.7% |
| 21 | | | | | | | | |
| 22 Total Administrative | 82,854 | 189,937 | 248,252 | 280,633 | 88.5% | 1,036,654 | 1,036,654 | 23.9% |
| 23 | | | | | | | | |
| 24 TOTAL EXPENDITURES | 5,959,946 | 13,682,744 | 11,707,891 (1) | 16,764,608 | 69.8% | 68,213,654 | 68,213,654 | 17.2% |
| 25 | | | | | | | | |
| 26 EXCESS (DEFICIT) | 1,818,591 | 10,346,573 | 7,252,009 | 1,257,952 | | 7,274,256 | 7,274,256 | |
| 27 | | | | | | | | |
| 28 BEGINNING FUND BALANCE | Not Applicable | 445,209,646 | 461,085,044 | 401,849,379 | | 401,849,379 | 401,849,379 | |
| 29 | | | | | | | | |
| 30 ENDING FUND BALANCE | Not Applicable | 455,556,219 | 468,337,053 (2) | 403,107,331 | | 409,123,635 | 409,123,635 | |
| 31 | | | | | | | | |
| 32 | | | | | | | | |
| 33 Includes the following balances: | | | | | | | | |
| 34 Cash and Liquid Investments | | 1,381,477 | | | | | 382,224,949 | |
| 35 Current Committed Fund Balance | | 462,146,494 (3) | | | | | 68,213,654 | |
| 36 Undesignated Cash & Net Receivable | | 4,809,081 | | | | | 11,707,891 (1) | |
| 37 Total | | <u>468,337,053 (2)</u> | | | | | <u>462,146,494 (3)</u> | |
| 38 | | | | | | | | |
| 39 | | | | | | | | |
| 40 | | | | | | | | |
| 41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress | | | | | | | | |
| 42 against the annual budget. When comparing it to the amounts shown in the | | | | | | | | |
| 43 "% of PROJ" column, please note that individual line items reflect variations | | | | | | | | |
| 44 due to seasonal activities during the year. | | | | | | | | |
| 45 | | | | | | | | |
| 46 * The TA Adopted Budget is the Board adopted budget effective June 5, 2014. | | | | | | | | |
| 47 ** The TA Staff Projection is the adopted budget including year to date budget transfers. | | | | | | | | |
| 48 | | | | | | | | |
| 49 | | | | | | | | |
| 50 | | | | | | | | |
| 51 | | | | | | | | |
| 52 | | | | | | | | |
| 53 | | | | | | | | |
| 54 | | | | | | | | |
| 55 | | | | | | | | |

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SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF SEPTEMBER 30, 2014

| TYPE OF SECURITY | | MATURITY DATE | INTEREST RATE | PURCHASE PRICE | MARKET VALUE |
|------------------------------|-----|---------------|---------------|-----------------------|-----------------------|
| County Pool #3 | * | Liquid Cash | 0.820% | \$ 258,893,549 | \$ 258,893,549 |
| Local Agency Investment Fund | ** | Liquid Cash | 0.246% | \$ 13,334,941 | \$ 13,334,941 |
| Investment Portfolio | *** | Liquid Cash | 0.611% | \$ 178,852,304 | \$ 179,059,617 |
| Other | | Liquid Cash | 0.000% | \$ 1,381,477 | \$ 1,381,477 |
| | | | | <u>\$ 452,462,271</u> | <u>\$ 452,669,584</u> |

Accrued Earnings for September, 2014 \$ 270,061.65
Cumulative Earnings FY2015 \$ 769,510.48

* County Pool average yield for the month ending September 30, 2014 was 0.820%. As of September, 2014 the amortized cost of the Total Pool was \$3,394,673,759.55 and the fair market value per San Mateo County Treasurer's Office was \$3,393,913,137.21.

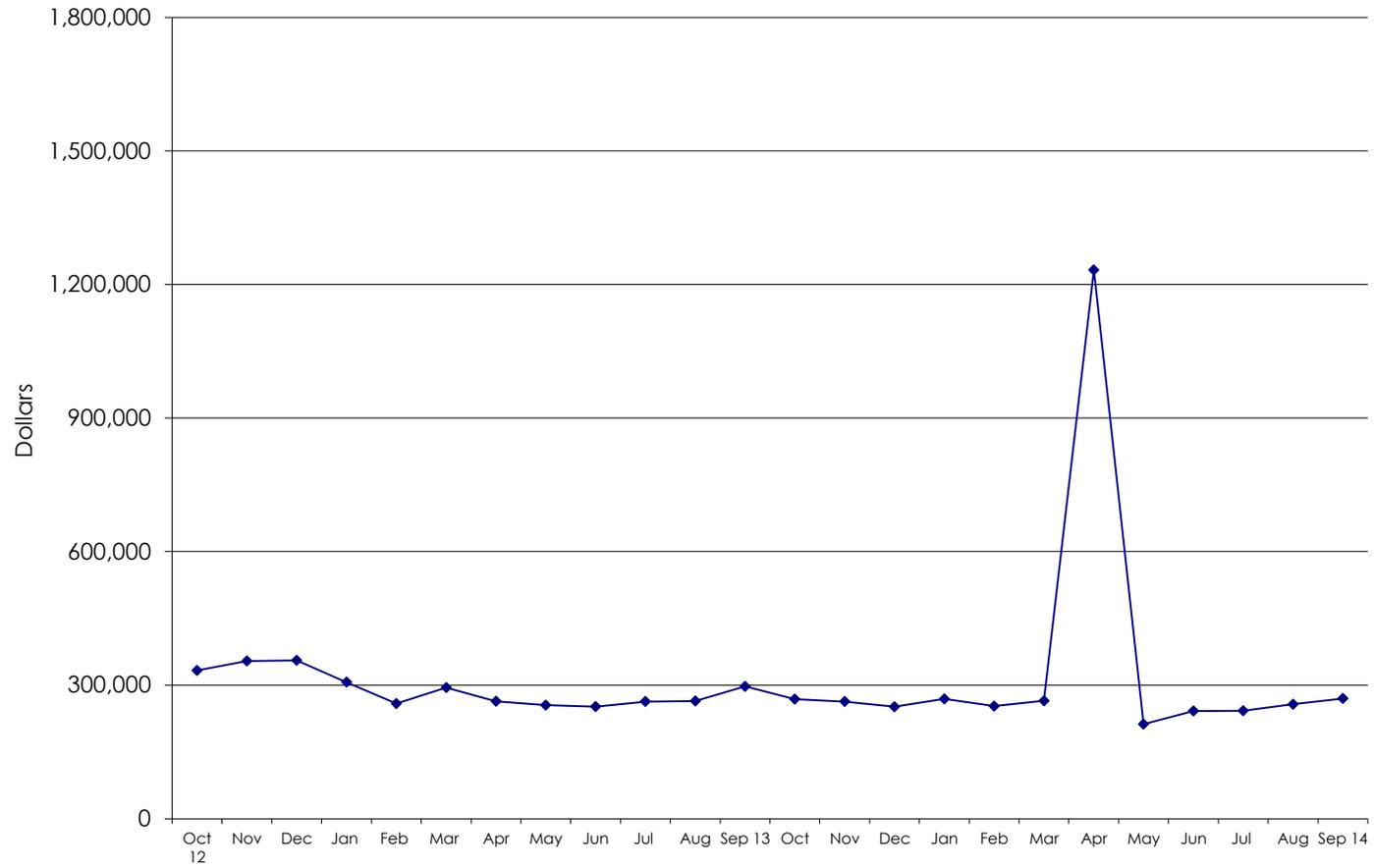
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
SEPTEMBER 2014**

| FY2015 | CURRENT MONTH TOTAL | FISCAL YEAR TO DATE TOTAL |
|-----------|------------------------|------------------------------|
| JULY | 242,490.89 | 242,490.89 |
| AUGUST | 256,957.94 | 499,448.83 |
| SEPTEMBER | 270,061.65 | 769,510.48 |
| OCTOBER | | 769,510.48 |
| NOVEMBER | | 769,510.48 |
| DECEMBER | | 769,510.48 |
| JANUARY | | 769,510.48 |
| FEBRUARY | | 769,510.48 |
| MARCH | | 769,510.48 |
| APRIL | | 769,510.48 |
| MAY | | 769,510.48 |
| JUNE | | 769,510.48 |

SMCTA Interest Income



NOTE: Treasury Inflation Protected Security (TIPS) matured 4/15/14. Interest for the inflation component is paid at maturity.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
September 30, 2014

| DESCRIPTION | TOTAL INVESTMENT 09-30-14 | INTEREST RECEIVABLE 08-31-14 | PREPAID INT RECEIVABLE 08-31-14 | INTEREST EARNED 09-30-14 | INTEREST RECEIVED 09-30-14 | ADJ. | INTEREST RECEIVABLE 09-30-14 |
|----------------------|---------------------------------|------------------------------------|---------------------------------------|--------------------------------|----------------------------------|-------------|------------------------------------|
| LAIF | 13,334,941.15 | 22,865.15 | 0.00 | 2,786.09 | | | 25,651.24 |
| COUNTY POOL | 258,893,549.13 | 689,744.82 | 0.00 | 177,236.81 | | | 866,981.63 |
| BANK OF AMERICA | 1,381,501.18 | 0.00 | 0.00 | | | | 0.00 |
| WELLS FARGO | (24.62) | 0.00 | 0.00 | | | | 0.00 |
| INVESTMENT PORTFOLIO | 178,852,303.76 | 256,836.68 | 6,603.26 | 89,488.71 | 56,512.48 | | 296,416.17 |
| | <u>452,462,270.60</u> | <u>969,446.65</u> | <u>6,603.26</u> | <u>269,511.61</u> | <u>56,512.48</u> | <u>0.00</u> | <u>1,189,049.04</u> |

SEPTEMBER 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

| | | |
|-------------------------------------|----------|-------------------|
| Interest Earned Per Report | 09/30/14 | 269,511.61 |
| Add: | | |
| Less: | | |
| Management Fees | | (7,130.57) |
| Amortized Premium/Discount | | (12,424.08) |
| Capital Gain(Loss) | | 0.00 |
| Total Interest & Capital Gain(Loss) | | <u>249,956.96</u> |

YEAR TO DATE -- SUMMARY

| | |
|-------------------------------------|-------------------|
| Interest Earned | 768,960.44 |
| Add: | |
| Less: | |
| Management Fees | (21,391.71) |
| Amortized Premium/Discount | (37,271.19) |
| Capital Gain(Loss) | 0.00 |
| Total Interest | <u>710,297.54</u> |
| Balance Per Ledger as of | 09/30/14 |
| Exp. Acct. 530011 - Amort Prem/Disc | (37,271.19) |
| Int Acct. 409100 - Co. Pool | 491,870.19 |
| Int Acct. 409100 - LAIF | 12,305.58 |
| Int Acct. 409101 - Portfolio Funds | 243,943.01 |
| Gain(Loss) Acct. 405210 | (550.05) |
| | <u>710,297.54</u> |

Extraordinary one time items:

**INVESTMENT PORTFOLIO
September 30, 2014**

| TYPE OF SECURITY | CUSIP # | SETTLE DATE | ORIGINAL | GASB 31 | MARKET | MATURITY DATE | INT RATE | APPL. DAYS | INTEREST REC'VBLE | PREPAID | INTEREST | INTEREST REC'VBLE | INT REC'VBLE | PAR VALUE | | | |
|--|------------|-------------|-----------------------|-----------------------|-----------------------|---------------|----------|------------|-------------------|-------------------|-----------------|-------------------|------------------|---------------|-------------------|-------------------|-----------------------|
| | | | PURCHASE PRICE | ADJUSTED | VALUE | | | | | RECEIVED | EARNED | | LESS PREPAID | | | | |
| SECURITIES MANAGED BY INVESTMENT ADVISOR: | | | | | | | | | | | | | | | | | |
| U.S. TREASURY NOTES AND BONDS | | | | | | | | | | | | | | | | | |
| US TREASURY NOTE | 912828TX8 | 02-01-13 | 14,998,828.13 | 14,967,150.00 | 15,051,696.60 | 11-15-15 | 0.375% | 156.2500 | 29 | 16,661.01 | | 4,531.25 | 54.34 | 15,000,000 | | | |
| US TREASURY NOTE | 912828VL1 | 12-19-13 | 25,057,734.38 | 20,025,000.00 | 25,090,618.21 | 07-15-16 | 0.625% | 434.0278 | 29 | 20,380.43 | | 12,586.81 | 150.97 | 25,000,000 | | | |
| US TREASURY NOTE | 912828WA4 | 03-21-14 | 11,972,343.75 | 11,980,320.00 | 12,029,951.15 | 10-15-16 | 0.625% | 208.3333 | 29 | 28,483.61 | | 6,041.67 | 105.87 | 12,000,000 | | | |
| US TREASURY NOTE | 912828WX4 | 8/27/14 | 17,998,593.75 | | 18,017,323.04 | 07-31-16 | 0.500% | 250.0000 | 29 | 7,826.09 | 6,603.26 | 7,250.00 | 86.95 | 18,000,000 | | | |
| US TREASURY NOTE | 912828WF3 | 03-28-14 | 9,971,093.75 | 9,971,900.00 | 10,011,107.34 | 11-15-16 | 0.625% | 173.6111 | 29 | 18,512.23 | | 5,034.72 | 60.39 | 10,000,000 | | | |
| | | | | (22,968.75) | | | | | | | | | | 32.40% | | | |
| U.S. GOVERNMENT AGENCIES | | | | | | | | | | | | | | | | | |
| FNMA | 31398A4M1 | 09-13-13 | 10,221,000.00 | 10,244,600.00 | 10,220,465.28 | 10-26-15 | 1.625% | 451.39 | 30 | 56,423.61 | | 13,541.67 | 69,965.28 | 10,000,000 | | | |
| FHLMC | 3134G4HZ4 | 10-28-13 | 9,999,500.00 | 10,014,700.00 | 10,023,950.00 | 10-28-15 | 0.500% | 138.89 | 30 | 17,083.33 | | 4,166.67 | 21,250.00 | 10,000,000 | | | |
| FHLMC | 3134G34B3 | 01-30-13 | 9,998,500.00 | 9,947,600.00 | 10,012,750.00 | 01-28-16 | 0.500% | 138.8889 | 30 | 4,583.33 | | 4,166.67 | 8,750.00 | 10,000,000 | | | |
| FNMA | 3135G0UM3 | 05-29-13 | 4,394,560.50 | 4,374,255.60 | 4,401,089.52 | 02-26-16 | 0.520% | 63.4833 | 30 | 317.42 | | 1,904.50 | 2,221.92 | 4,395,000 | | | |
| FNMA | 3135G0VH3 | 05-30-13 | 15,149,117.50 | 15,099,386.50 | 15,119,919.38 | 03-04-16 | 0.750% | 313.9583 | 30 | 55,570.63 | | 9,418.75 | 56,512.50 | 15,070,000 | | | |
| FNMA | 3135G0VA8 | 05-13-13 | 24,041,832.00 | 23,865,600.00 | 24,018,573.33 | 03-30-16 | 0.500% | 333.3333 | 30 | 50,333.33 | | 10,000.00 | 60,000.00 | 24,000,000 | | | |
| FNMA | 3135G0XP3 | 12-10-13 | 9,959,800.00 | 9,930,700.00 | 9,984,958.33 | 07-05-16 | 0.375% | 104.1667 | 30 | 5,833.33 | | 3,125.00 | 8,958.33 | 10,000,000 | | | |
| FNMA | 3135 G0YE7 | 03-07-14 | 15,029,400.00 | 14,991,150.00 | 15,017,214.58 | 08-26-16 | 0.625% | 260.4167 | 30 | 1,302.08 | | 7,812.50 | 9,114.58 | 15,000,000 | | | |
| | | | | | | | | | | | | | | 67.60% | | | |
| COLLATERIZED MORTGAGE OBLIGATIONS | | | | | | | | | | | | | | | | | |
| CASH INVESTMENT | | | | | | | | | | | | | | | | | |
| FNMA | 3135G0VA8 | | 60,000.00 | | 60,000.02 | | | | | | | | (60,000.02) | | | | |
| MATURED/CALLED | | | | | | | | | | | | | | | | | |
| TOTAL | | | <u>178,852,303.76</u> | <u>155,389,393.35</u> | <u>179,059,616.78</u> | | | | | <u>283,310.43</u> | <u>6,603.26</u> | <u>89,580.21</u> | <u>56,512.48</u> | <u>458.54</u> | <u>256,836.68</u> | <u>250,233.42</u> | <u>178,465,001.00</u> |

27-Oct-14

Weighted Average Interest Rate 0.6106%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2014 & FY2015
 SEPTEMBER 2014

10/27/14 3:53 PM

| Approved Budget | | | Receipts | | Over/(Under) | Current |
|---------------------|-------------------|-------------------|--|-------------------|-------------------|-------------------|
| Date | Amount | Revised | Date | Amount | Budget/Projection | Projection |
| FY2014: | | | | | | |
| 1st Quarter | 16,550,000 | 16,550,000 | 1st Quarter | 19,083,485 | 2,533,485 | 19,083,485 |
| 2nd Quarter | 17,525,000 | 17,525,000 | 2nd Quarter | 20,600,946 | 3,075,946 | 20,600,946 |
| 3rd Quarter | 17,380,000 | 19,252,500 | 3rd Quarter | 18,013,666 | (1,238,834) | 18,013,666 |
| 4th Quarter | 16,545,000 | 18,672,500 | 4th Quarter | 19,927,668 | 1,255,168 | 19,927,668 |
| FY2014 Total | 68,000,000 | 72,000,000 | FY2014 Total | 77,625,765 | 5,625,765 | 77,625,765 |
| FY2015: | | | | | | |
| Jul. 14 | 5,250,000 | | Sep. 14 | 6,020,400 | 770,400 | 6,020,400 (1) |
| Aug. 14 | 5,250,000 | | Oct. 14 | | | 5,250,000 (1) |
| Sep. 14 | 6,650,000 | | Nov. 14 | | | 6,650,000 (1) |
| 3 Months Total | 17,150,000 | | | 6,020,400 | 770,400 | 17,920,400 |
| Oct. 14 | 5,725,000 | | Dec. 14 | | | 5,725,000 |
| Nov. 14 | 5,725,000 | | Jan. 15 | | | 5,725,000 |
| Dec. 14 | 6,955,000 | | Feb. 15 | | | 6,955,000 |
| 6 Months Total | 35,555,000 | | | 6,020,400 | 770,400 | 36,325,400 |
| Jan. 15 | 5,400,000 | | Mar. 15 | | | 5,400,000 |
| Feb. 15 | 5,400,000 | | Apr. 15 | | | 5,400,000 |
| Mar. 15 | 6,700,000 | | May 15 | | | 6,700,000 |
| 9 Months Total | 53,055,000 | | | 6,020,400 | 770,400 | 53,825,400 |
| Apr. 15 | 6,115,000 | | Jun. 15 | | | 6,115,000 |
| May 15 | 6,215,000 | | Jul. 15 | | | 6,215,000 |
| Jun. 15 | 6,615,000 | | Aug. 15 | | | 6,615,000 |
| FY2015 Total | 72,000,000 | | FY2015 Total | 6,020,400 | 770,400 | 72,770,400 |
| | 17,920,400 | | 1st Quarter | | | |
| | | | 2nd Quarter | | | |
| | | | 3rd Quarter | | | |
| | | | 4th Quarter | | | |
| | <u>17,920,400</u> | | YTD Actual Per Statement of Revenue & Expenses | | | |
| | | | (1) Includes Accrual for Quarterly Adjustment | | | |

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF SEPTEMBER 30, 2014

| | <u>9/30/2014</u> |
|--|------------------------------|
| Cash -- Bank of America Checking Account | 1,381,501.18 |
| Cash -- Wells Fargo Lockbox Account | (24.62) |
| LAIF | 13,334,941.15 |
| County Pool | 258,893,549.13 |
| Investment Portfolio | 178,852,303.76 |
| | <hr/> |
| Total | <u><u>452,462,270.60</u></u> |

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
September 2014

| Unit | Ref | Name | Date | Amount | Method | Description |
|-------|--------|---|-----------|---------------------|--------|-------------------------------------|
| SMCTA | 000957 | PENINSULA CORRIDOR JOINT POWERS BOARD | 9/2/2014 | 2,606,551.60 | WIR | Capital Programs ⁽¹⁾ |
| SMCTA | 000958 | MATSUMOTO, KARYL M. | 9/22/2014 | 100.00 | WIR | Board of Directors Compensation |
| SMCTA | 000959 | GROOM, CAROLE | 9/22/2014 | 100.00 | WIR | Board of Directors Compensation |
| SMCTA | 000960 | NAGEL, TERRY | 9/22/2014 | 100.00 | WIR | Board of Directors Compensation |
| SMCTA | 000961 | HORSLEY, DONALD | 9/22/2014 | 100.00 | WIR | Board of Directors Compensation |
| SMCTA | 003807 | 1250 BAYSHORE HIGHWAY, LLC | 9/2/2014 | 12,910.45 | CHK | Capital Programs ⁽²⁾ |
| SMCTA | 003808 | HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY | 9/2/2014 | 22,914.01 | CHK | Legal Service |
| SMCTA | 003809 | SAN CARLOS, CITY OF | 9/2/2014 | 202,913.89 | CHK | Capital Programs ⁽³⁾ |
| SMCTA | 003810 | URS CORPORATION | 9/2/2014 | 7,929.53 | CHK | Capital Programs ⁽²⁾ |
| SMCTA | 003811 | DMJM HARRIS/MARK THOMAS JV | 9/8/2014 | 31,259.90 | CHK | Capital Programs ⁽⁴⁾ |
| SMCTA | 003812 | REDWOOD CITY, CITY OF | 9/8/2014 | 304,403.08 | CHK | Capital Programs ⁽⁵⁾ |
| SMCTA | 003813 | A-ABCO RENTS AND SELLS | 9/15/2014 | 270.00 | CHK | Promotional Advertising |
| SMCTA | 003814 | COPENHAGEN BALLOONS & PROMOTIONS | 9/15/2014 | 329.75 | CHK | Promotional Advertising |
| SMCTA | 003815 | HOLLAND & KNIGHT LLP | 9/15/2014 | 3,500.00 | CHK | Legislative Advocacy |
| SMCTA | 003816 | KATHY'S KREATIVE KAKES | 9/15/2014 | 360.00 | CHK | Promotional Advertising |
| SMCTA | 003817 | URS CORPORATION | 9/15/2014 | 23,694.39 | CHK | Capital Programs ⁽⁶⁾ |
| SMCTA | 003818 | WELLS FARGO INSURANCE SERVICES USA, INC | 9/15/2014 | 1,005.00 | CHK | Premium - Other Insurance - General |
| SMCTA | 003819 | A-ABCO RENTS AND SELLS | 9/22/2014 | 25.00 | CHK | Promotional Advertising |
| SMCTA | 003820 | CDM SMITH, INC. | 9/22/2014 | 24,147.97 | CHK | Capital Programs ⁽⁷⁾ |
| SMCTA | 003821 | DMJM HARRIS/MARK THOMAS JV | 9/22/2014 | 47,523.27 | CHK | Capital Programs ⁽⁴⁾ |
| SMCTA | 003822 | FOUST, ROSANNE | 9/22/2014 | 100.00 | CHK | Board of Directors Compensation |
| SMCTA | 003823 | CDM SMITH, INC. | 9/29/2014 | 7,735.25 | CHK | Capital Programs ⁽⁷⁾ |
| SMCTA | 003824 | GREEN CARPET LANDSCAPING | 9/29/2014 | 1,705.00 | CHK | Capital Programs ⁽⁸⁾ |
| SMCTA | 003825 | MILLER STARR REGALLIA | 9/29/2014 | 23,420.53 | CHK | Capital Programs ⁽²⁾ |
| SMCTA | 003826 | PACIFICA, CITY OF | 9/29/2014 | 366,164.04 | CHK | Capital Programs ⁽⁹⁾ |
| SMCTA | 003827 | PENINSULA TRAFFIC CONGESTION RELIEF | 9/29/2014 | 157,921.57 | CHK | Capital Programs ⁽¹⁰⁾ |
| | | | | <u>7,253,469.18</u> | | |

(1) Grade Sep - San Bruno \$2,421,917.84; Downtown Extension \$5,314.24; CBOSS/PTC Project \$399,729.47; Caltrain Electrification \$551,751.44; Boarding Platfrm Impr-Atherton \$14,559.95

(2) 101 Interchange to Broadway

(3) 101 Holly St Interchange - Environmental

(4) 101 HOV Ln Whipple - San Bruno (PSR)

(5) 84/101 Interchange

(6) 101 Peninsula Ave/Poplar I/C

(7) Strategic Plan Update-Caltrain

(8) Dumbarton Maintenance of Way

(9) San Pedro Creek/Rte 1 Bridge R

(10) FY14 Call for Prj Local Shuttle

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Martha Martinez
Authority Secretary

SUBJECT: **CONFLICT OF INTEREST CODE**

ACTION

Staff proposes that the Board adopt the attached Conflict of Interest Code which has been revised to reflect current job titles and responsibilities of positions that serve the San Mateo County Transportation Authority (TA).

SIGNIFICANCE

The California Political Reform Act, at Government Code Section 87306.5, requires public agencies to review their Conflict of Interest Code in each even-numbered year to ensure they are up to date and meet current legal requirements. Staff and Legal Counsel have reviewed the TA's Code and have determined that it should be updated to reflect current job titles and responsibilities of positions that should be listed in the Appendix to the Code as "designated positions," as well as standard Conflict of Interest Code language and disclosure category descriptions used by the Fair Political Practices Commission.

After the TA adopts the amended Code, it will be sent to the County of San Mateo for approval.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

1. The list of designated employees has been updated to include the following new positions, that involves the making or participating in the making of decisions that may foreseeably have a material effect on financial interests, as defined in the Political Reform Act and implementing regulations:

Controller

Manager, Programming and Monitoring

Planner

2. The list of designated employees has been updated to reflect current positions:

Director, Budgets (previously Director, Budgets and Grants)

Director, Grants (previously Manager, Grants and Fund Programming)

Manager, Capital Projects and Environmental Planning (previously Manager,
Capital Project Planning)

Prepared By: Martha Martinez, Authority Secretary

650-508-6242

CONFLICT OF INTEREST CODE

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Adopted on the 2nd day of March, 1989
by Resolution No. 1989 - 1

Approved by the
San Mateo County Board of Supervisors
on the 2nd day of March, 1989

Amended on the 3rd day of December 1992
by Resolution No. 1992-12

Amended on the 1st day of September 1994
by Resolution No. 1994-21

Amended on the 7th day of November 1996
by Resolution No. 1996-16

Amended on the 1st day of October 1998
by Resolution No. 1998-29

Amended on the 5th day of October 2000
by Resolution No. 2000-22

Amended on the 7th day of November, 2002
by Resolution No. 2002-19

Amended on the 7th day of October, 2004
by Resolution No. 2004-14

Amended on the 5th day of October 2006
by Resolution No. 2006-22

Amended on the 6th day of November 2008
by Resolution No. 2008-20

Amended on the 2nd day of December 2010
by Resolution No. 2010-29

Amended on the 1st of November 2012
By Resolution No. 2012-20

CONFLICT OF INTEREST CODE

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

The Political Reform Act of 1974 (Government Code Sections 81000 *et seq.*) requires state and local government agencies to adopt and promulgate Conflict of Interest Codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. Section 18370) which contains the terms of a standard Conflict of Interest Code and can be incorporated by reference in an agency's code. After public notice and hearing, it may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the San Mateo County Transportation Authority.

Individuals holding designated positions shall file statements of economic interests with the Authority which will make the statements available for public inspection and reproduction. (Gov. Code Section 81008). The Authority [Secretary, on behalf of the Authority](#), shall make and retain a copy of the statements and forward the originals to the San Mateo County Board of Supervisors, which shall be the filing officer.

APPENDIX A: DESIGNATED POSITIONS

| <u>Designated Positions¹</u> | <u>Disclosure Categories</u> |
|--|------------------------------|
| Associate Contract Officer | 2 |
| Attorney | 1, 2, 3, 6 |
| Authority Secretary | 1, 2, 3, 6 |
| Contract Officer | 2 |
| Controller | 2, 3, 6 |
| Deputy CEO, Operations and Engineering | 1, 5, 6 |
| Director, Budgets and Grants | 5, 6 |
| Director, Contracts and Procurement | 1, 2 |
| Director, Finance | 2, 6 |
| Director, Government and Community Affairs | 1, 4, 5 |
| Director, Planning | 1, 4, 5, 6 |
| Director, Transportation Authority Program | 1, 2, 3, 6 |
| Executive Officer, Customer Service and Marketing | 1, 2, 3, 6 |
| Executive Officer, Planning and Development | 1, 2, 3, 6 |
| Executive Officer, Public Affairs | 1, 2, 3, 6 |
| Government Affairs Officer | 5 |
| Manager, Budgets | 5, 6 |
| Manager, Grants and Fund Programming | |
| Director, Grants | 5, 6 |
| Manager, Capital Projects and Environmental Planning | 1, 4, 5, 6 |
| Manager, Communications | 5 |
| Manager, Engineering | 1, 2, 6 |
| Manager, Finance Special Projects | 5, 6 |
| Manager, Finance Treasury | 5, 6 |
| Manager, General Ledger | 5, 6 |
| Manager, Grants and Capital Accounting | 5, 6 |
| Manager, Marketing | 5 |
| Manager, Programming and Monitoring | 5, 6 |
| Manager, Real Estate & Property Development | 1, 4, 5 |

| <u>Designated Positions¹</u> | <u>Disclosure Categories</u> |
|--|-------------------------------------|
| Manager, Strategic Development | 4 |
| Planner | 4 |
| Project Manager | 2 |
| Public Information Officer | 5 |
| Senior Contract Officer | 2 |
| Senior Engineer | 1, 2, 6 |
| Senior Real Estate Officer | 1, 4, 5, 6 |
| Consultants/New Positions | * |

*Consultants/New Positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code. (Gov. Code Section 81008.)

Officials Who Manage Public Investments

The following positions are NOT covered by the conflict-of-interest code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

- Authority Members
- Deputy CEO, Finance and Administration
- Executive Director
- San Mateo County Treasurer²

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

¹ Pursuant to Resolution No. 1988-3 enacted on September 23, 1988, the Authority appointed and designated San Mateo County Transit District (SamTrans) as the management team of the Authority. Unless noted otherwise, all designated officers and employees listed above are officers and employees of SamTrans. The Executive Director is also the General Manager of SamTrans.

² The Authority invests funds with the San Mateo County Treasurer.

APPENDIX B: DISCLOSURE CATEGORIES

- Category 1. ~~All~~ interests in real property located within the jurisdiction of the TA and/or within a two-mile radius of any land owned or used by the TA.
- Category 2. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, materials, machinery, or equipment utilized by the TA or in projects funded by the TA. Such sources include, but are not limited to, buses, insurance, and information technology, telecommunications, public utilities, consultants, transportation companies, and manufacturers ~~products~~.
- Category 3. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources that have filed a claim with or against the ~~District~~ TA within the last two years or have a claim pending with or against the TA.
- Category 4. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide services in the marketing, advertising, transit or environmental planning sectors.
- Category 5. Investments, and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, materials, machinery, or equipment utilized by the designated position's division.
- Category 6. All investments, business positions and income, including gifts, loans and travel payments, or income from a nonprofit organization, if the source is of the type to receive grants or other monies from or through the ~~(name of agency)~~ TA.

**AGENDA ITEM # 7
NOVEMBER 6, 2014**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF NOVEMBER 5, 2014**

The summary report will be made available at the Board meeting.

Prepared By: Josh Averill

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **QUARTERLY INVESTMENT REPORT AND
FIXED INCOME MARKET REVIEW AND OUTLOOK**

ACTION

Staff recommends the Board accepts and enters into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended September 30, 2014.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on October 15, 2014 in order to meet the 30 day requirement.

BUDGET IMPACT

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

BACKGROUND

The TA is required by state law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on page 5 and 6. The schedule separates the investments into two groups: The Investment Portfolio which is managed by SunTrust Banks, doing business as CSI Capital a SunTrust Group (CSI); and Liquidity funds which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

CSI provides the TA a current market valuation of all the assets under its management for each quarter. The valuation is provided by FT Interactive Data, the major operating division of Interactive Data Corporation (IDC). IDC is a leading provider of global securities data. They offer one of the largest information databases with current and historical prices on securities traded in all major markets including daily evaluations for more than 2.5 million fixed income securities.

Due to the nature of securities which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the day pricing, an evaluation of their methodology and the experience of their evaluation staff. Unfortunately, given the recent volatility in the markets, not every security is currently supported or accurately reflected by IDC. Therefore at the end of the quarter, CSI surveyed a number of Wall Street firms to get an accurate market value of the securities held in the TA's portfolio. These surveys reflect the levels at which someone is actually willing to purchase the securities held by the TA. In the case of money market instruments, which are not supported by IDC, CSI uses adjusted cost.

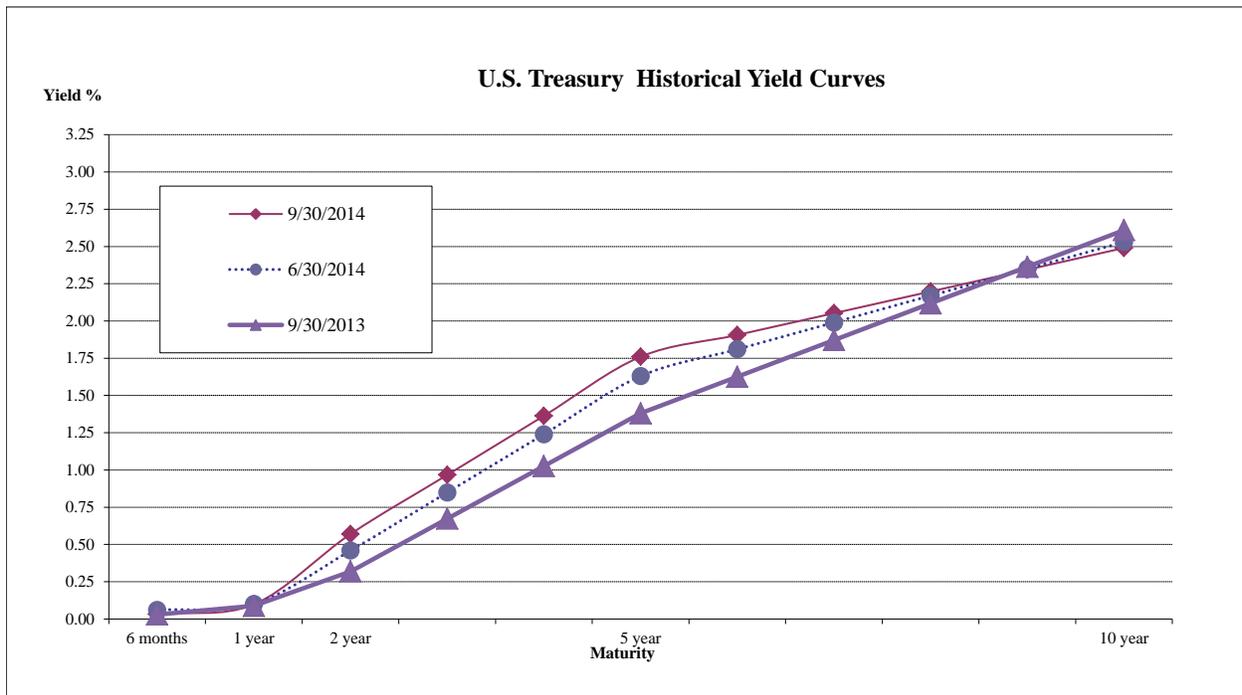
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

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

DISCUSSION

Fixed Income Market Review and Outlook

Interest rates were mixed during the third quarter of the year as short-term rates rose and long-term rates fell. As the time approaches when the Federal Reserve Board (Fed) ultimately begins to increase short-term rates, speculation surrounding the timing and pace of monetary policy will undoubtedly increase. The volatility of the short-term bond market is also likely to increase.



Data Source: Bloomberg Finance L.P.

Interest rates remain below the level that would be considered normal given the current outlook for economic growth and inflation. Towards the end of the quarter, interest rates on some very short-term Treasury Bills actually fell into negative territory and interest rates on Treasury Notes out to 2020 remained below the anticipated pace of inflation. For a time, interest rates were held down by the actions of the Fed through a program of buying longer-term Treasuries and Mortgage Backed Securities. These actions are winding down and by the end of October are anticipated to be reduced to the ongoing reinvestment of maturing securities and interest.

It is widely anticipated that the Fed will begin to raise the Federal Funds rate in mid-2015. This rate serves as the benchmark for all short-term rates in this country. Even the anticipation of an increase in the Fed Funds rate can have an immediate impact on short-term interest rates going out several years. As the time approaches when the Fed begins to raise rates, the average rate over the next two years should rise, as well as two-year Treasury Notes.

CSI remains quite positive on the outlook for the economy, and believes strong economic growth will soon lead to a lower unemployment rate, higher interest rates and possibly rising inflation. As long as the fundamentals point to the potential for rising rates, CSI recommends that the Authority continues to maintain a defensive portfolio.

Strategy

Over the foreseeable future, interest rates are expected to move gradually higher. Currently, the portfolio's sensitivity to a change in interest rates is below that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

Given CSI's outlook and the current level of uncertainty in the markets, CSI is comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark.

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 55.2 percent Agency Securities and 44.8 percent US Treasury securities; see Exhibit 6.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending September 30, the portfolio returned **0.10 percent**. This compares to the benchmark return of **-0.04 percent**. The performance graph in Exhibit 3 shows the relative performance of the Authority for the trailing 12-month period. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending September 30, the portfolio's yield to maturity or call was **0.52 percent**. The benchmark's yield to maturity was **0.88 percent**.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was **0.53 percent**.

Prepared by: Kathryn Watson, Interim Manager Treasury

650-508-6425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED SEPTEMBER 30, 2014**

EXHIBIT 1

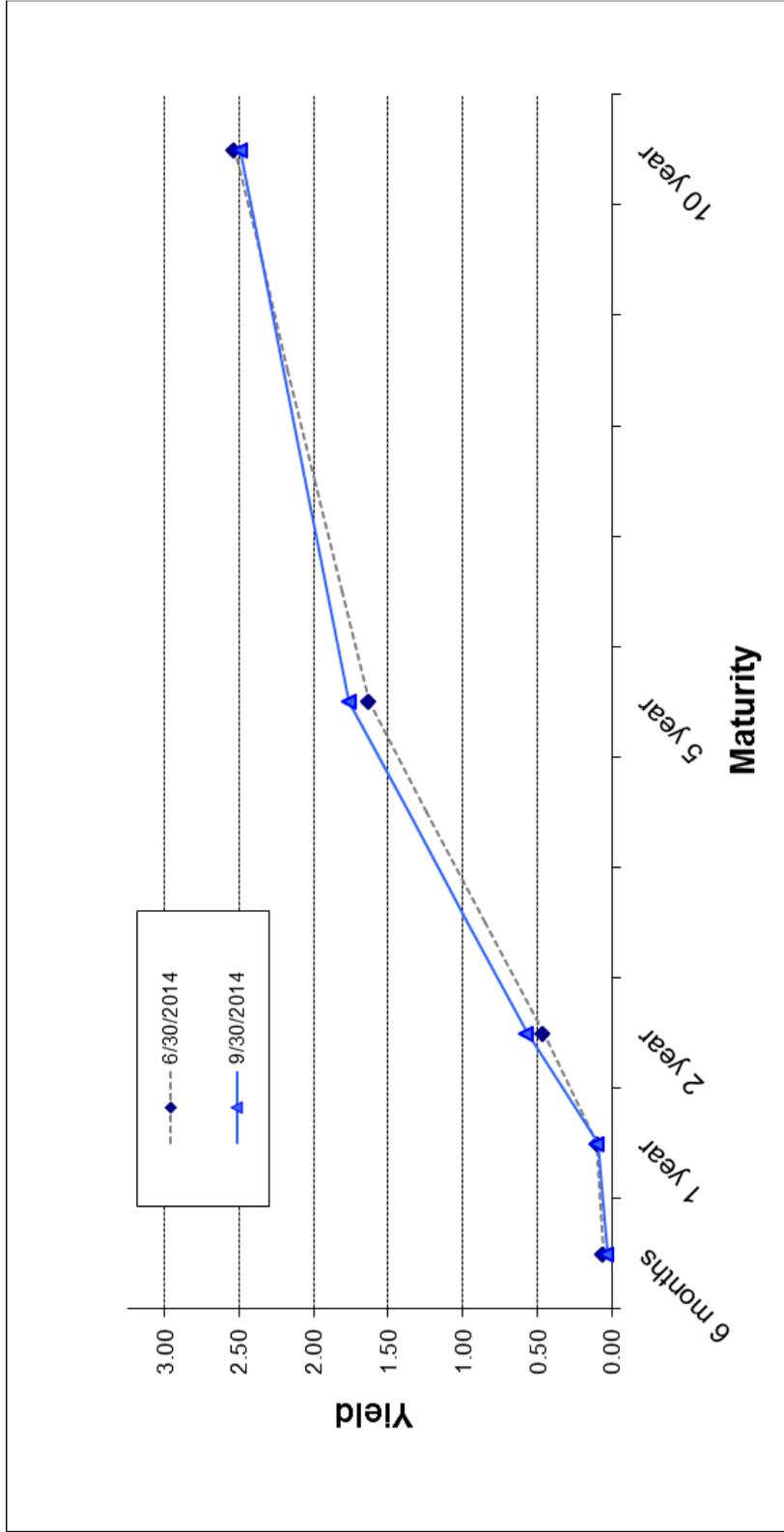
| TYPE | CUSIP NUMBER | DATE OF MATURITY | PAR VALUE | CARRYING AMOUNT | MARKET VALUE | ACCRUED INTEREST | MARKET VALUE +ACCR. INT. |
|--|---------------------------------|------------------|--------------------|--------------------|--------------------|------------------|--------------------------|
| <u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u> | | | | | | | |
| <u>INVESTMENT PORTFOLIO:</u> | | | | | | | |
| CASH & EQUIVALENTS | | | | | | | |
| | U.S. Treasury Money Market Fund | | 60,000 | 60,000 | 60,000 | 0.02 | 60,000.02 |
| TREASURY SECURITIES | | | | | | | |
| | 912828TX8 | 11-15-15 | 15,000,000 | 14,998,828 | 15,030,450 | 21,247 | 15,051,697 |
| | 912828VL1 | 07-15-16 | 25,000,000 | 25,057,734 | 25,057,500 | 33,118 | 25,090,618 |
| | 912828WX4 | 07-31-16 | 18,000,000 | 17,998,594 | 18,002,160 | 15,163 | 18,017,323 |
| | 912828WA4 | 10-15-16 | 12,000,000 | 11,972,344 | 11,995,320 | 34,631 | 12,029,951 |
| | 912828WF3 | 11-15-16 | 10,000,000 | 9,971,094 | 9,987,500 | 23,607 | 10,011,107 |
| GOVERNMENT BONDS | | | | | | | |
| | 31398A4M7 | 10-26-15 | 10,000,000 | 10,221,000 | 10,150,500 | 69,965 | 10,220,465 |
| | 3134G4HZ4 | 10-28-15 | 10,000,000 | 9,999,500 | 10,002,700 | 21,250 | 10,023,950 |
| | 3134G34B3 | 01-28-16 | 10,000,000 | 9,998,500 | 10,004,000 | 8,750 | 10,012,750 |
| | 3135G0UM3 | 02-26-16 | 4,395,000 | 4,394,561 | 4,398,868 | 2,222 | 4,401,090 |
| | 3135G0VH3 | 03-04-16 | 15,070,000 | 15,149,118 | 15,111,443 | 8,477 | 15,119,919 |
| | 3135G0VA8 | 03-30-16 | 24,000,000 | 24,041,832 | 24,018,240 | 333 | 24,018,573 |
| | 3135G0XP3 | 07-05-16 | 10,000,000 | 9,959,800 | 9,976,000 | 8,958 | 9,984,958 |
| | 3135G0YE7 | 08-26-16 | 15,000,000 | 15,029,400 | 15,008,100 | 9,115 | 15,017,215 |
| TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP | | | | | | | |
| | | | 178,525,000 | 178,852,304 | 178,802,780 | 256,837 | 179,059,617 |

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 REPORT OF INVESTMENTS (Continued)
 FOR QUARTER ENDED SEPTEMBER 30, 2014

| TYPE | CUSIP NUMBER | DATE OF MATURITY | PAR VALUE | CARRYING AMOUNT | MARKET VALUE | ACCRUED INTEREST | MARKET VALUE +ACCR. INT. |
|---|-----------------|---------------------|-----------|---------------------------|---------------------------|-----------------------|--------------------------------|
| <u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u> | | | | | | | |
| BANK OF AMERICA CHECKING LAIF | | | | 1,381,501 | 1,381,501 | 0 | 1,381,501 |
| SAN MATEO COUNTY POOL | | | | 13,334,941 | 13,334,941 | 12,306 | 13,347,247 |
| | | | | 258,893,549 | 258,893,549 | 489,246 | 259,382,795 |
| TOTAL FUNDS MANAGED BY DISTRICT STAFF | | | | <u>273,609,991</u> | <u>273,609,991</u> | <u>501,551</u> | <u>274,111,543</u> |
| TOTAL AS OF SEPTEMBER 30, 2014 | | | | <u>452,462,295</u> | <u>452,412,772</u> | <u>758,388</u> | <u>453,171,160</u> |

EXHIBIT 1 (Cont.)

San Mateo County Transportation Authority Historical Yield Curve



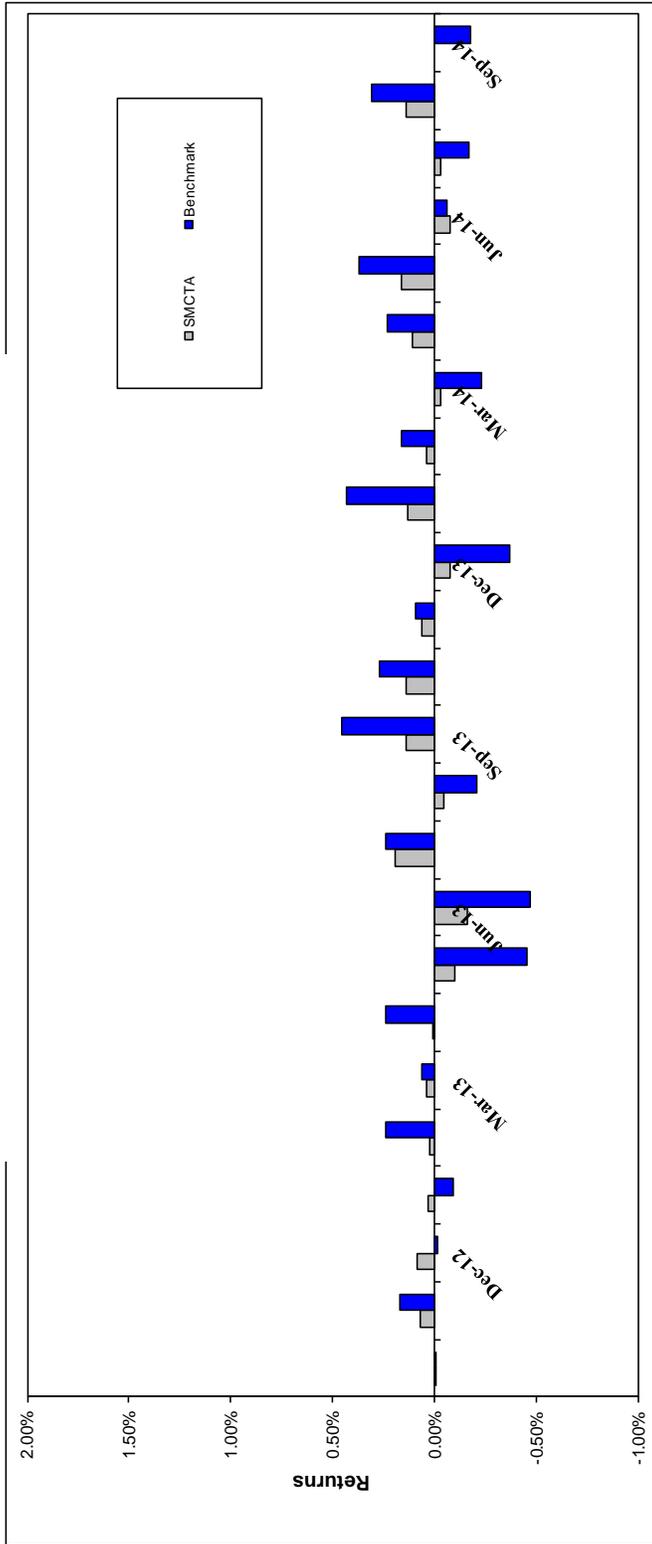
Data Source: Bloomberg

CSI Capital, a SunTrust Group

San Mateo County Transportation Authority

Monthly Review – Account vs. Benchmark

Rolling 12 Months

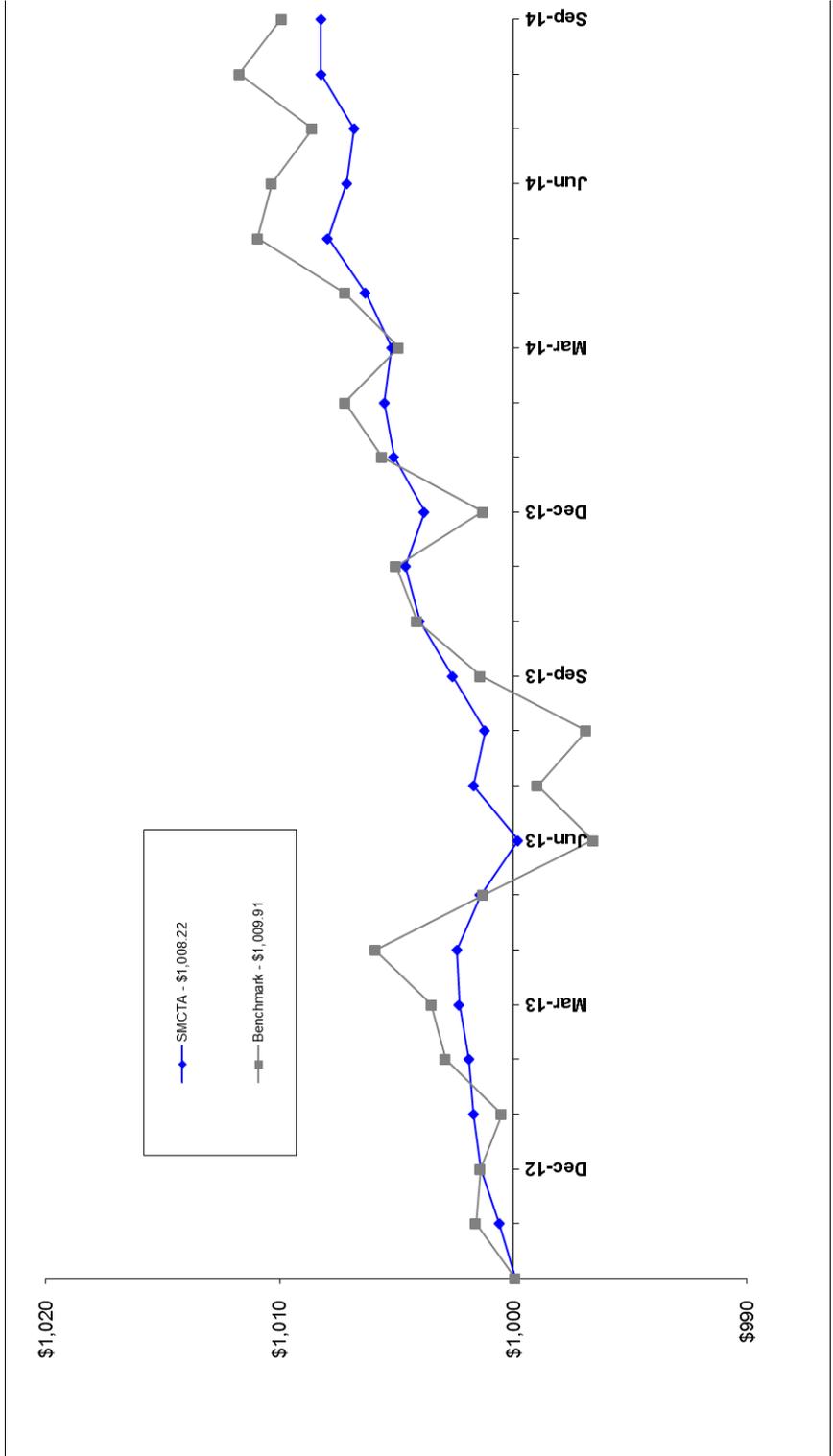


| Trailing 12 Months | Oct-13 | Nov-13 | Dec-13 | Jan-14 | Feb-14 | Mar-14 | Apr-14 | May-14 | Jun-14 | Jul-14 | Aug-14 | Sep-14 | Trailing 12 |
|---------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|
| MONTHLY PERFORMANCE DATA | | | | | | | | | | | | | |
| SMCTA | 0.14% | 0.06% | -0.08% | 0.13% | 0.04% | -0.03% | 0.11% | 0.16% | -0.08% | -0.03% | 0.14% | 0.00% | 0.56% |
| Benchmark | 0.27% | 0.09% | -0.37% | 0.43% | 0.16% | -0.23% | 0.23% | 0.37% | -0.06% | -0.17% | 0.31% | -0.18% | 0.85% |

San Mateo County Transportation Authority

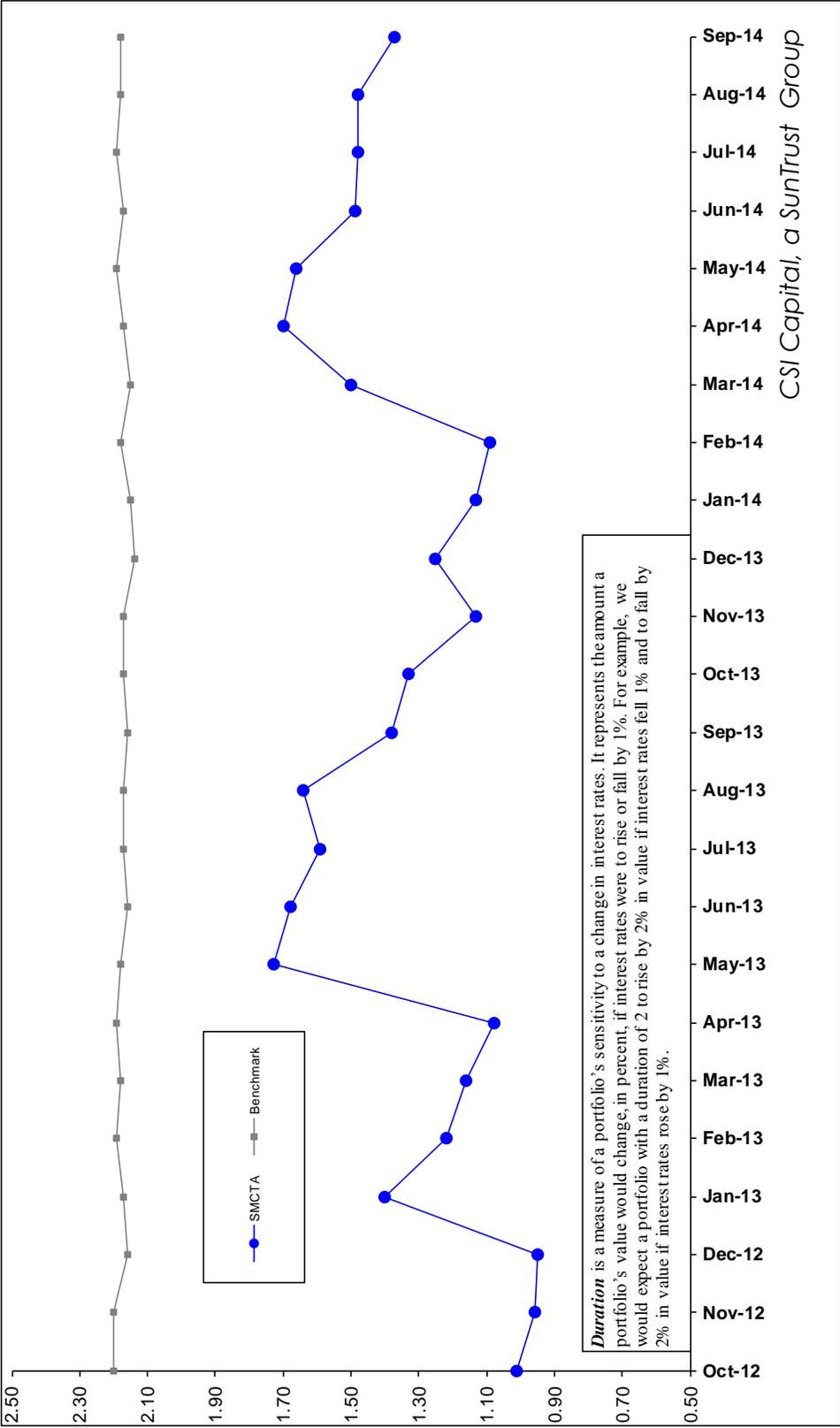
Growth of a Thousand Dollars

Rolling 24 Months



CSI Capital, a SunTrust Group

San Mateo County Transportation Authority Duration vs. Benchmark



San Mateo County Transportation Authority

Percent of Assets Held by Type

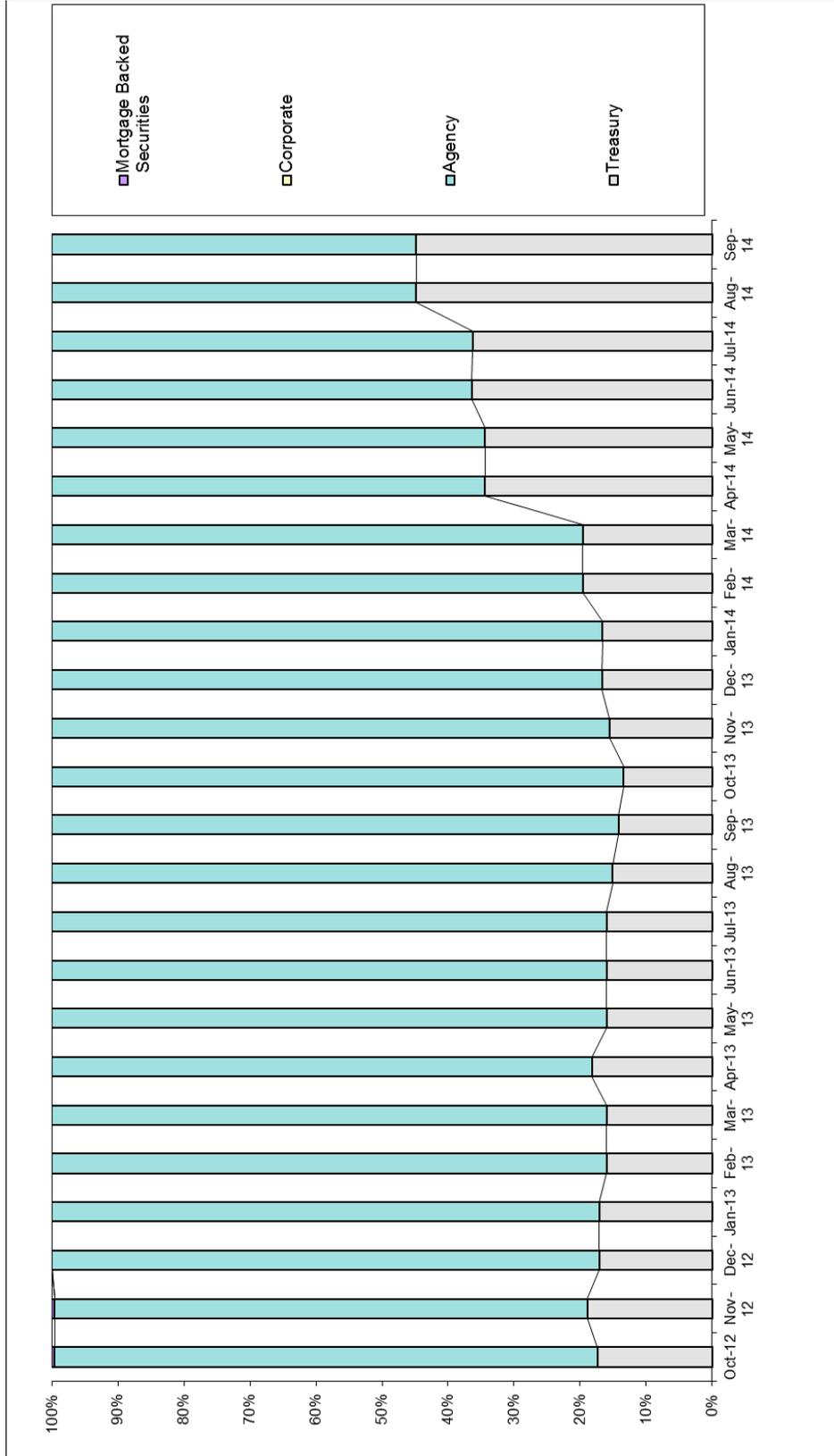


EXHIBIT 6

CSI Capital, a SunTrust Group

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **PROGRAM REPORT: HIGHWAY PROGRAM**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Since 1989, the Transportation Authority has provided Measure A funding for streets and highway projects throughout San Mateo County. The Original Measure allocated 29.3 percent of the sales tax revenue to such projects totaling more than \$350 million.

When the Measure was reauthorized the first goal identified in the expenditure plan was to reduce commute corridor congestion. To help achieve this goal, the new Measure A provides a total of 27.5 percent of the revenue to streets and highways, which is proportioned 17.3 percent for key congested corridors throughout the county and 10.2 percent for supplemental roadways.

The TA collaborates with Federal, State and local agencies to leverage external funds to implement these projects.

This month's presentation will be presented via PowerPoint.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide regular updates to the Board in accordance with the approved Legislative Program.

STATE ISSUES

Nothing to report.

FEDERAL ISSUES

Nothing to report.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650-508-6388