



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

November 3, 2016 – 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 6, 2016
 - b. Approval of 2017 Board of Directors Meeting Calendar
 - c. Acceptance of Statement of Revenues and Expenditures for Fiscal Year Ending June 2016 (Unaudited)
 - d. Acceptance of Statement of Revenues and Expenditures for September 2016
 - e. Receive and File the Semi-Annual Measure A Program Status Report
 - f. Adoption of Conflict of Interest Code
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report – K. Matsumoto INFORMATIONAL
8. Joint Powers Board Report – J. Hartnett INFORMATIONAL
9. Report of the Executive Director – J. Hartnett INFORMATIONAL
10. Finance
 - a. Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2016 MOTION

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

- b. Award of Contract to Mark Thomas & Company and AECOM Joint Venture to Provide On-Call General Engineering Consultant Services for an Estimated Aggregate Not-to-Exceed Total of \$52.2 Million for a Three-Year Base Term RESOLUTION

11. Program

- a. Program Report: U.S. Route 101/State Route 92 Interchange 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 1, 2016, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

15. Report of Legal Counsel

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants. Case No. CIV 523973

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. Communications to the Board of Directors can be e-mailed to board@smcta.com.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF OCTOBER 6, 2016

MEMBERS PRESENT: M. Freschet (via teleconference), C. Groom (Chair), D. Horsley, K. Ibarra, C. Johnson, M.A. Nihart, K. Matsumoto

STAFF PRESENT: J. Averill, S. Bhatnagar, J. Cassman, A. Chan, J. Hartnett, J. Hurley, E. Kay, M. Martinez, N. McKenna, S. Murphy, M. Reggiardo, M. Simon, J. Slavitt, S. van Hoften

Chair Carole Groom called the meeting to order at 5:03 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of October 4, 2016 (see attached).

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of September 1, 2016
- b) Acceptance of Statement of Revenues and Expenditures for August 2016

Motion/Second: Johnson/Ibarra

Ayes: Freschet, Horsley, Ibarra, Johnson, Matsumoto, Groom

Absent: Nihart

Director Mary Ann Nihart arrived at 5:12 p.m.

PUBLIC COMMENT

None

APPOINTMENT OF CAC MEMBERS

Director Cameron Johnson said he and Director Karyl Matsumoto interviewed candidates for the CAC and recommended the following:

Kate Bond, San Mateo – two-year term

An Chen, Hillsborough – three-year term

Essam El-Dardiry, San Carlos – two-year term

John Fox, Menlo Park (incumbent) – three-year term

Pamela Haynie, South San Francisco – one-year term

Karen Kuklin, Millbrae – three-year term

Jeff Londer, Burlingame (incumbent) – three-year term

Olma O'Neill, South San Francisco (incumbent) – three-year term

Steve Stamos, San Mateo – one-year term

Motion/Second: Johnson/Horsley

Ayes: Freschet, Horsley, Ibarra, Johnson, Matsumoto, Nihart, Groom

CHAIRPERSON'S REPORT

None

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

The October 5 report is in the reading file.

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

The October 6 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said

- The Highway 101/Willow Road Interchange Project in Menlo Park and East Palo Alto was advertised for construction on September 26 with an estimated construction cost of \$56 million. The matter will be advertised for eight weeks with a bid opening scheduled for November 16. If the bids are favorable construction will begin early January 2017 and will take 2.5 years.
- The State Route 92/El Camino Real Interchange Project in San Mateo was advertised for construction on October 3 with an estimated construction cost of \$17 million. This project will be advertised for six weeks with a bid opening scheduled for November 15. The project will be under construction mid-January 2017 and will take one year to complete.
- The environmental phase is underway for the Highway 101 Managed Lanes Project. Plans for public education and community outreach have been developed. A public scoping session is scheduled for October 27 to inform the community of the environmental process, present the concepts under consideration for improving mobility on the corridor, and to solicit public input regarding key issues and concerns that should be addressed.

Director Nihart said the public does not really understand what the TA is doing on the 101 Managed Lanes Project. She is not sure how to get the education out. Mr. Hartnett said staff will be working hard at it.

FINANCE

Approval of Application, Programming and Allocation of \$78,563 in New Measure A Local Shuttle Program Funds for the San Mateo County Coastside Beach Shuttle from the Local Shuttle Program for Fiscal Year (FY) 2017 and FY2018

Joel Slavit, Manager, Programming and Monitoring, said in May 2016, the TA approved programming and allocation of shuttle funds as part of the last Shuttle Call for Projects (CFP). The TA deferred taking action on this shuttle per the county's request pending further development of the proposed route and service plan. The county has since conducted outreach with the Coastside community and the SamTrans service planning staff and has submitted a revised application. The county's application is now recommended for funding. This is a weekend shuttle that provides an alternative to the automobile to provide access to public beaches in the Half Moon Bay area.

Director Don Horsley said Pacifica had a weekend shuttle that was not successful. When the county looked at the unincorporated area from Montara to Half Moon Bay, they decided to start in Half Moon Bay and go to the beaches. The traffic is bad on the

Coastside, especially on weekends, because it is a tourist destination. Instead of having people drive from beach to beach, the thought is to try this shuttle to see if it takes people off the highways to relieve congestion, and if it is successful the county might try expanding to a more robust system.

Director Nihart said she supports this effort. The Pacifica shuttle did not get enough advertisement or funding. It will be interesting to see if this works and it is worth the money to try it because the coast is so impacted.

Motion/Second: Horsley/Nihart

Ayes: Freschet, Horsley, Ibarra, Johnson, Matsumoto, Nihart, Groom

Programming and Allocation of \$65.3 Million in New Measure A Funds from the Grade Separation Category for the 25th Avenue Grade Separation Program and Amend the FY2017 Budget to \$167,834,460

April Chan, Chief Officer, Planning, Grants, and the TA, said this project is to grade separate 25th Avenue and relocate the Hillsdale Station slightly north and provide two street connections at 28th and 31st Avenues to improve traffic flow in that area. The total cost is \$180 million. The cost estimated to complete construction is \$165.3 million. This request is for \$65.3 million to complete the right of way and construction. The remaining \$100 million will be secured by the city of San Mateo who has been working with the California High-Speed Rail Authority, which took action in August to provide \$84 million. Staff is estimating the TA has 3.7 acres that needs to be conveyed to the project. The value of that property is slightly under \$20 million. The TA has been collecting rent on leased property collecting annually about \$230,000, so that income will not be coming in as a result of this project. The TA had acquired that property specifically for this project. What still needs to happen is a discussion between the TA, the JPB, and the city of San Mateo about how to convey the property and is not part of this action.

Director Matsumoto asked for an explanation of the fund balance in the budget. Ms. Chan said there is a fund balance remaining from the 1988 Measure, so the total beginning fund balance includes whatever is carried over from the 1988 Measure plus the 2004 Measure, so there is a total of \$479 million in the bank. On Column D line 29, \$80 million is the beginning fund balance, but the TA will tap into \$80.6 million of that fund balance to fund the projects or programs in 2017 and the FY2017 ending balance will be \$399 million.

Public Comment

Joe Goethals, Mayor, San Mateo, thanked the Board, Mr. Hartnett, and Ms. Chan. This project took a long time and is incredibly important. The thanks belong to the unanimous and consistent support from the city councils of the city of San Mateo, the public works directors and city managers, and this body. Grade separations are important. Grade crossings are dangerous and necessary for traffic. Bay Meadows added over 1,000 residential units, more than 1 million square feet of office and retail space, and 400 students at the Nueva High School. This project is needed to help out with all the added traffic and to increase safety.

Director Nihart said the city should think about storm water when designing this project.

Director Matsumoto asked if any of the \$100 million has been secured. Mayor Goethals said the total project is about \$180 million. \$85 million is from the CHSRA, \$65.3 million from the TA, and the remainder comes from the city of San Mateo operating budget, and Public Utilities Commission.

Director Maureen Freschet said it has been gratifying to serve on the TA and to be a part of the important decisions being made that have such a tremendous impact on the county and the peninsula's transportation needs now and the future. It is especially exciting to be a member of the TA to consider approving the request from San Mateo for Measure A funds for this project. This project is vital to the successful build out of Bay Meadows and will significantly relieve a lot of congestion throughout San Mateo and will support safety goals and goals of the Rail Corridor Transit Oriented Development Plan. She is grateful for the support from Ms. Chan and Mr. Hartnett and she thanked the TA for considering this request.

Motion/Second: Freschet/Matsumoto

Ayes: Freschet, Horsley, Ibarra, Johnson, Matsumoto, Nihart, Groom

PROGRAM

Program Report: Transit – Dumbarton Corridor

Melissa Reggiardo, Principal Planner, reported:

- Partners in the study are the TA, Alameda County Transportation Commission, Alameda-Contra Costa Transit, and Facebook
- The Study kicked off in March and is a 15-month schedule
- Scope of Work:
 - Study mobility improvements on highway bridge, approach arterials and rail bridge
 - Focus on short-term (2020) and long-term (2030) improvements and phasing
- Outreach:
 - May 2016 – Existing conditions, goals and evaluation metrics, initial alternatives
 - September 2016 – Initial screening, alternatives carried forward
 - April 2017 – Evaluation of alternatives carried forward, funding plan
- Study Goals:
 - Enhance mobility
 - Identify cost effective improvements with return on investment
 - Minimize environmental impacts, financial risk and maximize safety
 - Ensure local communities are protected from adverse impacts
- Initial Highway Bridge Alternatives:
 - Express bus enhancements/expansion
 - Variety of highway bridge lane configurations, including managed lanes:
 - Carpool lanes
 - Toll lanes
 - Bus-only lanes

- Initial Approach Alternatives:
 - Improvements to:
 - Speed tolling
 - Improve carpool connections
 - Manage and/or increase park-and-ride capacity
 - Provide additional capacity/improve flow on key arterials and at intersections
 - Improve connections to Highway 101
- Initial Rail Bridge Alternatives:
 - Transit modes:
 - Bus Rapid Transit (BRT)
 - Commuter Rail
 - Bike/pedestrian
 - Light Rail Transit (LRT)
 - Bay Area Rapid Transit (BART)
 - Personal and Group Rapid Transit
 - People Movers
 - Hyperloop
 - Tunnel (BRT, LRT, Commuter Rail)
 - Ferry
 - Gondola
- Initial Screening Process:
 - Evaluated:
 - Highway configurations for highway bridge
 - Approach improvements per potential benefit to transit
 - Transit modes for rail bridge
 - Carried forward all short-term options
- Highway Bridge Alternatives Carried Forward:
 - Short-term: express bus enhancements/expansion
 - Long-term: three managed lane options
 - Contraflow managed lane in median with moveable barrier
 - Reversible managed lanes in median with fixed barriers
 - Managed lane in each direction
- Approach Package:
 - Short-term:
 - Bike/pedestrian approach improvements
 - FasTrak lane extensions and operational improvements
 - Park-and-Ride management/expansion
 - Operational improvements such as transit signal priority and queue jump lanes on key roadways
 - Long-term:
 - All electronic tolling
 - Carpool/toll direct access ramps
 - Dedicated lanes for buss
 - Grade separations (improve flow at key intersections)
 - Managed lanes connections

- Transit Alternatives Carried Forward:
 - Short-term:
 - Bike/pedestrian on peninsula
 - Long-term:
 - BRT from Union City BART to Redwood City Caltrain
 - Commuter Rail from Union City BART to Redwood City
- Next Steps:
 - October through December: further study alternatives carried forward
 - Conceptual engineering
 - Ridership modeling
 - Financial analysis including public-private partnerships
 - January: comparative alternatives analysis
 - February: recommend phasing and financial plan

Director Matsumoto asked for examples of approach improvements that are potentially beneficial to transit. Ms. Reggiardo said transit signal priority, queue jumps, grade separations, express lanes, toll lanes, and bus only lanes. Staff will try to identify approach improvements that will have the greatest benefit to buses traveling in the various arterial corridors.

Director Johnson said when he first joined the TA, he asked how much time and public money had been spent on studying the Dumbarton Rail Corridor. He asked what has changed and if there is something that has made staff more optimistic that there will be a positive outcome this time. He said he would hate to see a large expenditure of public funding and a series of public meetings for something that does not have the resources to do anything. Ms. Reggiardo said the growth on the peninsula has already outpaced what was predicted by the Metropolitan Transportation Commission as part of the last Plan Bay Area. This comes to play in ridership modeling by using the regional travel demand model, which is what is used to quantify the benefit of these alternatives.

Ms. Chan said the major difference between this exercise and the previous one is the previous exercise was limited to just the rail bridge. Staff wanted to take a comprehensive look at auto and rail bridges, and whether this project can be phased. The cost estimate from the last study was \$600 to \$800 million. The question is if this can be done in phases and if it would help with traffic congestion relief.

Director Johnson said Dumbarton Rail has always been part of the Transportation Expenditure Plan (TEP). He asked if there have ever been traffic congestion measures on the Dumbarton Bridge and if they have been identified as part of the TEP. Ms. Chan said the Dumbarton Rail Project was not part of the 1988 Measure. There was a reallocation from grade separation to the Caltrain category to look at it. The Dumbarton Bridge is not totally in San Mateo County. In the 2004 Measure there was some additional funding to look at station improvements on the rail stations on the San Mateo County end. There is about \$30 million allocated in the 2004 Measure for that. There may be some projects that come out from this that are consistent with the 2004 Measure.

Director Nihart asked if there is any hope that there is movement in Alameda County joining in this project. Ms. Reggiardo said the Alameda County Transportation Commission is one of the project partners and are at every team meeting.

Director Nihart asked if there is political will from Alameda County for this project because that is why this ended the last time.

Ms. Chan said there is funding in Alameda County's Measure AA for the Dumbarton corridor. For approaches improvements and roadway improvements there would be funding from Alameda. The other reason for a more comprehensive approach, staff wanted to see what types of projects would come from this study in the event additional funding sources are identified.

Director Horsley said Bay Area Rapid Transit (BART) is an older system with antiquated technology. One of the criticisms is that they have done extensions without upgrading the equipment. To talk about upgrading rail and BART when they have serious financial problems is counterintuitive. He asked if this is an either/or situation. He said Facebook is interested in a commuter rail from the East Bay, but they are interested in light rail.

Ms. Reggiardo said BART was screened out. Staff looked at it initially because public comments suggested staff at least look at that option, but it did not pan out from a cost perspective.

Ms. Chan said the commuter rail will actually start at the Union City BART station location, but it won't be BART and it won't be using the BART tracks, it is just a starting point on the East Bay side. Staff will clarify the statement in future presentations to avoid confusion with BART service.

Update on State Legislative Program

Gus Khouri, Khouri Consulting, said the Governor signed 900 bills into law and vetoed 159.

Mr. Khouri said Assembly Bill (AB) 2030, which allows SamTrans to pursue supplies and materials under \$150,000 without having to go out to bid, was signed into law.

Mr. Khouri said AB1889 was signed and with the continued sale of bonds in the future funding will be received to fully electrify Caltrain.

Mr. Khouri said AB2126 is for the Construction Manager General Contractor procurement method and will allow the California State Department of Transportation to work with the private sector for design and engineering purposes before starting a project. This will provide flexibility in pursuing a different procurement method that would result in cost and time efficiencies for the Highway 101 congestion management project.

Mr. Khouri said there are several funding proposals for transportation, but there has not been much action because the Governor, Assembly, and Senate have various proposals that rely on gas taxes. Caucuses in both houses are not interested in voting

for gas tax increases in an election year. There is one proposal that relies on vehicle license fees.

Mr. Khouri said the Federal Aviation Administration has a different perspective on the Federal statute that pertains to local sales tax measures with respect to aviation fuel. They are trying to divert funding to airports to reduce gate fees for different carriers. The Self-help Counties Coalition is the lead agency working on this issue.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT REGULAR MEETING

November 3, 2016 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

REPORT OF LEGAL COUNSEL

Ms. Cassman said the Board will meet in closed session.

Recessed to closed session at 6:11 p.m.

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants. Case No. CIV 523973

Reconvened to open session at 6:19 p.m.

Ms. Cassman said no action has been taken.

The meeting adjourned at 6:19 p.m.

TA CAC Chair's Report

October 6, 2016

Good evening Madam Chair and members of the Board,

Here are the results from this past Tuesday's meeting of the CAC:

(TA Item 4a) The CAC reviewed the Minutes of the Board's September 1, 2016 without questions or comments.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for August 2016, without questions or comments.

(TA Item 11a) Following a brief update of San Mateo County's Coastside Beach Shuttle Service from Joel Slavitt, Manager of Programming and Monitoring, the CAC supported the approval of Application, Programming and Allocation of \$78,563 in New Measure A Local Shuttle Program Funds for the Coastside Beach Shuttle for Fiscal Years 2017 and 2018.

(TA Item 11b) Pursuant to receiving a detailed explanation by April Chan, Chief Officer, Planning, Grants and the Transportation Authority concerning the significance of allocating additional funding to the 25th Avenue Grade Separation Project in the City of San Mateo, the CAC voted to support the Programming and Allocation of Measure A Funds for the Project and Amendment of the Fiscal Year 2017 Budget by \$65.3 million for a total FY 2017 Budget of \$167,834,460 to fund the City of San Mateo's project. With this vote, the CAC also understood that the Executive Director or his designee may take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City of San Mateo and the Peninsula Corridor Joint Powers Board (JPB) to provide funding to complete the right of way and construction phases. Ms. Chan also informed us that there are future land transfer matters associated with the project that will need to be negotiated between the TA and the City of San Mateo.

(TA Item 12a) As part of a series of program reports, the CAC was given a comprehensive report on the Dumbarton Transportation Corridor Study by Melissa Reggiardo, Project Manager for the Study. The CAC was given information on the Study's partners, the scope of work, the outreach at major milestones and the Study's goals. Ms. Reggiardo gave the CAC details on the Initial Rail Bridge Alternatives, as well as the Initial Highway Bridge Alternatives, advising the CAC of the both short term and long term approach packages concerning same, in addition to the next steps in the process. Although members of the CAC

expressed positive comments on utilizing the Dumbarton Corridor with these potential new alternatives, there was some concern expressed about the potential disparate impacts on the minority populations adjacent to the corridor and asked if a thorough study on this subject will be done.

(TA Item 12b) Shweta Bhatnagar, Manager Government and Community Relations, gave the CAC a brief update on AB 1889 Assemblyman Mullin's bill pertaining to funding for High Speed Rail. On the federal level, the CAC was pleased to learn that measures were taken averting a government shutdown.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised that the Metropolitan Transportation Commission (MTC) has endorsed local ballot measures sponsored by the City of Belmont, the City of East Palo Alto and the County of San Mateo, which are looking to get support from the voters to secure the necessary funding for a number of issues. Belmont is calling for a sales tax that would produce \$39 million dollars, with street repairs listed as a priority. East Palo Alto is calling for a sales tax that would generate \$54 million, with street repairs also listed as a priority. The County of San Mateo is calling for a 20 year extension of the current sales tax in order to generate an estimated \$1.6 billion with a broad eligibility for expenditures, but listing housing and transit services as its priorities.

I also reported to the CAC that according to the latest MTC annual ranking of the Bay Area's most congested freeway segments, the afternoon commute on US 101 from Menlo Park to Foster City has now jumped up two spots from being number 12 in 2014 to number 10 in 2015. The report also cited that the Bay Area's population rose to 7.6 million by the end of 2015, with nearly half of the region's 3.7 million jobs located in either San Francisco or Silicon Valley.

I concluded my report to the CAC by informing them that on Monday, October 3, 2016, a Contra Costa judge sided with Caltrain in a lawsuit, filed by the town of Atherton, the Transportation Solutions Defense and Education Fund (TRANSDEF) and the Community Coalition on High-Speed Rail that could have veered Caltrain's electrification plan off track. The judge agreed with Caltrain's argument that electrifying the local tracks does not inherently pave the way for the state's bullet train. Whether or not an appeal to this decision will be made by the plaintiffs remains to be seen...however, this recent judicial decision is deemed to be another "milestone" on the road to electrification of the Caltrain system.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC that, after interviewing several applicants for several months, a final decision has finally been made on which applicants will be added to the CAC's open spots. Joe congratulated the returning CAC members and looks forward to the new additions to the CAC.

As a second part of his report to the CAC, Joe advised that there will be an upcoming public outreach meeting on the "101 Managed Lane Project". It will be held at the City of San Mateo's City Hall on Thursday, October 27, 2016 between 6 and 8 pm. Joe asked the CAC to help get the word out to the public. He also advised that information on this will soon be available on the Caltrans website with a link to the TA's website.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Martha Martinez
Executive Officer,
District Secretary/Executive Administration

SUBJECT: **2017 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the Meeting Calendar for 2017 (attached).

SIGNIFICANCE

The Board of Directors monthly meeting is scheduled for the first Thursday of each month at 5:00 p.m.

BUDGET IMPACT

There is no impact on the budget.

Prepared by: Josh Averill, Assistant District Secretary

650-508-6223



SAN MATEO COUNTY
**Transportation
Authority**

Board Meeting Calendar for 2017

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

The Board meets the first Thursday of the month.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Eli Kay
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
JUNE 30, 2016**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of June 2016 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$84,670,512 - line 7) is **worse** than budget by \$2,548,011 or 2.9 percent. *Sales Tax* (\$79,703,951 - line 1) is **worse** than budget by \$296,049 or 0.4 percent and *Interest Income* (\$3,799,176 - line 2) is \$813,493 or 27.2 percent **better** than budget due to higher than budgeted returns.

Total Revenue (\$84,670,512 - line 7) is \$2,955,741 or 3.4 percent **worse** than prior year actuals. *Sales Tax* (\$79,703,951 - line 1) is \$1,270,227 or 1.6 percent **worse** than prior year. *Interest Income* (\$3,799,176 - line 2) is \$827,582 or 27.8 percent **better**, slightly offset by *Rental Income* (\$1,167,384 - line 4) which is \$51,211 or 4.2 percent **worse** than prior year.

Expenditures: *Total Administrative Expenses* (\$1,218,764 - line 22) are **better** than budget by \$133,418 or 9.9 percent. Within total administrative expenses, *Staff Support* (\$618,405 - line 18) is \$121,464 or 16.4 percent **better** than budget and *Other Admin Expense* (\$600,193 - line 20) is **worse** than budget by \$4,380 or 0.7 percent.

Budget Amendment:

The revised budget per Board Resolution No. 2016-11 and 2016-13, approved on June 2, 2016, amends an increase in Program Expenditures by \$20 million and \$3 million for the Caltrain and Streets and Highways Category.

Final Year-End Results: Staff will update this report and distribute in conjunction with the Fiscal Year 2016 Comprehensive Annual Financial Report.

Unaudited

SAN MATEO COUNTY TRANSPORTATION AUTHORITY STATEMENT OF REVENUES AND EXPENDITURES Fiscal Year 2016 June 2016

% OF YEAR ELAPSED: **100.0%**

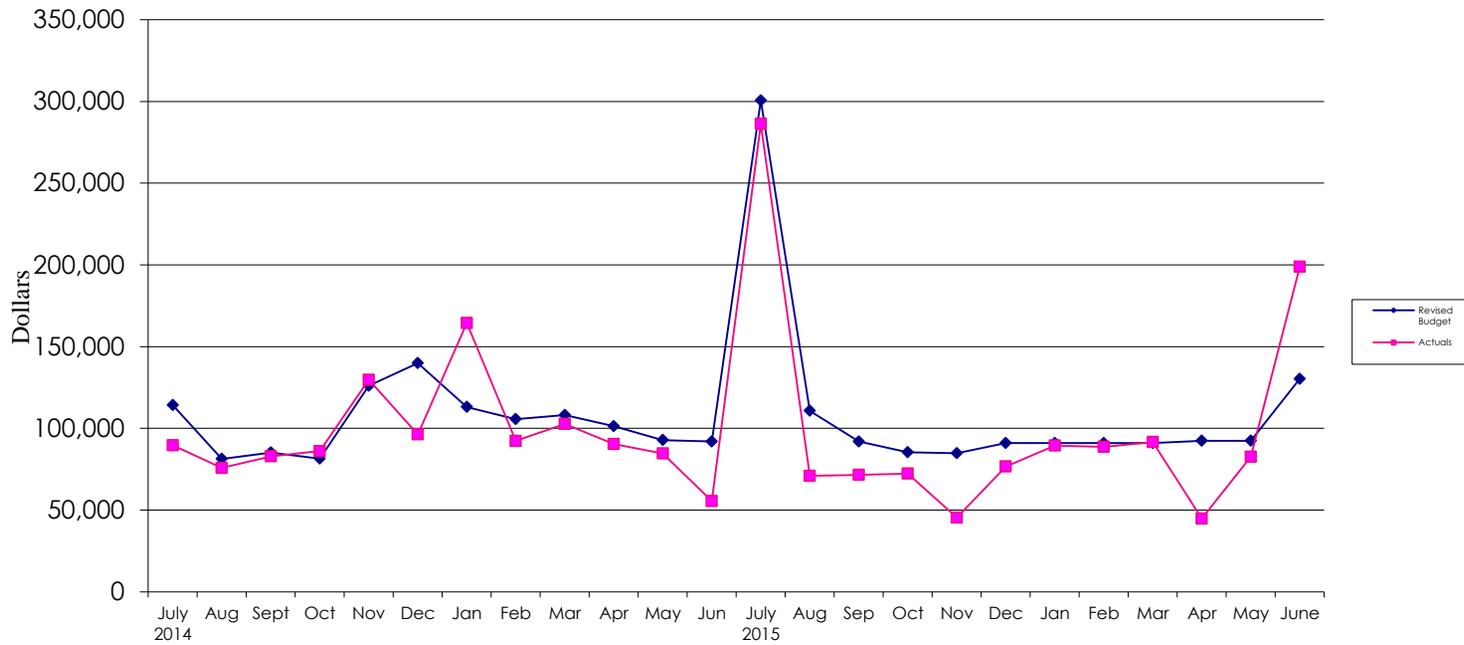
	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% OF PROJ	ADOPTED BUDGET*	REVISED BUDGET**	% OF PROJ
REVENUES:								
1 Sales Tax	7,333,474	80,974,178	79,703,951	80,000,000	99.6%	77,000,000	80,000,000	99.6%
2 Interest Income	323,598	2,971,594	3,799,176	2,985,683	127.2%	2,985,683	2,985,683	127.2%
3 Miscellaneous Income	0	2,461,886	0	0	0.0%	0	0	0.0%
4 Rental Income	103,010	1,218,595	1,167,384	1,232,840	94.7%	1,232,840	1,232,840	94.7%
5 Grant Proceeds	0	0	0	3,000,000	0.0%	0	3,000,000	0.0%
6								
7 TOTAL REVENUE	7,760,082	87,626,253	84,670,512	87,218,523	97.1%	81,218,523	87,218,523	97.1%
8								
EXPENDITURES:								
9								
10								
11 Annual Allocations	2,676,718	29,555,575	29,091,942	29,200,000	99.6%	28,105,000	29,200,000	99.6%
12								
13 Program Expenditures	9,901,831	45,949,048	40,936,040	64,792,555	63.2%	33,895,000	64,792,555	63.2%
14								
15 Oversight	149,963	1,134,025	1,043,248	1,185,000	88.0%	1,185,000	1,185,000	88.0%
16								
17 Administrative								
18 Staff Support	121,948	523,880	618,405	739,869	83.6%	739,869	739,869	83.6%
19 Measure A Info-Others	60	1,066	167	16,500	1.0%	16,500	16,500	1.0%
20 Other Admin Expenses	76,880	676,954	600,193	595,813	100.7%	595,813	595,813	100.7%
21								
22 Total Administrative	198,889	1,201,899	1,218,764	1,352,182	90.1%	1,352,182	1,352,182	90.1%
23								
24 TOTAL EXPENDITURES	12,927,400	77,840,548	72,289,995 (1)	96,529,737	74.9%	64,537,182	96,529,737	74.9%
25								
26 EXCESS (DEFICIT)	-5,167,318	9,785,705	12,380,517	(9,311,214)		16,681,341	(9,311,214)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	459,220,186	469,053,620	469,053,620		424,848,697	469,053,621	
29								
30 ENDING FUND BALANCE	Not Applicable	469,005,891	481,434,137 (2)	459,742,406		441,530,038	459,742,407	
31								

Includes the following balances:			
Cash and Liquid Investments	1,765,041	FY 2015 Carryover of Commitments (Audited)	331,485,040
Current Committed Fund Balance	355,724,783 (3)	FY 2016 Additional Commitments (Budgeted)	64,537,182
Undesignated Cash & Net Receivable	123,944,313	Reso#2015-21	5,000,000
Total	<u>481,434,137 (2)</u>	Reso#2016-03	2,400,000
		Reso#2016-05	1,592,555
		Reso#2016-11	20,000,000
		Reso#2016-13	3,000,000
		Less: Current YTD expenditures	<u>(72,289,995) (1)</u>
		Current Committed Fund Balance	<u>355,724,783 (3)</u>

"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJ" column, please note that individual line items reflect variations due to seasonal activities during the year.

* The TA Adopted Budget is the Board adopted budget effective June 4, 2015.
 ** The TA Revised Budget is the adopted budget including year to date budget transfers.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '15	Aug '15	Sep '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16
MONTHLY EXPENSES												
Revised Budget	300,582	110,756	91,961	85,348	84,679	90,973	90,973	90,973	90,973	92,347	92,348	130,269
Actual	286,281	70,899	71,533	72,304	45,366	76,592	89,397	88,611	91,631	44,719	82,542	198,889
CUMULATIVE EXPENSES												
Staff Projections	300,582	411,338	503,299	588,647	673,326	764,299	855,272	946,245	1,037,218	1,129,565	1,221,913	1,352,182
Actual	286,281	357,180	428,713	501,017	546,383	622,975	712,372	800,983	892,614	937,333	1,019,875	1,218,764
Variance-F(U)	14,301	54,158	74,586	87,630	126,943	141,324	142,900	145,262	144,604	192,232	202,038	133,418
Variance %	4.76%	13.17%	14.82%	14.89%	18.85%	18.49%	16.71%	15.35%	13.94%	17.02%	16.53%	9.87%



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF June 30, 2016

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.070%	\$ 314,073,699	\$ 315,034,764
Local Agency Investment Fund	**	Liquid Cash	0.576%	\$ 974,374	\$ 974,979
Investment Portfolio	***	Liquid Cash	1.084%	\$ 155,519,283	\$ 156,944,983
Other		Liquid Cash	0.000%	\$ 1,765,041	\$ 1,765,041
				<u>\$ 472,332,397</u>	<u>\$ 474,719,768</u>

Accrued Earnings for June 2016 \$ 407,090
Cumulative Earnings FY2016 \$ 3,738,910

* County Pool average yield for the month ending June 30, 2016 was 1.070%. As of June , 2016 the total cost of the Total Pool was \$4,512,850,103.96 and the fair market value as reported by the San Mateo County Treasurer's Office was \$4,531,566,088.35

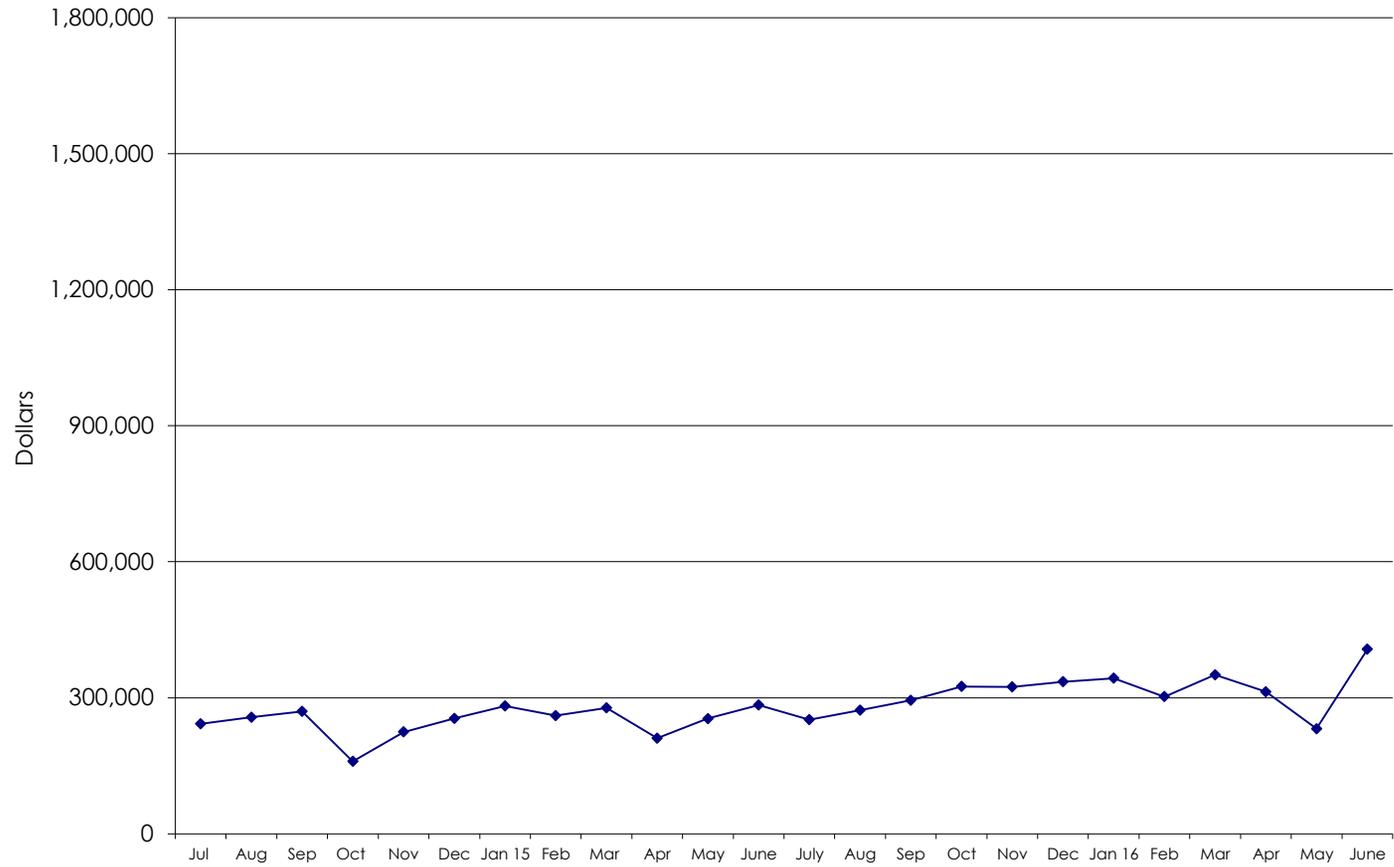
** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.000621222 as reported by LAIF for quarter ending June 30, 2016.

*** 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
JUNE 2016**

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	251,561.41	251,561.41
AUGUST	261,385.81	512,947.22
SEPTEMBER	294,306.19	807,253.41
OCTOBER	324,861.35	1,132,114.76
NOVEMBER	323,751.60	1,455,866.36
DECEMBER	335,248.99	1,791,115.35
JANUARY	343,122.57	2,134,237.92
FEBRUARY	302,436.43	2,436,674.35
MARCH	350,378.23	2,787,052.58
APRIL	313,095.59	3,100,148.17
MAY	231,672.41	3,331,820.58
JUNE	407,089.56	3,738,910.14

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
June 30, 2016

DESCRIPTION	TOTAL INVESTMENT 06-30-16	INTEREST RECEIVABLE 05-31-16	PREPAID INT RECEIVABLE 06-30-16	INTEREST EARNED 06-30-16	INTEREST RECEIVED 06-30-16	ADJ.	INTEREST RECEIVABLE 06-30-16
LAIF	974,374.00	2,223.52	0.00	461.29		16.00	2,700.81
COUNTY POOL	314,073,698.79	419,336.29	0.00	256,967.62		13,371.33	689,675.24
BANK OF AMERICA	1,744,652.91	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	20,388.14	0.00	0.00				0.00
INVESTMENT PORTFOLIO	156,944,983.06	205,396.65	138,777.57	136,273.32	38,253.33	0.00	442,194.21
	<u>473,758,096.90</u>	<u>296,821.69</u>	<u>138,777.57</u>	<u>393,702.23</u>	<u>38,253.33</u>	<u>13,387.33</u>	<u>1,134,570.26</u>

JUNE 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	06/30/16	407,089.56
Add:		
Capital Gain(Loss)		4,645.75
Less:		
Management Fees		(11,556.22)
Amortized Premium/Discount		(54,486.48)
Total Interest & Capital Gain(Loss)		<u>345,692.61</u>

YEAR TO DATE -- SUMMARY

Interest Earned	(3,738,910.14)
Add:	
Capital Gain(Loss)	(18,662.04)
Less:	
Management Fees	115,668.57
Amortized Premium/Discount	22,148.80
Total Interest	<u>(3,619,754.81)</u>
Balance Per Ledger as of	06/30/16
Exp. Acct. 530011 - Amort Prem/Disc	22,148.80
Management Fees (530040)	115,668.57
Int Acct. 409100 - Co. Pool	(2,428,457.73)
Int Acct. 409100 - LAIF	(20,562.61)
Int Acct. 409101 - Portfolio Funds	(1,289,889.80)
Gain(Loss) Acct. 405210	(18,662.04)
	<u>(3,619,754.81)</u>

**INVESTMENT PORTFOLIO
June 30, 2016**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	VALUE					REC'VBLE	INT REC'VBLE	RECEIVED			REC'VBLE	LESS PREPAID	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																
<u>U.S. TREASURY NOTES AND BONDS</u>																
US TREASURY NOTE	912828WA4	03-21-14	11,947,401.37	11,984,352.48	10-15-16	0.625%	207.8993	30	9,631.15		6,147.12	32.45	-	15,745.82	15,745.82	11,975,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	7,522,342.16	11-15-16	0.625%	130.4688	30	2,169.75		3,828.98	-	-	5,998.73	5,998.73	7,515,000
US TREASURY NOTE	912828UZ1	03-31-16	16,795,369.15	16,861,188.40	04-30-18	0.625%	292.5347	30	9,157.61		8,585.26	-	-	17,742.87	17,742.87	16,850,000
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,498,298.10	10-31-18	1.25%	496.5278	30	15,628.42		14,651.63	0.00	-	30,280.05	30,280.05	14,300,000
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42	15,083,768.70	04-30-19	1.250%	515.6250	30	16,141.30		15,132.48	-	-	31,273.78	31,273.78	14,850,000
US TREASURY NOTE	912828F62	9-9-15	11,245,062.50	11,460,747.20	10-31-19	1.500%	466.6667	30	14,688.52		13,770.50	-	-	28,459.02	28,459.02	11,200,000
US TREASURY NOTE	912828UQ1	11-9-15	8,289,421.88	8,525,344.80	02-29-20	1.250%	291.6667	30	26,535.33		8,559.78	-	-	35,095.11	35,095.11	8,400,000
US TREASURY NOTE	912828VF4	12-7-15	7,403,027.34	7,637,692.50	05-31-20	1.375%	286.4583	30	281.76		8,452.87	-	-	8,734.63	8,734.63	7,500,000
US TREASURY NOTE	912828VP2	03-02-16	7,213,007.81	7,305,431.00	07-31-20	2.000%	388.8889	30	35,000.00	11,923.08	11,538.46	-	-	58,461.54	46,538.46	7,000,000
US TREASURY NOTE	912828VP2	05-18-16	14,988,808.59	15,132,678.50	07-31-20	2.000%	805.5556	30	11,153.84	86,043.96	23,901.10	-	-	121,098.90	35,054.94	14,500,000
US TREASURY NOTE	912828TG5	06-2-16	17,943,046.88	17,994,384.00	07-31-17	0.500%	250.0000	30	0.00	30,412.09	7,170.33	-	-	37,582.42	7,170.33	18,000,000
US TREASURY NOTE	912828L32	06-29-16	2,342,046.88	2,342,136.00	08-31-20	1.375%	87.8472	30	0.00	10,398.44	229.63	-	-	10,628.07	229.63	2,300,000
																86.73%
<u>U.S. GOVERNMENT AGENCIES</u>																
FNMA	3135G0XP3	12-10-13	1,991,960.00	1,999,998.00	07-05-16	0.375%	20.83	30	15,208.33		1,341.16	12,882.82		3,666.67	3,666.67	2,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	15,003,405.00	08-26-16	0.625%	260.42	30	24,739.58		7,812.50	-	-	32,552.08	32,552.08	15,000,000
																10.97%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>																
FNMA	3136ANJY4	04-30-15	1,075,646.17	1,073,632.14	04-01-18	1.550%	45.85	30	1,375.63		1,375.63	1,375.63		1,375.63	1,375.63	1,065,000
FHLMC	3137BNMZ4	04-28-16	1,081,660.14	1,084,305.31	03-01-19	1.738%	51.70	30	1,570.99		1,551.11	1,570.98		1,551.12	1,551.12	1,070,959
FNMA	3136AQDQ0	10-30-15	1,434,219.74	1,435,278.77	09-01-19	1.646%	64.93	30	1,947.77		1,947.77	1,947.77		1,947.77	1,947.77	1,420,000
																2.29%
<u>CASH INVESTMENT</u>																
MATURED/CALLED																
US TREASURY NOTE	912828WX4	8-27-14			07-31-16	0.500%			20,166.67		277.01	20,443.68				(12,100,000.00)
FNMA	3135GOXP3	12-10-13			07-05-16	0.375%										(5,750,000.00)
FNMA	3135GOXP3	12-10-13			07-05-16	0.375%										(2,250,000.00)
US TREASURY NOTE	912828WA4	3-21-14			10-15-16	0.625%										(25,000.00)
TOTAL			155,519,283.14	156,944,983.06					205,396.65	138,777.57	136,273.32	38,253.33	0.00	442,194.21	303,416.64	154,945,959.12

24-Oct-16

Weighted Average Interest Rate 1.0836%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2016
 June 2016

10/24/16 2:07 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2015:						
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061
4th Quarter	18,945,000	18,945,000	4th Quarter	20,260,116	1,315,116	20,260,116
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,178	5,974,178	80,974,178
FY2016:						
Jul. 15	5,390,000	5,390,000	Sep. 15	5,856,300	466,300	5,390,000
Aug. 15	5,390,000	5,390,000	Oct. 15	5,856,300	466,300	5,390,000
Sep. 15	6,827,333	6,827,333	Nov. 15	7,808,400	981,067	6,827,333
3 Months Total	17,607,333	17,607,333		19,521,000	1,913,667	17,607,333
Oct. 15	5,877,667	5,877,667	Dec. 15	6,635,955	758,288	5,877,667
Nov. 15	5,877,667	5,877,667	Jan. 16	6,064,400	186,733	5,877,667
Dec. 15	7,140,467	7,140,467	Feb. 16	8,085,800	945,333	7,140,467
6 Months Total	36,503,134	36,503,134		40,307,155	3,804,021	36,503,134
Jan. 16	5,544,000	5,544,000	Mar. 16	6,436,436	892,436	5,544,000
Feb. 16	6,079,920	9,079,920	Apr. 16	5,033,300	(4,046,620)	9,079,920
Mar. 16	7,542,920	7,542,920	May 16	6,711,000	(831,920)	7,542,920
9 Months Total	55,669,974	58,669,974		58,487,891	(182,083)	58,669,974
Apr. 16	6,884,826	6,884,826	Jun. 16	6,673,473	(211,353)	6,884,826
May 16	6,997,760	6,997,760	Jul. 16	5,505,900	(1,491,860)	6,997,760
Jun. 16	7,447,440	7,447,440	Aug. 16	9,036,687	1,589,247	7,447,440
FY2016 Total	77,000,000	80,000,000	FY2016 Total	79,703,951	(296,049)	80,000,000
	19,521,000		1st Quarter			
	20,786,155		2nd Quarter			
	18,180,736		3rd Quarter			
	21,216,060		4th Quarter			
	<u>79,703,951</u>		YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JUNE 30, 2016

	<u>6/30/2016</u>
Cash -- Bank of America Checking Account	1,744,652.91
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	20,388.14
LAIF	974,374.00
County Pool	314,073,698.79
Investment Portfolio	156,944,983.06
	<hr/>
Total	<u><u>473,758,096.90</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
June 2016

Unit	Ref	Name	Amount	Method	Description
SMCTA	000018	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000019	NIHART, MARY ANN	100.00	ACH	Board Member Compensation
SMCTA	000020	JOHNSON, CAMERON	200.00	ACH	Board Member Compensation
SMCTA	000021	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000022	MATSUMOTO, KARYL M.	200.00	ACH	Board Member Compensation
SMCTA	000023	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	004243	SAN CARLOS, CITY OF	2,417.14	CHK	Capital Programs ⁽¹⁾
SMCTA	004244	DMJM HARRIS/MARK THOMAS JV	6,140.79	CHK	Consultants
SMCTA	004245	HANSON BRIDGETT LLP	12,384.00	CHK	Legal Services
SMCTA	004246	HDR ENGINEERING, INC.	1,320.44	CHK	Consultants
SMCTA	004247	MENLO PARK, CITY OF	247,959.26	CHK	Capital Programs ⁽²⁾
SMCTA	004248	DMJM HARRIS/MARK THOMAS JV	4,162.82	CHK	Consultants
SMCTA	004249	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004250	REDWOOD CITY, CITY OF	700,668.44	CHK	Capital Programs ⁽³⁾
SMCTA	004251	SAN CARLOS, CITY OF	78,130.61	CHK	Capital Programs ⁽⁴⁾
SMCTA	004252	ATKINS NORTH AMERICA, INC	81,122.05	CHK	Consultants
SMCTA	004253	HNTB CORPORATION	22,479.44	CHK	Consultants
SMCTA	004254	KHOURI CONSULTING	175.00	CHK	Legislative Advocate
SMCTA	004255	NORTH AMERICAN TITLE	775.00	CHK	Capital Programs ⁽⁵⁾
SMCTA	004256	NORTH AMERICAN TITLE	107,775.00	CHK	Capital Programs ⁽⁵⁾
SMCTA	004257	BELMONT, CITY OF	150,000.00	CHK	Capital Programs ⁽⁶⁾
SMCTA	004258	BURLINGAME, CITY OF	61,513.98	CHK	Capital Programs ⁽⁶⁾
SMCTA	004259	JACOBS ENGINEERING GROUP INC.	2,533.57	CHK	Consultants
SMCTA	004260	KHOURI CONSULTING	3,675.00	CHK	Legislative Advocate
SMCTA	900075	DEPARTMENT OF TRANSPORTATION	1,914,454.66	WIR	Capital Programs ⁽⁷⁾
			<u>3,401,987.20</u>		

(1) Call for Proj-Ped&Bike FY12/13

(2) Sand Hill Rd Signal Coord Proj

(3) 84/101 Interchange

(4) 101 Holly St. Interchange

(5) 101 Interchange to Broadway

(6) Call for Proj-Ped&Bike FY14/15

(7) 101 Interchange to Broadway \$1,908,893.66 & Marsh to SM/SC line \$5,561

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Eli Kay
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
SEPTEMBER 30, 2016**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of September 2016 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$20,788,122 - line 7) is **better** than budget by \$407,640 or 2.0 percent. *Sales Tax* (\$18,976,410 – line 1) is **worse** than budget by \$362,031 or 1.9 percent and *Interest Income* (\$1,502,681 – line 2) is \$759,061 or 102.1 percent **better** than budget due to the sale of bonds in the portfolio for a premium.

Total Revenue (\$20,788,122 - line 7) is \$1,601,547 or 8.3 percent **better** than prior year actuals. *Sales Tax* (\$18,976,410 - line 1) is \$902,777 or 5.0 percent **better** than prior year. *Interest Income* (\$1,502,681 - line 2) is \$695,428 or 86.1 percent **better** than prior year.

Expenditures: *Total Administrative Expenses* (\$321,617 - line 22) are **better** than budget by \$61,167 or 16.0 percent. Within total administrative expenses, *Staff Support* (\$164,075 - line 18) is \$41,054 or 20.0 percent **better** than budget and *Other Admin Expense* (\$157,522 – line 20) is **better** than budget by \$20,133 or 11.3 percent.

Budget Amendment:

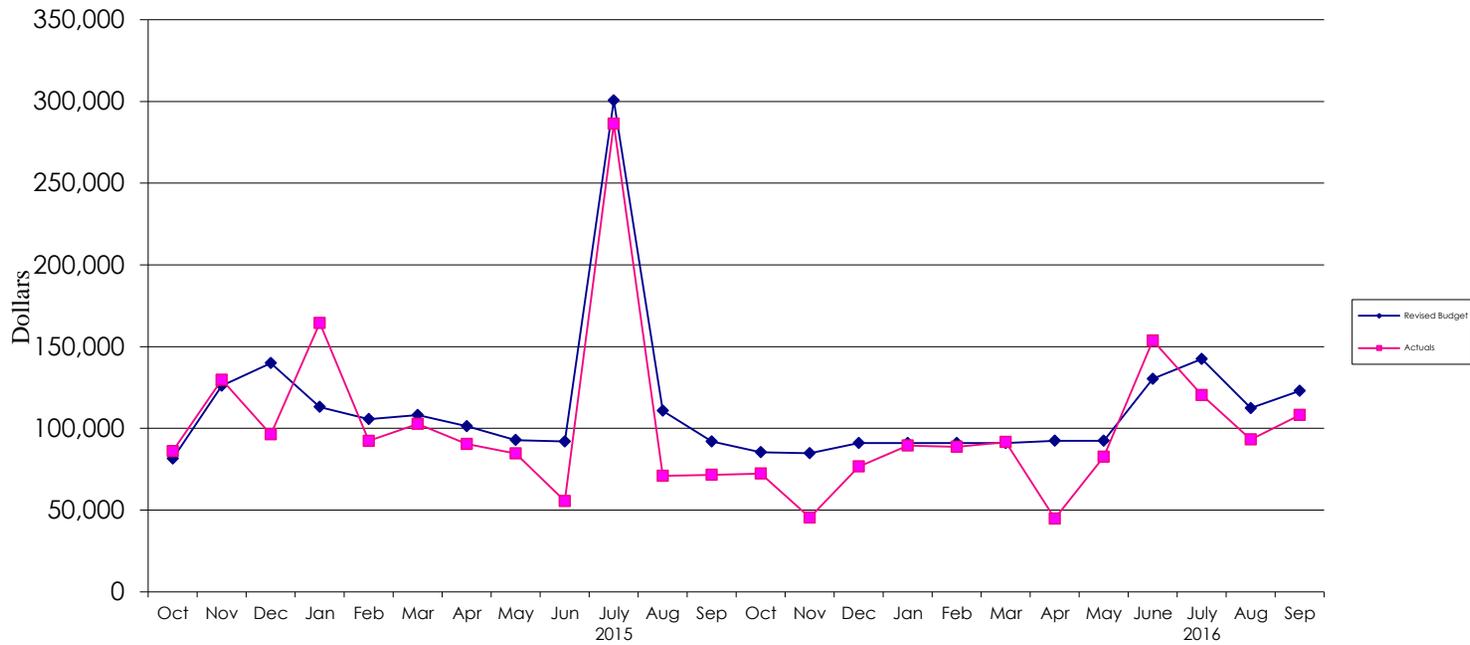
There are no budget amendments for the month of September 2016.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2017
September 2016

% OF YEAR ELAPSED: 25.0%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% OF PROJ	ADOPTED BUDGET*	REVISED BUDGET**	% OF PROJ
REVENUES:								
1 Sales Tax	7,136,548	18,073,633	18,976,410	19,338,441	98.1%	83,000,000	83,000,000	22.9%
2 Interest Income	404,399	807,253	1,502,681	743,620	202.1%	2,974,480	2,974,480	50.5%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	103,010	305,688	309,031	298,421	103.6%	1,193,686	1,193,686	25.9%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	7,643,957	19,186,575	20,788,122	20,380,482	102.0%	87,168,166	87,168,166	23.8%
8								
EXPENDITURES:								
11 Annual Allocations	2,604,840	6,596,876	6,926,390	7,276,088	95.2%	30,295,000	30,295,000	22.9%
12								
13 Program Expenditures	87,468	6,071,046	791,903	17,380,500	4.6%	69,522,015	69,522,015	1.1%
14								
15 Oversight	39,304	183,794	163,723	296,250	55.3%	1,185,000	1,185,000	13.8%
16								
17 Administrative								
18 Staff Support	51,878	162,524	164,075	205,129	80.0%	827,084	825,442	19.9%
19 Measure A Info-Others	-	-	20	-	0.0%	15,000	15,000	0.1%
20 Other Admin Expenses	56,210	281,896	157,522	177,655	88.7%	670,491	672,133	23.4%
21								
22 Total Administrative	108,088	444,421	321,617	382,784	84.0%	1,512,575	1,512,575	21.3%
23								
24 TOTAL EXPENDITURES	2,839,700	13,296,136	8,203,632 (1)	25,335,622	32.4%	102,514,590	102,514,590	8.0%
25								
26 EXCESS (DEFICIT)	4,804,257	5,890,438	12,584,490	(4,955,139)		(15,346,424)	(15,346,424)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	469,005,891	481,434,137	459,742,406		441,530,038	479,742,406	
29								
30 ENDING FUND BALANCE	Not Applicable	474,896,329	494,018,627 (2)	454,787,267		426,183,614	464,395,982	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		5,224,635				FY 2016 Carryover of Commitments (Unaudited)	329,137,913	
35 Current Committed Fund Balance		423,448,871 (3)				FY 2017 Additional Commitments (Budgeted)	102,514,590	
36 Undesignated Cash & Net Receivable		<u>65,345,121</u>				Less: Current YTD expenditures	<u>(8,203,632) (1)</u>	
37 Total		<u>494,018,627 (2)</u>				Current Committed Fund Balance	<u>423,448,871 (3)</u>	
38								
39								
40								
41								
42								
43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
44 against the annual budget. When comparing it to the amounts shown in the								
45 "% of PROJ" column, please note that individual line items reflect variations								
46 due to seasonal activities during the year.								
47								
48 * The TA Adopted Budget is the Board adopted budget effective June 2, 2016.								
49 ** The TA Revised Budget is the adopted budget including year to date budget transfers.								
50								
51								
52								
53								
54								
55								
56								
57								

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '16	Aug '16	Sep '16	Oct '16	Nov '16	Dec '16	Jan '17	Feb '17	Mar '17	Apr '17	May '17	Jun '17
MONTHLY EXPENSES												
Revised Budget	142,412	112,375	122,997									
Actual	120,361	93,168	108,088									
CUMULATIVE EXPENSES												
Staff Projections	147,412	259,787	382,784									
Actual	120,361	213,529	321,617									
Variance-F(U)	27,051	46,258	61,167									
Variance %	18.35%	17.81%	15.98%									



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF SEPTEMBER 30, 2016

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	0.839%	\$ 326,439,242	\$ 326,439,242
Local Agency Investment Fund	**	Liquid Cash	0.634%	\$ 977,075	\$ 977,075
Investment Portfolio	***	Liquid Cash	1.083%	\$ 152,061,485	\$ 152,605,767
Other		Liquid Cash	0.000%	\$ 5,224,635	\$ 5,224,635
				<u>\$ 484,702,436</u>	<u>\$ 485,246,718</u>

Accrued Earnings for September 2016	\$ 359,211
Cumulative Earnings FY2017	\$ 1,072,004

* County Pool average yield for the month ending September 30, 2016 was .839%. As of September 2016, the total cost of the Total Pool was \$4,194,636,063 and the fair market value per San Mateo County Treasurer's Office was \$4,209,410,076.

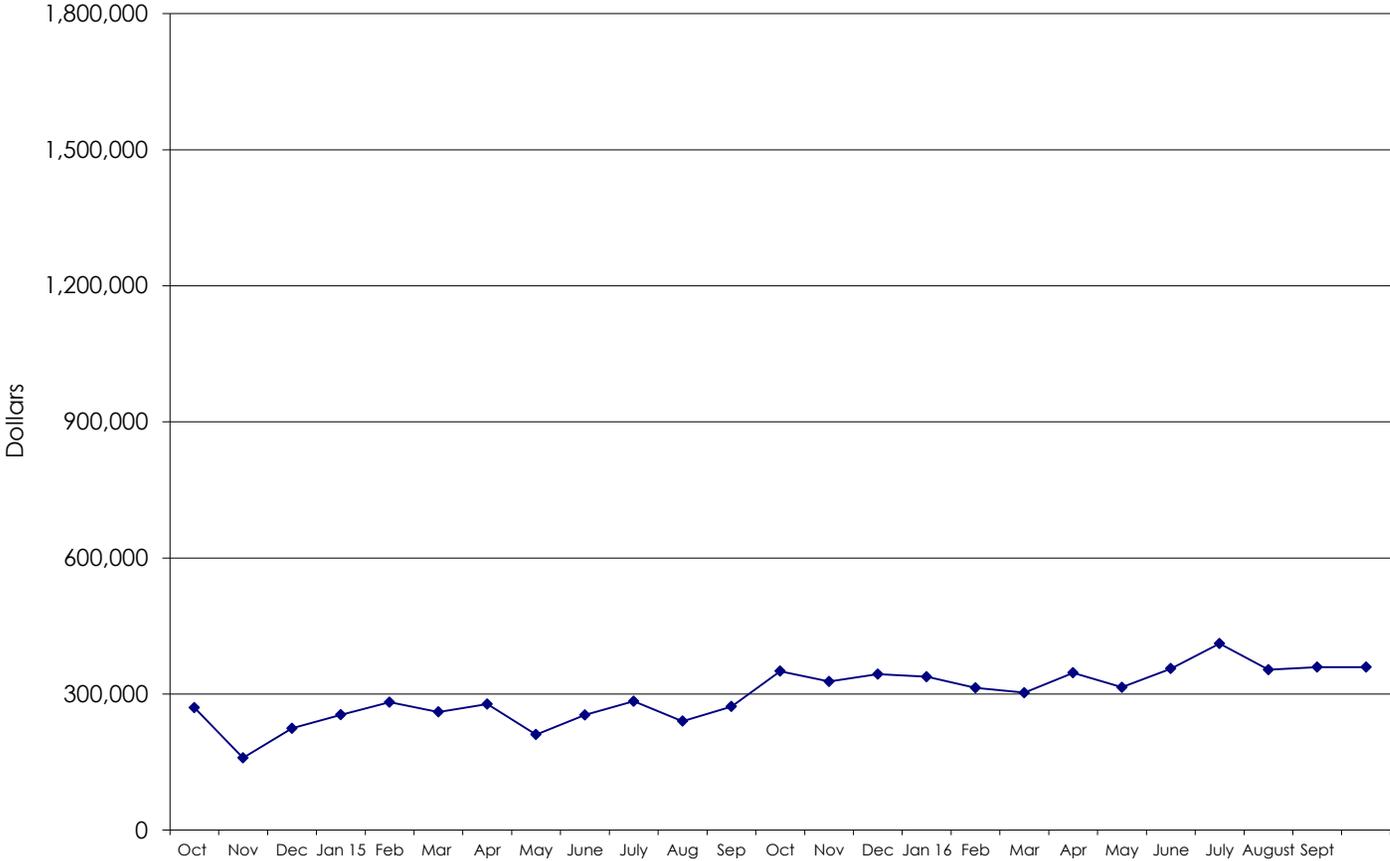
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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 2016**

FY2017	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	353,654.57	353,654.57
AUGUST	359,138.35	712,792.92
SEPTEMBER	359,211.30	1,072,004.22
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

SMCTA Interest Income



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
September 30, 2016**

DESCRIPTION	TOTAL INVESTMENT 09-30-16	INTEREST RECEIVABLE 08-31-16	PREPAID INT RECEIVABLE 08-31-16	INTEREST EARNED 09-30-16	INTEREST RECEIVED 09-30-16	ADJ.	INTEREST RECEIVABLE 09-30-16
LAIF	977,074.81	996.90	0.00	509.15	0.00		1,506.05
COUNTY POOL	326,439,241.53	435,143.69	0.00	223,284.66	0.00		658,428.35
BANK OF AMERICA	926,856.69	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	4,297,778.02	0.00	0.00				0.00
INVESTMENT PORTFOLIO	152,061,485.06	253,736.64	30,157.30	135,417.49	78,698.88		340,612.55
							0.00
	<u>484,702,436.11</u>	<u>689,877.23</u>	<u>30,157.30</u>	<u>359,211.30</u>	<u>78,698.88</u>	<u>0.00</u>	<u>1,000,546.95</u>

SEPTEMBER 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	09/30/16	359,211.30
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		(6,218.35)
Capital Gain(Loss)		<u>45,187.60</u>
Total Interest & Capital Gain(Loss)		<u><u>388,930.55</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,072,004.22
Add:	
Less:	
Management Fees	(27,750.00)
Amortized Premium/Discount	(18,655.05)
Capital Gain(Loss)	<u>430,676.90</u>
Total Interest	<u><u>1,456,276.08</u></u>

Balance Per Ledger as of	09/30/16	
Exp. Acct. 530011 - Amort Prem/Disc		(18,655.05)
Management Fees (530040)		(27,750.00)
Int Acct. 409100 - Co. Pool		658,428.35
Int Acct. 409100 - LAIF		1,506.05
Int Acct. 409101 - Portfolio Funds		412,069.82
Gain(Loss) Acct. 405210		<u>430,676.90</u>
		<u><u>1,456,276.08</u></u>

INVESTMENT PORTFOLIO
September 30, 2016

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	VALUE 9/30/2016					REC'VBLE 8/31/2016	INT REC'VBLE 9/30/2016	EARNED 9/30/2016			REC'VBLE 9/30/2016	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828WA4	03-21-14	6,659,616.21	6,676,081.35	10-15-16	0.625%	115.8854	31	15,844.01			3,419.57		19,263.58	6,675,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	7,518,817.62	11-15-16	0.625%	130.4688	31	13,911.94			3,828.97		17,740.91	7,515,000
US TREASURY NOTE	912828TG5	06-02-16	9,968,359.38	9,990,620.00	07-31-17	0.500%	138.8889	31	4,347.83			4,076.08		8,423.91	10,000,000
US TREASURY NOTE	912828UZ1	03-31-16	9,818,064.46	9,833,836.15	04-30-18	0.625%	171.0069	31	35,485.73			5,850.89	15,574.05	25,762.57	9,850,000
US TREASURY NOTE	912828ST8	03-23-15	5,442,974.61	5,505,987.85	04-30-19	1.250%	189.2361	31	42,751.36			6,830.84	21,073.37	28,508.83	5,450,000
US TREASURY NOTE	912828F62	09-09-15	3,413,679.69	3,459,765.20	10-31-19	1.500%	141.6667	31	17,278.69			4,180.33		21,459.02	3,400,000
US TREASURY NOTE	912828UQ1	11-09-15	8,289,421.88	8,475,793.20	02-29-20	1.250%	291.6667	31	290.06			8,701.65		8,991.71	8,400,000
US TREASURY NOTE	912828VF4	12-07-15	7,403,027.34	7,594,042.50	05-31-20	1.375%	286.4583	31	26,203.89			8,452.87		34,656.76	7,500,000
US TREASURY NOTE	912828VP2	03-02-16	2,369,988.28	2,381,127.90	07-31-20	2.000%	127.7778	31							2,300,000
US TREASURY NOTE	912828VP2	05-18-16	14,988,808.59	15,011,458.50	07-31-20	2.000%	805.5556	31	29,217.39			27,391.31		56,608.70	14,500,000
US TREASURY NOTE	912828L32	06-29-16	1,832,906.25	1,822,078.80	08-31-20	1.375%	68.7500	31	202.87			2,028.69		2,231.56	1,800,000
															51.01%
<u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FNMA	3136ANJY4	04-30-15	1,075,646.17	1,068,911.00	04-01-18	1.550%	45.85	31	1,375.63			1,375.63	1,375.63	1,375.63	1,065,000
FHLMC	3137BNMZ4	04-28-16	1,037,953.27	1,035,792.76	03-01-19	1.738%	68.55	31	1,508.64			1,488.43	1,508.62	1,488.45	1,420,000
FANNIE MAE	3136AQDQO	10-30-15	1,434,219.74	1,427,039.79	09-01-19	1.646%	46.99	31	1,947.77			1,947.77	1,947.77	1,947.77	1,027,685
															2.32%
<u>FEDERAL AGENCY NOTES AND BONDS</u>															
FHLMC	3137EAEB1	07-20-16	7,781,124.00	7,772,770.20	07-19-19	0.875%	189.58	31	7,772.92			5,687.50		13,460.42	7,800,000
FNMA	3135GON33	08-02-16	4,192,944.00	4,183,670.40	08-02-19	0.875%	102.08	31	2,960.42			3,062.50		6,022.92	4,200,000
FHLB	3130A8QS5	07-15-16	4,671,419.30	4,665,473.00	07-14-21	1.125%	146.88	31	6,756.25	146.88		4,406.25		11,309.38	4,700,000
FHLMC	3137EADN6	08-30-16	11,985,840.00	11,996,460.00	01-12-18	0.750%	250.00	31	250.00	12,000.00		7,500.00		19,750.00	12,000,000
FREDDIE MAC	3137EADP1	08-08-16	8,010,320.00	8,006,272.00	03-07-18	0.875%	194.44	31	33,833.33			5,833.34	35,000.00	4,666.67	8,000,000
FHLB	3130A9AE1	08-26/16	7,694,764.00	7,696,604.30	10-01-18	0.875%	187.15	31	935.76			5,614.59		6,550.35	7,700,000
FHLB	313376BR5	08-11-16	6,631,430.00	6,617,351.00	12-14-18	1.750%	315.97	31	6,319.44	18,010.42		9,479.17		33,809.03	6,500,000
FHLB	3130A8Y72	08-04-16	4,690,976.00	4,682,628.80	08-05-19	0.875%	114.24	31	3,084.38			3,427.08		6,511.46	4,700,000
FNMA	3135GON82	08-19-16	822,177.68	822,765.90	08-17-21	1.250%	28.65	31	0.00					0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,667,756.10	08-17-21	1.250%	92.88	31	1,458.33			3,645.84		5,104.17	2,675,000
FNMA	3135G0P49	09-02-16	3,993,760.00	3,998,160.00	08-28-19	1.000%	111.11	31	0.00			3,222.22		3,222.22	4,000,000
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,695,882.80	09-26-19	1.000%	130.56	31	0.00			2,872.22	2,219.44	652.78	4,700,000
FHLMC	3137EAED7	09-16-16	2,998,710.00	2,998,620.00	10-12-18	0.875%	72.92	31	0.00			1,093.75		1,093.75	3,000,000
															46.67%
MATURED/CALLED/PAYDOWNS															
FNMA	3136GOYE7	03-07-14	15,029,400.00	15,003,390.00	08-26-16	0.625%	260.42	31	0.00					0.00	15,000,000
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,474,288.40	10-31-18	1.250%	496.5278	31	0.00					0.00	14,300,000
FHLMC	3137BNMZ4	04-28-16	13,943.58	13,943.58	03-01-19	1.738%	0.67	31							13,944
TOTAL			152,061,485.06	152,605,767.12					253,736.64	30,157.30	135,417.49	78,698.88	0.00	340,612.55	151,702,684.74

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2017
 SEPTEMBER 2016

10/24/16 2:27 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2016:						
1st Quarter	17,607,333	17,607,333	1st Quarter	19,521,000	1,913,667	19,521,000
2nd Quarter	18,895,801	18,895,801	2nd Quarter	20,786,155	1,890,354	20,786,155
3rd Quarter	19,166,840	22,166,840	3rd Quarter	18,180,736	(3,986,104)	18,180,736
4th Quarter	21,330,026	21,330,026	4th Quarter	21,216,060	(113,966)	21,216,060
FY2016 Total	77,000,000	80,000,000	FY2016 Total	79,703,951	(296,049)	79,703,951
FY2017:						
Jul. 16	5,919,931	5,919,931	Sep. 16	5,557,900	(362,031)	5,919,931
Aug. 16	5,919,931	5,919,931	Oct. 16			5,919,931
Sep. 16	7,498,579	7,498,579	Nov. 16			7,498,579
3 Months Total	19,338,441	19,338,441		5,557,900	(362,031)	19,338,441
Oct. 16	6,455,545	6,455,545	Dec. 16			6,455,545
Nov. 16	6,455,545	6,455,545	Jan. 17			6,455,545
Dec. 16	7,842,500	7,842,500	Feb. 17			7,842,500
6 Months Total	40,092,031	40,092,031		5,557,900	(362,031)	40,092,031
Jan. 17	6,089,072	6,089,072	Mar. 17			6,089,072
Feb. 17	6,677,683	6,677,683	Apr. 17			6,677,683
Mar. 17	8,284,521	8,284,521	May 17			8,284,521
9 Months Total	61,143,307	61,143,307		5,557,900	(362,031)	61,143,307
Apr. 17	7,054,822	7,054,822	Jun. 17			7,054,822
May 17	7,170,544	7,170,544	Jul. 17			7,170,544
Jun. 17	7,631,327	7,631,327	Aug. 17			7,631,327
FY2017 Total	83,000,000	83,000,000	FY2017 Total	5,557,900	(362,031)	83,000,000
18,976,410			1st Quarter			
			2nd Quarter			
			3rd Quarter			
			4th Quarter			
<u>18,976,410</u>			YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF SEPTEMBER 30, 2016

	<u>9/30/2016</u>
Cash -- Bank of America Checking Account	926,856.69
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	4,297,778.02
LAIF	977,074.81
County Pool	326,439,241.53
Investment Portfolio	152,061,485.06
	<hr/>
Total	<u><u>484,702,436.11</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
September 2016

Unit	Ref	Name	Amount	Method	Description
SMCTA	000028	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000029	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000030	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000031	NIHART, MARY ANN	100.00	ACH	Board Member Compensation
SMCTA	000032	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000033	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000034	IBARRA, KENNETH	100.00	ACH	Board Member Compensation
SMCTA	004300	ATKINS NORTH AMERICA, INC	90,996.44	CHK	Consultants
SMCTA	004301	DMJM HARRIS/MARK THOMAS JV	66,144.53	CHK	Consultants
SMCTA	004302	PENINSULA TRAFFIC CONGESTION RELIEF	196,970.58	CHK	Capital Programs ⁽¹⁾
SMCTA	004303	URS CORPORATION	131,819.63	CHK	Consultants
SMCTA	004304	BKF ENGINEERS	6,479.49	CHK	Consultants
SMCTA	004305	DMJM HARRIS/MARK THOMAS JV	11,869.36	CHK	Consultants
SMCTA	004306	KHOURI CONSULTING	3,675.00	CHK	Legislative Advocate
SMCTA	004307	URS CORPORATION	74,677.58	CHK	Consultants
SMCTA	004308	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004309	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	900079	PENINSULA CORRIDOR JOINT POWERS BOARD	3,299,095.62	WIR	Capital Programs ⁽²⁾
			<u>3,895,178.23</u>		

(1) FY15/16 Shuttles Call for Project

(2) Boarding Platform Impr-Atherton \$7,119.00; SSF Caltrain Station \$82,073.68; Grade Sep-San Bruno \$73,635.47; Caltrain Electrification \$875,416.12; SM Bridges Improvement \$1,779,284.89; FY15/16 Shuttles Call for Project \$432,235.58; CBOSS/PTC \$49,330.88

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

ACTION

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

SIGNIFICANCE

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

- General program status
- Total projected revenues
- Previously committed funds
- Available funding for new commitments and allocations

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

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



SAN MATEO COUNTY
Transportation
Authority

Measure A

Program Status Report

Semi-Annual Report

(As of June 30, 2016)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 2016)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ⁴	Budgeted/Expended Funds ⁵	Available Funding ⁶
1. Caltrain ^{1,2,3}	N/A	- Available funding for Caltrain systemwide and county specific improvements - Budgeted funding includes a \$60 million San Mateo County share commitment to the Peninsula Corridor Electrification Project (PCEP), which was fully allocated at the February 2016 meeting (Resolution 2016-04), and an additional \$20 million budgeted and allocated at the June 2016 meeting (Resolution 2016-11), for a total of \$80 million - Projects with budgeted funds in progress	\$ 336,287	\$ 305,019	\$ 31,268
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail	N/A	- Funding from this category was used for the purchase of the right of way for future rail service - SamTrans was in the process of leading an effort to re-examine alternatives as part of a new separate non-Measure A funded Dumbarton Transportation Corridor Study - Measure A funding decisions on hold	24,679	24,679	-
4. Highway	N/A	- TA Board approved minor amendment to the Transportation Expenditure Plan to include TA as a co-sponsor of the 101 Corridor Managed Lanes Project (Resolution 2016-12) and to increase the budget by \$3 million to receive funding from private employers through the San Mateo County Economic Development Association (SAMCEDA) in June 2016 (Resolution 2016-13) - Projects with budgeted funds in progress	359,167	356,673	2,494
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- Program funds fully expended	234,927	234,927	-
7. Bicycle Transportation	N/A	- Program completed	120	120	-
8. Transportation System Management	N/A	- Program completed	7,121	7,121	-
Total:			\$ 1,221,678	\$ 1,187,916	\$ 33,762

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

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

3 Budgeted and expended funds for the Caltrain category include an \$80 million funding commitment for the Peninsula Corridor Electrification Project.

4 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds includes interest and rental income earned.

5 Budgeted and expended funds represents all prior commitments.

6 Available funding represents amount available for TA Board to make new funding commitments and decisions.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of June 30, 2016)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ²	Funds Collected to date ³	Budgeted/ Expended Funds ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- Annual allocation of 50% for operations and 50% for capital projects - Capital projects in process per JPB's Local Share and County specific Project Work Program	\$ 240,000	\$ 84,867	\$ 84,917
<i>Local Shuttle</i>	4%	Call for Projects	- TA Board allocated approximately \$8.1 million to fund the operation of 36 shuttles in May 2016 for FY2017 & FY2018 (Resolution 2016) - 28 Measure A funded shuttles were in operation through the end of June 2016	60,000	21,217	18,132
<i>Accessible Services</i>	4%	TBD	- Annual distribution to SamTrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	21,216	21,216
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- South San Francisco ferry terminal construction previously reported as complete - 50% of ferry program funds reserved for Redwood City ferry project	30,000	10,608	8,091
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	10,608	10,608
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Measure A funded project was on hold in environmental/conceptual engineering phase - SamTrans was in the process of leading an effort to re-examine alternatives as part of a new separate non-Measure A funded Dumbarton Transportation Corridor Study - Measure A funding decisions on hold	30,000	10,608	-
2. Highway	27.5%	Call for Projects	- TA Board approved minor amendment to the Transportation Expenditure Plan to include TA as a co-sponsor of the 101 Corridor Managed Lanes Project (Resolution 2016-12) and to increase the budget by \$3 million to receive funding from private employers through the San Mateo County Economic Development Association (SAMCEDA) in June 2016 (Resolution 2012-13) - Projects with budgeted funds in progress	413,000	145,865	119,729
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements	338,000	119,344	119,344
4. Grade Separation	15%	TBD	- Projects with allocated funds from the FY2014 Solicitation of Candidate Projects, and the subsequent December 2015 Special Circumstance allocation for the 25th Ave Grade Separation in San Mateo, were in progress	225,000	79,563	54,897
5. Pedestrian and Bicycle	3%	Call for Projects	- TA Board approved an amendment to increase the Pedestrian and Bicycle Program category budget by \$1.593 million and allocated \$4.946 million to 10 projects in March 2016 from the 2015 Pedestrian and Bicycle Call for Projects (Resolution 2016-05) - Projects with allocated funds from prior Pedestrian and Bicycle Program funding calls in progress	45,000	19,513	15,731
6. Alternative Congestion Relief	1%	Plan-Based	- Commute.org TDM work programs ongoing - Plan to be prepared to guide future project evaluation and selection process	15,000	5,304	3,864
Total:				\$ 1,486,000	\$ 528,713	\$ 456,529

¹ Based on TA Board adopted Implementation Plan (2009)

² Estimate based on annual revenues of \$60 million per year (2004 Measure A Expenditure Plan).

³ Collection of funds began on January 1, 2009. The total represents unaudited actuals through June 2016.

⁴ Budgeted and expended funds represents all prior commitments.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Martha Martinez
Executive Officer, District Secretary, Executive Administration

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 delete the following positions because they no longer exist:

Deputy CEO, Operations and Engineering
Director Government and Community Affairs
Director, Grants
Executive Officer, Customer Service and Marketing
Executive Officer, Planning and Development

Executive Officer, Public Affairs
Manager, Communications
Manager, Finance Special Projects
Manager, Strategic Development

2. 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:

Chief Communications Officer
Chief of Staff
Chief Officer, Planning, Grants and TA
Director, Marketing and Communications
Director, Treasury
Government and Community Relations Officer
Manager, Grants and Fund Programming
Manager, Finance Planning and Analysis
Principal Planner
Senior Project Manager

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

Communications Officer (Public Information Officer)
Director, Budgets and Financial Planning (Director, Budgets)
Director, Finance/Controller (Controller)
Executive Officer, District Secretary, Executive Administration (Authority Secretary)
Manager, Government and Community Affairs (Government Affairs Officer)
Manager, Marketing and Creative Services (Manager, Marketing)
Manager, Treasury (Manager, Finance)

Prepared By: Martha Martinez

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

Amended on the 6th of November, 2014
by Resolution No. 2014-21

Amended on the _____
by Resolution No. 2016-_____

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>
Deputy CEO, Operations and Engineering	1, 5, 6
Director, Government and Community Affairs	1, 4, 5
Director, Grants	5, 6
Executive Officer, Customer Service and Marketing	1, 2, 3, 6
Executive Officer, Public Affairs	1, 2, 3, 6
Manager, Communications	5
Manager, Finance Special Projects	5, 6
Manager, Strategic Development	4
Executive Officer, Planning and Development	1, 2, 3, 6
Associate Contract Officer	2
Attorney	1, 2, 3, 6
<u>Chief Communications Officer</u>	<u>1, 2, 3</u>
<u>Chief of Staff</u>	<u>1, 2, 3</u>
<u>Chief Officer, Planning, Grants and TA</u>	<u>1, 2, 3, 6</u>
<u>Communications Officer</u> Public Information Officer	5
Contract Officer	2
Director, Budgets <u>and Financial Analysis</u>	5, 6
Director, Contracts and Procurement	1, 2
Director, Finance <u>/Controller</u>	2, <u>3</u> , 6
<u>Director, Marketing and Communications</u>	<u>4</u>
Director, Planning	1, 4, 5, 6
Director, Transportation Authority Program	1, 2, 3, 6
<u>Executive Officer, District Secretary, Executive Administration</u> Authority Secretary	1, 2, 3, 6
<u>Government and Community Relations Officer</u>	<u>4</u>
Manager, Budgets	5, 6
Manager, Capital Projects and Environmental Planning	1, 4, 5, 6
Manager, Engineering	1, 2, 6
<u>Manager, Finance Planning and Analysis</u>	<u>5, 6</u>
Manager, General Ledger	5, 6
<u>Manager, Government and Community Affairs</u> Government Affairs Officer	5
Manager, Grants and Capital Accounting	5, 6

<u>Designated Positions¹</u>	<u>Disclosure Categories</u>
Manager, Grants and Fund Programming	5, 6
Manager, Marketing and Creative Services	5
Manager, Programming and Monitoring	5, 6
Manager, Real Estate & Property Development	1, 4, 5
Manager, Finance -Treasury	5, 6
Planner	1, 4
Principal Planner	1, 4
Project Manager	2
Senior Contract Officer	2
Senior Engineer	1, 2, 6
Senior Project Manager	2
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:

[Board of Directors](#) ~~Authority Members~~
[Chief Financial Officer/Treasurer](#)
~~Deputy CEO, Finance and Administration~~
[Director, Treasury](#)
 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/[CEO](#) of SamTrans.

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

APPENDIX B: DISCLOSURE CATEGORIES

- Category 1. 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, information technology, telecommunications, public utilities, consultants, transportation companies, and manufacturers.
- 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 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 TA.

RESOLUTION NO. 2016 –

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

* * *

ADOPTING THE AMENDED CONFLICT OF INTEREST CODE

WHEREAS, pursuant to Resolution No. 1989-1, dated March 2, 1989, the San Mateo County Transportation Authority (TA) adopted a Conflict of Interest Code (Code) as required by the Political Reform Act of 1974; and

WHEREAS, California Government Code Section 87306.5 requires that the TA review its Code every even-numbered year and revise it if necessary; and

WHEREAS, legal counsel and staff have reviewed the current Code, last amended in 2014, and have determined that the Code and its Appendices, listing the designated positions who must disclose their economic interests on an annual basis and disclosure categories for such positions, should be updated to reflect current staffing positions and organization; and

WHEREAS, legal counsel and staff recommend adopting the amendments as reflected in the attached Code.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the amended Conflict of Interest Code is hereby adopted, in the form presented to the Board of Directors; and

BE IT FURTHER RESOLVED that the Authority Secretary is directed to transmit a copy of the amended Conflict of Interest Code to the Board of Supervisors of the County of San Mateo for its review and approval, and to make any revisions that may be required by the county for approval of the Code.

Regularly passed and adopted this 3rd day of November 2016, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**AGENDA ITEM # 7
NOVEMBER 3, 2016**

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 2, 2016**

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: Jim Hartnett
Executive Director

FROM: Eli Kay
Chief Financial Officer

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

ACTION

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended September 30, 2016.

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 26, 2016 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 pages 6 and 7. The schedule separates the investments into two groups: the Investment Portfolio, managed by PFM Asset Management LLC (PFM), and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

PFM provides the TA a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable Federal Deposit Insurance Corporation-insured bank certificates of deposit are priced at par.

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 Senate Bill 564 (1995). The TA has the ability to meet its expenditure requirements for the next six months.

DISCUSSION

Fixed Income Market Review and Outlook

Following the sharp decline in yields instigated by the Brexit vote at the end of the second quarter, yields rebounded during the third quarter, resulting in a quarter-over-quarter increase of 16 basis points for the two-year Treasury.

Speeches by various Federal Reserve (Fed) officials during the quarter hinted at an additional rate hike before year-end, causing a further bump in yields.

At the Fed's September meeting, they voted to keep the Fed funds target range at 0.25 percent to 0.50 percent.

- However, three dissenters cast their votes *in favor* of a rate hike.

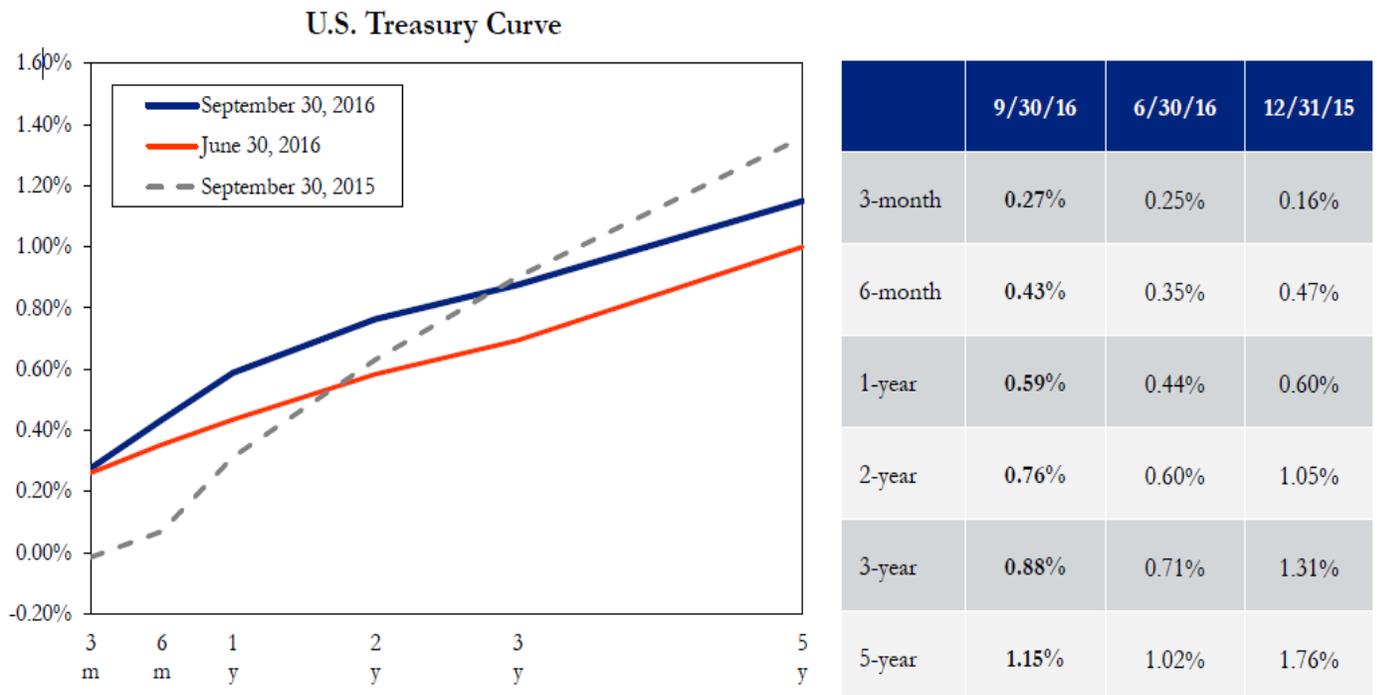
Highlights from the September 21 Press Release:

- “. . . the labor market has continued to strengthen, and growth of economic activity has picked up . . .”
- “The Committee judges that the case for an increase in the Federal funds rate has strengthened but decided, for the time being, to wait for further evidence of continued progress toward its objectives.”

– “. . . the Federal funds rate is likely to remain, for some time, below levels that are expected to prevail in the longer run.”

In the post-meeting press conference, Janet Yellen shared insight on the Fed's outlook and decisionmaking process. When questioned about the consistent downward revisions, Yellen emphasized that the economic outlook is inherently uncertain and that there is no preset, fixed plan for future policy.

Yields on short- and intermediate-term U.S. Treasuries increased during the quarter as the markets priced in a likely rate hike by year-end.



Source: Bloomberg.

U.S. Gross Domestic Product (GDP) growth increased at an annual rate of 1.4 percent in the second quarter of 2016, according to the Bureau of Economic Analysis. This was revised up from 1.1 percent, but still paints the same picture of moderate growth in the U.S. Second quarter GDP reflected positive contributions from personal consumption, which contributed the most to GDP since the 4th quarter of 2014. Business investment detracted from GDP for the 3rd quarter in a row, the most since the 2nd quarter of 2009, amid a significant decline in inventories.

The U.S. economy added 156,000 net new jobs in September, continuing the trend of favorable job growth but undershooting economists' expectations of 172,000 net new jobs. The unemployment rate ticked up slightly to 5.0 percent while the labor force

participation rate increased to 62.9 percent, suggesting that more individuals are re-entering the workforce as the labor market approaches full employment.

The core personal consumption expenditures price index, the Fed's preferred gauge of core inflation, continues to undershoot the 2 percent target but has shown modest improvement in recent months, increasing 1.7 percent year-over-year in August. Wage growth continues to show modest improvement, while higher prices from housing and health care remain strong drivers of inflation.

Agency yield spreads moved modestly tighter during the quarter, retracing the temporary widening that took place post-Brexit. Value remained in two, three, and five-year Federal Agency new-issue securities. We increased the Authority's allocation to the agency sector from 11 percent to 46 percent during the quarter.

Strategy

As we have done for most of the year, we plan to keep the duration and maturity distribution of portfolios generally in line with the distribution of their benchmarks, except where shifting to short-term credit securities offers better value.

Agency yield spreads moved modestly tighter during the third quarter but still offer value in certain maturities. New issues, which typically offer a yield concession, offer the best opportunities.

We will continue to monitor incoming economic data to assess and confirm the prospect for a Fed rate hike by year-end. In the near-term, the upcoming U.S. Presidential election could be a source of market volatility.

We believe the best opportunities in the corporate sector are currently with issuers in the financial industry where capital is strong and valuations are fair. We are monitoring industrial issues, where valuations are generally rich and may not align with fundamentals, which are being pressured by increased leverage. At today's narrower yield spreads, new purchases will be more selective.

Yields on commercial paper and negotiable certificates of deposit continue to offer significant yield pickup relative to short-term government securities as October money market reform has kept spread levels elevated.

We will continue to evaluate the mortgage-backed securities and asset-backed securities sectors, purchasing those issues we believe are well structured, offer adequate yield spreads, which have limited duration variability, providing further portfolio diversification when seeking incremental return.

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending September 30, the total return of the portfolio was **-0.10 percent**. This compares to the benchmark return of **-0.12 percent**. The Performance graph on page 8 shows the relative performance of the TA over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio's yield to maturity at cost was **1.03 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. 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 market yield to maturity was **0.87 percent**.

Prepared by: Carl Cubba, Treasury Director

650-508-6206

EXHIBIT 1

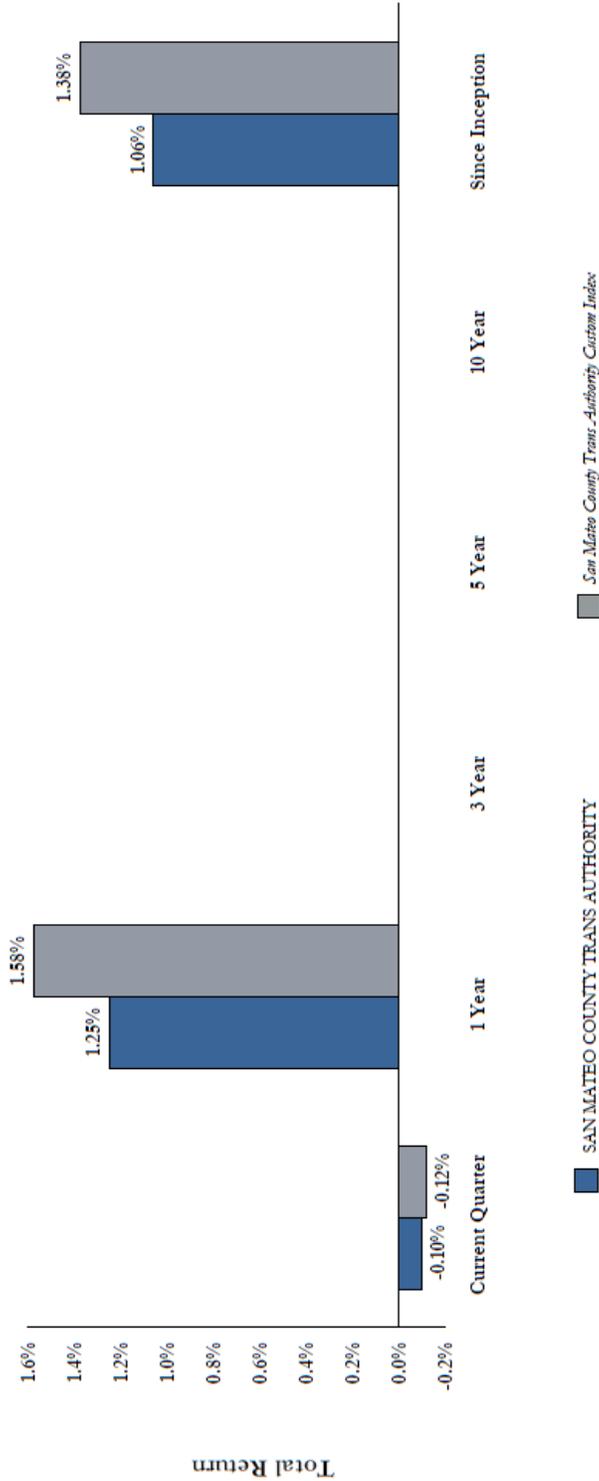
SAN MATEO COUNTY TRANSPORTATION AUTHORITY									
REPORT OF INVESTMENTS									
FOR QUARTER ENDED SEPTEMBER 30, 2016									
TYPE OF SECURITY	CUSIP #	MATURITY DATE	PAR VALUE	ORIGINAL PURCHASE PRICE	MARKET VALUE	INTEREST REC'VBLE	MARKET VALUE + ACCR INT.		
SECURITIES MANAGED BY INVESTMENT ADVISOR:									
U.S. TREASURY NOTES AND BONDS									
US TREASURY NOTE	912828WA4	10-15-16	6,675,000	6,659,616.21	6,676,081.35	19,263.58	6,695,344.93		
US TREASURY NOTE	912828WF3	11-15-16	7,515,000	7,493,276.96	7,518,817.62	17,740.91	7,536,558.53		
US TREASURY NOTE	912828TG5	07-31-17	10,000,000	9,968,359.38	9,990,620.00	8,423.91	9,999,043.91		
US TREASURY NOTE	912828UZ1	04-30-18	9,850,000	9,818,064.46	9,833,836.15	25,762.57	9,859,598.72		
US TREASURY NOTE	912828ST8	04-30-18	5,450,000	5,442,974.61	5,505,987.85	28,508.83	5,534,496.68		
US TREASURY NOTE	912828F62	10-31-19	3,400,000	3,413,679.69	3,459,765.20	21,459.02	3,481,224.22		
US TREASURY NOTE	912828UQ1	02-29-20	8,400,000	8,289,421.88	8,475,793.20	8,991.71	8,484,784.91		
US TREASURY NOTE	912828VF4	05-31-20	7,500,000	7,403,027.34	7,594,042.50	34,656.76	7,628,699.26		
US TREASURY NOTE	912828VP2	07-31-20	2,300,000	2,369,988.28	2,381,127.90		2,381,127.90		
US TREASURY NOTE	912828VP2	07-31-20	14,500,000	14,988,808.59	15,011,488.50	56,608.70	15,068,067.20		
US TREASURY NOTE	912828L32	08-31-20	1,800,000	1,832,906.25	1,822,078.80	2,231.56	1,824,310.36		
			51.0%						
FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS									
FNMA	3136ANJY4	04-01-18	1,065,000	1,075,646.17	1,068,911.00	1,375.63	1,070,286.63		
FHLMC	3137BNMZ4	03-01-19	1,420,000	1,037,953.27	1,035,792.76	1,488.45	1,037,281.21		
FANNIE MAE	3136AQDQ0	09-01-19	1,027,685	1,434,219.74	1,427,039.79	1,947.77	1,428,987.56		
			2.32%						
FEDERAL AGENCY NOTES AND BONDS									
FHLMC	3137EA EB1	07-19-19	7,800,000	7,781,124.00	7,772,770.20	13,460.42	7,786,230.62		
FNMA	3135GON33	08-02-19	4,200,000	4,192,944.00	4,183,670.40	6,022.92	4,189,693.32		
FHLB	3130A8QS5	07-14-21	4,700,000	4,671,419.30	4,665,473.00	11,309.38	4,676,782.38		
FHLMC	3137EADN6	01-12-18	12,000,000	11,985,840.00	11,996,460.00	19,750.00	12,016,210.00		
FREDDIE MAC	3137EADP1	03-07-18	8,000,000	8,010,320.00	8,006,272.00	4,666.67	8,010,938.67		
FHLB	3130A9AE1	10-01-18	7,700,000	7,694,764.00	7,696,604.30	6,550.35	7,703,154.65		
FHLB	313376BR5	12-14-18	6,500,000	6,631,430.00	6,617,351.00	33,809.03	6,651,160.03		
FHLB	3130A8Y72	08-05-19	4,700,000	4,690,976.00	4,682,628.80	6,511.46	4,689,140.26		
FNMA	3135G0N82	08-17-21	825,000	822,177.68	822,765.90	0.00	822,765.90		
FNMA	3135G0N82	08-17-21	2,675,000	2,664,166.25	2,667,756.10	5,104.17	2,672,860.27		
FNMA	3135G0P49	08-28-19	4,000,000	3,993,760.00	3,998,160.00	3,222.22	4,001,382.22		
FHLB	3130A9EP2	09-26-19	4,700,000	4,695,911.00	4,695,882.80	652.78	4,696,535.58		
FHLMC	3137EA ED7	10-12-18	3,000,000	2,998,710.00	2,998,620.00	1,093.75	2,999,713.75		
			46.67%						
TOTAL			151,702,684.74	152,061,485.06	152,605,767.12	340,612.55	152,946,379.67		

EXHIBIT 1 (Cont.)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY									
REPORT OF INVESTMENTS (continued)									
FOR QUARTER ENDED SEPTEMBER 30, 2016									
TYPE OF SECURITY	CUSIP #	MATURITY DATE	PAR VALUE	ORIGINAL PURCHASE PRICE	MARKET VALUE	INTEREST REC'VBLE	MARKET VALUE + ACCR INT.		
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>									
SAN MATEO COUNTY POOL									
LOCAL AGENCY INVESTMENT FUND				326,439,242	326,439,242	658,428	327,097,670		
U.S. BANK (CASH ON DEPOSIT)				977,075	977,075	1,506	978,581		
BANK OF AMERICA CHECKING				4,297,778	4,297,778	0	4,297,778		
WELLS FARGO				926,857	926,857	0	926,857		
				0	0	0	0		
TOTAL FUNDS MANAGED BY DISTRICT STAFF				332,640,952	332,640,952	659,934	333,300,886		
TOTAL AS OF SEPTEMBER 30, 2016				484,702,437	485,246,719	1,000,547	486,247,266		

Portfolio Performance (Total Return)

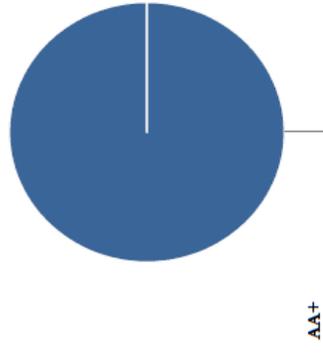
Portfolio/Benchmark	Effective Duration	Current Quarter	Annualized Return				Since Inception (03/31/15) **
			1 Year	3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS AUTHORITY	2.31	-0.10%	1.25%	-	-	-	1.06%
San Mateo County Trans Authority Custom Index	2.16	-0.12%	1.58%	-	-	-	1.38%
Difference		0.02%	-0.33%	-	-	-	-0.32%



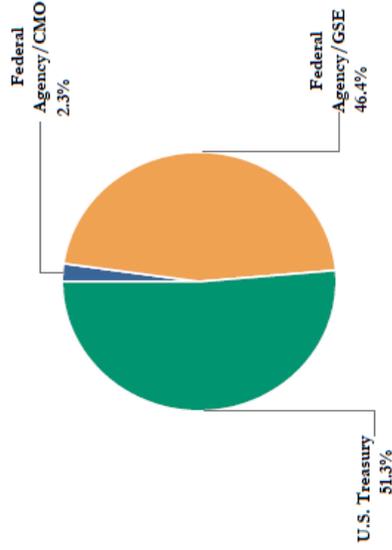
Portfolio performance is gross of fees unless otherwise indicated. **Since inception performance is not shown for periods less than one year.

EXHIBIT 3

Credit Quality (S&P Ratings)



Sector Allocation

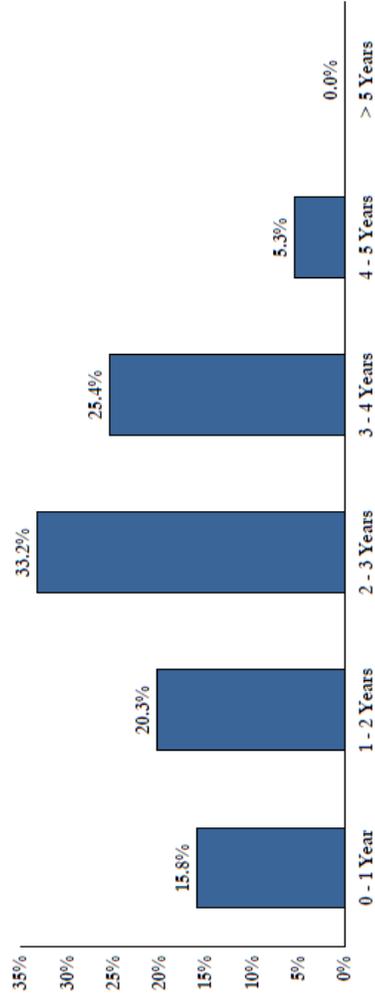


Portfolio Statistics

As of September 30, 2016

Par Value:	151,702,685
Total Market Value:	157,243,930
Security Market Value:	152,605,768
Accrued Interest:	340,384
Cash:	4,297,778
PFM	-
Amortized Cost:	152,084,075
Yield at Market:	0.87%
Yield at Cost:	1.03%
Effective Duration:	2.31 Years
Duration to Worst:	2.32 Years
Average Maturity:	2.38 Years
Average Credit: **	AA

Maturity Distribution



** An average of each security's credit rating assigned a numeric value and adjusted for its relative weighting in the portfolio.

EXHIBIT 4

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

For the Quarter Ended September 30, 2016
Sector Allocation and Compliance

<u>Security Type¹</u>	<u>September 30, 2016</u>	<u>% of Portfolio</u>	<u>Permitted by Policy</u>
U.S. Treasury	\$78,269,609	49.9%	100%
Federal Agency/GSE	\$70,804,415	45.1%	100%
Money Market Fund	\$4,297,778	2.7%	20%
Federal Agency/CMO	\$3,531,744	2.3%	100%
Totals	\$156,903,546	100.0%	

Notes:

1. End of quarter trade-date market values of portfolio holdings, excluding accrued interest.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Eli Kay
Chief Financial Officer

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

SUBJECT: **AWARD OF CONTRACT TO PROVIDE ON-CALL GENERAL ENGINEERING
CONSULTANT SERVICES**

ACTION

Staff recommends the Board:

1. Award a contract for provision of on-call general engineering consultant services (GEC Services) for a three-year base term in the estimated aggregate not-to-exceed total amount of \$52.2 million to Mark Thomas & Company and AECOM Joint Venture (MTCO/AECOM JV).
2. Authorize the Executive Director, or his designee, to execute a contract with MTCO/AECOM JV in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement.
3. Authorize the Executive Director, or his designee, to exercise up to two one-year option terms with MTCO/AECOM JV, if in the best interest of the San Mateo County Transportation Authority (TA) to do so, for an estimated not-to-exceed total amount of \$17.4 million for each option year.

SIGNIFICANCE

Approval of the above actions will benefit the TA by providing a dedicated, qualified firm to perform on-call multi-disciplinary engineering, architectural, design and construction phase services in support of the transportation projects and programs included in the TA's Transportation Expenditure Plan.

Award of this on-call GEC Services contract will not obligate the TA to purchase any specific level of service as the consultant firm will be engaged on a project-by-project, as-needed basis.

BUDGET IMPACT

GEC Services to be provided pursuant to the awarded contract will be performed under Work Directives (WDs) issued to the firm on a project-by-project and as needed basis. The WDs issued under the contract will be funded by Measure A, State and/or Federal funds. Funds for WDs will come from approved capital project budgets.

BACKGROUND

The TA has an ongoing need for on-call, GEC Services in support of transportation projects administered and managed by the TA.

A Request for Proposals (RFP) for provision of on-call GEC Services to the TA was issued June 21, 2016. The solicitation information was advertised in a newspaper of general circulation and on the TA's procurement website.

Twenty-eight firms downloaded the RFP from the TA's procurement website. Four firms submitted proposals. None of the proposals submitted were from Small or Disadvantaged Business Enterprises (SBE/DBEs). However, all proposers included SBE/DBE subconsultant firms as part of their proposed consultant teams.

An Evaluation Committee (Committee) composed of qualified TA staff, as well as staff from the California State Department of Transportation, the City/County Association of Governments of San Mateo County, and the Santa Clara Valley Transportation Authority reviewed the proposals, and scored and ranked them according to the criteria stated in the RFP, which included the following weighted factors:

- | | |
|---|-------------|
| • Comparable Firm Experience | 0-20 points |
| • Qualifications of Firm | 0-20 points |
| • Quality of Experience of Key Staff and Management | 0-20 points |
| • Understanding of Service Requirements | 0-15 points |
| • Work Directive Management Plan | 0-10 points |
| • Approach and Proposed Staffing Plan | 0-15 points |

After review, evaluation and initial scoring of proposals, three firms were found to be in the competitive range and were invited to oral interviews with the TA. After oral interviews, the Committee reconvened, rescored all proposals and reached a final consensus ranking as follows:

- MTCO/AECOM Joint Venture
- T.Y. Lin International
- BKF Engineers, Surveyors, Planners (BKF Engineers)
- Rajappan & Meyer Consulting

The Committee further determined that MTCO/AECOM JV (including its proposed subconsultants) possesses the requisite depth of experience and the qualifications required to successfully perform the scope of services defined in the solicitation documents. Staff reviewed MTCO/AECOM JV's cost proposal (direct hourly rates, overhead rates, and fees), and determined the costs to be fair, reasonable and in line with prices currently paid by the TA or similar agencies for similar services. Staff therefore recommends award of a contract to this firm.

Previous on-call GEC Services were provided to the TA by DMJM Harris/MTCO Joint Venture, BKF Engineers, and URS/AECOM under contracts with an estimated, aggregate not-to-exceed value of \$87 million (including option terms).

Prepared by: Luis F. Velásquez, Senior Contract Officer
Joseph Hurley, Director, TA Program

650-622-8099
650-508-7942

RESOLUTION NO. 2016 –

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

* * *

**AWARDING A CONTRACT TO PROVIDE ON-CALL GENERAL ENGINEERING CONSULTANT
SERVICES FOR AN ESTIMATED NOT-TO-EXCEED TOTAL AMOUNT OF
\$52,200,000 FOR A THREE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (TA) solicited competitive proposals to provide on-call general engineering consultant services (GEC Services) for a three-year term; and

WHEREAS, in response to the TA's Request for Proposals (RFP), four firms submitted proposals: Mark Thomas & Company and AECOM Joint Venture (MTCO/AECOM JV) of Belmont, California; T.Y.Lin International of Oakland, California; BKF Engineers Surveyors Planners of San Jose, California; and Rajappan & Meyer of San Jose, California; and

WHEREAS, an Evaluation Committee (Committee) reviewed and evaluated the firms' proposals, scored and ranked the proposals according to the criteria set forth in the RFP, and held oral interviews with the three firms that were found to be in the competitive range; and

WHEREAS, following the oral interviews, the Committee rescored the proposals and determined that MTCO/AECOM JV received the highest consensus ranking; and

WHEREAS, the Committee further determined that MTCO/AECOM JV possesses the necessary qualifications and requisite experience to successfully provide on-call GEC Services to the TA in support of transportation projects and programs included in the TA's Transportation Expenditure Plan, and will perform such services at fair and reasonable prices; and

WHEREAS, staff and legal counsel reviewed the proposals and determined the proposals comply with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that a contract for provision of on-call GEC Services be awarded to MTCo/AECOM JV for an estimated, aggregate not-to-exceed total amount of \$52.2 million for a three-year base term, with up to two additional, one-year option terms for an estimated not-to-exceed total amount of \$17.4 million per option year, to be exercised at the sole discretion of the TA.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority (Board) hereby awards a contract for provision of on-call GEC Services to Mark Thomas & Company and AECOM Joint Venture of Belmont, California for a three-year base term at an estimated, aggregate not-to-exceed total amount of \$52.2 million; and

BE IT FURTHER RESOLVED that the Board hereby authorizes the Executive Director, or his designee, to execute a contract on behalf of the TA with MTCo/AECOM JV, in full conformity with all the terms and conditions of the RFP and negotiated agreement; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to exercise up to two additional, one-year option terms for an estimated not-to-exceed total amount of \$17.4 million per option year, provided that exercising such options is in the best interest of the TA.

Regularly passed and adopted this 3rd day of November, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: PROGRAM REPORT: HIGHWAY US 101/92 INTERCHANGE

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highway, 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 US101/92 Interchange Project funded under the Highway Program.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Highway 101/Route 92 Interchange experiences one of the highest levels of congestion in San Mateo County. In a Metropolitan Transportation Commission report released in October, the Interchange was included as the 10th most congested area in the Bay Area. It was listed in both the original and New Measure Expenditure Plans.

At the request of the City/County Association of Governments of San Mateo County (C/CAG), the project sponsor, the TA Board programmed and allocated \$500,000 to undertake a preliminary planning study as part of the 2012 Highway Program Call for Projects. The study, completed this summer, developed and evaluated both short-term and long-term concepts to improve safety and operations through this area.

The product was a joint effort with input from the cities of San Mateo and Foster City, C/CAG, the San Mateo County Transportation Authority and the California State Department of Transportation. The effort included extensive data collection to better understand operational deficiencies. The effectiveness of each concept was assessed, as well as right of way concerns, environmental impact, and cost.

The preliminary planning study presents findings and puts forth recommended options for project stakeholders to consider for subsequent phases of project development.

**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

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

STATE ISSUES

There are 17 initiatives on the Statewide ballot. Below is a discussion on a handful of some of the more high profile initiatives on the ballot.

Proposition 55 -- Tax Extension to Fund Education and Healthcare

In 2012, with California government in deep deficit, the California Legislature could not cut enough services to bring the budget into balance. At that time, Governor Brown with significant support from the teachers union, public employees and business successfully passed Proposition 30 to temporarily raise income tax on couples making over \$500,000 per year and to temporarily increase the Statewide sales tax. This measure passed and yielded significant new revenues, which has since helped the Legislature pass a balanced budget in a timely manner, without cutting services.

Proposition 55 will continue the increased income tax until 2030, while allowing the sales tax increase to expire. If passed, the State would continue to see between \$4 billion to \$9 billion in revenues, of which half would go to K-14 education. If Proposition 55 does not pass, the California Legislature would likely find it difficult to find replacement revenues and/or make the necessary budget cuts to balance future State budgets.

Proposition 64 -- Legalize Recreational Use of Marijuana

Marijuana for medical use is already allowed in California. Proposition 64 would allow non- medical use, sale, and cultivation in California. If approved, this measure could generate more than \$1 billion in annual State and local tax revenue over time. Initial State tax revenue would come from a new State tax on marijuana growing and production plus a new excise tax at the retail level. There would also be additional

revenues from applying the existing sales tax at the retail level and State and local governments would be allowed to impose other taxes as well.

The initiative specifically does not preclude employers from having anti-marijuana workplace policies and nothing prohibits drug testing of employees and prospective employees in accordance with Federal law. If passed, however, these questions will begin to emerge in the future.

Proposition 54 -- Legislative Transparency

This Constitutional Amendment is a bit of inside-baseball as it pertains to the California Legislature and the legislative process. It is being pushed by Republicans and open-government advocates and would require that all legislation be in print and online for 72 hours before the Legislature could vote on the bill. It would also require all public meetings to be recorded and available to the public via the internet.

The main goal of this initiative is to slow the legislative process down and to make sure that all legislation is afforded a level of public scrutiny that is sometimes lost in the hectic, waning hours of the legislative session.

Proposition 53 -- Voter Approval for Revenue Bonds Above \$2 Billion

Requires Statewide voter approval before any revenue bonds can be issued or sold by the State for certain projects if the bond amount exceeds \$2 billion. Fiscal Impact: State and local fiscal effects are unknown and would depend on which projects are affected by the measure and what actions government agencies and voters take in response to the measure's voting requirement.

Legislative Races

Democrats have a 52-28 seat advantage in the Assembly. With 54 seats, Assembly Democrats would have a supermajority, which would allow constitutional amendments to be placed on the ballot, tax increases, and legislative rule waivers to be adopted on party-line votes. Democrats in the Senate enjoy a 26-14 advantage and need just one seat for the supermajority.

The following races will change the make-up of the current SMCTA delegation:

24th Assembly District -- Santa Clara/San Mateo Counties -- Marc Berman v. Vicki Veenker

This peninsula seat comprises communities with a great deal of Caltrain right-of-way and is open because Assembly Member Rich Gordon termed out of this seat. The contenders to replace him are Palo Alto City Council Member Marc Berman and Palo Alto attorney Vicki Veenker.

11th Senate District -- San Francisco/San Mateo -- Jane Kim v. Scott Weiner

This seat is vacant due to Senator Mark Leno being termed out. The candidates to replace him pits two San Francisco County Supervisors against each other: Jane Kim (District 6) and Scott Weiner (District 11).

FEDERAL ISSUES

As of 10/19/16:

Congress is in recess until after the November elections. When lawmakers return to Washington post elections, the House is scheduled to be in session for 16 legislative days and the Senate will be in session for 20 days.

Top Republican leaders are advocating for passing a series of small "minibus" packages to complete this year's appropriations work during the lame-duck session, instead of one large omnibus appropriations bill. The continuing resolution (CR) package funds the government through December 9, 2016.

Other potential lame-duck legislative items include:

- Merrick Garland's nomination to the U.S. Supreme Court
- Water Resources Development Act (WRDA) conference report
- Export-Import Bank financing authority
- Energy tax extenders
- Gun control
- Trans-Pacific Partnership (TTP)
- Additional funding for opioid epidemic
- Criminal justice reform

Prepared by: Shweta Bhatnagar, Manager, Government and
Community Relations

650-508-6385

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>AB 197 Garcia D</p> <p>State Air Resources Board</p>	<p>9/13/16</p> <p>Chaptered by the Secretary of State – Chapter 250, Statutes of 2016.</p>	<p>Existing law establishes the State Air Resources Board consisting of 14 members and vests the state board with regulatory jurisdiction over air quality issues.</p> <p>This bill creates the Joint Legislative Committee on Climate Policies, requires the Air Resources Board (ARB) to prioritize direct emissions reductions when adopting rules and regulations to achieve emissions reductions beyond the statewide greenhouse gas (GHG) limit, and specifies requirements for reporting GHG emissions, criteria air pollutants, and toxic air contaminants, for facilities, sectors, and emissions reduction measures. This bill also requires that two legislative members serve as ex-officio, nonvoting members of ARB.</p> <p>This bill would become operative only if SB 32 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. Last amended on 8/19/16</p>	
<p>AB 516 Mullin D</p> <p>Temporary License Plates</p>	<p>7/25/16</p> <p>Chaptered by the Secretary of State - Chapter 90, Statutes of 2016.</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. A violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>Existing law requires the driver of a motor vehicle to present evidence of registration of a vehicle under the driver's immediate control upon demand by a peace officer. Existing law prohibits displaying or presenting to a peace officer specified indicia of vehicle registration that are not issued for that vehicle. Existing law authorizes the DMV to assess administrative fees on a processing agency for providing notices of delinquent parking violations or toll evasion violations to the offenders in connection with the collection of penalties for those violations, and authorizes the use of those administrative fees to support those collection procedures. Existing law requires license plates to be securely fastened to the vehicle for which they were issued for the period of validity of the license plates, and authorizes the use of a special permit in lieu of license plates for that purpose.</p> <p>The purpose of this bill is to require the DMV to create a process to issue temporary license plates (TLPs) by January 1, 2019; require dealers to attach TLPs to all unlicensed vehicles when they are sold beginning January 1, 2019; and makes the forging or altering of a temporary license plate a misdemeanor. Last amended on 6/23/16</p>	<p>Support</p>

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>AB 1550 Gomez D</p> <p>Greenhouse gases: investment plan: disadvantaged communities</p>	<p>9/14/16</p> <p>Chaptered by the Secretary of State – Chapter 369, Statutes of 2016.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities and a minimum of 10% to projects located in disadvantaged communities. Existing law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities.</p> <p>This bill would instead require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefit individuals living in, disadvantaged communities and a separate and a minimum of 5% to projects that benefit low-income households, or to projects located within a ½ mile of, and benefiting individuals living in, low-income communities. The bill would become operative only if AB 1613 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017.</p> <p>Last amended on 8/23/16</p>	
<p>AB 1613 Committee On Budget</p> <p>Cap and Trade Appropriations</p>	<p>9/14/16</p> <p>Chaptered by the Secretary of State – Chapter 370, Statutes of 2016.</p>	<p>This bill makes \$900 million in appropriations to various programs within Cap and Trade including, but not limited to: \$135 million for the Transit Capital and Intercity Rail Program, \$10 million for the Active Transportation Program, \$133 million for the Clean Vehicle Rebate Program, and \$140 million for the Transformative Climate program, which is designed to address transportation, Housing and green space in disadvantaged communities.</p> <p>Last amended on 8/30/16</p>	
<p>AB 1813 Frazier D</p> <p>High-Speed Rail Authority: membership</p>	<p>7/25/16</p> <p>Chaptered by the Secretary of State - Chapter 117, Statutes of 2016.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor, and 2 members each appointed by the Senate Committee on Rules and the Speaker of the Assembly.</p> <p>This bill would additionally provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>AB 1889 Mullin D</p> <p>Transportation Funding: Caltrain</p>	<p>9/28/16</p> <p>Chaptered by the Secretary of State – Chapter 744, Statutes of 2016.</p>	<p>Existing law creates the High-Speed Rail Authority (HSRA) with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations.</p> <p>This bill would provide for the purposes of a certain plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" is specified conditions are met. The bill would also require the authority to include in its business plan and project update report information describing the use of these bond proceeds demonstrating that the investments made are consistent with the authority's current business plan and advance the development of the Phase I blended system as described in the business plan.</p> <p>Last amended on 8/19/16</p>	<p>Support</p>
<p>AB 1919 Quirk D</p> <p>Local Transportation Authorities: bonds</p>	<p>9/28/16</p> <p>Chaptered by the Secretary of State – Chapter 745, Statutes of 2016.</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Existing law authorizes the ballot proposition submitted to the voters to include a provision authorizing bonds to be issued that would be payable from the proceeds of the transactions and use tax. Existing law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service.</p> <p>This bill would instead require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes. Last amended on 4/4/16</p>	
<p>AB 2030 Mullin D</p> <p>Transportation Districts: Contracts</p>	<p>8/19/16</p> <p>Chaptered by the Secretary of State – Chapter 143, Statutes of 2016.</p>	<p>Existing law requires contracts of the San Mateo County Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district, to the extent practicable, to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000.</p> <p>Existing law requires contracts of the San Mateo County Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district, to the extent practicable, to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000.</p> <p>This bill would instead impose those bidding requirements if the amount of the contract exceeds \$150,000 and would require a minimum of 3 quotations for contracts between \$5,000 and \$150,000. The bill would also require, with respect to district contracts for the construction of facilities and works, a minimum of 3 quotations for those contracts between \$5,000 and \$10,000. Bidding requirements would also be imposed for contracts exceeding \$150,000. Last amended on 6/1/16</p>	<p>Support</p>

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
AB 2126 Mullin D Construction Manager/General Contractor	9/28/16 Chaptered by the Secretary of State – Chapter 750, Statutes of 2016.	<p>Existing law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified.</p> <p>This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services.</p>	Support
AB 2542 Gatto D Streets and Highways: reversible lanes	9/23/16 Chaptered by the Secretary of State – Chapter 525, Statutes of 2016.	<p>Existing law provides that the Department of Transportation is in full possession and control of the state highway system. Existing law generally provides for the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the State Transportation Improvement Program, which includes projects recommended by regional transportation planning agencies through the adoption of a regional transportation improvement program and projects recommended by the department through the adoption of an interregional transportation improvement program, as specified.</p> <p>This bill would require the department or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the commission for approval, to demonstrate that reversible lanes were considered for the project. Last amended on 3/15/16</p>	
AB 2847 Patterson R High-Speed Rail Authority: reports	9/28/16 Vetoed by the Governor.	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority (Authority) to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports.</p> <p>This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes. Last amended on 5/23/16</p>	
ABx1 1 Alejo D Transportation Funding	6/24/15 Assembly Rules Committee	<p>Existing law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. The bill would also restore truck weight fees back to the State Highway Account.</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
ABx1 3 Frazier D Transportation Funding	2/28/16 Conference Committee	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	
ABx1 4 Frazier D Transportation Funding	7/10/15 Assembly Rules Committee	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
ABx1 6 Hernandez D Affordable Housing & Sustainable Communities Program	7/16/15 Assembly Rules Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
ABx1 7 Nazarian D Public Transit Funding	7/17/15 Assembly Rules Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.</p>	Support

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>ABx1 8 Chiu D</p> <p>Diesel Sales and Use Tax</p>	<p>7/17/15</p> <p>Assembly Rules Committee</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.</p> <p>The bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>	<p>Support</p>
<p>ABx1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways</p>	<p>8/31/15</p> <p>Introduced</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided.</p> <p>This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half.</p> <p>Beginning in the 2016-17 fiscal year, it would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>ABx1 23 Garcia D</p> <p>Transportation Funding</p>	<p>9/4/15</p> <p>Introduced</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program (SHOPP) every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program (STIP) administered by the California Transportation Commission (CTC), which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified.</p> <p>Existing law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, with specified available funds to be awarded to eligible projects by the California Transportation Commission and regional transportation agencies, as specified.</p> <p>This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.</p> <p>This bill would specifically require \$125,000,000 to be appropriated annually from the State Highway Account to the Active Transportation Program, with these additional funds to be used for network grants that prioritize projects in underserved areas, as specified.</p>	
<p>ABx1 24 Levine & Ting D</p> <p>Bay Area Transportation Commission: election of Commissioners</p>	<p>9/11/15</p> <p>Introduced</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified.</p> <p>This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. Commissioners are required to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed.</p> <p>This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's status as a separate entity from the Metropolitan Transportation Commission and merge the authority into the Bay Area Transportation Commission.</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>ABx1 26 Frazier</p> <p>Transportation Funding</p>	<p>8/30/16</p> <p>Transportation & Infrastructure Development Committee</p>	<p>Creates a \$7.4 billion package based on increases to the gas tax, sales on diesel tax, vehicle registration fee, and Cap and Trade revenue to make investments towards local streets and roads rehabilitation, public transportation, the State Highway Operation and Protection Program, trade corridors, and State Transportation Improvement Program. Gas taxes would be adjusted for inflation and the price-based portion of the gas tax would be restored to 2014 levels. The bill would also restore a portion of commercial truck weight fees, which have been diverted to pay for General fund obligations. The bill would also establish the California Transportation Commission as an independent body, create the Office of the Transportation Inspector General to audit spending, expand public-private partnerships, and streamline provisions of the California Environmental Quality Act, to allow for the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure within the existing right of way. Last amended on 8/30/16</p>	
<p>SB 32 Pavley D</p> <p>Cap and Trade Extension</p>	<p>9/13/16</p> <p>Chaptered by the Secretary of State – Chapter 249, Statutes of 2016.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.</p> <p>This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill would become operative only if AB 197 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. Last amended on 8/19/16</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SB 824 Beall D</p> <p>Low Carbon Transit Operations Program</p>	<p>9/22/16</p> <p>Chaptered by the Secretary of State – Chapter 479, Statutes of 2016.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Existing law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation.</p> <p>This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds. The bill would authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year for a maximum of four years. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. Last amended on 8/18/16</p>	<p>Support</p>
<p>SB 838 Committee on Budget</p> <p>Transportation Trailer Bills</p>	<p>9/14/16</p> <p>Chaptered by the Secretary of State - Chapter 339, Statutes of 2016.</p>	<p>These bills are each house's version of the transportation trailer bill to the 2016-17 State Budget. They contain various provisions, some not germane to SMCTA, on funding for programs. Of note is the provision that would require the State Controller to distribute State Transit Assistance funding for fiscal years 2015-16, 2016-17, and 2017-18 to the same entities and according to the same ratios as calculated and published by the Controller for the fourth quarter of 2014-15. Provides that the remaining 2015-16 distributions shall include adjustments so that the 2015-16 amounts ultimately provided reflect the 2014-15 operator ratios. Last amended on 6/10/16</p>	<p>SB 838 Committee on Budget</p> <p>Transportation Trailer Bills</p>

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SB 998 Wieckowski D</p> <p>Vehicles: mass transit guideways</p>	<p>9/27/16</p> <p>Chaptered by the Secretary of State – Chapter 716, Statutes of 2016.</p>	<p>Existing law makes it unlawful for a person to stop or park a motor vehicle in specified places, including an area designated as a fire lane by the fire department or fire district, as specified. A violation of these provisions is an infraction.</p> <p>This bill would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. Last amended on 8/11/16</p>	
<p>SB 1128 Glazer D</p> <p>Commuter Benefit Policies</p>	<p>9/22/16</p> <p>Chaptered by the Secretary of State –Chapter 483, Statutes of 2016.</p>	<p>Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.</p> <p>This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.</p>	Support
<p>SBx1 1 Beall (D)</p> <p>Transportation Funding</p>	<p>8/29/16</p> <p>Senate Appropriations Committee</p>	<p>Same as ABx1 26 (Frazier). Last amended on 8/29/16</p>	Support
<p>SBx1 2 Huff (D)</p> <p>Greenhouse Gas Reduction Fund</p>	<p>9/1/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>Failed Passage in Committee. Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
SBX1 4 Beall (D) Transportation Funding	2/18/16 Conference Committee	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure. Last amended on 9/4/15</p>	
SBX1 5 Beall (D) Transportation Funding	9/1/15 Assembly Desk	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
SBx1 7 Allen (D) Diesel Sales and Use Tax	9/3/15 Senate Appropriations Committee	Identical to ABx1 8 (Chiu). Last amended on 9/3/15	Support
SBx1 8 Hill (D) Public Transit Funding	9/2/15 Senate Appropriations Committee	Identical to ABx1 7 (Nazarian).	Support

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SBX1 10 Bates (R)</p> <p>STIP Program</p>	<p>8/20/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>Testimony taken. Held in Committee</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission (CTC) generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available.</p> <p>Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program (STIP) process, with 25% of funds available for interregional projects selected by the Department of Transportation (Caltrans) through preparation of an interregional transportation improvement (ITIP) program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program (RTIP).</p> <p>Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others.</p> <p>This bill would revise the process for programming and allocating the 75% share of state and federal funds available for RTIP projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant.</p> <p>These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the CTC to incorporate the RTIP into the STIP.</p> <p>The bill would eliminate the role of the CTC in programming and allocating funds to these regional projects, but would retain certain oversight roles of the CTC with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SBx1 11 Berryhill (R)</p> <p>CEQA exemptions for roadway improvements</p>	<p>9/4/15</p> <p>Senate Transportation & Infrastructure Development Funding Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.</p> <p>This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways. Last amended on 9/4/15</p>	
<p>SBx1 12 Runner</p> <p>California Transportation Commission</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission (CTC). Existing law vests the CTC with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>Existing law requires the Department of Transportation (Caltrans) to prepare a state highway operation and protection (SHOPP) program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The SHOPP is required to be based on an asset management plan, as specified. Existing law requires the Caltrans to specify, for each project in the program, the capital and support budget and projected delivery date for various components of the project. Existing law provides for the CTC to review and adopt the program, and authorizes the commission to decline to adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.</p> <p>This bill would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.</p> <p>The bill would additionally require Caltrans to program capital outlay support resources for each project in the program. The bill would provide that the CTC is not required to approve the program in its entirety as submitted by Caltrans, and may approve or reject individual projects. The bill would require the Caltrans to submit any change in a programmed project's cost, scope, or schedule to the CTC for its approval. Last amended on 8/20/15</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SBx1 13 Vidak (R)</p> <p>Office of The Transportation Inspector General</p>	<p>9/3/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> <p>The bill would provide for the Governor to appoint the Transportation Inspector General (TIG) for a 6-year term, subject to confirmation by the Senate, and would provide that the TIG may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the TIG, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded. Last amended on 9/3/15</p>	
<p>SBx1 14 Cannella (R)</p> <p>Public-Private Partnerships</p>	<p>8/19/15</p> <p>Senate Transportation & Infrastructure Committee</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would authorize public-private partnerships indefinitely.</p>	