



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**December 1, 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 MOTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a. Approval of Minutes of November 3, 2016
  - b. Acceptance of Statement of Revenues and Expenditures for October 2016
5. Public Comment  
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
  - a. Resolution of Appreciation for Outgoing Director RESOLUTION  
Mary Ann Nihart
7. Joint Powers Board Report – J. Hartnett INFORMATIONAL
8. Report of the Executive Director – J. Hartnett INFORMATIONAL
9. Finance
  - a. Re-Programming \$27,854,836 in New Measure A Funds from the RESOLUTION  
South San Francisco Caltrain Station Improvement Project to  
the Peninsula Corridor Electrification Project
10. Program
  - a. Program Report: San Mateo Bridges Replacement Project INFORMATIONAL
  - b. Capital Projects Quarterly Status Report – 1<sup>st</sup> Quarter INFORMATIONAL  
Fiscal Year 2017

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

c. Update on State and Federal Legislative Program

INFORMATIONAL

11. Requests from the Authority

12. Written Communications to the Authority

13. Date/Time of Next Meeting: Thursday, January 5, 2017, 5 p.m. at  
San Mateo County Transit District Administrative Building,  
Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue,  
San Carlos, CA 94070

14. 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

15. 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](http://www.smcta.com). Communications to the Board of Directors can be e-mailed to [board@smcta.com](mailto:board@smcta.com).

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

**MINUTES OF NOVEMBER 3, 2016**

**MEMBERS PRESENT:** M. Freschet, D. Horsley, K. Ibarra, M.A. Nihart, K. Matsumoto

**MEMBERS ABSENT:** C. Groom (Chair), C. Johnson

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, J. Hartnett, J. Hurley, E. Kay,  
M. Martinez, N. McKenna, S. Murphy, M. Simon, S. van Hoffen,  
N. Vigil

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

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Barbara Arietta, CAC Chair, reported on the meeting of November 1, 2016 (see attached).

Director Karyl Matsumoto arrived at 5:08 p.m.

**APPROVAL OF CONSENT CALENDAR**

- 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

Motion/Second: Nihart/Ibarra

Ayes: Freschet, Ibarra, Matsumoto, Nihart, Horsley

Absent: Groom, Johnson

**PUBLIC COMMENT**

Rich Hedges, San Mateo, said he went to Los Angeles and rode the new Expo Line, the Red Line, and the Gold Line. In the 2010 census, the standard metropolitan statistical area showed Los Angeles and Anaheim was the most densely populated area in the United States. In this county, building housing along transit stations and El Camino Real and development along Miller Street in South San Francisco is the right thing to do and there will be a bright future for transit in this area.

**CHAIRPERSON'S REPORT**

None

**SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO**

The November 2 report is in the reading file.

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

The November 3 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 bids scheduled to be open mid-November. The California State Department of Transportation (Caltrans) is to administer the construction contract. The opening of the bid is being delayed due to a utility line conflict with early construction activities. Caltrans is working with the utility company to address the issue quickly and to try to minimize the delay.
- The California Transportation Commission (CTC) had deprogrammed State funding for the Highway 92/El Camino Real Interchange Project, and in an effort to avoid delay in the of start of construction, the TA programmed and allocated an additional \$5.9 million to advance funds from the highway program category so construction could continue. Since that time, State funds have become available for the project. This allocation by the CTC eliminated the need for the TA to loan the money to the project.
- Caltrans held a scoping meeting for the 101 Managed Lane Project occurred October 27. Agenda covered the environmental process, concepts under consideration, and key issues and concerns that will be addressed as the project moves through environmental process. Comments on the items to be addressed in the environmental document will be accepted through November 18. Public meetings to share updates are targeted through spring and summer next year.

Director Mary Ann Nihart asked if this will be the only scoping meeting. Joe Hurley, Director, TA Program, said it is the only scoping meeting, but not the only public meeting. The intent of the scoping meeting is to solicit issues that need to be addressed in the environmental process, but as the technical studies progress, they will be shared with the public through subsequent public meetings.

### **FINANCE**

#### **Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2016**

Monique Spyke, PFM Asset Management, said a large portion of the portfolio is in US Treasury and Federal Agency securities. The portfolio was in compliance with the TA's investment policy and California Government Code at the end of the quarter.

Ms. Spyke said the yield at cost in the portfolio was 1.03 percent, which is representative of the income that the TA can expect to receive on the portfolio assets. For the quarter, the TA realized earnings of approximately \$748,000 compared with \$250,608 for the same period last year.

Ms. Spyke said she manages the TA's portfolio on a return basis. In addition to the income, she also considers market value changes that occurred in the portfolio over the quarter. Interest rates increased compared to June 30, 2016. That resulted in a market value decline in the portfolio assets. There was negative performance for the

last three months, which represents the market value depreciation that occurred through the changes in interest rates. Compared to the TA's benchmark, she is working to mitigate the market value changes. The total return was less negative than the benchmark.

Ms. Spyke said interest rates rose over the quarter and that had to do with market correction after the volatility that was experienced at the end of June when Great Britain voted to leave the European Union. It has corrected itself.

In the third quarter, the TA's investment policy was revised. The benchmark was changed from a very specific custom benchmark to the zero-to-five-year US Treasury Index, which gives a better sense of risk versus return for the portfolio. The average maturity of the portfolio was increased to that of the benchmark, which provides better performance matching. The allocation to Federal Agency Securities was increased.

The election may cause some market uncertainty. There is a 78 percent probability that the Federal Reserve will raise rates in December, which would have positive impacts on income for the portfolio. Over the next quarter, the average maturity will be kept to what it is now. She will start using various allocations to the sectors allowed in the investment policy.

Director Matsumoto asked if this is a different strategy than what the previous investment advisors used. Ms. Spyke said when PFM inherited the portfolio, it was very short in terms of the average maturity compared to what the policy allowed. PFM has systematically expanded the maturity range of the portfolio, buying longer-term investments. This is taking advantage of the steepness of the yield curve: the longer it goes, the more income it earns. PFM is balancing that by letting some assets drift short.

Motion/Second: Matsumoto/Nihart  
Ayes: Freschet, Ibarra, Matsumoto, Nihart, Horsley  
Absent: Groom, Johnson

**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**

Nita Vigil, Acting Director, Contracts and Procurement, said the contract provides services for multidisciplinary engineering, architectural design, and construction phase services to support the TA's projects. An example is design support for the US 101 Managed Lanes Project. This is an on-call contract, which means the \$52.2 million is the capacity of the contract, but the TA will award based on work directives.

Motion/Second: Ibarra/Nihart  
Ayes: Freschet, Ibarra, Matsumoto, Nihart, Horsley  
Absent: Groom, Johnson

## PROGRAM

### Program Report: U.S. Route 101/State Route 92 Interchange

Mr. Hurley presented:

- Preliminary Planning Study (PPS)
  - TA (funding and implementer) and the City/County Association of Governments of San Mateo County (C/CAG) (sponsor) joint effort with input from the California State Department of Transportation (Caltrans), the city of San Mateo, the city of Foster City, and consultant
  - Assess traffic deficiencies, develop project purpose and need
  - Develop alternatives with stakeholders; evaluate costs, impacts and benefits
  - Recommend short- and long-term projects to move forward into the Caltrans Project Initiation Document (PID) phase
- Previous studies include
  - State Route (SR) 92 Project Study Report (PSR)/Project Development Support (PDS) (2001)
  - US 101/SR 92 Area Study (2013)
  - SR 92/SR 82 Project Report (PR) (2014)
  - US 101 High Occupancy Vehicle PSR/PDS
- Project purpose: Improve traffic flow and safety, and increase mobility through the US 101/ SR 92 Interchange area by minimizing traffic conflict locations and improving peak-period travel times within project limits along US 101 and SR 92
- Project need: Overall substantial delay and congestion at the US 101 and SR 92 Interchange
- Alternatives development
  - Evaluated seven short-term and 21 long-term alternatives
  - Brainstorming session with cities of San Mateo and Foster City, C/CAG and TA
  - Shortlisted nine basic alternatives
  - Presented to Caltrans
  - Revised alternatives based on Caltrans comments; cost estimates, impact evaluations, design exceptions and traffic operations benefits incorporated into final PPS June 2016
- Naming convention for alternatives
  - Short-term alternatives: A
    - Projects that can be implemented more quickly through streamlined Permit Engineering Evaluation Report (PEER) Caltrans process
    - Projects with relatively low total cost (less than \$10 million)
  - Long-term alternatives: X, Y, Z
    - Projects that require full Caltrans oversight process (planning, environmental, design) and take longer to implement
    - Projects with relatively high total cost (more than \$10 million)
    - Projects that provide more traffic and safety improvements
- Alternatives rated on various criteria
  - Safety
    - Low: No improvement to weave/merge areas; minimal mobility improvement could potentially lower rear-end type of accidents

- High: Clear safety improvement by eliminating unsafe merges at weave conflict locations
- Environmental
  - Low: Minimal impact that could likely be cleared with Categorical Exemption/Categorical Exclusion (CE/CE) approval
  - Medium: Not CE/CE, but avoids adverse impacts and may qualify for Initial Study/Environmental Assessment approval
  - High: Adverse impacts requiring Environmental Impact Report/Environmental Impact Statement
- Right of way
  - Low: May have only temporary construction easement requirements
  - Medium: May require partial right of way acquisitions or sliver takes
  - High: Full right of way acquisitions potentially requiring relocations
- Summary of alternatives along US 101
  - 1X (\$52 million) improves weaving and operations, high safety benefit, needs further evaluation to determine impact to local traffic circulation, medium environmental impact, medium right of way impact
  - 1Y (\$89 million) improves weaving and operations (northbound only), high safety benefit, needs further evaluation to determine impact to local traffic circulation, medium environmental impact, high right of way impact
  - 2X (\$93 million) improves operations for ML users (westbound SR 92 to US 101) and operations for US 101, low safety benefit, no impact to local traffic circulation, medium to high environmental impact, medium right of way impact
  - 3A (\$3.3 million) low operations benefit, low to medium safety benefit, no impact to local traffic circulation, low environmental impact, no right of way impact
  - 3X (\$6.5 million) operational benefit (northbound only), low to medium safety benefit, no impact to local traffic circulation, low environmental impact, low right of way impact
- Summary of alternatives along SR 92
  - 7A (\$7 million) improves operations for ML users (westbound SR 92 to southbound US 101 only), low safety benefit, no impact to local traffic circulation, low environmental impact, no right of way impact
  - 8A (\$3.5 million) improves weaving and operations, high safety benefit, no impact to local traffic circulation, low environmental impact, no right of way impact
  - 8X (\$40 million) improves weaving and operations, high safety benefit, no impact to local traffic circulation, high environmental impact, low right of way impact
  - 8Y (\$58 million) low weaving improvement, low safety benefit, no impact to local traffic circulation, high environmental impact, medium right of way impact
  - 8Z (\$103 million) improves weaving and operations, high safety benefit, needs further evaluation to determine impact to local traffic circulation, high environmental impact, medium right of way impact

- 8ZX (\$154 million) improves weaving and operations, high safety benefit, needs further evaluation to determine impact to local traffic circulation, high environmental impact, high right of way impact
- 9A (\$500,000) low operations benefit, low safety benefit, needs further evaluation to determine impact to local traffic circulation, low environmental impact, no right of way impact
- 9Y (\$47 million) improves weaving and operations, high safety benefit, needs further evaluation to determine impact to local traffic circulation, high environmental impact, medium right of way impact
- Recommended alternatives and packages
  - Short term: Alternatives 3A, 7A, 8A, and 9A (\$14 million)
  - Long term reduced package: 1X, 3X, 8X, 9Y (\$146 million)
  - Long term alternate package: 1Y, 3X, 8Z, and 9Y (\$246 million)
  - Long term primary package: 1X, 2X, 3X, 8ZX, and 9Y (\$353 million)
- Next steps
  - Project sponsor(s) to determine which alternatives to advance using stakeholder input, regional goals and anticipated funding ranges
  - Sponsor to pursue Measure A or other source to fund effort
  - Engage Caltrans with pre-PID meeting to discuss project purpose and need and project development path
  - Prepare PEER, PID, and PR or PID as appropriate to program funding; gain project approval

Director Ken Ibarra asked if there is any anticipation about how bad things will get with all the new development at SR 92 in San Mateo and in Foster City. Mr. Hurley said San Mateo's focus is on transit-oriented development, and the hope is it won't compound the traffic congestion problem.

Director Maureen Freschet asked what the timeframes are for short term or long term. Mr. Hurley said short term is solutions that could be implemented as soon as three years, and long term is funding controlled.

Director Nihart said east bound on Delaware Avenue is part of the problem. She asked if that is going to be pushed off onto the surface streets. Mr. Hurley said the closure of that ramp was considered, but now with all the development the ramps are needed even more. There are three interchanges in close proximity, Delaware Avenue, SR 92/El Camino Real, and SR 92/US 101. That proximity contributes to the problem. One solution spills over onto the next. These worked great many years ago when the traffic volume wasn't so heavy. Over 400,000 cars travel through the US 101/SR 92 Interchange on a daily basis.

### **Update on State and Federal Legislative Program**

Seamus Murphy, Chief Communication Officer, provided the following update:

#### Federal

There will have to be some action on appropriations before December 9 when the existing Continuing Resolution (CR) expires. There will probably be another CR to maintain existing funding levels. When there is an appropriations deal for Fiscal Year

2017, staff will be looking to see if the Core Capacity Program is well funded to support the various needs of projects throughout the country, and Caltrain will be a recipient of those funds.

#### State

The Special Session on Transportation has an expiration date of November 30. There have been a lot of competing proposals but little action. There has not been direction from the governor about which proposal he would find agreeable. The California Transit Association is trying to build consensus before the session expires.

There are competitive races in Assembly District 24 and Senate District 11 that will affect the makeup of the county's State's legislative delegation.

Proposition 53 is a ballot measure that would require voters to approve bond expenditures for projects over \$2 billion. This would impact the high-speed rail project, but it is not anticipated the measure will pass.

#### **REQUESTS FROM THE AUTHORITY**

Director Matsumoto said South San Francisco received the Metropolitan Transportation Commission's 2016 Excellence in Motion Award for their free shuttle. The shuttle was allocated TA funding.

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

No discussion.

#### **REPORT OF LEGAL COUNSEL**

None

#### **DATE AND PLACE OF NEXT REGULAR MEETING**

Thursday, December 1, 2016 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 5:50 p.m.

# **TA CAC Chair's Report**

**November 3, 2016**

Good evening Madam Chair and members of the Board,

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

We began the meeting by welcoming the six new members of the CAC

(TA Item 4a) The CAC reviewed the Minutes of the Board's October 6, 2016, without questions or comments.

(TA Item 4b) The CAC supported the Board's Approval of the 2017 Board of Director's Meeting Calendar, without questions or comments.

(TA Item 4c) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for the period Ending June 2016 (Unaudited). However, a question was raised about the period of time the report covered (the month of June or the full year). After discussion with Carl Cuba, Director of the Treasury, it was agreed for clarity to refer to the report as the period ending June 30, 2016 to more accurately reflect the actual timeframe.

(TA Item 4d) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for the period ending September 2016, without questions or comments.

(TA Item 4e) The CAC supported the Board's receipt and filing of the Semi-Annual Measure A Program Status Report.

(TA Item 4f) The CAC supported the Board's Adoption of the Conflict of Interest Code, without questions or comments.

(TA Item 10a) The CAC supported the Board's Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2016 without any questioning or discussion.

(TA Item 10b) After a brief presentation by Nita Vigil, Manager of Contracts and Procurement, the CAC inquired about outreach efforts and participation of small business enterprises. Staff explained their outreach efforts and opportunities made available under the proposed contract award.

(TA Item 11a ) The CAC was given a high level presentation on the US 101/92 Interchange by Joe Hurley, TA Program Director. Joe covered previous studies, existing conditions, as well as current recommended alternatives and packages. The CAC appreciated the complexity of the problem. One member commented that the biggest problem with the "flyovers" was with securing permits from the numerous regulatory agencies involved. Unfortunately, no one had any immediate answers as to what alternatives would be the best solution for the US 101/92 Interchange traffic problems. But, all agreed that we need to keep in mind how to most effectively address this heavily congested area in light of all of the right of way, environmental and funding constraints.

(TA Item 11b) Due to Shweta Bhatnagar, Manager Government and Community Relations, being "under the weather" on Tuesday evening, the CAC did not receive an "in person" update on the State and Federal Legislative program, but rather received a print out of the State Legislative Update. The CAC had no questions or comments on the report.

#### (CAC Chair's Report to the CAC)

In my own report to the CAC, I reported on the latest projections and statistics on San Mateo County traffic congestion, as reported in C/CAG's San Mateo Countywide Transportation Plan 2040, sharing that by 2040 the number of trips is expected to increase by 22% from 2015 levels. Transit is expected to grow by 70% and biking is projected to grow by 62%, however, the auto is predicted to continue to dominate the mode split. The average San Mateo County household has 2.7 cars and there are now more registered vehicles than licensed drivers in this county.

An estimated 70 percent of those who commute to work in the county drive alone and by 2040 the number of daily trips are estimated to increase by more than 116,000.

Caltrain, Bay Area Rapid Transit, Sam Trans, shuttles and possibly increased transbay ferry service are all modes the plan hopes to promote in an effort to curb trips generated by an increase in population and jobs.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC that there was a Scoping Meeting on the 101 Managed Lane Project held at San Mateo City Hall on October 27th. He advised the CAC that public comments on this project will be welcomed thru 11/18/2016.

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: Shannon Gaffney  
Interim Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
OCTOBER 31, 2016**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$27,339,142 - line 7) is **better** than budget by \$155,767 or 0.6 percent. *Sales Tax* (\$25,069,924 – line 1) is **worse** than budget by \$724,062 or 2.8 percent and *Interest Income* (\$1,857,161 – line 2) is \$865,668 or 87.3 percent **better** than budget due to the sale of bonds in the portfolio for a premium.

*Total Revenue* (\$27,339,142 - line 7) is \$1,402,141 or 5.4 percent **better** than prior year actuals. *Sales Tax* (\$25,069,924 - line 1) is \$652,324 or 2.7 percent **better** than prior year. *Interest Income* (\$1,857,161 - line 2) is \$725,046 or 64.0 percent **better** than prior year.

**Expenditures:** *Total Administrative Expenses* (\$447,718 - line 22) are **better** than budget by \$58,572 or 11.6 percent. Within total administrative expenses, *Staff Support* (\$242,569 - line 18) is \$31,483 or 11.5 percent **better** than budget and *Other Admin Expense* (\$205,129 – line 20) is **better** than budget by \$27,109 or 11.7 percent.

**Budget Amendment:**

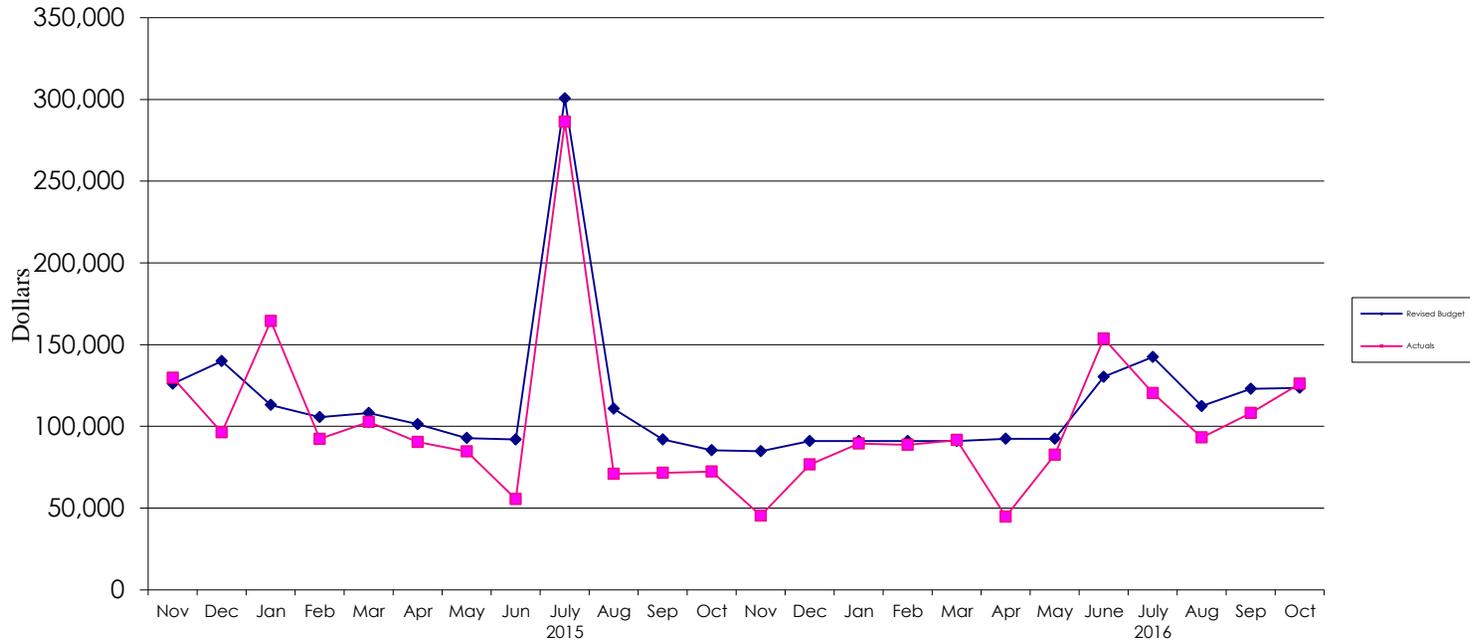
There are no budget amendments for the month of October 2016.

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

% OF YEAR ELAPSED: 33.3%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% OF PROJ	ADOPTED BUDGET*	REVISED BUDGET**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	6,093,514	24,417,600	25,069,924	25,793,986	97.2%	83,000,000	83,000,000	30.2%
2 Interest Income	354,480	1,132,115	1,857,161	991,493	187.3%	2,974,480	2,974,480	62.4%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	103,026	387,286	412,057	397,895	103.6%	1,193,686	1,193,686	34.5%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 <b>TOTAL REVENUE</b>	<b>6,551,020</b>	<b>25,937,001</b>	<b>27,339,142</b>	<b>27,183,375</b>	<b>100.6%</b>	<b>87,168,166</b>	<b>87,168,166</b>	<b>31.4%</b>
8								
<b>EXPENDITURES:</b>								
10								
11 Annual Allocations	2,356,274	8,912,424	9,371,361	9,642,745	97.2%	30,295,000	30,295,000	30.9%
12								
13 Program Expenditures	5,244,347	8,153,228	6,896,547	23,174,000	29.8%	69,522,015	69,522,015	9.9%
14								
15 Oversight	63,176	319,199	231,644	395,000	58.6%	1,185,000	1,185,000	19.5%
16								
17 Administrative								
18 Staff Support	78,493	192,675	242,569	274,052	88.5%	827,084	825,442	29.4%
19 Measure A Info-Others	-	-	20	-	0.0%	15,000	15,000	0.1%
20 Other Admin Expenses	47,607	307,929	205,129	232,238	88.3%	670,491	672,134	30.5%
21								
22 Total Administrative	126,101	500,603	447,718	506,290	88.4%	1,512,575	1,512,575	29.6%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>7,789,898</b>	<b>17,885,454</b>	<b>16,947,270 (1)</b>	<b>33,718,035</b>	<b>50.3%</b>	<b>102,514,590</b>	<b>102,514,590</b>	<b>16.5%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>(1,238,878)</b>	<b>8,051,547</b>	<b>10,391,872</b>	<b>(6,534,660)</b>		<b>(15,346,424)</b>	<b>(15,346,424)</b>	
27								
28 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>469,005,891</b>	<b>481,434,137</b>	<b>459,742,406</b>		<b>441,530,038</b>	<b>459,742,407</b>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>477,057,438</b>	<b>491,826,009 (2)</b>	<b>453,207,746</b>		<b>426,183,614</b>	<b>444,395,983</b>	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		1,170,919					329,137,913	
35 Current Committed Fund Balance		414,705,233 (3)					102,514,590	
36 Undesignated Cash & Net Receivable		<u>75,949,857</u>					<u>(16,947,270) (1)</u>	
37 Total		<u>491,826,009 (2)</u>					<u>414,705,233 (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
<b>MONTHLY EXPENSES</b>												
Revised Budget	142,412	112,375	122,997	123,506								
Actual	120,361	93,168	108,088	126,101								
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	147,412	259,787	382,784	506,290								
Actual	120,361	213,529	321,617	447,718								
Variance-F(U)	27,051	46,258	61,167	58,572								
Variance %	18.35%	17.81%	15.98%	11.57%								



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF OCTOBER, 2016

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	0.795%	\$ 316,293,307	\$ 316,293,307
Local Agency Investment Fund	**	Liquid Cash	0.654%	\$ 978,559	\$ 978,559
Investment Portfolio	***	Liquid Cash	1.032%	\$ 156,292,812	\$ 156,514,686
Other		Liquid Cash	0.000%	\$ 1,170,919	\$ 1,170,919
				<u>\$ 474,735,597</u>	<u>\$ 474,957,471</u>

Accrued Earnings for October 2016	\$ 354,480
Cumulative Earnings FY2017	\$ 1,426,485

\* County Pool average yield for the month ending October 31, 2016 was .795%. As of October 2016, the total cost of the Total Pool was \$4,114,445,887 and the fair market value per San Mateo County Treasurer's Office was \$4,125,228,999.

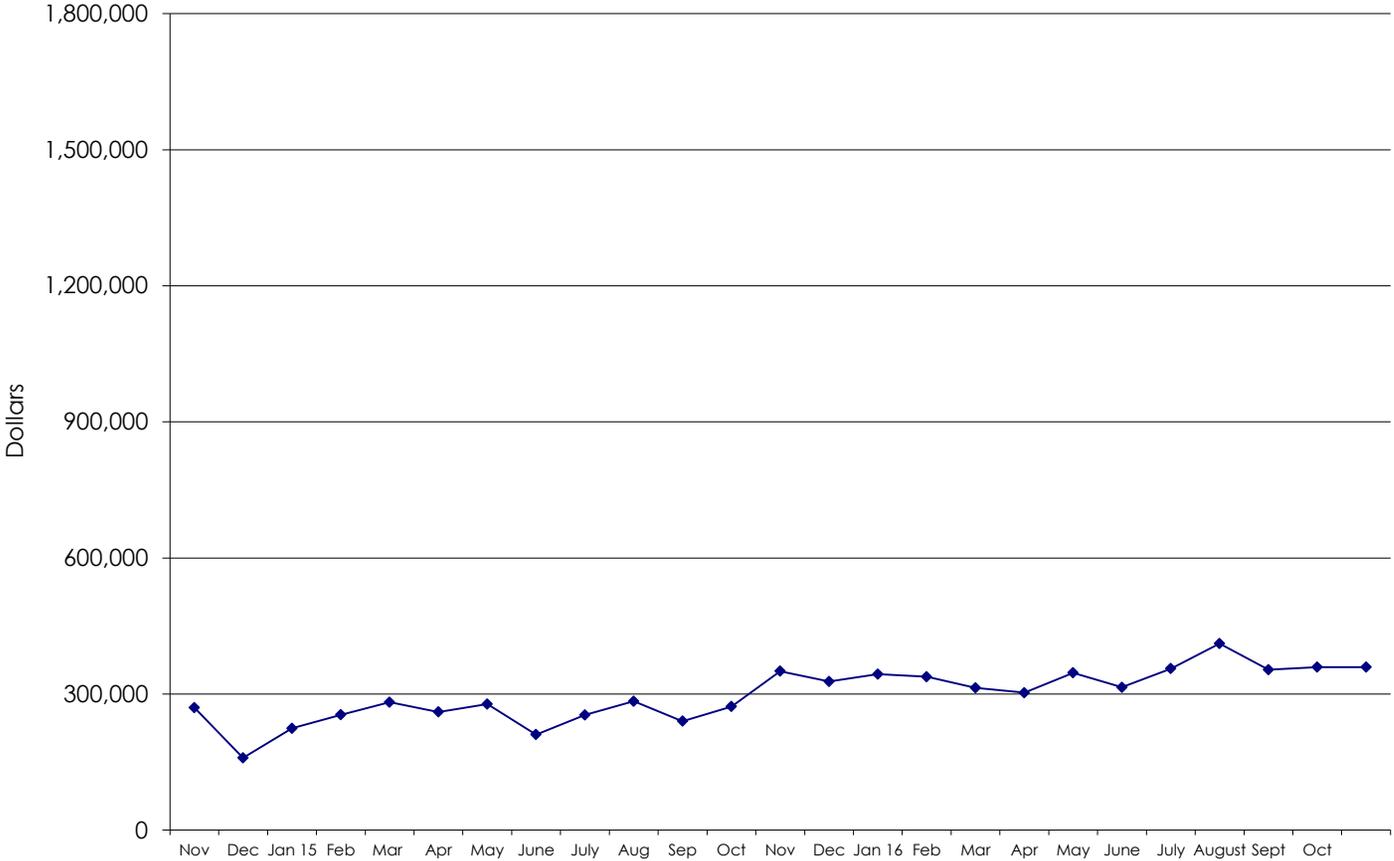
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

\*\*\* 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  
OCTOBER 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	354,480.28	1,426,484.50
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

# SMCTA Interest Income



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**October 31, 2016**

DESCRIPTION	TOTAL INVESTMENT 10-31-16	INTEREST RECEIVABLE 09-30-16	PREPAID INT RECEIVABLE 09-30-16	INTEREST EARNED 10-31-16	INTEREST RECEIVED 10-31-16	ADJ.	INTEREST RECEIVABLE 10-31-16
LAIF	978,559.10	1,506.05	0.00	543.22	1,484.29	(21.77)	543.22
COUNTY POOL	316,293,307.15	658,428.35	0.00	218,512.42	657,851.12	(577.23)	218,512.42
BANK OF AMERICA	927,595.78	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	243,323.28	0.00	0.00				0.00
INVESTMENT PORTFOLIO	156,514,685.58	310,455.25	30,157.30	136,023.64	122,057.49		354,578.70
							0.00
	<u>474,957,470.89</u>	<u>970,389.65</u>	<u>30,157.30</u>	<u>355,079.28</u>	<u>781,392.90</u>	<u>(599.00)</u>	<u>573,634.33</u>

**OCTOBER 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report	10/31/16	354,480.28
<b>Add:</b>		
<b>Less:</b>		
Management Fees		(9,250.00)
Amortized Premium/Discount		(6,530.88)
Capital Gain(Loss)		
Total Interest & Capital Gain(Loss)		<u>338,699.40</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	1,426,484.51
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(37,000.00)
Amortized Premium/Discount	(24,153.00)
Capital Gain(Loss)	430,676.90
Total Interest	<u>1,796,008.41</u>

Balance Per Ledger as of	10/31/16	
Amort Prem/Disc-acct 409104		(24,153.00)
Management Fees (530040)		(37,000.00)
Int Acct. 409100 - Co. Pool		876,363.54
Int Acct. 409100 - LAIF		2,027.51
Int Acct. 409101 - Portfolio Funds		548,093.46
Gain(Loss) Acct. 405210		430,676.90
		<u>1,796,008.41</u>

**INVESTMENT PORTFOLIO**  
**October 31, 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 10/31/2016					REC'VBLE 9/30/2016	INT REC'VBLE 9/30/2016	EARNED 10/31/2016			REC'VBLE 10/31/2016	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	7,516,270.04	11-15-16	0.625%	130.4688	31	17,740.91		3,956.61			21,697.52	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	8,423.91		4,211.96			12,635.87	10,000,000
US TREASURY NOTE	912828UZ1	03-31-16	9,818,064.46	9,823,838.40	04-30-18	0.625%	171.0069	31	25,762.57		5,188.74	30,781.25		170.06	9,850,000
US TREASURY NOTE	912828S18	03-23-15	4,294,457.03	4,333,256.20	04-30-19	1.250%	149.3056	31	28,508.83		5,194.34	33,554.69		148.48	4,300,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	608,554.80	10-31-19	1.500%	25.0000	31	21,459.02		4,090.43	25,500.00		49.45	600,000
US TREASURY NOTE	912828UQ1	11-09-15	8,289,421.88	8,446,922.40	02-29-20	1.250%	291.6667	31	8,991.71		8,991.72			17,983.43	8,400,000
US TREASURY NOTE	912828VF4	12-07-15	7,403,027.34	7,564,747.50	05-31-20	1.375%	286.4583	31	34,656.76		8,734.63			43,391.39	7,500,000
US TREASURY NOTE	912828VP2	03-02-16	2,369,988.28	2,370,347.80	07-31-20	2.000%	127.7778	31							2,300,000
US TREASURY NOTE	912828VP2	05-18-16	14,988,808.59	14,943,497.00	07-31-20	2.000%	805.5556	31	56,608.70		28,304.34			84,913.04	14,500,000
US TREASURY NOTE	912828L32	06-29-16	1,832,906.25	1,812,726.00	08-31-20	1.375%	68.7500	31	2,231.56		2,096.31			4,327.87	1,800,000
															42.79%
<b><u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FNMA	3136ANJY4	04-30-15	1,075,646.17	1,068,163.58	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	1,022,127.45	1,018,727.48	03-01-19	1.738%	48.86	31	1,488.45		1,465.74	1,488.43		1,465.76	1,012,015
FANNIE MAE	3136AQDQO	10-30-15	1,434,219.74	1,425,362.63	09-01-19	1.646%	64.93	31	1,947.77		1,947.77	1,947.77		1,947.77	1,420,000
															2.24%
<b><u>FEDERAL AGENCY NOTES AND BONDS</u></b>															
FHLMC	3137EAE1	07-20-16	7,781,124.00	7,764,868.80	07-19-19	0.875%	189.58	31	13,460.42		5,687.50			19,147.92	7,800,000
FNMA	3135GON33	08-02-16	4,192,944.00	4,178,701.80	08-02-19	0.875%	102.08	31	6,022.92		3,062.50			9,085.42	4,200,000
FHLB	3130A8QS5	07-15-16	4,671,419.30	4,643,994.80	07-14-21	1.125%	146.88	31	11,162.50	146.88	4,406.25			15,715.63	4,700,000
FHLMC	3137EADN6	08-30-16	11,985,840.00	11,997,396.00	01-12-18	0.750%	250.00	31	7,750.00	12,000.00	7,500.00			27,250.00	12,000,000
FREDDIE MAC	3137EADP1	08-08-16	8,010,320.00	8,004,720.00	03-07-18	0.875%	194.44	31	4,666.67		5,833.33			10,500.00	8,000,000
FHLB	3130A9AE1	08-26/16	7,694,764.00	7,696,381.00	10-01-18	0.875%	187.15	31	6,550.35		5,614.58	6,550.34		5,614.59	7,700,000
FHLB	313376BR5	08-11-16	6,631,430.00	6,604,851.50	12-14-18	1.750%	315.97	31	15,798.61	18,010.42	9,479.16			43,288.19	6,500,000
FHLB	3130A8Y72	08-04-16	4,690,976.00	4,675,489.50	08-05-19	0.875%	114.24	31	6,511.46		3,427.08			9,938.54	4,700,000
FNMA	3135GON82	08-19-16	822,177.68	817,593.15	08-17-21	1.250%	28.65	31	0.00		0.00			0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,650,983.85	08-17-21	1.250%	92.88	31	5,104.17		3,645.83			8,750.00	2,675,000
FNMA	3135GOP49	09-02-16	3,993,760.00	3,990,780.00	08-28-19	1.000%	111.11	31	3,222.22		3,333.33			6,555.55	4,000,000
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,692,005.30	09-26-19	1.000%	130.56	31	652.78		3,916.66			4,569.44	4,700,000
FHLMC	3137EAD7	09-16-16	2,998,710.00	2,996,979.00	10-12-18	0.875%	72.92	31	1,093.75		2,187.50			3,281.25	3,000,000
															45.38%
<b><u>CORPORATE NOTES</u></b>															
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,150,081.65	10-18-19	1.550%	49.51	31	0.00		643.68			643.68	1,150,000
AMERICAN EXPRESS	0258MDEC9	10-31-16	2,799,321.80	2,801,800.40	10-30-19	1.700%	132.22	31	0.00		132.22			132.22	2,800,000
															2.53%
<b><u>COMMERCIAL PAPERS</u></b>															
BANK OF TOKYO MITSUBI	06538BRJ4	10-21-16	2,981,205.00	2,983,017.00	04-18-17	0.000%	0.00	31	0.00		0.00			0.00	3,000,000
JP MORGAN SECURITIES	46440PSH7	10-19-16	3,976,200.00	3,977,692.00	05-17-17	0.000%	0.00	31	0.00		0.00			0.00	4,000,000
BNP PARIBAS NY BRANCH	09659BUH1	10-20-16	3,960,400.00	3,964,316.00	07-17-17	0.000%	0.00	31	0.00		0.00			0.00	4,000,000
															7.05%
<b><u>MATURED/CALLED/PAYDOWNS</u></b>															
US TREASURY NOTE	912828WA4	03-21-14	6,659,616.21	6,676,081.35					19,263.58		1,595.80	20,859.38		0.00	
FHLMC	3137BNMZ4	04-28-16	15,669.35	15,669.35											
<b>TOTAL</b>			<b>156,292,811.62</b>	<b>156,514,685.58</b>					<b>310,455.25</b>	<b>30,157.30</b>	<b>136,023.64</b>	<b>122,057.49</b>	<b>0.00</b>	<b>354,578.70</b>	<b>156,012,015.39</b>

18-Nov-16

Weighted Average Interest Rate

1.0321%

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

11/18/16 3:25 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2016:</b>						
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
<b>FY2016 Total</b>	<b>77,000,000</b>	<b>80,000,000</b>	<b>FY2016 Total</b>	<b>79,703,951</b>	<b>(296,049)</b>	<b>79,703,951</b>
<b>FY2017:</b>						
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	5,557,900	(362,031)	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		11,115,800	(724,062)	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		11,115,800	(724,062)	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		11,115,800	(724,062)	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
<b>FY2017 Total</b>	<b>83,000,000</b>	<b>83,000,000</b>	<b>FY2017 Total</b>	<b>11,115,800</b>	<b>(724,062)</b>	<b>83,000,000</b>
	18,976,410		1st Quarter			
	6,093,514		2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u><b>25,069,924</b></u>		YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF OCTOBER 31, 201610/31/2016

Cash -- Bank of America Checking Account	927,595.78
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	243,323.28
LAIF	978,559.10
County Pool	316,293,307.15
Investment Portfolio	156,514,685.58
	<hr/>
Total	<u><u>474,957,470.89</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**CHECKS WRITTEN**  
**October 2016**

Unit	Ref	Name	Amount	Method	Description
SMCTA	000037	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000038	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000039	NIHART, MARY ANN	100.00	ACH	Board Member Compensation
SMCTA	000040	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000041	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000042	IBARRA, KENNETH	100.00	ACH	Board Member Compensation
SMCTA	000043	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	004313	CITY OF DALY CITY	7,970.03	CHK	Capital Programs <sup>(1)</sup>
SMCTA	004314	DMJM HARRIS/MARK THOMAS JV	30,156.89	CHK	Consultants
SMCTA	004315	MENLO PARK, CITY OF	10,306.00	CHK	Capital Programs <sup>(2)</sup>
SMCTA	004316	PENINSULA TRAFFIC CONGESTION RELIEF	222,500.00	CHK	Capital Programs <sup>(3)</sup>
SMCTA	004317	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004318	CITY OF DALY CITY	37,822.70	CHK	Capital Programs <sup>(1)</sup>
SMCTA	004319	ESSENCE PRINTING, INC.	70.85	CHK	Business Cards
SMCTA	004320	FEDERAL EXPRESS CORPORATION	83.11	CHK	Overnight Delivery
SMCTA	004321	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004322	NEWARK, CITY OF	1,680.00	CHK	Capital Programs <sup>(4)</sup>
SMCTA	004323	CDM SMITH, INC.	26,881.85	CHK	Consultants
SMCTA	004324	HNTB CORPORATION	450.91	CHK	Consultants
SMCTA	004325	KHOURI CONSULTING	3,675.00	CHK	Legislative Advocate
SMCTA	004326	SOUTH SAN FRANCISCO, CITY OF	39,035.43	CHK	Capital Programs <sup>(5)</sup>
SMCTA	900080	PENINSULA CORRIDOR JOINT POWERS BOARD	48,700.00	WIR	Capital Programs <sup>(5)</sup>
SMCTA	900081	WELLS FARGO INSURANCE SERVICES USA, INC	1,005.00	WIR	FY17 Wells Fargo Insurance
SMCTA	900082	SAN MATEO COUNTY TRANSIT DISTRICT	14,564,474.14	WIR	Capital Programs <sup>(6)</sup>
			15,008,261.91		

(1) FY14 Call for Prj Local Shuttle

(2) Call for Prj-Ped&Bike FY14/15

(3) ACR Countywide TDM Prgm

(4) Dumbarton Maintenance of Way

(5) FY15/16 Shuttles Call for Proj

(6) San Mateo Local Share JPB - \$5,000,000; Redi-Wheels \$3,188,158.05; Caltrain \$6,376,316.09

**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: **RE-PROGRAMMING OF CALTRAIN PROGRAM CATEGORY FUNDS FROM THE SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT TO THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

**ACTION**

Staff proposes the Board re-program \$27,854,836 of Measure A Caltrain Program Category funds from the South San Francisco (SSF) Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP).

**SIGNIFICANCE**

At its February 5, 2015 meeting, by Resolution No. 2015-04, the San Mateo County Transportation Authority (TA) Board of Directors (Board) programmed and allocated \$49.1 million of Measure A Caltrain Program funds to the SSF Caltrain Station Improvement Project.

In its role as the metropolitan planning organization for the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) programmed \$27,854,836 of Federal Transit Administration (FTA) Section 5337 State of Good Repair grant funds for the PCEP.

Recently, the Peninsula Corridor Joint Powers Board (JPB) and MTC were informed by the FTA that the PCEP is not eligible to receive the programmed Section 5337 funds, which would create a corresponding funding gap in the PCEP budget.

JPB staff has coordinated with the FTA and MTC, and MTC has concluded that it will redirect the Section 5337 funds to the SSF Caltrain Station Improvement Project. Therefore, these funds will replace the TA funds proposed for re-programming.

By filling the PCEP budget gap, the proposed TA Board action will allow the JPB to remain eligible to receive a \$674 million Core Capacity Full Funding Grant Agreement with the FTA to fully fund the PCEP, and maintain the PCEP construction schedule.

**BUDGET IMPACT**

The subject \$27,854,836 of Measure A Caltrain Program Category funds are already included as part of the Board-adopted budget. The re-programmed funds will be moved from the SSF Caltrain Station Improvement Project line to the PCEP line.

**BACKGROUND**

The Measure A Caltrain Program Category provides funding to rebuild and upgrade Caltrain. Up to half of the available funding may be utilized to support operating costs.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

**RESOLUTION NO. 2016 –**

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

**\* \* \***

**RE-PROGRAMMING \$27,854,836 IN NEW MEASURE A FUNDS FROM THE  
SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT TO THE  
PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

**WHEREAS**, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

**WHEREAS**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent sales tax transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (TEP) beginning January 1, 2009; and

**WHEREAS**, Caltrain improvements are qualified expenditures and designated the number one priority under the 1988 TEP, and the 2004 TEP designated 16 percent of the New Measure A revenues to fund Caltrain projects; and

**WHEREAS**, at its February 5, 2015 meeting, by Resolution No. 2015-04, the TA programmed and allocated \$49.1 million of Measure A Caltrain Program Category funds to the South San Francisco (SSF) Caltrain Station Improvement Project; and

**WHEREAS**, staff from the Peninsula Corridor Joint Powers Board (JPB) have requested that \$27,854,836 of these Measure A Caltrain Program funds be re-programmed from the SSF Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP); and

**WHEREAS**, JPB staff's request followed their being informed that the PCEP is not eligible for Federal Transit Administration (FTA) Section 5337 State of Good Repair grant funds previously programmed to the PCEP by the Metropolitan Transportation Commission (MTC), thereby creating a funding gap that puts the JPB and PCEP at risk of losing eligibility for a \$647 million Core Capacity Full Funding Grant Agreement with the FTA; and

**WHEREAS**, the SSF Caltrain Station Improvement Project is eligible for Section 5337 funds, and JPB and MTC staff have indicated that MTC intends to redirect the Section 5337 funds to the SSF Caltrain Station Improvement Project; and

**WHEREAS**, in light of the foregoing, the Executive Director recommends the TA re-program \$27,854,836 of Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to the PCEP.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby re-programs \$27,854,836 of Measure A Caltrain Program Category funds from the South San Francisco Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project; and

**BE IT FURTHER RESOLVED** that the Executive Director or his designee is authorized to execute any necessary documents, and to take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 1<sup>st</sup> day of December, 2016 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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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: SAN MATEO BRIDGE REPLACEMENT PROJECT**

**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 San Mateo County Transportation Authority's (TA) six program areas – Transit, Highway, Local Streets/ Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report on the San Mateo Railroad Bridge Replacement Project funded under the Caltrain Program.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

As part of the Fiscal Year 2015 Budget, the TA Board made available \$8 million of Measure A for the San Mateo Railroad Bridge Replacement Project as part of the Caltrain Capital Improvement Program. In addition to Measure A funds, the project also receives Federal and State funding. The total project cost of the project is \$40.7 million.

The project replaced four structurally deficient bridges in the city of San Mateo at Tilton Avenue, Santa Inez Avenue, Monte Diablo Street, and Poplar Avenue. This project also raises the elevation of the bridges that increases vehicle clearances below the bridges. Construction began in November 2014. The final bridge change out was completed in May 2016. The contractor has completed final track work improvements and was issued a letter of substantial completion for all the work in October 2016. Construction punch list items and contract closeout are in progress.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
1st QUARTER FISCAL YEAR 2017**

**ACTION**

The Capital Projects Quarterly Status Report is submitted to the Board for information only.

**SIGNIFICANCE**

The [Capital Projects Quarterly Status Report](#) is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

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**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**

As of 11/14/16:

The Democrats regained a two-thirds supermajority in the Assembly, with a total of 55 Democrats and 25 Republicans. In the State Senate, the Democrats fell short of a supermajority. There will now be 26 Democrats and 14 Republicans in the State Senate.

New State Legislators that Represent San Mateo County:

- Assembly District 24 – Menlo Park. Marc Berman (53.9 percent) vs Vicki Veenker (46.1 percent)

Proposition 53. Revenue Bonds. Statewide Voter Approval. FAILED 49-51

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.

Proposition 64. Marijuana Legalization. PASSED 56-44

Legalizes marijuana under State law, for use by adults 21 or older. Imposes State taxes on sales and cultivation. Provides for industry licensing and establishes standards for marijuana products. Allows local regulation and taxation. Fiscal Impact: Additional tax revenues ranging from high hundreds of millions of dollars to over \$1 billion annually, mostly dedicated to specific purposes. Reduced criminal justice costs of tens of millions of dollars annually.

Proposition 54. Legislature, Legislation and Proceedings. PASSED 64-36

Prohibits Legislature from passing any bill unless published on Internet for 72 hours before vote. Requires Legislature to record its proceedings and post on Internet. Authorizes use of recordings. Fiscal Impact: One-time costs of \$1 million to \$2 million and ongoing costs of about \$1 million annually to record legislative meetings and make videos of those meetings available on the Internet.

**FEDERAL ISSUES**

As of 11/14/16:

Donald Trump was elected the 45<sup>th</sup> President of the United States. Senate and House Republicans retain their majority.

New Federal Legislators that Represent San Mateo County:

- CA – Senate. Kamala Harris (62.5 percent) vs. Loretta Sanchez (37.5 percent)

The lame-duck session begins November 14 for the House and November 15 for the Senate. Adjournment for both houses is tentatively scheduled for December 16, 2016. Last day of the 114<sup>th</sup> Congress is on January 3, 2017.

Congress must pass a large spending bill to fund the government for Fiscal Year 2017. The current continuing resolution (CR) package funds the government through December 9, 2016. The Republican leadership is considering another CR through spring 2017.

Unfinished Business that could be taken up in the lame duck:

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

Prepared by: Casey Fromson, Manager, Government and  
Community Relations

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## SMCTA Bill Matrix – As of 11.21.16

Measure	Status	Bill Summary	Position
<b>ABx1 1</b> <b>Alejo D</b>  <b>Transportation Funding</b>	6/24/15  Assembly Rules Committee	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.	
<b>ABx1 3</b> <b>Frazier D</b>  <b>Transportation Funding</b>	2/28/16  Conference Committee	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.	
<b>ABx1 4</b> <b>Frazier D</b>  <b>Transportation Funding</b>	7/10/15  Assembly Rules Committee	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.	
<b>ABx1 6</b> <b>Hernandez D</b>  <b>Affordable Housing &amp; Sustainable Communities Program</b>	7/16/15  Assembly Rules Committee	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.	
<b>ABx1 7</b> <b>Nazarian D</b>  <b>Public Transit Funding</b>	7/17/15  Assembly Rules Committee	This bill would 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.	<b>Support</b>
<b>ABx1 8</b> <b>Chiu D</b>  <b>Diesel Sales and Use Tax</b>	7/17/15  Assembly Rules Committee	<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>	<b>Support</b>

## SMCTA Bill Matrix – As of 11.21.16

Measure	Status	Bill Summary	Position
<b>ABx1 13</b> <b>Grove R</b>  <b>Greenhouse Gas Reduction Fund: streets and highways</b>	8/31/15  Introduced	<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>	
<b>ABx1 23</b> <b>Garcia D</b>  <b>Transportation Funding</b>	9/4/15  Introduced	<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>	
<b>ABx1 24</b> <b>Levine &amp; Ting D</b>  <b>Bay Area Transportation Commission: election of Commissioners</b>	9/11/15  Introduced	<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>	
<b>ABx1 26</b> <b>Frazier</b>  <b>Transportation Funding</b>	8/30/16  Transportation & Infrastructure Development Committee	<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.</p> <p><b>Last amended on 8/30/16</b></p>	

## SMCTA Bill Matrix – As of 11.21.16

Measure	Status	Bill Summary	Position
<b>SBx1 1</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	8/29/16  Senate Appropriations Committee	Same as ABx1 26 (Frazier). <b>Last amended on 8/29/16</b>	<b>Support</b>
<b>SBx1 2</b> <b>Huff (D)</b>  <b>Greenhouse Gas Reduction Fund</b>	9/1/15  Senate Transportation & Infrastructure Development Committee  Failed Passage in Committee. Reconsideration granted.	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.	
<b>SBX1 4</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	2/18/16  Conference Committee	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. <b>Last amended on 9/4/15</b>	
<b>SBX1 5</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	9/1/15  Assembly Desk	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.	
<b>SBx1 7</b> <b>Allen (D)</b>  <b>Diesel Sales and Use Tax</b>	9/3/15  Senate Appropriations Committee	Identical to ABx1 8 (Chiu). <b>Last amended on 9/3/15</b>	<b>Support</b>

## SMCTA Bill Matrix – As of 11.21.16

Measure	Status	Bill Summary	Position
<b>SBx1 8 Hill (D)</b>  <b>Public Transit Funding</b>	9/2/15  Senate Appropriations Committee	Identical to ABx1 7 (Nazarian).	<b>Support</b>
<b>SBX1 10 Bates (R)</b>  <b>STIP Program</b>	8/20/15  Senate Transportation & Infrastructure Development Committee  Testimony taken. Held in Committee	<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>	
<b>SBx1 11 Berryhill (R)</b>  <b>CEQA exemptions for roadway improvements</b>	9/4/15  Senate Transportation & Infrastructure Development Funding Committee	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. <b>Last amended on 9/4/15</b>	
<b>SBx1 12 Runner</b>  <b>California Transportation Commission</b>	8/20/15  Senate Appropriations Committee	<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. <b>Last amended on 8/20/15</b></p>	

## SMCTA Bill Matrix – As of 11.21.16

Measure	Status	Bill Summary	Position
<p><b>SBx1 13</b> <b>Vidak (R)</b></p> <p><b>Office of The Transportation Inspector General</b></p>	<p>9/3/15</p> <p>Senate Appropriations Committee</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. <b>Last amended on 9/3/15</b></p>	
<p><b>SBx1 14</b> <b>Cannella (R)</b></p> <p><b>Public-Private Partnerships</b></p>	<p>8/19/15</p> <p>Senate Transportation &amp; Infrastructure Committee</p>	<p>This bill would authorize public-private partnerships indefinitely.</p>	