



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

March 2, 2017 – 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 February 2, 2017
 - b. Acceptance of Statement of Revenues and Expenditures for January 2017
 - c. Receive and File the Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2016
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
 - a. Peninsula Corridor Electrification Project Full Funding Grant Agreement Update INFORMATIONAL
10. Finance
 - a. Amend the Fiscal Year 2017 Budget to Increase the Grade Separation Program Category by \$3.85 Million for a Total FY2017 Budget of \$171,555,679 to Fund the Broadway Grade Separation Project RESOLUTION

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

- b. Allocation of \$38,827,600 in Caltrain Program Category Funds for the Peninsula Corridor Electrification Project RESOLUTION
- c. Allocation of \$250,000 of Measure A Funds Previously Programmed for the Route 1 Calera Parkway Project for an Interim Traffic Mitigation Solution RESOLUTION

11. Program

- a. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2017 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 Regular Meeting: Thursday, April 6, 2017, 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 FEBRUARY 2, 2017

MEMBERS PRESENT: E. Beach, M. Freschet, C. Groom, D. Horsley (Chair) K. Ibarra, C. Johnson, K. Matsumoto

STAFF PRESENT: J. Averill, J. Cassman, A. Chan, C. Fromson, S. Gaffney, J. Hartnett, J. Hurley, K. Kelly, M. Martinez, N. McKenna, M. Simon, J. Slavitt, S. van Hoften

Chair Carole Groom called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

SWEARING IN OF CAROLE GROOM (BOARD OF SUPERVISORYS)

Martha Martinez, Authority Secretary, administered the Oath of Office.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

The January 31 report is in the reading file.

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of January 5, 2017
- b) Acceptance of Statement of Revenues and Expenditures for December 2016

Motion/Second: Johnson/Matsumoto

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

PUBLIC COMMENT

None.

CHAIRPERSON'S REPORT

No report.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

The February 1 report is in the reading file.

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

The February 2 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, reported:

- The Route 92/El Camino Real Interchange Reconstruction Project in the city of San Mateo was awarded to Ghilotti Construction, whose bid came in 5 percent below the \$16 million engineers estimate. The project is funded with a combination of Measure A, State, and local funding. California State Department of Transportation (Caltrans) will administer the construction contract, with construction expected to be under way mid-March 2017 and completion by March 2018.

- A news release regarding the rollout of several new Measure A-funded shuttles was picked up by multiple news outlets. Staff hopes that raising awareness of these shuttles will bolster ridership and better meet the mobility needs of San Mateo County. These additional shuttle routes will bring the total number of routes funded by Measure A to 38.
- The Highway 101 Managed Lanes Project team continues their work on the technical studies such as traffic and assessment of potential right of way and environmental impacts associated with the various Highway 101 Managed Lanes alternatives under consideration. The team recently reached out to staff from local jurisdictions along the corridor to solicit input on both project development and outreach strategies for the public meetings targeted for this spring.

Director Maureen Freschet said a lot of cities in San Mateo County are discussing sanctuary cities and asked what impact sanctuary cities would have on Federal funding. Mr. Hartnett said staff is aware of the executive order that was issued and the congressional delegation is looking at it to see what it means.

Joan Cassman, Legal Counsel, said given the TA's mission, since the TA is much more limited to grant and financially support projects in the Transportation Expenditure Plan, she does not think the TA would be a victim, but some of the sponsors with cities who receive Federal funding and who need Federal sources to support projects could be.

ACCEPTANCE OF THE 2016-2025 HIGHWAY PROGRAM CAPITAL IMPROVEMENT PROGRAM (CIP)

Joel Slavit, Manger, Programming and Monitoring, presented:

- Purpose
 - High-level order of magnitude assessment of costs versus revenues over a 10-year period: Fiscal Year (FY) 2016 to FY2025
 - Provide context for investment decisions for future Highway Calls for Projects (CFP)
 - Identify key issues and present policy considerations
- Methodology
 - Generated list of projects with schedules, cost and funding
 - CIP is not financially constrained; purpose is to demonstrate funding need
 - Not a programming document; no prioritization of projects
- CIP: Order of Magnitude Findings
 - 10-year identified costs (FY2016-2025): \$1,587 million
 - 10-year funding projections: \$630.9 million
 - 10-year funding shortfall: \$956 million
- Performance assessment purpose: Better understand regional congestion and safety hot spots in San Mateo County
- Policy considerations
 - Highway Program currently is on a pay-as-you-go approach, should the TA consider advancing future Measure A funds?
 - Are the following matching funds goals realistic?
 - Key Congested Area (KCA) projects: 50 percent Measure A Highway Program and 50 percent matching funds

- Supplemental Roadway (SR) projects: 70 percent Measure A Highway Program and 30 percent matching funds
- Should design and right of way costs be programmed and allocated to projects only after a credible funding plan for construction is presented to the TA?
- Should the TA enforce timely use of funds policies? Four projects awarded \$16 million from the 2012 CFP are approaching five years of inactivity
- Options to leverage funds for future CFPs
 - Advance funding from future Highway Program revenues to fund projects; may need to consider debt financing; could provide, for remaining life of measure, up to \$450 million, less financing costs
 - Require sponsors to provide funding match
 - Work with public and private partners on innovative financing and delivery strategies
- CFP: Different approaches
 - Fund Measure A pipeline projects first, reserve a small set-aside for new projects
 - Fund Measure A pipeline projects in areas of greatest congestion and safety deficiencies first, reserve small set-aside for other and new projects
 - Fund design and right of way only after a solid funding plan provided for construction
 - Consider combination of the approaches listed above
- Next steps
 - Re-initiate discussion with Highway CIP subcommittee: February to April
 - Present policy revisions to Board for next Highway CFP: May to June
 - Release next Highway CFP: summer
 - Board decision on funding awards: December

Director Freschet asked which projects are sitting inactive and why. Mr. Slavitt said one is the Calera Parkway Project in Pacifica and there is a lawsuit pending on that project.

Mr. Hartnett said it is also a question as to whether the city of Pacifica wants to proceed with that project.

Mr. Slavitt said there are two projects in Half Moon Bay with permitting issues that need to be resolved before those projects can proceed. The fourth project is the Highway 101 University Avenue Interchange Project in East Palo Alto, and the sponsor is looking to redo the scope.

Director Cameron Johnson thanked April Chan, Chief Officer, Planning, Grants, and the TA, and staff for the analysis and recommendations. He said traffic congestion on the Highway 101 corridor is a quality of life issue and economic issue for the region. The question is if there are things that can be done within the TA's charter that can be more efficient with the money and deploy it in a way that is more likely to have a positive impact on the problem. He said interest rates are low and the cost of construction is going up so he is attracted to the idea of advancing money. He asked if staff feels this would be a wise thing to do. Ms. Chan said staff does not want to proceed until further

analysis is done, but did want to have it on the table as something to review. She said resolving congestion and safety issues earlier will save money down the line.

Director Ken Ibarra said it could be highways or pipelines or anything, it should be done sooner because things are not getting cheaper. This is not the first region to go through this type of congestion. He asked what is being done in Southern California that is working. Ms. Chan said one of the policy considerations is whether to advance funding. Southern California has decided to tax itself a couple of times. The current measure is supposed to take care of things that were originally identified, but it costs a lot more today to do things that voters were informed of earlier.

Director Ibarra said he is in favor of planning ahead and perhaps using debt service to get projects going sooner than later instead of the pay-as-you-go approach.

Director Emily Beach said electrification and last-mile infrastructure are critically important. She asked if SR projects cost twice as much. Mr. Slavitt said not necessarily. There are twice as many SR projects listed in the CIP as KCA projects, and the sum total of the SR projects is a lot more than the KCA projects.

Director Beach asked how long the performance assessment was studied. Mr. Slavitt said for congestion and traffic flows staff looked at data from 2015, for safety it was over a three-year period.

Director Karyl Matsumoto asked how realistic it is to require sponsors to provide a funding match. Mr. Slavitt said it is very tough. If there is a new project coming forward such as an interchange, the TA might work with the local sponsor to bring in fees from the development.

Director Matsumoto said a lot of cities don't have Transportation Demand Management (TDM) programs for housing or businesses, and asked if the TA could factor that in or help cities that don't have TDMs.

Director Matsumoto said the TA approved the State Route 92/ Highway 101 project and asked if work is being done on it. Ms. Chan said the TA did fund the State Route 92/Highway 101 study, and that is how the cost estimate in the Highway CIP was updated by \$300 million.

Director Matsumoto asked if the lawsuit against the California High-Speed Rail Authority (CHSRA) prevails if it could delay anticipated funding from CHSRA. Ms. Cassman said the ongoing litigation is a concern for the CHSRA program, but not a concern for the electrification program because there is a funding agreement with CHSRA that allows CHSRA to draw from other sources of funding to meet their obligation.

Mr. Hartnett said Atherton's participation in the lawsuit is with the recognition that it could affect the electrification funding. Atherton wants to stop high-speed rail even if it causes the electrification project to stop. Because of the agreements reached with the State and CHSRA, the project is not solely dependent upon the Proposition 1A funds.

Chair Groom asked if there is a process for repurposing the funds for projects that have been inactive. Ms. Chan said the Board has taken action to deprogram inactive projects in the past. Staff will recommend working with the subcommittee and coming back to the Board with a recommendation.

Chair Groom asked if there is a timeline for that. Ms. Chan said staff will work with subcommittee in the next three months and then return to the Board.

Chair Groom asked how long it would take to put together a program for the debt refinancing. Ms. Chan said it is a six- to nine-month process.

Director Johnson said the Legislature is trying to work out a highway funding bill, and there has been discussion about an infrastructure program at the Federal level. He asked if these issues would be material to a decision about advancing funding and what the timing would be to make the decision before that legislation moves through. Ms. Chan said the TA wants to leverage the Measure A funding against State and Federal dollars. Staff is not recommending going with debt financing right now. If the Board decided it is the way to go, the TA may be able to do a certain amount, and it would still be a six- to nine-month process, but there would be a full assessment first.

Director Matsumoto said there has been a change in Half Moon Bay and the Pacifica City Council members, so those projects should be reviewed.

Director Don Horsley said if people in Los Angeles and Santa Clara have gone out for additional revenue, the TA is going to have to do the same thing. The TA will have to go to the voters to come up with additional revenue sources.

Public Comment

Paul Krupka, Project Manager for the Highway 101/Woodside Road Interchange Project, said the city of Redwood City is grateful for the Board's action last month to allocate money to the project. The city is moving forward and committed to completing the next phase of work. Part of the process is to define and acquire right of way. The city is committed to putting forth a \$9 million piece of right of way for the project and finding matching funds to help offset and leverage the project funds they will get from the TA. Without having committed funds, it is very hard to get funding from the Federal government.

Chair Groom said Director Matsumoto and Director Johnson will remain on the subcommittee, and she appointed Director Horsley since some of the issues are in his supervisorial district.

Motion/Second: Horsley/Ibarra

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

FINANCE

Programming and Allocation of up to an Additional \$7.5 Million of Measure A Funding for the 101/Broadway Interchange Reconstruction Project in Burlingame

Joe Hurley, Director, TA Program, presented:

- Project phases and schedule
 - Environmental clearance was secured in March 2011
 - The design phase was completed in Jun 2014
 - Construction began in September 2014 and substantial completion of the project is expected this summer
- Necessitated by unanticipated situations and conditions, and to fund a subsequent project obligation, the project requires the infusion of \$7.5 million in additional funding
 - Right of way/legal: \$1.4 million
 - Utilities: \$3.5 million
 - Additional project management/design: \$600,000
 - Follow-up landscape contract: \$2 million

Director Johnson asked what the project contingency was and what used it up. Mr. Hurley said 5 percent and lower than it should have been for this type of project. There were design changes during construction above and beyond what were included in the original contract. He said in August of 2015 the contractor clipped the transmission tower knocking transmission lines across the highway and closing it over a weekend. That is not part of this cost.

Director Horsley asked who initiated this project. Mr. Hurley said the city of Burlingame.

Director Horsley asked if the landscaping is required by the State why the State doesn't pay for it. Mr. Hurley said it was caused by the interchange reconstruction project and the removal of the landscaping that was there, and is now a restoration.

Director Matsumoto asked if Burlingame can contribute any more money. Mr. Hurley said they do not have the financial ability to contribute.

Mr. Hartnett said staff looked for anything that could be delayed to offset the costs, but everything on the list has to be done to complete the project.

Motion/Second: Horsley/Ibarra

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

Director Ibarra left at 6:05 p.m.

Amendment to the FY2017 Budget to Increase Total Operating Revenues by \$128,000 for a New Total of \$87,296,166 and Decrease Total Operating Expenses by \$128,781 for a New Total of \$167,705,679

Shannon Gaffney, Interim Chief Financial Officer, said this is a minor adjustment to reflect additional revenues received from City/County Association of Governments of San Mateo County (C/CAG) to support TA projects. In the TA Expenditure Plan there are mandated expenditures to certain categories. This year the sales tax figures were

lower than budgeted so the amount of money in the categories has to be adjusted down. This does not change anything out being built, it just means there is less money available for the next CFPs.

Motion/Second: Johnson/Beach

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

Absent: Ibarra

Mr. Hartnett introduced Kathleen Kelly, the new Interim Chief Financial Officer.

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2016

Monique Spyke, PFM Asset Management, presented:

- Portfolio compliance and sector allocation
 - PFM is managing \$155.6 million of assets on behalf of the TA
 - The portfolio is in compliance with the TA's investment policy and the California government code
 - The portfolio is diversified in different asset classes allowed by the policy and now includes allocations in corporate notes, negotiable certificates of deposit, and commercial paper
 - The average credit quality across the portfolio is fairly high at essentially AA
- Portfolio earnings and return
 - The TA realized earnings of approximately \$290,000 in the last three months of the calendar year
 - Total return on the portfolio was -0.66 percent
 - Rising rates impacted market values of the portfolio
 - Portfolio performance is measured against the benchmark and PFM was able to be less negative by 17 basis points
 - The market value fell 66 basis points for the quarter, the benchmark fell 83 basis points for the quarter
 - The yield on the portfolio rose to 1.22 percent
 - Average maturity of the portfolio is 2.14 years
- United States economic and market highlights
 - Over the last 12 months
 - The economy grew \$534 billion
 - 2.3 million jobs were created
 - 17.4 million vehicles were sold
 - 561,000 new homes were sold
 - Economic highlights
 - Consumer confidence highest since 2001
 - Jobless claims lowest since 1974
 - Consumer prices highest since 2014
 - Housing process record high
 - Market highlights
 - Equities at record high
 - Two-year Treasury yield highest since 2011
 - US dollar highest since 2003

- Oil highest since 2015
- Fourth quarter portfolio activity
 - Managed the portfolio's duration to be comparable to the benchmark to reduce potential performance mismatches
 - Sold Federal agencies as spreads continued to tighten over the quarter
 - Added agency mortgage-backed securities to the portfolio seeking incremental income and further portfolio diversification
 - Purchased high-quality corporate securities throughout the quarter and valuations remained fair to modestly expensive amid tight yield spread levels
 - Purchased commercial paper and certificates of deposit as significant money market reforms during the fourth quarter created excellent investment opportunities in short-term credit instruments
- Investment strategy outlook
 - Primary objectives shall be safety of principal, liquidity, and return
 - Position the portfolio's duration to be aligned with the benchmark
 - Favor US Treasuries over agencies
 - Purchase opportunities in the agency mortgage-backed security sector that are well structured and offer adequate yield spreads
 - Favor broad allocation to various credit sectors, including corporate notes, commercial paper, and negotiable bank certificates of deposit

Motion/Second: Beach/Horsley

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

Absent: Ibarra

PROGRAM

Update on State and Federal Legislative Program

Casey Fromson, Manager, Government and Community Relations, provided the following update:

State

Transportation makes up 6 percent of the total funding for the governor's budget. This includes \$1.8 billion for streets and roads, \$1.8 billion for highways, \$250 million for goods movement, and \$400 million for transit.

The Transit and Intercity Rail Capital Program would see an infusion of \$400 million, Active Transit would get \$100 million, and the Low Carbon Transportation program would get \$360 million. This funding is contingent on other legislation in the budget that ask for an extension on the Cap and Trade Program.

Federal

Elaine Chao was confirmed as Transportation Secretary.

Senate Democrats have produced a transportation package but House Republicans are not interested in doing it for the first 200 days.

REQUESTS FROM THE AUTHORITY

Director Johnson asked if another director would be the TA representative on C/CAG as he needs to step down from that role. Director Matsumoto said she would do it. Chair Groom said Director Beach can be the alternate since she is already an alternate for her city.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT REGULAR MEETING

Thursday, March 2, 2017 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

The meeting adjourned at 6:26 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Kathleen Kelly
Interim Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
JANUARY 31, 2017**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2017 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$50,440,001 - line 7) is **better** than budget by \$1,827,468 or 3.8 percent. *Sales Tax* (\$46,802,850 - line 1) is **better** than budget by \$621,747 or 1.3 percent and *Interest Income* (\$2,924,042 - line 2) is \$1,188,929 or 68.5 percent **better** than budget due to the sale of bonds in the portfolio for a premium.

Total Revenue (\$50,440,001 - line 7) is \$2,933,696 or 6.2 percent **better** than prior year actuals. *Sales Tax* (\$46,802,850 - line 1) is \$1,897,028 or 4.2 percent **better** than prior year. *Interest Income* (\$2,924,042 - line 2) is \$997,589 or 51.8 percent **better** than prior year.

Expenditures: *Total Administrative Expenses* (\$779,785 - line 22) are **better** than budget by \$102,588 or 11.6 percent. Within total administrative expenses, *Staff Support* (\$389,741 - line 18) is \$69,332 or 15.1 percent **better** than budget and *Other Admin Expense* (\$389,983 - line 20) is **better** than budget by \$28,317 or 6.8 percent.

Budget Amendment:

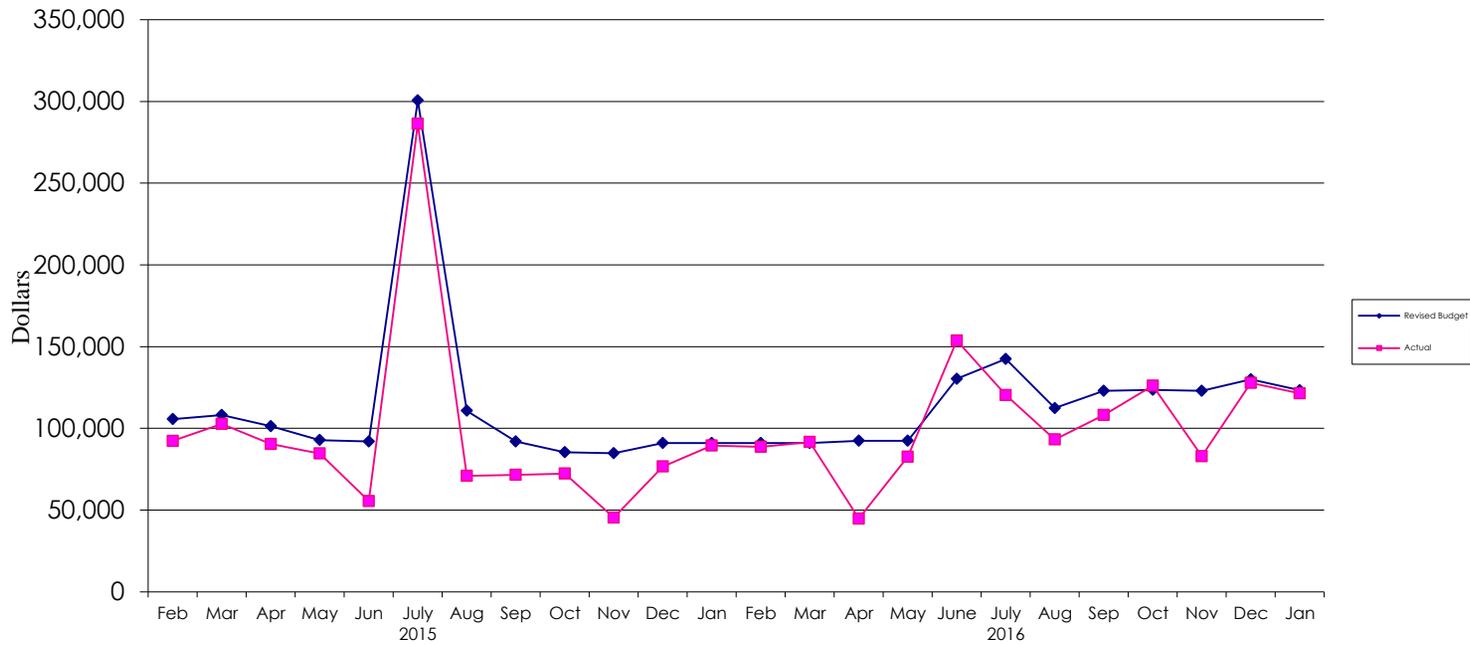
There are no budget amendments for the month of January 2017.

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

% OF YEAR ELAPSED: 58.3%

	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	5,605,227	44,905,822	46,802,850	46,181,103	101.3%	83,000,000	83,000,000	56.4%
2 Interest Income	384,045	1,926,453	2,924,042	1,735,113	168.5%	2,974,480	2,974,480	98.3%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	98,920	674,031	713,108	696,317	102.4%	1,193,686	1,193,686	59.7%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	6,088,192	47,506,305	50,440,001	48,612,533	103.8%	87,168,166	87,168,166	57.9%
8								
EXPENDITURES:								
9								
10								
11 Annual Allocations	2,045,908	16,390,625	17,083,040	16,856,213	101.3%	30,295,000	30,295,000	56.4%
12								
13 Program Expenditures	203,282	19,405,889	16,609,697	40,554,500	41.0%	69,522,015	69,522,015	23.9%
14								
15 Oversight	68,624	529,119	448,419	691,250	64.9%	1,185,000	1,185,000	37.8%
16								
17 Administrative								
18 Staff Support	63,906	305,617	389,741	459,073	84.9%	827,084	767,442	50.8%
19 Measure A Info-Others	20	27	60	5,000	1.2%	15,000	15,000	0.4%
20 Other Admin Expenses	57,408	403,813	389,983	418,300	93.2%	690,361	750,004	52.0%
21								
22 Total Administrative	121,335	709,457	779,785	882,373	88.4%	1,532,445	1,532,445	50.9%
23								
24 TOTAL EXPENDITURES	2,439,148	37,035,089	34,920,942 (1)	58,984,336	59.2%	102,534,460	102,534,460	34.1%
25								
26 EXCESS (DEFICIT)	3,649,044	10,471,216	15,519,059	(10,371,803)		(15,366,294)	(15,366,294)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	469,005,891	481,434,137	481,434,137		479,742,406	481,434,137	
29								
30 ENDING FUND BALANCE	Not Applicable	479,477,107	496,953,196 (2)	471,062,334		464,376,112	466,067,843	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		1,239,432					324,762,553	
35 Current Committed Fund Balance		392,376,071 (3)					102,534,460	
36 Undesignated Cash & Net Receivable		<u>103,337,693</u>					<u>(34,920,942) (1)</u>	
37 Total		<u>496,953,196 (2)</u>					<u>392,376,071 (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	123,506	122,881	129,886	123,316					
Actual	120,361	93,168	108,088	126,101	82,951	127,781	121,335					
CUMULATIVE EXPENSES												
Staff Projections	147,412	259,787	382,784	506,290	629,171	759,057	882,373					
Actual	120,361	213,529	321,617	447,718	530,669	658,450	779,785					
Variance-F(U)	27,051	46,258	61,167	58,572	98,502	100,607	102,588					
Variance %	18.35%	17.81%	15.98%	11.57%	15.66%	13.25%	11.63%					



CAROLE GROOM, CHAIR
DON HORSLEY, VICE CHAIR
EMILY BEACH
MAUREEN FRESCHET
KEN IBARRA
CAMERON JOHNSON
KARYL MATSUMOTO

JIM HARTNETT
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JANUARY, 2017

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	0.945%	\$ 322,961,849	\$ 322,961,849
Local Agency Investment Fund	**	Liquid Cash	0.751%	\$ 980,226	\$ 980,226
Investment Portfolio	***	Liquid Cash	1.378%	\$ 156,460,588	\$ 155,808,520
Other		Liquid Cash	0.000%	\$ 1,239,432	\$ 1,239,432
				<u>\$ 481,642,095</u>	<u>\$ 480,990,027</u>

Accrued Earnings for January 2017 \$ 435,717
Cumulative Earnings FY2017 \$ 2,684,800

* County Pool average yield for the month ending January 31, 2017 was .945%. As of January 2017, the total cost of the Total Pool was \$4,936,011,574 and the fair market value per San Mateo County Treasurer's Office was \$4,934,788,246.

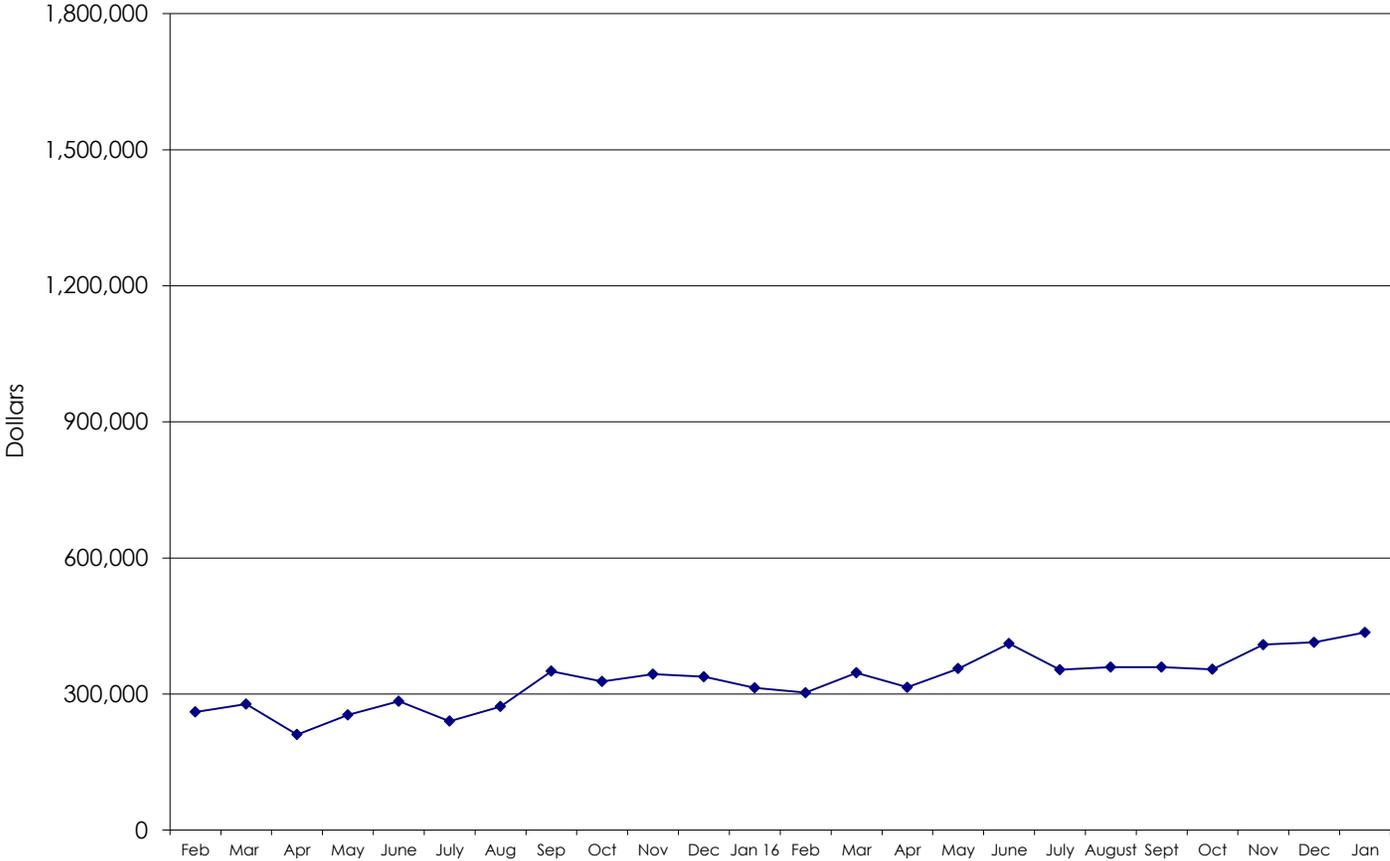
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
JANUARY 2017**

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	408,822.31	1,835,306.81
DECEMBER	413,775.91	2,249,082.72
JANUARY	435,716.82	2,684,799.54
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

SMCTA Interest Income



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
January 31, 2017

DESCRIPTION	TOTAL INVESTMENT 01-31-17	INTEREST RECEIVABLE 12-31-16	PREPAID INT RECEIVABLE 01-31-17	INTEREST EARNED 01-31-17	INTEREST RECEIVED 01-31-17	ADJ.	INTEREST RECEIVABLE 01-31-17
LAIF	980,225.91	1,686.09	0.00	624.81	1,666.81	(19.28)	624.81
COUNTY POOL	322,961,848.85	740,337.82	0.00	257,947.29	743,155.88	2,818.05	257,947.28
BANK OF AMERICA	944,626.32	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	294,805.59	0.00	0.00				0.00
INVESTMENT PORTFOLIO	155,808,520.39	390,887.21	60,075.78	171,196.94	252,792.90	3,149.01	372,516.04
		0.00					0.00
	<u>480,990,027.06</u>	<u>1,132,911.13</u>	<u>60,075.78</u>	<u>429,769.04</u>	<u>997,615.59</u>	<u>5,947.78</u>	<u>631,088.14</u>

JANUARY 2017 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	01/31/17	435,716.82
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		
Capital Gain(Loss)		<u>51,672.02</u>
Total Interest & Capital Gain(Loss)		<u><u>478,138.84</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,684,799.54
Add:	
Less:	
Management Fees	(64,750.00)
Amortized Premium/Discount	(107,986.38)
Capital Gain(Loss)	<u>239,242.90</u>
Total Interest	<u><u>2,751,306.06</u></u>

Balance Per Ledger as of	01/31/17	
Amort Prem/Disc-acct 409104		(107,986.38)
Management Fees (530040)		(64,750.00)
Int Acct. 409100 - Co. Pool		1,658,954.29
Int Acct. 409100 - LAIF		3,775.91
Int Acct. 409101 - Portfolio Funds		1,022,069.34
Gain(Loss) Acct. 405210		<u>239,242.90</u>
		<u><u>2,751,306.06</u></u>

INVESTMENT PORTFOLIO
January 31, 2017

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 1/31/2017					REC'VBLE 12/31/2016	INT REC'VBLE 1/31/2017	EARNED 1/31/2017			REC'VBLE 1/31/2017	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828O78	01-05-17	3,136,500.00	3,143,251.20	04-30-21	1.375%	122.2222	31		8,022.10	2,254.14	(8,022.10)		10,276.24	3,200,000
US TREASURY NOTE	912828U21	03-31-16	6,628,439.45	6,620,646.90	04-30-18	0.625%	115.4514	31	10,543.85		3,939.06	3,805.25		10,677.66	6,650,000
US TREASURY NOTE	912828T8	03-23-15	119,845.31	119,878.08	04-30-19	1.250%	4.1667	31	4,752.76		1,868.79	6,236.19		385.36	120,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	601,218.60	10-31-19	1.500%	25.0000	31	1,549.18		775.00			2,324.18	600,000
US TREASURY NOTE	912828UQ1	11-09-15	5,240,098.83	5,269,760.82	02-29-20	1.250%	184.3750	31	35,676.80		7,799.03	7,156.08		36,319.75	5,310,000
US TREASURY NOTE	912828VF4	12-07-15	7,403,027.34	7,449,900.00	05-31-20	1.375%	286.4583	31	9,065.93		8,782.63			17,848.56	7,500,000
US TREASURY NOTE	912828VP2	05-18-16	6,667,435.54	6,534,404.70	07-31-20	2.000%	358.3333	31	53,983.70		10,872.65	64,500.00		356.35	6,450,000
US TREASURY NOTE	912828L32	06-29-16	1,832,906.25	1,783,546.20	08-31-20	1.375%	68.7500	31	8,452.87		2,096.31			10,549.18	1,800,000
															20.29%
<u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FNMA	3136ANJY4	04-30-15	1,075,646.17	1,065,088.40	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	797,597.34	790,676.43	03-01-19	1.738%	38.13	31	1,164.08		1,143.76	1,164.06		1,143.78	789,707
FANNIE MAE	3136AQDQO	10-30-15	1,421,616.40	1,409,586.59	09-01-19	1.646%	64.36	31	1,947.77		2,052.78	2,069.90		1,930.65	1,407,522
															2.09%
<u>FEDERAL AGENCY NOTES AND BONDS</u>															
FHLMC	3137EABE1	07-20-16	4,638,747.00	4,588,615.35	07-19-19	0.875%	113.02	31	18,196.35		3,390.63	20,230.73		1,356.25	4,650,000
FNMA	3135GON33	08-02-16	4,192,944.00	4,143,972.00	08-02-19	0.875%	102.08	31	15,210.42		3,062.50			18,272.92	4,200,000
FHLB	3130A8QS5	07-15-16	4,671,419.30	4,545,919.90	07-14-21	1.125%	146.88	31	24,381.25	146.88	4,406.25	26,437.50		2,496.88	4,700,000
FHLMC	3137EADN6	08-30-16	11,985,840.00	11,984,676.00	01-12-18	0.750%	250.00	31	30,000.00		7,500.00	32,750.00		4,750.00	12,000,000
FREDDIE MAC	3137EADP1	08-08-16	8,010,320.00	7,994,464.00	03-07-18	0.875%	194.44	31	22,166.67		5,833.33			28,000.00	8,000,000
FHLB	3130A9AE1	08-26/16	7,694,764.00	7,663,432.70	10-01-18	0.875%	187.15	31	16,843.76		5,614.58			22,458.34	7,700,000
FHLB	313376BR5	08-11-16	765,165.00	756,596.25	12-14-18	1.750%	36.46	31	5,371.53		5,971.87	9,629.86		1,713.54	750,000
FHLB	3130A8Y72	08-04-16	1,547,024.00	1,529,225.35	08-05-19	0.875%	37.67	31	5,538.02		1,130.21			6,668.23	1,550,000
FNMA	3135GON82	08-19-16	822,177.68	799,692.30	08-17-21	1.250%	28.65	31	0.00					0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,592,941.70	08-17-21	1.250%	92.88	31	16,041.67		3,645.83			19,687.50	2,675,000
FNMA	3135GOP49	09-02-16	3,993,760.00	3,956,488.00	08-28-19	1.000%	111.11	31	13,222.21		3,333.33			16,555.54	4,000,000
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,645,089.90	09-26-19	1.000%	130.56	31	12,402.78		3,916.66			16,319.44	4,700,000
FHLMC	3137EAED7	09-16-16	2,294,013.15	2,283,017.81	10-12-18	0.875%	55.78	31	7,656.25		2,187.50	2,313.28		7,530.47	2,295,000
															37.24%
<u>CORPORATE NOTES</u>															
TOYOTA MOTOR	89236TDHS	10-18-16	1,149,425.00	1,139,535.00	10-18-19	1.550%	49.51	31	3,614.51		1,485.42			5,099.93	1,150,000
TOYOTA MOTOR CREDIT	89236TDM4	-01-09-17	1,999,300.00	2,004,778.00	01-09-19	1.700%	94.44	31	0.00		2,077.78			2,077.78	2,000,000
AMERICAN EXPRESS	0258MDEC9	10-31-16	2,799,321.80	2,776,636.80	10-30-19	1.700%	132.22	31	8,065.56		3,966.66			12,032.22	2,800,000
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,440,751.30	07-24-20	5.500%	481.25	31	24,543.75		14,437.50	35,612.50		3,368.75	3,150,000
Pfizer Inc	717081EB5	11-21-16	2,078,502.40	2,078,398.40	12-15-19	1.700%	98.22	31	3,928.89		2,946.67			6,875.56	2,080,000
JOHN DEERE	24422ESR1	11-22-16	3,013,950.00	3,008,088.00	12-15-17	1.550%	129.17	31	2,066.67		3,875.00			5,941.67	3,000,000
JOHN DEERE CAPITAL CC	24422ETM1	01-06-17	1,199,220.00	1,199,922.00	10-15-18	1.650%	55.00	31	0.00		1,375.00			1,375.00	1,200,000
GOLDMAN SACHS	38141GGO1	11-28-16	3,035,092.50	3,015,732.50	07-27-21	5.250%	401.04	31	13,234.38		12,031.25	23,661.46		1,604.17	2,750,000
AMERICAN HONDA	02665WAH4	12-20-16	3,165,655.50	3,173,795.10	08-15-19	4.250%	371.88	31	2,165.62	24,609.38	5,906.25			32,681.25	3,150,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,578,024.00	01-10-20	2.450%	107.19	31	0.00		2,250.94			2,250.94	1,575,000
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.50	1,520,310.08	02-06-20	1.850%	78.11	31	0.00					0.00	1,520,000
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,180,454.20	08-14-19	2.100%	183.75	31	1,470.00	23,703.75	5,512.50			30,686.25	3,150,000
															17.66%
<u>COMMERCIAL PAPERS</u>															

INVESTMENT PORTFOLIO
January 31, 2017

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 1/31/2017					REC'VBLE 12/31/2016	INT REC'VBLE 1/31/2017	EARNED 1/31/2017			REC'VBLE 1/31/2017	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
BANK OF TOKYO MITSUBI	06538BRJ4	10-21-16	2,981,205.00	2,994,057.00	04-18-17	0.000%	0.00	31	0.00					0.00	3,000,000
JP MORGAN SECURITIES	46640PSH7	10-19-16	3,976,200.00	3,988,352.00	05-17-17	0.000%	0.00	31	0.00					0.00	4,000,000
BNP PARIBAS NY BRANCH	09659BUH1	10-20-16	3,960,400.00	3,977,232.00	07-17-17	0.000%	0.00	31	0.00					0.00	4,000,000
CANADIAN IMPERIAL HLC	13607EXD6	01-19-2017	3,068,156.54	3,072,267.40	10-13-17	0.000%	0.00	31	0.00					0.00	3,100,000
CREDIT AGRICOLE CIB N'	22533TSF4	11-16-16	2,983,200.00	2,990,883.00	05-15-17	0.000%	0.00	31	0.00					0.00	3,000,000
															10.97%
<u>CERTIFICATE OF DEPOSIT</u>															
CANADIAN IMPERIAL BA'	13606A5Z7	12-05-16	3,097,582.00	3,125,531.60	11-30-18	1.760%	151.56	31	4,092.00		4,698.22			8,790.22	3,100,000
SVENSKA HANDELSBANKE	86958JHB8	01-12-17	3,100,000.00	3,098,195.80	01-10-19	1.890%	162.75	31	0.00		3,255.00			3,255.00	3,100,000
NORDEA BANK FINLAND I	65558LWA6	12-05-16	3,100,000.00	3,125,531.60	11-30-18	1.760%	151.56	31	3,940.44		4,546.67			8,487.11	3,100,000
															5.97%
<u>SMALL BUSINESS ADMINISTRATION</u>															
FNA 2014-M6 A2	3136AJ7G5	12-15-16	3,519,808.59	3,489,913.40	05-25-21	2.679%	256.74	31	4,107.05	3,593.67	7,700.72	7,700.72		7,700.72	3,450,000
															2.21%
<u>ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS</u>															

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2017
 JANUARY 2017

2/20/17 11:44 AM

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	5,557,900	(362,031)	5,919,931
Sep. 16	7,498,579	7,498,579	Nov. 16	7,410,500	(88,079)	7,498,579
3 Months Total	19,338,441	19,338,441		18,526,300	(812,141)	19,338,441
Oct. 16	6,455,545	6,455,545	Dec. 16	8,373,278	1,917,733	6,455,545
Nov. 16	6,455,545	6,455,545	Jan. 17	5,971,700	(483,845)	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		32,871,278	621,747	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		32,871,278	621,747	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	32,871,278	621,747	83,000,000
	18,976,410		1st Quarter			
	22,221,213		2nd Quarter			
	5,605,227		3rd Quarter			
			4th Quarter			
	46,802,850		YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 20171/31/2017

Cash -- Bank of America Checking Account	944,626.32
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	294,805.59
LAIF	980,225.91
County Pool	322,961,848.85
Investment Portfolio	155,808,520.39
	<hr/>
Total	<u><u>480,990,027.06</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
January 2017

Unit	Ref	Name	Amount	Method	Description
SMCTA	000054	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000055	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000056	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000057	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000058	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000059	IBARRA, KENNETH	100.00	ACH	Board Member Compensation
SMCTA	004369	CITY OF PACIFICA	616,216.26	CHK	Capital Programs ⁽¹⁾
SMCTA	004370	CORNISH & CAREY COMMERCIAL REAL ESTATE	500.00	CHK	TA Property Values
SMCTA	004371	HANSON BRIDGETT LLP	12,032.75	CHK	Legal Services
SMCTA	004372	ATKINS NORTH AMERICA, INC	184,618.53	CHK	Consultants
SMCTA	004373	HANSON BRIDGETT LLP	3,892.00	CHK	Legal Services
SMCTA	004374	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004375	GOVERNMENT FINANCE OFFICERS ASSN	505.00	CHK	Dues & Subscription
SMCTA	004376	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004377	OFFICEMAX	77.67	CHK	Office supplies
SMCTA	004378	VAVRINEK, TRINE, DAY & CO., LLP	5,000.00	CHK	Annual Audit Services
SMCTA	004379	HANSON BRIDGETT LLP	9,681.84	CHK	Legal Services
SMCTA	004380	OFFICEMAX	61.00	CHK	Office supplies
SMCTA	004381	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004382	VAVRINEK, TRINE, DAY & CO., LLP	5,000.00	CHK	Annual Audit Services
SMCTA	900086	SAN MATEO COUNTY TRANSIT DISTRICT	1,924,065.20	WIR	Staff costs, bank charges, postage, etc
			<u>2,784,250.25</u>		

(1) San Pedro Creek/RTE 1 Bridge

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Kathleen Kelly
Interim Chief Financial Officer

SUBJECT: **COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR
ENDING JUNE 30, 2016**

ACTION

Staff proposes the Board of Directors receive and file the San Mateo County Transportation Authority's (TA) Fiscal Year (FY) 2016 Comprehensive Annual Financial Report (CAFR).

The FY2016 CAFR is available online at
[http://www.smcta.com/Assets/ Finance/CAFR/TA/SMCTA+CAFR+2016.pdf](http://www.smcta.com/Assets/Finance/CAFR/TA/SMCTA+CAFR+2016.pdf).

SIGNIFICANCE

The CAFR is prepared in accordance with the guidelines set forth by the Government Accounting Standards Board and is organized into four sections – Introductory, Financial, Statistical and Single Audit.

- 1) The **Introductory** Section includes a Transmittal Letter and provides general information on the TA's structure, personnel, economic outlook and finances.
- 2) The **Financial** Section includes audited financial statements which provide detailed financial information as well as comparative financial data. The Management Discussion & Analysis (MD&A) is also found in the Financial Section. Along with the Transmittal Letter, the MD&A is of most interest to those looking for a narrative annual review of the TA's finances.
- 3) The **Statistical** Section provides a broad range of data covering key financial trends including revenue and debt capacity, economic and demographic data and operating information.
- 4) The **Single Audit** Section provides the Independent Auditor's Report on Internal controls and compliance, and the Schedule of Expenditures of Federal Awards and Findings and Recommendations from the Auditors.

Together, all sections of the CAFR provide the detail as well as the perspective with which to assess the TA's financial condition.

This year the auditors found a deficiency in internal controls which they deemed "significant." A significant finding indicates a deficiency in internal controls, but not one that is considered to be "material" (a more serious finding).

The auditors finding was related to a lack of timely reconciliation of cash balances, which led to the need for post-closing adjustments. Procedures were implemented during FY2017 to streamline the reconciliation of cash. In addition, staff has drafted a plan to prevent such lapses in the future, and is working to ensure that such plans will satisfy future audit requirements.

BUDGET IMPACT

There is no impact on the Budget.

BACKGROUND

The TA contracts with an independent auditor to conduct yearly audits of the Financial Statements in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States of America. The introductory section and the statistical section presented in the CAFR are not required by California Government Code to be reported as part of the audited financial statements of the TA but are required when producing a CAFR which the TA chooses to do in order to provide detailed information about the financial condition of the TA in a form that is understandable to the tax payers of San Mateo County.

The CAFR is prepared and presented to the Government Finance Officers Association for their review, evaluation and to apply for the certificate of Achievement for Excellence in Financial Reporting. The TA has received an award for every year that the report was submitted.

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

**AGENDA ITEM # 7
MARCH 2, 2017**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF MARCH 1, 2017**

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: April Chan Kathleen Kelly
Chief Officer, Planning, Grants, Interim Chief Financial Officer
and the Transportation Authority

SUBJECT: **PROGRAM AND ALLOCATE \$3.85 MILLION FROM THE GRADE SEPARATION
PROGRAM CATEGORY TO THE BROADWAY GRADE SEPARATION PROJECT
AND AMEND THE FISCAL YEAR 2017 BUDGET ACCORDINGLY**

ACTION

Staff recommends the Board:

1. Amend the Fiscal Year (FY) 2017 Budget to increase the Grade Separation Program Category by \$3.85 million for a total FY2017 Budget of \$171,555,679 to fund the city of Burlingame's (City) Broadway Grade Separation Project (Project) per Exhibit A and Exhibit B; and
2. Program and allocate \$3.85 million of Measure A Grade Separation Program Category funds to complete the preliminary engineering/environmental (PE/ENV) phase of work for the Project; and
3. Authorize the Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City and the Peninsula Corridor Joint Powers Board (JPB), contingent upon the City securing \$500,000 in local matching funds.

SIGNIFICANCE

At the November 7, 2013 meeting, the Board approved the allocation of \$1 million in Measure A funds for the City to complete the planning phase of work for Project. The City led the implementation of the planning phase, in close coordination with the JPB, which has since been completed. The City recently submitted a letter (Exhibit 1) requesting \$10.85 million to complete the PE/ENV and final design (PS&E) phases of work, of which \$3.85 million is for the PE/ENV phase and \$7 million is for the PS&E phase (Attachment A). Staff recommends that the Board program and allocate funding only for the PE/ENV phase at this time, and wait until the preferred alternative for the grade separation is environmentally cleared before considering a commitment of funding for the PS&E phase of work, consistent with the Measure A Grade Separation Program Guiding Principles.

The City studied six grade separation alternatives and has indicated in its Project Study Report that its preferred alternative is for an alignment that would partially elevate the railroad and partially depress Broadway and the adjoining frontage roads on both sides of the railroad (California Drive to the west and Carolan Avenue to the east). The Project would also necessitate the reconstruction of the Broadway station, which will result in the reconfiguration of the boarding platforms to meet current Caltrain standards and the elimination of the hold-out rule that is currently in effect. The cost of completing the PE/ENV phase of work is estimated at \$4.35 million; the balance of funds will come from a \$500,000 City match. The JPB will lead implementation of the PE/ENV phase, in coordination with the City, and any subsequent phases of work that may occur in the future.

Grade Separation Program Guiding Principles for Project Selection

Per the Grade Separation Program Guiding Principles, revised by the Board at its September 2016 meeting, the TA may accept funding requests on an as-needed basis. Staff evaluated the City's request with respect to the project evaluation criteria and has determined the Project can provide vital safety and circulation improvements. There have been numerous accidents at the Broadway at-grade crossing, many involving vehicles stopped on the tracks. The Broadway at-grade crossing is currently ranked on the California Public Utilities Commission's Grade Separation Priority List as the top ranked crossing for grade separation in northern California and as the second highest ranked crossing in the state. Furthermore, the Project can help reduce emergency response times as the Caltrain corridor bisects the east and west sides of the City; help to alleviate traffic queuing on Broadway, which extends east to the U.S. Highway 101 ramps; reduce traffic delays at nearby intersections with California Drive, Carolan Avenue and Rollins Road; and significantly improve access to the Broadway commercial district from U.S. Highway 101, which would further support economic development.

The Project is currently ready to proceed into the PE/ENV phase of work, as the Project Study Report was completed January 2017, and the City has demonstrated its commitment to the project with a \$500,000 local funding match, which the City Council must approve before the TA will execute a funding agreement with the City.

Impact to the Measure A Grade Separation Program

At the December 2016 Board meeting, the TA allocated \$65.3 million from the Grade Separation Program Category to help complete the 25th Avenue Grade Separation Project. At that time, staff informed the Board that the TA may need to borrow funding from other Measure A programs if projected sales tax revenues do not meet estimates or if cash flow needs exceed estimates. If this occurs, the advance of funds would be closely monitored and tracked by TA staff to ensure compliance with the 2004 Measure A Transportation Expenditure Plan (TEP), which establishes how much funding each program must receive as a percent of the total revenue collected through the life of the program (by calendar year 2033). The cash flow demand for the PE/ENV phase for the Project will coincide with the cash flow needs for the final phases of work for the 25th Avenue Grade Separation Project, which could increase the potential need to borrow from other Measure A programs in the interim.

The TA previously advanced funding by borrowing from other Measure A programs in December 2008 when it allocated funding for the construction of the South San Francisco Ferry Terminal.

BUDGET IMPACT

This allocation requires an amendment of the FY2017 Budget to increase the Grade Separation Program Category by \$3.85 million for a total FY2017 Budget of \$171,555,679 (Line 17 of Attachment A and Line 27 of Attachment B).

BACKGROUND

Fifteen percent of the Measure A receipts are allocated to the Grade Separation Program category. The goal of the program is to reduce the number of at-grade crossings on the Caltrain right of way. Grade separations improve safety for drivers and pedestrians, relieve traffic congestion, and enhance operational flexibility of the railroad. The grade crossings to be considered for Measure A funding are listed in the TEP. The grade crossing at Broadway is included in the TEP.

Prepared by:	Joel Slavit, Manager, Programming and Monitoring	650-508-6476
	Ladi Millard, Director, Budgets and Financial Analysis	650-508-7755

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2017 REVISED BUDGET

	FY2016 AUDITED <u>ACTUAL</u> A	FY2017 ADOPTED <u>ADOPTED</u> B	FY2017 REVISED <u>REVISED</u> C	FY17 REVISED TO FY17 ADOPTED Increase (Decrease) D = C-B	BUDGET PERCENT CHANGE E = D/C	
REVENUE:						
1 Sales Tax	79,703,951	83,000,000	83,000,000	-	0.0%	1
2						2
3 Interest Income	3,799,176	2,974,480	2,974,480	-	0.0%	3
4						4
5 Miscellaneous Income	-	128,000	128,000	-	-	5
6						6
7 Rental Income	1,167,384	1,193,686	1,193,686	-	0.0%	7
8						8
9 Grant Proceeds	5,838	-	-	-		9
9						9
10 TOTAL REVENUE	84,676,350	87,296,166	87,296,166	-	0.0%	10
11						11
12						12
EXPENDITURES:						
13						13
14						14
15 Annual Allocations	29,091,942	30,295,000 (1)	30,295,000 (1)	-	0.0%	15
16						16
17 Program Expenditures	43,428,109	134,693,234 (1)	138,543,234 (1)	3,850,000	2.8%	17
18						18
19 Oversight	978,549	1,185,000 (1)	1,185,000 (1)	-	0.0%	19
20						20
21 Administrative:						21
22 Staff Support	609,710	827,084	827,084	-	0.0%	22
23 Measure A Info-Others	167	15,000	15,000	-	0.0%	23
24 Other Admin Expenses	600,170	690,361	690,361	-	0.0%	24
25 Total Administrative	1,210,047	1,532,445	1,532,445	-	0.0%	25
26						26
27 TOTAL EXPENDITURES	74,708,647	167,705,679	171,555,679	3,850,000	2.2%	27
28						28
29 EXCESS/(DEFICIT)	9,967,703	(80,409,513)	(84,259,513)	(3,850,000)	4.6%	29
30						30
31 BEGINNING FUND BALANCE	469,053,620	489,710,109	479,021,323	(10,688,786)		31
32						32
33 ESTIMATED ENDING FUND BALANCE	479,021,323	409,300,596	394,761,810	(14,538,787)	-3.7%	33
34						34
35						35
36 FUND BALANCE (2)						36
37						37
		Aggregate				
38 Beginning Fund Balance		479,021,323				38
39 Excess/(Deficit)		(84,259,513)				39
40 Ending Fund Balance		<u>394,761,810</u>				40
41						41

42 (1) See Attachment B for details.

43 (2) Fund Balance is based on FY2016 audited figures, and revised budgeted figures for FY2017.

ATTACHMENT B

FY2017 ALLOCATIONS AND EXPENDITURES

				Previously Approved Budget	FY17 Adopted Budget	FY17 Revised Budget	Total Approved Budget	Budgeted Non-Measure A	Total Measure A Share	
ANNUAL ALLOCATIONS:										
1	Allocation to Local Entities			N/A	18,675,000	18,675,000			N/A	1
2	Transfer to SMCTD for Caltrain			N/A	6,640,000	6,640,000			N/A	2
3	Paratransit			N/A	3,320,000	3,320,000			N/A	3
4	SFO BART Extension			N/A	1,660,000	1,660,000			N/A	4
5	San Mateo County Ferry Services			N/A	-	-			N/A	5
6					30,295,000	30,295,000				6
7										7
8	PROGRAM EXPENDITURES:									
9										9
10	ALTERNATIVE CONGESTION RELIEF									
11	00903	ACR Plan & Projects TBD	(1)	1,703,794	382,040	382,040	2,085,834		2,085,834	11
12	00807	Countywide TDM Program		2,476,206	445,000	445,000	2,921,206	-	2,921,206	12
13	DUMBARTON									
14	TBD	Capital Improvements		-	-	-				14
15	00745	Maintenance of Way	(2)	2,184,500	250,000	250,000	2,434,500	-	2,434,500	15
16	CALTRAIN									
17	00605	San Mateo Local Share JPB CIP		71,697,540	6,616,316	6,616,316	78,313,856	2,733,100	75,580,756	17
18	PEDESTRIAN AND BICYCLE PROGRAM									
19	00816	Set-aside for Call for Projects	(3)	15,888,075	2,481,118	2,481,118	18,369,193	-	18,369,193	19
20	LOCAL SHUTTLE									
21	Various	Set-aside for Call for Projects	(4)	13,959,777	10,532,482	10,532,482	24,492,259	45,000	24,447,259	21
22	STREETS AND HIGHWAYS									
23	00900	Key Congested Corridors Program	(5)	75,301,000	30,628,095	30,628,095	105,929,095	-	105,929,095	23
24	00901	Supplemental Roadway Program	(5)	44,397,000	18,058,183	18,058,183	62,455,183	-	62,455,183	24
25	GRADE SEPARATION									
26	TBD	Project(s) TBD		-	-	-	-	-	-	26
27	00813	Broadway Grade Separation	(8)	1,000,000		3,850,000	4,850,000		4,850,000	27
28	00812	25th Avenue Grade Separation		8,700,000	65,300,000	65,300,000	74,000,000		74,000,000	28
29				237,307,892	134,693,234	138,543,234	375,851,125	2,778,100	373,073,025	29
30										30
31	STAFF SUPPORT				827,084	827,084	827,084			31
32										32
33										33
34										34
35										35
36										36
37	OVERSIGHT:									
38										38
39	00740	Program Planning and Management		5,995,000	1,185,000	1,185,000	5,995,000	-	5,995,000	39

(1) Funds proposed in FY2017 for the ACR Call For Projects represent 1% of sales tax revenues, less funds designated for the Alliance's Countywide TDM program (\$445K).

(2) Funding for Dumbarton Maintenance of Way will come from rental income (Original Measure) on the Dumbarton right-of-way.

(3) The Pedestrian and Bicycle Program includes the true-up adjustments between annual projection vs. actual collected for New Measure A Sales Tax since inception (Jan 2009 to June 2015).

(4) The Local Shuttle Set-aside for Call for Projects represents the estimated funds to be collected in FY17 which will be reserved for future Call for Projects.

(5) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues to be collected annually and are placeholders until specific projects are selected under these categories.

(6) True-up adjustments for the difference between annual projected vs. actual collected New Measure A Sales Tax since inception (Jan 2009 to June 2015).

(7) Measure A funds were exchanged from South San Francisco Station to PCEP for \$38,827,600 in return for an equal amount of FTA 5337 SOGR funds that PCEP was not eligible to receive.

(8) Programmed and allocated 3,850,000 of Measure A Grade Separation Program Category funds for the Broadway Grade Separation Project



The City of Burlingame

RICARDO ORTIZ, MAYOR
MICHAEL BROWNRIGG, VICE MAYOR
DONNA COLSON
EMILY BEACH
ANN KEIGHRAN

CITY HALL - 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3997
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TEL: (650) 558-7200
FAX: (650) 556-9281

January 18, 2017

April Chan
Executive Officer, Planning and Development
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: City of Burlingame Broadway Grade Separation Project

Dear Ms. Chan:

As you're aware, the Broadway corridor between U.S. Highway 101 and California Drive is heavily travelled and is the most congested roadway in Burlingame, with a daily average traffic volume of over 70,000 vehicles. The traffic congestion and safety problems are some of the worst in San Mateo County due to the at-grade railroad crossing. The traffic safety problems at the Broadway at-grade railroad crossing are further exacerbated by the operation of the railroad safety gates to facilitate safe crossings of trains. In fact, many vehicle-to-vehicle and train-to-vehicle accidents along the corridor have been attributed to the at-grade railroad crossing.

Currently, the traffic delay is highest during the weekday PM peak, with a recorded delay in excess of 324 seconds, or five minutes. Without a grade separation, the PM peak delay along the corridor is expected to increase dramatically, to 1,450 seconds (24 minutes), while the AM peak delay along the corridor would increase to 1,570 seconds (26 minutes) by 2040. These delays take into account the restoration of train service at the Broadway Caltrain Station, and the projected increase of trains from the current 92 to 220 by 2030. The traffic congestion and delays today already pose an emergency response challenge and would result in impossible conditions in the future for first responders, emergency services, and the general public if the problem is not addressed soon.

The need to grade separate the existing at-grade crossing at Broadway has been planned and discussed for many years, dating back to the 1960s, and is the top priority among grade separation candidates in

all of California. In June of 2016, the California Public Utilities Commission (CPUC) developed a grade separation priority ranking for 38 high priority projects throughout California for fiscal years 2016-17 and 2017-18. The Broadway at-grade crossing is ranked as the 2nd top priority for grade separation projects in the entire state and is 1st amongst Northern California grade separation projects on the CPUC list.

The City of Burlingame greatly appreciates the support shown for the Broadway Grade Separation Project by the San Mateo County Transportation Authority (SMCTA) and the Peninsula Corridor Joint Powers Board (PCJPB). In 2014, the SMCTA Board approved a \$1 million Measure A grant to the City to undertake public outreach and a preliminary planning study for the Project. With those funds, the City conducted an extensive public outreach program that included the development and evaluation of six alternatives. Through a series of public outreach and City Council meetings, the City narrowed down the six alternatives to one preferred alternative. This alternative, which would partially elevate the railroad and partially lower Broadway and the adjoining streets including California Drive and Carolan Avenue, has the least impacts to surrounding properties and railroad operations and is the most pragmatic approach. On May 16, 2016, the Burlingame City Council unanimously voted to support the preferred alternative and move forward towards completing the Project. The evaluation of alternatives, recommendations, and cost estimates are documented in a Project Study Report (PSR). A 3D animation of the preferred alternative (Alternative A) can be found on the Project's website at www.burlingame.org/broadwaygradesep.

In order to move the Project along and get it shovel ready to compete for regional, federal and state funding, the City of Burlingame needs your help to fund the next phase of the Project through the Measure A, Grade Separation Program. The City is requesting \$10.85M from the SMCTA from the Measure A Program to complete the preliminary engineering and environmental documentation, concurrently with preparation of the detail engineering design, commonly known as PS&E. This includes \$3.85M for preliminary engineering and environmental studies and \$7.0M for PS&E work. This will allow the Project to be shovel ready as soon as practicable to leverage external funds and compete for regional, state and federal grants.

The estimated total cost to complete the Project is approximately \$250 million. This includes escalation to an assumed mid-point of construction in approximately 2022. The City has prepared a draft initial funding plan that outlines funding sources based on anticipated Project costs over the next eight years (see attachment). The City is confident that the proposed draft funding sources are feasible and can keep the Project on the proposed funding, design and construction schedule with the support of SMCTA.

The proposed funding plan shows that the City will contribute \$1.2M of its own funds and is seeking \$5.7M in California Section 130 funds to cover the remainder required to complete PA/ED and PS&E. The City will be working with the California Department of Transportation's Division of Rail in 2017 to secure Section 130 funds.

Project Benefits:

Grade separating Broadway will provide vital safety improvements. Since 1985, eight accidents have been recorded at the Broadway crossing itself, and these are included in the Federal Railroad

Administration database. All eight incidents involved a train hitting a vehicle stopped on the tracks. One accident involved a fatality, and one involved an injury. In December 2016, there was a pedestrian fatality. Grade separating the tracks will eliminate conflicts between trains and motor vehicles, bicyclists, and pedestrians. Since this segment of rail will be elevated, the Project will also serve to reduce trespassing and, thus, increase safety.

The grade separation will improve traffic circulation and decrease emergency response times. Broadway is the only local surface crossing in the vicinity. The closest surface crossings are at-grade at Oak Grove Avenue, which is 0.8 miles to the south, and the overcrossing at Millbrae Avenue, which is 1.5 miles to the north. Broadway is a primary east-west crossing for all modes of travel, including emergency vehicles. Grade separating Broadway will allow traffic to move more freely and reduce overall travel times. This will become even more critical in the future after the Caltrain Electrification Project is complete because the corridor will see an increase in train volumes. In addition, Caltrain also proposes to open the Broadway Station on weekdays, which will also increase delays with trains stopped at Broadway. A grade separation at Broadway will improve east-west access, reduce congestion, and improve emergency response times.

Thank you for your serious consideration of the City's request. Your funding commitment will enable the partnership between the City and PCJPB to complete preliminary engineering, environmental clearance, and final design. Completion of the Preliminary Engineering and Environmental Documentation phase will allow the Project to begin the right-of-way acquisition and obtain appropriate agency approvals. Completion of the PS&E Phase will enable the Project to be "shovel ready", which will better position the Project for funding opportunities and keep it on schedule. Delaying the funding would result in increased construction costs, which would add further difficulties in implementing the Project.

We look forward to continuing our efforts with the SMCTA and PCJPB to advance this important Project. If you have any questions or need additional information, please feel free to contact Syed Murtuza, the City of Burlingame's Director of Public Works, at (650) 558-7230.

Sincerely,



Ricardo Ortiz
Mayor, City of Burlingame

Enc: Funding Plan Summary

c: City Council
Lisa K. Goldman, City Manager
Syed Murtuza, Director of Public Works

Table 1 - Funding by Phase (Values in Thousands)

	2017	2018	2019	2020	2021	2022	2023	2024	Total
PA&ED Support	4,050	250	50						4,350
PS&E Support		5,700	7,200	250	250				13,400
Flagging						11,900			11,900
R/W Support		600							600
Construction Support					13,000	12,400			25,400
Support (Subtotal)	4,050	6,550	7,250	250	13,250	24,300			55,650
Right-of-Way & Utility		11,300	4,950	8,100					24,350
Construction		4,000	15,000	15,000	21,000	79,000	35,000	1,000	170,000
Total	4,050	21,850	27,200	23,350	34,250	103,300	35,000	1,000	250,000

Table 2 - Funding by Source (Values in Thousands)

	City of Burlington	SMCTA Measure A	Section 130	Section 190	OBAG2 (C/CAG)	TIGER/FASTLANE	High-Speed Rail	Cap and Trade/ HSIP Grants (MTC)	Total
PA&ED Support	500	3,850							4,350
PS&E Support	700	7,000	5,700						13,400
Flagging							11,900		11,900
R/W Support			600						600
Construction Support		25,400							25,400
Support (Subtotal)	1,200	36,250	6,300				11,900		55,650
Right-of-Way & Utility		10,100	8,250		3,000			3,000	24,350
Construction	7,000	69,000	10,000	10,000	3,000	20,000	50,000	1,000	170,000
Total	8,200	115,350	24,550	10,000	6,000	20,000	61,900	4,000	250,000

RESOLUTION NO. 2017 –

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

*** * ***

PROGRAM AND ALLOCATE \$3.85 MILLION IN NEW MEASURE A FUNDS FROM THE GRADE SEPARATION PROGRAM CATEGORY TO THE BROADWAY GRADE SEPARATION PROJECT AND AMEND THE FISCAL YEAR (FY) 2017 BUDGET BY A CORRESPONDING AMOUNT

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 1/2 percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (TEP) 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 TEP beginning January 1, 2009; and

WHEREAS, grade separation improvements are qualified expenditures under the 1988 TEP, and the 2004 TEP designates 15 percent of the New Measure A revenue to fund grade separation projects; and

WHEREAS, the city of Burlingame (City) has submitted a request for \$10.85 million to supplement \$6.4 million in State and local matching funds to complete the preliminary engineering/environmental (PE/ENV) and final design (PS&E) phases for the Broadway Grade Separation Project (Project); and

WHEREAS, supported by the updated guidance from the Guiding Principles for Project Selection approved by the Board at its September 1, 2016 meeting, TA staff

evaluated the proposal based on the Project's ability to meet the established evaluation criteria; and

WHEREAS, staff has determined that the Project will significantly improve safety, local mobility, and operational flexibility of the railroad, is ready to proceed, supports economic development, leverages external funding, and has taken into account its ranking on the California Public Utilities Commission's Grade Separation Priority List; and

WHEREAS, staff recommends that the Board program and allocate \$3.85 million in funding for the PE/ENV phase now to supplement \$500,000 in local matching funds, but wait until the preferred alternative for the grade separation is environmentally cleared before considering a commitment of funding for the PS&E phase of work; and

WHEREAS, staff also recommends that the Board require the City to secure \$500,000 in local matching funds prior to contract execution; and

WHEREAS, based on the cash flow needs of this Project, coupled with the cash flow needs of the 25th Avenue Grade Separation Project, which received an allocation of \$65.3 million at the December 2016 Board meeting, the TA may need to borrow from other Measure A programs until projected tax revenues are available to fund all allocations to the Grade Separation Program; and

WHEREAS, staff recommends the Board authorize an amendment to increase the Fiscal Year (FY) 2017 Budget in the amount of \$3.85 million for the Grade Separation Program Category for a total FY2017 Budget of \$171,555,679.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Amends the FY2017 Budget to increase the Grade Separation Program Category by the amount of \$3.85 million for a total FY2017 Budget of \$171,555,679; and
2. Programs and allocates \$3.85 million in Measure A Grade Separation Program Category funds to complete the PE/ENV phase of the Project; and
3. Authorizes the Executive Director, or his designee, to execute any necessary documents or agreements, contingent upon the City securing \$500,000 in local matching funds, and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of March, 2017 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 Kathleen Kelly
Chief Officer, Planning, Grants, Interim Chief Financial Officer
and the Transportation Authority

SUBJECT: **ALLOCATION OF MEASURE A CALTRAIN PROGRAM CATEGORY FUNDS FOR
THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

ACTION

Staff recommends the Board:

1. Redirect \$38,827,600 in Measure A Caltrain Program Category funds from the South San Francisco (SSF) Caltrain Station Improvement Project line item to the Peninsula Corridor Electrification Project (PCEP) line item for a total no net change to the Budget; and
2. Allocate \$27,854,836 of Measure A Caltrain Program Category funds for the PCEP; and
3. Reprogram and allocate an additional \$10,972,764 of Measure A Caltrain Program Category funds from the SSF Station Project to the PCEP; and
4. Authorize the Executive Director or his designee to execute any necessary documents or agreements to give effect to the above-referenced actions.

SIGNIFICANCE

At the December 1, 2016 meeting, per Resolution No. 2016-29, the Board re-programmed \$27,854,836 of Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to the PCEP in exchange for the Metropolitan Transportation Commission (MTC) programming an equal amount of Federal Transit Administration (FTA) Section 5337 State of Good Repair (SOGR) grant funds to the SSF Station project.

This funding exchange was required as the 5337 SOGR funds are not eligible for use on PCEP. Without the exchange, there would be a corresponding budget gap in the PCEP budget. Since the December Board meeting, the MTC has identified the need to re-program an additional \$10,972,764 in 5337 SOGR funds to the SSF project as they do not have sufficient non-5337 FTA formula funds available for PCEP in Fiscal Year 2017.

The MTC approved the initial re-programming of the 5337 SOGR funds at its December 2016 meeting, and the subsequent \$10,972,764 re-programming at its February 2017 meeting. To complete the fund exchange, the San Mateo County Transportation Authority Board needs to allocate the \$27,854,836 of Measure A Caltrain Program Category funds, which it programmed in December 2016, and re-program and re-allocate an additional \$10,972,764 of Measure A Caltrain Program Category funds from the SSF project to PCEP.

BUDGET IMPACT

The subject \$38,827,600 of Measure A Caltrain Program Category funds are already included as part of the Board-adopted budget. The re-purposed funds will be moved from the SSF Caltrain Station Improvement Project line item to the PCEP line item.

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
 Peter Skinner, Manager, Grants and Fund Programming 650-622-7818

RESOLUTION NO. 2017 –

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

*** * ***

**ALLOCATING \$38,827,600 IN NEW MEASURE A FUNDS FOR 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 1/2 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 beginning January 1, 2009; and

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

WHEREAS, the TA, at its December 1, 2016 meeting, re-programmed \$27,854,836 million of Measure A Caltrain Program category funds from the South San Francisco (SSF) Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP); and

WHEREAS, an additional \$10,972,764 of Measure A Caltrain Program category funds needs to be re-programmed and re-allocated from the SSF Caltrain Station Improvement Project to the PCEP; and

WHEREAS, an equivalent amount of Federal Section 5337 funds have been programmed to the SSF Caltrain Station Improvement Project by the Metropolitan Transportation Commission at its December 2016 and February 2017 meetings.

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the allocation of previously programmed \$27,854,836 of Measure A Caltrain Program category funds to the PCEP; and

BE IT FURTHER RESOLVED that the Board of Directors authorizes the re-programming and re-allocation of an additional \$10,972,764 of Measure A Caltrain Program category funds from the SSF Caltrain Station Improvement Project to the PCEP; 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 2nd day of March, 2017 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: **ALLOCATION OF \$250,000 OF MEASURE A FUNDS PREVIOUSLY
PROGRAMMED FOR THE ROUTE 1 CALERA PARKWAY PROJECT FOR AN
INTERIM TRAFFIC MITIGATION SOLUTION**

ACTION

Staff recommends the Board:

1. Allocate \$250,000 of the \$4 million in Measure A funds previously programmed for the design phase of the Route 1 Calera Parkway Project (Project) in the city of Pacifica (City) to fund the development, installation, operation and monitoring of an adaptive signal system at the two signalized intersections within the Project limits; and
2. Authorize the Executive Director or his designee to execute and/or amend any agreement, and take any other actions necessary, to allocate the subject funding for the adaptive signal system.

SIGNIFICANCE

Route 1, a major thoroughfare in the City, experiences significant delays and congestion during the morning and evening commutes between Fessler and Reina Del Mar avenues, a stretch referred to as Calera Parkway. Delays and congestion are not limited to Route 1 but also affect local streets that feed into Route 1. A contributing factor is the inability of the two signalized intersections on Route 1 (Fessler Avenue and Reina del Mar Avenue) to effectively manage the volume of traffic during the peak periods.

On January 23, 2017, the City Council took action and directed staff to submit a funding request to the San Mateo County Transportation Authority (TA) to fund an interim adaptive signal system (see the attached letter dated February 7, 2017) to mitigate traffic.

The allocation of \$250,000 will provide the City the full funding needed to develop, install, operate and monitor an adaptive signal system at these two intersections on Route 1. This system employs the latest technology to detect traffic with cameras and in-road sensors, and adjusts signal timing in real time to maximize the throughput

efficiency of signalized intersections.

This same system has been installed on similar signalized intersections and has resulted in operational improvements. The City has been working with a contractor and with California State Department of Transportation (Caltrans) on the installation and operational logistics.

The City and TA staff acknowledge that operational improvements are expected to be modest, and will be an interim solution. Pre- and post-installation traffic data and analysis will be conducted to measure and adjust the system to optimal performance.

BUDGET IMPACT

There is no impact to the budget. Funding for this action will come from the \$4 million of Measure A funding previously programmed for the design phase of the Project from the Highway Programs Supplemental Roadways Category.

BACKGROUND

In October 2012, (Resolution No. 2012-17) the TA Board programmed \$4 million of Measure A funding for the design phase of the Project sponsored by the City. The allocation of funding was conditioned on the Project securing environmental clearance and the desire of the City to advance the Project into the final design phase.

During the environmental phase a number of alternatives were developed and evaluated to address the morning and evening commute congestion on this stretch of Route 1 in Pacifica. The preferred alternative was to widen Route 1 from four to six lanes from north of the Reina del Mar Avenue intersection to south of the Fassler Avenue signalized intersection, a distance of 1.3 miles. Caltrans approved the environmental document and project report funded by the TA on August 2, 2013.

Shortly after the Project was approved, State and Federal lawsuits were filed challenging the adequacy of the environmental document and questioning compliance with the California Environmental Quality Act and various federal environmental laws. Final decisions on these lawsuits are still pending.

Because of the challenges to the Project, the City desires to implement an interim solution that could bring some congestion relief to Route 1.

Prepared by: Joseph Hurley, Director, TA Program

650-508-7942



CITY OF PACIFICA
170 Santa Maria Avenue • Pacifica, California 94044-2506
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MAYOR
Mike O'Neill

MAYOR PRO TEM
John Keener

COUNCIL
Sue Digre
Sue Vaterlaus
Deirdre Martin

Scenic Pacifica
Incorporated Nov. 22, 1957

February 7, 2017

Mr. Joseph Hurley
San Mateo County Transit Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Dear Mr. Hurley:

First, I would like to thank you for working with our Public Works Director, Van Ocampo, and Caltrans on exploring the potential benefits of installing the In-Sync device along Highway 1. As you may know, during the last City Council meeting of January 23, Jesse Manning from Rhythm Engineering did a presentation to our Council on what In-Sync device is all about and how it could possibly improve the flow of traffic along Highway 1, particularly at the intersections of Highway 1 and Reina Del Mar as well as Highway 1 and Fassler Avenue. He explained how In-Sync works and mentioned the times when it is most effective in reducing the travel time of our commuters. He did, however, acknowledge that In-Sync is not the solution to the peak hour traffic congestion along Highway 1, when traffic volume exceeds highway capacity.

After the presentation, Council deliberated on the possible benefits of installing the In-Sync device and directed staff to formally submit a request to the Transit Authority for the repurposing of a portion of the Measure A funds, currently programmed for the design phase of the Calera Parkway Project, to this project. The City, as its contribution to this project, will handle the coordination and management of the project.

Please consider this letter Pacifica's formal request for the Transit Authority to repurpose up to \$250,000 out of the \$4 million currently programmed for the design phase of the Calera Parkway Project for this project. Van and his staff will continue working with you for the processing of this request.

Thank you again for all your help.

Sincerely,

LORIE TINFOW
City Manager

cc: Van Ocampo, City of Pacifica Public Works Director
Pacifica City Council

RESOLUTION NO. 2017 –

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

*** * ***

**ALLOCATING \$250,000 OF MEASURE A FUNDS
PREVIOUSLY PROGRAMMED FOR THE ROUTE 1 CALERA PARKWAY PROJECT
FOR AN INTERIM TRAFFIC MITIGATION SOLUTION**

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

WHEREAS, the TA issued a Call for Projects in May 2012 for the Highway Program Category; and

WHEREAS, the city of Pacifica (City) submitted an application that included \$4 million for the design phase of the Route 1 Calera Parkway Project (Project); and

WHEREAS, on October 4, 2012, by Resolution No. 2012-17, the TA Board of Directors (Board) programmed \$4 million in New Measure A funding to the Project conditioned on securing environmental clearance and the desire of the City to advance the Project into the design phase; and

WHEREAS, on August 2, 2013, the California State Department of Transportation approved the environmental document and project report, thereby securing environmental clearance; and

WHEREAS, shortly after the Project secured environmental clearance, State and Federal lawsuits were filed challenging the adequacy of the environmental document and questioning compliance with the California Environmental Quality Act and various Federal environmental laws; and

WHEREAS, the City, in response to the challenges to the Project and in an effort to bring some relief to the congestion, has requested that \$250,000 of Measure A funds previously programmed to the Project be allocated to fund the implementation of an interim adaptive signal system at the two signaled intersections within the limits of the Project; and

WHEREAS, staff recommends that the Board allocate \$250,000 of the \$4 million in Measure A funds previously programmed to the Project to fund the implementation of the interim traffic mitigation solution.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby allocates \$250,000 of the previously programmed \$4 million for the Route 1 Calera Parkway Project for the development, installation, operation and monitoring of an adaptive signal system at the two intersections within the Project limits; and

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

Regularly passed and adopted this 2nd day of March, 2017 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: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
2nd 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 status capital projects.

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

650-508-7795
650-508-7942

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
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 2/16/17:

The deadline to introduce legislation for consideration in the first half of the 2017-2018 Legislative Session was February 17. Staff is monitoring several bills that have been introduced including:

Senate Bill (SB) 1 Beall - SUPPORT

On February 14, 2017, SB 1 was passed in the Transportation and Housing Committee (eight to three) and re-referred to the Committee on Environmental Quality. SB 1 would raise an estimated \$6 billion annually through a variety of sources including a fuel excise tax and increased vehicle license fees. Of the \$6 billion, the bill would provide for an estimated \$563 million for public transportation capital and operations funding and \$150 million for active transportation funding. This bill includes additional California State Department of Transportation (Caltrans) oversight and would establish the California Transportation Commission (CTC) as an independent agency. While the overall proposal is good, staff will continue to advocate for additional resources, above \$40 million for the proposed commuter and intercity funding stream and include the governor's proposal to restore cuts made to the 2016 State Transportation Improvement Program.

Assembly Bill (AB) 1 Frazier - SUPPORT

Similar to SB 1, AB 1 would raise an estimated \$6 billion annually through gas excise taxes, increased vehicle license fees and other sources. The bill would provide \$563 million for transit capital and operations as well as \$80 million annually for active

transportation. This bill includes additional Caltrans oversight and would establish the CTC as an independent agency. While the overall proposal is good, staff will continue to advocate for a well-funded commuter and intercity funding stream, similar to what is in SB1.

AB 496 Fong - WATCH

AB 496 would raise an estimated \$7 billion annually for transportation through sales and use taxes from vehicle sales, redirecting use of truck weight fees, Caltrans efficiencies and other sources. The bill would provide \$520 million for transit capital and operations as well as \$100 million annually for active transportation. Will require audits for major transportation projects. This bill includes additional Caltrans oversight and would establish the CTC as an independent agency.

Senate Constitutional Amendment (SCA) 6 Wiener – SUPPORT

SCA 6 would lower the threshold for the creation, extension or increase of a special tax for transportation purposes by a local government from two-thirds to 55 percent of voters.

FEDERAL ISSUES

AS OF 2/16/17

Thirteen of President Trump's cabinet members have been confirmed, including Transportation Secretary Elaine Chao. Secretary Chao was confirmed by the United States Senate on January 31, 2017 in a 93-six vote.

House Speaker Paul Ryan has stated that an infrastructure bill would be considered in the spring budget, noting that health care reforms were the current priority for House Republicans. House Transportation Committee Chairman Bill Shuster conveyed a similar message stating that a transportation bill would not be revealed in the next two months.

Prepared by:	Brent Tietjen, Government and Community Relations Officer	650-508-6495
	Casey Fromson, Director, Government and Community Affairs	650-508-6493

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 1 Frazier (D)</p> <p>Transportation Funding</p>	<p>12/5/16</p> <p>Introduced</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill proposes a \$6 billion funding package, through a variation of gas and diesel taxes increases, Cap and trade revenues, restoring commercial truck weight fees, repaying outstanding loans, and other miscellaneous fees to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation. The breakdown of funding would be as follows: \$1.9 billion for maintenance and rehabilitation of the state highway system; \$2.4 billion for maintenance and rehabilitation of local streets and roads; \$577 million for the State Transportation improvement Program, which provides funding for regions; \$563 million for public transportation capital and operations funding; \$600 million for freight goods movement; and up to \$150 million for active transportation. Additional reforms such as a provision for lowering the vote threshold for local sales tax measures from 2/3 to 55%, permanently extending the California Environmental Quality Act (CEQA) exemption for projects within an existing right of way, permanently expanding the National Environmental Policy Act (NEPA) delegation for Caltrans, and creating an advanced mitigation program to expedite project delivery are also included. A constitutional amendment to protect against diversion of funding for non-transportation purposes is also contained.</p>	<p>Support</p>
<p>AB 28 Frazier (D)</p> <p>NEPA Delegation</p>	<p>2/13/17</p> <p>Senate Rules</p>	<p>Existing law gives the Department of Transportation (Caltrans) full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Until January 1, 2017, existing law provides that the State of California, through Caltrans, consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would remove the sunset date allowing for California to participate in the program indefinitely. The bill contains an urgency clause.</p>	<p>Support</p>

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 151 Burke (D)</p> <p>Cap and Trade Program Extension</p>	<p>1/11/17</p> <p>Introduced</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 ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified.</p> <p>This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030.</p>	
<p>AB 174 Bigelow (R)</p> <p>California Transportation Commission Membership</p>	<p>1/30/17</p> <p>Assembly Transportation Committee</p>	<p>Existing law provides that the CTC consists of 13 members, 11 voting members, of which 9 are appointed by the Governor, subject to Senate confirmation, one is appointed by the Senate Committee on Rules, 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members.</p> <p>This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.</p>	
<p>AB 179 Cervantes (D)</p> <p>California Transportation Commission Membership</p>	<p>2/15/17</p> <p>Assembly Transportation Committee</p>	<p>Existing law provides that the commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members.</p> <p>This bill would require that 6 of those voting members have specified qualifications (two from disadvantaged communities, one with experience in addressing bicycle and pedestrian issues, one with transit experience, one with experience with air pollution, and one with or be an authority on, climate change mitigation, including the role of transportation projects on that mitigation).</p> <p>This bill would also require the CTC to create an Environmental Justice Advisory Committee, comprised of at least 5 members, to advise the CTC in its allocation and programming of transportation moneys and any other pertinent transportation policy matters. The bill would require that the members of the committee represent communities disproportionately burdened by, and vulnerable to, high levels of pollution and other environmental justice issues, and would require that the CTC appoint only individuals nominated by environmental justice organizations and community groups to that committee.</p> <p>Lastly, this bill would require the CTC and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 467 Mullin (D)</p> <p>Local transportation authorities: transactions and use taxes</p>	<p>2/13/17</p> <p>Introduced</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 by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters.</p> <p>Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters.</p> <p>This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office.</p> <p>The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program.</p>	
<p>AB 496 Fong (R)</p> <p>Transportation Funding</p>	<p>2/13/17</p> <p>Introduced</p>	<p>This bill creates The Traffic Relief and Road Improvement Act, which provides \$7.8 billion (\$5.6 billion multi-year/\$2.2 billion one-time revenues) for transportation (highways-including maintenance and new capacity, local streets and roads, public transportation, and active transportation), by restoring funds, such as commercial truck weight fees, and utilizing a variety of Cap and Trade funds and existing taxes, such as the sales tax generated from vehicles sales, diesel sales tax, and insurance payments, among other sources. The bill also proposes reforms to the California Environmental Quality Act, creates the Office of the Transportation Inspector General, makes the California Transportation Commission an independent body, and additional oversight for Caltrans.</p>	
<p>AB 577 Caballero (D)</p> <p>Disadvantaged communities</p>	<p>2/14/17</p> <p>Introduced</p>	<p>Existing law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan.</p> <p>This bill would instead define a disadvantaged community as a community with an annual per capita income that is less than 80% of the statewide annual per capita income.</p>	
<p>AB 1113 Bloom (D)</p> <p>State Transit Assistance Program</p>	<p>2/16/17</p> <p>Introduced</p>	<p>The bill would provide that only State Transit Assistance (STA)-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the Controller and Caltrans in administering the program. The bill would make various other conforming changes and would delete obsolete provisions.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
AB 1282 Mullin (D) Transportation: task force: permit processing	2/17/17 Introduced	This bill would establish a transportation permitting task force consisting of representatives from Caltrans, the California Transportation Commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.	
SB 1 Beall (D) Transportation Funding	2/17/17 Senate Environmental Quality Committee	Nearly identical to AB 1 (Frazier) with some exceptions such as SB1 phasing in the 12 cent increase over three years, proposing a percentage of truck weight fees being returned while AB1 specifies an amount (SB 1 caps weight fee transfer at 50% in FY 2020-21, while AB 1 caps transfer at \$500 million) (being more prescriptive on trade corridor funding, containing a dedicated pot of funding for commuter and intercity rail (.5%, of sales tax which would generate \$0 million annually, and the discrepancy on the zero-emission vehicle fee (\$100 vs. \$165 in AB 1), among other things. Last amended on 1/26/17	Support
SCA 6 Wiener (D) Local transportation measures: special taxes: voter approval	2/17/17 Introduced	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
AB 1613 Mullin San Mateo County Transit District: retail transactions and use tax	2/17/17 Introduced	<p>Existing law authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes that may be imposed in the county not exceed 2%.</p> <p>This bill would authorize the board to exceed that 2% limit to impose a retail transactions and use tax set at a rate of no more than 0.5%, if approved by the board before January 1, 2021.</p>	