



REVISED 10/30/2017

AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

November 2, 2017 – Thursday

5:00 p.m.

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of October 5, 2017
 - b. Acceptance of Statement of Revenues and Expenses for September 2017
 - c. Acceptance of Statement of Revenue and Expenses for Fiscal Year Ending June 2017 (Unaudited)
 - d. Approval of 2018 Board of Directors Meeting Calendar
 - e. Amend the FY2018 Budget to Increase the Streets and Highway Category by \$15,000 and Enter into an Agreement with the City/County Association of Government of San Mateo County for Preparation of a Benefit/Cost Analysis Associated with the 101 Managed Lanes Project
 - f. Grant of Subsurface Utility Easement to PG&E to Support San Carlos Transit Village Transit Oriented Development Project
5. Public Comment
Public comment by each individual speaker shall be limited to one minute. If you wish to address the Board, please fill out a speaker's card located on the agenda table and hand it to the TA Secretary.
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report – K. Matsumoto
8. Joint Powers Board Report – J. Hartnett
9. Report of the Executive Director – J. Hartnett
10. Program Report: 101 Corridor Managed Lanes
11. Finance
 - a. Authorizing the Resolution of Support for \$34,498,000 of Regional Transportation Improvement Program (RTIP) Funding for the 101 Managed Lanes Project to be Included in the 2018 State Transportation Improvement Program (STIP)
 - b. ~~Amend the Fiscal Year (FY) 2018 Budget to Increase the Grade Separation Program Category by \$750,000 for a Total FY2018 Budget of \$87,594,264 to fund a Project Study Report- Programming and Allocation of \$750,000 of Measure A Funds~~ for the Redwood City Whipple Avenue Grade Separation Project

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

12. Program
 - a. Program Report: Pedestrian and Bicycle Program Report
 - b. Program Report: New Measure 2017 Pedestrian and Bicycle Program Call for Projects
 - c. Update on State and Legislative Program
13. Request from the Authority
14. Written Communications to the Authority
15. Date/Time of Next Regular Meeting: Thursday, December 7, 2017, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070
16. 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 v. California Department of Transportation, et al.; San Mateo County Superior Court Case No. CIV-523973
 - b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, et al. v. California Department of Transportation, et al.; U.S. District Court, Northern District of California Civil Case No. 3:15-cv-02090-VC
17. Adjourn

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com. Communications to the Board of Directors can be e-mailed to board@smcta.com.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF OCTOBER 5, 2017

MEMBERS PRESENT: E. Beach, D. Horsley, K. Ibarra, C. Johnson, K. Matsumoto

MEMBERS ABSENT: M. Freschet, C. Groom (Chair)

STAFF PRESENT: M. Beveridge, J. Cassman, A. Chan, S. Cocke, L. Guan,
C. Gumpal, J. Hartnett, J. Hurley, M. Martinez

Vice Chair Don Horsley called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Vice Chair Horsley, said the October 1 report is in the reading file.

CONSENT CALENDAR

- a. Approval of Minutes of September 7, 2017
- c. Approval and Ratification of the Fiscal Year 2018 Transportation Authority Insurance Program

Motion/Second: Ibarra/Beach

Ayes: Beach, Horsley, Ibarra, Johnson, Matsumoto

Absent: Freschet, Groom (Chair)

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR AUGUST 2017

Director Karyl Matsumoto said that the interest rate on page 3 of 9 of the Capital Project Reserves for the Investment Portfolio reflects 1.610 percent and asked why the interest rate percentage is higher than the County Pool and Local Investment Fund (LAIF). Derek Hansel, Chief Financial Officer, said that fundamentally the portfolio has a longer average life than either LAIF or the County Pool and invested longer.

Motion/Second: Matsumoto/Ibarra

Ayes: Beach, Horsley, Ibarra, Johnson, Matsumoto

Absent: Freschet, Groom (Chair)

CHAIRPERSON'S REPORT

No report.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

Director Matsumoto said her written report is in the reading file.

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

Jim Hartnett, Executive Director, said the October report is in the reading file.

Mr. Hartnett said that there was a robust discussion on the Caltrain Business Plan that included a report out by Business Plan Ad Hoc Committee. He also said there was discussion on the Senate Bill 797 (Hill) on the 1/8 sales. Staff provided a detailed report on the requirements that needs to be met for the measure to be placed on the ballot and noted that the Governor has until end of the month to sign the bill.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said his written report is in the reading file.

PROGRAM REPORT

HIGHWAY PROGRAM – 101 CORRIDOR MANAGED LANES

Leo Scott, Project Manager, City/County Association of Governments of San Mateo, explained that the problem is greater than one project can solve and reported the following:

- The Caltrain Electrification Project will not fully address projected demand
- SamTrans is studying express bus service on the 101 corridor
- Santa Clara Valley Transportation Authority VTA is in final design to create a 2+ High Occupancy Vehicle (HOV) Express Lanes from south of 85 to the San Mateo County line
- San Francisco County Transportation Authority SFCTA is coordinating with San Mateo to study an extension of the 101 managed lanes into SF
- Metropolitan Transportation Commission MTC is planning to improve and increase park and ride lots
- Municipalities implementing TDM measures

Mr. Scott also provided information on the purpose of the project, he reported the following:

- Reduce congestion in the corridor
- Encourage carpooling and transit use
- Provide managed lanes for travel-time reliability
- Minimize operational degradation of the general purpose lanes
- Increase person throughput
- Apply technology and/or design features to help manage traffic

Mr. Scott said the challenge overall are the following:

- Find a solution quickly
- Secure public and political support of the Project
- Secure the required funding
- Minimize environmental impacts
- Stay within the current Right of Way as much as possible
- Don't make congestion worse in the other lanes
- Reduce cut through traffic on the local street network
- Build the project as soon as possible

April Chan, Chief Officer of Planning, Grants, Real Estate and Transportation Authority, provided information on the tolling system roles:

- Facility owner (an agency)
 - Owns tolling equipment and related highway improvements
 - Sets tolling policy and rates
 - Budgets and pays for the operation, maintenance and liabilities of the facility
 - Distributes revenues
- Facility operator (an agency)
 - Manages the day to day operation of the facility on behalf of owner
 - Ensures that the system is maintained
- Toll System Manager (a consultant)
 - Defines toll system requirements
 - Oversees Toll System Integrator to ensure requirements are met
- Toll System Integrator (a contractor)
 - Designs and implements the Toll System according to the requirements
 - Supports operation of the Toll System for year 1 under warranty

Schedule:

- October – provide information to Board regarding toll operation and roles
- November – discuss tradeoffs between owner/operator options
- December/January – Board decides on owner/operator
- Late 2018 – operation policy decisions

Director Matsumoto asked the difference between HOV Lane and Express Lane. Mr. Scott said that HOV lane (carpool lane) is free for those who qualify and the Express Lane is a specific type of toll facility and noted that it is one lane and carpools still enter for free but tolling only those drivers that are not eligible as carpools and therefore considered a partially tolled lane.

Director Matsumoto asked what would happen if there is an accident in the fastest lane closest to the divider and what does it do to the system in a managed lane. Mr. Scott responded that the California Highway Patrol (CHP) on-site can issue a command decision to change the mode of the lane and remove it from toll mode and place into either closed mode, HOV only mode, or open to all.

Vice Chair Horsley asked if the project consist of turning an existing lane into an express lane. Ms. Chan said there are a few alternatives-turning existing lanes into an express lane or connecting the auxiliary lanes to add the lane back. Ms. Chan noted that staff will provide more information during the next meeting.

Vice Chair Horsley asked if it is required to do the auxiliary lane to create the express lane. Ms. Chan said the environmental report would provide information on how it would be impacting traffic and meet all the project objectives and would determine which would achieve it.

Vice Chair Horsley said if the express lane stops providing the level of service that it is scheduled to perform and single vehicles are removed out what happens to those vehicles. Ms. Chan said the signage will tell drivers and only HOV and buses can operate on the lane. Ms. Chan said that staff has been working with the San Francisco Transportation Authority to potentially continue the project from Interstate 380 to San Francisco.

Vice Chair Horsley asked if the equipment would be the same between San Francisco, San Mateo, Santa Clara counties. Mr. Scott said the equipment is similar but would depend on the toll integrator and based on contract structure.

Director Cameron Johnson asked about the revenue projections. Mr. Scott said somewhere between \$500,000 to \$1.5 million per year.

Director Johnson suggested staff should provide the public enough information and options and not set high expectations, particularly with the electric vehicle in cases where information can change in 2021.

Director Emily Beach asked if the owner is the policy maker and the operator runs the operation; is it possible to make a policy maker that is separate than the operator. Ms. Chan said, yes, and noted that staff would provide more detailed information that would include the timeframe at the next regular meeting.

Public Comment

Rich Hedges, San Mateo, said that he was involved with Metropolitan Transportation Commission (MTC) to get the permission to do these lanes. They tried to get it through legislature and they would not do it and he received a call if he could help because they were going through the California Transportation Commission and the Chair happened to be the head of the Carpenters Union and thought he may be able to help get the message out. This is where they got their authority and not through the legislature for these lanes. Mr. Hedges agrees with Director Johnson that electric cars are the cars of the future. Mr. Hedges hopes that this body and other bodies reach out to the California cities and start placing pressure on the legislature to really think this through better.

APPROVAL OF MEASURE A HIGHWAY PROGRAM FUNDING POLICY REVISION

Ms. Chan provided the following funding policy revisions for Measure A Highway Program Calls for Projects (CFP):

- 1) Prioritize projects that are already in the Measure A funding pipeline to enable sponsors to complete work already started, but also set aside up to \$10 million, through the remaining life of Measure A, to assist with the planning and environmental phases of work for projects that are not already in the Measure A funding pipeline.
- 2) Further leverage Measure A investments by requiring a minimum 10 percent funding match with each phase of work for all projects. Eligible sources of matching funds may consist of federal, state, regional and/or local sources, including those from

private development as well as a project sponsor's Measure A Local Streets and Transportation Program funds. A list of potential public funding sources that can serve as match is included as Exhibit A in the Staff Report.

- 3) For new highway facilities (e.g. those consisting of roads and/or interchanges at locations where they currently don't exist) that are already in the Measure A funding pipeline, the required funding match may be greater than 10 percent for the final design, right of way and construction phases of work. The match requirement will be proportionate to the impacts from additional traffic generated from new land use development that is generating the need for the new facility. The match requirement will be evaluated on a case-by-case basis with the project sponsor.
- 4) To further promote timely use of funds, there must be substantial activity on a project within two years of receiving a funding award, including demonstrating expenditures on the project.

Public Comment

Paul Krupka, San Mateo, Project Manager for 101 Woodside Road Interchange Project, commented that he has been actively tracking this project and the priorities to work on pipeline are ideal and also a great opportunity to move in to the next stage. Mr. Krupka also noted that the revisions provided by staff has made it simple to interpret from a sponsor stand point and thanked staff for the great work.

Motion/Second: Johnson/Ibarra

Ayes: Beach, Horsley, Ibarra, Johnson, Matsumoto

Absent: Freschet, Groom (Chair)

UPDATE ON MEASURE A 2017 HIGHWAY PROGRAM CALL FOR PROJECTS

Joel Slavit, Manger, Programming and Monitoring, presented the following:

Program Overview

- Measure A Highway Program funds can help projects be more competitive for State SB 1 awards scheduled for Spring 2018
- Proposed Measure A Call for Projects: Fall 2017
- Measure A funding awards: Early 2018
- Amount of funds available now: Approximately \$50 million + \$25 million cost savings to leverage external sources
- Work must be ready to start within 12 months of funding award

Summary of New Funding Policies

- A minimum 10 percent funding match required with each phase of work
- The match requirement may be greater than 10 percent for new highway facilities, proportionate to the traffic impacts from new development
- To further promote timely use of funds, there must be substantial activity on a project within 2 years of the funding award or the funds may be made available for other projects

Schedule

- October 2017- Informational item to TA CAC and TA Board
- October 9, 2017- Call for Projects released for Fiscal Years 2016 and 2017, workshop to be held
- October 17, 2017- Call for Projects Sponsor Workshop
- November 20, 2017- Applications due
- December 2017- Evaluation Panel reviews and prioritizes project proposals
- January 4, 2018- Informational item to TA CAC and TA Board on Draft Program of Projects
- February 1, 2018 - TA Board Approves Proposed Program of Projects

Director Beach suggested that the TA can possibly create incentives to reward jurisdictions that are sponsoring projects that have aggressive Transportation Demand Management (TD) strategies in trying to change modes of transportation.

RECEIVE AND FILE MEASURE A SEMI-ANNUAL PROGRAM STATUS REPORT

Mr. Slavik, reported:

The Semi-Annual Program Status Report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. Staff has performed an extensive review during the past year to true-up the financial information to ensure its accuracy. The formatting of the report has also been revised to improve transparency and better report on the current status of available funding for new programming and allocation within each of the program categories.

For both the Original Measure A and the New Measure A reports, we now provide the following information: a) Funds collected to-date; b) amount of funds programmed; and c) amount remaining for programming and allocation. The following additional changes are specific to each of the measures:

Original Measure A Program Status

Rental income, in the amount of \$18.7 million, that was previously reported under the Caltrain, Dumbarton and Grade Separation program categories has been removed. These funds have been used and will continue to be made available for maintenance of way, program management and/or further programming expenses. Original Measure A sales tax revenue can only be used for the projects explicitly listed in the 1988 Transportation Expenditure Plan. There are no prescribed restrictions on the use of rental income, which from this point forward will be tracked separately.

New Measure A Program Status

- Columns labeled "Funds Collected to Date" and "Available Funding" have been added
- The column that was previously included, labeled "Total Estimated Revenue (2009-2033)" has been removed

The sales tax projections for each of the program categories previously provided, under Total Estimated Revenue (2009-2033), were in 2004 dollars from the Transportation Expenditure Plan (TEP), and are outdated and no longer provide a reasonable estimate

of projected revenue. The sales tax revenue that has been collected since the inception of the New Measure has been significantly higher than the TEP projections.

Motion/Second: Matsumoto/Beach

Ayes: Beach, Horsley, Ibarra, Johnson, Matsumoto

Absent: Freschet, Groom (Chair)

DELEGATE THE EXECUTIVE DIRECTOR THE AUTHORITY TO ASSIGN NEW MEASURE A FUNDS ON PROJECTS TO BE FUNDED UNDER EITHER MEASURE

Joel Slavit, Manger, Programming and Monitoring, reported that the request is to expend Original (1988) and/or New (2004) Measure A funds on Caltrain, Highway and Grade Separation projects that (1) have been awarded funds by the Board with or without reference to a specific Measure A funding source and (2) are eligible to receive funding under both the Original and New Measure A Transportation Expenditure Plans.

Motion/Second: Beach/ Ibarra

Ayes: Beach, Horsley, Ibarra, Johnson, Matsumoto

Absent: Freschet, Groom (Chair)

UPDATE ON LEGISLATIVE PROGRAM

Gus Khouri, Khouri Consulting reported that on September 15, the legislature adjourned after concluding its business for the first year of the 2017-18 Session.

Mr. Khouri reported highlights on local items:

AB 1613 (Mullin) has been signed and would allow SamTrans to use the .5 percent sales tax exemption from the 2 percent local sales tax cap created by SB 705 (Hill), a bill sponsored by San Mateo County Transportation Authority (SMCTA) in 2015, to pursue a transportation measure. The bill requires an expenditure plan be developed in concurrence with the County and allows either SamTrans or SMCTA to administer the proceeds, if approved by voters.

SB 595 (Beall) is pending and would authorize the placement of a third Regional Measure 3 (RM3) to be placed on the ballot in all nine counties of the San Francisco Bay Area that, if approved by a majority of the voters, would increase tolls on the seven state- owned toll bridges by up to \$3 and allocate proceeds for various projects and programs detailed in the expenditure plan defined in the bill. The expenditure plan contains specific projects that benefit San Mateo, as well as other competitive programs (\$300 million for express lanes, which the 101 managed lanes project qualifies for and \$20 million regional express buses that provide countywide and regional priorities.

SB 797 (Hill) is pending and would allow an exemption of .125 percent from the two percent local sales tax cap for Caltrain, subject to a two-third vote approval of the Caltrain Board, the Board of Supervisors from the Counties of San Francisco, San Mateo, and Santa Clara, as well as the San Francisco County Transportation Authority, Santa Clara Valley Transportation Authority, and SamTrans, prior to placing the item before voters.

Mr. Khouri said the county is coordinating with City/County Association of Governments of San Mateo County (C/CAG) to insert language into Bill SB 595 that would allow for the TA to be a party to any agreement for the Santa Clara Valley Transportation Authority to operate High-Occupancy Toll lanes (as provided under existing law) within San Mateo County and ensures that proceeds generated within the county, including those that are bonded against, are retained within the county for investment consistent with expenditure plans adopted by the TA and C/CAG. Mr. Khouri said that his company has coordinated with the MTC to ensure SamTrans were eligible project sponsors for the Dumbarton Transportation Center.

Mr. Khouri said zero emission vehicles can use carpool lanes but they must pay a fee all single occupant vehicles are subject to paying toll.

Mr. Khouri also reported:

Solutions for Congested Corridors:

SB 1 creates this new \$250 million per year program beginning in FY 2017-18. The California Transportation Commission (CTC) responsibilities include developing guidelines, holding public hearings, reviewing corridor plans, scoring project nominations, programming projects, allocating funds to projects, monitoring program delivery, and reporting to the Legislature. The initial launch of program allocations may be adopted over a three-year period (\$750 million). The CTC will adopt guidelines at its' December 6-7 meeting. Applications will be due in February 2018, with allocations being made in May 2018.

State and Local Partnership Program (SLPP):

SB 1 creates this new \$200 million per year program. Guidelines for the SLPP must be adopted on or before January 1, 2018. Funding from this program is for counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (toll revenues will not be factored in as they were under the 2009 SLPP established under Prop 1B, because the CTC is not provided with that flexibility per the language in SB 1, meaning possibly lower shares for the North). Funds are appropriated "for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes" but the Governor's budget trailer bill seeks to provide flexibility for usage for other purposes.

Public Comment:

Rich Hedges, San Mateo, said that he supports the bill and said there are ways to defeat this, he suggested regular press releases on the projects and information on where the money would be used.

REQUEST FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Vice Chair Horsley, said the report is in the reading file.

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 v. California Department of Transportation, et al.; San Mateo County Superior Court Case No. CIV-523973

- b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, et al. v. California Department of Transportation, et al.; U.S. District Court, Northern District of California Civil Case No. 3:15-cv-02090-VC

Recessed to closed session at 6:45 p.m.

Reconvened at 7:16 p.m.

Joan Cassman, Legal Counsel, said the Board met in closed session and received an update on potential litigation. No action was taken.

DATE AND PLACE OF NEXT REGULAR MEETING

Thursday, November 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 7:16 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
SEPTEMBER 30, 2017**

ACTION

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

The statement columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

SIGNIFICANCE

Year to Date Revenues: As of September year-to-date, the Total Revenues (page 1, line 7) is \$2.2 million higher than prior year. This is primarily driven by higher Sales Tax revenue (page 1, line 1).

Year to Date Expenses: As of September year-to-date, the Total Expenditures (page 1, line 26) is \$6.8 million higher than prior year. This is primarily driven by Measure A Categories (page 1, line 13) with \$2.9 million spend for 101 Interchange to Broadway project, and \$2.6 million expended on the SR92 El Camino Real Ramp project.

Budget Amendment:

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

Prepared By: Dapri Hong, Analyst, FP&A
Ray Galindo, Accountant

650-622-8055
650-508-7757

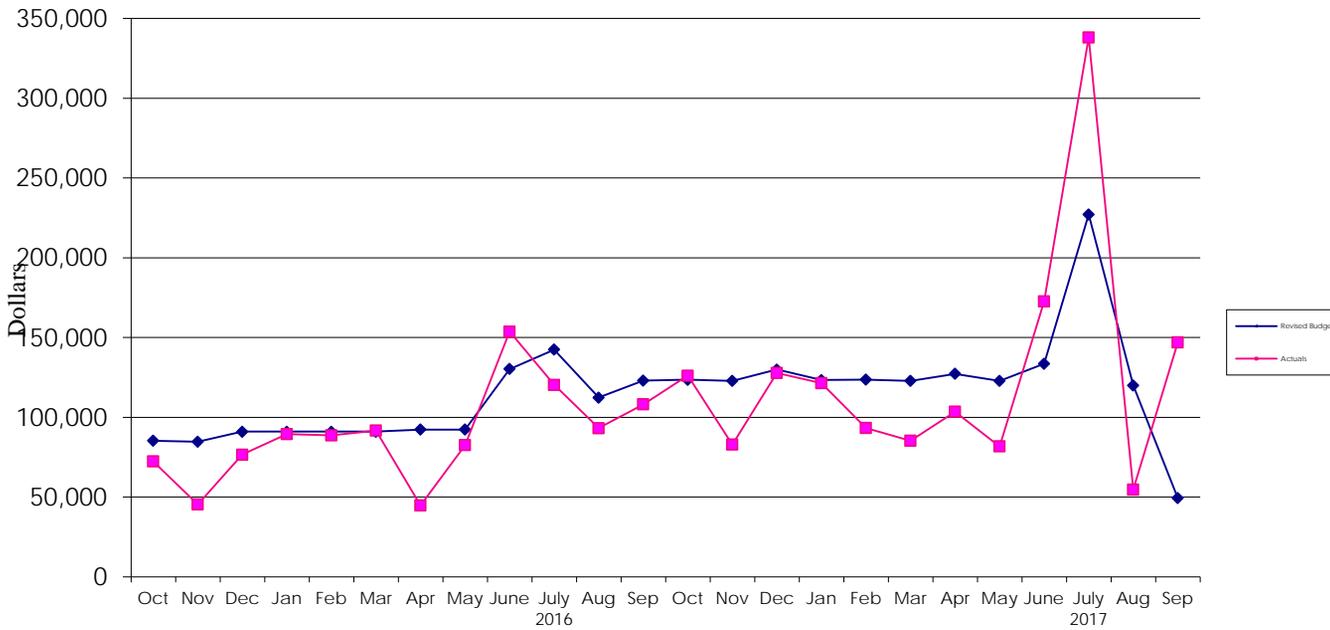
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2018
September 2017

% OF YEAR ELAPSED: 25.0%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANC E	BUDGET*
REVENUES:					
1 Sales Tax	18,976,410	21,083,118	2,106,708	11.1%	84,660,000
2 Interest Income	1,502,681	1,583,526	80,845	5.4%	3,700,000
3 Miscellaneous Income	-	1,500	1,500	0.0%	-
4 Rental Income	309,031	300,771	(8,260)	-2.7%	792,930
5					
6					
7 TOTAL REVENUE	20,788,122	22,968,915	2,180,793	10.5%	89,152,930
8					
9 EXPENDITURES:					
10					
11 Annual Allocations	6,926,390	7,695,338	768,948	11.1%	30,900,900
12					
13 Measure A Categories	682,600	6,377,881	5,695,281	834.4%	52,912,500
14					
15 Dumbarton Maintenance of Way	109,303	54,026	(55,277)	-50.6%	260,000
16					
17 Oversight	163,723	370,247	206,524	126.1%	1,185,000
18					
19 Administrative					
20 Staff Support	164,075	368,610	204,535	124.7%	867,563
21 Measure A Info-Others	20	-	(20)	-100.0%	15,000
22 Other Admin Expenses	157,522	170,995	13,473	8.6%	703,301
23					
24 Total Administrative	321,617	539,605	217,988	67.8%	1,585,864
25					
26 TOTAL EXPENDITURES	8,203,633	15,037,097	6,833,464	83.3%	86,844,264
27					
28 EXCESS (DEFICIT)	12,584,489	7,931,818	(4,652,671)	-37.0%	2,308,666
29					
30 BEGINNING FUND BALANCE	479,742,406	500,394,730			398,162,346
31					
32 ENDING FUND BALANCE	492,326,895	508,326,548	(4,652,671)		400,471,012
33					
34					

* The TA Adopted Budget is effective June 1, 2017 and includes year to date budget transfers.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '17	Aug '17	Sep '17	Oct '17	Nov '17	Dec '17	Jan '18	Feb '18	Mar '18	Apr '18	May '18	Jun '18
MONTHLY EXPENSES												
Revised Budget	227,128	120,007	49,331									
Actual	338,084	54,648	146,873									
CUMULATIVE EXPENSES												
Staff Projections	227,128	347,135	396,466									
Actual	338,084	392,732	539,605									
Variance-F(U)	(110,956)	(45,597)	(143,139)									
Variance %	-48.85%	-13.14%	-36.10%									



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 SEPTEMBER 30, 2017

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.246%	\$ 329,823,995	\$ 329,823,995
Local Agency Investment Fund**		Liquid Cash	1.111%	\$ 984,363	\$ 984,363
Investment Portfolio	***	Liquid Cash	1.617%	\$ 157,974,815	\$ 157,644,371
Other		Liquid Cash	0.000%	\$ 2,279,841	\$ 2,279,841
				<u>\$ 491,063,014</u>	<u>\$ 490,732,570</u>

Accrued Earnings for September 2017 \$ 558,976
Cumulative Earnings FY2018 \$ 1,673,489

* County Pool average yield for the month ending September 30, 2017 was 1.246%. As of September 2017, the total cost of the Total Pool was \$4,251,851,311.53 and the fair market value per San Mateo County Treasurer's Office was \$4,253,837,014.72.

** 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 ON INVESTMENTS
 September 30, 2017

DESCRIPTION	TOTAL INVESTMENT 09-30-17	INTEREST RECEIVABLE 08-31-17	PREPAID INT RECEIVABLE 08-31-17	INTEREST EARNED 09-30-17	INTEREST RECEIVED 09-30-17	ADJ.	INTEREST RECEIVABLE 09-30-17
LAIF	984,362.86	1,784.09	0.00	898.87	0.00		2,682.96
COUNTY POOL	329,823,994.79	653,178.69	0.00	333,676.56	0.00		986,855.25
BANK OF AMERICA	2,209,639.14	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	70,202.14	0.00	0.00				0.00
INVESTMENT PORTFOLIO	157,644,370.77	419,095.30	0.00	224,400.94	106,909.58		536,586.66
		0.00					0.00
	<u>490,732,569.70</u>	<u>1,074,058.08</u>	<u>0.00</u>	<u>558,976.38</u>	<u>106,909.58</u>	<u>0.00</u>	<u>1,526,124.87</u>

SEPTEMBER 2017 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	09/30/17	558,976.38
Add:		
Less:		
Management Fees		(10,439.34)
Amortized Premium/Discount		76,609.59
Capital Gain(Loss)		<u>(25,230.52)</u>
Total Interest & Capital Gain(Loss)		<u><u>599,916.11</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,673,489.11
Add:	
Less:	
Management Fees	(31,229.91)
Amortized Premium/Discount	77,558.55
Capital Gain(Loss)	<u>(89,963.33)</u>
Total Interest	<u><u>1,629,854.42</u></u>
Balance Per Ledger 09/30/17	
Amort Premium/Discount	77,558.55
Management/Bank Fees	(31,229.91)
Interest -County Pool	986,855.27
Interest- LAIF	2,682.96
Interest- Portfolio Funds	683,950.88
Gain(Loss)	<u>(89,963.33)</u>
	<u><u>1,629,854.42</u></u>

INVESTMENT PORTFOLIO
September 30, 2017

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	VALUE 9/30/2017					REC'VBLE 8/31/2017	INT REC'VBLE 8/31/2017	EARNED 9/30/2017	RECEIVED		REC'VBLE 9/30/2017	
SECURITIES MANAGED BY INVESTMENT ADVISOR:															
U.S. TREASURY NOTES AND BONDS															
US TREASURY NOTE	912828Q78	01-05-17	3,136,500.00	3,159,500.80	04-30-21	1.375%	122.2222	31	14,826.09		3,586.95			18,413.04	3,200,000
US TREASURY NOTE	912828S18	03-23-15	119,845.31	119,653.08	04-30-19	1.250%	4.1667	31	505.43		122.29			627.72	120,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	600,000.00	10-31-19	1.500%	25.0000	31	3,049.18		737.71			3,786.89	600,000
US TREASURY NOTE	912828VF4	12-07-15	6,435,698.43	6,485,104.96	05-31-20	1.375%	249.0278	31	26,203.89		8,379.24	4,454.85		30,128.28	6,520,000
US TREASURY NOTE	912828VP2	08/01/2017	3,188,998.24	3,118,500.02	07-31-20	2.000%	171.3889	31	7,043.48		5,921.47	2,569.84		10,395.11	3,085,000
US TREASURY NOTE	912828L32	06-29-16	341,124.22	332,696.88	08-31-20	1.375%	12.7951	31	202.87		615.83	403.38		415.32	335,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,452,694.00	05-31-21	1.375%	133.6806	31	12,228.48		3,944.68			16,173.16	3,500,000
US TREASURY NOTE	912828D72	04-05-17	8,472,773.45	8,466,939.60	08-31-21	2.000%	466.6667	31	1,826.09		13,695.65			15,521.74	8,400,000
US TREASURY NOTE	912828T67	08-03-2017	7,420,656.25	7,381,302.80	10-31-21	1.250%	262.1528	31	31,974.04		7,735.66			39,709.70	7,550,000
															21.15%
FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS															
FNMA	3136ANJY4	04-30-15	479,803.84	474,803.41	04-01-18	1.550%	20.45	31	991.78		613.61	991.78		613.61	475,055
FNA 2014-M6 A2	3136AJ7G5	12-15-16	3,519,808.59	3,515,860.16	05-25-21	2.679%	256.74	31	7,700.72		7,700.72	7,700.72		7,700.72	3,450,000
FANNIE MAE	3136AQDC0	10-30-15	1,065,278.15	1,054,081.39	09-01-19	1.646%	48.22	31	322.41		2,939.91	1,815.60		1,446.72	1,054,716
															3.16%
FEDERAL AGENCY NOTES AND BONDS															
FHLMC	3137EAE1	07-20-16	4,638,747.00	4,596,166.95	07-19-19	0.875%	113.02	31	4,746.88		3,390.62			8,137.50	4,650,000
FNMA	3135GON33	08-02-16	3,194,624.00	3,162,268.80	08-02-19	0.875%	77.78	31	2,255.56		2,333.33			4,588.89	3,200,000
FHLB	3130A8C55	07-15-16	3,180,540.80	3,125,977.60	07-14-21	1.125%	100.00	31	4,700.00		3,000.00			7,700.00	3,200,000
FHLB	313376BR5	08-11-16	765,165.00	752,700.75	12-14-18	1.750%	36.46	31	2,807.29		1,093.75			3,901.04	750,000
FHLB	3130A8Y72	08-04-16	798,464.00	790,535.20	08-05-19	0.875%	19.44	31	505.56		583.33			1,088.89	800,000
FNMA	3135GON82	08-19-16	822,177.68	807,270.75	08-17-21	1.250%	28.65	31	0.00					0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,617,514.25	08-17-21	1.250%	92.88	31	1,701.38		3,645.83			5,347.21	2,675,000
FNMA	3135G0P49	09-02-16	3,993,760.00	3,960,808.00	08-28-19	1.000%	111.11	31	333.33		3,333.33			3,666.66	4,000,000
FNMS	3135G0T60	08-01-2017	2,392,728.00	2,386,881.60	07-30-20	1.250%	83.33	31	3,000.00		3,000.00			6,000.00	2,400,000
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,651,176.40	09-26-19	1.000%	130.56	31	20,236.11		3,916.67	23,500.00		652.78	4,700,000
FHLMC	3137EAE1	08-31-2017	294,873.15	293,534.74	10-12-18	0.875%	7.17	31	996.65		215.10			1,211.75	295,000
FHLMC	3137EAEJ4	09-29-17	988,208.10	987,471.54	09-29-20	1.625%	44.69	31	0.00		89.38			89.38	990,000
FNMA	3135G0T29	02-28-17	2,653,300.80	2,648,686.41	02-28-20	1.500%	110.63	31	331.87		3,318.75			3,650.62	2,655,000
FHLB	3130AAXX1	03-10-17	3,955,801.20	3,959,758.27	03-18-19	1.375%	151.44	31	25,896.41		4,543.22	28,470.90		1,968.73	3,965,000
FHLB	3130ACE26	09-08-17	363,828.35	361,508.41	09-28-20	1.375%	13.94	31	0.00		320.64	278.82		41.82	365,000
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,682,798.30	04-20-20	1.375%	103.13	31	13,509.38		3,093.75			16,603.13	2,700,000
															24.24%
CORPORATE NOTES															
TOYOTA MOTOR	89236TDH5	10-18-16	1,149,425.00	1,143,800.35	10-18-19	1.550%	49.51	31	6,585.35		1,485.41			8,070.76	1,150,000
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	1,999,300.00	2,000,468.00	01-09-19	1.700%	94.44	31	4,911.11		2,833.33			7,744.44	2,000,000
AMERICAN EXPRESS	0258M0EC9	10-31-16	2,799,321.80	2,791,199.60	10-30-19	1.700%	132.22	31	15,998.89		3,966.67			19,965.56	2,800,000
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,421,876.50	07-24-20	5.500%	481.25	31	17,806.25		14,437.50			32,243.75	3,150,000
PFIZER INC	717081EB5	11-21-16	2,078,502.40	2,078,893.44	12-15-19	1.700%	98.22	31	7,464.89		2,946.67			10,411.56	2,080,000
JOHN DEERE	24422ESR1	11-22-16	2,325,764.75	2,315,840.35	12-15-17	1.550%	99.67	31	7,575.19		2,990.21			10,565.40	2,315,000
JOHN DEERE CAPITAL CORP.	24422ETM1	01-06-17	1,199,220.00	1,200,733.20	10-15-18	1.650%	55.00	31	7,480.00		1,650.00			9,130.00	1,200,000
JOHN DEERE CAPITAL CORP.	24422ETL3	03-15-17	681,979.15	694,192.02	01-06-22	2.650%	50.42	31	2,773.30		1,512.71			4,286.01	685,000
CATERPILLAR FINL	14913Q2A6	09-07-17	1,099,076.00	1,094,924.60	09-04-20	1.850%	56.53	31	0.00		1,356.67			1,356.67	1,100,000
GOLDMAN SACHS	38141GGQ1	11-28-16	3,035,092.50	3,021,741.25	07-27-21	5.250%	401.04	31	13,635.42		12,031.25			25,666.67	2,750,000
AMERICAN HONDA	02665WAH4	12-20-16	3,165,655.50	3,174,995.25	08-15-19	2.250%	196.88	31	3,150.00		5,906.25			9,056.25	3,150,000
BANK OF AMERICA	06051GGS2	09-18-2017	965,000.00	962,984.12	10-01-21	2.328%	62.40	31	0.00		811.24			811.24	965,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,587,503.93	01-10-20	2.450%	107.19	31	5,466.56		3,215.63			8,682.19	1,575,000
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.60	1,526,257.84	02-06-20	1.850%	78.11	31	1,952.78		2,343.33			4,296.11	1,520,000
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,180,586.50	08-14-19	2.100%	183.75	31	3,123.75		5,512.50			8,636.25	3,150,000
WALT DISNEY	25468PDP8	03-06-17	659,828.40	662,199.78	03-04-20	1.950%	35.75	31	6,256.25		1,072.50	6,363.50		965.25	660,000

INVESTMENT PORTFOLIO
September 30, 2017

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	VALUE 9/30/2017					REC'VBLE 8/31/2017	INT REC'VBLE 8/31/2017	EARNED 9/30/2017	RECEIVED		REC'VBLE 9/30/2017	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,325,596.25	05-11-20	1.800%	66.25	31	7,287.50		1,987.50			9,275.00	1,325,000
JP MORGAN CHASE & CO	46625HJD3	05-26-17	1,622,730.00	1,625,266.50	01-24-22	4.500%	187.50	31	6,937.50		5,625.00			12,562.50	1,500,000
HOME DEPOT INC	437076B04	06-05-17	749,565.00	750,548.25	06-05-20	1.800%	37.50	31	3,225.00		1,125.00			4,350.00	750,000
															21.48%
<u>COMMERCIAL PAPERS</u>															
BNP PARIBAS NY BRANCH	09659CC71	07-07-17	3,167,600.00	3,180,044.80	03-07-18	0.000%	0.00	31	0.00					0.00	3,200,000
CANADIAN IMPERIAL HLDNG	13607EXD6	01-19-2017	3,068,156.54	3,098,567.80	10-13-17	0.000%	0.00	31	0.00					0.00	3,100,000
BANK OF TOKYO MITSUBISHI	06538BXP3	04-21-17	2,979,033.33	2,997,585.00	0-23-17	0.000%	0.00	31	0.00					0.00	3,000,000
CREDIT AGRICOLE CIB NY	22533TYL4	05-23-17	2,980,240.83	2,994,900.00	11-20-17	0.000%	0.00	31	0.00					0.00	3,000,000
JP MORGAN	46640OCFJ5	5-23-17	3,062,937.78	3,065,639.60	09-21-17	0.000%	0.00	31	0.00					0.00	3,100,000
															9.78%
<u>CERTIFICATE OF DEPOSIT</u>															
CANADIAN IMPERIAL BANK NY	13606A5Z7	12-05-16	3,097,582.00	3,107,815.10	11-30-18	1.760%	151.56	31	14,246.22		4,546.67			18,792.89	3,100,000
SVENSKA HANDELSBANKEN NY	86958JHB8	01-12-17	3,100,000.00	3,090,064.50	01-10-19	1.890%	162.75	31	8,625.75		4,882.50			13,508.25	3,100,000
NORDEA BANK FINLAND NY	65558LWA6	12-05-16	3,100,000.00	3,107,815.10	11-30-18	1.760%	151.56	31	13,791.56		4,546.66			18,338.22	3,100,000
BANK OF NOVA SCOTIA HOUSTON	06417GUE6	04-06-17	3,100,000.00	3,095,966.90	04-05-19	1.910%	164.47	31	24,341.89		4,934.17			29,276.06	3,100,000
SUMITOMO MITSUI BANK NY	86563YVNO	05-04-17	3,100,000.00	3,105,797.00	05-03-19	2.050%	176.53	31	20,653.75		5,295.83			25,949.58	3,100,000
															9.84%
<u>ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS</u>															
CCCIT 2017-A2 A2	17305EGA7	01-26-17	2,649,492.53	2,652,542.94	01-17-21	1.740%	128.08	31	5,635.67		3,842.50			9,478.17	2,650,000
ALLYA 2017-1 A3	02007PAC7	01-31-17	704,938.38	704,116.42	06-15-21	1.700%	33.29	31	532.68		998.75	998.75		532.68	705,000
FORDO 2017-A A3	34531EAD8	01-25-17	2,199,991.86	2,196,543.14	06-25-21	1.670%	102.06	31	1,632.89		3,061.67	3,061.67		1,632.89	2,200,000
TAOT 2017-A A3	89238MAD0	03-07-17	779,908.19	779,506.81	02-15-21	1.730%	37.48	31	599.73		1,124.50	1,124.50		599.73	780,000
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,484,707.02	2,483,722.71	08-15-21	1.780%	122.87	31	1,965.91		3,686.08	3,686.08		1,965.91	2,485,000
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,099,639.16	07-15-21	1.760%	151.56	31	2,424.89		4,546.67	4,546.67		2,424.89	3,100,000
HAROT 2017-3 A3	43814PAC4	09-29-2017	579,937.19	579,401.61	09-18-21	1.790%	28.84	31	0.00		57.68			57.68	580,000
CCCIT 2017-A3 A3	17305EGB5	05-22-17	1,604,272.00	1,601,000.64	04-07-22	1.920%	85.33	31	11,946.67		2,560.00			14,506.67	1,600,000
JOHN DEERE ABS	47788BAD6	07-18-17	999,926.80	999,341.50	10-15-21	1.820%	50.56	31	2,173.89		1,516.67	2,881.67		808.89	1,000,000
AMXCA 2017-4 A	02582JHG8	05-30-17	1,199,807.76	1,198,557.24	12-15-21	1.640%	54.67	31	880.00		1,640.00	1,640.00		880.00	1,200,000
															10.35%
<u>SALE/PAYDOWN/MATURITY:</u>															
FREDDIE MAC	3137EADP1	08-03-2017			03-07-18	0.875%	0.00	31	(0.00)					(0.00)	
FHLB	3130A9AE1	08-03-2017			10-01-18	0.875%	0.00	31	0.00					0.00	
<u>CASH AND CASH EQUIVALENT</u>															
	31846V534								119.18		178.13	119.18		178.13	
	4497WOWM6								0.00		12,301.67	12,301.67		0.00	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2018
 SEPTEMBER 2017

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2017:					
1st Quarter	19,338,441	1st Quarter	18,526,300	(812,141)	18,526,300
2nd Quarter	20,753,590	2nd Quarter	22,307,178	1,553,588	22,307,178
3rd Quarter	21,051,276	3rd Quarter	19,175,362	(1,875,914)	19,175,362
4th Quarter	21,856,693	4th Quarter	24,345,230	2,488,537	24,345,230
FY2017 Total	83,000,000	FY2017 Total	84,354,070	1,354,070	84,354,070
FY2018:					
Jul. 17	6,173,245	Sep. 17	5,760,900	(412,345)	6,173,245
Aug. 17	6,173,245	Oct. 17			6,173,245
Sep. 17	9,148,973	Nov. 17			9,148,973
3 Months Total	21,495,463		5,760,900	(412,345)	21,495,463
Oct. 17	6,484,778	Dec. 17			6,484,778
Nov. 17	6,279,663	Jan. 18			6,279,663
Dec. 17	9,645,126	Feb. 18			9,645,126
6 Months Total	43,905,030		5,760,900	(412,345)	43,905,030
Jan. 18	5,525,697	Mar. 18			5,525,697
Feb. 18	5,504,678	Apr. 18			5,504,678
Mar. 18	7,882,317	May 18			7,882,317
9 Months Total	62,817,722		5,760,900	(412,345)	62,817,722
Apr. 18	6,117,920	Jun. 18			6,117,920
May 18	6,103,123	Jul. 18			6,103,123
Jun. 18	9,621,235	Aug. 18			9,621,235
FY2018 Total	84,660,000	FY2018 Total	5,760,900	(412,345)	84,660,000
<div style="display: flex; justify-content: space-between;"> 21,083,118 1st Quarter </div> <div style="display: flex; justify-content: space-between;"> 2nd Quarter </div> <div style="display: flex; justify-content: space-between;"> 3rd Quarter </div> <div style="display: flex; justify-content: space-between;"> 4th Quarter </div> <div style="display: flex; justify-content: space-between;"> 21,083,118 YTD Actual Per Statement of Revenue & Expenses </div>					

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF SEPTEMBER 30, 2017

9/30/2017

Cash -- Bank of America Checking Account	2,209,639.14
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	70,202.14
LAIF	984,362.86
County Pool	329,823,994.79
Investment Portfolio	157,644,370.77
	<hr/>
Total	<u><u>490,732,569.70</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
September 2017

Unit	Ref	Name	Amount	Method	Description
SMCTA	000108	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000109	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000110	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000111	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000112	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	004502	HNTB CORPORATION	349.86	CHK	Consultants
SMCTA	004503	PENINSULA TRAFFIC CONGESTION RELIEF	316,262.06	CHK	Capital Programs (1)
SMCTA	004504	HNTB CORPORATION	2,991.26	CHK	Consultants
SMCTA	004505	KHOURI CONSULTING	3,859.00	CHK	Legislative Advocate
SMCTA	004506	NWC PARTNERS, INC.	11,409.82	CHK	Consultants
SMCTA	004507	PENINSULA TRAFFIC CONGESTION RELIEF	15,019.34	CHK	Capital Programs (1)
SMCTA	004508	KHOURI CONSULTING	3,859.00	CHK	Legislative Advocate
SMCTA	004509	OFFICEMAX	117.42	CHK	Office supplies
SMCTA	004510	PACIFIC GAS & ELECTRIC COMPANY	988,199.50	CHK	Capital Programs (2)
SMCTA	004511	NWC PARTNERS, INC.	2,652.73	CHK	Consultants
SMCTA	004512	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004513	SACRAMENTO DESIGN BUILD, INC.	3,033.00	CHK	Consultants
SMCTA	004514	VAVRINEK, TRINE, DAY & CO., LLP	10,000.00	CHK	Annual Audit Services
SMCTA	004515	WILLIAM KIRCHEN	3,607.00	CHK	Deposit Refund - D&B Auto
SMCTA	004516	WILLIAMS, JENNIFER	75.58	CHK	Business Meetings
SMCTA	900101	SAN MATEO COUNTY TRANSIT DISTRICT	174,075.00	WIR	Capital Programs (1)
SMCTA	900102	WELLS FARGO INSURANCE SERVICES USA, INC	1,005.00	WIR	Broker Fee - Quarterly
SMCTA	900103	SAN MATEO COUNTY TRANSIT DISTRICT	42,751.00	WIR	Capital Programs (3)
SMCTA	900104	WELLS FARGO INSURANCE SERVICES USA, INC	1,005.00	WIR	Broker Fee - Quarterly
			1,590,021.57		

- (1) FY17/FY18 Local Shuttles
(2) 101 Interchange to Broadway
(3) Dumbarton Maintenance of Way

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **UNAUDITED STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD
ENDING JUNE 30, 2017**

ACTION

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

SIGNIFICANCE

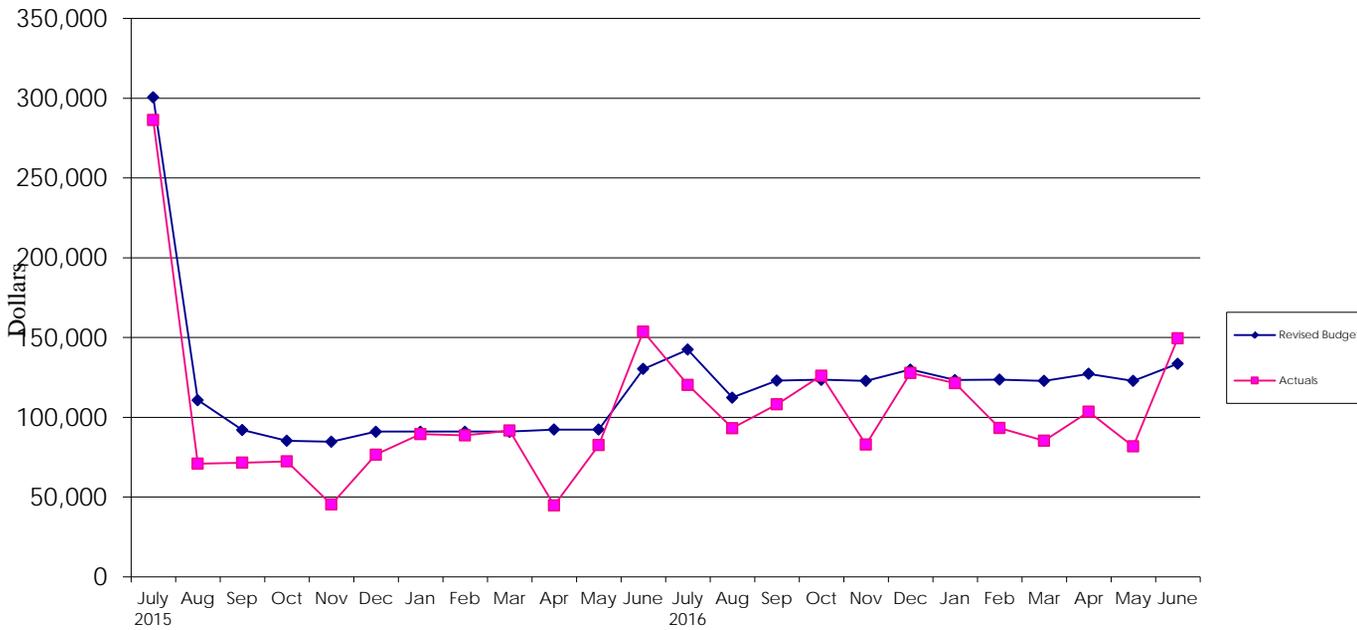
Revenues: Year-to-date Total Revenue (\$92,053,235 - line 7) is higher than budget by \$4,885,069 or 5.6 percent. Sales Tax (\$84,354,070 – line 1) is higher than budget by \$1,354,070 or 1.6 percent and Interest Income (\$5,247,764 – line 2) is \$2,273,284 or 76.4 percent higher than budget due to higher interest rates. Compared to prior year, Total Revenue is \$7,376,885 higher, an improvement of 8.7 percent.

Expenditures: Total Administrative Expenses (\$1,293,082 - line 22) are lower than budget by \$239,363 or 15.6 percent. Within total administrative expenses, Staff Support (\$631,358 - line 18) is \$129,854 or 17.1 percent lower than budget and Other Administrative Expense (\$661,604 – line 20) is lower than budget by \$94,629 or 12.5 percent. Compared to prior year, Total Expenditures is \$889,083 less, an improvement of 1.2 percent.

Budget Amendment:

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

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	123,657	122,881	127,281	122,881	133,502
Actual	120,361	93,168	108,088	126,101	82,951	127,781	121,335	93,318	85,263	103,455	81,733	149,527
CUMULATIVE EXPENSES												
Staff Projections	147,412	259,787	382,784	506,290	629,171	759,057	882,373	1,006,030	1,128,911	1,256,192	1,379,073	1,512,575
Actual	120,361	213,529	321,617	447,718	530,669	658,450	779,785	873,103	958,366	1,061,821	1,143,554	1,293,081
Variance-F(U)	27,051	46,258	61,167	58,572	98,502	100,607	102,588	132,927	170,545	194,371	235,519	219,494
Variance %	18.35%	17.81%	15.98%	11.57%	15.66%	13.25%	11.63%	13.21%	15.11%	15.47%	17.08%	14.51%



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 JUNE, 2017

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	1.113%	\$ 325,366,293	\$ 325,005,136
Local Agency Investment Fund	**	Liquid Cash	0.978%	\$ 982,101	\$ 981,061
Investment Portfolio	***	Liquid Cash	1.617%	\$ 157,098,261	\$ 156,765,072
Other		Liquid Cash	0.000%	\$ 1,491,340	\$ 1,491,340
				<u>\$ 484,937,996</u>	<u>\$ 484,242,609</u>

Accrued Earnings for June 2017 \$ 499,829
Cumulative Earnings FY2017 \$ 5,069,236

* County Pool average yield for the month ending June 30, 2017 was 1.113%. As of June 2017, the total cost of the Total Pool was \$4,794,669,883 and the fair market value per San Mateo County Treasurer's Office was \$4,796,135,881.

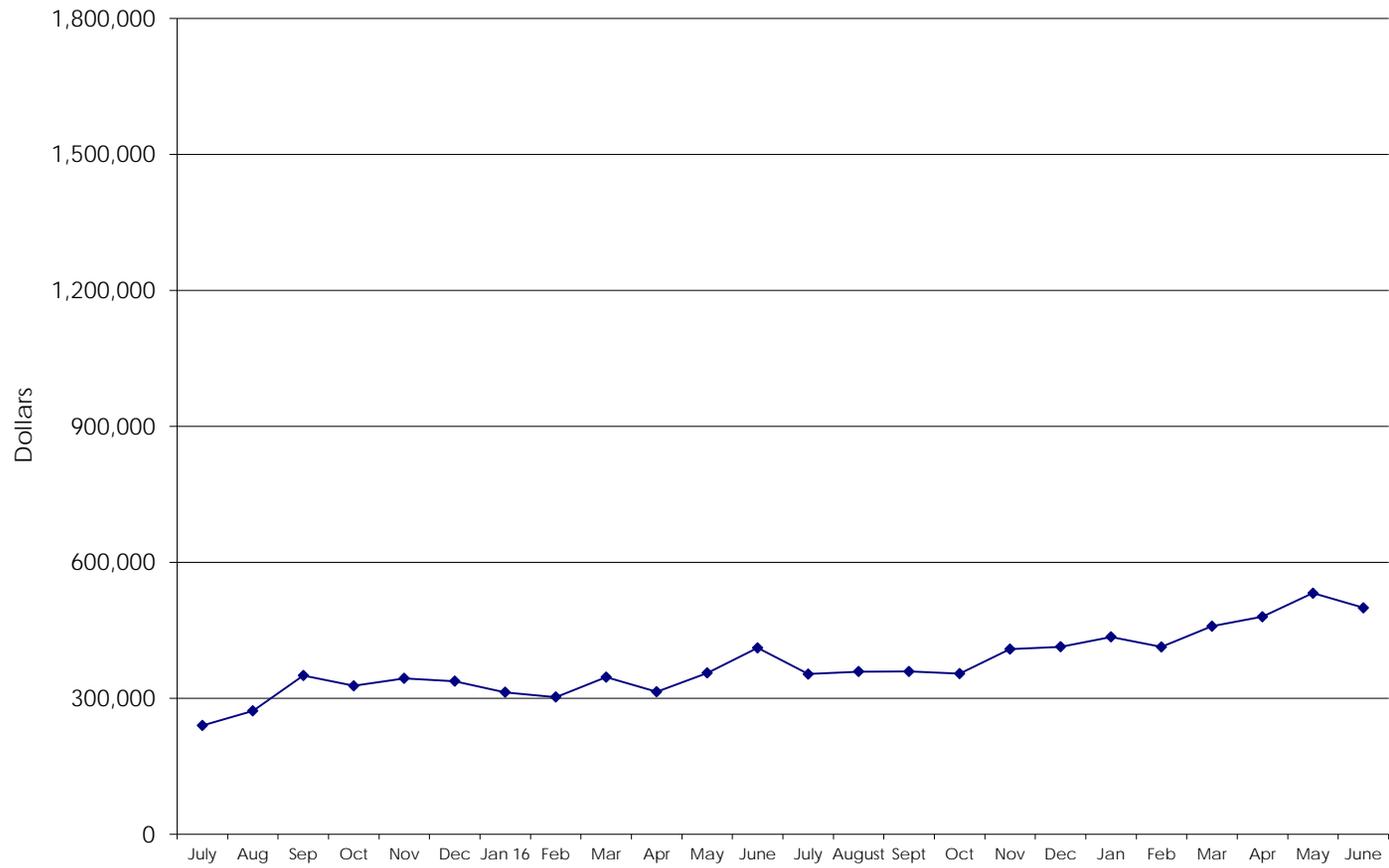
** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 0.998940671 as reported by LAIF for fiscal year ending June 30, 2017.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
JUNE 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	413,341.95	3,098,141.48
MARCH	459,171.84	3,557,313.33
APRIL	480,039.21	4,037,352.54
MAY	532,054.56	4,569,407.10
JUNE	499,829.30	5,069,236.40

SMCTA Interest Income



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
 June 30, 2017

DESCRIPTION	TOTAL INVESTMENT 06-30-17	GASB 31 adj	MARKET VALUE 06-30-17	INTEREST RECEIVABLE 05-31-17	PREPAID INT RECEIVABLE 05-31-17	INTEREST EARNED 06-30-17	INTEREST RECEIVED 06-30-17	ADJ.	INTEREST RECEIVABLE 06-30-17
LAIF	982,101.22	(1,040.37)	981,060.85	1,484.54	0.00	789.45		(12.34)	2,261.64
COUNTY POOL	325,366,292.97	(361,156.59)	325,005,136.38	569,013.11	0.00	295,252.44		(581.38)	863,684.18
BANK OF AMERICA	1,312,548.63		1,312,548.63	0.00	0.00				0.00
WELLS FARGO				0.00	0.00				0.00
US BANK (Cash on deposit)	178,791.49		178,791.49	0.00	0.00				0.00
INVESTMENT PORTFOLIO	157,098,261.46	(333,189.63)	156,765,071.83	562,711.67	3,521.74	204,381.13	84,275.42		686,339.12
				0.00					0.00
	<u>484,937,995.77</u>	<u>(695,386.59)</u>	<u>484,242,609.18</u>	<u>1,133,209.32</u>	<u>3,521.74</u>	<u>500,423.02</u>	<u>84,275.42</u>	<u>(593.72)</u>	<u>1,552,284.94</u>

JUNE 2017 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 06/30/17	499,829.30
Add:	
Less:	
Management Fees	(9,250.00)
Amortized Premium/Discount	1,620.97
Capital Gain(Loss)	<u>13,285.12</u>
Total Interest & Capital Gain(Loss)	<u><u>505,485.39</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	5,069,236.40
Add:	
Less:	
Management Fees	(111,000.00)
Amortized Premium/Discount	(103,912.91)
Capital Gain(Loss)	<u>137,453.15</u>
Total Interest	<u><u>4,991,776.64</u></u>
Balance Per Led 06/30/17	
Amort Prem/Disc-acct 409104	(103,912.91)
Management Fees (530040)	(111,000.00)
Int Acct. 409100 - Co. Pool	3,044,165.70
Int Acct. 409100 - LAIF	7,288.05
Int Acct. 409101 - Portfolio Funds	2,017,782.65
Gain(Loss) Acct. 405210	<u>137,453.15</u>
	<u><u>4,991,776.64</u></u>

INVESTMENT PORTFOLIO
June 30, 2017

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 6/30/2017	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 5/31/2017	PREPAID INT REC'VBLE 5/31/2017	INTEREST EARNED 6/30/2017	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 6/30/2017	PAR VALUE
<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	3,159,126.40	04-30-21	1.375%	122.2222	31	3,478.26		3,934.78			7,413.04	3,200,000
US TREASURY NOTE	912828S18	03-23-15	119,845.31	119,704.68	04-30-19	1.250%	4.1667	31	130.43		122.29			252.72	120,000
US TREASURY NOTE	912828F62	09-09-15	602,414.06	600,796.80	10-31-19	1.500%	25.0000	31	786.89		737.70			1,524.59	600,000
US TREASURY NOTE	912828VF4	12-07-15	7,403,027.34	7,463,962.50	05-31-20	1.375%	286.4583	31	281.76		8,452.87			8,734.63	7,500,000
US TREASURY NOTE	912828VP2	05-18-16	6,667,435.54	6,529,870.35	07-31-20	2.000%	358.3333	31	43,118.78		10,690.61			53,809.39	6,450,000
US TREASURY NOTE	912828L32	06-29-16	1,832,906.25	1,787,344.20	08-31-20	1.375%	68.7500	31	6,323.49		2,039.83			8,363.32	1,800,000
US TREASURY NOTE	912828R77	03-17-17	3,409,082.03	3,451,465.50	05-31-21	1.375%	133.6806	31	131.49		3,944.67			4,076.16	3,500,000
US TREASURY NOTE	912828D72	04-05-17	1,813,921.88	1,815,820.20	08-31-21	2.000%	100.0000	31	5,726.88	3,521.74	3,839.45			13,088.07	1,800,000
US TREASURY NOTE	912828D72	06-29-17	3,942,503.91	3,934,277.10	08-31-21	2.000%	216.6667	31	0.00			(25,646.74)		25,646.74	3,900,000
															18.46%
<u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FNMA	3136ANJY4	04-30-15	1,000,180.99	989,222.53	04-01-18	1.550%	42.64	31	1,326.59		1,279.11	1,326.59		1,279.11	990,282
FNA 2014-M6 A2	3136AJ7G5	12-15-16	3,519,808.59	3,528,595.49	05-25-21	2.679%	256.74	31	7,700.72		7,700.72	7,700.72		7,700.72	3,450,000
FANNIE MAE	3136AQDQO	10-30-15	1,286,125.06	1,273,105.97	09-01-19	1.646%	58.22	31	1,799.80		2,291.76	2,344.92		1,746.64	1,273,374
															3.65%
<u>FEDERAL AGENCY NOTES AND BONDS</u>															
FHLMC	3137EABE1	07-20-16	4,638,747.00	4,594,585.95	07-19-19	0.875%	113.02	31	14,918.75		3,390.63			18,309.38	4,650,000
FNMA	3135GON33	08-02-16	4,192,944.00	4,149,507.60	08-02-19	0.875%	102.08	31	12,147.92		3,062.50			15,210.42	4,200,000
FHLB	3130A8QS5	07-15-16	3,180,540.80	3,117,996.80	07-14-21	1.125%	100.00	31	13,700.00		3,000.00			16,700.00	3,200,000
FHLMC	3137EADN6	08-30-16	1,947,699.00	1,945,477.95	01-12-18	0.750%	40.63	31	14,623.96		3,027.09	10,785.42		6,865.63	1,950,000
FREDDIE MAC	3137EADP1	08-08-16	1,376,773.75	1,371,440.13	03-07-18	0.875%	33.42	31	2,807.29		1,002.61			3,809.90	1,375,000
FHLB	3130A9AE1	08-26/16	2,997,960.00	2,981,871.00	10-01-18	0.875%	72.92	31	4,375.01		2,187.50			6,562.51	3,000,000
FHLB	313376BR5	08-11-16	765,165.00	754,041.00	12-14-18	1.750%	36.46	31	6,088.54		1,093.75	6,562.50		619.79	750,000
FHLB	3130A8Y72	08-04-16	798,464.00	790,221.60	08-05-19	0.875%	19.44	31	4,370.14		656.25	2,187.50		2,838.89	800,000
FNMA	3135GON82	08-19-16	822,177.68	806,472.98	08-17-21	1.250%	28.65	31	0.00					0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,614,927.53	08-17-21	1.250%	92.88	31	12,638.88		3,645.83			16,284.71	2,675,000
FNMA	3135GOP49	09-02-16	3,993,760.00	3,960,920.00	08-28-19	1.000%	111.11	31	10,333.33		3,333.33			13,666.66	4,000,000
FHLB	3130A9EP2	09-09-16	4,695,911.00	4,652,257.50	09-26-19	1.000%	130.56	31	8,486.11		3,916.67			12,402.78	4,700,000
FHLMC	3137EAD7	09-16-16	2,294,013.15	2,281,009.68	10-12-18	0.875%	55.78	31	2,733.28		1,673.44			4,406.72	2,295,000
FNMA	3135GOT29	02-28-17	2,653,300.80	2,648,041.25	02-28-20	1.500%	110.63	31	10,288.12		3,318.75			13,606.87	2,655,000
FHLB	3130AAXX1	03-10-17	3,955,801.20	3,963,263.33	03-18-19	1.375%	151.44	31	12,266.72		4,543.23			16,809.95	3,965,000
FHLMC	3137EAEF2	04-20-17	2,690,766.00	2,684,029.50	04-20-20	1.375%	103.13	31	4,228.13		3,093.75			7,321.88	2,700,000
															27.97%
<u>CORPORATE NOTES</u>															
TOYOTA MOTOR	89236TDHS	10-18-16	1,149,425.00	1,144,946.90	10-18-19	1.550%	49.51	31	2,129.10		1,485.41			3,614.51	1,150,000
TOYOTA MOTOR CREDIT	89236TDM4	-01-09-17	1,999,300.00	2,000,984.00	01-09-19	1.700%	94.44	31	13,411.11		2,833.33			16,244.44	2,000,000
AMERICAN EXPRESS	0258MDEC9	10-31-16	2,799,321.80	2,784,908.00	10-30-19	1.700%	132.22	31	4,098.89		3,966.67			8,065.56	2,800,000
MORGAN STANLEY	6174467P8	11-10-16	3,516,187.50	3,439,210.95	07-24-20	5.500%	481.25	31	61,118.75		14,437.50			75,556.25	3,150,000
Pfizer Inc	717081EB5	11-21-16	2,078,502.40	2,083,305.12	12-15-19	1.700%	98.22	31	18,662.22		2,946.67	20,037.33		1,571.56	2,080,000
JOHN DEERE	24422ESR1	11-22-16	2,325,764.75	2,316,567.26	12-15-17	1.550%	99.67	31	16,545.82		2,990.21	17,941.25		1,594.78	2,315,000
JOHN DEERE CAPITAL CC	24422ETM1	01-06-17	1,199,220.00	1,200,558.00	10-15-18	1.650%	55.00	31	2,530.00		1,650.00			4,180.00	1,200,000
JOHN DEERE CAPITAL CC	24422ETL3	03-15-17	681,979.15	695,949.73	01-06-22	2.650%	50.42	31	7,311.42		1,512.71			8,824.13	685,000
GOLDMAN SACHS	38141GGO1	11-28-16	3,035,092.50	3,014,137.50	07-27-21	5.250%	401.04	31	49,729.17		12,031.25			61,760.42	2,750,000
AMERICAN HONDA	02665WAH4	12-20-16	3,165,655.50	3,176,746.65	08-15-19	4.250%	371.88	31	20,868.75		5,906.25			26,775.00	3,150,000
CITIGROUP INC	172967LF6	01-10-17	1,574,370.00	1,584,468.90	01-10-20	2.450%	107.19	31	15,113.44		3,215.62			18,329.06	1,575,000
MICROSOFT CORP	594918BV5	02-06-17	1,518,981.60	1,523,874.48	02-06-20	1.850%	78.11	31	8,982.78		2,343.33			11,326.11	1,520,000
BERKSHIRE HATHAWAY	084670BL1	12-23-16	3,167,829.00	3,174,053.40	08-14-19	2.100%	183.75	31	19,661.25		5,512.50			25,173.75	3,150,000
WALT DISNEY	25468PDP8	03-06-17	659,828.40	662,060.52	03-04-20	1.950%	35.75	31	3,038.75		1,072.50			4,111.25	660,000
APPLE INC BONDS	037833CS7	05-11-17	1,323,648.50	1,324,228.85	05-11-20	1.800%	66.25	31	1,325.00		1,987.50			3,312.50	1,325,000
JP MORGAN CHASE & C	46625HJD3	05-26-17	1,622,730.00	1,624,273.50	01-24-22	4.500%	187.50	31	23,812.50		5,625.00			29,437.50	1,500,000

INVESTMENT PORTFOLIO
June 30, 2017

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 6/30/2017	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 5/31/2017	PREPAID INT REC'VBLE 5/31/2017	INTEREST EARNED 6/30/2017	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 6/30/2017	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
HOME DEPOT INC	437076B04	06-05-17	749,565.00	750,342.75	06-05-20	1.800%	37.50	31			975.00			975.00	750,000 20.31%
<u>COMMERCIAL PAPERS</u>															
BNP PARIBAS NY BRANCH	09659BUH1	10-20-16	3,960,400.00	3,997,752.00	07-17-17	0.000%	0.00	31	0.00					0.00	4,000,000
CANADIAN IMPERIAL HLT	13607EXD6	01-19-2017	3,068,156.54	3,088,743.90	10-13-17	0.000%	0.00	31	0.00					0.00	3,100,000
BANK OF TOKYO MITSUBI	06538BXP3	04-21-17	2,979,033.33	2,987,523.00	0-23-17	0.000%	0.00	31	0.00					0.00	3,000,000
CREDIT AGRICOLE CIB N'	22533TYL4	05-23-17	2,980,240.83	2,984,019.00	11-20-17	0.000%	0.00	31	0.00					0.00	3,000,000
ING (US) FUNDING LLC	4497W0WM6	5-23-17	2,987,698.33	2,991,390.00	09-21-17	0.000%	0.00	31	0.00					0.00	3,000,000 10.29%
<u>CERTIFICATE OF DEPOSIT</u>															
CANADIAN IMPERIAL BAI	13606A5Z7	12-05-16	3,097,582.00	3,112,985.90	11-30-18	1.760%	151.56	31	24,883.97		6,488.03	26,522.22		4,849.78	3,100,000
SVENSKA HANDELSBANK	86958JHB8	01-12-17	3,100,000.00	3,091,580.40	01-10-19	1.890%	162.75	31	22,785.00		4,882.50			27,667.50	3,100,000
NORDEA BANK FINLAND	65558LWA6	12-05-16	3,100,000.00	3,112,985.90	11-30-18	1.760%	151.56	31	151.56		4,546.66			4,698.22	3,100,000
BANK OF NOVA SCOTIA	106417GUE6	04-06-17	3,100,000.00	3,098,174.10	04-05-19	1.910%	164.47	31	9,210.44		4,934.17			14,144.61	3,100,000
SUMITOMO MITSUI BANK	86563YVN0	05-04-17	3,100,000.00	3,104,712.00	05-03-19	2.050%	176.53	31	4,766.25		5,295.83			10,062.08	3,100,000 9.91%
<u>ASSET-BACKED SECURITY/COLLATERIZED MORTGAGE OBLIGATIONS</u>															
CCCIT 2017-A2 A2	17305EGA7	01-26-17	2,649,492.53	2,653,381.93	01-17-21	1.740%	128.08	31	16,010.42		3,842.50			19,852.92	2,650,000
ALLYA 2017-1 A3	02007PAC7	01-31-17	704,938.38	704,201.73	06-15-21	1.700%	33.29	31	532.68		998.75	998.75		532.68	705,000
FORDO 2017-A A3	34531EAD8	01-25-17	2,199,991.86	2,198,369.80	06-25-21	1.670%	102.06	31	1,632.89		3,061.67	3,061.67		1,632.89	2,200,000
TAOT 2017-A A3	89238MAD0	03-07-17	779,908.19	780,994.58	02-15-21	1.730%	37.48	31	599.73		1,124.50	1,124.50		599.73	780,000
ALLYA 2017-2 A3	02007HAC5	03-29-17	2,484,707.02	2,485,532.54	08-15-21	1.780%	122.87	31	1,965.91		3,686.08	3,686.08		1,965.91	2,485,000
TAOT 2017-B A3	89190BAD0	05-17-17	3,099,762.23	3,101,929.44	07-15-21	1.760%	151.56	31	2,121.78		4,546.67	4,243.56		2,424.89	3,100,000
CCCIT 2017-A3 A3	17305EGB5	05-22-17	1,604,272.00	1,601,768.32	04-07-22	1.920%	85.33	31	4,266.67		2,560.00			6,826.67	1,600,000
AMXCA 2017-4 A	02582JHG8	05-30-17	1,199,807.76	1,199,055.36	12-15-21	1.640%	54.67	31	55.00		1,645.00	820.00		880.00	1,200,000 9.41%
CASH AND CASH EQUIV	31846V534								579.15		298.20	579.15		298.20	

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

10/23/17 5:47 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2016:						
1st Quarter	17,607,333	17,607,333	1st Quarter	19,521,000	1,913,667	19,521,000
2nd Quarter	18,895,801	18,895,801	2nd Quarter	20,786,155	1,890,354	20,786,155
3rd Quarter	19,166,840	22,166,840	3rd Quarter	18,180,736	(3,986,104)	18,180,736
4th Quarter	21,330,026	21,330,026	4th Quarter	21,216,060	(113,966)	21,216,060
FY2016 Total	77,000,000	80,000,000	FY2016 Total	79,703,951	(296,049)	79,703,951
FY2017:						
Jul. 16	5,919,931	5,919,931	Sep. 16	5,557,900	(362,031)	5,919,931
Aug. 16	5,919,931	5,919,931	Oct. 16	5,557,900	(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	7,962,200	119,700	7,842,500
6 Months Total	40,092,031	40,092,031		40,833,478	741,447	40,092,031
Jan. 17	6,089,072	6,089,072	Mar. 17	7,519,362	1,430,290	6,089,072
Feb. 17	6,677,683	6,677,683	Apr. 17	4,995,400	(1,682,283)	6,677,683
Mar. 17	8,284,521	8,284,521	May 17	6,660,600	(1,623,921)	8,284,521
9 Months Total	61,143,307	61,143,307		60,008,840	(1,134,467)	61,143,307
Apr. 17	7,054,822	7,054,822	Jun. 17	8,127,299	1,072,477	7,054,822
May 17	7,170,544	7,170,544	Jul. 17	5,524,200	(1,646,344)	7,170,544
Jun. 17	7,631,327	7,631,327	Aug. 17	10,693,731	3,062,404	7,631,327
FY2017 Total	83,000,000	83,000,000	FY2017 Total	84,354,070	1,354,070	83,000,000
	18,976,410		1st Quarter			
	22,221,213		2nd Quarter			
	22,117,421		3rd Quarter			
	21,039,026		4th Quarter			
	84,354,070		YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JUNE 30, 20176/30/2017

Cash -- Bank of America Checking Account	1,312,548.63
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	178,791.49
LAIF	982,101.22
County Pool	325,366,292.97
Investment Portfolio	157,098,261.46
Total	<u>484,937,995.77</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
JUNE 2017**

Unit	Ref	Name	Amount	Method	Description
SMCTA	000095	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000096	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000097	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000098	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000099	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000100	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000101	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	004459	SLAVIT, JOEL A	21.00	CHK	Business Meetings
SMCTA	004454	HANSON BRIDGETT LLP	76.00	CHK	Legal Services
SMCTA	004451	OFFICEMAX	258.45	CHK	Office supplies
SMCTA	004457	DMJM HARRIS/MARK THOMAS JV	483.81	CHK	Consultants
SMCTA	004462	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004464	KHOURI CONSULTING	3,859.00	CHK	Legislative Advocate
SMCTA	004458	HANSON BRIDGETT LLP	5,738.00	CHK	Legal Services
SMCTA	004461	HANSON BRIDGETT LLP	5,929.00	CHK	Legal Services
SMCTA	004463	JACOBS ENGINEERING GROUP INC.	8,386.41	CHK	Consultants
SMCTA	004452	SAN MATEO COUNTY COMM COLLEGE DISTRICT	15,809.66	CHK	Capital Programs (1)
SMCTA	004460	ATKINS NORTH AMERICA, INC	71,596.68	CHK	Consultants
SMCTA	004465	SAN CARLOS, CITY OF	77,289.00	CHK	Capital Programs (2)
SMCTA	004453	ATKINS NORTH AMERICA, INC	105,172.17	CHK	Consultants
SMCTA	004456	URS CORPORATION	180,542.44	CHK	Consultants
SMCTA	004466	URS CORPORATION	231,775.66	CHK	Consultants
SMCTA	900095	PENINSULA CORRIDOR JOINT POWERS BOARD	326,160.09	WIR	Capital Programs (3)
SMCTA	004455	PENINSULA TRAFFIC CONGESTION RELIEF	334,087.46	CHK	Capital Programs (1)
SMCTA	900094	DEPARTMENT OF TRANSPORTATION	1,208,452.22	WIR	Capital Programs (4)
SMCTA	900096	SAN MATEO COUNTY TRANSIT DISTRICT	2,716,040.98	WIR	Caltrain, Redi-Wheels, Bank charges, postage, etc
SMCTA	004467	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004468	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004469	SAN MATEO, COUNTY OF	15,644.75	CHK	Capital Programs (5)
SMCTA	004470	SOUTH SAN FRANCISCO, CITY OF	38,160.97	CHK	Capital Programs (1)
			<u>5,362,433.75</u>		

- (1) FY17/FY18 Local Shuttles
- (2) Call for Proj-Ped&Bike FY12/13
- (3) FY17/FY18 Local Shuttles \$278,763.35; Reimburse PCJPB \$47,396.74
- (4) SR92 El Camino Real Ramp \$710.97; 101 HOV Ln Whipple - San Bruno \$489,524.75;
101 Interchange to Broadway \$716,273.50 and Marsh to SM/SC line \$1,943
- (5) Call for Proj-Ped&Bike FY14/15

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **2018 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the Meeting Calendar for 2018 (attached).

SIGNIFICANCE

The Board of Directors' regular monthly meetings are scheduled for the first Thursday of each month at 5:00 p.m. The Board may want to consider moving the July 5, 2018 meeting to the following Thursday, July 12.

BUDGET IMPACT

There is no impact on the budget.



SAN MATEO COUNTY
**Transportation
Authority**

Board Meeting Calendar 2018

Thursday – 5:00 PM
January 4
February 1
March 1
April 5
May 3
June 7
July 5
August 2
September 6
October 4
November 1
December 6

The Board meets the first Thursday of the month.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

Derek Hansel
Chief Financial Officer

SUBJECT: **AUTHORIZE EXECUTION OF AN AGREEMENT WITH THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO
RECEIVE FUNDING FOR PREPARATION OF A BENEFIT/COST ANALYSIS
FOR THE 101 MANAGED LANES PROJECT**

ACTION

Staff recommends the Board:

1. Receive \$15,000 from the City/County Association of Governments of San Mateo County (C/CAG) for development of a Benefit/Cost Analysis (BCA) for the US 101 Managed Lanes Project (Project);
2. Authorize the Executive Director, or his designee, to execute any agreements and take other actions necessary to receive the subject funding; and
3. Increase the Fiscal Year (FY) 2018 Budget by \$15,000 for Oversight expenditures in order to provide additional budget authority to complete the proposed BCA based on additional funding from C/CAG, as shown in the attached Attachment A.

SIGNIFICANCE

The United States Department of Transportation (DOT) is soliciting applications for Infrastructure for Rebuilding America (INFRA) grant program. San Mateo Transportation Authority (TA) staff is working with the California Department of Transportation (Caltrans) and C/CAG to develop the grant application package. As part of the application, the DOT requires preparation of a BCA to demonstrate that the Project's long term benefits will outweigh the cost of constructing and maintaining the Project. Development of the BCA will be contracted out to one of the TA's on-call planning consultants for an estimated cost of \$30,000. C/CAG has agreed to provide half the cost, up to \$15,000, as its contribution to the INFRA application. The remainder of the BCA will be funded by the TA Oversight. In order to receive the funds from C/CAG the Board will need to authorize the Executive Director to execute a cooperative agreement.

BUDGET IMPACT

The proposed budget amendment would increase the TA budget oversight expenditures by \$15,000 to reflect the increased funding from C/CAG for their share of the Benefit / Cost Analysis (BCA) for the Project (Line 22 of Attachment A).

BACKGROUND

The INFRA Grant Program is providing over \$1.5 billion to projects across the nation that rebuild infrastructure, promote economic vitality and leverage non-federal funding.

The TA and C/CAG historically have worked collaboratively on a variety of transportation programs and projects of mutual interest and the proposed cooperative agreement will facilitate continuation of this working relationship.

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

ATTACHMENT B

FY2018 ALLOCATIONS AND EXPENDITURES

			New Measure TEP % Share	FY 2018 Adopted Budget	FY18 Revised Budget	FY18 Revised - FY18 Adopted Increase/Decrease	
ANNUAL ALLOCATIONS:							
1	ALLOCATION TO LOCAL ENTITIES		22.50%	19,048,500	19,048,500	-	1
2	SFO BART EXTENSION		2.00%	1,693,200	1,693,200	-	2
3			Total Pass-Thru	20,741,700	20,741,700	-	3
4							4
5	PARATRANSIT		4.00%	3,386,400	3,386,400	-	5
6	SUPPORT FOR CALTRAIN OPERATIONS		8.00%	6,772,800	6,772,800	-	6
7							7
8	TOTAL ANNUAL ALLOCATIONS			30,900,900	30,900,900	-	8
9							9
10	MEASURE A CATEGORIES:	PROJECT					10
11	ALTERNATIVE CONGESTION RELIEF		1.00%				11
12	Available for future ACR projects	000903		388,100	388,100	-	12
13	Commuter.org TDM Program	000807		458,500	458,500	-	13
14							14
15	DUMBARTON	100263	2.00%	1,693,200	1,693,200	-	15
16							16
17	CALTRAIN	000605	8.00%	6,772,800	6,772,800	-	17
18							18
19	PEDESTRIAN AND BICYCLE PROGRAM	000816	3.00%	2,539,800	2,539,800	-	19
20							20
21	LOCAL SHUTTLE	000902	4.00%	3,386,400	3,386,400	-	21
22							22
23	STREETS AND HIGHWAYS						23
24	Key congested corridors program	000900	17.30%	14,646,180	14,646,180	-	24
25	Supplemental roadway projects	000901	10.20%	8,635,320	8,635,320	-	25
26							26
27	GRADE SEPARATION	100258	15.00%	12,699,000	12,699,000	-	27
28							28
29	SAN MATEO COUNTY FERRY SERVICE	100264	2.00%	1,693,200	1,693,200	-	29
30							30
31	TOTAL MEASURE A CATEGORIES		99.00%	52,912,500	52,912,500	-	31
	Staff Support		1.00%	846,600	846,600	-	
			100.00%	84,660,000	84,660,000	-	

RESOLUTION NO. 2017 –

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

* * *

**AUTHORIZING AN AGREEMENT WITH THE CITY/COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO COUNTY TO RECEIVE FUNDING FOR PREPARATION OF A
BENEFIT/COST ANALYSIS FOR THE 101 MANAGED LANES PROJECT AND
AMENDING THE FISCAL YEAR 2018 BUDGET**

WHEREAS, the United States Department of Transportation (DOT) is soliciting applications for the Infrastructure for Rebuilding America (INFRA) grant program; and

WHEREAS, DOT requires preparation of a Benefit Cost Analysis (BCA) to demonstrate that a project's long term benefits will outweigh the cost of constructing and maintaining the project; and

WHEREAS, the San Mateo County Transportation Authority (TA), and the City/County Association of Governments of San Mateo County (C/CAG) desire to work together and collectively participate in funding a BCA for the US 101 Managed Lanes project (Project) at an estimated cost of \$30,000; and

WHEREAS, C/CAG has agreed to provide a cost-share of 50 percent, up to \$15,000 for the BCA; and

WHEREAS, the TA intends to pay the remaining 50 percent, up to \$15,000, for the BCA and contract with one of its on-call transportation planning consultants to complete the work; and

WHEREAS, staff recommends that the TA Board of Directors increase the Fiscal Year (FY) 2018 Budget by \$15,000 for Oversight expenditures related to the additional funding from C/CAG for the completion of a Benefit Cost Analysis for the US 101 Managed Lanes project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Executive Director or his designee to execute a cooperative agreement with C/CAG to receive up to \$15,000 in funding for the completion of a Benefit Cost Analysis for the US 101 Managed Lanes project.

BE IT FURTHER RESOLVED that the Board of Directors hereby increases the Fiscal Year 2018 Budget by \$15,000 for oversight expenditures related to the additional funding from C/CAG for the completion of the BCA for the Project.

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

Regularly passed and adopted this 2th day of November, 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: **GRANT OF SUBSURFACE UTILITY EASEMENT TO PG&E TO SUPPORT SAN CARLOS TRANSIT VILLAGE TRANSIT ORIENTED DEVELOPMENT PROJECT**

ACTION

Staff recommends the Board authorize the Executive Director, or his designee, to grant a Subsurface Utility Easement ("Easement") to Pacific Gas and Electric Company ("PG&E") for the installation of electrical power facilities to support the San Carlos Transit Village ("SCTV") transit oriented development.

SIGNIFICANCE

Grant of the Easement is necessary to bring electrical service to SCTV, which is being developed as part of a public-private partnership between the San Mateo County Transit District (District) and Trestle, a private developer. The Easement will be approximately 105 square feet and is located in the sidewalk area of Holly Street, just east of El Camino Real in San Carlos.

BUDGET IMPACT

The Easement will be granted at no cost to PG&E and will not impact the FY2018 Budget.

BACKGROUND

In August 2015, the District entered into a ground lease with Trestle to develop SCTV, a 200-unit residential development with approximately 25,000 sf of commercial space. SCTV is located at the intersection of El Camino Real and Holly Street and flanks the San Carlos Caltrans Station.

In order to bring electricity to the site, PG&E must install underground electrical facilities within the sidewalk of westbound Holly Street, just east of El Camino Real. Holly Street was reconfigured as part as part of the San Mateo Transportation Authority (TA) -funded Ralston-Holly- Harbor Grade Separation Project, which was completed in early 2000. TA still holds a residual property interest in the property under the sidewalk and therefore must grant the easement even though the sidewalk is within the public right of way. Staff has consulted with City of San Carlos staff and they are supportive of granting the Easement.

Prepared by: Brian W. Fitzpatrick, Manager, Real Estate and
Property Development

650-508-7781

RESOLUTION NO. 2017-

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

* * *

**AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO GRANT A SUBSURFACE UTILITY
EASEMENT TO PG&E TO SUPPORT SAN CARLOS TRANSIT VILLAGE TRANSIT ORIENTED
DEVELOPMENT PROJECT**

WHEREAS, Holly Street in San Carlos was reconfigured as part as part of the San Mateo Transportation Authority (TA) -funded Ralston-Holly- Harbor Grade Separation Project, which was completed in early 2000; and

WHEREAS, In August 2015, SamTrans entered into a ground lease with a private developer to develop the San Carlos Transit Village, a 200-unit residential development with approximately 25,000 sf of commercial space is located at the intersection of El Camino Real and Holly Street; and

WHEREAS, in order to bring electricity to the development, Pacific Gas and Electric (PG&E) must install underground electrical facilities within the sidewalk of westbound Holly Street, just east of El Camino Real,; and

WHEREAS, TA still holds a residual property interest in the property under the sidewalk and therefore must grant the easement even though the sidewalk is within the public right of way; and

WHEREAS, Staff has consulted with City of San Carlos staff and they are supportive of granting the Easement.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Authority hereby authorizes the Executive Director to grant an easement to PG&E within the Holly Street sidewalk pursuant to the terms and conditions set forth above, and to take any other action necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of November, 2017 by the following
vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary



Memorandum

Date: October 23, 2017
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: November 2, 2017 TA Board Meeting Executive Director's Report

Agenda Item #9
NOVEMBER 2, 2017

Highway Program Call-for-Projects Workshop

On Tuesday, October 17, TA staff hosted a Highway Program Call-for-Projects Workshop. The workshop provided an overview of the program as well as an opportunity for project sponsors to learn and ask questions pertaining to such subjects as: the intent of the program, eligibility of projects, the application process, and new funding policies.

This Call-for-Projects will make available up to \$75 million in Measure A funding. Applications are due on November 20. A review panel comprised of TA and external staff will review the applications and will propose draft funding recommendations to the Board as an information item in January, followed by an allocation action in February 2018.

South San Francisco Caltrain Station Groundbreaking Ceremony

A groundbreaking ceremony will take place on Monday, November 6 at 11am to kick off construction of the South San Francisco Caltrain Station Improvement Project. The project will provide a new center boarding platform to eliminate the hold-out rule, improving both safety and operation. The project will also result in much improved access to the station with amenities such as a shuttle pick-up/drop-off areas and a new pedestrian underpass connecting the east and west sides of the Caltrain station. The TA allocated \$49.1 million in Measure A funds for the project (a portion of the Measure A funds were later involved in a federal fund swap with the Caltrain Electrification Program). Project is now funded by a combination of Measure A funds, South San Francisco city funding and federal grants. Completion of construction is targeted for Fall 2019.

Shuttle Program Call-for-Projects

On September 27, 2017, TA staff in conjunction with staff from C/CAG, SamTrans, and Commute.Org, hosted a Shuttle Technical Assistance Workshop for prospective shuttle applicants. The workshop provided an overview of shuttle best-practices with respect to the planning and administration of shuttles to provide potential shuttle applicants a broader understanding of the process and prepare them to submit more cost-effective and productive shuttle proposals.

While all prospective shuttle applicants may receive technical assistance, it is a program requirement that applicants for new shuttles, as well as existing shuttles that are not currently meeting established program performance benchmarks, receive shuttle technical assistance from either SamTrans, for community serving shuttles, or from Commute.org, for commuter shuttles, to establish eligibility to receive funding for the upcoming joint TA-C/CAG San Mateo County Shuttle Program Call-for-Projects covering Fiscal Years 2019 and 2020. Staff is proposing to release the upcoming shuttle Call-for-Projects in December after the TA and C/CAG Board meetings.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: 101 CORRIDOR MANAGED LANES**

ACTION

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

SIGNIFICANCE

A significant amount of progress has been achieved toward the preparation of the Draft 101 Corridor Managed Lanes Project Environmental Document. The current schedule targets the release of the document for public comment at the end of November. Staff will provide a project update and present an overview of the environmental review process, findings, and summary of the work completed.

Staff will also present for discussion and input from the Board the new roles and associated responsibilities created with the implementation of an express lane system, and the tradeoffs between tolling system operator options.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

In June 2016, work began on the environmental phase of the 101 Corridor Managed Lanes Project which proposes to modify 101 resulting in a 22 ½ miles of managed lanes in each direction from Santa Clara County to I-380. The Board took an action for the San Mateo County Transportation Authority's (TA) to become a Co-Sponsor with The City/County Association of Governments of San Mateo C/CAG for the project. The Board also authorized an agreement with San Mateo County Economic Development Association, which has brought an additional \$3 million in private sources to fund the \$11.5 million environmental phase of the project. The team was successful in securing an additional \$9.5 million of federal-earmarked funding to fund advanced design work that will expedite project delivery.

Public outreach and engagement with project stakeholders began in October 2016 with a public scoping meeting. Since that time there have been a number of meetings with staff from local jurisdictions along the 101 corridor. There have been two Community Meetings, in San Mateo in May and in Redwood City in June.

Multiple technical studies (e.g. traffic, air quality noise, biological etc.) that assess the performance and impacts of the project have now been completed. Project decisions and directions were made based on the following adopted project's purpose:

- Reduce congestion in the corridor
- Encourage carpooling and transit use
- Improve travel time reliability
- Minimize operational degradation of the general purpose lanes
- Increase person throughput
- Apply technology and/or design features to help manage traffic

The current schedule proposes to release the draft environmental document the end of November. This document reports the benefits and impacts that are anticipated to be realized with the implementation of the project. The public will have the opportunity to review and comment on the document and its supporting technical studies. The team will compile and respond to comments received during the public comment period, and finalize the document in mid-2018.

Express lanes, while not new to the Bay Area, are a new concept to San Mateo County. As part of the project development process, new roles and associated responsibilities with express lanes will be created. Those roles include: facility owner and operator, toll system manager, and integrator. Staff would like to continue the discussion from last Board meeting in October, and provide more information to facilitate informed future policy decisions.

Prepared by: Joseph Hurley, Director, Transportation Authority Program 650-508-7942

**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: **AUTHORIZE THE FILING OF AN APPLICATION FOR \$34,498,000 OF REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDING FOR THE 101 MANAGED LANES PROJECT TO BE INCLUDED IN THE 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

ACTION

Staff requests that the Board authorize the filing of an application for and adopt the Resolution of Support to include \$34,498,000 of Regional Transportation Improvement Program (RTIP) funding for the 101 Managed Lanes Project (Project) in the 2018 State Transportation Improvement Program (STIP).

SIGNIFICANCE

The STIP is a biennial five-year state funding program for the distribution of state funds by the California Transportation Commission (CTC) for transportation projects and programs. Prior to being submitted to the CTC for approval, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency, must approve the program. To file an application for STIP funding, MTC requires every new STIP project to be accompanied by an adopted Resolution of Local Support, using MTC's prescribed template.

The City/County Association of Governments of San Mateo County (C/CAG), co-sponsor of the Project, took a similar action at its meeting on October 12, 2017. The 2018 STIP is currently scheduled to be approved in March 2018.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

In June 2016, the San Mateo County Transportation Authority Board of Directors took an action to become a Co-Sponsor with C/CAG for the Project. Full funding for the environmental and preliminary engineering work for this Project has been secured, including \$8.5 million in Measure A funds, \$9.5 million in Federal funds, and \$3 million in private funds through the San Mateo County Economic Development Association (SAMCEDA). Project sponsors and stakeholders alike are working diligently to secure funding for the balance of the work. The STIP funding is one such source.

Prepared by: Joseph Hurley, Director, Transportation Authority Program 650-508-7942

RESOLUTION NO. 2017 –

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

* * *

**AUTHORIZING THE FILING OF AN APPLICATION FOR \$34,498,000 IN FUNDING FROM THE
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR THE
US 101 MANAGED LANE PROJECT FROM SANTA CLARA COUNTY LINE TO I-380**

WHEREAS, on November 2, 2004, the voters of San Mateo County approved continued collection and distribution by the San Mateo County Transportation Authority 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 San Mateo County Transportation Authority (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$34,498,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the **US 101 Managed Lane Project from Santa Clara County Line to I-380** (herein referred to as PROJECT) for the **Regional Transportation Improvement Program (RTIP)** (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the STP (23 U.S.C. § 133), the CMAQ (23 U.S.C. § 149) and the TA set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective CMA, MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC

programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming; and be it further

RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby Authorizes the Filing of an Application For \$34,498,000 in Funding From the RTIP For The US 101 Managed Lane Project From Santa Clara County Line to I-380; 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 November, 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

Derek Hansel
Chief Financial Officer

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR THE WHIPPLE
AVENUE GRADE SEPARATION PROJECT**

ACTION

Staff recommends the Board:

1. Program and allocate \$750,000 of Measure A Grade Separation Program Category funds to prepare a Project Study Report (PSR) for the Redwood City (City) Whipple Avenue Grade Separation Project (Project).
2. 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) to provide funding to complete the Project phase described above.

SIGNIFICANCE

The City submitted a letter to the San Mateo County Transportation Authority (TA) on October 4, 2017 requesting \$750,000 of Measure A Grade Separation Program funds to prepare a PSR for the Project (Attachment A), which will explore alternatives for a grade separation of Whipple Avenue, Brewster Avenue and Broadway. Options for the Brewster Avenue and Broadway at-grade crossings, as well as potential impacts to the Redwood City Caltrain Station located approximately one half mile to the south, will be analyzed due to their proximity to Whipple Avenue.

Per the New Measure A Grade Separation Program Guiding Principles for Project Selection, updated September 2016 (Guiding Principles), the TA may accept funding requests on an as-needed basis. In order to manage expectations and be able to better ensure that work already started can be completed, the Guiding Principles also state that the focus of remaining funding projected to be available through the life of Measure A will be used to fund grade separation projects that have already been awarded Measure A funds. However, the Guiding Principles also identify a set-aside of up to \$5 million to assist with planning work for other eligible grade separation projects.

The proposed Project is not a project that is currently in the project delivery process with Measure A funding, but the Whipple, Brewster and Broadway crossings are listed as candidate projects in the 2004 Transportation Expenditure Plan (TEP), and they are eligible to receive a funding award from the \$5 million set-aside for planning work.

Grade Separation Program Guiding Principles for Project Selection

Staff evaluated the City's request with respect to the project evaluation criteria and has determined the PSR can address the need for improvements that have the ability to increase safety and relieve local traffic congestion. Whipple Avenue and adjacent roadways in the vicinity of the existing at-grade crossing, including the El Camino Real, are regularly congested during peak periods with queue lengths exceeding capacity. Congestion is exacerbated when motor vehicles are forced to stop to allow for trains to pass, and through traffic for pedestrians and bicyclists is also disrupted. Several train collisions have occurred with pedestrians and automobiles at the Whipple Avenue crossing. Furthermore, the PSR will explore alternatives that help reduce emergency response times as Whipple Avenue serves as a main route from Highway 101 to Sequoia Hospital. Whipple Avenue also provides access for students of Redwood High School, located on the east of the tracks, from the Edgewood Park and Mount Carmel neighborhoods located on the west side of the tracks.

The City has been experiencing significant growth in the vicinity of its downtown. The Project could improve access to this area and further support economic development. The City will also be contributing \$100,000 of local matching funds, which it has already allocated to the Project to help leverage Measure A Grade Separation Program funds, as the total projected cost of the PSR is \$850,000.

Finally, work for the Project is ready to proceed. It is supported by the JPB, which subject to JPB board approval, will be the lead agency for the implementation of the Project, with the City providing community outreach support. The City has obtained a letter of concurrence from the JPB (Attachment B) stating that all work will be done in accordance with JPB design criteria and standards and that the Project will study at least one option that accommodates, and does not adversely impact, the Caltrain/High Speed Rail blended system.

Impact to the Measure A Grade Separation Program

At the December 2016 and March 2017 Board meetings, the TA allocated \$65.3 million from the Grade Separation Program Category to help complete the 25th Avenue Grade Separation Project in San Mateo and \$3.85 million to help complete the Broadway Grade Separation Project in Burlingame, respectively. At those meetings, staff informed the Board that the TA may need to borrow funding from other Measure A programs if projected revenue or cash flow needs exceeded estimates. If borrowing from other programs does occur, then the accounting of those revenues would be closely monitored and tracked to ensure other Measure A programs would be repaid the full amounts loaned.

Since those actions were taken, the amount of available grade separation program funds has substantially increased due to the return of approximately \$17 million in unexpended funds from the completed San Bruno Grade Separation Project, and an

additional \$9.5 million from true-up efforts that took place for the preparation of the latest Measure A Semi Annual Program Status Report. As a result, staff has determined that sufficient revenues exist in the Grade Separation program to meet the cash flow needs for this funding request as well as the other ongoing grade separation projects.

Should the Board approve the proposed funding request, up to \$4.25 million would remain available through the remaining life of the Measure to fund planning work for other grade separation projects that are not already in the Measure A funding pipeline.

BUDGET IMPACT

There is no budget impact related to this action as the funds are already included in the FY2018 Adopted Budget for the Grade Separation program category.

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.

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

Attachment A

**Community Development
Department**

Engineering and Transportation
Division
1017 Middlefield Road
Redwood City, CA 94063



(650) 780-7380
www.redwoodcity.org

October 4, 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 Redwood City Whipple Avenue Grade Separation Project

Dear Ms. Chan:

The City of Redwood City is requesting \$750,000 Measure A funds to prepare an Planning/Project Study Report (the Project) for the Whipple Avenue Grade Separation Project. The Peninsula Corridor Joint Powers Board (JPB), the governing body for Caltrain, as agreed to lead the effort. Redwood City would facilitate and participate in community outreach efforts. Redwood City appreciates the support shown for the Whipple Avenue Grade Separation Project from SMCTA and the JPB.

Existing Conditions

Whipple Avenue has an ADT of over 16,320 vehicles. The adjacent road segments are regularly congested during peak periods with queue lengths far exceeding capacity. The existing PM peak hour delay is 47.5 seconds based on Redwood City's El Camino Real Corridor Plan Existing Conditions report; delay is 61.0 seconds based on the Caltrain-HSR Blended Grade Crossing Traffic Analysis. PM peak hour delay is expected to increase with increasing traffic and without a grade separation.

The El Camino Real/Whipple Avenue intersection, which is adjacent to the at-grade crossing, is classified as a congested intersection by the City/County Association of Government (C/CAG). Traffic congestion is exacerbated when motorists are forced to stop to allow for trains to pass. Through traffic for pedestrians and cyclists is also disrupted. Several train collisions have occurred with pedestrians and automobiles. The traffic volumes and at-grade railroad crossing create significant safety problems.

The Whipple Avenue at-grade crossing was previously identified as a [candidate grade separation project](#) by San Mateo County Transportation Authority (SMCTA). In 2009, the SMCTA Footprint Study identified technically feasible alternatives for grade

separations at Whipple Avenue, Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. Whipple Avenue has the highest traffic volume of these six at-grade railroad crossings.

Project Benefits

Grade separation at Whipple Avenue would provide significant safety improvements and prevent future train collisions with pedestrians and automobiles. As of August 2017, seven collisions were reported by the FRA including one pedestrian injury and two driver fatalities. The project would improve traffic circulation and reduce congestion.

Whipple Avenue serves as a main route from Highway 101 to Sequoia Hospital. The traffic congestion already threatens emergency responder’s ability to reach Sequoia Hospital and the anticipated increase in delays would exacerbate the problem. The grade separation project would decrease emergency response time to Sequoia Hospital.

In addition, the project would enable City to complete the next step towards our goal of maintaining connectivity without dividing communities. The Whipple Avenue crossing is located 0.35 miles northwest of Redwood High School and separates the school from the Edgewood Park and Mt. Carmel residential neighborhoods. A grade separation at Whipple Avenue would increase the safety of students walking and biking to school.

These are critical improvements given the anticipated population growth of the area and the anticipated increase in future train volumes.

Project Timeline and Budget

The City of Redwood City, in partnership with JPB, would start once we receive support from SMCTA. We anticipate starting at the end of 2017 and that the scope of the alternative analysis would take 12 months. Some key milestones include:

Task	Estimated Date
Agreement w/ JPB & Caltrain to Council	November/December 2017
Community Engagement	Spring 2018
Draft Report	Fall 2018
Final Report	November/December 2018

The budget for the alternative analysis is expected to be \$850,000. The City Council identified the grade separation project in the city’s Capital Improvement Program (CIP) and appropriated \$750,000 of funding for the 2017-2018 fiscal year. However, with project costs expected to be \$850,000, Measure A funds would cover \$750,000 with \$100,000 in match funds from the city.

Task	Estimated Funds
JPB/Consultant Contract	\$750,000
City Staff Time and Matching Funds	\$100,000
Total	\$850,000

Thank you for consideration of the City's request. Your funding commitment would enable the partnership between Redwood City and JPB to study grade separation alternatives; assess benefits and impacts; develop cost estimates; and conduct community engagement for preferred alternatives.

We look forward to continuing our efforts with SMCTA and JPB to advance this important project. If you have any questions or need additional information, please feel free to contact Jessica Manzi, Redwood City's Senior Transportation Coordinator, at 650.780.7372.

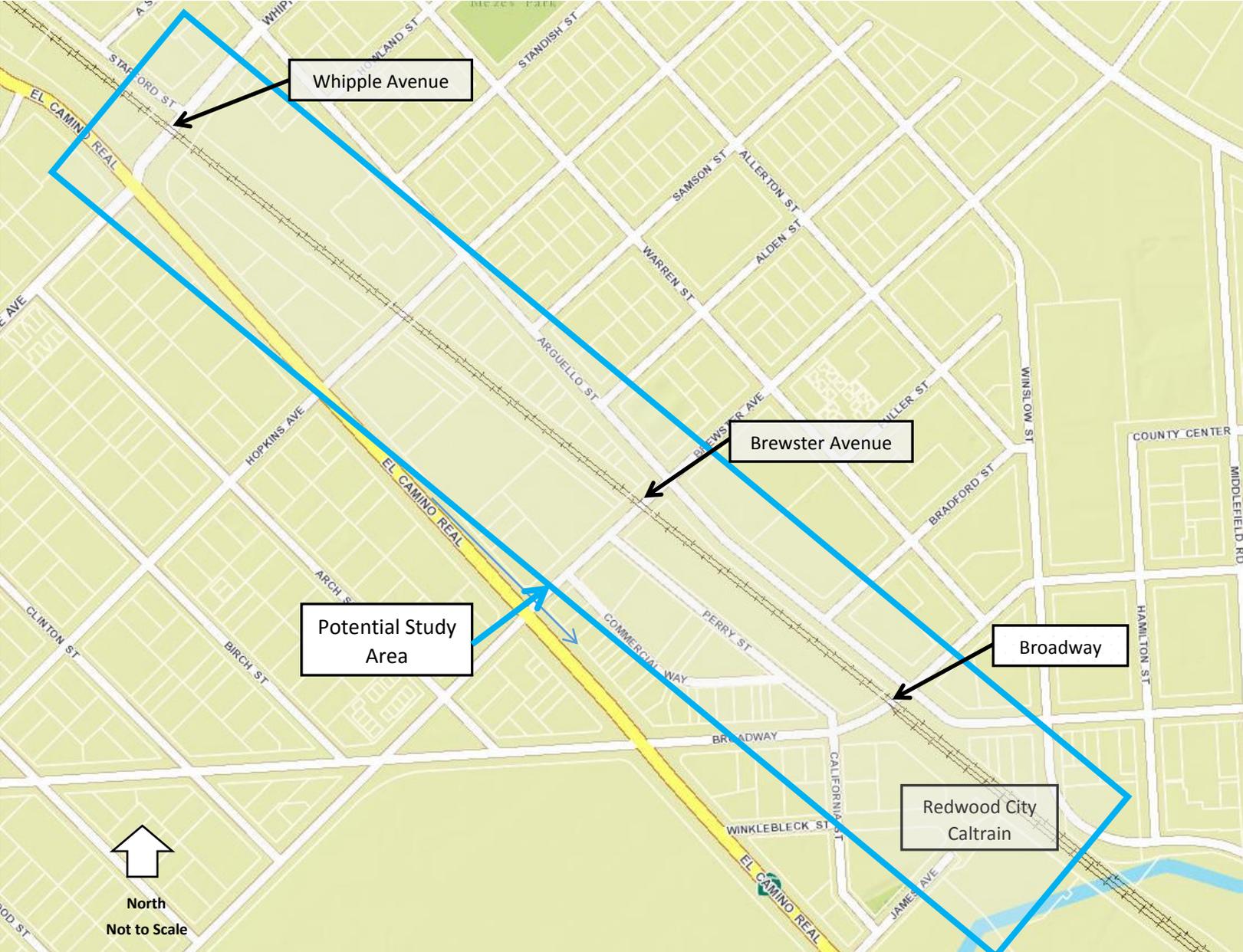
Sincerely,

Melissa Stevenson Diaz
City Manager, City of Redwood City

Enc: JPB Letter of Concurrence

Cc: City Council
Aaron Aknin, Assistant City Manager/Community Development Director
Jessica Manzi, Senior Transportation Coordinator

Vicinity Map of Proposed Whipple Avenue Grade Separation Study Area





JEFF GEE, CHAIR
KEN YEAGER, VICE CHAIR
CHERYL BRINKMAN
JEANNIE BRUINS
DEVORA "DEV" DAVIS
GILLIAN GILLETTE
ROSE GUILBAULT
DAVE PINE
MONIQUE ZMUDA

JIM HARTNETT
EXECUTIVE DIRECTOR

October 5, 2017

Jessica Manzi, PE
City of Redwood City
Senior Transportation Coordinator
1017 Middlefield Road
Redwood City, CA 94063

Subject: Whipple Avenue Grade Separation Project

Dear Ms. Manzi,

The Peninsula Corridor Joint Powers Board (JPB) is providing this letter of concurrence to the City of Redwood City (City) to demonstrate support for a proposed Project Study Report (PSR) for the grade separation of Whipple Avenue in Redwood City, consistent with the San Mateo County Transportation Authority (TA) Measure A Grade Separation Program guiding principles for project selection.

The JPB concurs with the City of Redwood City's proposal to undertake a Project Study Report (PSR) for a proposed grade separation project at Whipple Avenue. The City and JPB have agreed that the JPB will be the technical lead to develop the PSR and the City will facilitate and participate in community outreach efforts. The JPB will provide staffing resources for project management, data collection, alternatives development, and preparation of the PSR.

This concurrence is based on the understanding that all designs will be developed in accordance with established JPB design criteria and standards. The JPB concurs that, subject to review, the proposal to move forward with a PSR is consistent and will not adversely impact the Blended System. This concurrence is based on the following understanding:

- The proposed grade separation is located within the limits of both the Middle 3 and Long Middle 4 Track Blended System Overtake options.
- The infrastructure needed to support future blended services is still under study. Given this the PSR must include at least one design option that accommodates the potential overtake. In this context, "accommodate" is understood to have the following minimum threshold of meaning:

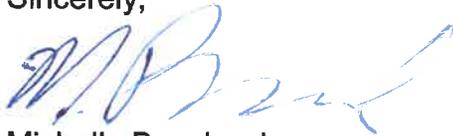
Attachment B

- The grade separation design maximizes the preservation and configuration of existing ROW such that overtake tracks could be built later with no or minimal ROW acquisition.
- The grade separation design does not force future overtake tracks to be built in a way that substantially increases their cost and complexity.
- The City will engage with JPB staff to assist in providing technical detail and establishing ongoing project concurrence with the Blended System.

Please note that this letter of concurrence is based on the above stipulations and applies only to the PSR phase of the project for which funding is currently being sought.

If you have any questions or concerns, please contact Elizabeth Scanlon, Caltrain Planning Manager, at 650-295-6867 or scanlone@samtrans.com. JPB staff looks forward to working with the City on this important project.

Sincerely,



Michelle Bouchard
Chief Operating Officer, Rail

Cc: Elizabeth Scanlon, Caltrain
Liria Larano, Caltrain
Elizabeth Antin, Caltrain
Joel Slavit, San Mateo County Transportation Authority

RESOLUTION NO. 2017 –

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

* * *

PROGRAMMING AND ALLOCATING \$750,000 IN MEASURE A FUNDS FROM THE GRADE
SEPARATION PROGRAM CATEGORY TO THE WHIPPLE AVENUE GRADE SEPARATION
PROJECT ~~AND AMENDING THE FISCAL YEAR 2018 BUDGET~~

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by one half percent with the new tax revenue to be used for highway and transit improvements pursuant to the 1988 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 transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

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

WHEREAS, the City of Redwood City has submitted a request for \$750,000, to supplement \$100,000 in matching funds, to complete a Project Study Report (PSR) for the Whipple Avenue Grade Separation Project (Project); and

WHEREAS, supported by the updated 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 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, and leverages external funding; and

WHEREAS, staff has determined that sufficient funding from the Measure A Grade Separation Program should be available to meet the cash flow needs of the Project; and

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

1. Programs and allocates \$750,000 in Measure A Grade Separation Program Category funds to complete a Project Study Report for the Whipple Avenue Grade Separation Project; and
2. Authorizes the Executive Director or his designee to execute any necessary documents or agreements and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of November, 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: **PEDESTRIAN & BICYCLE PROGRAM REPORT**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA's pedestrian and bicycle program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A sales tax revenue is available to support the Pedestrian and Bicycle Program. Project sponsors are required to submit quarterly progress reports, which the TA uses to track the performance of individual projects as well as the overall program.

This month's presentation will be presented via PowerPoint.

Prepared By: Joel Slavit, Manager of Programming and Monitoring

650-508-6476

**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: **NEW MEASURE A 2017 PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS**

ACTION

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

SIGNIFICANCE

Staff is planning to release the fourth New Measure A Pedestrian and Bicycle Program Call for Projects (CFP) following the November Board meeting with up to approximately \$5 million available to fund projects that best meet the pedestrian and bicycle evaluation criteria contained in the Measure A Strategic Plan 2014-2019.

The guidelines remain the same and include updates made from the 2015 Call for Projects (CFP). The Program has historically been oversubscribed. In an effort to better leverage limited Measure A funds, the requirement for a minimum 10 percent funding match remains in effect. San Mateo County Transportation Authority (TA) staff also recognizes the challenge of funding large capital projects, such as pedestrian overcrossings and undercrossings, which can potentially require more funding than what is available in the CFP. The timing of this CFP has been set so that it will be completed prior to the release of the next upcoming cycle of the Active Transportation Program (ATP), anticipated to begin spring 2018. Continuing past practice from the 2015 CFP, TA staff will consider the programming of funding, up to the established \$1 million Measure A funding cap per sponsor, to large capital projects with unmet funding needs in excess of \$1 million, contingent on the sponsor securing the remaining funds needed to complete the requested phase of work within one year.

A PowerPoint presentation will be made at the November 2, 2017 meeting that provides further information regarding the process, key guidelines and program evaluation criteria.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

The TA's New Measure A Pedestrian and Bicycle Program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A sales tax revenue is available to support the Pedestrian and Bicycle Program.

Prepared by: Joel Slavit, Manager of Programming and Monitoring

650-508-6476

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

The 2017 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

Holland & Knight

800 17th Street, N.W., Suite 1100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564
Holland & Knight LLP | www.hklaw.com

Sam Mateo County Transportation Authority Federal Update October 2017

Appropriations Update: Congress has until December 8 to finalize the fiscal year (FY) 2018 appropriations bills. While the House has passed all 12 FY 2018 bills, the Senate has proceeded at a slower pace. The Senate Appropriations Committee was expected to mark up the ninth and tenth of the 12 total spending bills during the week of October 16—Interior Appropriations and Homeland Security Appropriations—but hearings were postponed due to Appropriations Committee Chairman Thad Cochran’s illness, and the hearings have not yet been rescheduled.

Senate Passes FY 2018 Budget Resolution: On October 19, the Senate passed its FY 2018 [budget resolution](#) in a [51-49](#) party line vote, which paves the way for Republicans to pass tax reform through reconciliation—a procedural tool that requires a simple majority vote threshold (50 votes) instead of the 60 votes normally required under regular order. No Democrats voted in favor, and only one Republican Senator voted in opposition, Senator Rand Paul (R-KY). The House passed its [budget resolution](#) by a party line vote of [219-206](#) on October 5. No Democrats voted in favor of the budget resolution.

The Senate bill included a last minute amendment from Senate Budget Committee Chairman Michael Enzi (R-WY) that modifies the House budget resolution to allow it to bypass a conference committee so the House can consider the Senate budget resolution this week. Chairman Enzi’s amendment also modified the House budget resolution to eliminate the \$203 billion in mandatory spending cuts it offered, and replaced the House’s deficit neutral tax cut with a cut that would add \$1.5 trillion to the deficit over the next ten years. The amendment was adopted in a [52-48](#) party line vote.

The Senate eliminated a House provision that would allow Rep. Bill Shuster’s (R-PA) air traffic control privatization reform legislation to be considered in the House as several Republican Senators oppose it. However, the proposal may still be considered in the House, due to the inclusion of procedural language that allows the House Rules Committee to reserve the right to change or waive rules in the budget laws. However, this is not a procedure that is often employed.

The Senate budget resolution includes two provisions to allow infrastructure legislation. One provision that allows the House to adjust its budget funding levels for legislation “that invests in national infrastructure, to the extent that such measure is deficit neutral for the total of fiscal years 2018 through 2027.” The other provision allows the Senate to adjust its budget funding levels for legislation relating to “infrastructure, transportation, and water development...to the extent that such legislation would not increase the deficit over either the period of the total of fiscal years 2018 through 2022 or the period of the total of fiscal years 2018 through 2027.”

Senate Committee Advances Autonomous Vehicle Legislation: On October 4, the Senate Commerce Committee unanimously approved autonomous vehicle legislation, [S. 1885, the AV START Act](#). Committee Chairman John Thune (R-SD) said the bill “underscores the bipartisan desire to move ahead with self-driving vehicle technology.” The legislation does not cover trucks due to lack of support. Senator Jim Inhofe (R-OK) withdrew an amendment proposing the inclusion of trucks under the bill. He said that the exclusion of trucks would hinder efforts to develop and adopt newer and safer technology. Groups advocating for the inclusion of trucks have said it was “inconceivable” to exclude one type of vehicle. However, opponents of the amendment have said autonomous trucks pose a threat to commercial drivers and the industry.

More than two dozen [amendments](#) were adopted, including proposals addressing data and cybersecurity issues, as well as child safety. The legislation will allow automakers to seek safety exemptions for vehicles based on production volume, and provides states with control over rules regarding registration, licensing, insurance and safety. Companies will be limited to selling 15,000 vehicles in the first year after this legislation is enacted, 80,000 vehicles in three years, and an unlimited amount in the fourth year.

Since the House has already approved its version of the bill—[the SELF DRIVE Act, H.R. 3388](#), Chairman Thune is hopeful that the two chambers can reconcile the bills’ differences quickly. If so, lawmakers have said that the legislation can be passed as a standalone, instead of combining it with a different legislative package. However, there are significant differences between the two bills including federal preemption of state and local laws—the House bill and exemptions to Federal Motor Vehicle Safety Standards (FMVSS).

House Committee Hearing on Highways and Transit Infrastructure: The House Transportation and Infrastructure’s Subcommittee on Highways and Transit held a hearing on October 11 to discuss needs for highway and transit with stakeholders. The “Building a 21st Century Infrastructure for America: Highways and Transit Stakeholders’ Perspectives” hearing witnesses were:

- [Patrick McKenna](#), Director, Missouri Department of Transportation; on behalf of American Association of State Highway and Transportation Officials (AASHTO)
- [Jim Roberts](#), President & CEO of Granite Construction, Inc.; on behalf of Transportation Construction Coalition
- [Brent Booker](#), Secretary-Treasurer, North America’s Building Trades Unions
- [Ray McCarty](#), President and CEO of Associated Industries of Missouri and Executive Director of the Missouri Transportation and Development Council; on behalf of the National Association of Manufacturers (NAM)
- [Peter Rogoff](#), CEO, Sound Transit

During the hearing, Democrats expressed frustration over a perceived lack of action from the Administration on infrastructure. House Transportation & Infrastructure Committee Ranking Member Peter DeFazio (D-OR) said the committee should take the lead, forcing the House to act on infrastructure. However, Subcommittee Chairman Sam Graves (R-MO) responded to this criticism by saying that the hearings serve as guidance in advance of the Administration’s plan.

There was also disagreement between committee members over the source of funding for an infrastructure package, with Democrats advocating for direct federal investment, and Republicans advocating for the pursuit of public-private partnerships and infrastructure asset recycling. The committee agreed that the Highway Trust Fund must be updated and overhauled, focusing on the gas tax. Members and panelists underscored the pressing need to go beyond the FAST Act and invest in surface transportation infrastructure that addresses both urban and rural needs, including roadways, public transit, airports, rail, and ports.

California Republican and Democratic committee members argued about the California gas tax increase, SB 1. Rep. Doug LaMalfa (R-CA) criticized SB 1 as a partisan initiative and said that many voters do not trust the state government to spend the money on roads. Rep. Grace Napolitano (D-CA) defended the legislation and said she hoped that the federal government would do what California did – raise a host of taxes and fees on system users, not just the gas tax.

Members and panelists discussed funding mechanisms, particularly public-private partnerships, gas taxes, vehicle fees, and direct funding streams for freight. Panelists also discussed the need to cut bureaucratic hurdles to permitting and delivery.

House Rail Subcommittee Hearing on Infrastructure: On October 4, the House Transportation & Infrastructure Committee’s Subcommittee on Railroads, Pipeline and Hazardous Materials held a hearing to gather input from rail stakeholders as the Administration is drafting its infrastructure proposal. The witnesses were:

- [Edward Hamberger](#), President and CEO, Association of American Railroads
- [Charles “Wick” Moorman](#), Co-CEO, Amtrak
- [Linda Darr](#), President, American Short Line and Regional Railroad Association
- [Tom DeJoseph](#), Senior Advisor of Industry Relations, Loram Maintenance of Way
- [Larry Willis](#), President, Transportation Trades Department, AFL-CIO

Mr. Moorman, Co-CEO of Amtrak discussed Amtrak’s recent success in ridership and revenue growth, mostly in the Northeast Corridor. He did say that funding is needed to maintain state of good repair and to expand service. Traffic has doubled on the Northeast Corridor whose assets are over a century old. He said that an infrastructure proposal needs a “generational investment” and rebuilding and expanding the Northeast Corridor is the first priority.

Mr. Hamberger stated that freight rail infrastructure is in its best condition. Freight railroads have been investing more in their infrastructure and equipment than ever before –\$135 billion between 2012 to 2016. Since these railroads are privately owned and operated on infrastructure that is built, maintained, and financed by the companies, the taxpayers should not have to fund these type of infrastructure.

Mr. Willis, with the AFL CIO, warned that the infrastructure legislation should not reduce safety or labor regulations to fast-track projects, although he does support reasonable reforms to permitting.

Mr. Hamberger stated that AAR's members had spent \$7 billion for positive train control (PTC) implementation last year and will spend another billion this year. By the time PTC is fully installed by the end of 2018, the cost will be \$10 billion, and PTC will be 51 percent operational. When asked about crude oil on trains, Mr. Hamberger said that the number of trains carrying crude oil has dropped significantly and that the January 1, 2018 deadline for removing the trains from service will be met.

FHWA, FRA, FTA Announce Program for Eliminating Duplication of Environmental Reviews: The Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA) announced a program that would implement FAST Act requirements to establish a pilot program for eliminating duplication of environmental reviews. The pilot program allows up to five states to conduct environmental reviews and make approvals for projects under state environmental laws and regulations instead of the National Environmental Policy Act. The rule would address application requirements and criteria to determine whether state laws and regulations are at least as stringent as applicable federal laws. It also would update the corrective action period that the agencies must provide to a state participating in the Surface Transportation Project Delivery Program. [A public comment period is open, and comments are due November 27, 2017.](#)

NHTSA Cites Rise in Traffic Deaths: The National Highway Traffic Safety Administration (NHTSA) [reported](#) that traffic deaths rose 5.6 percent last year, in the largest two-year consecutive jump in 20 years. The fatalities related to drunk driving, speeding, and failure to use seatbelts increased, as well as pedestrian, motorcyclist, and bicyclist fatalities. Additionally, more than 23,700 people died in passenger cars and light-duty trucks, marking the largest number since 2008.

Treasury Releases Totals for Highway Trust Fund: The Treasury Department released the [totals](#) for federal trust fund accounts that ended on September 30, 2017 – the end of FY 2017. The Highway Trust Fund had a \$13.4 billion deficit in the fiscal year, decreasing its end of the year balance from \$69.2 billion down to \$56.3 billion. The Trust Fund also gained \$383 million on interest on the balances that were deposited by the FAST Act. This allowed transfers of highway funding to mass transit to reach \$1.1 billion in 2017 (the same as 2016 levels). The Airport and Airway Trust Fund increased its balance to \$14.5 billion at the end of 2017, from its beginning of the year \$14.3 billion balance.



October 23, 2017

TO: Board Members, San Mateo County Transportation Authority
FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – OCTOBER

On September 15, the legislature adjourned after concluding its business for the first year of the 2017-18 Session. The following is a report on items of interest to SMCTA:

Bills Of Interest

1. **AB 1613 (Mullin)** allows SamTrans to use the .5% sales tax exemption from the 2% local sales tax cap created by SB 705 (Hill), a bill sponsored by SMCTA in 2015, to pursue a transportation measure. The bill requires the expenditure plan to be developed in concurrence with the County and allows either SamTrans or SMCTA to administer the proceeds of measure, if adopted by voters.

Position: Support **Status:** Signed by the Governor

2. **SB 595 (Beall)** authorizes the placement of a third regional measure (RM3) to be placed on the ballot in all nine counties of the San Francisco Bay Area that, if approved by a majority of the voters, would increase tolls on the seven state-owned toll bridges by up to \$3 and allocate proceeds for various projects and programs detailed in the expenditure plan defined in the bill. The expenditure plan contains specific projects that benefit San Mateo, as well as other competitive programs (\$300 million for express lanes, which the 101 managed lanes project qualifies for and \$20 million regional express buses that provide countywide and regional priorities. Projects include the following:
 - o \$325 million for the Caltrain Downtown Extension; Transbay Terminal Phase Two
 - o \$100 million for the San Jose Diridon Station
 - o \$130 million for Dumbarton Transportation Corridor Improvements
 - o \$50 million for the Highway 101/State Route 92 Interchange

We coordinated with C/CAG to insert language into the bill that allows for SMCTA to be a party to any agreement for the Santa Clara Valley

Transportation Authority to operate High-Occupancy Toll lanes (as provided under existing law) within San Mateo County limits and ensure that proceeds generated within the county, including those that are bonded against, are retained within the County for investment consistent with expenditure plans adopted by SMCTA and C/CAG. Finally, we coordinated with MTC to ensure that SMCTA and Samtrans were eligible project sponsors for the Dumbarton Transportation Center. SMCTA will be able to benefit from these provisions regardless of whether RM3 is placed on the ballot.

Position: Support **Status:** Signed by the Governor

3. **SB 797 (Hill)** allows an exemption of .125% from the 2% local sales tax cap for Caltrain, subject to a 2/3 vote approval of the Caltrain Board, and approval from the Board of Supervisors from the Counties of San Francisco, San Mateo, and Santa Clara, as well as the San Francisco County Transportation Authority, Santa Clara Valley Transportation Authority, and Samtrans, prior to placing the item before voters.

Position: Support **Status:** Signed by the Governor

SB 1 Implementation

With the enactment of SB 1 (Beall), Chapter 5, Statutes of 2017, also known as the Road Maintenance and Accountability Act, SMCTA will have an opportunity to access much needed funding to address our multi-modal priorities. The California Transportation Commission (CTC) is in the process of conducting workshops prior to adopting guidelines for various programs in SB 1. We have been participating in the workshops in order to help influence and maximize SMCTA's ability to acquire funding from the various pots.

State and Local Partnership Program (SLPP)

SB 1 creates this new \$200 million per year program. Guidelines for the SLPP must be adopted on or before January 1, 2018. Funding from this program is for counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (toll revenues are currently not factored in as they were under the 2009 SLPP established under Prop 1B, because the CTC is not provided with that flexibility per the language in SB 1, meaning possibly lower shares for the North). Funds are appropriated "for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes" but the Governor's budget trailer bill seeks to provide flexibility for usage for other purposes.

In 2008, the legislature through AB 268, defined the purpose and intent of the program, the eligibility of applicants, projects, and matching funds, and provided that 95% of program funds would be distributed by formula to match voter-approved transportation taxes and fees, with the remaining 5% available for competitive grants to match uniform developer fees.

Without any legislative direction this time around, the CTC is inclined to adopt a 50/50 split between competitive grants and formula-based shares. It is uncertain how much revenue SMCTA would receive from its formula share, given that there are five more self-help counties (Merced, Monterey, Napa, Santa Cruz, and Stanislaus), multiple measures that have been approved by counties (such as Los Angeles), and the absence of tolls being factored into the equation for the North.

We were successful in advocating for the use of State Transportation Improvement Program (STIP) funds to be eligible in fulfilling the one to one match requirement for the program. The CTC had previously considered prohibiting any funds allocated by the Commission, leaving only local funds as an eligible match source. The use of STIP frees up local funds for other purposes. Through our advocacy, the program will also fund pre-construction costs for projects.

The CTC adopted the guidelines at its' October 18-19, 2017 meeting. Applications will be due in March 2018, with program allocations being made available in June 2018.

Solutions for Congested Corridors

SB 1 creates this new \$250 million per year program beginning in FY 2017-18. CTC responsibilities include developing guidelines, holding public hearings, reviewing corridor plans, scoring project nominations, programming projects, allocating funds to projects, monitoring program delivery, and reporting to the Legislature. The initial tranch of program allocations may be adopted over a four-year period (\$1 billion).

While Highway 101 and Caltrain are cited in the legislative declarations and findings of SB 1 as an example of where resources from the program should be dedicated, the CTC is sympathetic to medium to smaller-sized metropolitan planning organizations and their assessment of how they construe traffic (tourism, goods movement) in those areas. Furthermore, despite the emphasis on multi-modal solutions, applicants may be allowed to submit projects that focus only on one-mode as long as they have a multi-modal "corridor plan" (undefined at this point) or a local expenditure plan that contains multi-modal elements. As a result, we may encounter additional competition from this program, but we do have a compelling case to make, particularly with our partnership with Caltrans and MTC, to help improve the Corridor. Caltrans is eligible to propose projects up to half the amount of the program (\$125 million annually), and SB 1 encourages that coordination, which further helps our cause.

We were successful in advocating for the CTC to allow for the use of STIP funds to qualify for funding a project, as well as the removal of the 30% local match requirement, which would otherwise make it difficult for SMCTA to submit a qualifying application. We are also pursuing the allowance of Regional Measure 3 funds to be considered should they materialize.

The CTC will adopt guidelines at its' December 6-7 meeting. Applications will be due in February 2018, with allocations being made in May 2018.