



SAN MATEO COUNTY
Transportation
Authority

Measure A

Program Status Report

Semi-Annual Report

(As of June 30, 2017)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 2017)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ⁴	Programmed Funds ⁵	Available Funding ⁶
1. Caltrain ^{1,2,3}	N/A	- \$38.828M of Measure A funds were redirected from the South San Francisco (SSF) Caltrain Station project to the Peninsula Corridor Electrification Project (PCEP) as part of a fund exchange redirecting an equivalent amount of FTA funding to the (SSF) Caltrain Station project (Resolution 2017-08)	\$ 323,094	\$ 318,241	\$ 4,853
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail	N/A	- SamTrans was in the process of leading an effort to re-examine alternatives as part of a new separate, non- Measure a funded Dumbarton Transportation Corridor Study	18,316	18,316	-
4. Highway	N/A	- \$5.49M of programmed funds were allocated for the PS&E phase of the US 101/Woodside Interchange Project (Resolution 2017-02)	360,452	356,958	3,494
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- Project Study Report for the Broadway Grade Separation was completed - Project Study Report for the South Linden Avenue-Scott Street Grade Separation was in progress	235,799	226,236	9,563
7. Bicycle Transportation	N/A	- Program completed	120	120	-
8. Transportation System Management	N/A	- Program completed	7,121	7,121	-
Total:			\$ 1,204,279	\$ 1,186,369	\$ 17,910

Footnotes

- 1 TA Board redirected \$2.5M from the Highway Program to the Caltrain Program (December 2008, TA Resolution 2008-23).
- 2 TA Board redirected \$50M from the Grade Separation program to the Caltrain Program (December 1998, TA Resolution 1998-34).
- 3 Programmed funds for the Caltrain category include an \$80M funding commitment for the Peninsula Corridor Electrification Project.
- 4 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds include interest but do not include rental income, which is now tracked separately.
As of June 30, 2017, total rental income was as follows: \$13.863M from the Caltrain Program Category, \$3.754M from the Dumbarton Program Category and \$1.090M from the Grade Separation Program Category.
- 5 Programmed funds represent all prior commitments.
- 6 Available funding represents amount available for TA Board to make new funding commitments and is the difference between Total Collected Funds and Programmed Funds.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of June 30, 2017)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- \$38.828M of programmed and allocated Measure A funds were redirected from the South San Francisco (SSF) Caltrain Station project to the Peninsula Corridor Electrification Project (PCEP) as part of a fund exchange redirecting an equivalent amount of FTA funding to the (SSF) Caltrain Station project (Resolution 2017-08)	\$ 98,095	\$ 89,297	\$ 8,798
<i>Local Shuttle</i>	4%	Competitive	- \$79K programmed and allocated for the operation of the Coastside Beach Shuttle (Resolution 2016-24)	24,524	23,789	735
<i>Accessible Services</i>	4%	Agreement-Based	- Annual distribution to SamTrans for paratransit service	24,524	24,524	-
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- 50% of ferry program funds reserved for Redwood City ferry project	12,262	8,091	4,171
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	12,262	12,262	-
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- SamTrans was in the process of leading an effort to re-examine alternatives for a new separate, non-Measure A funded Dumbarton Transportation Corridor Study	12,262	-	12,262
2. Highway	27.5%	Competitive	- \$5.9M programmed and allocated to advance funding to maintain the construction schedule of the Route 92/El Camino Real Interchange Project, in lieu of the availability of State Transportation Improvement Program STIP funds (Resolution 2016-17), however, STIP funds subsequently became available and the advance of Measure A funds was no longer needed - \$10.4M programmed and allocated to advance funding to maintain construction schedule of the Highway 101/Willow Road Interchange Project in lieu of the availability of STIP funds (Resolution 2016-18) - \$7.5M programmed and allocated to the US 101/Broadway Interchange Project for construction (Resolution 2017-03) - \$250K previously programmed to the SR 1 Calera Parkway Project was allocated for an adaptive signal system (Resolution 2017-06) - \$1.25M previously programmed to the SR 1 Mid-Coast Congestion and Safety Improvement Project was reprogrammed and allocated for work specifically at the Gray Whale Cove location (Resolution 2017-07)	168,600	140,683	27,917
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements	137,946	137,946	-
4. Grade Separation ⁵	15%	Competitive	- \$65.3M programmed and allocated for the right of way (ROW) and construction phases of 25th Avenue Grade Separation Project (Resolution 2016-25) - \$3.85M programmed and allocated for the preliminary engineering/ environmental (PE/ENV) phase of the Broadway Grade Separation Project (Resolution 2017-05)	91,964	123,335	(31,371)
5. Ped and Bike	3%	Competitive	- Projects with allocated funds from prior funding calls in progress	18,393	15,887	2,506
6. Alternative Congestion Relief	1%	Plan-Based	- \$445K programmed and allocated to Commute.org in support of its TDM programs for FY 2017 (Resolution 2016-16)	6,131	3,501	2,630
Total:				\$ 606,963	\$ 579,315	\$ 27,648

Footnotes

1 Based on TA Board adopted Strategic Plan 2014-2019.

2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through June 30, 2017.

3 Programmed funds represent all prior commitments.

4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.

5 Programmed Grade Separation Program funds exceed funds collected to date. The TA may need to borrow from other Measure A programs if projected sales tax revenue does not meet cash flow needs.