



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

June 6, 2019 – Thursday

5:00 pm

1) Call to Order/Pledge of Allegiance

2) Roll Call

3) Public Comment For Items Not on the Agenda

Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

4) Report of the Citizens Advisory Committee

5) Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

a) Approval of Minutes of the Board of Directors Meeting of May 2, 2019

MOTION

b) Acceptance of Statement of Revenues and Expenditures for April 2019

MOTION

c) Acceptance of Capital Projects Quarterly Status Report 3rd Quarter FY 2019

~~MOTION~~
INFORMATIONAL

d) Approval of Fiscal Year 2020 Insurance Program

RESOLUTION

6) Nominating Committee Report for the Citizens Advisory Committee (C. Groom/ M. Freschet)

a) Appointment of Citizens Advisory Committee Members

MOTION

7) Report of the Chair

a) Report from the Joint TA & C/CAG Ad Hoc Committee on the San Mateo US 101 Express Lanes Project

b) Report from the TA Strategic Plan 2020-2024 Ad Hoc Committee

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

San Mateo County Transportation Authority Meeting
Agenda for June 6, 2019

- 8) San Mateo County Transit District Liaison Report
- 9) Joint Powers Board Liaison Report
- 10) Report of the Executive Director
- 11) Public Hearing: Establishing the Appropriations Limit for Fiscal Year 2020 RESOLUTION
- 12) Public Hearing: Adoption of Fiscal Year 2020 Budget in the Amount of \$124,796,588 RESOLUTION
- 13) Program
 - a) Approval of First Amended and Restated Joint Exercise of Powers Agreement for the San Mateo County Express Lanes Joint Powers Agency RESOLUTION
 - b) Caltrain Business Plan Update INFORMATIONAL
 - c) Broadway Burlingame Grade Separation INFORMATIONAL
 - d) State and Federal Legislative Update INFORMATIONAL
- 14) Requests from the Authority
- 15) Written Communications to the Authority
- 16) Date/Time of Next Regular Meeting: Thursday, July 11, 2019, 5:00 pm at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070
- 17) Report of Legal Counsel

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
- 18) 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 650-508-6279, 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.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF MAY 2, 2019**

MEMBERS PRESENT: D. Horsley (Chair), E. Beach (Vice Chair), M. Freschet, C. Groom, K. Matsumoto, R. Medina, C. Romero

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, C. Fromson, D. Hansel, J. Hurley, J. Cassman, J. Brook, D. Seamans

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Don Horsley called the meeting to order at 5:00 pm and led the Pledge of Allegiance.

ROLL CALL

Authority Secretary Dora Seamans called the roll. A quorum was confirmed.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley noted that the report was in the packet.

CONSENT CALENDAR

- Approval of Minutes of the Board of Directors Meeting of April 4, 2019
- Acceptance of Statement of Revenues and Expenditures for March 2019
- Acceptance of Quarterly Investment Report for the Period Ending March 31, 2019

Motion/Second: Medina/Romero

Ayes: Beach, Freschet, Groom, Matsumoto, Medina, Romero, Horsley

Absent: None

REPORT OF THE CHAIR

None.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Chair Horsley noted that the report was in the packet.

JOINT POWERS BOARD LIAISON REPORT

Executive Director Jim Hartnett said the report was in the packet.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said the report was in the packet.

Chair Horsley took Item 11 out of order before Item 10.

REVIEW OF PRELIMINARY FISCAL YEAR 2020 BUDGET

Derek Hansel, Chief Financial Officer, gave a presentation outlining the preliminary FY 2020 budget.

Vice Chair Emily Beach asked if the County sales tax would continue to be robust and inquired about the state of the economy. Mr. Hansel opined on a reasonably strong economy with sales tax growth pushing 10 percent or more.

Director Carlos Romero had questions about the income. Mr. Hansel said a recession was possible in late FY 2020. April Chan, Chief Officer, Planning, Grants/Transportation Authority, discussed monies being used for capital projects.

Director Rico Medina asked about TA-owned properties being leased out. Ms. Chan said the leases are reviewed every five years.

CALL FOR A PUBLIC HEARING AT THE JUNE 6, 2019 MEETING ON THE PRELIMINARY BUDGET FOR FISCAL YEAR 2020 BUDGET

Motion/Second: Matsumoto/Freschet

Ayes: Beach, Freschet, Groom, Matsumoto, Medina, Romero, Horsley

Absent: None

PROGRAM

Approval of the Joint Exercise of Powers Agreement for the San Mateo County Express Lanes Joint Powers Agency and Appointment of JPA Board Members

Chair Horsley summarized the Joint Exercise of Powers Agreement (JEPA), Page 2, Attachment A – equitable division of labor between the TA and C/CAG (City/County Association of Governments).

Ms. Chan said that C/CAG voted on the JEPA at their April 11 Board meeting.

Jim Hartnett, Executive Director, said that there was a successful defense of Regional Measure 3 funding at the Supreme Court level. He commended the TA subcommittee's efforts.

Chair Horsley thanked Ms. Chan and C/CAG Executive Director Sandy Wong.

Vice Chair Beach said that she was happy with the terms of the JEPA and its leveraging of current staff.

Director Karyl Matsumoto asked if administrative costs would be divided equally between C/CAG and TA. Mr. Hartnett said yes.

Chair Horsley said that there are initial costs for the project manager and application to the California Transportation Commission (CTC), which will be divided between the TA and C/CAG. He said that the agencies must bring the request to their respective boards.

Ms. Chan said that the TA can decide on loans to the JPA. She said that eventually revenues can be used to reimburse the JPA.

Director Maureen Freschet said that she was pleased with the staffing model and thanked legal counsel.

Director Romero asked for clarification of the role of the policy/program manager. Ms. Chan said that the capital project was being managed by an integrated team of Caltrans, TA, and C/CAG. She said that once the construction is completed, the ownership and operations will be transferred to the JPA.

The Board appointed Chair Horsley, Vice Chair Beach, and Director Freschet as directors of the JEPA.

Motion/Second: Groom/Medina

Ayes: Beach, Freschet, Groom, Matsumoto, Medina, Romero, Horsley

Absent: None

US 101 – North of I-380 Managed Lanes Project Update

Joe Hurley, TA Director, gave a presentation updating the progress on the Managed Lanes project north of I-380. He noted those in attendance included Jean Higaki, Legal Counsel and Sandy Wong, Executive Direct, C/CAG; Anna Harvey, San Francisco County Transportation Authority, and Tim Lee, Consultant, WMH Corporation.

He outlined the constraints of the project north of I-380, compared to south of I-380. He noted that the TA is experiencing a paradigm shift, saying that the agency is in the business of moving people as opposed to vehicles by encouraging carpooling and transit use. He said that a major incentive for carpooling is reliable and reduced travel time. He noted that the project wants to make use of technology.

He said that “Managed Lanes” refers to the project north of I-380, while “Express Lanes” refers to the project south of I-380.

He said that a decision needs to be made whether San Mateo County proceeds with the project alone or works collectively with San Francisco for the project north of I-380.

Vice Chair Beach said that she is happy that a minimum footprint alternative is being studied.

Director Romero asked about funding sources. Mr. Hurley said Measures A and W, the SB 1 program, and Regional Measure 3 are potential funding sources. Ms. Chan added that future toll revenues are another anticipated source.

Director Romero expressed concerns on how debt service would affect equity programs. Mr. Hartnett said there is a benefit to borrowing money in order to begin a project, thus avoiding cost escalation over the course of the project.

State and Federal Legislative Update

Casey Fromson, Director, Government and Community Affairs, briefly summarized highlights of recent federal and state legislation.

She said that President Trump and Senator Schumer met and agreed on a \$2 trillion infrastructure package.

She announced that Governor Newsom announced David Kim as the new State Secretary of Transportation.

She said that they were watching SB 50 combined with SB 4, which exempts counties with populations under 600,000.

Vice Chair Beach talked about having shorter headway times. Ms. Fromson noted that the Comprehensive Operational Analysis (COA) was underway, which would look at the District's entire bus network. Mr. Hartnett said he thought that it was unlikely that SamTrans would have regular routes with a 10-minute headway. He said due to the traffic congestion, it was difficult to achieve a 15-minute headway on El Camino Real.

Director Carole Groom said that she and Director Matsumoto were excited about the potential of electric buses, particularly for the inception of the El Camino Real express routes.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None.

DATE/TIME OF NEXT REGULAR MEETING

Chair Horsley announced that the next meeting would be on Thursday, June 6, 2019, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

REPORT OF LEGAL COUNSEL

None.

ADJOURN

The meeting adjourned at 5:59 pm.

An audio/video recording of this meeting is available online at www.smcta.com. Questions may be referred to the Authority Secretary's office by phone at 650.508.6242 or by email to board@smcta.com.

TA CAC Chair's Report

May 2, 2019

Good evening Chairman Horsley and Members of the Board,

I have the following to report from Tuesday's April 30th meeting of the CAC:

(TA Items 5a, 5b, 5c) The CAC reviewed and accepted, without questions or comments.

(TA Item 11) The CAC received a Review of The Preliminary Fiscal Year 2020 Budget from Ryan Hinchman, Manager of Financial Planning and Analysis. The CAC was pleased with the increase in projected revenue included in the budget and accepted same as presented, without questions.

(TA Item 12a) After receiving information from both April Chan, Chief Officer, Planning, Grants and the TA, along with Joe Hurley, Director TA Programs, the CAC unanimously supported the Approval of the Joint Exercise of Powers Agreement for the San Mateo County Express Lanes Joint Powers Agency and Appointment of JPA Board Members.

(TA Item 12b) The CAC received a comprehensive update on the US 101-North of I-380 Managed Lanes Project from Joe Hurley. One member cited a problem fifty years ago in Los Angeles when diamond lanes were implemented by converting a general purpose lane on the Santa Monica Freeway in the LA area. It turned out that greater congestion ensued which led to the diamond lanes being converted back. It was also questioned whether we have current studies that say that it will be better now. Others commented include the idea of going from a general purpose lane to an HOV lane and then going from a HOV lane to an express lane. The question was asked that if we go it alone (separate from San Francisco), should we really be looking at anything other than express lanes? Can we come up with a project that would be the best result for both San Francisco and San Mateo counties?

At this time, decisions on whether to go it alone, thereby making this into two projects, or to combine with San Francisco to make it into one project were generally inconclusive. Some CAC members said that making it into one project with San Francisco appeared to be more efficient, and possibly better coordinated, while others felt that it might take longer and cost more to do so. Many had no comment as to which direction to take. One CAC member remarked that San Francisco has had thoughts for several years now to take down the I-280 freeway extension. Apparently SF has plans to redevelop the Dog Patch neighborhood, located south of King St., with several residential developments in that area and wishes to connect that area south of Oracle Park with the western side of the US 101. If San Francisco still has this tearing down of the I-280 extension in its future plans, then would that not greatly impact the future plans for managed lanes changes and, thereby, make the completion longer to accomplish? Some CAC members suggested that we might have the San Mateo County project end at the Candlestick Point area. However, it was the general opinion of the CAC that we simply do not have enough information to give a definite yes or no on making this into one or two projects.

In the toll-base express lanes versus the HOV lanes discussion, a CAC member commented that it would be appealing if you can get a large ridership on buses, and if you can, that would be great for reducing congestion. Another advantage of pushing mass transit on express buses is that you don't have to park in the city when you get there or grapple with the massive congestion on San Francisco's overburdened streets, while driving your own private passenger vehicle.

Some asked if there would be a significant degradation of the general purpose lanes. Others felt that the further the express lanes go, the better, and if we can do it in a much shorter timeframe with two projects by going it alone, why not do so? For example, if a part of project can be completed in 4 years instead of 12, why not? How closely do we have to work with San Francisco?

Questions were also presented about the need for retrofitting structures at the Grand Ave/Railroad crossing. Would this prove to be cost prohibitive due to the age of the infrastructure? Have flyovers been considered in South San Francisco?

(TA Item 12c) The CAC received both Federal and State Legislative Updates from Lori Low, Public Affairs Officer. She followed up with answers to the CAC questions from last month concerning the percentage amount of the contract increases for the award of both Federal Legislative Advocacy Services and State Legislative Advocacy Services. The CAC was pleased to find that the percentage increases were in line with the federal rates, which are 47%. The increases for both our state and federal contracts ranged from 30-47%.

The CAC was also pleased to hear that talks have been started today by President Trump concerning Transportation Infrastructure funding with a follow up due in three weeks. One CAC member expressed concern that President Trump was both car and fossil fuel oriented and not mass transit oriented.

CAC CHAIR'S REPORT:

* I reminded the CAC that the deadline for submitting applications for membership on the CAC is this Friday, May 3, 2019. Members whose terms are coming due include: An Chen, Jeff Lounder, Olma O'Neill, John Fox and Essam El-Dardiry.

* Caltrain is considering a one-eighth or quarter cent sales tax on the 2020 ballots of the three counties served by the railroad. In addition a regional mega measure for transportation could also be on the ballot next year. The measure is still very much in the early stage of development and it has not yet been decided if it will be a sales tax or some other form of taxation, what exactly it will fund.

The Caltrain tax and polling data will be discussed by the JPB's board of directors at a meeting May 2nd in San Carlos. The tax will likely span 30 years and will provide between \$100 million and \$200 million annually, depending upon whether the one-eighth cent or quarter-cent tax is selected.

STAFF REPORT TO CAC:

The staff report was given by Joe Hurley. He advised the CAC of the following:

The Holly Street Interchange Project is scheduled to be advertised this week for soliciting project construction bids.

The Ad Hoc Committee for the Strategic Plan met in April. Soon surveys will come out on the 11 Core Principles of the Measure W Program. Additionally, there will be a series of workshops and outreaches concerning the Strategic Plan.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
APRIL 30, 2019**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of April 2019 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 April year-to-date, the Total Revenue (page 1, line 7) is \$10.0 million higher than prior year actuals. This is primarily due to higher Sales Tax (page 1, line 1).

Year to Date Expenses: As of April year-to-date, the Total Expenditures (page 1, line 26) are \$43.3 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment:

There are no budget amendments for the month of April 2019.

Prepared By: Jia Du, Accountant
Jennifer Ye, Manager, General Ledger

650-622-6226
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES

Fiscal Year 2019

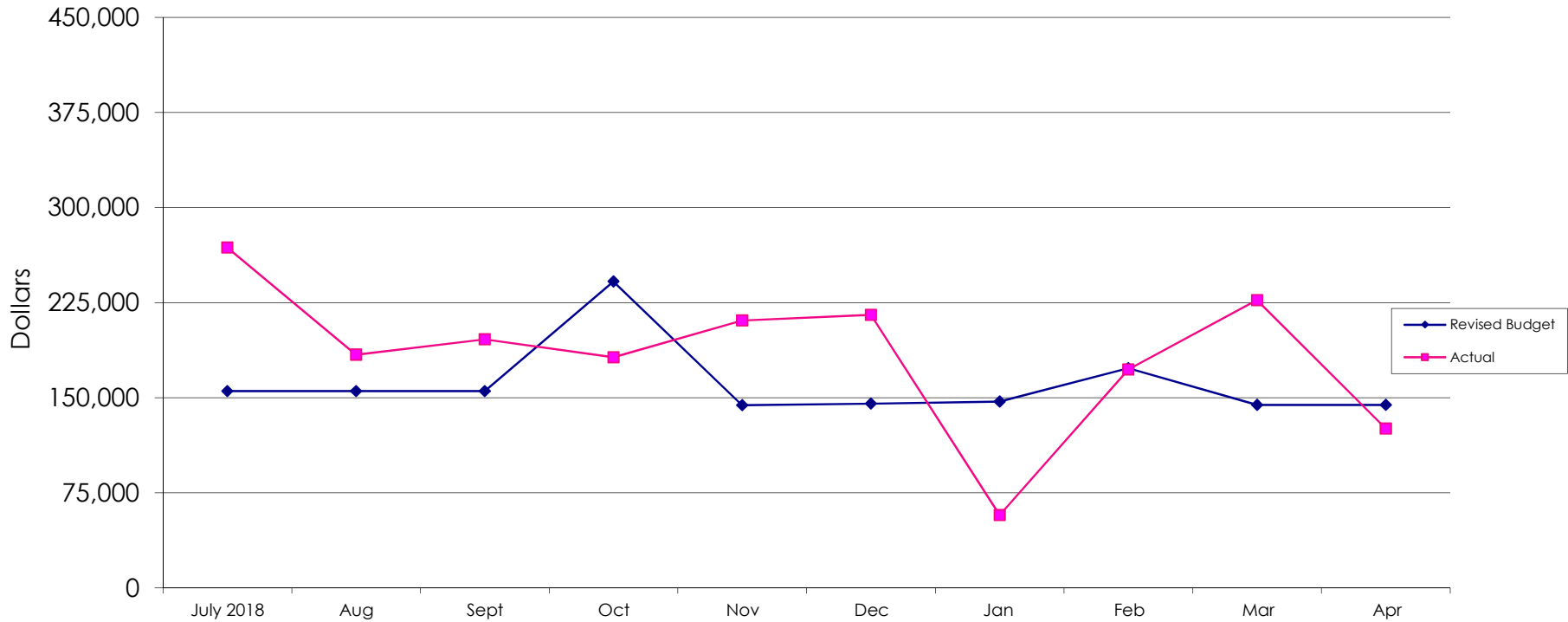
April 2019

% OF YEAR ELAPSED: 83%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*
REVENUES:					
1 Sales Tax	71,805,452	83,273,285	11,467,833	16.0%	86,353,200
2 Interest Income	5,255,646	4,177,100	(1,078,545)	(20.5%)	5,927,618
3 Miscellaneous Income	1,500	-	(1,500)	(100.0%)	50,000,000
4 Rental Income	906,308	548,416	(357,892)	(39.5%)	836,684
5 Grant Proceeds	16,182	14,141	(2,041)	(12.6%)	1,550,000
6					
7 TOTAL REVENUE	77,985,088	88,012,942	10,027,855	12.9%	144,667,502
8					
EXPENDITURES:					
10					
11 Annual Allocations	26,208,990	30,394,749	4,185,759	16.0%	31,518,918
12					
13 Dumbarton Maintenance of Way	162,778	-	(162,778)	(100.0%)	-
14					
15 Measure A Categories	120,788,430	72,957,804	(47,830,626)	(39.6%)	94,541,474
16					
17 Oversight	1,430,692	1,540,831	110,139	7.7%	1,800,000
18					
19 Administrative					
20 Staff Support	892,408	1,370,993	478,585	53.6%	1,152,885
21 Measure A Info-Others	1,010	978	(32)	(3.1%)	15,000
22 Other Admin Expenses	533,438	466,619	(66,818)	(12.5%)	726,687
23					
24 Total Administrative	1,426,856	1,838,591	411,735	28.9%	1,894,572
25					
26 TOTAL EXPENDITURES	150,017,745	106,731,975	(43,285,770)	(28.9%)	129,754,964
27					
28 EXCESS (DEFICIT)	(72,032,658)	(18,719,033)	53,313,625	(74.0%)	14,912,538
29					(12,952,980) (1)
30					1,959,558
31					
32 BEGINNING FUND BALANCE	489,814,617	407,684,194	(82,130,423)		405,634,282
33					
34 ENDING FUND BALANCE	417,781,959	388,965,161	(28,816,798)		407,593,840

(1) Previously allocated \$12,952,980 of future years' budget to the 25th Avenue Grade Separation Project.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '18	Aug '18	Sep '18	Oct '18	Nov '18	Dec '18	Jan '19	Feb '19	Mar '19	Apr '19	May '19	Jun '19
MONTHLY EXPENSES												
Revised Budget	155,249	155,249	155,250	241,651	144,033	145,366	146,998	173,313	144,366	144,366		
Actual	268,531	183,949	195,928	181,867	210,842	215,290	57,432	172,211	226,913	125,628		
CUMULATIVE EXPENSES												
Staff Projections	155,249	310,498	465,748	707,399	851,432	996,798	1,143,796	1,317,109	1,461,475	1,605,841		
Actual	268,531	452,480	648,408	830,275	1,041,117	1,256,407	1,313,839	1,486,050	1,712,963	1,838,591		
Variance-F(U)	(113,282)	(141,982)	(182,660)	(122,876)	(189,685)	(259,609)	(170,043)	(168,941)	(251,488)	(232,750)		
Variance %	-72.97%	-45.73%	-39.22%	-17.37%	-22.28%	-26.04%	-14.87%	-12.83%	-17.21%	-14.49%		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2019**

4/30/2019

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	385,661.05
Wells Fargo Lockbox		0.00
LAIF		7,695,042.65

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		149,280,164.55
MMF - US Bank Custodian Account		6,291,526.29

County Pool		214,037,769.48
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Total		<u><u>\$ 377,690,164.02</u></u>
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Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 04/30/2019
 Base Currency: USD

ABS									
Identifier	Description	Par	Security Type	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	
34531EAD8	FORDO 17A A3	1,471,269.61	ABS	01/25/2017	06/15/2021	1,471,264.17	1,092.01	1,464,488.67	
02007PAC7	ALLYA 171 A3	382,657.31	ABS	01/31/2017	06/15/2021	382,623.86	289.12	381,083.76	
89238MAD0	TAOT 17A A3	490,114.96	ABS	03/15/2017	02/16/2021	490,057.27	376.84	488,097.04	
02007HAC5	ALLYA 172 A3	1,568,728.82	ABS	03/29/2017	08/16/2021	1,568,543.87	1,241.04	1,561,978.83	
17305EGB5	CCCIT 17A3 A3	1,600,000.00	ABS	05/22/2017	04/07/2020	1,604,272.00	2,048.00	1,590,748.65	
89190BAD0	TAOT 17B A3	2,662,693.08	ABS	05/17/2017	07/15/2021	2,662,488.85	2,082.82	2,649,815.77	
02582JHG8	AMXCA 174 A	1,200,000.00	ABS	05/30/2017	05/15/2019	1,199,807.76	874.67	1,199,555.52	
47788BAD6	JDOT 17B A3	974,775.34	ABS	07/18/2017	10/15/2021	974,703.99	788.48	969,093.47	
43814PAC4	HAROT 173 A3	580,000.00	ABS	09/29/2017	09/18/2021	579,937.19	374.91	576,676.03	
89238BAD4	TAOT 18A A3	700,000.00	ABS	01/31/2018	05/16/2022	699,991.95	731.11	698,454.40	
17305EGK5	CCCIT 18A1 A1	1,500,000.00	ABS	01/31/2018	01/20/2023	1,499,792.40	10,478.75	1,498,993.70	
47788CAC6	JDOT 2018 A3	485,000.00	ABS	02/28/2018	04/18/2022	484,965.13	573.38	485,082.39	
02582JHQ6	AMXCA 181 A	2,610,000.00	ABS	03/21/2018	10/17/2022	2,609,696.98	3,097.20	2,612,371.39	
02004VAC7	ALLYA 182 A3	1,100,000.00	ABS	04/30/2018	11/15/2022	1,099,800.24	1,427.56	1,104,884.78	
36255JAD6	GMCAR 183 A3	700,000.00	ABS	07/18/2018	05/16/2023	699,836.76	880.83	705,123.51	
14313FAD1	CARMX 183 A3	750,000.00	ABS	07/25/2018	06/15/2023	749,897.78	1,043.33	757,584.13	
---	---	18,775,239.11	ABS	---	11/14/2021	18,777,680.19	27,400.05	18,744,032.03	

AGCY BOND									
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	AGCY BOND	07/15/2016	07/14/2021	3,180,540.80	10,700.00	3,120,601.60	
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	AGCY BOND	08/19/2016	08/17/2021	822,177.68	2,119.79	805,811.33	
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	AGCY BOND	08/19/2016	08/17/2021	2,664,166.25	6,873.26	2,612,782.18	
3135G0P49	FEDERAL NATIONAL MORTGAGE ASSOCIATION	700,000.00	AGCY BOND	09/02/2016	08/28/2019	698,908.00	1,225.00	696,727.50	
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	AGCY BOND	08/01/2017	07/30/2020	897,273.00	3,412.50	890,457.30	
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	AGCY BOND	09/08/2017	09/28/2020	363,828.35	460.05	360,065.93	
3137EAEJ4	FREDDIE MAC	990,000.00	AGCY BOND	09/29/2017	09/29/2020	988,208.10	1,430.00	980,005.95	
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	AGCY BOND	01/11/2019	01/11/2022	1,598,848.00	12,833.33	1,613,718.40	
---	---	11,255,000.00	AGCY BOND	---	05/06/2021	11,213,950.18	39,053.94	11,080,170.18	

CASH									
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	
CCYUSD	Receivable	7,715.04	CASH	---	04/30/2019	7,715.04	0.00	7,715.04	
CCYUSD	Receivable	7,715.04	CASH	---	04/30/2019	7,715.04	0.00	7,715.04	

CD									
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	
06417GU22	The Bank of Nova Scotia	1,600,000.00	CD	06/07/2018	06/05/2020	1,599,392.00	19,985.78	1,605,050.89	
87019U6D6	Swedbank AB	3,100,000.00	CD	11/17/2017	11/16/2020	3,100,000.00	32,448.39	3,057,915.63	
78012UEE1	Royal Bank of Canada	2,750,000.00	CD	06/08/2018	06/07/2021	2,750,000.00	35,640.00	2,763,869.85	
86565BPC9	Sumitomo Mitsui Banking Corporation	1,550,000.00	CD	10/18/2018	10/16/2020	1,547,892.00	2,189.38	1,548,455.87	
22535CDV0	Credit Agricole Corporate and Investment Bank	1,500,000.00	CD	04/04/2019	04/01/2022	1,500,000.00	3,183.75	1,500,000.00	
---	---	10,500,000.00	CD	---	02/19/2021	10,497,284.00	93,447.29	10,475,292.24	

CORP									
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	
6174467P8	MORGAN STANLEY	3,150,000.00	CORP	11/10/2016	07/24/2020	3,516,187.50	46,681.25	3,248,059.50	
38141GGQ1	GOLDMAN SACHS GROUP INC	2,750,000.00	CORP	11/28/2016	07/27/2021	3,035,092.50	37,697.92	2,890,120.75	



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 04/30/2019
 Base Currency: USD

ABS									
Identifier	Description	Par	Security Type	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	
084670BL1	BERKSHIRE HATHAWAY INC	3,150,000.00	CORP	12/23/2016	08/14/2019	3,167,829.00	14,148.75	3,146,566.50	
06051GFW4	BANK OF AMERICA CORP	175,000.00	CORP	11/03/2017	04/19/2021	176,358.00	153.13	174,753.08	
89236TDH5	TOYOTA MOTOR CREDIT CORP	1,150,000.00	CORP	10/18/2016	10/18/2019	1,149,425.00	643.68	1,144,875.60	
717081EB5	PFIZER INC	2,080,000.00	CORP	11/21/2016	12/15/2019	2,078,502.40	13,358.22	2,067,634.40	
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	CORP	03/15/2017	01/06/2022	681,979.15	5,798.72	686,400.14	
172967LF6	CITIGROUP INC	1,575,000.00	CORP	01/10/2017	01/10/2020	1,574,370.00	11,897.81	1,571,875.20	
594918BV5	MICROSOFT CORP	1,520,000.00	CORP	02/06/2017	02/06/2020	1,518,981.60	6,639.44	1,512,264.72	
25468PDP8	WALT DISNEY CO	660,000.00	CORP	03/06/2017	03/04/2020	659,828.40	2,037.75	656,724.42	
037833CS7	APPLE INC	1,325,000.00	CORP	05/11/2017	05/11/2020	1,323,648.50	11,262.50	1,315,185.73	
437076BQ4	HOME DEPOT INC	750,000.00	CORP	06/05/2017	06/05/2020	749,565.00	5,475.00	744,234.00	
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	CORP	09/07/2017	09/04/2020	1,099,076.00	3,222.08	1,089,398.20	
06051GGS2	BANK OF AMERICA CORP	965,000.00	CORP	09/18/2017	10/01/2021	965,000.00	1,872.10	956,397.99	
713448DX3	PEPSICO INC	1,015,000.00	CORP	10/10/2017	04/15/2021	1,014,797.00	902.22	1,004,882.48	
931142EA7	WAL-MART STORES INC	1,550,000.00	CORP	10/20/2017	12/15/2020	1,547,752.50	11,125.56	1,534,679.80	
05531FAZ6	BB&T CORP	750,000.00	CORP	10/26/2017	02/01/2021	749,655.00	4,031.25	742,269.75	
44932HAG8	IBM CREDIT LLC	1,500,000.00	CORP	02/06/2018	02/05/2021	1,499,265.00	9,495.83	1,497,538.50	
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	625,000.00	CORP	02/26/2018	03/15/2021	624,306.25	2,315.97	628,457.50	
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	875,000.00	CORP	04/19/2018	03/15/2021	871,298.75	3,242.36	879,840.50	
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	CORP	03/22/2018	03/22/2021	1,193,868.00	3,575.00	1,203,175.20	
89236TEU5	TOYOTA MOTOR CREDIT CORP	1,200,000.00	CORP	04/13/2018	04/13/2021	1,199,520.00	1,770.00	1,208,302.80	
427866BA5	HERSHEY CO	630,000.00	CORP	05/10/2018	05/15/2021	629,565.30	9,005.50	636,527.43	
06051GHH5	BANK OF AMERICA CORP	400,000.00	CORP	05/17/2018	05/17/2022	400,000.00	6,375.96	404,429.20	
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	CORP	05/17/2018	05/17/2021	1,549,736.50	23,831.25	1,570,108.15	
808513AW5	CHARLES SCHWAB CORP	965,000.00	CORP	05/22/2018	05/21/2021	964,971.05	13,938.89	976,390.86	
02665WCP4	AMERICAN HONDA FINANCE CORP	1,550,000.00	CORP	10/10/2018	12/10/2021	1,549,256.00	20,489.06	1,575,443.25	
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	CORP	01/10/2019	01/10/2022	349,664.00	3,453.33	355,315.45	
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	CORP	02/15/2019	01/23/2024	1,561,036.00	14,768.06	1,586,603.25	
69371RP75	PACCAR FINANCIAL CORP	570,000.00	CORP	03/01/2019	03/01/2022	569,498.40	2,707.50	573,894.24	
05531FBG7	BB&T CORP	800,000.00	CORP	03/18/2019	06/20/2022	799,976.00	2,914.44	804,904.80	
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	CORP	03/22/2019	04/01/2023	1,500,000.00	5,211.38	1,509,160.50	
--	--	39,615,000.00	CORP	--	02/04/2021	40,270,008.80	300,041.91	39,896,413.88	
CP									
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	
25214PM26	Dexia Credit Local (Inc.)	1,500,000.00	CP	10/12/2018	07/02/2019	1,470,083.75	0.00	1,492,947.50	
62479MZ63	MUFG Bank, Ltd.	1,600,000.00	CP	03/11/2019	12/06/2019	1,567,720.00	0.00	1,573,817.33	
62479LAD7	MUFG Bank Ltd. (New York Branch)	3,050,000.00	CP	04/18/2019	01/13/2020	2,990,067.50	0.00	2,992,953.14	
--	--	6,150,000.00	CP	--	11/16/2019	6,027,871.25	0.00	6,059,717.97	
FHLMC									
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	
3137BM6P6	FHMS K721 A2	800,000.00	FHLMC	04/09/2018	08/25/2022	806,812.50	2,060.00	810,752.00	
3137FKK39	FHMS KP05 A	690,935.44	FHLMC	12/17/2018	07/25/2023	690,933.37	1,844.22	697,388.78	
--	--	1,490,935.44	FHLMC	--	01/26/2023	1,497,745.87	3,904.22	1,508,140.78	
FNMA									
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value	
3136AJ7G5	FNA 14M06B A2	2,585,347.61	FNMA	12/15/2016	05/25/2021	2,637,660.51	5,770.73	2,583,977.38	
3136AQDQ0	FNA 15M13A AQ2	46,725.36	FNMA	10/30/2015	09/25/2019	47,193.26	64.09	46,556.68	
3136B1XP4	FNA 18M5 A2	771,398.47	FNMA	04/30/2018	09/25/2021	786,742.36	2,288.48	779,259.02	



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 04/30/2019
 Base Currency: USD

Identifier	Description	Par	Security Type	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
---	---	3,403,471.44	FNMA	---	06/14/2021	3,471,596.13	8,123.31	3,409,793.07

Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value
31846V534	FIRST AMER:US TRS MM Y	6,291,526.32	MMFUND	---	04/30/2019	6,291,526.32	0.00	6,291,526.32
SM - CP N/M A	County Pool New Measure A	96,558,906.08	MMFUND	02/28/2019	04/30/2019	96,558,906.08	0.00	96,558,906.08
SM - CP O/M A	County Pool Old Measure A	111,203,251.51	MMFUND	02/28/2019	04/30/2019	111,203,251.51	0.00	111,203,251.51
SM - LAIF	Local Agency Investment Fund	7,685,913.21	MMFUND	---	04/30/2019	7,685,913.21	0.00	7,685,913.21
---	---	221,739,597.12	MMFUND	---	04/30/2019	221,739,597.12	0.00	221,739,597.12

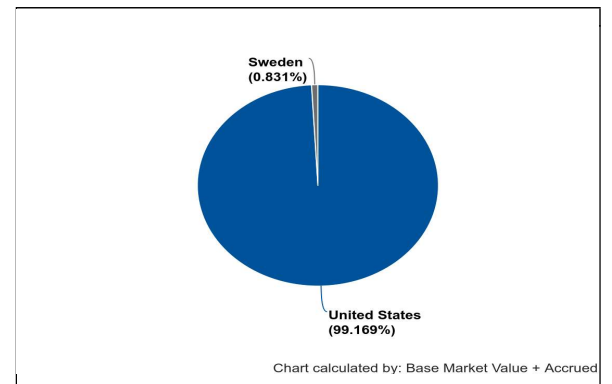
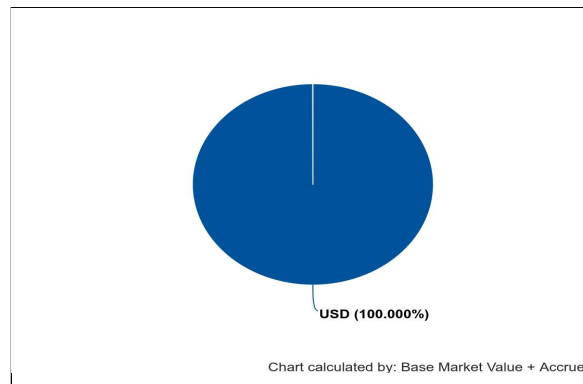
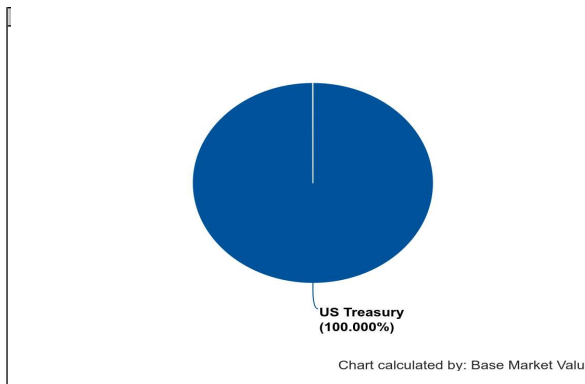
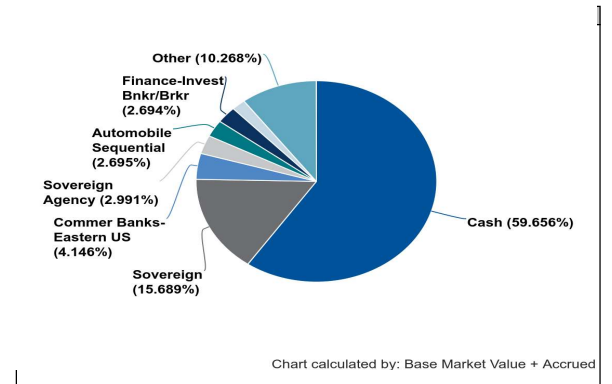
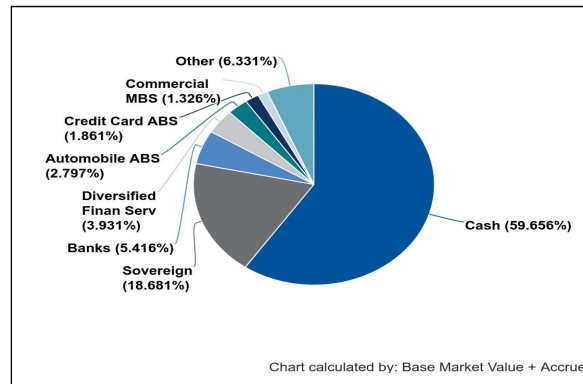
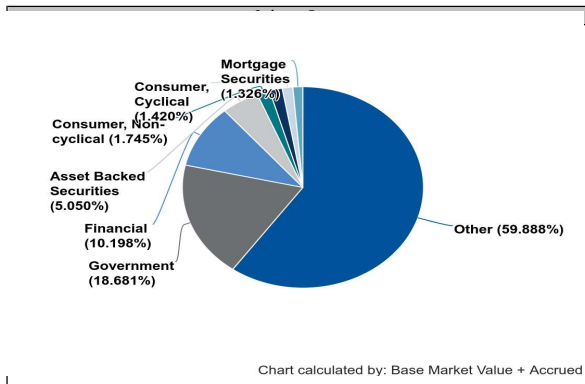
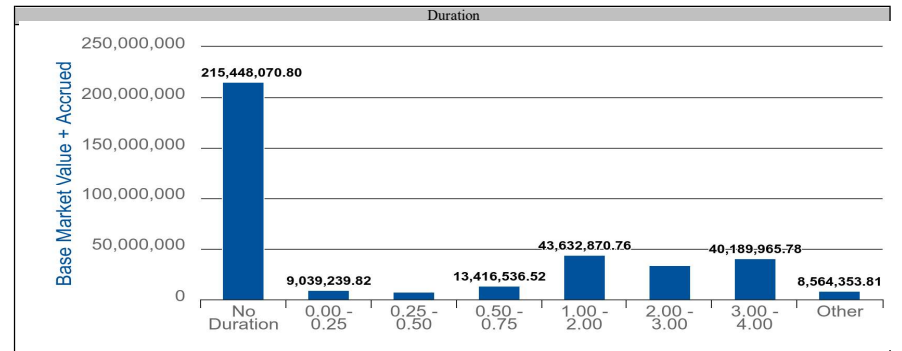
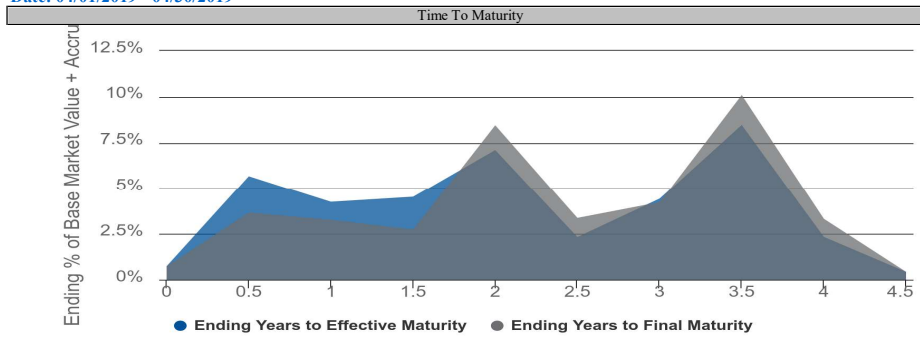
Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value
912828TJ9	UNITED STATES TREASURY	4,450,000.00	US GOV	09/07/2018	08/15/2022	4,263,308.59	14,981.87	4,362,390.63
912828VF4	UNITED STATES TREASURY	505,000.00	US GOV	12/07/2015	05/31/2020	498,470.51	2,899.59	499,555.47
912828VP2	UNITED STATES TREASURY	1,235,000.00	US GOV	05/18/2016	07/31/2020	1,275,313.64	6,140.88	1,229,596.88
912828F62	UNITED STATES TREASURY	375,000.00	US GOV	09/09/2015	10/31/2019	376,508.79	15.29	373,242.19
912828L32	UNITED STATES TREASURY	335,000.00	US GOV	07/12/2016	08/31/2020	341,432.19	776.05	330,760.16
912828N30	UNITED STATES TREASURY	2,900,000.00	US GOV	08/03/2018	12/31/2022	2,812,773.44	20,598.41	2,887,312.50
912828N30	UNITED STATES TREASURY	2,650,000.00	US GOV	11/06/2018	12/31/2022	2,559,630.86	18,822.69	2,638,406.25
912828N30	UNITED STATES TREASURY	4,800,000.00	US GOV	12/13/2018	12/31/2022	4,681,125.00	34,093.92	4,779,000.00
912828N30	UNITED STATES TREASURY	11,000,000.00	US GOV	01/10/2019	12/31/2022	10,841,445.31	78,131.91	10,951,875.00
912828N30	UNITED STATES TREASURY	5,700,000.00	US GOV	01/31/2019	12/31/2022	5,609,601.56	40,486.53	5,675,062.50
912828Q78	UNITED STATES TREASURY	970,000.00	US GOV	01/05/2017	04/30/2021	950,751.56	36.24	953,025.00
912828R77	UNITED STATES TREASURY	3,500,000.00	US GOV	03/17/2017	05/31/2021	3,409,082.04	20,096.15	3,436,562.50
912828R69	UNITED STATES TREASURY	8,850,000.00	US GOV	03/06/2019	05/31/2023	8,528,841.80	60,053.57	8,628,750.00
912828X47	UNITED STATES TREASURY	7,500,000.00	US GOV	05/07/2018	04/30/2022	7,260,351.56	382.13	7,417,968.75
912828X47	UNITED STATES TREASURY	650,000.00	US GOV	12/06/2017	04/30/2022	643,246.09	33.12	642,890.63
912828X47	UNITED STATES TREASURY	3,250,000.00	US GOV	01/04/2018	04/30/2022	3,208,740.23	165.59	3,214,453.13
---	UNITED STATES TREASURY	58,670,000.00	US GOV	---	09/03/2022	57,260,623.18	297,713.95	58,020,851.56

Identifier	Description	Base Current Units	Security Type	Settle Date	Final Maturity	Base Original Cost	Base Accrued Balance	Base Market Value
---	---	371,606,958.15	---	---	04/29/2020	370,764,071.75	769,684.67	370,941,723.88

* Grouped by: Security Type
 * Groups Sorted by: Security Type
 * Weighted by: Base Market Value + Accrued
 * Holdings Displayed by: Lot



Report: Base Risk Summary - Fixed Income
 Account: SMCTA - Agg (165727)
 Date: 04/01/2019 - 04/30/2019



1: * Grouped by: Issuer Concentration
 2: * Groups Sorted by: % of Base Market Value + Accrued



Report: GAAP Base Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 04/01/2019 - 04/30/2019
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Original Units	Base Current Units	Currency	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02007HAC5	ALLYA 172 A3	0.00	(152,093.50)	USD	Principal Paydown	04/15/2019	04/15/2019	08/16/2021	(152,093.51)	0.00	152,093.51
02007PAC7	ALLYA 171 A3	0.00	(38,509.60)	USD	Principal Paydown	04/15/2019	04/15/2019	06/15/2021	(38,509.60)	0.00	38,509.60
06417GUE6	The Bank of Nova Scotia	(1,500,000.00)	(1,500,000.00)	USD	Maturity	04/05/2019	04/05/2019	04/05/2019	(1,500,000.00)	0.00	1,500,000.00
09659CRH3	BNP Paribas	(1,600,000.00)	(1,600,000.00)	USD	Maturity	04/17/2019	04/17/2019	04/17/2019	(1,600,000.00)	0.00	1,600,000.00
22535CDV0	Credit Agricole Corporate and Investment Bank	1,500,000.00	1,500,000.00	USD	Buy	04/03/2019	04/04/2019	04/01/2022	1,500,000.00	0.00	(1,500,000.00)
3136AJ7G5	FNA 14M06B A2	0.00	(183,103.06)	USD	Principal Paydown	04/01/2019	04/01/2019	05/25/2021	(183,103.06)	0.00	183,103.06
3136AQDQ0	FNA 15M13A AQ2	0.00	(15,203.71)	USD	Principal Paydown	04/01/2019	04/01/2019	09/25/2019	(15,203.71)	0.00	15,203.71
3136B1XP4	FNA 18M5 A2	0.00	(15,056.95)	USD	Principal Paydown	04/01/2019	04/01/2019	09/25/2021	(15,056.95)	0.00	15,056.95
3137FKK39	FHMS KP05 A	0.00	(1,092.05)	USD	Principal Paydown	04/01/2019	04/01/2019	07/25/2023	(1,092.05)	0.00	1,092.05
31846V534	FIRST AMER.US TRS MM Y	8,885,869.91	8,885,869.91	USD	Buy	---	---	04/30/2019	8,885,869.91	0.00	(8,885,869.91)
31846V534	FIRST AMER.US TRS MM Y	(4,488,577.49)	(4,488,577.49)	USD	Sell	---	---	04/30/2019	(4,488,577.49)	0.00	4,488,577.49
34531EAD8	FORDO 17A A3	0.00	(136,344.29)	USD	Principal Paydown	04/15/2019	04/15/2019	06/15/2021	(136,344.30)	0.00	136,344.30
47788BAD6	JDOT 17B A3	0.00	(25,224.66)	USD	Principal Paydown	04/15/2019	04/15/2019	10/15/2021	(25,224.66)	0.00	25,224.66
62479LAD7	MUFG Bank Ltd. (New York Branch)	3,050,000.00	3,050,000.00	USD	Buy	04/18/2019	04/18/2019	01/13/2020	2,990,067.50	0.00	(2,990,067.50)
62479MRG0	MUFG Bank, Ltd.	(3,200,000.00)	(3,200,000.00)	USD	Maturity	04/16/2019	04/16/2019	04/16/2019	(3,200,000.00)	0.00	3,200,000.00
89190BAD0	TAOT 17B A3	0.00	(207,757.08)	USD	Principal Paydown	04/15/2019	04/15/2019	07/15/2021	(207,757.07)	0.00	207,757.07
89238MAD0	TAOT 17A A3	0.00	(51,859.91)	USD	Principal Paydown	04/15/2019	04/15/2019	02/16/2021	(51,859.91)	0.00	51,859.91
912828X47	UNITED STATES TREASURY	(1,500,000.00)	(1,500,000.00)	USD	Sell	04/03/2019	04/04/2019	04/30/2022	(1,481,015.63)	(12,042.47)	1,493,058.10
---	---	1,147,292.42	321,047.61	USD	---	---	---	10/18/2019	280,099.47	(12,042.47)	(268,057.00)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

Detail/Trading Activity

SMCTA – Glossary of Terms

Accrued Interest - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

Amortized Cost - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

Book Yield - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.

Average Credit Rating - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.

Convexity - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.

Credit Rating - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

Duration - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments. Duration is expressed as a number of years.

Income Return - The percentage of the total return generated by the income from interest or dividends.

Original Cost - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.

Par Value - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

Price Return - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

Short-Term Portfolio - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

Targeted-Maturities Portfolio - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

Total Return - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.

Unrealized Gains/(Loss) - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

Weighted Average Life (WAL) - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

Yield - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

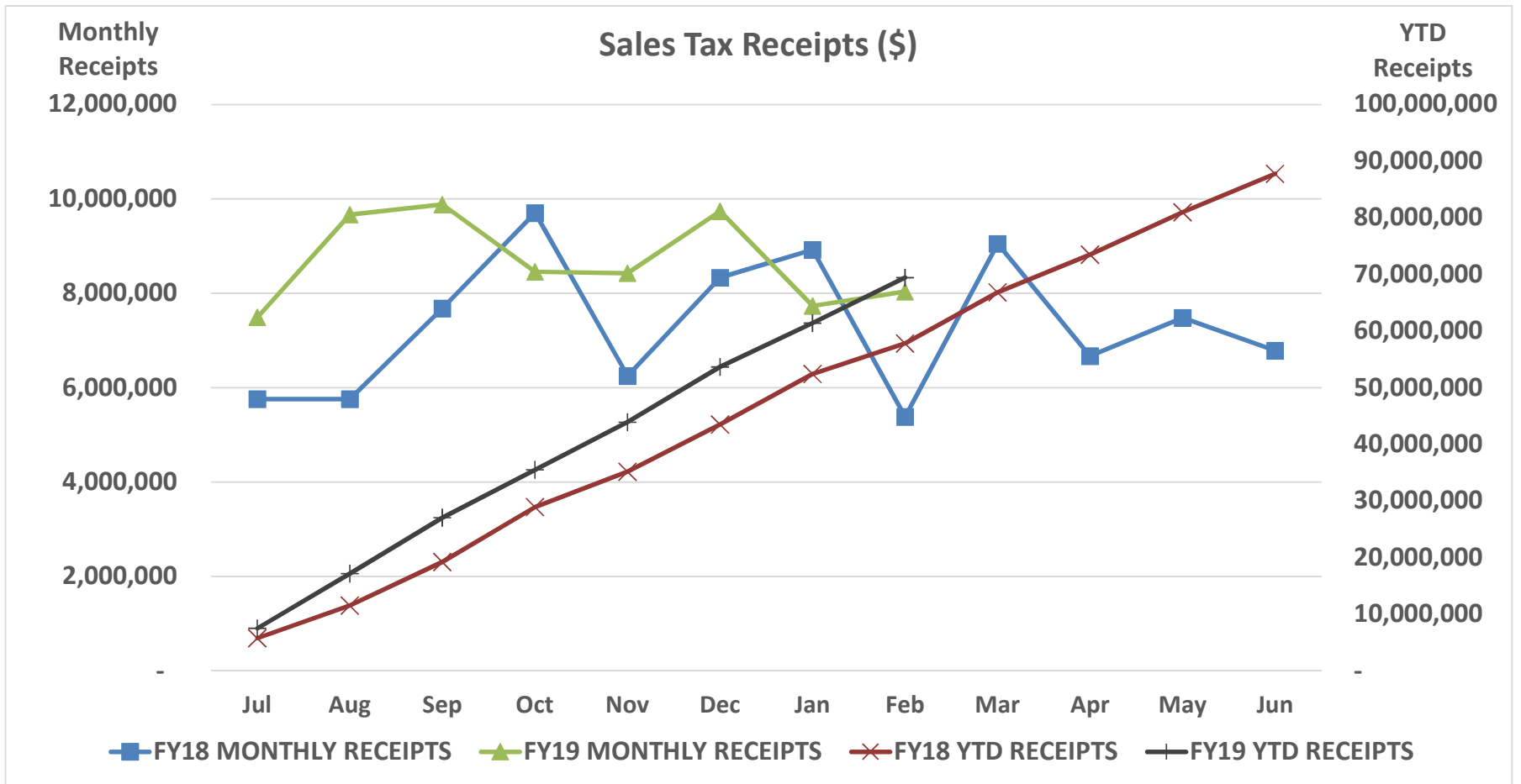
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

Yield to Maturity at Market (YTM @ Market) - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

Years to Effective Maturity - The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

Years to Final Maturity - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2019
APRIL 2019**



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
Apr-19

Unit	Ref	Name	Amount	Method	Description
SMACT	000264	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMACT	000267	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMACT	000268	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMACT	000271	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMACT	000273	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMACT	004900	ROMERO, CARLOS	100.00	CHK	Board Member Compensation
SMACT	004907	ROMERO, CARLOS	100.00	CHK	Board Member Compensation
SMACT	000266	HORSLEY, DONALD	200.00	ACH	Board Member Compensation
SMACT	000269	FRESCHET, MAUREEN ANN	200.00	ACH	Board Member Compensation
SMACT	000270	BEACH, EMILY RANDOLPH	200.00	ACH	Board Member Compensation
SMACT	004908	SLAVIT, JOEL A	104.31	CHK	Seminar & Training
SMACT	004897	BANK OF NEW YORK MELLON, THE	1,860.00	CHK	Bank Fees
SMACT	004899	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMACT	000272	KHOURI CONSULTING LLC	4,050.00	ACH	Legislative Advocate
SMACT	004902	JACOBS ENGINEERING GROUP INC.	2,257.42	CHK	Consultants (1)
SMACT	004905	HANSON BRIDGETT LLP	3,574.00	CHK	Consultants (2)
SMACT	000265	URS CORPORATION	6,728.72	ACH	Consultants (3)
SMACT	004894	MARK THOMAS & COMPANY AND AECOM JV	7,909.36	CHK	Consultants (4)
SMACT	004903	MARK THOMAS & COMPANY AND AECOM JV	700,451.95	CHK	Consultants (5)
SMACT	004906	HNTB CORPORATION	119,163.60	CHK	Capital programs (6)
SMACT	004904	MENLO PARK, CITY OF	22,531.35	CHK	Capital programs (7)
SMACT	004896	SAN MATEO, CITY OF	30,445.91	CHK	Capital programs (8)
SMACT	004901	HALF MOON BAY, CITY OF	37,216.70	CHK	Capital programs (9)
SMACT	004898	DALY CITY, CITY OF	375,667.93	CHK	Capital programs (10)
SMACT	004895	REDWOOD CITY, CITY OF	1,031,923.11	CHK	Capital programs (11)
SMACT	900158	PENINSULA CORRIDOR JOINT POWERS BOARD	882,864.56	WIR	Capital programs (12)
SMACT	900157	PENINSULA CORRIDOR JOINT POWERS BOARD	1,321,188.99	WIR	Capital programs (13)
			<u>4,552,737.91</u>		

- (1) Highway Oversight
- (2) Highway Oversight \$1,094; 101 Interchange to Broadway \$2,320; Legal Services \$160
- (3) 101 Peninsula Ave/Poplar I/C
- (4) 101 HOV Ln Whipple - San Bruno
- (5) 101 HOV Ln Whipple - San Bruno \$640,498.68; Hwy 1 Grey Whale Cove-Miramar \$22,366.46;
US 101/SR 92 Direct Connector \$19,331.76; US101/SR92 Interchang Area Imp \$14,743.24
101 Interchange to Broadway \$3,511.81
- (6) 101 HOV Ln Whipple - San Bruno \$106,202.85; Highway Oversight \$12,960.75
- (7) Bayfront Willow Adaptive Signa
- (8) SR92 El Camino Real Ramp
- (9) Hwy 1 Poplar-Wavecrest HMB
- (10) Call for Proj-Ped&Bike FY14/15
- (11) 84/101 Interchange
- (12) 25th Ave Grade Separation \$857,344.26; Caltrain Electrification \$25,520.3
- (13) 25th Ave Grade Separation

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT
3RD QUARTER FISCAL YEAR 2019**

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board informed as to the scope, budget, and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Gordon Hail, Cost Engineer 650-508-7795
Joseph M. Hurley, Director, TA Program 650-508-7942

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
 General Manager/CEO

FROM: Derek Hansel
 Chief Financial Officer

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2020 TRANSPORTATION
 AUTHORITY INSURANCE PROGRAM**

ACTION

Staff proposes that the San Mateo County Transportation Authority (TA) ratify the TA's Insurance Program obtained through the TA's insurance broker, USI Insurance Services, for Fiscal Year (FY) 2020, at a total premium cost of \$306,846 inclusive of the following:

- Purchase \$11 million combined single limit bodily injury and property damage coverage under Primary and Excess Commercial General Liability policies for an annual premium of \$262,813 with a \$50,000 retention; and
- Obtain Public Officials Liability insurance with policy limits of \$3,000,000 for an annual premium of \$44,033 with a \$50,000 retention.

SIGNIFICANCE

The TA's insurance program includes Primary and Excess Commercial General Liability and Public Officials Liability coverage. Due to a heightened volume of TA projects, TA insurance premiums are experiencing a nearly 20 percent increase as detailed in the chart below. This is consistent with the 17 percent budget increase for total TA administrative expenses in FY2020.

<u>Principal Program</u>	<u>Conditions</u>	<u>FY2019 Premium</u>	<u>FY2020 Premium</u>
Primary and Excess Commercial General Liability	\$11 million	\$212,539	\$262,813
Public Officials Liability	\$3 million limit	\$43,546	\$44,033
TOTAL		\$256,085	\$306,846

BUDGET IMPACT

Funds to underwrite the recommended excess liability and public officials' liability elements of the program are included in the FY2020 Budget.

BACKGROUND

In comparison to the District's one million self-insured retention, the General Liability policy obtained for the TA has a \$50,000 self-insured retention. The recommended Primary and Excess Commercial General Liability program for the TA has a combined single limit for bodily injury and property damage of \$11 million. This figure is comprised of a \$1 million Primary Commercial General Liability insurance policy plus a \$10 million Excess Liability insurance policy. Public Officials Liability also maintains a \$50,000 self-insured retention and policy limits of \$3 million.

In excess of the TA's own dedicated insurance policies, the TA remains a named insured and is afforded coverage under District's insurance program. With its own insurance program, the TA now takes advantage of much lower retentions and deductibles than when it was part of the District's program. In addition, coverage under the TA's insurance program is specifically designed to cover the TA's operations and is not shared with any other entity.

Prepared by:

Marshall Rush, Insurance & Claims Administrator

650-508-7742

RESOLUTION NO. 2019-

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

* * *

APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR
FISCAL YEAR 2020

WHEREAS, the Executive Director of the San Mateo County Transportation Authority (TA) has approved an insurance program for Fiscal Year (FY) 2019 with premiums totaling \$306,846; and

WHEREAS, in conjunction with the expiration of the TA's existing insurance program on June 30, 2019, TA staff renewed its insurance program for FY2020 based on the plan approved by the Executive Director, with the following significant elements:

1. Primary and Excess Commercial General Liability insurance with a total limit of \$11 million and \$50,000 retention for an annual premium of \$262,813;
2. Obtain Public Officials Liability insurance with a total policy limit of \$3 million and \$50,000 retention for an annual premium of \$44,033; and

WHEREAS, the TA also is a named insured and afforded coverage under the San Mateo County Transit District's insurance program, in excess of the TA's dedicated insurance policies; and

WHEREAS, staff recommends that the Board of Directors approve and ratify the renewal of the District's insurance program for FY2020, as delineated above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transportation Authority hereby approves and ratifies the renewal of the TA's insurance program for FY2020, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 6th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transportation Authority

Acting Authority Secretary



**AGENDA ITEM #10
JUNE 6, 2019**

Memorandum

Date: May 28, 2019
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – June 6, 2019

101 Clarke Avenue Pedestrian Overcrossing Opening

On Saturday, May 18, State and local elected officials along with East Palo Alto community members gathered to celebrate the opening of the 101 Clarke Avenue Pedestrian Overcrossing. The overcrossing joins the east and west sides of the City of East Palo Alto separated by US 101, improving access for residents to schools, shops, and parks. The project also improves safety making the area much more walkable and enhancing the overall quality of life for residents and visitors alike.

The overcrossing's pedestrian enhancements include LED lighting and a 12-foot-wide walkway. It cuts the crossing distance over Highway 101 by two-thirds the distance: from 1.5 to 0.5 miles.

At a cost of \$14 million, the project took 18 months to construct. The primary source of funding came from the State's Active Transportation Program. The balance came from a combination of local funds, which included \$300,000 from Measure A's Bicycle and Pedestrian program.

101 Express Lanes Project

While construction is well underway for the 101 Express Lanes on the seven-mile stretch between the Santa Clara County line and Whipple Avenue in Redwood City, the northern segment (Whipple to I-380) recently completed the 65% Design Package. The project team has been meeting with the staffs of local jurisdictions along the corridor to help them better understand the project and collectively strategize on efforts to mitigate construction and traffic impacts.

Most recently, the project team has been meeting with the City of San Mateo on sound walls and utility relocation work along the east side of 101 within the City.

Measure W and TA Strategic Plan 2020-2024

Work has been on a fast track since March with the development of a policy framework and an implementation plan for the next five-year TA Strategic Plan 2020-2024. Information pertaining to existing conditions and trends and a high-level needs analysis of common Measure A and W program categories set context for the Plan. A series of monthly meetings have been occurring with technical and stakeholder advisory groups soliciting input and feedback on preferences and needs. Staff is embarking on a broad public outreach effort this month with four town hall meetings, presentations to various community and business groups, pop-up events, an online survey, and a web page dedicated to the Plan on the TA's website.

Staff has been working with the TA Strategic Plan Ad Hoc Committee and Director Groom will be providing a summary of that effort at the June meeting. An update to the full Board on Strategic Plan activity is scheduled for the July 2019 meeting.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR (FY) 2020**

ACTION

Staff proposes the Board approve the appropriations limit, which is applicable to the San Mateo County Transportation Authority (TA) during FY2020 in the amount of \$742,653,643.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require each local agency to review its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$713,123,211 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY 2020 to be \$742,653,643, which is an increase of \$29,530,432 or 4.14 percent. The increase is due to a 3.85 percent increase in the California per capita personal income and a 0.28 percent increase in the population of San Mateo County. The TA funds subject to the limit are \$136.5 million (the projected Measure A and Measure W tax receipts for the year) or 18.38 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY 2020. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 6, 2019 meeting. This notice was posted on May 22, 2019, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Jeannie Chen, Manager, Budgets 650-508-6259
Tina Medeiros, Senior Budget Analyst 650-508-6302



Attachment "A"

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2020**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2020 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 6, 2019:

Appropriations limit for FY 2019:	\$713,123,211
Population change: (January 1, 2018 to January 1, 2019)	0.28%
Change in California per capita personal income: (January 1, 2018 to January 1, 2019)	3.85%
FY 2020 adjustment factor: (1.0028 x 1.0385)	1.04141
FY 2020 appropriations limit: (\$713,123,211 x 1.04141)	\$742,653,643

Dated: May 22, 2019

RESOLUTION NO. 2019 –

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING
FISCAL YEAR 2020

WHEREAS, by Resolution No. 2018-14 enacted on June 7, 2018, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2019 in the amount of \$713,123,211; and

WHEREAS, Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least fifteen (15) days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

- (1) The California per capita personal income increased by 3.85 percent; and
- (2) The San Mateo County population from January 2018 to January 2019 increased by 0.28 percent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2020 is hereby established as \$742,653,643.

Regularly passed and adopted this 6th day of June, 2019 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

FROM: Derek Hansel
Chief Financial Officer

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

Jim Hartnett
Executive Director

SUBJECT: **ADOPTION OF PROPOSED BUDGET FOR FISCAL YEAR (FY) 2020**

ACTION

Staff recommends the Board adopt the San Mateo County Transportation Authority's (TA) Proposed Fiscal Year (FY) 2020 budget in the amount of \$124,796,588, following the public hearing set for this meeting.

SIGNIFICANCE

At the May 2nd Board meeting, staff presented a preliminary FY2020 budget proposal to the Board. Since then, the following changes were made:

1. Staff Support (Attachment A, line 29) has *decreased* \$97,747 to a budget of \$1.3 million. This is due to a decrease in the SamTrans managing agency indirect administration costs.
2. Other Administrative expense (Attachment A, line 31) has *increased* \$17,549 to a budget of \$1.1 million. This is due to an increase in insurance premiums.

BACKGROUND

The TA was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired December 31, 2008. In 2004, county voters approved a New Measure A, reauthorizing the tax through 2033.

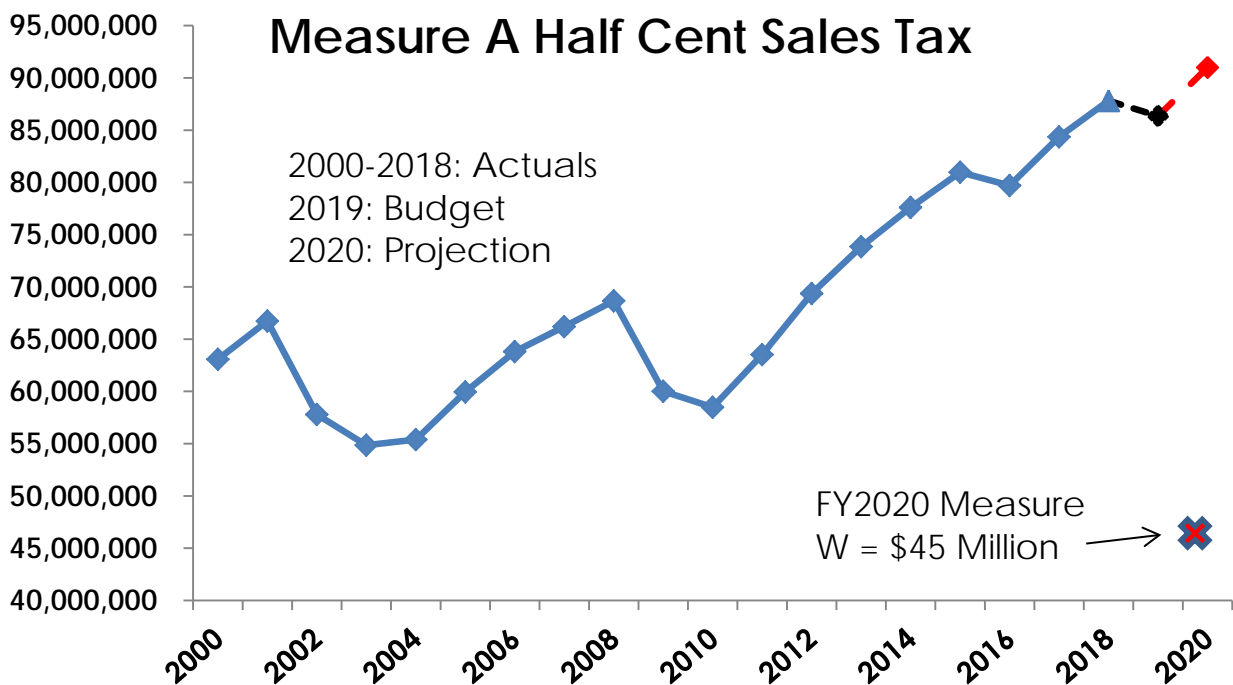
In November 2018, county voters approved Measure W (placed on the ballot by the San Mateo County Transit District (District)), authorizing a half-cent sales tax commencing July 1, 2019 for a 30 year term through June 30, 2049. The San Mateo County Transportation Authority (TA) will receive 50% of the Measure W Half Cent Sales tax. The TA's role is to administer the proceeds from the Measure A and Measure W taxes to fund a broad spectrum of transportation-related projects and programs.

Revenues

For FY2020, total revenue for the TA is projected to be \$146.1 million, an *increase* of \$1.4 million or 1.0 percent greater than the FY2019 revised budget. The Revenues

include the following significant components:

Sales Tax (Attachment A, lines 1 and 3) San Mateo County Ordinance No. 04223, which authorized the TA to extend the TA's one-half of 1 percent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004 (Measure A). San Mateo County Ordinance No. 105, which authorized the TA to receive 50 percent of one-half of 1 percent (0.5%) of the District's new Retail Transactions and Use Tax for 30 years beginning July 1, 2019 and ending June 30, 2049, was approved by the voters in November 2018 (Measure W). Sales Tax is cyclical and subject to changes in the economy. The following graph shows historical Sales Tax receipts not adjusted for inflation.



Total sales tax receipts are projected to total \$136.5 million in FY2020, which is an increase of \$50.1 million, or 58.1 percent, from the FY2019 revised budget. \$45.5 million of the increase is from the Measure W tax. The estimated increase is based on historical trends and is in line with Metropolitan Transportation Commission's (MTC) fund estimate, which includes projections from the San Mateo County auditor. The economic indicators of high employment in diverse industries, increased wages, and economic growth signal continued growth of sales tax in San Mateo County for FY2020.

Interest Income (Attachment A, line 5) is income revenue generated from fund balances in the Old and New Measure A and Measure W investments in the County Investment Pool, the TA's Investment Portfolio, and Local Agency Investment Fund (LAIF). Interest Income for FY2020 is \$8.7 million, an increase of \$2.7 million or 46.3

percent higher than the FY2019 revised budget. This increase is due to the addition of Measure W and average interest rates being favorable in 2019; interest rates are expected to level off in FY2020. In FY2019, the TA is experiencing improved investment performance as the TA's Investment Advisor has been given the authority to actively manage the portfolio within the constraints of TA investment policies. The FY2020 proposed budget assumes interest rates of 2.1% on LAIF and the County Investment Pool and 2.1% on the remaining portfolio.

Miscellaneous Income (Attachment A, line 7) is budgeted at \$0 for FY2020. The \$50 million included in the FY2019 revised budget was to account for project-specific funds received from Facebook and SAMCEDA for the 101 Managed Lanes project.

Rental Income (Attachment A, line 9) is generated from properties the TA owns and leases out to lessees. Rental Income for FY2020 is projected at \$0.9 million, an increase of \$75,267 or 9.0 percent increase due to increased occupancy and an increase in the CPI index.

Expenditures

Budget expenditures by the seven primary Measure A program categories are as follows:

<u>Category</u>	<u>% of Tax</u>
Transit	30.0%
Highways	27.5%
Local Streets & Transportation	22.5%
Grade Separation	15.0%
Pedestrian & Bicycle	3.0%
Alternative Congestion Relief	1.0%
Administration-Staff Support	1.0%
Total	100.0%

Budget expenditures by the four primary Measure W program categories are as follows:

<u>Category</u>	<u>% of Tax</u>
Countywide Highway Congestion Improvements	22.5%
Local Safety, Pothole and Congestion Relief Improvements	12.5%
Bicycle & Pedestrian Improvements	5.0%
Regional Transit Connections	10.0%
Total ¹	50.0%

¹ Pursuant to Measure W, the other 50% of the sales tax revenues are used for transportation systems administered by the San Mateo County Transit District.

The total proposed expenditures (Attachment A, line 36) are \$124.8 million, a decrease of \$4.9 million or 3.8 percent compared to the FY2019 revised budget due to the FY2019 one-time \$50 million expenditure budget for the 101 Managed Lanes project, partially offset by the FY2020 inclusion of \$45.5 million of Measure W funds. The FY2020 proposed budget expenditures are composed primarily of \$33.2 million in Measure A Annual Allocations (Attachment A, line 18), \$9.1 million in Measure W Annual Allocations (Attachment A, Line 20), \$41.4 million in Measure A Categories (Attachment A, line 22), \$36.4 million in Measure W Categories (Attachment A, line 24), \$2.3 million in Oversight (Attachment A, line 28), and \$2.4 million in Total Administrative Expenses (Attachment A, line 34).

Proposed expenditures for FY2020 fall into the following major categories:

Measure A Annual Allocations (Attachment A, line 18)

Annual Allocations are considered as “pass-through,” and are based on the actual revenues received which are then transferred to the Annual Allocations categories. Total Annual Allocations are projected at \$33.2 million, an increase of \$1.7 million or 5.4 percent from the FY2019 revised budget. Annual Allocations include projects with FY2020 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2020 proposed budget of \$20.5 million is for the improvement and maintenance of local transportation, including streets and roads for the twenty cities in the County and the unincorporated County.
- **SFO Bart Extension** – The FY2020 proposed budget of \$1.8 million is a direct allocation to BART, and it represents SamTrans’ share of financial assistance associated with the existing San Mateo County / SFO Bart extension.
- **Paratransit** – The FY2020 proposed budget of \$3.6 million is to meet the paratransit needs of the county.
- **Transfer to SMCTD for Caltrain** – The FY2020 proposed budget of \$7.3 million is for the San Mateo County local share for Caltrain operational expenditures; this represents the up-to 8% of sales tax receipts that can be transferred to Caltrain for rail operations.

Measure A Categories (Attachment A, line 20)

Measure A Categories include programs as detailed in Attachment B. These categories include Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service.

- **Alternative Congestion Relief** – The \$910,000 in the FY2020 proposed budget is the full 1 percent of projected sales tax outlined in the 2004 Transportation Expenditure Plan (TEP). Of the total, \$342,964 is proposed to be set aside for

future alternative congestion relief projects. The remainder \$567,036 is budgeted for Commute.org's Transportation Demand Management Program.

- **Dumbarton** – The FY2020 proposed budget of \$1.8 million is for station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City.
- **Caltrain** – The San Mateo County local share for the system-wide improvement program in the FY2020 proposed budget is \$7.3 million. System-wide capital improvements anticipated to be undertaken in FY2020 for the Caltrain system include: State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from Caltrain partners, the Santa Clara Valley Transportation Authority and the City and County of San Francisco.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$2.7 million represents the full 3 percent of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.
- **Local Shuttle** – The \$3.6 million for this line item represents the funds set aside for shuttles receiving allocations in the FY2020 Shuttle Program call for projects.
- **Streets and Highways** – In accordance with the 2004 TEP, the Streets and Highways Program expenditures include funding for key congested corridors in the amount of \$15.7 million, and for supplemental roadway projects in the amount of \$9.3 million. These funds will be used for projects selected through future calls for projects.
- **Grade Separation** – \$13.7 million for this line item would have been budgeted as available for Grade Separation projects. However the TA Board previously allocated \$74.0 million to the 25th Avenue Grade Separation project. The funds not being budgeted in FY2020 help meet that commitment as well as other more recent allocations.
- **San Mateo County Ferry Service** - \$1.8 million for this line item would have been budgeted as available for financial assistance for the ferry service to South San Francisco and Redwood City. The budget authority for Ferry was increased in FY2010 to include future years' budget authority for the South San Francisco Ferry Terminal. The funds not being budgeted in FY2020 help meet that commitment.

Measure W Annual Allocations (Attachment A, line 22)

Annual Allocations are considered as "pass-through," and are based on the actual revenues received which are then transferred to the Annual Allocations categories. Total Annual Allocations are projected at \$9.1 million. Annual Allocations include projects with FY2020 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2020 proposed budget of \$9.1 million is for the major arterial and local roadway improvements in key congested areas throughout the County.

Measure W Categories (Attachment A, line 24)

Measure W Categories include programs as detailed in Attachment B. These categories include Countywide Highway Congestion Improvements, Local Safety, Pothole and Congestion Relief Improvements, Bicycle and Pedestrian Improvements, and Regional Transit Connections.

- **Countywide Highway Congestion Improvements** – The \$20.5 million dollars in the FY2020 proposed budget is the full 22.5 percent of projected sales tax outlined in the Measure W Congestion Relief Plan (CRP).
- **Local Safety, Pothole and Congestion Relief Improvements** – The FY2020 proposed budget of \$2.3 million is the full 2.5 percent for Congestion Relief Projects in the CRP.
- **Bicycle and Pedestrian Improvements** – The Bicycle and Pedestrian line item for \$4.6 million represents the full 5 percent of sales tax revenues designated for this category in the CRP. These funds will be used for projects selected through future calls for projects.
- **Regional Transit Connection** – The FY2020 proposed budget of \$9.1 million is the full 10 percent for Congestion Relief Projects in the CRP. These funds will be used for projects to improve transit connectivity between the County and the region.

Oversight (Attachment A, line 28)

Oversight includes programming and monitoring of projects, calls for projects and administration of the policies and procedures from the 2004 Measure. These expenditures will be funded from interest earned on the investment of fund balances. The oversight category contains \$2.3 million for TA costs associated with implementing the various TEP categories. This number is an increase to the FY2019 revised budget, as staff estimates an increased level of staff oversight work in FY2020, as compared to FY2019.

Staff Support (Attachment A, line 31)

Staff support includes wages and benefits to administer the TA. The FY2020 proposed budget of \$1.3 million is an increase of \$137,039 due to a 3 percent salary increase, an increase in the CalPERS unfunded and retiree medical liabilities. A majority of the \$1.3 million budget will be funded by the 1.0 percent of the FY2020 Measure A sales tax category designated for staff support, and the remainder will be funded from previous years' surpluses in this category.

Other Admin Expenses (Attachment A, line 31)

Other Admin Expenses represent administrative expenses other than Staff Support and Measure A Info-Other. Other Admin Expenses is \$1.1 million and primarily consists of

\$370,900 of legal expenses, \$306,846 of insurance expense, and \$166,425 of bank and audit fees. The \$397,373 increase between FY2020 proposed expenses and FY2019 revised budget is primarily due to \$250,000 of one-time legal expenses for the Managed Lanes project, and increased legislative advocacy costs.

Total Administrative (Attachment A, line 32)

Total administrative expenditures are projected to *increase* by \$0.5 million or 28.1 percent from the FY2019 revised budget primarily due to increased wages and benefits and one-time legal expenses mentioned above.

Prepared By: Jeannie Chen, Manager, Budgets
Tina Medeiros, Senior Budget Analyst

650-508-7733
650-508-6302

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2020 PROPOSED BUDGET

	FY2018 <u>ACTUAL</u> A	FY2019 <u>ADOPTED</u> B	FY2019 <u>REVISED</u> C	FY2020 <u>PROPOSED</u> D	FY2020 PROPOSED TO FY2019 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax - Measure A	87,817,926	86,353,200	86,353,200	91,000,000	4,646,800	5.4%	1
2							2
3 Sales Tax - Measure W	-	-	-	45,500,000	45,500,000		3
4							4
5 Interest Income	6,355,686	5,927,618	5,927,618	8,673,040	2,745,422	46.3%	5
6							6
7 Miscellaneous Income	1,500	-	50,000,000	-	(50,000,000)	-100.0%	7
8							8
9 Rental Income	1,073,673	836,684	836,684	911,951	75,267	9.0%	9
10							10
11 Grant Proceeds	3,038,578	1,550,000	1,550,000	-	(1,550,000)	-100.0%	11
12							12
13 TOTAL REVENUE	98,287,363	94,667,502	144,667,502	146,084,991	1,417,489	1.0%	13
14							14
15							15
EXPENDITURES:							
16							16
17							17
18 Measure A Annual Allocations	31,093,145	31,518,918	31,518,918	33,215,000 (1)	1,696,082	5.4%	18
19							19
20 Measure A Categories	145,860,863	41,017,770	94,541,474	41,405,000 (1)	(53,136,474)	-56.2%	20
21							21
22 Measure W Annual Allocations	-	-	-	9,100,000 (1)	9,100,000		22
23							23
24 Measure W Categories	-	-	-	36,400,000 (1)	36,400,000		24
25							25
26 Dumbarton Maintenance of Way	209,237	-	-	-	-		26
27							27
28 Oversight	1,565,179	1,800,000	1,800,000	2,250,000	450,000	25.0%	28
29							29
30 Administrative:							30
31 Staff Support	1,018,372	1,121,306	1,152,885	1,289,924	137,039	11.9%	31
32 Measure A Info-Others	5,373	15,000	15,000	15,000	-	0.0%	32
33 Other Admin Expenses	665,616	726,687	726,687	1,121,664	394,977	54.4%	33
34 Total Administrative	1,689,362	1,862,993	1,894,572	2,426,588	532,017	28.1%	34
35							35
36 TOTAL EXPENDITURES	180,417,786	76,199,681	129,754,964	124,796,588	(4,958,375)	-3.8%	36
37							37
38 EXCESS/(DEFICIT)	(82,130,423)	18,467,821	14,912,538	21,288,403	6,375,865	42.8%	38
39 <i>*Previously allocated budget</i>		(12,952,980) (2)	(12,952,980) (2)	(15,470,000) (3)			39
40 Adjusted EXCESS/(DEFICIT)		5,514,841	1,959,558	5,818,403	3,858,845	196.9%	40
41							41
42 BEGINNING FUND BALANCE	489,814,617	489,705,061	405,634,282	409,643,752			42
43							43
44 ESTIMATED ENDING FUND BALANCE	407,684,194	495,219,902	407,593,840	415,462,155			44
45							45

46 (1) See Attachment B for details.

47 (2) The FY2019 proposed budget does not include Grade Separation that was previously included in FY2017 per resolution 2016-25. The budget authority was increased in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.

48 (3) The FY2020 proposed budget does not include Grade Separation and Ferry that were previously included in budgets in FY2017 and FY2010 per resolutions 2016-25 and 2009-09, respectively.

49 The budget authority for Grade Separation was increased in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.

50 The budget authority for Ferry was increased in FY2010 to include future years' budget authority for the South San Francisco Ferry Terminal.

51

52

ATTACHMENT B

FY2020 ALLOCATIONS AND EXPENDITURES

		MEASURES A & W TEP % Share	FY 2020 Proposed Budget	
MEASURE A ANNUAL ALLOCATIONS:				
1 LOCAL STREETS & TRANSPORTATION				1
	ALLOCATION TO LOCAL ENTITIES	22.50%	20,475,000	
2 SFO BART EXTENSION		2.00%	1,820,000	2
3		Total Pass-Thru	22,295,000	3
4				4
5 PARATRANSIT		4.00%	3,640,000	5
6 TRANSFER TO SMCTD FOR CALTRAIN		8.00%	7,280,000	6
7				7
8 TOTAL ANNUAL ALLOCATIONS			33,215,000	8
9				9
10 MEASURE A CATEGORIES:	PROJECT			10
11 ALTERNATIVE CONGESTION RELIEF		1.00%		11
12	Available for future ACR projects 000903		342,964	12
13	Commuter.org TDM program 000807		567,036	13
14 DUMBARTON	100263	2.00%	1,820,000	14
15 CALTRAIN	000605	8.00%	7,280,000	15
16 PEDESTRIAN AND BICYCLE PROGRAM	000816	3.00%	2,730,000	16
17 LOCAL SHUTTLE	000902	4.00%	3,640,000	17
18 STREETS AND HIGHWAYS				18
19	Key congested corridors program 000900	17.30%	15,743,000	19
20	Supplemental roadway projects 000901	10.20%	9,282,000	20
21 GRADE SEPARATION	100258	15.00%	- (1)	21
22 SAN MATEO COUNTY FERRY SERVICE	100264	2.00%	- (1)	22
23				23
24 TOTAL MEASURE A CATEGORIES			41,405,000	24
25 STAFF SUPPORT		1.00%	910,000	25
26 TOTAL MEASURE A SALES TAX			75,530,000	26
27				27
28 MEASURE W ANNUAL ALLOCATIONS:				28
	<u>LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS</u>			
29	ALLOCATION TO LOCAL ENTITIES	10.00%	9,100,000	29
30				30
31 MEASURE W CATEGORIES:*				31
32 COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS		22.50%	20,475,000	32
33 LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS				33
34	<u>GRADE SEPARATION</u>	2.50%	2,275,000	34
35 BICYCLE AND PEDESTRIAN IMPROVEMENTS		5.00%	4,550,000	35
36 REGIONAL TRANSIT CONNECTIONS		10.00%	9,100,000	36
37 TOTAL MEASURE W CATEGORIES			36,400,000	37
38				38
39 (1) The FY2020 proposed budget does not include Grade Separation and Ferry that was previously included in budgets in FY2017 and FY2010				39
40 per resolutions 2016-25 and 2009-09.				40
41 The budget authority for Grade Separation was increased in FY2017 to include future years' budget authority for the 25th Ave Grade Separation Project.				41
42 The budget authority for Ferry was increased in FY2010 to include future years' budget authority for the South San Francisco Ferry Terminal.				42
43				43
44 *Starting in FY2020, the TA will receive 50% of a Half Cent Sales tax (Measure W).				44

RESOLUTION NO. 2019 –

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

ADOPTING A BUDGET IN THE AMOUNT OF \$124,796,588 FOR FISCAL YEAR 2020

WHEREAS, Section 131265(a) of the California Public Utilities Code requires the San Mateo County Transportation Authority ("Authority" or "TA") Board of Directors to adopt an annual budget; and

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 6th, 2019; and

WHEREAS, the Executive Director has prepared and presented to the Board of Directors the proposed budget for fiscal year 2020 which includes: Measure A Annual Allocations in the amount of \$33,215,000, Measure A Categories in the amount of \$41,405,000, Measure W Annual Allocations in the amount of \$9,100,000, Measure W Categories in the amount of \$36,400,000, Oversight in the amount of \$2,250,000, and Total Administrative Expenses in the amount of \$2,426,588.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2020, a copy of which is attached and incorporated herein as Attachments A and B.

Regularly passed and adopted the 6th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary



SAN MATEO COUNTY

**Transportation
Authority**

Proposed FY 2020 Budget

Board of Directors
June 6, 2019
Agenda Item # 12



Changes from May Board Meeting

Expenditures

- **Staff Support decrease \$97,747**
(Attachment A, Line 31)
- **Insurance Premium increased \$17,549**
(Attachment A, Line 33)



SAN MATEO COUNTY

**Transportation
Authority**

Proposed FY2020 Budget

Board of Directors
June 6, 2019

**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: **APPROVAL OF FIRST AMENDED AND RESTATED JOINT EXERCISE OF
POWERS AGREEMENT FOR THE SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AGENCY**

ACTION

The Joint TA-C/CAG Ad Hoc Committee recommends, and staff concurs, that the Board approve the First Amended and Restated Joint Exercise of Powers Agreement for the San Mateo County Express Lanes Joint Powers Agency (Attachment 1) to add "San Mateo County" to the name of the subject agency to better reflect its location and facilities.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) and City/County Association of Governments of San Mateo County (C/CAG) Boards approved a Joint Exercise of Powers Agreement (JEPA) to create a joint powers agency (JPA) to own, manage, contract for operation of, and collect toll revenues of express lanes in San Mateo County at their April and May 2019 Board meetings, respectively.

In the JEPA, the name of the JPA is specified as the "Express Lanes Joint Powers Authority." In order to better reflect both the location and identify of the JPA's facilities, staff and the Joint Ad Hoc Committee recommend that the legal name of the JPA, which is established by the JEPA, be amended to be "San Mateo County Express Lanes Joint Powers Authority." This change requires an amendment to the JEPA.

BUDGET IMPACT

There is no budget impact associated with this action.

BACKGROUND

The TA and C/CAG Boards decided at their February 2019 meetings to retain ownership of the San Mateo County Express Lanes. Since then, the Joint Ad Hoc Committee comprised of TA and C/CAG directors met several times to reach agreement on governance and staffing of the JPA, which culminated in the executed JEPA, which took effect on June 1, 2019.

**FIRST AMENDED AND RESTATED
JOINT EXERCISE OF POWERS AGREEMENT
FOR THE SAN MATEO COUNTY EXPRESS LANES**

THIS FIRST AMENDED AND RESTATED JOINT EXERCISE OF POWERS AGREEMENT ("Agreement"), is made and entered as of the ___ day of _____, 2019 by and between the San Mateo County Transportation Authority ("TA") and City/County Association of Governments of San Mateo County ("C/CAG"), each of which is a public entity duly organized and existing in the County of San Mateo under the constitution and laws of the State of California and individually or collectively called "Member" or "Members."

WITNESSETH:

WHEREAS, the Joint Exercise of Powers Act (California Government Code Section 6500 et seq., the "Act") authorizes the Members to enter into an agreement for the joint exercise of any power common to them and, by that agreement, create an entity that is separate from each of the Members; and

WHEREAS, the TA was formed by the voters of San Mateo County in 1988 with the passage of the original Measure A and extended by the voters of the San Mateo County in 2004 pursuant to California Public Utilities Code Section 131000, et seq.; and

WHEREAS, C/CAG is a joint powers agency formed in 1990 pursuant to the Act by the County of San Mateo and the 20 cities and towns located in the County of San Mateo to be the responsible agency in San Mateo County to prepare and adopt the congestion management program per California Government Code Section 65089 et seq., and which develops and implements countywide plans required under additional State laws, particularly concerning transportation, air quality, storm water runoff, hazardous waste, solid waste and recycling, and serves as the Congestion Management Agency for the County of San Mateo; and

WHEREAS, the TA and C/CAG are the co-sponsors of the US-101 Express Lanes Project ("Project"), which includes (i) the conversion of the existing High Occupancy Vehicle ("HOV") lanes into express lanes from the northern terminus of the Santa Clara County express lanes to the Whipple Road Interchange and (ii) the construction of new express lanes from Whipple Road to north of I-380 in San Mateo County. When completed, the Project will provide continuous express lanes in San Mateo County, in both the northbound and southbound directions of US-101; and

WHEREAS, by this Agreement, the Members desire to create a joint powers agency to apply to the California Transportation Commission to own, administer, and manage the operations of the Project; to share in the ownership, administration, and management of

any potential future express lanes within San Mateo County ; to set forth the terms and conditions governing the management, operation, financing, and expenditure of revenues generated by express lanes in San Mateo County; and to exercise the powers described herein and as provided by law (including but not limited to California Streets and Highways Code Section 149.7, as it now exists and may hereafter be amended).

WHEREAS, on April 11, 2019, the C/CAG Board approved the Joint Exercise of Powers Agreement for the San Mateo County Express Lanes, and, on May 2, 2019, the TA Board approved that Agreement, and the C/CAG and TA now wish to amend and restate that Agreement to revise the name of the joint powers agency to better reflect the location and identity of the agency.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the Members hereto agree as follows:

ARTICLE I

DEFINITIONS

Section 1.1. Definitions. For the purposes of this Agreement, the following words have the following meanings:

“Act” means the Joint Exercise of Powers Act of the State of California, California Government Code Section 6500 et seq., as they now exist or may hereafter be amended.

“Agreement” means this Joint Exercise of Powers Agreement.

“Bay Area Infrastructure Financing Authority” or “BAIFA” means the joint powers authority between the Metropolitan Transportation Commission and the Bay Area Toll Authority, which oversees the planning, financing, construction and operation of freeway express lanes and related transportation projects in the San Francisco Bay Area.

“Board of Directors” or “Board” means the governing body of the San Mateo County Express Lanes JPA.

“Indebtedness” means bonds, notes or other obligations of the San Mateo County Express Lanes JPA issued pursuant to any provision of law which may be used by the San Mateo County Express Lanes JPA for the authorization and issuance of debt, including bonds, notes, or other obligations.

“Bond Law” means Article 2 of the Act, as now or hereafter amended, or any other law hereafter legally available for use by the San Mateo County Express Lanes JPA in the authorization and issuance of bonds to finance needed public facilities or services.

“Caltrans” means the California State Department of Transportation, which owns the right-of-way and roadway on which the express lanes will operate.

"C/CAG" means the City/County Association of Governments of San Mateo County, a sponsor of the Project during Project initiation and co-sponsor of the Project during environmental, and design and build phases.

"Controller" means the Controller of the San Mateo County Express Lanes JPA designated pursuant to Section 4.7 of this Agreement.

"County" means the County of San Mateo, State of California.

"Expenditure Plan" means a policy document establishing the plan for use of express lane revenues to facilitate travel in the corridor where tolls are collected, as required by California Streets and Highways Code section 149.7, as it now exists and may hereafter be amended.

"Fiscal year" means the period from July 1st to and including the following June 30th, or such other period as the Board may specify by resolution.

"Gross Revenues" means all revenues received by the San Mateo County Express Lanes JPA for the operations of express lanes, including but not limited to tolls and interest on funds of the San Mateo County Express Lanes JPA.

"Joint Facilities" means all facilities, equipment, resources and property to be managed and operated by the San Mateo County Express Lanes JPA and, if and when acquired or constructed, any improvements and additions thereto and any additional facilities or property acquired or constructed by the San Mateo County Express Lanes JPA or either of the Members related to express lanes in the County.

"San Mateo County Express Lanes Joint Powers Authority" or "San Mateo County Express Lanes JPA" means the joint powers authority established by this Agreement as authorized by California Government Code Section 6503.5.

"Member" or "Members" means each party, individually or collectively, respectively, to this Agreement (e.g., the TA and C/CAG).

"Secretary" means the secretary of the San Mateo County Express Lanes JPA appointed pursuant to Section 4.6 of this Agreement.

"State" means the State of California.

"TA" means the San Mateo County Transportation Authority, a co-sponsor of the Project during Project environmental, and design and build phases.

"Treasurer" means the Treasurer of the San Mateo County Express Lanes JPA designated pursuant to Section 4.7 of this Agreement.

ARTICLE II

GENERAL PROVISIONS

Section 2.1. San Mateo County Express Lanes JPA.

(a) Pursuant to Section 6503.5 of the Act, the parties to this Agreement hereby recognize and confirm the continued existence of a public entity separate and independent from the Members, hereafter to be known as the "San Mateo County Express Lanes Joint Powers Authority" or "SMC Express Lanes JPA," pursuant to the terms and conditions set forth in this Agreement.

(b) Within thirty (30) days after the effective date of this Agreement, and after any amendment, the SMC Express Lanes JPA must cause a notice of such Agreement or amendment to be prepared and filed with the office of the California Secretary of State containing the information required by California Government Code Section 6503.5.

(c) Within thirty (30) days after the effective date of this Agreement, and after any amendment, the SMC Express Lanes JPA must cause a copy of such Agreement or amendment to be filed with the State Controller pursuant to California Government Code Section 6503.6.

(d) Within ten (10) days after the effective date of this Agreement, the SMC Express Lanes JPA must cause a statement of the information concerning the SMC Express Lanes JPA, required by California Government Code Section 53051, to be filed with the office of the California Secretary of State and with the County Clerk, amending and clarifying the facts required to be stated pursuant to subdivision (a) of Government Code Section 53051.

Section 2.2. Purpose. The purpose of the SMC Express Lanes JPA is to exercise the common powers of the Members to:

- (a) Own, manage, operate and maintain the Joint Facilities under authorities such as California Streets and Highways Code Section 149.7;
- (b) Collect toll and any other revenues generated by the Joint Facilities;
- (c) Implement the financing, acquisition, and construction of additions and improvements to the Joint Facilities;
- (d) Enter into and manage contracts, which may include but are not limited to the following:
 - i. the Express Lanes Operation Contract with BAIFA;
 - ii. a maintenance contract with Caltrans; and

- iii. an enforcement contract with the California Highway Patrol;
- (c) Oversee BAIFA's operation of the facility;
- (d) Make policy decisions related to the express lane operations in the County, including but not limited to setting tolls to cover costs (operating and maintaining facility; administering system; covering BAIFA contract) and setting revenue generation targets;
- (e) Prepare and adopt the plan for expenditure of toll lane revenues within the corridor in which they are collected;
- (f) Implement or contract for implementation of such expenditure plan;
- (g) Create and implement an equity program associated with express lanes in the County, if desired; and
- (h) Issue and repay Indebtedness of the SMC Express Lanes JPA

Each of the Members is authorized to exercise all such powers (except the power to issue and repay Indebtedness of the SMC Express Lanes JPA) pursuant to its organic law, and the SMC Express Lanes JPA is authorized to issue and provide for the repayment of Indebtedness pursuant to the provisions of the Bond Law or other applicable law.

Section 2.3. Term. The Effective Date of this Agreement is June 1, 2019. This Agreement will continue in effect until such time as all of the following have occurred: (i) all Indebtedness, if any, and the interest thereon issued by the SMC Express Lanes JPA under the Bond Law, the Act or other applicable law have been paid in full or provision for such payment have been made, (ii) the SMC Express Lanes JPA and the Members have paid all sums due and owing pursuant to this Agreement or pursuant to any contract executed pursuant to this Agreement, and (iii) dissolution has occurred pursuant to Section 3.3.

ARTICLE III

POWERS AND OBLIGATIONS OF SMC EXPRESS LANES JPA

Section 3.1. General Powers. The SMC Express Lanes JPA will have the power in its own name to exercise any and all common powers of its Members reasonably related to the purposes of the SMC Express Lanes JPA, including, but not limited to, the powers to:

- (a) Seek, receive and administer funding from any available public or private source, including toll and any other revenues and grants or loans under any available federal, state, and local programs for assistance in achieving the purposes of the SMC Express Lanes JPA;

- (b) Contract for the services of engineers, attorneys, planners, financial and other necessary consultants, and/or other public agencies;
- (c) Make and enter into any other contracts;
- (d) Employ agents or officers;
- (e) Acquire, lease, construct, own, manage, maintain, dispose of or operate (subject to the limitations herein) any buildings, works, or improvements, including but not limited to the Joint Facilities;
- (f) Acquire, hold, manage, maintain, or dispose of any other property by any lawful means, including without limitation gift, purchase, lease, lease-purchase, license, or sale;
- (g) Incur all authorized Indebtedness;
- (h) Receive gifts, contributions, and donations of property, funds, services, and other forms of financial or other assistance from any persons, firms, corporations, or governmental entities; and
- (i) Sue and be sued in its own name; and
- (j) Seek the adoption or defeat of any federal, state, or local legislation or regulation necessary or desirable to accomplish the stated purposes and objectives of the SMC Express Lanes JPA; and
- (k) Adopt rules, regulations, policies, plans, programs, bylaws, and procedures governing the operation of the SMC Express Lanes JPA and the Joint Facilities;
- (l) Invest any money in the treasury pursuant to California Government Code Section 6505.5 that is not required for the immediate necessities of the SMC Express Lanes JPA, as the SMC Express Lanes JPA determines is advisable, in the same manner and upon the same conditions as local agencies, pursuant to California Government Code Section 53601, as it now exists or may hereafter be amended;
- (m) Carry out and enforce all the provisions of this Agreement; and
- (n) Exercise all other powers not specifically mentioned herein, but common to the Members, and authorized by California Government Code Section 6508 as it now exists or may hereafter be amended.

Section 3.2. Specific Powers and Obligations.

- (a) Audit. The records and accounts of the SMC Express Lanes JPA must be audited annually by an independent certified public accountant, and copies of such audit report must be filed with the State Controller and the County Auditor and will be

provided to each Member no later than fifteen (15) days after receipt of such audit reports by the SMC Express Lanes JPA. The Board of Directors may, by unanimous vote, replace the annual audit with an audit covering up to a two-year period.

(b) Securities. The SMC Express Lanes JPA may use any statutory power available to it under the Act and any other applicable laws of the State of California, whether heretofore or hereinafter enacted or amended, for issuance and sale of any Bonds or other evidences of indebtedness necessary or desirable to finance the exercise of any power of the SMC Express Lanes JPA, and may borrow from any source including, without limitation, the federal government, for these purposes.

(c) Liabilities. The debts, liabilities, and obligations, whether contractual or non-contractual, of the SMC Express Lanes JPA will be the debts, liabilities, and obligations of the SMC Express Lanes JPA alone, and not the debts, liabilities, or obligations of the Members or their member entities.

(d) Hold Harmless and Indemnification. To the fullest extent permitted by law, the SMC Express Lanes JPA agrees to save, indemnify, defend, and hold harmless each Member from any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses, or costs of any kind, whether actual, alleged, or threatened, including attorneys' fees and costs, court costs, interest, defense costs, and expert witness fees, where the same arise out of, or are in any way attributable in whole or in part, to negligent acts or omissions of the SMC Express Lanes JPA or its officers, or agents or the employees, officers, or agents of any Member while acting within the course and scope of an agency relationship with the SMC Express Lanes JPA.

(e) Manner of Exercise. For purposes of California Government Code Section 6509, the powers of the SMC Express Lanes JPA will be exercised subject to the restrictions upon the manner of exercising such powers as are imposed upon the TA.

(f) Review of Agreement. This Agreement will be reviewed every four (4) years by the Members, but its terms and conditions may be reviewed more frequently whenever the Members agree to do so. Upon the completion of every such review, the SMC Express Lanes JPA will prepare a report regarding any recommended changes to the Agreement and transmit such report to each of the Members.

Section 3.3. Dissolution of SMC Express Lanes JPA.

(a) Notice. Either Member can express its intent to dissolve the SMC Express Lanes JPA with at least 12 months' written notice.

(b) Intent. Such intent may be expressed by the TA only upon a two-thirds (2/3) vote of its Board of Directors. Such intent may be expressed by C/CAG only upon a vote by a majority of its Board of Directors and only when the members voting in favor of such action represent a majority of the population of the County.

(c) Agreement with Successor Entity. The SMC Express Lanes JPA cannot be dissolved until a successor entity, qualified by State law then in-effect, has agreed to (i) assume ownership of the SMC Express Lanes JPA's Joint Facilities and other assets, (ii) provide for the assumption or discharge of the SMC Express Lanes JPA's Indebtedness and other liabilities, and (iii) carry out all duties associated with operation and maintenance of the express lanes and management of the expenditure of the Gross Revenues. Such agreement must be expressed in a contract between the successor entity, the SMC Express Lanes JPA, the TA and C/CAG, which may be executed only upon approval of (i) a two-thirds (2/3) vote of the TA Board of Directors, (ii) a majority vote of the C/CAG Board of Directors and only when the members voting in favor of such action represent a majority of the population of the County, and (iii) a super majority (five (5) votes) of the SMC Express Lanes JPA Board of Directors.

ARTICLE IV

ORGANIZATION, GOVERNANCE AND FUNCTIONS OF SMC EXPRESS LANES JPA

Section 4.1. Governing Board.

(a) The Board will govern the SMC Express Lanes JPA in accordance with this Agreement and will have three (3) Board members per Member.

(b) Each Board member will serve for a term of two years, although a Board member may be removed during his or her term or re-appointed for multiple terms at the pleasure of the appointing authority.

(c) All voting power of the SMC Express Lanes JPA will reside in the Board.

(d) Each Board member will cease to be a member of the Board when such member ceases to hold office on the legislative body of the Member that appointed him or her. Vacancies will be filled by the respective appointing Member in the same manner as initial appointments.

(e) The composition of the Board and the Members' appointments to fill vacancies should reflect a balanced representation from the different regions of the County.

Section 4.2. Compensation and Expense Reimbursement.

(a) All Board members are entitled to a stipend for attending each Board meeting upon the enactment of a resolution of the Board to authorize such stipends.

(b) A Board member may waive the compensation to which he or she would otherwise be entitled under the preceding paragraph by notifying the Secretary in writing that he or she expressly and irrevocably waives any such compensation that he or she would otherwise be entitled to be paid in the future for services as a Board member.

This written waiver must: (i) be voluntary; (ii) be irrevocable; (iii) expressly waive any and all future compensation to which the Board member may be entitled under this Section 4.2; (iv) acknowledge that, by waiving compensation, the Board member understands he or she is not entitled to any compensation he or she would otherwise be eligible to receive pursuant to this Section 4.2; (v) acknowledge that the amount of the waived compensation will be retained in the SMC Express Lane JPA's general assets; and (vi) be dated and signed by the Board Member and filed with the Secretary before the compensation is paid. The Secretary must retain the original copy of a Board member compensation waiver in accordance with a record retention policy established by the Board in full accordance with all applicable statutory requirements.

(c) Each Board member will be reimbursed for reasonable and necessary expenses actually incurred in the conduct of the SMC Express Lanes JPA's business, pursuant to an expense reimbursement policy established by the Board in full accordance with all applicable statutory requirements.

Section 4.3. Conflicts of Interest.

(a) Political Reform Act. Board members will be considered "public officials" within the meaning of the Political Reform Act of 1974, as amended, and its regulations, for purposes of financial disclosure, conflict of interest, and other requirements of such Act and regulations, subject to a contrary opinion or written advice of the California Fair Political Practices Commission. The SMC Express Lanes JPA must adopt a conflict-of-interest code in compliance with the Political Reform Act.

(b) Levine Act. Board members are "officials" within the meaning of California Government Code Section 84308 et seq., commonly known as the "Levine Act," and therefore subject to the restrictions of such act on the acceptance, solicitation, or direction of contributions.

Section 4.4. Board Meetings

(a) Time and Place. The Board will meet quarterly, or more often as needed, at a place designated by the Board with the location included in the notice of each meeting under the Ralph M. Brown Act, California Government Code Section 54950 et seq. The date, time and place of regular meetings of the Board will be designated on a meeting calendar adopted by the Board each year.

(b) Call and Conduct. All meetings of the Board will be called and conducted in accordance with the provisions of the Ralph M. Brown Act, other applicable law, and Rosenberg's Rules of Order.

(c) Quorum. Four (4) Board members will constitute the quorum of the Board required to conduct a meeting of the Board.

(d) Rules. The Board may adopt from time to time such bylaws, rules, and regulations for the conduct of meetings of the Board and of the affairs of the SMC Express Lanes JPA consistent with this Agreement and other applicable law.

(e) Minutes. The Secretary will cause minutes of all meetings of the Board to be drafted and mailed to each Member promptly after each meeting. Upon approval by the Board, such minutes will become a part of the official records of the SMC Express Lanes JPA.

Section 4.5. Voting.

(a) All actions of the Board will require five (5) Board members to be present for voting.

(b) Except as set forth in paragraph (c), below, actions of the Board require the affirmative vote of at least four (4) Board members. Board members may not cast proxy or absentee votes. Each member will have an equal vote.

(c) Adoption or amendment of an Expenditure Plan, or approval of an agreement with a successor agency as a prerequisite for dissolution of the SMC Express Lanes JPA under paragraph 3.3 (c), requires the affirmative vote of at least five (5) Board members.

Section 4.6. Officers.

(a) The Board will elect a Chair and Vice-Chair from among its members, and will appoint a Secretary who may, but need not, be a member of the Board. The Chair and Vice Chair will serve one-year terms and must be appointees of different Members. The Chair and Vice Chair positions must be held by appointees of alternating Members in alternating years (e.g., in Year 1, one of Member A's appointees will be the Chair and one of Member B's appointees will be the Vice Chair; the opposite will be true in Year 2). This rotation and the term of office may be altered as designated in rules or bylaws established by the Board. The officers will perform the duties normal to said offices as described below. If the Chair or Vice Chair ceases to be a member of the Board, the resulting vacancy will be filled, for the remainder of the vacant term, at the next meeting of the Board held after each vacancy occurs.

(b) Chair. The Chair will preside over all meetings of the board and will sign all contracts on behalf of the SMC Express Lanes JPA, except contracts that the Board may authorize an officer or agent, or employee of the SMC Express Lanes JPA to sign. The Chair will perform such other duties as may be imposed by the Board in accordance with law and this Agreement.

(c) Vice-Chair. The Vice-Chair will act, sign contracts, and perform all of the Chair's duties in the absence of the Chair.

(d) Secretary. The Secretary must countersign contracts signed on behalf of the SMC Express Lanes JPA, and will be the official custodian of all records of the SMC Express Lanes JPA. The Secretary will attend to such filings as required by applicable law. The Secretary will perform such other duties as may be imposed by the Board.

Section 4.7. Fiscal Agent/Auditor/Controller and Treasurer. The TA is designated as the Fiscal Agent of the SMC Express Lanes JPA. The San Mateo County Transit District (as managing agency of the TA) will serve as the Auditor/Controller and Treasurer of the SMC Express Lanes JPA. The Treasurer will be the depository and will have custody of all of the accounts, funds, and money of the SMC Express Lanes JPA from whatever source. The Auditor/Controller and the Treasurer will perform the duties and functions, assume the obligations and authority set forth in Sections 6505, 6505.5 and 6505.6 of the Act, and assure strict accountability of all funds and reporting of all receipts and disbursements of the SMC Express Lanes JPA. The Auditor Controller and Treasurer are designated as having charge of, handling or having access to funds or property of the SMC Express Lanes JPA for purposes of the Official's Bond required under Section 6505.5 of the Act and Section 4.10 of this Agreement.

The SMC Express Lanes JPA may change the Fiscal Agent, Auditor/Controller and/or Treasurer, and/or appoint other persons possessing the qualifications set forth in Section 6505.5 of the Act to these offices, by resolution of the Board of Directors. The designations set forth in this Section 4.7 will be considered concurrently with consideration of amendments to Attachment A as described in Section 4.8 of the Agreement.

Section 4.8. Staffing. C/CAG and the TA recognize the benefits that their respective organizations and staff support bring to the SMC Express Lanes JPA. Both agencies will make their best efforts to provide staff resources to the SMC Express Lanes JPA as may be required or requested by the SMC Express Lanes JPA. Upon execution of this Agreement, staffing for the SMC Express Lanes JPA will be provided in accordance with the model set forth in Attachment A to this Agreement. The SMC Express Lanes JPA may amend Attachment A from time to time by resolution of the Board of Directors.

Section 4.9. Additional Officers and Consultants. The Board may appoint any additional officers deemed necessary or desirable. Such additional officers also may be officers or employees of a Member or of the SMC Express Lanes JPA. The Board may also retain such other consultants or independent contractors as may be deemed necessary or appropriate to carry out the purposes of this Agreement.

Section 4.10. Official's Bond. The officers or persons designated to have charge of, handle, or have access to any funds or property of the SMC Express Lanes JPA will be so designated and empowered by the Board. Each such officer or person will be required to file an official bond with the SMC Express Lanes JPA in an amount established by the Board. Should the existing bond or bonds of any such officer or persons be extended to cover the obligations provided herein, said bond will be the

official bond required herein. The premiums on any such bonds attributable to the coverage required herein will be appropriate expenses of the SMC Express Lanes JPA. If it is prudent to do so, the SMC Express Lanes JPA may procure a blanket bond on behalf of all such officers and persons.

Section 4.11. Status of Officers. All of the privileges and immunities from liability, exemption from laws, ordinances, and rules, all pension, relief, disability, worker's compensation, and all other benefits that apply to the activity of officers or agents of the SMC Express Lanes JPA when performing their respective functions within the territorial limits of a Member will apply to them to the same degree and extent while engaged in the performance of any of their functions and duties under the provisions of this Agreement and Chapter 5 of Division 7 of Title 1 of the California Government Code, commencing with Section 6500. However, none of the officers or agents appointed by the Board will be deemed to be employed by any of the Members or to be subject to any of the requirements of such Members by reason of their appointment or employment by the SMC Express Lanes JPA.

Section 4.12. Committees. The Board may create permanent or ad hoc committees to give advice to the Board of Directors on such matters as may be referred to such committees by the Board. Qualified persons will be appointed to such committees by the Board and each such appointee will serve at the pleasure of the Board. All regular, adjourned, and special meetings of such committees will be called and conducted in accordance with the applicable requirements of the Ralph M. Brown Act, Government Code Section 54950 et seq., as it now exists or may hereafter be amended, and all other applicable law.

ARTICLE V

OPERATIONS AND FACILITIES

Section 5.1. Assumption of Responsibilities by the SMC Express Lanes JPA. As soon as practicable after the date of this Agreement, the Members must appoint their representatives to the Board. At its first meeting, the Board will elect a Chair and Vice-Chair, and appoint a Secretary as prescribed in Article IV.

Section 5.2. Delegation of Powers; Transfer of Records, Accounts, Funds and Property. Each of the Members hereby delegates to the SMC Express Lanes JPA the power and duty to maintain, operate, manage, and control the Joint Facilities, as they may be expanded from time to time, and revenues generated by express lanes in the County.

Section 5.3. Joint Facilities Costs, Reserves and Capital. Upon the organization of the Board, the SMC Express Lanes JPA will assume financial responsibility for the improvement, alteration, maintenance, and operation of the Joint Facilities and will pay all contractual and administrative expenses of the SMC Express Lanes JPA. Once revenues are generated by express lanes in the County, the SMC Express Lanes JPA will establish reasonable reserves and undertake appropriate capital projects to

maintain the Joint Facilities. The Members acknowledge that the SMC Express Lanes JPA likely will be required to incur Indebtedness for contractual and administrative expenses before and after express lanes are operational.

ARTICLE VI

BUDGET AND OTHER FINANCIAL PROVISIONS

Section 6.1. Fiscal Year. The SMC Express Lanes JPA Fiscal Year will begin each July 1 and end on the following June 30.

Section 6.2 Annual Budget. The SMC Express Lanes JPA will adopt an annual budget for each fiscal year. Once the SMC Express Lanes JPA's first annual budget is adopted, no expenditures may be made by or on behalf of the SMC Express Lanes JPA unless authorized by a budget or budget amendment.

Section 6.4. Expenditures Within Approved Annual Budget. All expenditures within the limitations of the approved annual budget will be made in accordance with the rules, policies and procedures adopted by the Board.

Section 6.5. Disbursements. Warrants will be drawn upon the approval and written order of the Board, and the Board will requisition the payment of funds only upon approval of claims, disbursements, and other requisitions for payment in accordance with this Agreement and other rules, regulations, policies and procedures adopted by the Board.

Section 6.6. Accounts. All funds will be received, transferred, or disbursed by the Controller. The Treasurer will account for such funds separately, in accordance with the generally accepted accounting principles applicable to governmental entities, with strict accountability of all funds. All revenues, expenditures, and status of bank accounts and investments will be reported to the Board quarterly or as the Board may direct and, in any event, not less than annually, pursuant to procedures established by the Board.

ARTICLE VII

MISCELLANEOUS

Section 7.1. Amendments. This Agreement may be amended by a writing or writings executed by the Members approved by resolution of each Member's governing body.

Section 7.2. Notice. Any notice required to be given or delivered by any provision of this Agreement will be personally delivered or deposited in the U.S. Mail, registered or certified, postage prepaid, addressed to the Members at their addresses as reflected in the records of the SMC Express Lanes JPA, and will be deemed to have

been received by the Member to which the same is addressed upon the earlier of receipt or seventy-two (72) hours after mailing.

Section 7.3. Good Faith Negotiations. The Members acknowledge that differences between them and among the Board members may arise from time to time and agree to make good faith efforts to resolve any such differences via good faith negotiations among the Members or Board members, as the case may be. If such negotiations do not resolve the dispute, and no Member gives a notice to dissolve the SMC Express Lanes JPA as provided in this Agreement, then the Members may resolve disputes in any manner permitted by law or in equity.

Section 7.4. Attorney's Fees. In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding will be entitled to an award of its actual and reasonable attorney's fees, costs, and expenses incurred in the proceeding.

Section 7.5. Successors. This Agreement will be binding upon and inure to the benefit of any successor of a Member.

Section 7.6. Assignment and Delegation. No Member may assign any rights or delegate any duties under this Agreement without the written consent of the other Member, and any attempt to make such an assignment will be null and void for all purposes.

Section 7.7. Counterparts. This Agreement may be executed in one (1) or more counterparts, all of which together will constitute a single agreement, and each of which will be an original for all purposes.

Section 7.8. Severability. Should any part, term or provision of this Agreement be decided by any court of competent jurisdiction to be illegal or in conflict with any applicable law, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms, or provisions of this Agreement will not be affected thereby and to that end the parts, terms, and provisions of this Agreement are severable.

Section 7.9. Integration. This Agreement represents the full and entire Agreement among the Members with respect to the matters covered herein.

Section 7.10. Execution. The legislative bodies of the Members each have authorized execution of this Agreement, as evidenced by the respective signatures attested below.

IN WITNESS WHEREOF, the Parties have hereunder subscribed their names the day and year indicated below.

CITY/COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO
COUNTY (C/CAG)

By: _____

Name: _____

Its: _____

Attest:

C/CAG Clerk of the Board

Approved as to Form:

Legal Counsel for C/CAG

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY (TA)

By: _____

Name: _____

Its: _____

Attest:

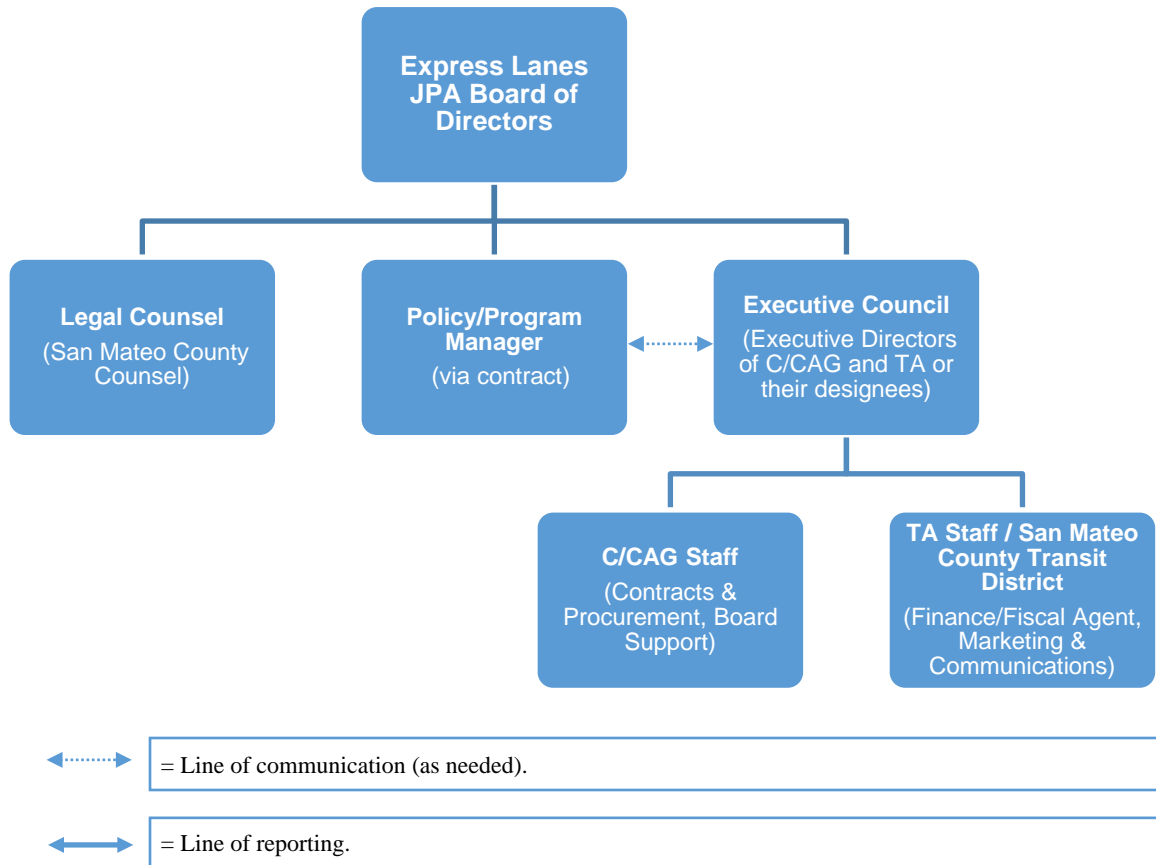
TA Secretary

Approved as to Form:

Legal Counsel for the TA

ATTACHMENT A

SAN MATEO COUNTY EXPRESS LANES JPA INITIAL STAFFING MODEL



A. The San Mateo County Express Lanes Joint Powers Authority (JPA) will retain an independent Policy/Program Manager via contract. That Manager will report directly to the JPA Board. He/she will also coordinate with the Executive Council as necessary. On a day-to-day basis, the Policy/Program Manager is expected to coordinate with any of the staff listed below under Sections (C) and (D) as necessary. The main duties of the Policy/Program Manager will be to:

- Seek input from the Executive Council and others, develop, and make recommendations to the JPA Board on policies including but not limited to tolling principles, toll ordinance, toll discounts, equity, and net revenue expenditure priorities.
- Collaborate with Bay Area Infrastructure Financing Authority (BAIFA) and make recommendations on toll system, and toll equipment maintenance and upgrades.
- Represent San Mateo County Express Lanes interests at regional and other express lanes forums, in collaboration with Executive Council.

- Collaborate with the Executive Council and all TA and C/CAG staff who provide service to the JPA on recommendations to the JPA Board, including but not limited to Toll Expenditure Plan and the JPA Budget.
 - Implement and support the management of contracts and agreements for the JPA in collaboration with the Executive Council.
 - Provide other support to the JPA Board as necessary.
- B. The JPA will have an Executive Council that consists of the Executive Director of the TA and the Executive Director of C/CAG. Each Executive Director may have one designee who will have full authority to act on behalf of the appointing Executive Director. The Executive Council may make recommendations to the JPA Board directly, or coordinate with the Policy/Program Manager on joint recommendations to the JPA Board. The Executive Council will also be responsible for negotiation of agreements with agencies to support the operations of the Express Lanes, including but not limited to the following: BAIFA to provide overall operation of the express lanes; Bay Area Toll Authority (BATA) to provide Fastrak® services; Caltrans for road maintenance; and California Highway Patrol (CHP) for enforcement. As soon as the Policy/Program Manager is on board, he/she will participate in such negotiations and contract preparation in collaboration with the Executive Council.
- C. The TA will be the Fiscal Agent for the JPA. The San Mateo County Transit District (District), which is the administering agency of the TA, will provide the following staffing for the JPA:
- Fiscal Agent and Finance
 - Budgeting and reporting
 - Accounting, including accounts payable and accounts receivables
 - Audits
 - Treasury
 - Marketing and Communications
 - Marketing use of the lanes
 - Promoting the broader benefits of the lanes
 - Media relations
 - Website creation and maintenance
 - Community relations (addressing community concerns about policies, operation of the lanes, etc.)

These staff will report to the TA Executive Director on day-to-day operations. Work performed by these staff on matters relating to the JPA will be approved by the Executive Council. These staff are expected to coordinate with the Policy/Program Manager.

D. C/CAG will provide the following staffing for the JPA:

- Contracts & Procurement
 - Procure, manage, and maintain all JPA contracts and agreements
 - Manage consultant work scope, cost and schedule
 - Review and approve invoices, and submit to TA for payments
 - Maintain contracts between JPA and other entities
- Board Clerk and Support
 - Board support to the JPA, including agenda, notices, and records of meetings
 - Serve as the Board Clerk
 - Manage public records requests
 - Ensure Form 700s are completed and filed

These staff will report to the C/CAG Executive Director on day-to-day operations. Work performed by these staff on matters relating to the JPA will be approved by the Executive Council. These staff are expected to coordinate with the Policy/Program Manager.

E. The JPA will contract with the San Mateo County Counsel's Office for legal support.

F. The JPA Board will revisit this staffing Plan, including all of the above provisions, the need of employees, and the effectiveness of the Executive Council, from time to time, but no later than two years from now or April 2021.

RESOLUTION NO. 2019 –

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

* * *

**APPROVING THE FIRST AMENDED AND RESTATED JOINT EXERCISE OF POWERS
AGREEMENT FOR THE SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AGENCY**

WHEREAS, on November 2, 2004, the voters of San Mateo County (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, by Resolution 2016-13, the TA became a co-sponsor of the 101 Corridor Managed Lanes Project (Project) with the City/County Association of Governments of San Mateo County (C/CAG); and

WHEREAS, at its February 7, 2019 meeting, the Board of Directors of the San Mateo County Transportation Authority approved the following: (1) the TA and C/CAG will retain ownership of the 101 Corridor Managed Lanes Project and contract with the Bay Area Infrastructure Financing Authority (BAIFA) to operate the express lanes on their behalf, subject to the California Transportation Commission (CTC)'s approval; and (2) the TA and C/CAG will form a joint powers agency (JPA) to exercise their shared rights and responsibilities as joint owners of the Project, which decisions were also made by the C/CAG Board of Directors on February 14, 2019; and

WHEREAS, the Joint TA-C/CAG Managed Lanes Ad Hoc Advisory Committee has since been discussing the details of the management and staffing structure of the JPA which culminated in the Joint Exercise of Powers Agreement (JEPA) between the TA and the C/CAG governing the ownership, management and operations of express lanes in San Mateo County; and

WHEREAS, by Resolution 2019-07, the Board of Directors of the San Mateo County Transportation Authority approved the JEPA and authorized the Chair of the TA to execute the JEPA on behalf of the San Mateo County Transportation Authority with C/CAG; and

WHEREAS, the name of the JPA in the JEPA, which took effect on June 1, 2019, is designated as "Express Lanes Joint Powers Authority"; and

WHEREAS, in order to better reflect both the location and identity of the JPA's facilities, the name of the JPA should be changed to "San Mateo County Express Lanes Joint Powers Agency," which requires amendment of the JEPA.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the Chair of the TA to execute the attached First Amended and Restated Joint Exercise of Powers Agreement on behalf of the San Mateo County Transportation Authority to amend the name of the Express Lanes Joint Powers Authority to be "San Mateo County Express Lanes Joint Powers Authority"; and

BE IT FURTHER RESOLVED, that the Board authorizes the Executive Director, or his designees, to take such other actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 6th day of June, 2019 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
General Manager/CEO

FROM: April Chan, Chief Officer, Planning, Grants/Transportation Authority
Michelle Bouchard, Chief Operating Officer, Rail

SUBJECT: **CALTRAIN BUSINESS PLAN**

ACTION

No action is required. This is a presentation to provide the TA Board a quarterly update on the Caltrain Business Plan activities and progress.

SIGNIFICANCE

Caltrain staff has prepared a quarterly update on the Caltrain Business Plan describing project activities and progress from January 2019 through April 2019. An expanded version of this presentation was given to a special session of the Peninsula Corridor Joint Powers Board at its May 2019 meeting. The full version of the quarterly update presentation is available here:

https://www.caltrain2040.org/wp-content/uploads/CBP_Quarterly_Board_Update_May2019.pdf

This update on the Business Plan is an opportunity for interested stakeholders to ask questions about project activities and to provide feedback on the Business Plan Process.

BACKGROUND

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of new high-performance electric trains. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system.

The initial concept for a Caltrain "Business Plan" was brought to the Caltrain Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. The Business Plan has been scoped to include long-range demand

modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in 2019.

Prepared By: Sebastian Petty

Senior Policy Advisor

650.622.7831

Caltrain Business Plan

PROJECT UPDATE – SPRING 2019



What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

Where Are We in the Process?



Electrification is the Foundation for Growth with Plans for More



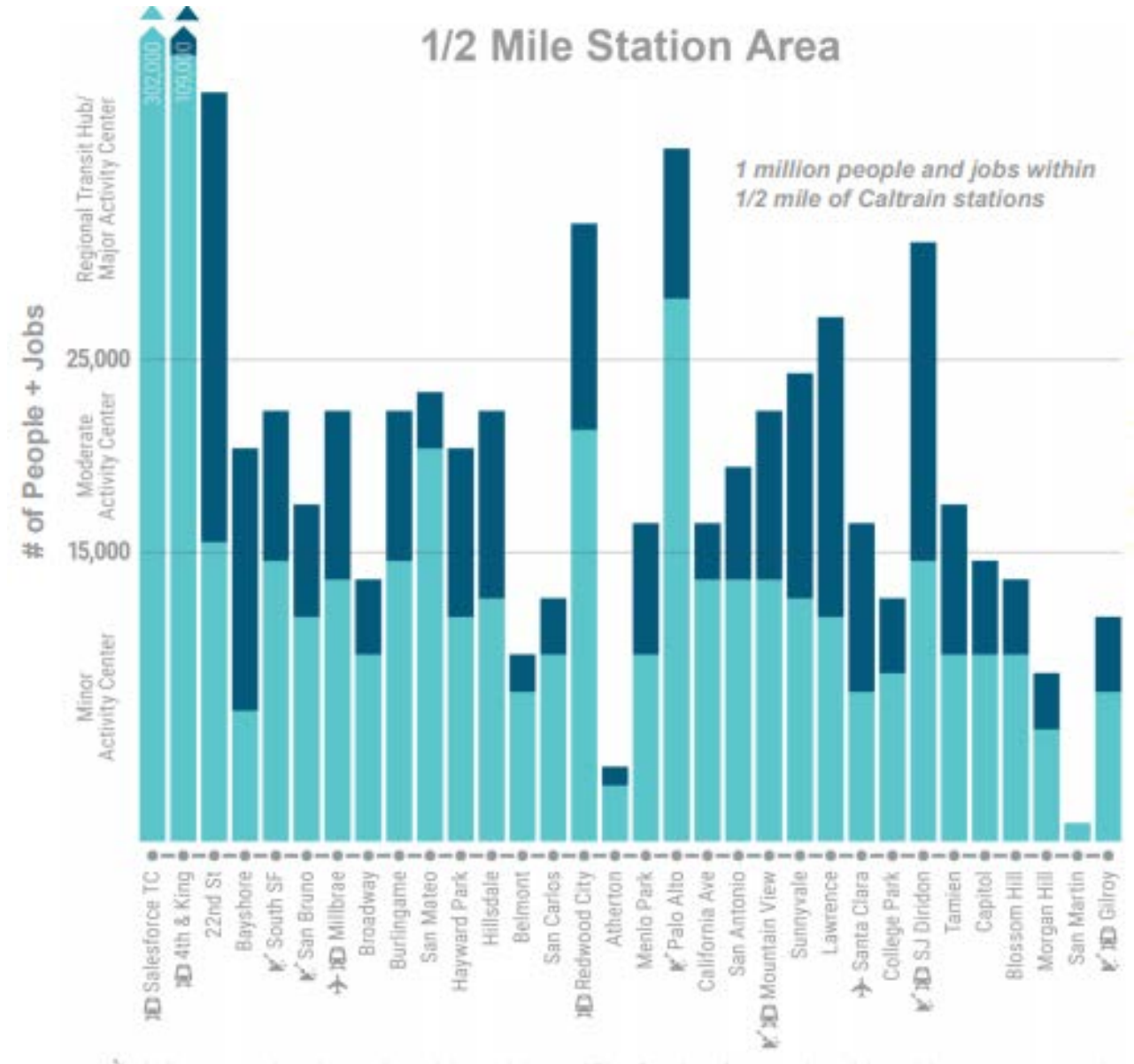
2040 Demand

The Caltrain corridor is growing

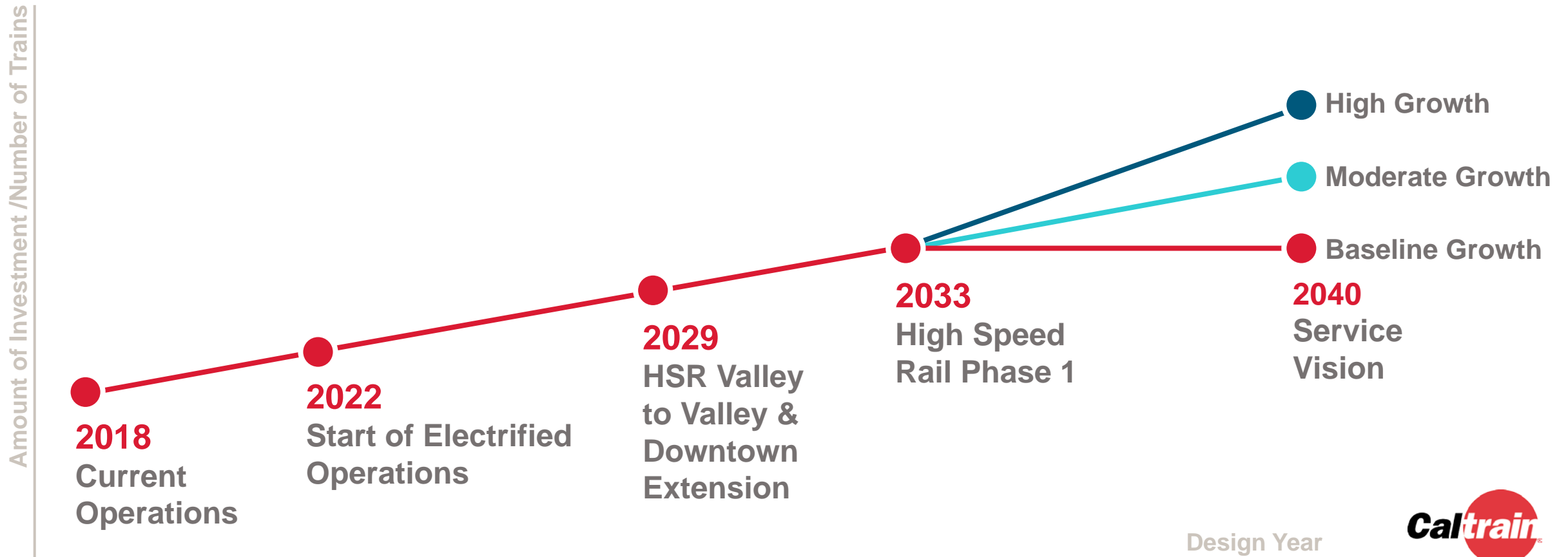
- By 2040 the corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)¹
- 80% growth expected in San Francisco and Santa Clara Counties

Major transit investments are opening new travel markets to Caltrain

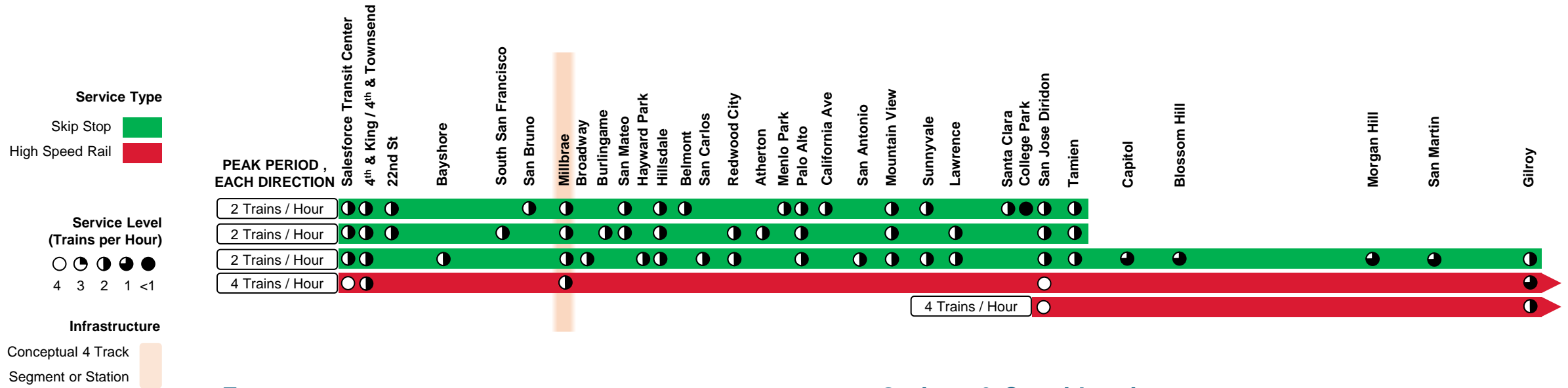
- Downtown Extension and Central Subway
- Dumbarton Rail, BART to San Jose, and improvements to Capitol Corridor and ACE
- HSR and Salinas rail



2040 Service Scenarios: Different Ways to Grow



2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

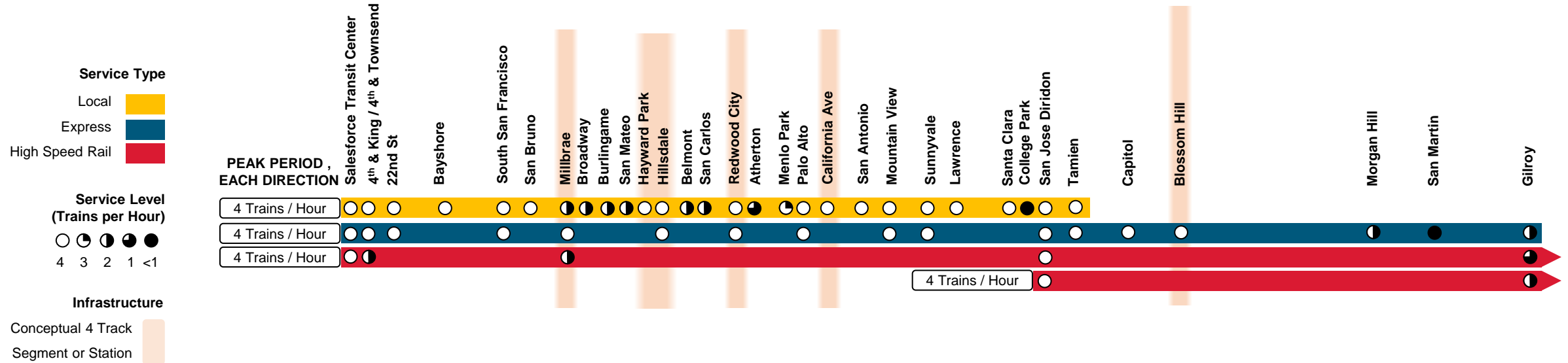
Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Moderate Growth Scenario (8 Caltrain + 4 HSR)



Features

- A majority of stations served by 4 TPH local stop line, but Mid-Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

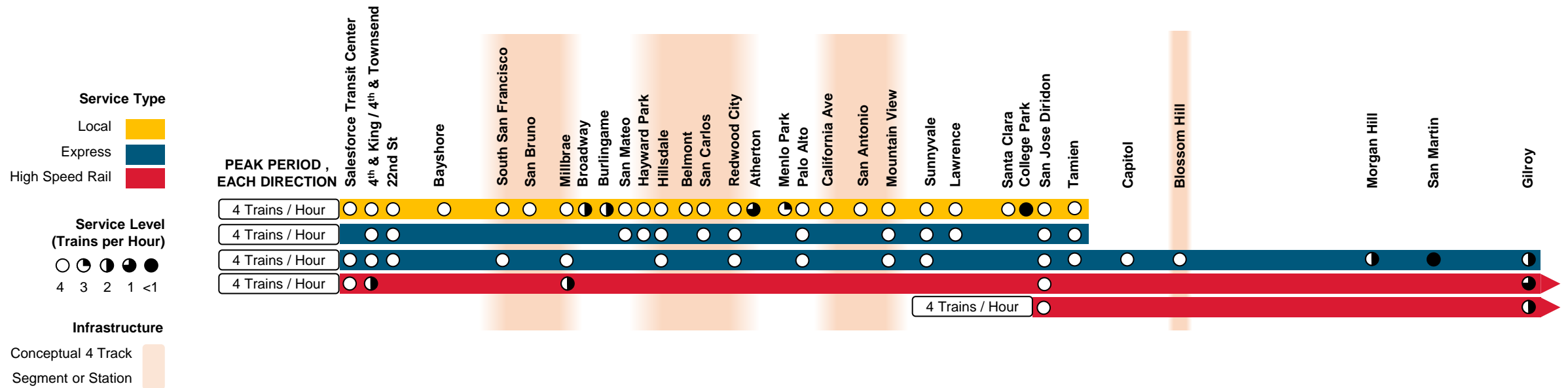
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

High Growth Scenarios (12 Caltrain + 4 HSR)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

Options & Considerations

- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis

Next Steps: Explorations and Integration

Examples;

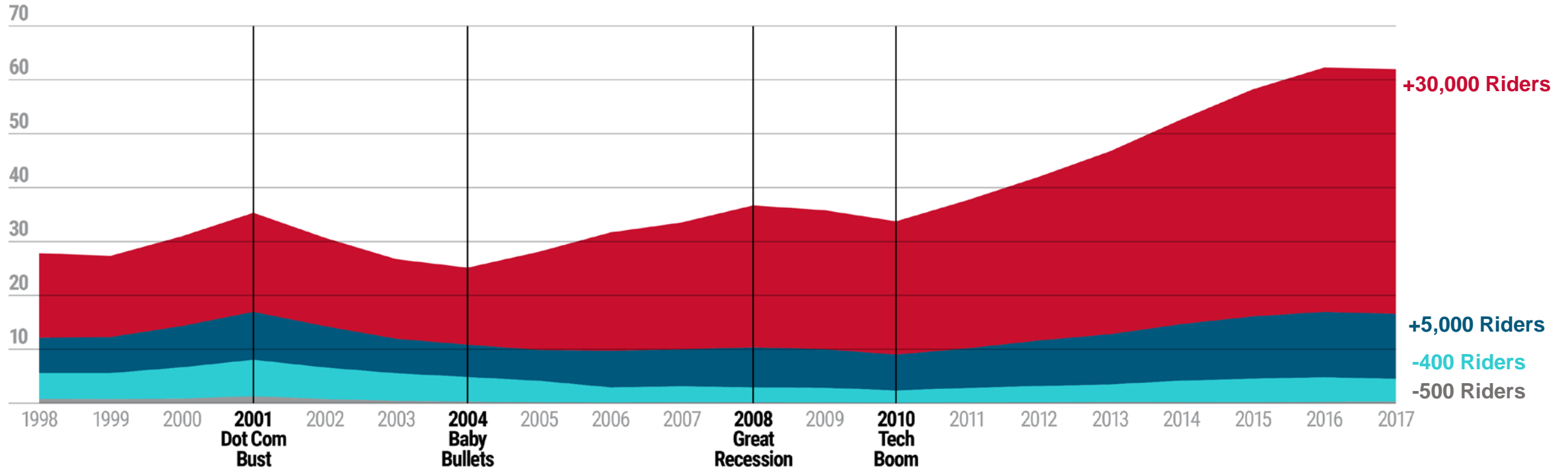
- Stopping pattern options and tradeoffs
- ACE and Capitol Corridor connections
- Monterey County connections
- Dumbarton service connection in Redwood City
- East Bay run-through service via second Transbay Tube



Ridership Growth Over Time

Change in Ridership (Thousands)

1998 – 2017



Top 8 Stations

4th & King, Millbrae, Hillsdale, Redwood City, Palo Alto, Mountain View, Sunnyvale, San Jose Diridon

Middle 8 Stations

22nd Street, Burlingame, San Mateo, San Carlos, Menlo Park, California Ave, Santa Clara, Tamien

Bottom 8 Stations

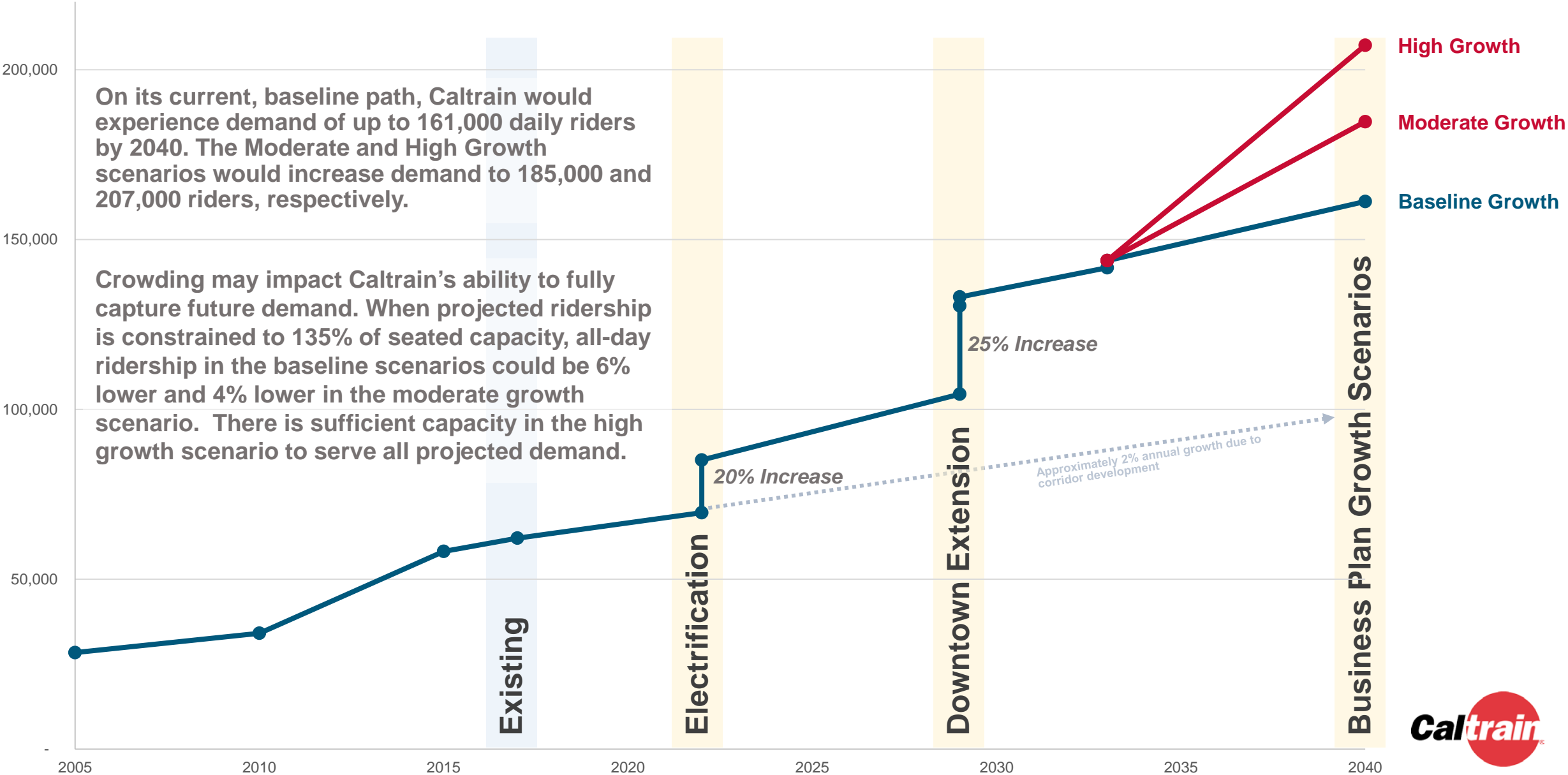
Bayshore, South San Francisco, San Bruno, Hayward Park, Belmont, San Antonio, Lawrence, College Park

Gilroy Service

Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy

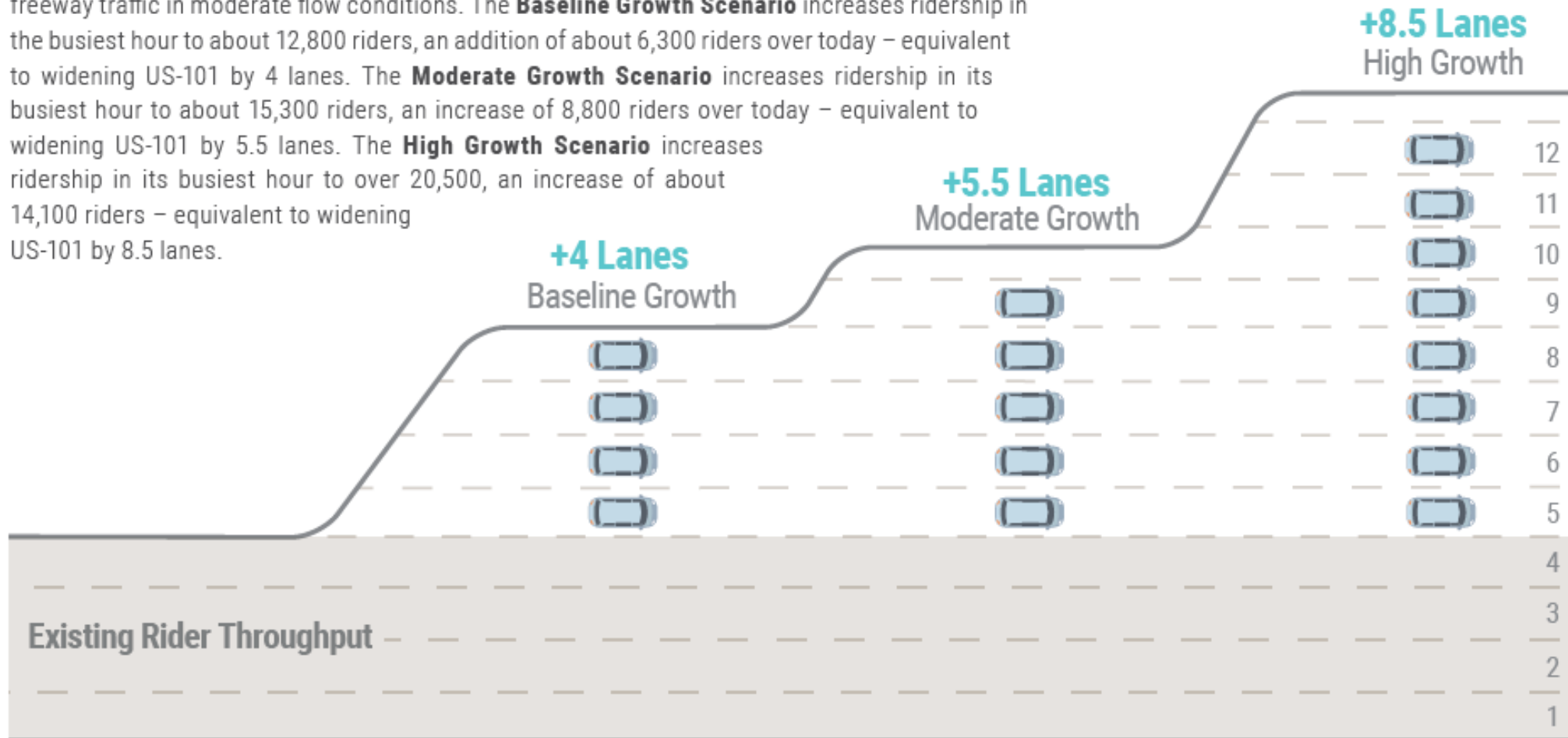


Ridership Projections



Trains vs. Lanes

Today, Caltrain serves about 6,500 riders during its busiest hour, which is equivalent to 4 lanes of freeway traffic in moderate flow conditions. The **Baseline Growth Scenario** increases ridership in the busiest hour to about 12,800 riders, an addition of about 6,300 riders over today – equivalent to widening US-101 by 4 lanes. The **Moderate Growth Scenario** increases ridership in its busiest hour to about 15,300 riders, an increase of 8,800 riders over today – equivalent to widening US-101 by 5.5 lanes. The **High Growth Scenario** increases ridership in its busiest hour to over 20,500, an increase of about 14,100 riders – equivalent to widening US-101 by 8.5 lanes.



*Assumes vehicle occupancy of 1.1 persons/vehicle and lane capacity of 1,500 vehicles/hour.



The Interface Between the Railroad and its Surrounding Communities Creates both Opportunities and Challenges

Local/Regional Mobility



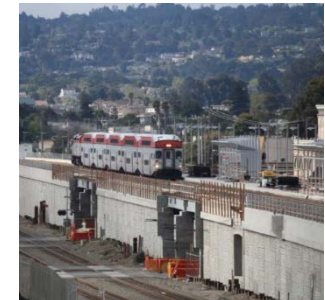
Place-Making



Noise/Vibration



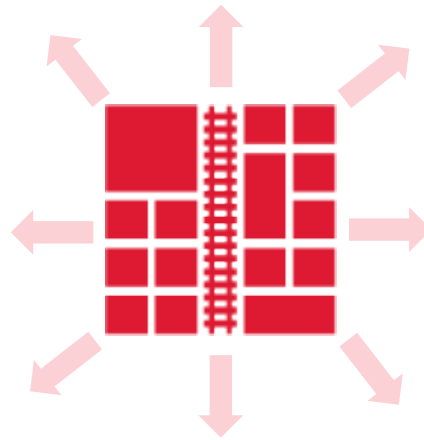
Physical Structures



Land Use Opportunities



Economic Development



Visual Impact



Traffic/Safety



Grade Separations are a Critical Investment

- 42 at-grade crossings on the corridor Caltrain owns between San Francisco and San Jose
- 28 additional at-grade crossings on the UP-owned corridor south of Tamien

At-Grade Crossing by County in Caltrain Territory

- San Francisco: 2 at-grade crossings
- San Mateo: 30 at-grade crossings
- Santa Clara: 10 at grade crossings
(with 28 additional crossings on the UP-owned corridor)

Today, during a typical weekday, Caltrain's at-grade crossings are traversed by approximately 400,000 cars. This is equivalent to the combined traffic volumes on the Bay Bridge and San Mateo Bridge

Grade Separations are a Critical Investment

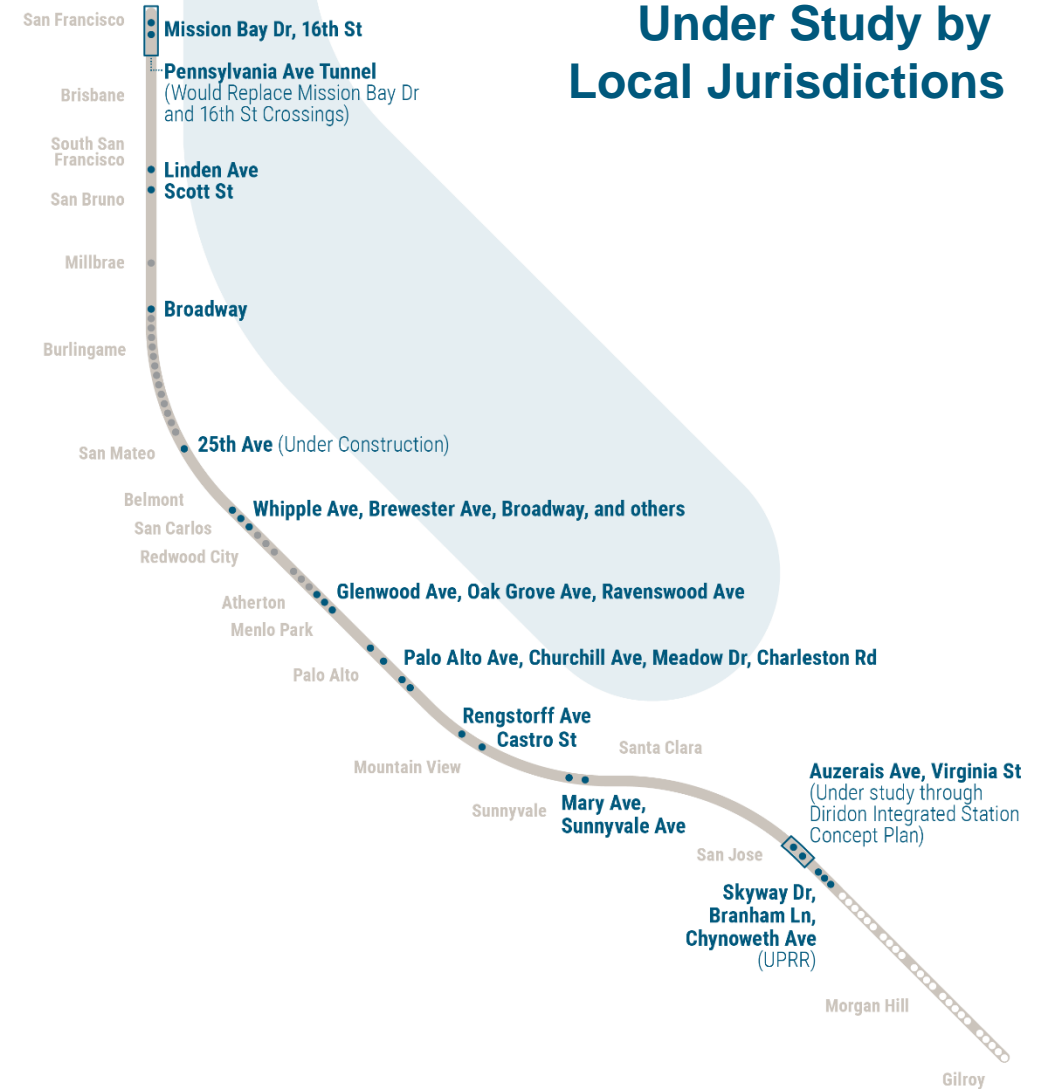
Calculating the Need

- Across the corridor, cities are undertaking studies and projects to look at grade separation
- Caltrain has accounted for all of these projects in our analysis of the potential need for grade separation in the corridor as well as additional investments
- In total, the Business Plan team estimates that the total need for investment in grade separations could be between \$8.5 and \$11 Billion dollars

Taking the Next Step

- Incorporate grade separation investments into Business Plan financial and funding analysis
- Develop corridor wide grade separation strategy addressing topics like;
 - Risk assessment and prioritization factors
 - Construction standards and methods
 - Project coordination and sequencing
 - Community resourcing and organizing
 - Funding analysis and strategy

Crossings With Grade Separations or Closures Planned or Under Study by Local Jurisdictions



How do we Choose a Service Vision?

Choosing a long range “Service Vision” is not just about picking which service pattern looks the best- it requires evaluating which package of service and investments will deliver the best value to the corridor and the region

Service



This update describes different **illustrative** 2040 service concepts that underlie each Growth Scenario. The different concepts shown are not proposals or recommendations. They represent an indicative **range of options** for how Caltrain service could grow given different levels of investment in the corridor

Business Case



During the spring of 2019 the Business Plan team will develop a detailed “Business Case” analysis for each of the different growth scenarios. The Business Case will quantify the financial implications and wider costs and benefits of each growth scenario



Next Steps & Outreach

Next Steps

Over the next two months the Business Plan team is working to complete a full set of draft materials to support Board consideration and adoption of a 2040 Service Vision

Ongoing Analysis

- Service simulation and integration analysis
- Capital costing and Operations and Maintenance Analysis
- Economic analysis and benefits calculations
- Organizational assessment
- Community Interface documentation and peer case studies

Upcoming Milestones

- Major Board Workshop targeted for **July 11** to review expanded set of materials and discuss recommended “Service Vision”
- Subsequent adoption of Service Vision in August timeframe pending Board discussion and stakeholder feedback

Next Steps Continued

Following Board designation of a long range “Service Vision” staff will work to complete a full Business Plan document by the end of 2019

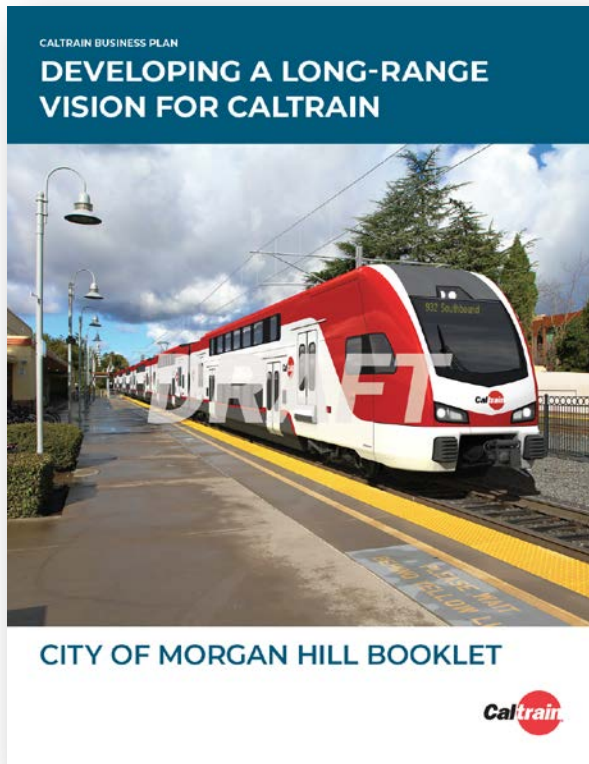
Work to be Undertaken following Board Adoption of a “Service Vision”

- Near- and mid-term service planning
- First- and last mile analysis
- Additional organizational analysis
- Funding analysis including;
 - Commercial revenue strategies
 - Potential new sources of funding

Engagement with Local Jurisdictions

Monthly Updates, Individual Meetings and Individualized Materials for 21 Local Jurisdictions

Website: www.caltrain2040.org



DRAFT CITY OF MORGAN HILL BOOKLET
CALTRAIN BUSINESS PLAN
A 2040 VISION FOR THE CORRIDOR

DRAFT CITY OF MORGAN HILL BOOKLET
HOW CALTRAIN IN MORGAN HILL IS USED TODAY

Riders Living in the City	0	Riders Working in the City	76%	Residents or Employees Riding 5+ Days Per Week	4/4	Resident Riders Per Capita	0.3%
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STATION CHARACTERISTICS

Station	Morgan Hill
Local Linkage	486/42
Mode of Access	10% 43% 47%

DRAFT CITY OF MORGAN HILL BOOKLET
CONCEPTUAL PEAK HOUR SERVICE SCENARIOS

Scenario	Baseline Ridership	Moderate Growth	High Growth
Existing	11,700	14,200	16,200
2040 Vision	14,200	16,200	18,200

DRAFT CITY OF MORGAN HILL BOOKLET
SERVICE CONCEPTS IN MORGAN HILL

Scenario	Existing	2040 Vision
Baseline Growth	6	10
Moderate Growth	58	58
High Growth	58	58
Steady Train	180	360
Daily Headings	700	880

DRAFT CITY OF MORGAN HILL BOOKLET
CORRIDOR CONTEXT & CAPITAL PROJECTS

2040 VISION

1 Mile

Potential Projects

Caltrain

Outreach Activities to Date

July 2018 – April 2019 by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

113

Stakeholder Meetings

93

Organizations in Stakeholder Advisory Group

Public Outreach

30

Public Meetings and Presentations

1,000+

Survey Responses

8,500+

Website Hits

27,000

Social Media Engagements

FOR MORE INFORMATION
www.caltrain2040.org



**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: **BROADWAY BURLINGAME GRADE SEPARATION**

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 Measure A program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – are featured individually throughout the year. This item features a PowerPoint presentation that provides an update on the Broadway Burlingame Grade Separation Project, which is currently in the preliminary engineering/environmental (PE/ENV) phase of work.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Measure A grade separation program provides funding for the development and construction of overpasses and underpasses along the Caltrain and Dumbarton rail lines. Fifteen percent of the New Measure A sales tax revenue is available to support the Grade Separation Program.

This project previously received Measure A grade separation funding for the Project Study Report (PSR) in November 2013, in the amount of \$1 million, which was completed in January 2017 and \$3.85 million for the PE/ENV phase of work in March 2017, which is now targeted to be completed in October 2019. An additional \$200,000 was received for this Project in January 2019 for re-design work associated with the relocation of an Electrification tractor power paralleling station, necessitated by the grade separation project. The City of Burlingame has recently transmitted the attached request (see Exhibit A) to fund the final design phase of the project once the PE/ENV phase is complete. Staff is currently reviewing the request and will be working with the City to return to the Board in July with a staff recommendation.

Exhibit A



The City of Burlingame

CITY HALL -- 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3997

TEL: (650) 558-7200
FAX: (650) 566-9282
www.burlingame.org

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

May 8, 2019

Mr. Jim Hartnett
Chief Executive Officer
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: City of Burlingame Broadway Grade Separation Project

Dear Mr. Hartnett:

On March, 29, 2019, the City of Burlingame submitted a funding request to the San Mateo County Transportation Authority (SMCTA) to move the Broadway Grade Separation Project forward into the next phase of detailed engineering design (PS&E). The funding request was based on a cost estimate that has since been updated by the Peninsula Corridor Joint Powers Board (PCJPB). The cost estimate has been updated to reflect current market conditions, additional information acquired from current grade separation projects under construction, and updated PCJPB administrative costs. The urgency of the project and the project benefits were described in the previous request (attached).

In March of 2017, the SMCTA programmed and allocated \$3.85M in Measure A funds for the preliminary engineering/environmental phase of the project. This phase is anticipated to be completed in the summer of 2019. In order to move the project forward to the next phase of detailed engineering design (PS&E), the City had previously committed \$1.2M as a local match and requested the SMCTA to fund \$13.5M from the Measure A Grade Separation Program. Based on the updated cost estimate, the City is now committing \$1.5M as a local match for the next phase and requesting that the SMCTA fund \$18.3M from the Measure A program. This will allow the project to continue its momentum through the development phase, save money and be shovel ready as soon as possible, and be in a competitive position to leverage regional, state, and federal grants. In an effort to continue moving the project forward, the City of Burlingame needs your assistance to fund the next phase through the Measure A Grade Separation Program.

The total estimated cost to complete the project is approximately \$327M. This includes escalation to an assumed mid-point of construction in approximately 2025. The City has prepared a revised initial funding plan that outlines funding sources based on anticipated project costs over the next eight years (see attachment). The proposed funding plan shows that the City plans to contribute \$15M of its own funds. The City is confident that the proposed draft funding sources are feasible and can keep the project on the proposed funding, design, and construction schedule with the support of the SMCTA.

Mr. Jim Hartnett
May 8, 2019
Page 2

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

Sincerely,



Donna Colson
Mayor

Enc: Revised Funding Plan Summary
March 29, 2019 Funding Request

C: City Council
Lisa K. Goldman, City Manager
Syed Murtuza, Director of Public Works
April Chan, Executive Officer Planning and Development, San Mateo Transit District
Joel Slavitt, Manager of Programming and Monitoring, San Mateo County Transportation Authority

Table1 - Funding by Phase (Values in Thousands)

Project Phase	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
PSR/Prelim. Eng/Environmental/PS-3	500	5,050											5,550
PS&E			19,838										19,838
ROW					24,000								24,000
Construction						100,000	60,000	50,000	40,000	27,302			277,302
Total	500	5,050	19,838	0	24,000	100,000	60,000	50,000	40,000	27,302	0	0	326,690

Table 2 - Funding by Source (Values in Thousands)

Project Phase	City of Burlingame	SMCTA Measure A	Measure W	Section 130	Section 190	SB1	OBAG2 (Plan 2040)	TIGER/FASTLANE	TIRCP	INFRA	Cap and Trade	CA High Speed Rail	Total
PSR/Prelim. Eng/Environmental/PS-3	500	5,050											5,550
PS&E	1,500	18,338											19,838
ROW		24,000											24,000
Construction	13,000	74,302	15,000	20,000	20,000	5,000	15,000	35,000	25,000	30,000	25,000		277,302
Total	15,000	121,690	15,000	20,000	20,000	5,000	15,000	35,000	25,000	30,000	25,000	0	326,690



The City of Burlingame

DONNA COLSON, MAYOR
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BURLINGAME, CALIFORNIA 94010-3997

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www.burlingame.org

March 29, 2019

Mr. Jim Hartnett
Chief Executive Officer
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: City of Burlingame Broadway Grade Separation Project

Dear Mr. Hartnett:

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

Presently, the traffic delay is highest during the weekday PM peak, with a recorded delay in excess of 324 seconds (five minutes). The Project Study Report completed last year indicated that with no grade separation, the PM peak delay along the corridor is expected to increase dramatically, to 1,450 seconds (24 minutes), while the AM peak delay along the corridor would increase to 1,570 seconds (26 minutes) by 2040. These delays take into consideration the restoration of train service at the Broadway Caltrain Station and the projected increase of trains from the current 92 to 220 by 2030. Additionally, the Caltrain Business Plan, which is currently being prepared, projects the number of trains will increase almost 400% to meet the demand. The traffic congestion and delays today already pose an emergency response challenge. First responders, emergency services, and the general public will face impossible conditions in the future if the Broadway at-grade crossing is not addressed prior to Caltrain dramatically increasing its train service.

The need for a grade separation at the existing at-grade crossing at Broadway has been planned and discussed for quite some time, dating back to the 1960s, and is a top priority among grade separation candidates in all of California. In fact, the Broadway at-grade crossing is the highest priority grade separation project on the California Public Utilities Commission's list of 36 high priority projects throughout California for fiscal year 2019-20.

The City of Burlingame values and appreciates the support that the San Mateo County Transportation Authority (SMCTA) and the Peninsula Corridor Joint Powers Board (PCJPB) have shown for the Broadway Grade Separation Project. The SMCTA Board approved a \$1M Measure A grant to the City in 2014 to undertake public outreach and a preliminary planning study for Project. With that contribution, the City conducted an extensive public outreach program that included the development and

evaluation of six project alternatives. Through a number of public outreach and City Council meetings, the City reduced the six alternatives to one preferred alternative. The preferred alternative, which would partially elevate the railroad and partially lower Broadway and the adjoining streets, including California Drive and Carolan Avenue, has the least impacts to surrounding properties and railroad operations and is the most pragmatic approach. On May 16, 2016, the Burlingame City Council unanimously voted to support the preferred alternative and advance the Project. The evaluation of alternatives, recommendations, and cost estimates is documented in the Project Study Report (PSR), and a 3D animation of the preferred alternative (Alternative A) is on the Project's website at www.burlingame.org/broadwaygradesep.

Moreover, in March of 2017, the SMCTA programmed and allocated \$3.85M in Measure A funds for the preliminary engineering/environmental phase of the project. We anticipate this phase to be completed in the summer of 2019. The City of Burlingame now needs your assistance to fund the next phase of the Project through the Measure A Grade Separation Program. In order to move the project forward to the next phase of detailed engineering design (PS&E), the City is committing \$1.2M as a local match and requesting that the SMCTA fund \$13.5M from the Measure A Grade Separation Program. This will allow the Project to not lose momentum in the development phase, save money, be shovel ready as soon as possible, and put it in a competitive position to leverage regional, state, and federal grants.

The total estimated cost to complete the Project is approximately \$274M. This includes escalation to an assumed mid-point of construction in approximately 2025. The City has prepared a draft initial funding plan that outlines funding sources based on anticipated Project costs over the next eight years (see attachment). The proposed funding plan shows that the City plans to contribute \$15M of its own funds. The City is confident that the proposed draft funding sources are feasible and can keep the Project on the proposed funding, design, and construction schedule with the support of SMCTA.

Project Benefits:

A grade separation at Broadway will provide crucial safety improvements. Since 1985, eight accidents have been recorded at the Broadway crossing itself, and these are included in the Federal Railroad Administration database. All eight incidents involved a vehicle being struck by a train while stopped on the tracks. One of the eight accidents was fatal, and one involved an injury. In December of 2016, there was a pedestrian fatality. Grade separating the tracks will eliminate conflicts between trains and motor vehicles, bicyclists, and pedestrians. Since this segment of rail will be elevated, the Project will also reduce trespassing, therefore increasing safety.

Broadway is the only local surface crossing in the vicinity. The next closest crossings are the at-grade crossing at Oak Grove Avenue, which is 0.8 miles to the south, and the overcrossing at Millbrae Avenue, which is 1.5 miles to the north. Broadway is also a primary east-west crossing for all modes of travel, including police, fire, and emergency medical personnel. With the near-term Caltrain Electrification Project and the future implementation of the Caltrain Business Plan, the corridor will experience a significant increase in train volumes. In addition, Caltrain plans to re-open the Broadway Station on weekdays, further increasing delays with trains stopped at Broadway. A grade separation at Broadway will allow traffic to move more freely, reduce overall travel times, increase safety, and benefit Caltrain operations by reducing potential incidents.

For these reasons, it is critical that the Broadway Grade Separation project move forward. Your funding commitment will enable the partnership between the City and the PCJPB to complete the final design documents. Completion of the PS&E phase will enable the Project to be "shovel ready", which will better position the Project for funding opportunities and keep it on schedule. Delaying the funding will result in increased construction costs, thereby adding further difficulties in implementing the Project.

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

Sincerely,



Donna Colson
Mayor

Enc: Funding Plan Summary

c: City Council
Lisa K. Goldman, City Manager
Syed Murtuza, Director of Public Works
April Chan, Executive Officer Planning and Development, San Mateo Transit District
Joel Slavit, Manager of Programming and Monitoring, San Mateo County Transportation Authority
Gary Fleming, Director of Capital Program Delivery



SAN MATEO COUNTY

**Transportation
Authority**

Broadway Burlingame Grade Separation

Board of Directors
June 06, 2019
Agenda Item #13 (b)

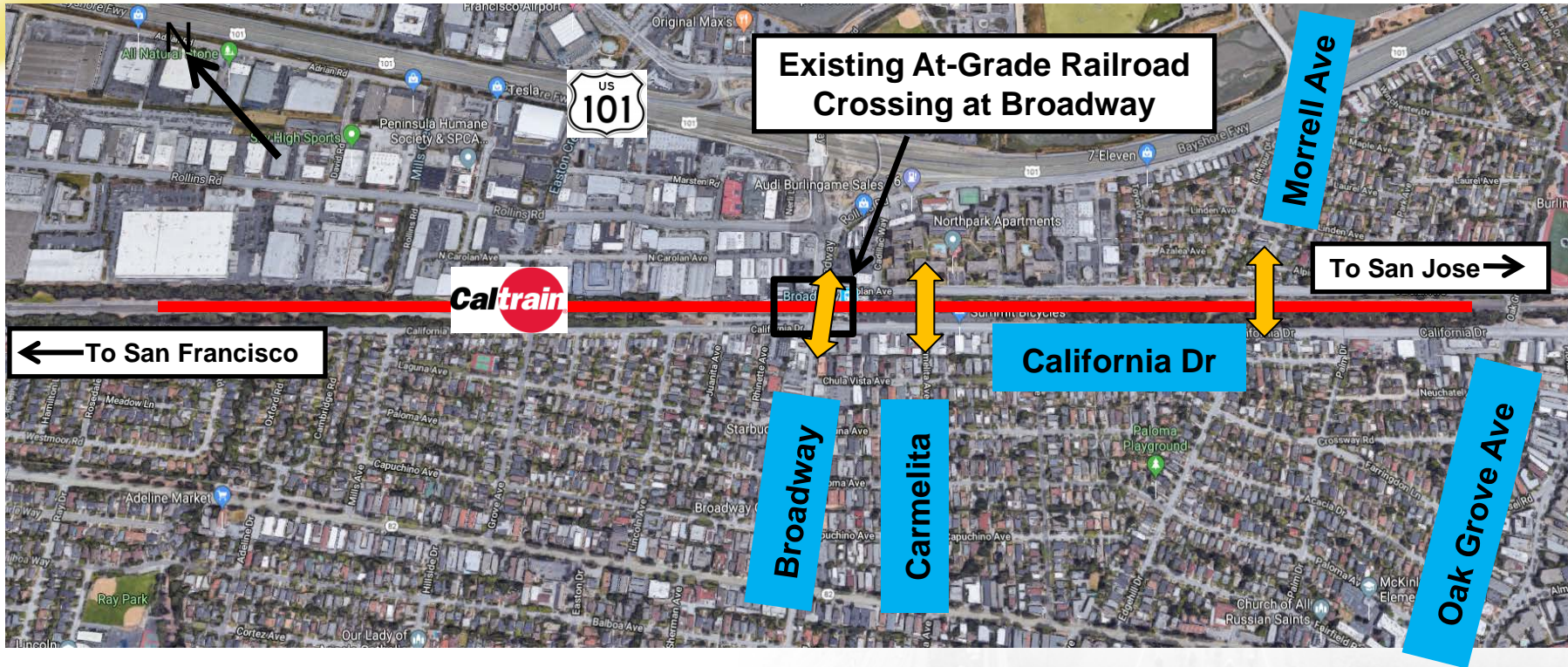


Presentation Outline

- **Project Location/Existing Conditions**
- **Project Goals and Scope**
- **Project Schedule**
- **Project Cost**
- **Proposed Funding Plan**
- **Next Steps**



Project Location



Ped/Bike Access

- Broadway & Morrell Ave. to be grade separated
- New grade separated access at Carmelita Ave.



Existing Conditions

- **92 Caltrain weekday trains use this crossing, in addition to freight**
- **28,049 average daily vehicle counts for Broadway in year 2014**
- **Lack of grade separation increases vehicular and train delays**
- **Highest ranked crossing on CPUC Grade Separation Priority List**



Project Goals

- **Enhance east-west connectivity**
- **Enhance safety for motorists, bicyclists & pedestrians**
- **Improve customer experience with new station**
- **Improve traffic flow and reduce delays**
- **Reduce automobile congestion and emissions**
- **Improve efficiency of rail operations**

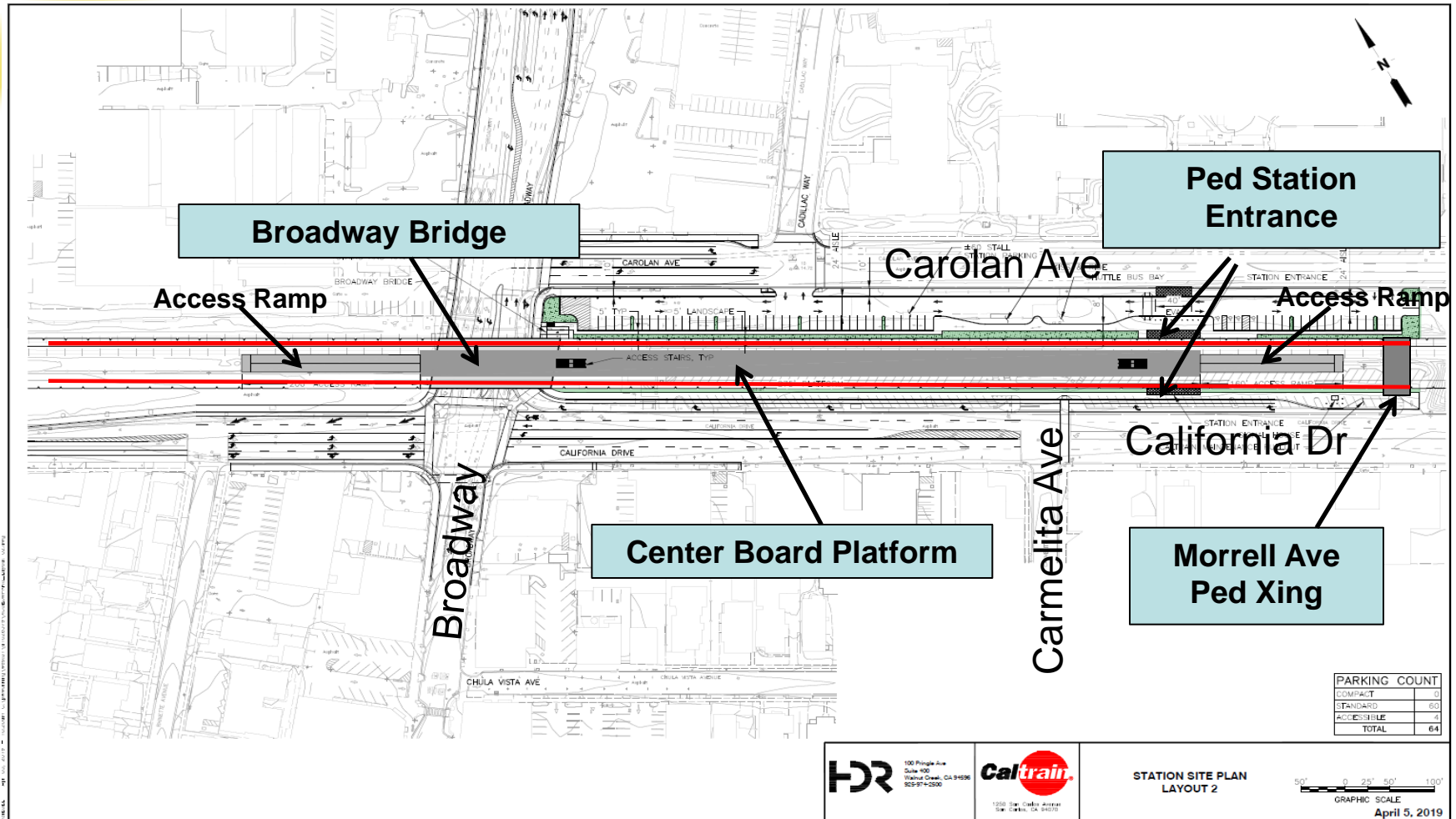


Project Scope

- **Railroad to be partially elevated and adjacent roadways (Broadway, Carolan and California) to be partially lowered**
- **New station with center board platform, ramp and stair access**
- **Station parking on east side of tracks with access to/from Carolan Ave.**
- **Two shoofly tracks east of the existing mainline**
- **Ped/Bike crossings at Broadway, Carmelita and Morrell Ave.**



Project Overview



100 Florida Ave
Suite 500
Irvine, CA 92618
949-251-2500



1250 San Carlos Avenue
San Jose, CA 95128

STATION SITE PLAN
LAYOUT 2

0 25' 50' 100'

GRAPHIC SCALE

April 5, 2019



New Broadway Station (conceptual)



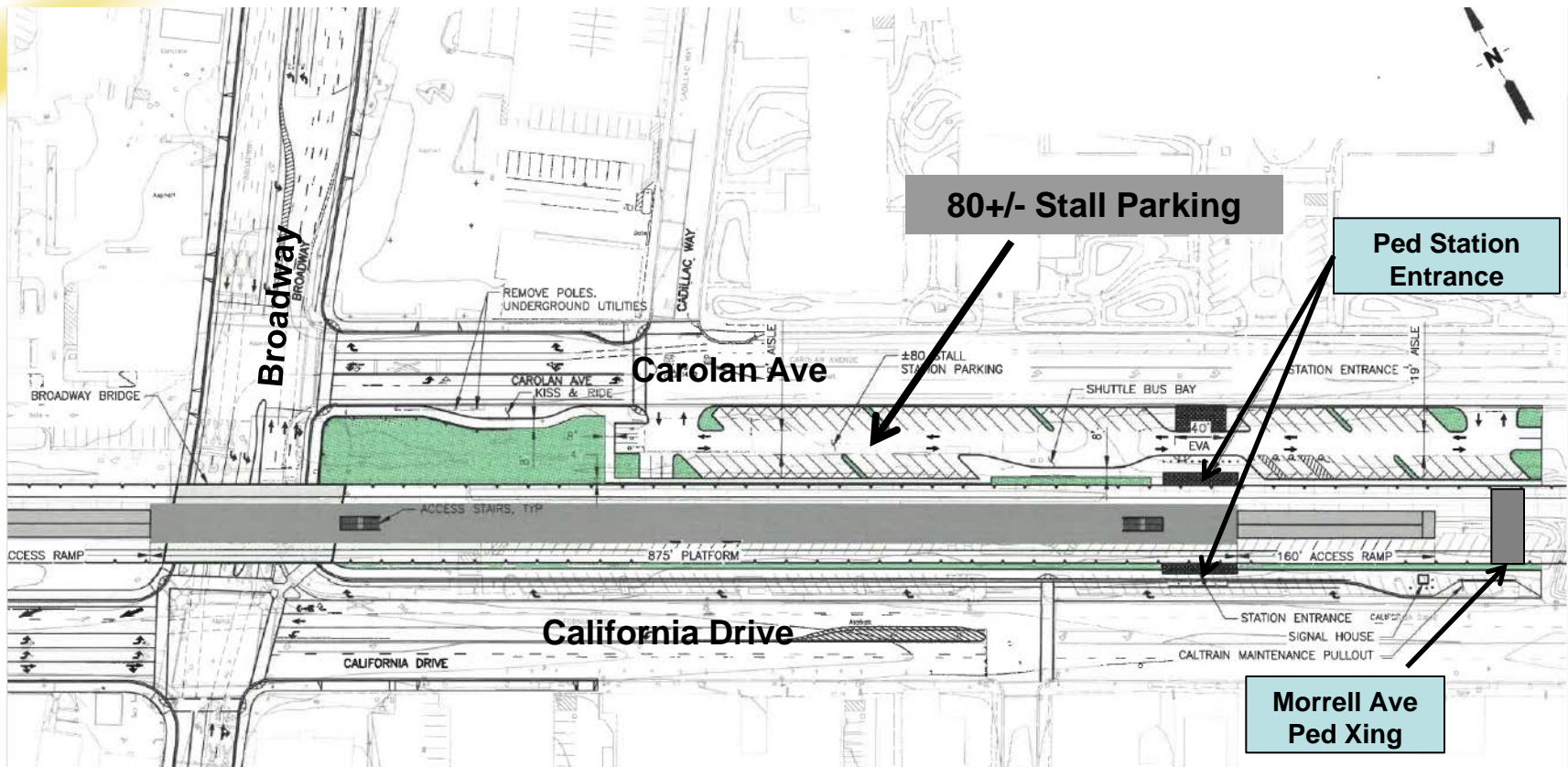


Proposed Grade Separation at Broadway (conceptual)





Parking Lot Options – Layout 1



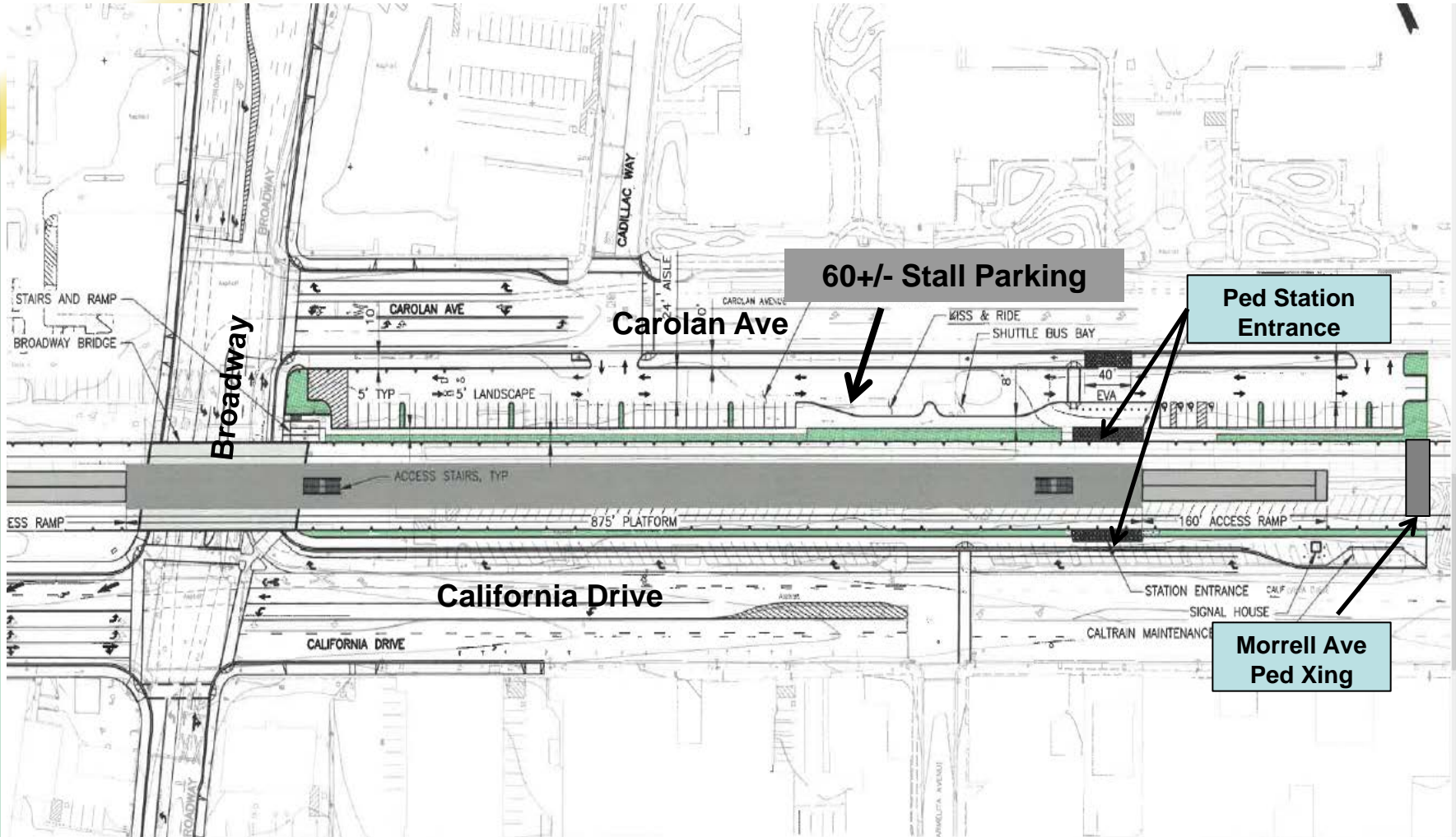


Parking Lot Layout 1 (conceptual)





Parking Lot Options – Layout 2





Parking Lot Layout 2 (conceptual)





Project Schedule

Description	Start	Finish
Project Study Report	Jan 2014	Jan 2017
Preliminary Engineering/ Environmental Review	Mar 2017	Oct 2019
Final Design*	Nov 2019	Nov 2021
Right of Way/Utilities*	Nov 2020	Nov 2022
IFB/Award*	Dec 2022	Jun 2023
Construction*	July 2023	July 2026

* Dependent on future funding allocations and coordination with other corridor projects and resources



Project Cost (in thousands)

<u>Phase</u>	<u>Current \$</u>	<u>YOE \$</u>
Project Study Report:	\$1,000	\$1,000
Prelim. Engineering:	\$4,550	\$4,550
Final Design/Env Permits:	\$19,305	\$19,838
Right of Way/Utilities:	\$23,522	\$24,000
Construction:	<u>\$230,427</u> to <u>\$277,302</u>	
	Total: \$278,804 to \$326,690	

Year of Expenditure (COE) costs for Final Design and Construction are based on the midpoint of scheduled work. Costs are Order of Magnitude based on 15% design.



Cost Variances from San Bruno and 25th Ave. Grade Separations

- **Construction after electrification**
- **Major right of way needs**
- **Relocation of utilities**
- **Shoofly track construction**
- **Wetlands, creeks and culverts**
- **Price escalation/bidding climate**
- **2025 construction mid-point**



Proposed Funding Plan (in thousands)

Phase	City of Burlingame	Measure A	Measure W	Regional (OBAG 2)	State ¹	Federal ²	Total
Project Study Report		\$1,000					\$1,000
Prelim. Engineering/Environmental	\$500	\$4,050					\$4,550
Final Design/Permits	\$1,500	\$18,338					\$19,838
Right of Way/Utilities		\$24,000					\$24,000
Construction	\$13,000	\$74,302	\$15,000	\$15,000	\$95,000	\$65,000	\$277,302
Total	\$15,000	\$121,690	\$15,000	\$15,000	\$95,000	\$65,000	\$326,690

Footnotes

- 1) Proposed State administered funding sources may include a combination of Section 130, 190, SB 1, TICRP & Cap and Trade Funds.
- 2) Proposed Federal administered funding sources may include a combination of TIGER/FASTLANE and INFRA funds.
- 3) Listed funding sources for the final design/permits, right of way/utilities and construction phases are proposed and do not represent actual funding commitments.



Next Steps

- **Refine station platform location, parking lot and roadway configurations**
- **Finalize the preliminary engineering and environmental clearance phase**
- **Obtain funding for final design**
- **Advertise and award final design contract**
- **Value engineering**



Questions ?



**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 2019 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, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
April 2019

Despite Congress being in recess for most of the month, work has started in earnest on the FY20 appropriations bills. Prior to adjourning for the break, the House approved the FY20 spending levels and “deemed” them to be in effect which was enough to allow the appropriations process to commence.

Proposed discretionary budget authority figures include (not including OCO, where applicable):

- Agriculture: \$24.3b (\$700m increase)
- Commerce-Justice-Science: \$66.4 billion (\$5.1b cut)
- Defense: \$622.1 billion (\$15.6b increase)
- Energy and Water: \$46.4 billion (\$1.8b increase)
- Financial Services: \$24.6 billion (\$1.2b increase)
- Homeland Security: \$49.7 billion (\$300m increase)
- Labor-HHS-Education: \$189.9b (\$11.7b increase)
- Legislative Branch: \$5 billion (\$200m increase)
- Military Construction-VA: \$105.2 billion (\$7.1b increase)
- State and Foreign Operations: \$48.4 billion (\$2.2b increase)
- Transportation-HUD: \$75.8b (\$4.7b increase)

These numbers reflect the topline allocation adopted in H.Res.293, which calls for \$1.295 trillion in total discretionary spending.

While almost all the House subcommittee markups have been scheduled, none have been planned on the Senate. We will continue to monitor the House process as it moves ahead. Speaker Pelosi and Majority Leader McConnell have both pledged to develop agreed upon spending caps, but little progress is expected until later this year. In the meantime, work on the FY20 bills, the debt ceiling, and a potential infrastructure bill will move ahead. We will keep staff apprised of new developments relating to the budget process.

Infrastructure is moving forward on a few tracks:

1) Last week, the Speaker and the President announced a deal on a \$2.2 trillion infrastructure proposal. Aside from the total amount and that the proposal is supposed to include transportation, water, and broadband access, all we know about this effort is that they will meet again in two weeks to discuss next steps. The biggest challenges - among many - for this effort, will be paying for it and selling it to Congressional republicans.

2) At the same time, the House Transportation and Infrastructure Committee (T&I) has been moving forward with its own infrastructure plans. Chairman Peter Defazio (D-OR) wants to use the momentum for infrastructure to raise revenue to pay for increased infrastructure spending. Specifically, he has proposed increasing the airline ticket tax

KADESH & ASSOCIATES, LLC

that airports use to fund improvements, increasing outlays out of the Harbor Maintenance Trust fund (HMT) for ports, and raising revenues into the highway trust fund. For this last part, it is widely assumed he is talking about increasing the federal gas tax, although he has not proposed that yet. The Chairman is referring to these revenue raisers as the infrastructure bill and wants to move them, this year, as one bill.

The second part of his approach would be to use the already existing infrastructure bills to spend the money. The FAA bill would govern the ticket tax, the Water Resources bill would allocate HMT money, and the FAST Act reauthorization would control transportation spending. Each of these bills fall within the jurisdiction of House T&I, so it's easy to see why the Chairman is pushing this approach.

3) The last part of the infrastructure effort is appropriations. The transportation appropriations bill is scheduled for markup on May 23, although that could slip. We will continue working with staff as this bill moves forward.



May 9, 2019

TO: Board Members, San Mateo County Transportation Authority

FROM: Gus Khouri, Principal, Khouri Consulting

RE: **STATE LEGISLATIVE UPDATE – GOVERNOR’S FY 2019-20 STATE BUDGET**

On May 9, Governor Newsom released the May Revision to his proposed 2019-20 state budget. The May Revision includes an additional \$3.2 billion in revenue from January which is constitutionally obligated to reserves, debt payment, and schools. The increase is attributable to gains from personal income tax revenues (\$1.9 billion) and corporation tax receipts (\$1.7 billion). Total May Revision revenues, including transfers, is projected to be \$138 billion in 2018-19 (up by \$1.1 billion) and \$143.8 billion (up by \$1.2 billion) in 2019-20.

Given uncertainty at the federal level, the risks to the current economic forecast, and the need for a solid fiscal foundation, the budget allocates \$13.6 billion of the windfall (including debt payments and reserve deposits required by Proposition 2) to building budgetary resiliency and paying down the state's unfunded pension liabilities. This includes \$4 billion to eliminate debts and reverse deferrals, \$4.8 billion to build reserves, and an additional \$4.8 billion to pay down unfunded retirement liabilities, which will save over \$14 billion in obligations for the future.

The budget assumes an additional \$1.8 billion transfer in the budget year and an additional \$4.1 billion over the remainder of the forecast period, leaving a reserve of \$15.3 billion and bringing the Rainy Day Fund to \$19.4 billion by 2022-23. The state may continue to face uncertain times, given that we are overdue for a recession, the volatility of our reliance on personal income tax and capital gains, and the ramifications of the recently enacted federal tax bill, which have not yet been factored into the Budget's economic or revenue forecasts. A one-year recession in 2019-20 that is larger than the 2001 recession, but milder than the 2007 recession, could result in a nearly \$70 billion revenue loss and a \$40 billion budget deficit over three years.

Tightening the Nexus Between Housing and Transportation

Governor Newsom states that going forward the state will strongly encourage jurisdictions to contribute to their fair share of the state's housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals.

The May Revision repurposes \$500 million from the \$750 million previously dedicated to general purpose incentive payments for the Infill Infrastructure Grant Program administered by the Department of Housing and Community Development (HCD).

The Infill Infrastructure Grant Program provides gap funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Under the augmented Infill Infrastructure Grant Program, developers and local governments can partner to apply for infrastructure funding. At the same time, certain areas designated as infill may also qualify as federal Opportunity Zones and provide additional tax benefits to investors to spur development of economically distressed communities by guiding investment toward mixed-income housing.

The May Revision included updated revenue estimates as a result of the passage of AB 147 (Chapter 5, Statutes of 2019), legislation the Orange County Transportation Authority supported, which brought California's definition of retailers in line with the U.S. Supreme Court's ruling in *South Dakota v. Wayfair, Inc.* This legislation clarified the economic nexus threshold California will use to determine if out-of-state retailers, including online sellers, are required to remit sales and use taxes to California. The May Revision estimates that sales and use tax revenues are expected to increase by \$174 million in FY 2018-19 and \$616 million in FY 2019-20, representing a decrease of \$45 million from the Governor's Budget in FY 2018-19 and an increase of \$62 million in FY 2019-20. The decrease in FY 2018-19 is due to the fact that marketplace sellers are not required to comply with AB 147 until October 1, 2019.

Cap-and-Trade Program

In recognition of the continued strength of the cap-and-trade program, the May Revision includes \$537 million for the Low Carbon Transportation program in the proposed cap-and-trade expenditure plan, an increase of \$130 million compared to the January Budget proposal. This program provides incentives for the purchase of zero-emission vehicle technology and replacement of older diesel buses with renewable-fuel alternatives. Of this amount, the budget proposes to allocate \$182 million for the Clean Truck, Bus, and Off-Road Freight Equipment Program, which is \$50 million above the January Budget proposal.

Bills of Interest

- 1. SB 526 (Allen)** would require the CARB to adopt a regulation requiring Metropolitan Planning Organizations (MPOs) to determine if they will be on track to meet 2035 GHG targets. If an MPO is deemed to not be on course to meet its 2035 targets, the CTC would have to assign a lower priority to a project that increases vehicle miles traveled and GHG emissions. While SMCTA is committed to reducing greenhouse gas emissions through its pursuit of funding for passenger rail and bicycle and pedestrian programs, this bill could impact local control. ***The author took amendments on April 11 to remove a requirement that the CTC give highest priority to GHG-reducing projects. We will continue to monitor the bill regarding its language requiring ARB to determine if agencies meet their 2035 targets.***
- 2. SB 152 (Beall)** would modify the Active Transportation Program to have 75% of all funding to go to MPOs, 15% to small urban and rural areas, and 10% to be allocated by the CTC on a competitive basis. ***We recommend SMCTA stay neutral on this measure until more clarity is provided.***
- 3. SB 277 (Beall)** is currently a spot bill but will be amended to convert allocation method for the Local Partnership Program (LPP). The LPP provides \$200 million annually for jurisdictions that have secured a voter-approved tax or fee dedicated for transportation purposes. It is split 50/50 between a formulaic share and a competitive program administered by the CTC. SMCTA and SamTrans collectively receive roughly \$3.4 million annually from the formulaic share (\$840K and \$2.6M, respectively), but also succeeded in receiving \$20 million from the competitive program in May 2018 to fund Phase 1 of the 101 Managed Lanes Project.

We recommend SMCTA monitor this measure.

SMCTA Bill Matrix – June 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 11 Chiu (D)</p> <p>Community Redevelopment Law of 2019</p>	<p>4/25/19</p> <p>Assembly Appropriations Committee</p>	<p>This bill would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements.</p> <p>The bill would require:</p> <ul style="list-style-type: none"> • A public hearing process, and the adoption of a resolution that city or county to submit the resolution of intention to the Strategic Growth Council (SGC) for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. • The SGC to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the State Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. • Not less than 30% of all taxes allocated to the agency from an affected taxing entity be deposited into a separate fund, established by the agency, and used for the purposes of increasing, improving, and preserving the community's supply of low- and moderate-income housing available at an affordable housing cost, as provided. The bill would allow an agency to conduct bond financing. • The Director of the Department of Finance to adjust percentages of General Fund for school districts and community colleges to ensure no fiscal impact. <p>Amended on 4/11</p>	<p style="text-align: center;">Watch</p>
<p>AB 40 Ting (D)</p> <p>Zero-Emission Vehicles</p>	<p>4/8/19</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>This bill, no later than January 1, 2021, would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040.</p> <p>Transportation funding is dependent on motor fuel. The state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted.</p>	<p style="text-align: center;">Watch</p>
<p>AB 147 Burke (D)</p> <p>Out of State Business Tax Collection</p>	<p>5/1/19</p> <p>Chapter 5, Statutes of 2019</p>	<p>Modernizes California law consistent with the United States Supreme Court holding in <i>Wayfair</i>, which allows this state to impose a use tax collection duty on remote retailers with specified levels of economic activity in California, even though they do not have a physical presence here.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – June 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 148 Quirk-Silva (D)</p> <p>Regional Transportation Plans: Sustainable Communities Strategy</p>	<p>1/24/19</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires:</p> <ul style="list-style-type: none"> • The regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy which would, among other things, identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. <p>This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>	<p style="text-align: center;">Watch</p>
<p>AB 185 Grayson (D)</p> <p>California Transportation Commission: Joint Meetings</p>	<p>5/2/19</p> <p>Assembly Floor</p>	<p>Existing law requires the CTC and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies.</p> <p>This bill would require the Department of Housing and Community Development to participate in those joint meetings with the CTC and CARB.</p>	<p style="text-align: center;">Watch</p>
<p>AB 252 Daly (D)</p> <p>Caltrans: NEPA</p>	<p>3/20/19</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p>	<p>This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited.</p> <p>The bill is sponsored by the Self-Help Counties Coalition (SHCC). SMCTA supported the previous version, AB 28 (Frazier) of 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.</p>	<p style="text-align: center;">Supported</p> <p style="text-align: center;">4/4/2019</p>
<p>AB 285 Friedman (D)</p> <p>California Transportation Plan</p>	<p>4/24/19</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p>	<p>Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people, and how the state will achieve greenhouse gas emission goals.</p> <p>This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030 and attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act. Amended on 3/6</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – June 2019

Measure	Status	Bill Summary	Recommended Position
<p>AB 352 Garcia (D)</p> <p>Greenhouse Gas Reduction Fund: Investment Plan & Transformative Climate Communities Program</p>	<p>4/10/19</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p>	<p>This bill, beginning July 1, 2020, would require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund, such as the California Air Resources Board and Strategic Growth Council to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define a disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant. Amended on 3/14</p>	<p style="text-align: center;">Watch</p>
<p>SB 5 Beall (D)</p> <p>Local-State Sustainable Investment Incentive Program</p>	<p>4/29/19</p> <p>Senate Appropriations Committee</p> <p>Suspense File</p>	<p>This bill would establish the Local-State Sustainable Investment Incentive Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply for funding for eligible projects include, among other things, construction, predevelopment, development, acquisition, rehabilitation, and preservation of workforce and affordable housing, certain transit-oriented development, and "projects promoting strong neighborhoods." Funding would be available in the amounts of \$200,000,000 per year from July 1, 2020, to June 30, 2025, and \$250,000,000 per year from July 1, 2025, to June 30, 2029. The source of money would come from reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. Last amended on 4/23</p>	<p style="text-align: center;">Watch</p>
<p>SB 25 Caballero (D)</p> <p>CEQA: Qualified Opportunity Zones</p>	<p>4/30/19</p> <p>Senate Appropriations Committee</p>	<p>This bill would, until January 1, 2025, establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by specified funds. The bill would require the Judicial Council by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects located in a qualified opportunity zone.</p> <p>The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. Last Amended on 4/30</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – June 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 43 Allen (D)</p> <p>Carbon Taxes</p>	<p>4/29/19</p> <p>Senate Appropriations Committee</p>	<p>This bill would require the California Air resources Board (CARB), in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products. The bill would require CARB to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan. Last amended on 4/29</p>	<p style="text-align: center;">Watch</p>
<p>SB 50 Wiener (D)</p> <p>Planning and Zoning: Housing Development & Equitable Communities Incentive</p>	<p>5/1/19</p> <p>Senate Appropriations Committee</p>	<p>This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would provide counties with populations greater than 600,000 that are eligible for an equitable communities incentive to receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also delay implementation of this bill in sensitive communities, as defined, until July 1, 2020, as provided. Last Amended on 5/1</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – June 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 127 Weiner (D)</p> <p>Transportation Funding: Complete Streets</p>	<p>4/30/19</p> <p>Senate Appropriations Committee</p>	<p>Existing law establishes the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users.</p> <p>This bill would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to ATP matters to guide progress toward meeting Caltrans' ATP goals and objectives. The bill would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p> <p>The bill would require the CTC, in connection with the asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system. The bill would require that SHOPP projects include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users. The bill would also require that each project include in its budget the cost of pedestrian and bicycle facilities. The bill would require that the plain language performance report developed by Caltrans, in consultation with the CTC, include a description of pedestrian and bicycle facilities on each project, including the number, extent, and cost of the elements relative to the overall project.</p> <p>The bill provides an opportunity to address multi-modal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions are held to the same standards, but state highway projects do not always include active transportation features. Amended on 4/30</p>	<p style="text-align: center;">Watch</p>
<p>SB 128 Beall (D)</p> <p>Enhanced Infrastructure Financing Districts</p>	<p>5/2/19</p> <p>Assembly Local Government Committee</p>	<p>Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance.</p> <p>This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require that three public hearings be held on an enhanced infrastructure financing plan. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. Amended on 3/21</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – June 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 137 Dodd (D)</p> <p>Federal Transportation Funds</p>	<p>4/5/19</p> <p>Senate Appropriations Committee</p> <p>Suspense File</p>	<p>Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities, and for the exchange of federal and state transportation funds between local entities and the state under certain circumstances.</p> <p>This bill would authorize Caltrans to allow these federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.</p>	<p style="text-align: center;">Watch</p>
<p>SB 152 Beall (D)</p> <p>Active Transportation Program</p>	<p>4/25/19</p> <p>Senate Appropriations Committee</p>	<p>Under existing law, the Active Transportation Program (ATP) is a competitive program that requires the CTC to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population.</p> <p>This would modify the ATP to have 60% of all funding to go directly to MPOs, 15% to small urban and rural areas, and retain 25% to be allocated by the CTC on a competitive basis. Last Amended on 4/25</p>	<p style="text-align: center;">Watch</p>
<p>SB 277 Beall (D)</p> <p>Transit Development: Transit Funds</p>	<p>4/26/19</p> <p>Senate Appropriations Committee</p> <p>Set for hearing 5/6</p>	<p>This is currently a spot bill that may be used to reformulate the current 50/50 formula to competitive program distribution of Local Partnership Program Funds.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – June 2019

Measure	Status	Bill Summary	Recommended Position
<p>SB 526 Allen (D)</p> <p>Regional Transportation Plans: Greenhouse Gas Emissions</p>	<p>4/30/19</p> <p>Senate Appropriations Committee</p>	<p>This bill would require the California Air Resources Board (CARB) to adopt a regulation that requires a metropolitan planning organization to provide any data that CARB requests to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. CARB would be required to determine if each metropolitan planning organization is on track to meet its 2035 greenhouse gas emissions reduction target. The bill would require the action element prepared by a metropolitan planning organization to identify near and long-term steps to be taken to implement a sustainable communities strategy and achieve the greenhouse gas emission reduction targets established by the state board.</p> <p>This bill would establish an interagency working group to be administered by the Strategic Growth Council to develop and implement a State Mobility Action Plan for Healthy Communities to ensure that regional growth and development is designed and implemented in a manner to achieve the state's environmental, equity, climate, health and housing goals. The bill would require the plan to include specific actions, measures, and timelines, and an investment strategy. The bill would require the interagency working group to submit the plan to the Legislature by December 31, 2020, and every 4 years thereafter.</p> <p>This bill would make MTC responsible for new planning activities outside of the current purview of a regional transportation planning and could also jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions. Amended on 4/30</p>	<p style="text-align: center;">Watch</p>