



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

October 3, 2013 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of September 5, 2013
 - b. Acceptance of Statement of Revenues and Expenditures for August 2013
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report – Meeting of October 2, 2013 INFORMATIONAL
8. Joint Powers Board Report
9. Report of the Executive Director
10. Finance
 - a. Authorize Award of Contracts to ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. in the Estimated Aggregate Not-to-Exceed Amount of \$350,000 for a Three-Year Term for On-Call Environmental Planning RESOLUTION
 - b. Authorize Award of Contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc., in the Estimated Aggregate Not-to-Exceed Amount of \$1.5 Million for a Three-Year Term for On-Call Transportation Planning RESOLUTION

11. Program
 - a. Pedestrian and Bicycle Funding Sources INFORMATIONAL
 - b. Pedestrian and Bicycle Program Report – First Funding Cycle INFORMATIONAL
 - c. Program Report: Dumbarton Corridor INFORMATIONAL
 - d. Update on State and Federal Legislative Program INFORMATIONAL
12. Requests from the Authority
13. Written Communications to the Authority
14. Date/Time of Next Meeting: Thursday, November 7, 2013, 5 p.m.
at San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070
15. Report of Legal Counsel
Closed Session: Conference with Legal Counsel – Existing
Litigation Pursuant to Government Code Section 54956.9(a):
Pacificans for a Scenic Coast vs. California Department of
Transportation, Respondents and Defendants, and San Mateo
County Transportation Authority and City of Pacifica, Real Parties
in Interest and Defendants
16. Adjournment

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com.

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 260, 295, ECR, and KX.

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

MINUTES OF SEPTEMBER 5, 2013

MEMBERS PRESENT: D. Canepa, R. Foust, C. Groom, D. Horsley, K. Matsumoto, T. Nagel, N. Patridge

MEMBERS ABSENT: None

STAFF PRESENT: J. Averill, G. Cardona, J. Cassman, C. Cavitt, A. Chan, B. Fitzpatrick, C. Goodrich, G. Harrington, C. Harvey, R. Haskin, J. Hurley, D. Kim, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon, J. Slavitt

Chair Carole Groom called the meeting to order at 5:05 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta provided a report on the meeting of September 3, 2013 (see attached).

Director Rosanne Foust asked why Friends of Caltrain is unhappy with the location of the bike share racks. Ms. Arietta said it has to do with the clusters being too close to each other.

CONSENT CALENDAR

- a. Approval of Minutes of August 1, 2013
- b. Acceptance of Statement of Revenues and Expenditures for July 2013
- c. Measure A Program Status Report

A motion (Foust/Patridge) to approve the Consent Calendar was approved.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – CAROLE GROOM

None

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

None

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – July 2013 compared to July 2012
 - Total Ridership was 1,491,886, an increase of 14.2 percent.

- Average Weekday Ridership was 54,989, an increase of 13.1 percent.
- Total Farebox Revenue was \$6,653,515, an increase of 14 percent.
- On-time Performance was 90.4 percent, a decrease of 3.3 percent.
- Caltrain Shuttle Ridership was 6,642, a decrease of 10.9 percent, but some of the shuttles' automated counting mechanisms are not functioning correctly.
- Giants baseball ridership is down about 6 percent for the year. There were 14 home games in August and 93,000 people were carried.
- Stanford football begins on September 7 and trains will stop at Stanford Stadium.
- Staff is beginning to plan two celebrations for the 150th Anniversary of Caltrain. They will be October 19 at the Menlo Park Caltrain Station and January 18, 2014 at the Santa Clara Caltrain Station.
- The Board:
 - Adopted a resolution designating September as Rail Safety Month
 - Viewed a video vignette on rail safety
 - Received an update on the 4th and King Caltrain Station as to whether any part of it could be used for development or to support development around or on top of the rail yard
 - Received a presentation on the progress of the new Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC)
 - Approved the use of a Design-Build contracting approach for the Caltrain Modernization Program
 - Received update on the Statement of Revenues and Expenses for July 2013
 - Authorized award of contract to Jacobs Engineering Group, Inc. to provide on-call program management services for a total not-to-exceed cost of \$10,500,000 for a three-year period
 - Received Legislative update
 - Approved the Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year (FY) 2013

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- In 2009 the San Mateo County Investment Pool wrote off \$155 million due to the Lehman Brothers bankruptcy. The overall recovery amount is \$62 million and about \$10 million of that went to the TA. The final payment was received on August 14.
- The California Department of Transportation approved the Calera Parkway Project Environmental Impact Report and now it is up to the city of Pacifica to go forward with the project and seek additional funds.
- The draft environmental document has been released for the U.S. Highway 101/Willow Interchange Project and is available for public review and comment.
- The Alpine Road Bicycle Improvement Project construction began on August 18 and should be complete at the end of this month.

Director Don Horsley said the County Board of Supervisors sued the principals of the Lehman Brothers bankruptcy. He said all the insurance money was gone so Lehman Brothers partners personally had to pay \$9 million. The government did not prosecute them. He said the County Board of Supervisors is continuing to pursue Ernst and Young.

PROGRAM REPORT: UPDATE ON SHUTTLE BUSINESS PRACTICES GUIDEBOOK

April Chan, Executive Director, Planning and Development, presented:

- The purpose of the guidebook is to improve coordination, planning and management of shuttles operation in the county.
- Key areas of improvement include developing a consistent countywide planning process, streamlining the funding process and performance monitoring, consolidating and streamlining operations and administrative responsibilities, and coordinating and integrating marketing and public information about regional shuttles.
- Four tiers were identified ranging from high to low degrees of return and effort.
- Tier 1 strategies focus on returns with low effort and include streamlining the funding processes, operations and administrative functions, engaging the San Mateo County Transit District (District) and the Peninsula Traffic Congestion Relief Alliance (Alliance) in the planning process, and reassessing and refining performance metrics.
- Progress to date includes a joint procurement by the District, the JPB and the Alliance of a new shuttle operator, a joint Call for Projects (CFP) with the City/County Association of Governments (C/CAG), and proposal for a technical assistance program for potential applicants. District or Alliance staff would provide planning support or provide assistance to underperforming routes.
- Staff will continue to develop a phased improvement plan for underperforming routes, perform a cost-benefit analysis of consolidating operations and administration, work with program partners to determine a source of funding for ongoing marketing activities for community shuttles, and improve the quality and access to shuttle information.

Director Terry Nagel asked if staff has explored creating an application for smartphones to help people find the closest shuttle. She said there is a population that doesn't know there are shuttles. Ms. Chan said this information will be put into Google Transit, but staff is always looking for ways to get better information to the users.

Director Nagel said a company called Streetline has mapped parking lots in Peninsula cities and that might be another way to connect commuters' last mile so people know where parking lots and shuttles are.

Chair Groom asked if there will be a grant application for the \$100,000 for technical assistance. Ms. Chan said staff will reach out to see if there is interest but will primarily rely on the Alliance and District operations planning staff. It will be informal rather than a CFP process.

FINANCE

Authorize Allocation of \$100,000 in New Measure A Funds to the San Mateo County Transit District for the Shuttle Program Technical Assistance

Ms. Chan said this \$100,000 is included in the FY2014 budget.

A motion (Foust/Nagel) to approve the allocation of \$100,000 to the District for the Shuttle Program Technical Assistance Program was approved.

Authorize Award of Contract to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Oversight Services for a Total Not-to-Exceed Cost of \$200,000 Over a Three-Year Base Period

Cheryl Cavitt, Director, Contracts and Procurement, said this contract also includes two one-year option terms with an aggregate total of \$150,000, making the contract capacity ceiling \$350,000. She said this contract will provide project controls, document control, some training, and budget and invoice tracking across all capital projects. Staff utilized a Request for Proposals (RFP) process to arrive at the recommendation. Staff considered the technical proposals first and the highest-ranked firm was engaged for negotiations.

Director Nagel said this is winding down a much bigger contract. Ms. Cavitt said the original contract was for a higher amount and this contract was based on the cost performance over the last five years and looking forward to the number of projects that will be covered.

Director Nagel asked if the original \$3 million plus the two option years up to \$2 million is completed. Chuck Harvey, Deputy CEO, said the amount of money that is actually spent is done on a project basis. He said this contract anticipates primarily the highway projects that will be managed by the TA. He said existing projects have money allocated in the budgets and have used the contract authority of the previous contract. That contract will expire, this new contract will begin, and new work will be charged to this new contract number.

Director Nagel asked if two proposals is adequate. Mr. Harvey said program management requires that firms pick which work they want to bid on. When a consultant wants to do design work for a project, that same consultant cannot do project controls.

Director Karyl Matsumoto said the SamTrans Board approved \$400,000 to Jacobs. Mr. Scanlon said the JPB also awarded a \$10 million contract to Jacobs. Mr. Harvey said the bulk of it is paid by the JPB and that this is an example of leveraging a project's control group and paying an incremental cost to manage TA projects and an incremental cost to manage SamTrans projects.

Ms. Cavitt said this RFP precluded 10 firms from bidding due to a conflict of interest, so that eliminated some of the potential competition. Staff surveyed the field and found many of the firms were looking to be subcontractors, some firms were not interested, and some did not have the business capacity.

A motion (Foust/Horsley) to approve awarding the contract to Jacobs Engineering was approved.

PROGRAM

Update on Making the Last Mile Connection and Regional Bike Share Programs

Corinne Goodrich, Manager, Strategic Development, said these projects are part of the Metropolitan Transportation Commission's (MTC) Climate Initiatives Program. These are pilot programs that should have immediate effects on greenhouse gas emissions.

- Bay Area Bike Share is a \$7 million project and the TA provided \$80,000.
 - The Bike Share Program's goals include improving air quality and traffic congestion and providing short-distance trips. It is managed by the Bay Area Air Quality Management District (BAAQMD).
 - Seven hundred bikes will be deployed along the Caltrain corridor in San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose. An additional 300 bikes will be in place in early 2014.
 - The BAAQMD is currently developing a request for sponsorship to continue the program.
- Connect, Redwood City!, previously referred to as the Last-Mile Connection, is a \$1.8 million project and the TA provided \$120,000.
 - Connect, Redwood City! is a way to mitigate traffic as the El Camino Real corridor gets denser. It is intended to change travel habits away from personal cars to other transportation, and to increase mobility options. Partners are SamTrans, Redwood City, the county, and the Alliance.
 - New strategies include car share, short-distance vanpool, and to encourage telework and flexible schedules.
 - Marketing will be targeting residents along El Camino Real, downtown Redwood City, Redwood City employers and employees, and Bay Area Bike Share.
 - The program will launch September 12.

Director Foust said if this is tracked today and tracked in 18 months, after 2,000 new housing units come online within a half-mile of Caltrain in and around Redwood City, it will be very telling how the program helps.

Ms. Goodrich said MTC is doing evaluations at the regional and local levels with residential and user surveys to look at commute and travel behavior.

Director Nagel asked how people get into the vanpools. Ms. Goodrich said the Alliance is doing employer-based marketing. Director Nagel asked why the area being targeted is one-half a mile from the Caltrain station. Ms. Goodrich said a project area had to be defined that could be managed within the grant funds. Flyers will be mailed out, and household and user surveys will be conducted.

Update on State and Federal Legislative Program

Mark Simon, Executive Officer, Public Affairs, provided the following updates:

State

The deadline for the Legislature to finish its work is September 13. There are two bills sponsored by the TA that are pending the governor's signature.

Assembly Bill 797 allows for Construction Management/General Contractor (CMGC) authority to allow the TA to select a single contractor for preconstruction design, assistance and construction as a way to save money, streamline the process, and take advantage of features and expertise that aren't available in a traditional Design-Bid-Build.

Senate Bill 557 is to secure the Bay Area's share of High-speed Rail funding for the Caltrain Modernization Program. This ensures those funds allocated by the Legislature are not diverted. The governor is likely to sign the bill.

Senate Constitutional Amendment (SCA) 4 and SCA8 reduce the threshold by which sales tax measures to finance transit could be passed with 55 percent of vote. SCA4 has been amended requiring half the funds go toward sustainability projects and requires funds spent on highway projects include maintenance set asides. SCA8 is more closely aligned with what the TA is hoping will happen. These are two-year bills and will not be voted on by September 13.

Federal

There is a dispute over the U.S. Department of Labor (DOL) asserting that the State pension law violates certain Federal protections that are available to transit workers. The DOL was withholding a significant amount of Federal funds for State projects. There has been an interim resolution. The DOL is expected to decertify a grant by the Sacramento Transit System, which is expected to sue the DOL. The governor committed to signing legislation that temporarily exempts transit from the pension law. If the DOL prevails in court the exemption becomes permanent. The legislation also triggers the release of the funds. If the Sacramento Transit System wins, the funds are released and transit employees remain under the pension law, and if they lose the funds are released and transit employees are exempt.

The TA applied for funds under Tiger V but was unsuccessful. There will be other opportunities to apply for these funds. The funds available amounted to \$474 million, but the number of applications totaled more than \$9 billion.

Director Nagel asked what the status is of the pretax commuter bill. Mr. Simon said staff just sent in a letter of support, but he is unsure where the bill is in the process.

Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2013

Joe Hurley, Director, Transportation Authority Program, said this is a report that Jacobs Engineering produces.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

David Miller, Legal Counsel, said the TA will convene in closed session as permitted under the Brown Act to discuss various property acquisition matters related to the Burlingame Interchange Project.

Closed Session: Real Estate Negotiations – Pursuant to Government Code 549956.8:
Agency Negotiators: David J. Miller and Brian Fitzpatrick
Under Negotiation: Price and Terms of Purchase

Adjourned to closed session at 6:03 p.m.

Reconvened from closed session at 6:17 p.m.

Mr. Miller said there are two resolutions resulting from the closed session, one of which is to authorize actions relative to the acquisition of property interest from 99 Old Bayshore, LLC required for the Burlingame Interchange Project, and the other is to authorize actions relative to the acquisition of property interest from Northwest Dealerco Holdings, LLC required for the Burlingame Interchange Project.

A motion (Nagel/Canepa) to approve both resolutions relative to the acquisition of property interest required for the Burlingame Interchange Project was approved.

DATE AND PLACE OF NEXT MEETING

October 3, 2013 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:18 p.m.

CAC CHAIR'S REPORT TO TA 9/5/2013

Good evening Madam Chair and Members of the Board.

I am pleased to announce that our latest member, John Baker, joined us on Tuesday and we were very pleased with his contributions to our discussions that evening. Here is what I have to report from Tuesday night's meeting:

(TA Item 4a) – The CAC had no questions or comments concerning the Board's minutes of August 1, 2013.

(TA Item 4b) – The CAC voted to support the Board's acceptance of the Revenues and Expenditures for the period ending July 31, 2013, without questions or comments.

(TA Item 4c) – We received a brief up date from Joel Slavitt, Manager of Programming and Monitoring, on the Measure A Semi-Annual Program Status Report. No CAC action was required.

(TA Item 7) - The CAC reviewed the August 7, 2013 SamTrans Liaison Report, without questions or comments.

(TA Item 10)- April Chan, Executive Officer, Planning and Development, gave us a comprehensive update on the San Mateo County Shuttle Business Practices, which included strategies to improve coordination, planning and management of shuttle operations in San Mateo County.

(TA Item 11a) – The CAC unanimously supported the allocation of \$100,000 in New Measure A Funds to the San Mateo County Transit District for the Shuttle Program Technical Assistance.

(TA Item 11b) – Following a review of the company's work product by Joe Hurley, TA Program Director, the CAC supported the award of a contract to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Oversight Services for a Total Not-To-Exceed a Cost of \$200,000 over a three-year base period. In supporting this new contract, the CAC complimented the work product that this group has already demonstrated in its current contract with the TA.

(TA Item 12a) – Following an update and Q and A session on Making the Last Mile Connection and Regional Bike Sharing Pilot Programs by Corinne Goodrich, Mgr, Strategic Development and Doug Kim, Director, Planning the CAC had questions/comments which included the limited number of bikes initially available in San Mateo County (70) and the locations and spacing of the bike kiosks themselves, pointing out that the initial kiosk locations appear to be rather close to each other to effectively give the optimum response to the community's needs.

(TA Item 12 b) – Directly following an excellent State and Federal Legislative update from Shweta Bhatnagar, Government and Community Affairs, members of the CAC asked me to communicate to the Board this evening the CAC's strong opposition to the Corbett Bill, SB 556, (which would require

displaying on vehicles and uniforms when services are provided by non-public agency employees), citing that if this bill was passed it would indeed present itself as unworkable for many transit systems around the state, including both Caltrain and Samtrans.

(TA Item 12 c) – We received a brief, targeted update from Joe Hurley, on the 4th Quarter FY 2013 Status Report, who advised us that in reference to Project 00615 the Calera Parkway Project on Route 1, Caltrans has approved the final EIR and the TA is now awaiting to hear from the City of Pacifica concerning their decision to advance the project.

In my own report to the CAC:

- Announced that the CAC has sent a Certificate of Appreciation to Elizabeth Lasensky for her dedicated service to the CAC these past 3 years. Elizabeth is moving to Davis, California.
- Advised CAC that our December meeting fell on New Year's Eve, which proved problematical for all members. CAC voted to change its December meeting date to Monday, December 30th.
- As a fan of both bridge engineering and architectural design, I reported to the CAC about the opening ceremony celebrations and the impressive stats involved in the construction, of the new Oakland-San Francisco Bay Bridge span, which opened ahead of schedule on Labor Day.
- Reported to the CAC that a \$475,590 project to improve pedestrian access to Bart and Train Intermodal Station has been rolled-out in Millbrae. (Project created a street crossing signal with a well-defined path and added sidewalk, bus stop and landscape enhancements to improve safety and access to the station for pedestrians.)
- Advised CAC that a Call for Projects was been issued on August 5, 2013 for Grade Separation Projects with up to \$1m available for planning phase and up to \$5m available for preliminary engineering and environmental work. Closing date is September 13, 2013. Evaluation period w/b in September-October, with draft recommendations presented in November 2013 for TA Board Approval in December 2013.
- Advised CAC that in reference to the recent Bike Share Program Kick-off in Redwood City, Friends of Caltrain are concerned where the bikes are located and are currently soliciting comments from the public as to where they would like or need bikes, if not on the current map, and if their employers or residences would be interested in hosting a bike share kiosk.

In Joe's report to the CAC, he announced that our former CAC secretary, Rosemary Lake, is retiring and would be leaving the TA very shortly. We were saddened to hear this and wish her well in her retirement. We asked Joe to ask Rosemary and other former CAC members to our Holiday party.

Respectfully submitted,

Barbara Arietta, Chair, TA/CAC

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING AUGUST 31, 2013**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of August 2013 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date Total Revenue (\$16,958,982 - line 7) is **better** than staff projections by \$6,382,915 or 60.4 percent. Miscellaneous Income (\$6,319,505 - line 3), is attributable to an unbudgeted recovery payout from the Lehman Brothers bankruptcy. The loss was recorded in Fiscal Year (FY) 2009. Interest Income (\$513,763 - line 2) is \$31,183 or 6.5 percent **better** than projections due to higher than budgeted returns and Rental Income (\$224,046 - line 4) is \$32,226 or 16.8 percent **better** than staff projections.

Total Revenue (\$16,958,982 - line 7) is \$5,948,217 or 54 percent **better** than prior year performance. Interest Income (\$513,763 - line 2) which is \$124,641 or 19.5 percent **worse** than prior year is slightly offset by Rental Income (\$224,046 - line 4) which is \$36,850 or 19.7 percent **better**.

Included is Attachment A which represents the unaudited FY2013 year-end historical actuals for Sales Tax.

Expenditures: *Total Administrative* (\$171,773 - line 22) is **better** than staff projections by \$44,082 or 25.7 percent. Within total administrative, *Staff Support* (\$99,383 - line 18) is \$19,827 or 16.6 percent **better** than staff projections.

Budget Amendment: There are no budget revisions for the month of August 2013.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2014
August 2013

% OF YEAR ELAPSED: **16.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	4,950,000	9,821,800	9,900,000	9,900,000	100.0%	68,000,000	68,000,000	14.6%
2 Interest Income	257,409	638,404	513,763	482,580	106.5%	2,821,040	2,821,040	17.1%
3 Miscellaneous Income	6,319,505	0	6,319,505 (A)	0	0.0%	0	0	0.0%
4 Rental Income	109,472	187,196	224,046	191,820	116.8%	1,168,300	1,168,300	19.2%
5 Grant Proceeds	1,139	363,365	1,667	1,667	100.0%	3,800,500	3,800,500	0.0%
TOTAL REVENUE	11,637,525	11,010,765	16,958,982	10,576,067	160.4%	75,789,840	75,789,840	22.4%
EXPENDITURES:								
11 Annual Allocations	1,806,750	3,584,957	3,613,500	3,613,500	100.0%	24,820,000	24,820,000	14.6%
13 Program Expenditures	2,638,974	750,654	2,836,408	14,463,333	19.6%	86,780,000	86,780,000	3.3%
15 Oversight	84,682	31,048	132,680	80,833	164.1%	485,000	485,000	27.4%
17 Administrative								
18 Staff Support	38,542	62,897	99,383	119,210	83.4%	565,152	565,152	17.6%
19 Measure A Info-Others	-	-	-	-	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	14,375	33,461	28,308	52,563	53.9%	318,634	318,634	8.9%
Total Administrative	52,917	96,359	127,691	171,773	74.3%	900,286	900,286	14.2%
TOTAL EXPENDITURES	4,583,323	4,463,018	6,710,279 (1)	18,329,440	36.6%	112,985,286	112,985,286	5.9%
EXCESS (DEFICIT)	7,054,202	6,547,747	10,248,703	(7,753,373)		(37,195,446)	(37,195,446)	
BEGINNING FUND BALANCE	Not Applicable	421,881,503	445,682,151 ***	445,682,151		415,823,164	445,682,151	
ENDING FUND BALANCE	Not Applicable	428,429,250	455,930,854 (2)	437,928,778		378,627,718	408,486,705	

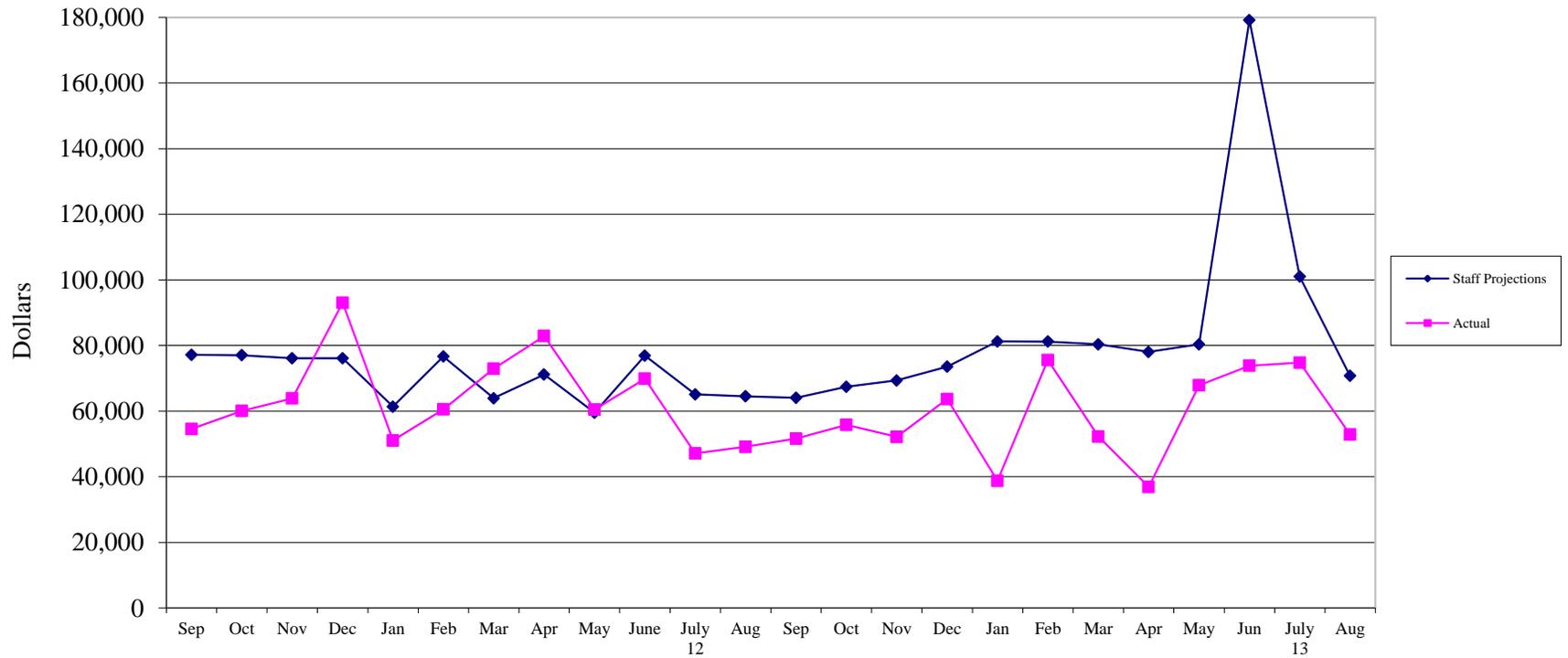
33 Includes the following balances:								
34 Cash and Liquid Investments		718,688			FY 2013 Carryover of Commitments (Unaudited)		278,326,937	
35 Current Committed Fund Balance		384,601,944 (3)			FY 2014 Additional Commitments (Budgeted)		112,985,286	
36 Undesignated Cash & Net Receivable		70,610,222			Less: Current YTD expenditures		(6,710,279) (1)	
37 Total		<u>455,930,854 (2)</u>			Current Committed Fund Balance		<u>384,601,944 (3)</u>	

41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress
42 against the annual budget. When comparing it to the amounts shown in the
43 "% of PROJECT" column, please note that individual line items reflect variations
44 due to seasonal activities during the year.

46 * The TA Adopted Budget is the Board adopted budget effective June 5, 2013.
47 ** The TA Staff Projection is the adopted budget including year to date budget transfers.
48 *** Unaudited ending fund balance for June 2013

50 (A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.

SMCTA Administrative Expenses



Current Year Data

	Jul '13	Aug '13	Sep '13	Oct '13	Nov '13	Dec '13	Jan '14	Feb '14	Mar '14	Apr '14	May '14	Jun '14
MONTHLY EXPENSES												
Staff Projections	101,007	70,766										
Actual	74,774	52,917										
CUMULATIVE EXPENSES												
Staff Projections	101,007	171,773										
Actual	74,774	127,691										
Variance-F(U)	26,233	44,082										
Variance %	25.97%	25.66%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF AUGUST, 2013

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.630%	\$ 263,710,845	\$ 263,710,845
Local Agency Investment Fund	**	Liquid Cash	0.271%	\$ 5,576,442	\$ 5,576,442
Investment Portfolio	***	Liquid Cash	0.866%	\$ 169,558,799	\$ 169,721,189
Other		Liquid Cash	0.000%	\$ 718,688	\$ 718,688
				<u>\$ 439,564,774</u>	<u>\$ 439,727,163</u>

Accrued Earnings for August, 2013	\$ 264,079.37
Cumulative Earnings FY2014	\$ 527,103.72

* County Pool average yield for the month ending August 31, 2013 was 0.630%. As of August, 2013 the amortized cost of the Total Pool was \$2,895,569,158.96 and the fair market value per San Mateo County Treasurer's Office was \$2,888,259,750.30.

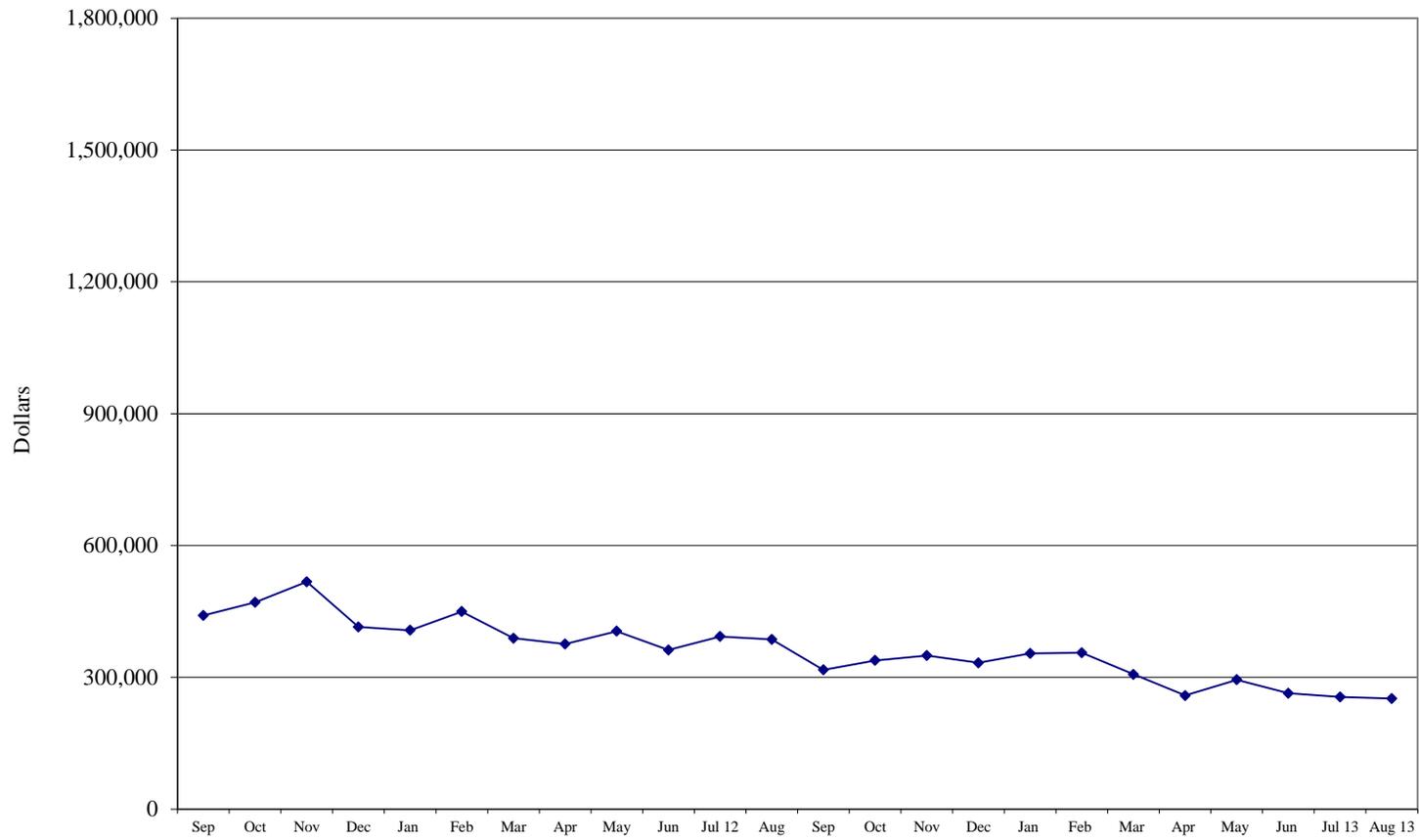
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
AUGUST 2013**

FY2014	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	263,024.35	263,024.35
AUGUST	264,079.37	527,103.72
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

SMCTA Interest Income



* Paratransit interest no longer displayed as corpus has been transferred to SamTrans.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
August 31, 2013

DESCRIPTION	TOTAL INVESTMENT 08-31-13	INTEREST RECEIVABLE 07-31-2013	PREPAID INT RECEIVABLE 07-13-2013	INTEREST EARNED 08-31-13	INTEREST RECEIVED 08-31-13	ADJ.	INTEREST RECEIVABLE 08-31-13
LAIF	5,576,441.53	3,212.11	0.00	2,619.94	0.00	318.91	6,150.96
COUNTY POOL	263,710,844.88	141,487.17	0.00	142,029.95	0.00	(952.09)	282,565.03
BANK OF AMERICA	718,688.13	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	169,558,799.38	402,384.22	42,000.42	120,261.10	142,052.00	(198.44)	422,395.30
	<u>439,564,773.92</u>	<u>547,083.50</u>	<u>42,000.42</u>	<u>264,910.99</u>	<u>142,052.00</u>	<u>(831.62)</u>	<u>711,111.29</u>

AUGUST 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 08/31/13	264,079.37
Add:	
Misc. Income - Lehman Brothers Recovery	6,318,005.44
Misc. Income - Permit Fee	1,500.00
Less:	
Management Fees	(6,670.20)
Amortized Premium/Discount	(25,797.15)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>6,551,117.46</u>

YEAR TO DATE -- SUMMARY

Interest Earned	527,103.72
Add:	
Misc. Income - Lehman Brothers Recovery	6,318,005.44
Misc. Income - Permit Fee	1,500.00
Less:	
Management Fees	(13,340.40)
Amortized Premium/Discount	(51,548.47)
Capital Gain(Loss)	0.00
Total Interest	<u>6,781,720.29</u>
Balance Per Ledger as of 08/31/13	
Exp. Acct. 530011 - Amort Prem/Disc	(51,548.47)
Int Acct. 409100 - Co. Pool	282,565.03
Int Acct. 409100 - LAIF	6,150.96
Int Acct. 409101 - Portfolio Funds	225,047.33
Misc. Income Acct. 405240 - Other Non-Transit	6,319,505.44
Gain(Loss) Acct. 405210	0.00
	<u>6,781,720.29</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
August 31, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-13	MARKET VALUE 08-31-2013	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 07-31-13	INTEREST EARNED 08-31-2013	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 08-31-2013	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828TX8	02/01/13	14,998,828.13	14,967,150.00	14,970,750.00	11-15-15	0.375%	156.2500	31	11,922.56	4,843.75		(105.30)	16,661.01	15,000,000 8.85%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLM	3137EACR8	02-08-11	18,901,470.00	19,143,830.00	19,115,900.00	02-25-14	1.375%	725.6944	30	113,208.33	21,770.83	130,625.00	0.01	4,354.17	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	13,705,335.00	04-23-14	2.500%	937.5000	30	91,875.00	28,125.00			120,000.00	13,500,000
FHLMC	3134G4ER5	08/19/13	10,001,100.00	9,993,500.00	9,993,500.00	08-19-15	0.500%	138.8889	12	0.00	1,666.67			1,666.67	10,000,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,030,300.00	09-28-15	0.750%	208.3333	30	25,625.00	6,250.00			31,875.00	10,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	5,983,260.00	5,986,860.00	11-27-15	0.500%	83.3333	30	5,333.33	2,500.00			7,833.33	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	19,937,400.00	19,956,000.00	11-27-15	0.500%	277.7778	30	17,777.78	8,333.33			26,111.11	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	9,953,600.00	01-28-16	0.500%	138.8889	30	416.67	4,166.67		(0.01)	4,583.33	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,377,991.35	02-26-16	0.520%	63.4833	30	9,839.92	1,904.50	11,427.00		317.42	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,104,661.00	03-04-16	0.750%	313.9583	30	46,151.88	9,418.75			55,570.63	15,070,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,041,520.00	12,036,600.00	03-21-16	1.000%	333.3333	30	43,333.33	10,000.00			53,333.33	12,000,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	23,888,400.00	03-30-16	0.500%	333.3333	30	40,333.33	10,000.00			50,333.33	24,000,000 84.96%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,581,103.06	10,601,291.54	04-15-14	1.250%	363.9226	31	38,567.51	11,281.60		(93.14)	49,755.97	10,480,970
MATURED/CALLED															
TOTAL			<u>169,558,799.38</u>	<u>169,721,660.16</u>	<u>169,721,188.89</u>					<u>444,384.64</u>	<u>120,261.10</u>	<u>142,052.00</u>	<u>(198.44)</u>	<u>422,395.30</u>	<u>169,445,971.00</u>

17-Sep-13

Weighted Average Interest Rate 0.8657%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2013 & FY2014
 AUGUST 2013

9/20/13 4:11 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2013:					
1st Quarter	16,181,800	1st Quarter	18,855,990	2,674,190	18,855,990
2nd Quarter	17,084,000	2nd Quarter	18,948,926	1,864,926	18,948,926
3rd Quarter	17,782,200	3rd Quarter	17,439,496	(342,704)	17,439,496
4th Quarter	16,952,000	4th Quarter	18,613,375	1,661,375	18,613,375
FY2013 Total	68,000,000	FY2013 Total	73,857,787	5,857,787	73,857,787
FY2014:					
Jul. 13	4,400,000	Sep. 13			4,400,000
Aug. 13	4,400,000	Oct. 13			4,400,000
Sep. 13	6,100,000	Nov. 13			6,100,000
1st Qtr. Adjustment	1,650,000	Dec. 13			1,650,000
3 Months Total	16,550,000		0	0	16,550,000
Oct. 13	4,700,000	Dec. 13			4,700,000
Nov. 13	4,700,000	Jan. 14			4,700,000
Dec. 13	6,330,000	Feb. 14			6,330,000
2nd Qtr. Adjustment	1,795,000	Mar. 14			1,795,000
6 Months Total	34,075,000		0	0	34,075,000
Jan. 14	5,140,000	Mar. 14			5,140,000
Feb. 14	5,140,000	Apr. 14			5,140,000
Mar. 14	5,600,000	May 14			5,600,000
3rd Qtr. Adjustment	1,500,000	Jun. 14			1,500,000
9 Months Total	51,455,000		0	0	51,455,000
Apr. 14	4,500,000	Jun. 14			4,500,000
May 14	4,500,000	Jul. 14			4,500,000
Jun. 14	5,900,000	Aug. 14			5,900,000
4th Qtr. Adjustment	1,645,000	Sep. 14			1,645,000
FY2014 Total	68,000,000	FY2014 Total	0	0	68,000,000
	9,900,000	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>9,900,000</u>	YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF AUGUST 31, 2013

8/31/2013

Cash -- Bank of America Checking Account	718,688.13
LAIF	5,576,441.53
County Pool	263,710,844.88
Investment Portfolio	169,558,799.38
	<hr/>
Total	<u><u>439,564,773.92</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- AUGUST 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000858	MATSUMOTO, KARYL M.	8/12/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000859	GROOM, CAROLE	8/12/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000860	NAGEL, TERRY	8/12/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000861	HORSLEY, DONALD	8/12/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000862	CANEPA, DAVID	8/12/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000863	PENINSULA CORRIDOR JOINT POWERS BOARD	8/19/2013	6,233,010.09	WIR	Capital Programs ¹
SMCTA	000864	PENINSULA CORRIDOR JOINT POWERS BOARD	8/26/2013	1,482,018.75	WIR	Capital Programs ²
SMCTA	000864	PENINSULA CORRIDOR JOINT POWERS BOARD	8/26/2013	2,779,408.82	WIR	Capital Programs ³
SMCTA	003520	KELLY'S STUMP REMOVAL, INC.	8/5/2013	2,350.00	CHK	Grounds Maintenance Service
SMCTA	003521	PACIFIC GAS & ELECTRIC COMPANY	8/5/2013	268.07	CHK	Capital Programs ⁴
SMCTA	003522	PENINSULA TRAFFIC CONGESTION RELIEF	8/5/2013	157,523.93	CHK	Capital Programs ⁵
SMCTA	003523	CHOW, CHUN P	8/12/2013	4,904.61	CHK	Capital Programs ⁶
SMCTA	003524	KENNEDY VAN & STORAGE, INC	8/12/2013	100.00	CHK	Capital Programs ⁶
SMCTA	003525	PATRIDGE, NAOMI	8/12/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003526	VALLEY RELOCATION AND STORAGE	8/12/2013	100.00	CHK	Capital Programs ⁶
SMCTA	003527	ATKINS NORTH AMERICA, INC	8/19/2013	63,227.51	CHK	Consultant
SMCTA	003528	DMJM HARRIS/MARK THOMAS JV	8/19/2013	30,367.46	CHK	Capital Programs ⁷
SMCTA	003529	FEHR & PEERS	8/19/2013	5,488.97	CHK	Consultant
SMCTA	003530	URS CORPORATION	8/19/2013	147,309.56	CHK	Capital Programs ⁴
SMCTA	003531	WELLS FARGO OF CALIFORNIA	8/19/2013	13,416.00	CHK	Insurance Premium
SMCTA	003532	BURLINGAME, CITY OF	8/26/2013	13,469.85	CHK	Capital Programs ⁵
SMCTA	003533	SHAW/YODER & ANTWIH, INC.	8/26/2013	3,795.00	CHK	Legislative Advocate
SMCTA	003534	URS CORPORATION	8/26/2013	212,478.70	CHK	Capital Programs ⁴
				<u>11,149,837.32</u>		

Footnotes:

¹ San Bruno Grade Separation \$6,214,003.37, Downtown Extension \$3,168.48; San Bruno Archway Study \$15,838.24

² San Bruno Grade Separation \$1,408,129.79; Caltrain Electrification \$19,888.96

³ San Bruno Grade Separation \$2,749,302.27; San Bruno Archway Study \$30,106.55

⁴ Streets & Highways - Route 101 Broadway Interchange

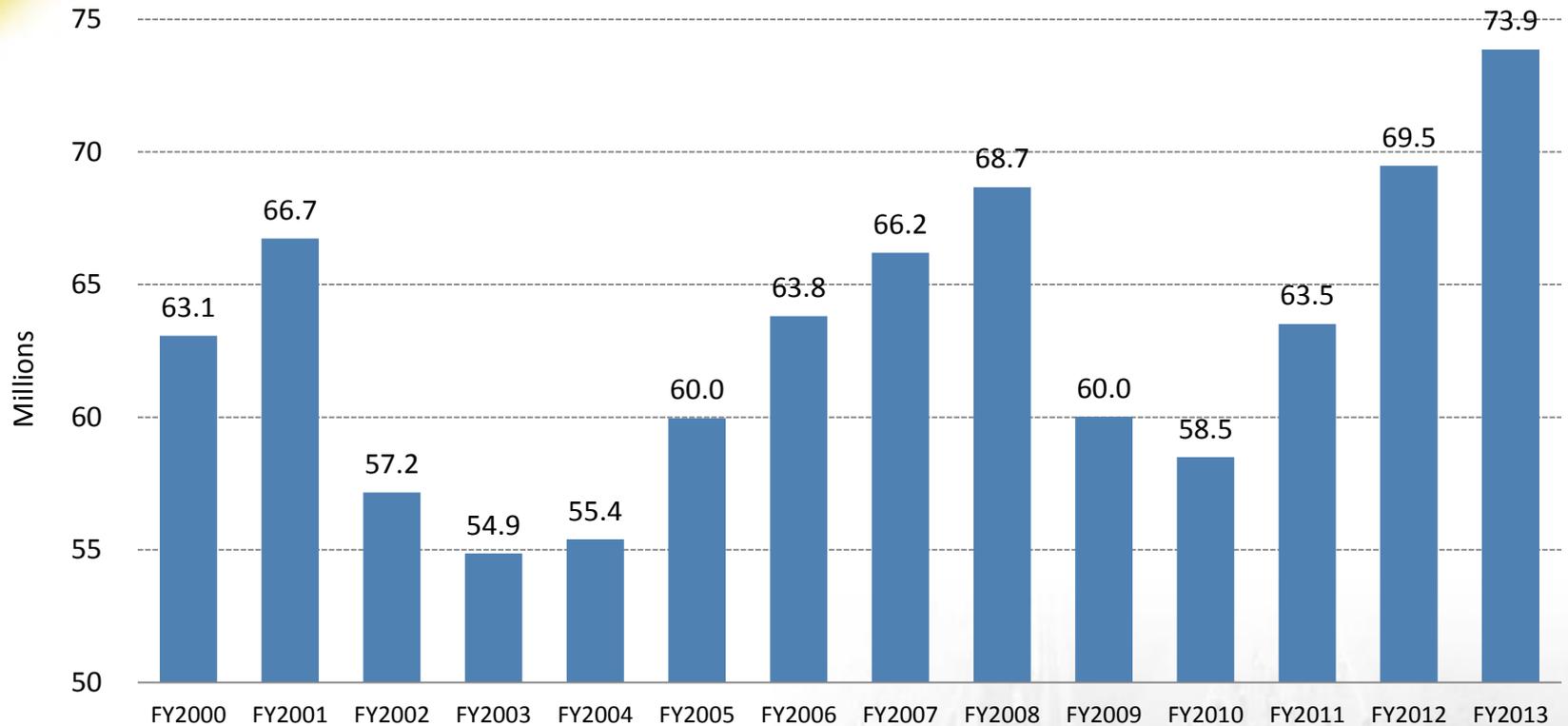
⁵ FY13 Local Shuttle projects

⁶ Streets & Highways - Route 101 Broadway Interchange - Relocation expense

⁷ Streets & Highways - Route 1 Fassler Ave to Westport



Attachment A: Sales Tax Receipts



**AGENDA ITEM # 7
OCTOBER 3, 2013**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF OCTOBER 2, 2013**

The summary report will be made available at the Board meeting.

Prepared By: Martha Martinez

650-508-6242

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington April Chan
Deputy CEO Executive Officer, Planning & Development

SUBJECT: **AWARD OF CONTRACTS TO PROVIDE ON-CALL ENVIRONMENTAL
PLANNING, PERMITTING AND SUPPORT SERVICES**

ACTION

Staff proposes the Board:

1. Award contracts for provision of on-call environmental planning, permitting and support services in the estimated aggregate not-to-exceed amount of \$350,000 for a three-year term to:
 - ICF Jones & Stokes, Inc.
 - HDR Engineering, Inc.
 - The Louis Berger Group, Inc.
2. Authorize the Executive Director or designee to execute contracts with the above firms in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements.
3. Authorize the Executive Director or designee to exercise up to two additional one-year option terms with the above firms for up to \$87,500 for each option term, to be shared in the aggregate among the three firms, if it is deemed in the best interest of the San Mateo County Transportation Authority (TA).

SIGNIFICANCE

Approval of the above actions will benefit the TA by having multiple, qualified firms provide the services required by upcoming planning and capital projects of the TA. It will also address the TA's need for a larger pool of qualified firms to select from in order to meet the volume of services and expanded services which are anticipated.

The firms will be engaged on a project-by-project and as-needed basis. Award of these contracts will not obligate the TA to purchase any specific level of service.

BUDGET IMPACT

The services to be provided pursuant to the contracts will be performed under Work Directives (WDs) issued to each firm on an on-call and project basis. The WDs will be

funded with a mix of Federal, State, regional, and/or local revenues and grants from approved TA planning and capital project budgets.

BACKGROUND

The TA has an on-going business need for qualified consulting firms to provide environmental planning, permitting and support services.

A Request for Proposals was issued May 20, 2013 to provide on-call environmental planning, permitting and support services to the TA, the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transit District (District). The solicitation information was advertised in a newspaper of general circulation and on the TA's procurement website. Solicitation notices also were sent to Small and Disadvantaged Business Enterprises (SBE/DBEs) in the environmental planning industry. Three firms submitted proposals. None of the proposals are from SBE/DBE firms. However, each of the proposers has included SBE/DBEs as part of their proposed team.

An Evaluation Committee (Committee) composed of qualified TA staff reviewed, evaluated and scored the proposals in accordance with the following weighted criteria:

- | | |
|---|-------------|
| • Team Organization and Qualifications | 0-30 Points |
| • Contract Management Qualifications and Experience | 0-40 Points |
| • Understanding of Scope of Services and Proposed Project Management Approach | 0-20 Points |
| • Cost Proposal (Labor Rates) | 0-10 Points |

After review, evaluation, and initial scoring of proposals, all three firms were asked to submit revised proposals and updated labor rate information to address the Committee's questions regarding proposed staff and subconsultants' direct hourly and overhead rates and fees. The Committee determined it was not necessary to interview the three firms as all of them submitted responsive proposals, two of them are incumbents, and the third, HDR Engineering, Inc., is a known vendor in good standing with the JPB and District. The Committee conducted a second and final evaluation, reached a consensus ranking, and requested Best and Final Offers from all three firms. Staff reviewed and evaluated the updated proposed direct hourly and overhead rates and determined them to be reasonable and in line with prices currently paid by the TA for similar services. The Committee has concluded the three firms are qualified to be selected for contract award and are listed below in order of their consensus ranking:

- The Louis Berger Group, Inc., Sacramento, CA
- HDR Engineering, Inc., Walnut Creek, CA
- ICF Jones & Stokes, Inc., San Francisco, CA

These three firms will provide the TA with a robust pool of consultants. These firms and their subconsultants possess the necessary qualifications and requisite depth of experience to successfully perform the Services at fair and reasonable prices.

The services are presently being provided to the TA by ICF Jones & Stokes, Inc. and The Louis Berger Group, Inc. for an awarded aggregate not-to-exceed amount of \$750,000. Award of the new contracts will ensure uninterrupted provision to the TA of environmental planning, permitting and support services.

Contract Officer: Luis F. Velásquez 650-622-8099
Project Manager:
Hilda Lafebre, Manager, Capital Projects and Environmental Planning 650-622-7842

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACTS
TO PROVIDE ON-CALL ENVIRONMENTAL PLANNING, PERMITTING AND SUPPORT SERVICES
FOR AN ESTIMATED AGGREGATE NOT-TO-EXCEED AMOUNT OF
\$350,000 FOR THREE YEARS**

WHEREAS, the San Mateo County Transportation Authority (TA) solicited competitive proposals to provide on-call environmental planning, permitting, and support services; and

WHEREAS, in response to the TA's Request for Proposal (RFP), three firms submitted proposals: ICF Jones & Stokes, Inc. of San Francisco, CA; HDR Engineering, Inc. of Walnut Creek, CA; and The Louis Berger Group, Inc. of Sacramento, CA (collectively, Consultants); and

WHEREAS, an Evaluation Committee (Committee) reviewed and evaluated the Consultants' proposals, ranked the proposals according to the evaluation criteria set forth in the RFP, requested revised proposals from each proposer, performed a second evaluation and requested Best and Final Offers from each proposer; and

WHEREAS, the Committee determined that all of the Consultants possess the necessary qualifications and requisite experience to provide on-call environmental planning, permitting, and support services to the TA and will perform such services at fair and reasonable prices; and

WHEREAS, it was further determined that it is in the best interest of the TA to award contracts to all three firms in order to provide a robust pool of skilled consultants to provide such services on an as-needed basis; and

WHEREAS, staff and legal counsel have reviewed the proposals and determined the proposals comply with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends an award of three-year contracts for on-call environmental planning, permitting and support services to the Consultants for an estimated aggregate not-to-exceed amount of \$350,000, with two one-year option terms in an aggregate, not-to-exceed amount of \$87,500 for each option year, which amounts will be shared as a pool for authorized tasks assigned to each of the three firms, with the understanding that there is no guaranteed level of effort or amount of compensation due to any of the Consultants under the contracts.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority (Board) hereby awards on-call, no guaranteed level of effort contracts for environmental planning, permitting and support services to ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. for a three-year base term at an estimated aggregate not-to-exceed amount of \$350,000 in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or designee to execute contracts on behalf of the TA with ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. in full conformity with all of the terms and conditions of the contract documents and negotiated agreements, and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or his designee to exercise up to two additional, one-year option terms to the contracts with ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. in an

aggregate not-to-exceed amount of \$87,500 for each option year, if it is deemed to be in the best interests of the TA to exercise said options.

Regularly passed and adopted this 3rd day of October, 2013 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: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington April Chan
Deputy CEO Executive Officer, Planning & Development

SUBJECT: **AWARD OF CONTRACTS TO PROVIDE ON-CALL TRANSPORTATION
PLANNING AND SUPPORT SERVICES**

ACTION

Staff proposes the Board:

1. Award contracts for provision of On-Call Transportation Planning and Support Services in the estimated aggregate not-to-exceed amount of \$1.5 million for a three-year term to:
 - CDM Smith, Inc.
 - Fehr & Peers, Inc.
 - HNTB Corporation
 - STANTEC Consulting Services, Inc.
2. Authorize the Executive Director or designee to execute contracts with the above firms in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements.
3. Authorize the Executive Director or designee to exercise up to two additional one-year option terms with the above firms for up to \$375,000 for each option term, to be shared in the aggregate among the four firms, if it is deemed in the best interest the San Mateo County Transportation Authority (TA).

SIGNIFICANCE

Approval of the above actions will benefit the TA by having multiple, qualified firms provide the services required by upcoming planning and capital projects of the TA. It will also address the TA's need for a larger pool of qualified firms in order to meet the volume of services and expanded services which are anticipated.

The firms will be engaged on a project-by-project and as-needed basis. Award of these contracts will not obligate the TA to purchase any specific level of service from the consultants.

BUDGET IMPACT

The services to be provided pursuant to the contracts will be performed under Work Directives (WDs) issued to each firm on an on-call and project basis. The WDs will be funded with a mix of Federal, State, regional, and/or local revenues and grants from approved TA planning and capital project budgets.

BACKGROUND

The TA has an on-going business need for qualified consulting firms to provide transportation planning and support services.

A Request for Proposals was issued on May 20, 2013 to provide on-call transportation planning and support services to the TA, the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transit District. The solicitation information was advertised in a newspaper of general circulation and on the TA's procurement website. Solicitation notices also were sent to Small and Disadvantaged Business Enterprises (SBE/DBEs) in the transportation planning industry. Four firms submitted proposals. None of the proposals are from SBE/DBE firms. However, each of the proposers has included SBE/DBEs as part of their proposed team.

An Evaluation Committee (Committee) composed of qualified TA staff reviewed, evaluated and scored the proposals in accordance with the following weighted criteria:

- | | |
|---|-------------|
| • Team Organization and Qualifications | 0-30 Points |
| • Contract Management Qualifications and Experience | 0-40 Points |
| • Understanding of Scope of Services and Proposed Project Management Approach | 0-20 Points |
| • Cost Proposal (Labor Rates) | 0-10 Points |

After review, evaluation, and initial scoring of proposals all four firms were asked to submit revised proposals and updated labor rate information to address the Committee's questions regarding proposed staff and subconsultants' direct hourly and overhead rates and fees. The Committee determined it was not necessary to interview the firms as three of them are incumbents, and the fourth, STANTEC Consulting Services, submitted a responsive proposal and is a known vendor in good standing with the JPB. The Committee conducted a second and final evaluation and consensus ranking and requested Best and Final Offers from all four firms. Staff reviewed and evaluated updated proposed direct hourly and overhead rates and determined them to be reasonable and in line with prices currently paid by the TA for similar services. The Committee has concluded the four firms are qualified to be selected for contract award and are listed below in order of their consensus ranking:

- CDM Smith, Inc., San Francisco, CA
- Fehr & Peers, Inc., San Jose, CA
- HNTB Corporation, Oakland, CA
- STANTEC Consulting Services, Inc., San Francisco, CA

These four firms will provide the TA with a robust pool of consultants as these firms and their subconsultants possess the necessary qualifications and requisite depth of experience to successfully perform the Services at a fair and reasonable price.

The Services are presently being provided to the TA by CDM Smith, Inc.; Fehr & Peers, Inc. and HNTB Corporation for an awarded aggregate not-to-exceed amount of \$2,250,000. Award of the new contracts will ensure uninterrupted provision to the TA of transportation planning and project support services.

Contract Officer: Luis F. Velásquez 650-622-8099

Project Manager:
Hilda Lafebre, Manager, Capital Projects and Environmental Planning 650-622-7842

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACTS
TO PROVIDE ON-CALL TRANSPORTATION PLANNING AND SUPPORT SERVICES
FOR AN ESTIMATED AGGREGATE NOT-TO-EXCEED AMOUNT OF
\$1,500,000 FOR THREE YEARS**

WHEREAS, the San Mateo County Transportation Authority (TA) solicited competitive proposals to provide on-call transportation planning and support services; and

WHEREAS, in response to the TA's Request for Proposal (RFP), four firms submitted proposals: CDM Smith, Inc. of San Francisco, CA; Fehr & Peers, Inc. of San Jose, CA; HNTB Corporation of Oakland, CA and STANTEC Consulting Services, Inc. of San Francisco, CA (collectively, Consultants); and

WHEREAS, an Evaluation Committee (Committee) reviewed and evaluated the Consultants' proposals, ranked the proposals according to the criteria set forth in the RFP, requested revised proposals, performed a second evaluation and requested Best and Final Offers; and

WHEREAS, the Committee determined that all four of the Consultant firms submitting proposals possess the necessary qualifications and requisite experience to successfully provide on-call transportation planning and support services to the TA and will perform such services at fair and reasonable prices; and

WHEREAS, it was further determined that it is in the best interest of the District to award contracts to all four firms in order to provide a robust pool of skilled consultants; and

WHEREAS, staff and legal counsel have reviewed the proposals and have determined the proposals comply with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that three-year contracts for on-call transportation planning and support services be awarded to the above-referenced Consultants for an estimated, aggregate not-to-exceed amount of \$1,500,000, which will be shared as a pool for authorized tasks assigned to the four firms, with the understanding that there is no guaranteed level of effort or amount of compensation due to any of the Consultants under the contracts.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority (TA) hereby awards contracts for on-call transportation planning and support services to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. for a three-year base term at an estimated aggregate not-to-exceed amount of \$1,500,000; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or designee to execute contracts on behalf of the TA with CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation and STANTEC Consulting Services, Inc. in full conformity with all of the terms and conditions of the contract documents and negotiated agreement, and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or his designee to exercise up to two additional, one-year option terms to the contracts with

CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. in an aggregate not-to-exceed price of \$375,000 for each option year, if it is deemed to be in the best interest of the District to exercise said options.

Regularly passed and adopted this 3rd day of October, 2013 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: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

SUBJECT: **PEDESTRIAN & BICYCLE FUNDING SOURCES**

ACTION

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

SIGNIFICANCE

A PowerPoint presentation will be made by staff in response to a request made at a prior TA Board meeting to provide information on pedestrian and bicycle funding. This presentation will provide an overview of pedestrian and bicycle needs and available funding sources with a focus on sources that are dedicated to agencies in San Mateo County. This is a complementary item to the status update on the Measure A Pedestrian and Bicycle Program, which is also being presented at the TA Board's October 2013 meeting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

Prepared By: Joel Slavit, Manager, Programming & Monitoring

650-508-6476

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

SUBJECT: **PEDESTRIAN & BICYCLE PROGRAM REPORT – FIRST FUNDING CYCLE**

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 Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a presentation highlighting the status of the Pedestrian and Bicycle Program from the first funding cycle, which covered Fiscal Years 2012 and 2013 and includes lessons learned with respect to project delivery, process and policy.

Staff is currently in the process of developing the next Call for Projects (CFP). The Board-adopted New Measure A Program Implementation Plan defines the basic eligibility requirements and the over-arching prioritization criteria that are used to evaluate the projects. Before the release of the next CFP, staff will meet with the TA Measure A Pedestrian and Bicycle Program Subcommittee to refine the criteria and process that were used during the first funding cycle in order to further improve the program and delivery of projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

This month's presentation will be presented via PowerPoint.

Prepared By: Joel Slavit, Manager of Programming and Monitoring 650-508-6476

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

SUBJECT: **PROGRAM REPORT: TRANSIT - DUMBARTON CORRIDOR**

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 Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year.

This month features a presentation that will provide an update on the Dumbarton Corridor Rail project.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

At the January 5, 2012 meeting, staff reported that the Dumbarton Corridor Rail Project was progressing through an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process with a scheduled submission date for the Final EIS/EIR scheduled in fall 2012 and an anticipated Record of Decision (ROD) in spring 2013.

While all elements of the Administrative Draft EIS/EIR are now complete, the funding plan for the project is deficient. The costs of the various rail alternatives included in the Administrative Draft EIS/EIR range from \$700 million to \$800 million. Available funding for these various rail alternatives from identified sources totals less than \$350 million. The Federal Transit Administration (FTA) has indicated that if reasonable funding sources cannot be included in the Administrative Draft EIS/EIR to fully fund the rail alternatives, it is unlikely the FTA would issue an ROD for the project. Staff does not feel it is prudent to expend any additional resources to release the document for public review at this time.

In light of the substantial shortfall in the project budget, the project will be placed on hold indefinitely until the project partners can secure a funding plan that can advance the project further.

Staff received a letter from the Metropolitan Transportation Commission (MTC) inquiring about the status of the Dumbarton Corridor Rail project. In the letter, MTC indicated there is an unallocated \$34.7 million in Regional Measure 2 (RM2) funds for the project and requested an implementation plan be sent on or before September 30, 2013 for how the project would proceed. Staff has requested that MTC extend the deadline to November 8, 2013 to provide staff sufficient time to seek input from the Dumbarton Policy Advisory Board and the TA Board regarding the best possible alternative project candidates for relieving traffic congestion in the corridor in the near term and advancing the rail project in the future.

Staff is currently working with various project partners including Alameda County Transportation Commission and the cities of Redwood City, Menlo Park and East Palo Alto, to prepare a list of alternative projects, which will be presented to the Dumbarton Policy Advisory Board for input. Staff plans to bring a recommendation back to the TA Board at its November 7, 2013 meeting for endorsement before it is forwarded to the MTC for consideration under the RM2 Program.

The TA Board previously transferred \$50 million of Original Measure A funds from the Grade Separation line item to the Dumbarton Rail project at its December 1998 meeting. Staff plans to bring a recommendation to the Board at the November 2013 meeting on potential reprogramming of the balance of this \$50 million in Original Measure A funds.

Prepared by: April Chan, Executive Officer, Planning & Development 650-508-6228

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide regular updates to the Board in accordance with the approved Legislative Program.

STATE ISSUES

Legislation

The Assembly and Senate adjourned for the rest of the calendar year on September 12.

Senate Bill (SB) 557 (Hill) – The bill, which was signed into law by the governor, ensures that \$600 million in Proposition 1A high-speed rail funds will be allocated to the Caltrain Modernization Program.

SB 556 (Corbett) – The bill was amended to exempt transit contract operations, but retained language that would apply disclosure requirements to health and safety services, which could potentially cover private security services retained by transit agencies. The bill was not considered before the end of the legislative session on September 13.

Assembly Bill (AB) 797 (Gordon) – The bill, which was signed into law by the governor, allows the Santa Clara Valley Transportation Authority, the San Mateo County Transit District and, by extension, the Peninsula Corridor Joint Powers Board to utilize a Construction Management General Contractor project delivery approach for transit projects.

AB 1222 (Bloom) – The bill, which is awaiting the governor's signature, temporarily exempts transit employees from the State's recent pension reform law. This exemption allows the United States Department of Labor (DOL) to release Federal transit funding that has been held up since the pension reforms became effective on January 1, 2013. The bill also allows for the allocation of Federal funding to continue while the State and DOL pursue a

legal remedy to the perceived conflict between the State's pension reform law and Federal collective bargaining protections.

FEDERAL ISSUES

Positive Train Control Mandate

The Government Accountability Office (GAO) released a report that supports Federal Railroad Administration (FRA) recommendations that Congress amend the Rail Safety Improvement Act of 2008 (RSIA). Specifically, the report identifies implementation risks associated with maintaining the existing 2015 Positive Train Control (PTC) implementation deadline and supports recommendations that RSIA be amended to grant FRA authority to:

- Extend the deadline on individual rail lines when the need to do so can be demonstrated by the railroad and verified by FRA to grant railroads incremental deadlines based on a case-by-case basis;
- Grant provisional certification of PTC systems under controlled conditions before final system completion; and
- Approve the use of alternative safety technologies in lieu of PTC to allow railroads to improve safety and meet many of the functions of PTC through other means.

Appropriations

Congress was unable to approve Fiscal Year (FY) 2014 appropriations before adjourning for summer recess, leaving just nine days on the legislative calendar to pass a continuing resolution (CR) that would continue funding for government programs beyond September 30.

On September 20, the House passed a CR that would extend funding through December 15, but the legislation also eliminates FY2014 funding for the Affordable Care Act (ACA). The Senate is expected to amend the House bill to restore ACA funding. The House would need to ratify these amendments prior to September 30 to avoid a government shutdown.

The annual debate over Federal spending is complicated by the looming issue of raising the debt ceiling, which must occur by October 17. It is not known at this time how the result of the CR process will affect the debt ceiling debate.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650-508-6388

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY ENROLLMENT 9/11/2013 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 13 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 54. Noes 19.).</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law also creates the Air Quality Improvement Program, administered by the State Air Resources Board, to fund air quality improvement projects related to fuel and vehicle technologies.</p> <p>This bill would provide that the state board has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the state board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling stations in California. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen-fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill would repeal the above provisions on January 1, 2024. The bill, no later than July 1, 2014, would require the state board, in consultation with air pollution control and air quality management districts, to convene working groups to evaluate the specified policies and goals of specified programs. The bill would add intelligent transportation systems as a category of projects eligible for funding under the Alternative and Renewable Fuel and Vehicle Technology Program. The bill would require the commission and the state board, in</p>	<p>Support</p>

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
		making awards under both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program, to provide a preference to projects with higher benefit-cost scores, as defined. This bill contains other related provisions and other existing laws. Last Amended on 9/6/2013	
AB 25 Campos D Employment: social media.	SENATE DESK 9/13/2013 - In Senate. Held at Desk.	<p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions.</p> <p>This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. Last Amended on 5/1/2013</p>	
AB 26 Bonilla D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was L. & I.R. on 7/8/2013)	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would specify that moneys from the Greenhouse Gas Reduction Fund are public funds, as defined. The bill would require that, if moneys from the Greenhouse Gas Reduction Fund are made available to the owner or operator of a refinery to perform work to reduce greenhouse gas emissions, then all work at the refinery related to reducing greenhouse gas emissions that is not performed by the owner's or operator's own employees and that falls within an apprenticeable occupation, as defined, shall be performed by skilled journeypersons, as defined, and registered apprentices, as defined. The bill would require that moneys from the Greenhouse Gas Reduction Fund only be made available for work at a refinery if the work is related to complying with a market-based compliance mechanism to reduce greenhouse gas emissions, as specified. This bill contains other related provisions. Last Amended on 6/25/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 37 Perea D Unemployment insurance: reporting requirements: status of funds.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was L. & I.R. on 8/14/2013)	Existing unemployment insurance law requires the Employment Development Department to submit to the Legislature in May and October of each year a report on the status of the Unemployment Fund and the Unemployment Compensation Disability Fund, containing actual and forecasted information on each fund, as specified. This bill would additionally require the department, whenever the Unemployment Fund indicates a negative balance, to include in the status report on the Unemployment Fund the estimated cost impact on employers from the changes in a specified federal tax credit and the estimated amount the state is expected to pay in interest charges on any outstanding loan to the federal government. Last Amended on 8/12/2013	
AB 101 Committee on Budget Budget Act of 2013.	ASSEMBLY ENROLLMENT 9/12/2013 - In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 53. Noes 25.).	The Budget Act of 2013 made appropriations for the support of state government for the 2013-14 fiscal year. This bill would amend the Budget Act of 2013 by revising items of appropriation – including the Active Transportation Program -- and making other changes. This bill contains other related provisions. Last Amended on 9/11/2013	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 153 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015 , to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. Last Amended on 4/8/2013</p>	
<p>AB 160 Alejo D</p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY APPR. 5/29/2013 - Re- referred to Com. on APPR.</p>	<p>(1) The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law if a federal agency determines there is a conflict with federal law. This bill contains other related provisions and other existing laws. Last Amended on 5/28/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>ASSEMBLY ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information, as defined, of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information within 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares with respect to personally identifiable information of a person who subscribes to an electronic fare collection system. This bill contains other related provisions and other existing laws. Last Amended on 9/4/2013</p>	
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY CHAPTERED 8/13/2013 - Chaptered by Secretary of State - Chapter 95, Statutes of 2013.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is 45 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a 45-foot bus equipped with a front-mounted bicycle rack and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of a 45-foot bus that is equipped with a front-mounted bicycle rack. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018. This bill contains other related provisions. Last Amended on 4/1/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law authorizes the creation by a city, county, or city and county of an infrastructure financing district, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize the formation of a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions. Last Amended on 8/12/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 266 Blumenfield D Vehicles: high-occupancy vehicle lanes.	ASSEMBLY ENROLLMENT 9/6/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 56. Noes 20. Page 2903.)	<p>Existing federal law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs).</p> <p>This bill would extend the operation of those provisions for certain low-emission vehicles to January 1, 2019, or until federal authorization expires, or until the Secretary of State receives that specified notice, whichever occurs first. The bill would until January 1, 2015, or until the Secretary of State receives that specified notice, authorize the department to issue a valid identifier to a vehicle that meets California's transitional zero-emission vehicle (TZEV) standard. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. This bill contains other related provisions and other existing laws. Last Amended on 8/19/2013</p>	
AB 278 Gatto D California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/4/2013)	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2014, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to encourage incentives for sustainable fuels produced without food stock or displacement of food crops. Last Amended on 9/3/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 380 Dickinson D</p> <p>California Environmental Quality Act: notice requirements</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was E.Q. on 6/13/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above-mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, This bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notices are actually posted for public review by the county clerk and are available in the online database, and if the notices are posted on different days, the time period shall run from the date of the posting on the online database. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 401 Daly D</p> <p>Transportation: design-build: highways.</p>	<p>ASSEMBLY ENROLLMENT 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 66. Noes 8.).</p>	<p>Existing law, until January 1, 2014, authorizes certain state and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury.</p> <p>This bill would authorize the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. The bill would authorize regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. The bill would also authorize those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. The bill would repeal these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its Internet Web site that the provisions related to the construction inspection services of these projects are invalid. The bill would provide that these design-build authorizations do not include construction inspection services for projects on or interfacing with the state highway system. The bill would require the Department of Transportation to perform construction inspection services for projects on or interfacing with the state highway system, as specified. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill contains other related provisions and other existing laws. Last Amended on 9/6/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family. Existing law defines annuitant for purposes of receiving postretirement health benefits pursuant to PEMHCA and generally requires that a person retire within 120 days of separation from public employment, with specified exceptions.</p> <p>This bill would permit an annuitant who reinstates from retirement under PERS for employment by the state or a contracting agency and who subsequently retires again on or after January 1, 2014, to enroll in a health benefit plan under PEMHCA for which he or she is eligible, as specified, as an annuitant of the employer from which he or she first retired, upon meeting certain conditions. In this regard, the bill would require that the person's subsequent retirement occur within 120 days after separation of employment, as specified, and that the person not be eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires or that the postretirement health benefit contribution payable by that employer be less than the contribution payable by that employer during his or her prior retirement. Last Amended on 6/4/2013</p>	
<p>AB 416 Gordon D</p> <p>State Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2013)</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the state board, in coordination with the Strategic Growth Council, to administer the program, as specified. The bill would require the implementation of the program to be contingent on the appropriation of moneys by the Legislature, as specified. Last Amended on 4/4/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 417 Frazier D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY ENROLLMENT 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 72. Noes 3.).</p>	<p>The California Environmental Quality Act, known as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, known as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR and the county clerk. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/13/2013</p>	
<p>AB 431 Mullin D</p> <p>County Employees Retirement Law of 1937: federal law compliance.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was TRANS. on 9/12/2013)</p>	<p>Federal tax law regulates pension plans generally and regulates public pension plans specifically based on their status as governmental plans, as defined. In this regard, among other things, federal law requires that accrued member retirement benefits be nonforfeitable, as specified, establish conditions for the distribution of funds to members from a retirement system, prescribe requirements for the vesting of benefits, and limit the application of pension funds for medical benefits.</p> <p>This bill would revise various provisions of CERL to explicitly conform with federal law. In this regard, the bill would provide that a member's accrued retirement benefits are nonforfeitable, in accordance with federal law, once the member attains normal retirement age, as specified, or upon termination of, or discontinuance of contributions under, the retirement system. Upon the withdrawal of a district from a retirement system, the bill also would prohibit a refund, distribution, or transfer of contributions for other funds to an employee or district unless in compliance with prescribed federal law. This bill contains other related provisions and other existing laws. Last Amended on 9/12/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 441 Patterson R High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	
AB 453 Mullin D Sustainable communities.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/12/2013)	<p>The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes. This bill contains other related provisions and other existing laws. Last Amended on 7/3/2013</p>	
AB 463 Logue R High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 466 Quirk-Silva D Federal transportation funds.	ASSEMBLY ENROLLMENT 9/6/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0. Page 2908.).	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. Last Amended on 8/29/2013</p>	Support
AB 481 Lowenthal D High-speed rail.	ASSEMBLY CHAPTERED 8/26/2013 - Chaptered by Secretary of State - Chapter 132, Statutes of 2013.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases, sales, or other conveyances of property owned or controlled by the authority to be deposited in the High-Speed Rail Property Fund created by the bill, and would provide that the funds shall be available to the authority upon appropriation by the Legislature for specified purposes. This bill contains other existing laws. Last Amended on 6/12/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 493 Daly D Toll facilities.	ASSEMBLY CHAPTERED 8/12/2013 - Chaptered by Secretary of State - Chapter 79, Statutes of 2013.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. Last Amended on 4/17/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 3/12/2013)</p>	<p>The California Constitution vests the judicial power of the state in the Supreme Court, the courts of appeal, and the superior courts. Existing law establishes a superior court of one or more judges in each county and provides that the superior courts have original jurisdiction, except as provided in the Constitution. Existing law requires the presiding judge of each superior court to distribute the business of the court among the judges, and to prescribe the order of business, subject to the rules of the Judicial Council.</p> <p>This bill would establish a CEQA compliance division of the superior court in a county in which the Attorney General maintains an office and would vest the division with original jurisdiction over actions of proceedings brought pursuant to CEQA and joined matters related to land use and environmental laws. The bill would require the Judicial Council to adopt rules for establishing, among other things, protocol to govern the administration and efficient operation of the division, so that those judges assigned to the division will be able to hear and quickly resolve those actions or proceedings. The bill would provide that decisions of the CEQA compliance division of the superior court may be reviewed by way of a petition for an extraordinary writ. The bill would require the CEQA compliance division to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance division of the superior court finds that a determination of a public agency violated CEQA, the bill would require the court's order to specify what action taken by the public agency was in error and what specific action by the public agency is necessary to comply with CEQA. The bill would prohibit an action or proceeding pursuant to CEQA from being brought unless the alleged grounds of noncompliance were presented to the public agency with enough specificity that the public agency could reasonably respond to the alleged violation. The bill would prohibit a person from maintaining an action or proceeding pursuant to CEQA unless that person objected during the administrative process with specificity as to how the public agency's response to the alleged violation is inadequate. This bill contains other existing laws.</p> <p>Last Amended on 3/11/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 528 Lowenthal D</p> <p>State Rail Plan and High-Speed Rail Authority business plan.</p>	<p>ASSEMBLY CHAPTER ED 9/6/2013 - Chaptered by Secretary of State - Chapter 237, Statutes of 2013.</p>	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially, and requires the department to submit the State Rail Plan to the California Transportation Commission for its advice and consent on or before October 1 of each odd-numbered year prior to submitting the State Rail Plan to the Legislature, the Governor, and other entities by the following March. Existing law requires the plan to consist of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law separately requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a business plan, that includes specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise the items required to be included in the State Rail Plan and the business plan. The bill would require the State Rail Plan to be submitted to the commission for advice 6 months prior to submitting the final State Rail Plan to the Transportation Agency for approval, and, on or before March 1, 2017, would require the approved State Rail Plan to be submitted to the Legislature, the Governor, and other specified entities. The bill would require the state rail plan to be updated, at a minimum, every 5 years. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the business plan to the Legislature. This bill contains other related provisions and other existing laws. Last Amended on 6/4/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program (BIT) to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law defines a motor carrier, for this purpose, as the registered owner of, and in some cases the lessee or person exclusively authorizing and directing the operation of, specified vehicles. Existing law requires, within 30 days of establishing a terminal, a motor carrier to schedule an inspection by submitting to the department an application for a terminal inspection accompanied by the payment of a fee the amount of which is based on the number of vehicles in a terminal or the "terminal fleet size." Existing law requires the department to inspect every terminal at least once every 25 months and defines a terminal as the location or locations designated by the motor carrier where subject vehicles and specific records are available for inspection.</p> <p>This bill would, commencing January 1, 2016, revise and recast these provisions as the Basic Inspection of Terminals (BIT) Program. The bill would, commencing January 1, 2016, authorize the department to conduct terminal inspections at any time. The bill would require the department, on or before January 1, 2016, to implement a performance-based truck terminal inspection priority system similar to that used by the Federal Motor Carrier Safety Administration that would require the department to place an inspection priority on motor carrier terminals never previously inspected by the department. The bill would require, commencing January 1, 2016, the department to create a database to include specified performance-based data and provide real-time information to the department regarding motor carrier performance, as specified. The bill would, commencing January 1, 2016, provide that the department is not required to inspect a terminal more than once every 6 years, if certain conditions apply, and provides that terminals that receive less than a satisfactory compliance rating would be subject to periodic inspections based on the severity of violations. The bill would require the Department of the California Highway Patrol, commencing January 30, 2017, and every 5 years thereafter, to report to the Department of Motor Vehicles the amount it expended for truck terminal inspections and roadside safety inspections. The bill would require the Department of Motor Vehicles to compare those expenditures to the amounts collected for carrier inspection fees, as specified, and, commencing July 1, 2017, and every 5 years thereafter, adjust the carrier inspection fee to ensure that the net revenues from the carrier inspection fee are sufficient to cover the Department of the California Highway Patrol's reasonable costs for those activities. The bill would express the intent of the Legislature in this regard. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY CHAPTERED 8/26/2013 - Chaptered by Secretary of State - Chapter 133, Statutes of 2013.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to implement a pilot program similar to the program operated by the City of Santa Monica. If the university elects to implement a pilot program, the bill would require, on or before March 1, 2014, the university to determine whether the City of Santa Monica has at least 12 transit buses equipped with specified illuminated signs. The bill would permit the university to implement the pilot program only if it determines that the City of Santa Monica has less than 12 transit buses equipped, as specified. The bill would also require, if the university implements the pilot program, that the university submit a report, in collaboration with the Department of the California Highway Patrol and other officials, by July 1, 2018, on the incidence of adverse impacts, to the department and the Legislature. This bill contains other related provisions and other existing laws. Last Amended on 6/18/2013</p>	
<p>AB 543 Campos D</p> <p>California Environmental Quality Act: translation.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61 (a) (10) (SEN). (Last location was E.Q. on 6/13/2013)</p>	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 574 Lowenthal D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)</p>	<p>The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified. This bill contains other existing laws. Last Amended on 4/15/2013</p>	<p>Support</p>

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	<p>SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/13/2013)</p>	<p>Existing law requires the governing body of a local public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law authorizes an employee organization to request that the parties' differences be submitted to a factfinding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a factfinding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would require that request to be in writing. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a factfinding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the factfinding panel. Last Amended on 6/17/2013</p>	
<p>AB 662 Atkins D</p> <p>Local government: redevelopment: successor agencies to redevelopment agencies.</p>	<p>ASSEMBLY 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 78. Noes 0.).</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area.</p> <p>This bill would delete that prohibition and would authorize a district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area, as specified. This bill contains other related provisions and other existing laws. Last Amended on 9/6/2013</p>	
<p>AB 680 Salas D</p> <p>Transportation: interregional road system.</p>	<p>SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/1/2013)</p>	<p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and intercounty route. Last Amended on 3/19/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 690 Campos D</p> <p>Jobs and education financing districts: voter approval.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/12/2013)</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and education financing districts (JEDs) without voter approval, and would make various conforming changes. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. Last Amended on 9/11/2013</p>	
<p>AB 707 Ting D</p> <p>Vehicles.</p>	<p>ASSEMBLY CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 240, Statutes of 2013.</p>	<p>Existing law provides that the prima facie speed limit is 25 miles per hour when passing a senior center or other facility primarily used by senior citizens that is next to a street other than a state highway and posted with a standard "SENIOR" warning sign. Existing law provides that a local authority is not required to erect the standard "SENIOR" warning sign until it receives donations from a private source to cover the costs of erecting the signage and the local authority determines that the proposed signing should be implemented. Existing law provides, however, that a local authority may pay for the cost of erecting the signs with any other funds available to it.</p> <p>This bill would instead permit a local authority to erect a standard "SENIOR" warning sign when it determines that the proposed signing should be implemented. The bill would also authorize a local authority to request grant funding to pay for the erection of those warning signs from the Pedestrian Safety Account or from any other source of grant funding. Last Amended on 5/1/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 730 Alejo D Monterey-Salinas Transit District.	ASSEMBLY ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 3 p.m.	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties relative to provision of public transit service. Existing law authorizes the district to issue bonds under the Revenue Bond Law of 1941, payable from revenues of any facility or enterprise to be acquired or constructed by the district. Under that law, issuance of revenue bonds generally requires voter approval, unless an exemption is provided.</p> <p>This bill would revise these provisions. The bill would exempt the district from the requirement to seek voter approval prior to issuing revenue bonds, and would instead authorize those bonds to be issued by a 2/3 vote of the district's board. The bill would authorize the district to pledge revenues or other moneys available to the district from any source, including a transactions and use tax, to payment of those bonds. The bill would impose a maximum amount of \$50,000,000 on revenue bonds that may be issued by the district. The bill would limit use of revenue bonds to a project or projects not located on or adjacent to the former Fort Ord, except as specified, and would require the duration of bonds issued for acquisition of equipment, defined to include vehicles, to not exceed the useful life of the equipment. The bill would make other related changes. Last Amended on 9/3/2013</p>	
AB 738 Harkey R Public entity liability: bicycles.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/7/2013)	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 749 Gorell R</p> <p>Public-private partnerships.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/24/2013)</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission, an organization established by the Business, Transportation and Housing Agency, to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions.</p> <p>This bill would extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2022. The bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics. Last Amended on 4/11/2013</p>	
<p>AB 756 Melendez R</p> <p>California Environmental Quality Act: judicial review: public works projects.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/15/2013)</p>	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would also apply these provisions to a public works project, defined to mean an infrastructure project carried out by the city, county, special district, or state government or contracted out to a private entity by the special district or local or state government. By requiring a lead agency to use these alternative procedures in preparing and certifying the administrative record, This bill would impose a state-mandated local program. The bill would also authorize the Judicial Council to adopt Rules of Court to implement these provisions. This bill contains other related provisions and other existing laws. Last Amended on 4/11/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 792 Mullin D Utility user tax: exemption: distributed generation systems.	ASSEMBLY ENROLLMENT 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 65. Noes 1.).	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity in the unincorporated area of the county.</p> <p>This bill would, until January 1, 2020, exempt from any utility user tax imposed by a local jurisdiction, as defined, the consumption of electricity generated by a clean energy resource, as defined, for the use of a single customer or the customer's tenants.</p> <p>Last Amended on 8/29/2013</p>	
AB 797 Gordon D Transit districts: contracts.	ASSEMBLY CHAPTERED 9/20/2013 - Signed by the Governor	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services in the County of Santa Clara. Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the authority and the district to enter into contracts, as specified.</p> <p>This bill would authorize the authority and the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. The bill would require the authority or district to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects. Last Amended on 4/15/2013</p>	Support

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 822 Hall D Local government retirement plans.	ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.	<p>Existing law requires local legislative bodies, before authorizing changes in public retirement plan benefits or other postemployment benefits, to secure the services of an actuary to provide a statement of the actuarial impact of the changes.</p> <p>This bill would require, whenever a local ordinance or measure qualifies for the ballot that proposes to alter, replace, or eliminate the retirement benefit plan of employees of a local government entity, whether by initiative or legislative action, the governing body of the local government entity to secure the services of an independent actuary to provide a statement, or a summary of the statement, not to exceed 500 words in length, of the actuarial impact of the proposed measure upon future annual costs of the retirement benefit plan, and to have this statement printed in the voter information portion of the sample ballot. The bill would require a specified notice regarding obtaining a copy of the measure to be printed in the voter information portion of the sample ballot, if the text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot. The requirements of the bill would apply to a city, including a charter city; a county, including a charter county; a city and county, including a charter city and county; a community college district; or a special district. Last Amended on 7/10/2013</p>	
AB 842 Donnelly R High-speed rail.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/8/2013)	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project.</p> <p>This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 863 Torres D</p> <p>Transit projects: environmental review process.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2013)</p>	<p>Existing federal law authorizes the United States Secretary of Transportation to enter into an agreement with a state under which the state assumes the responsibilities of the secretary with respect to federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p> <p>This bill would authorize the department to assume similar responsibilities for federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	
<p>AB 898 Ting D</p> <p>Zero-emission vehicles: infrastructure.</p>	<p>ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2013)</p>	<p>Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 909 Gray D</p> <p>Metal theft and related recycling crimes.</p>	<p>ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law provides that any person who feloniously steals, takes, or carries away the personal property of another, or who fraudulently appropriates property that has been entrusted to him or her, is guilty of theft. Existing law also provides that a person who, being a dealer in or collector of junk, metals, or secondhand materials, buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that he or she knows or reasonably should know is ordinarily used by, or ordinarily belongs to, a railroad or other transportation, telephone, telegraph, gas, water, or electric light company or county, city, or city and county without using due diligence to ascertain that the person selling or delivering the same has a legal right to do so, is guilty of criminally receiving that property.</p> <p>This bill, on and after January 1, 2015, would require the Department of Justice to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the department, and, upon appropriation by the Legislature, would make moneys in the fund available for the purposes of the program. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2013</p>	
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 5/23/2013)</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013</p>	Support

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 953 Ammiano D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts. This bill would revise those definitions, as specified.</p> <p>This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 971 Garcia D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law requires the Attorney General to furnish state summary criminal history information to a city, county, city and county, or district, or an officer or official thereof, when that information is needed in fulfilling employment, certification, or licensing duties, as specified, subject to specified restrictions as to arrests or detentions that did not result in a conviction. Other provisions of existing law authorize the Attorney General to provide summary criminal history information to specified persons or entities for specified purposes. Existing law provides a similar provision with respect to authorizing a local public entity to receive local criminal history information.</p> <p>This bill additionally would require the Attorney General to furnish, and would authorize a local criminal justice agency to furnish, summary criminal information to a specified social services paratransit agency with respect to its contracted providers, and would further make technical, nonsubstantive, and conforming changes. Last Amended on 9/4/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 1002 Bloom D Vehicles: registration fee: sustainable communities strategies.	ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. This bill contains other existing laws.</p> <p>Last Amended on 4/23/2013</p>	Support
AB 1031 Achadjian R Local government: open meetings.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2013)	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized.</p> <p>This bill would make technical, nonsubstantive changes to a provision of the Ralph M. Brown Act.</p>	
AB 1046 Gordon D Department of Transportation: Innovative Delivery Team Demonstration Program.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/15/2013)	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined .</p> <p>Last Amended on 3/21/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 1047 Linder R Commercial driver's licenses.	ASSEMBLY ENROLLMENT 9/9/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 1. Page 3038.).	<p>Existing law prohibits a person from operating a commercial motor vehicle, as defined, unless the person possesses a valid commercial driver's license of the appropriate class issued by the Department of Motor Vehicles (DMV), except as specified. Existing law imposes certain examination requirements, including a driving test, on driver's license applicants, including commercial driver's license applicants, and specifies the types of vehicles that are in each driver's license class. Existing law also specifies the conditions under which a nonresident who is not licensed in the state may drive in the state, and requires a person to obtain a license from the DMV before being employed as a commercial driver, as specified.</p> <p>This bill would authorize the DMV to impose a fee on a commercial driver's license applicant, if a driving test is administered to an applicant who is to be licensed in another state pursuant to federal law, that does not exceed the reasonable cost of conducting the tests and reporting the results to the driver's state of record. The bill would delete the requirement that a commercial driver obtain a license from the DMV if the person is in possession of a valid commercial learner's permit or commercial driver's license issued by any state or foreign jurisdiction that meets federal licensing standards. The bill would, among other things, revise the definitions of commercial motor vehicle and tank vehicle for purposes of commercial motor vehicle safety requirements, and would revise the categories of vehicles that are within each license class. This bill contains other related provisions and other existing laws. Last Amended on 6/14/2013</p>	
AB 1051 Bocanegra D Housing.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2013)	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All program would not be implemented until the Legislature appropriates funds for the program. This bill contains other related provisions and other existing laws. Last Amended on 4/8/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 1070 Frazier D California Transportation Financing Authority.	ASSEMBLY CHATERED 8/28/2013 - Chatered by Secretary of State - Chapter 198, Statutes of 2013.	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds.</p> <p>This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes. Last Amended on 4/3/2013</p>	
AB 1077 Muratsuchi D Sales and use taxes: vehicle license fee: alternative fuel motor vehicles.	ASSEMBLY APPR. SUSPENSE FILE 7/3/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.	<p>Existing sales and use tax laws impose sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. Existing law also provides for specific exemptions from these taxes.</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exempt from those taxes , that portion of the gross receipts from the sale of, and that portion of the sales price with respect to the storage, use, or other consumption of, a qualified motor vehicle, as defined, that is the greater of (1) the sum of the amount of any credit under a specified provision of the Internal Revenue Code relating to new qualified plug-in electric drive motor vehicles, and any amount received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle; or (2) the value of a motor vehicle that is traded in for the motor vehicle that qualifies for a credit or incentive amount under those programs, if the value of the trade-in motor vehicle is separately stated on the new motor vehicle invoice or bill of sale or similar document provided to the purchaser. This bill contains other related provisions and other existing laws. Last Amended on 6/15/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1102 Allen R</p> <p>South Coast Air Quality Management District: beach burning.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 8/15/2013)</p>	<p>Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board to govern the district. Existing regulations of the district prohibit a person from engaging in a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand, as specified.</p> <p>This bill would prohibit the district from enacting a rule that prohibits a person from engaging in a beach burning for a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand. This bill contains other related provisions. Last Amended on 8/14/2013</p>	
<p>AB 1181 Gray D</p> <p>Public employee organizations: members: paid leaves of absence.</p>	<p>ASSEMBLY CHAPTERED 9/9/2013 - Chaptered by Secretary of State - Chapter 305, Statutes of 2013.</p>	<p>The Meyers-Milias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency.</p> <p>This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or appearing as the designated representative, as defined, of the employee organization in proceedings before the Public Employment Relations Board in matters relating to a charge filed by the employee organization against the public agency or by the public agency against the employee organization, or when they are testifying or appearing as the designated representative, as defined, of the employee organization in matters before a personnel or merit commission. The bill would require the employee organization being represented to provide reasonable notification to the employer requesting a leave of absence without loss of compensation pursuant to these provisions. Last Amended on 5/16/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
AB 1193 Ting D Bikeways.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/29/2013)	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. This bill contains other existing laws. Last Amended on 4/25/2013</p>	
AB 1194 Ammiano D Safe Routes to School Program.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 6/13/2013)	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the Department of Transportation to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified.</p> <p>This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program. Last Amended on 5/24/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1222 Bloom D</p> <p>Public employees' retirement: collective bargaining: transit workers: transportation.</p>	<p>ASSEMBLY ENROLLMENT 9/11/2013 - Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 74. Noes 3.).</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), among other things, establishes new retirement formulas for employees first employed on or after January 1, 2013, which a public employer offering a defined benefit pension plan is prohibited from exceeding, requires those employees to contribute a specified percentage of the normal cost of the defined benefit plan, and prohibits public employers from paying an employee's share of retirement contributions. PEPRA excepts certain retirement systems from its provisions.</p> <p>This bill would except from PEPRA public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or his or her designee, or until January 1, 2015, whichever is sooner. The bill would also provide that if a federal district court upholds the determination of the United States Secretary of Labor, or his or her designee, that application of PEPRA to those public employees precludes certification, those employees are excepted from PEPRA. The bill would authorize the Director of Finance to authorize a loan of up to \$26,000,000 from the Public Transportation Account in the State Transportation Fund to be made to local mass transit providers in amounts equal to federal transportation grants not received due to noncertification from the federal Department of Labor, as specified. By providing for loans in the manner specified, This bill would make an appropriation. The bill would prescribe requirements regarding the disbursement of these funds. The bill would require a local transit provider to repay the loan based on the occurrence of certain contingencies or by January 1, 2019. This bill contains other related provisions. Last Amended on 9/4/2013</p>	<p>Support</p>
<p>AB 1290 John A. Pérez D</p> <p>Transportation planning.</p>	<p>ASSEMBLY ENROLLMENT 9/10/2013 - Assembly Rule 77 suspended. (Ayes 53. Noes 25. Page 3064.) Assembly Rule 63 suspended. (Ayes 53. Noes 25. Page 3064.) Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Chairperson of the State Air Resources Board to serve as an ex officio member without vote. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1314 Bloom D</p> <p>Vehicles: compressed natural gas vehicles: inspections.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/1/2013)</p>	<p>(1) Existing law authorizes the Commissioner of the California Highway Patrol to adopt and enforce regulations and standards with respect to fuel containers and fuel systems on vehicles using, among other fuels, compressed natural gas and the operation of vehicles using compressed natural gas to ensure the safety of the equipment and vehicles and of persons and property using the highways. Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards.</p> <p>This bill would, notwithstanding any other law, require that a cylinder and tank bracket inspection be conducted on all motor vehicles with a compressed natural gas fuel system every 3 years by an independent qualified compressed natural gas cylinder inspector, except as provided, and that the cylinder be replaced on these vehicles before the manufacturer expiration date marked on the cylinder. The bill would require a qualified compressed natural gas cylinder inspector to report his or her findings to the Department of Motor Vehicles, as specified. The bill would prohibit any person from conducting the inspections or performing the reporting requirements described above unless the person is a qualified compressed natural gas inspector. The bill would establish requirements for the qualification and registration of qualified natural gas cylinder inspectors. This bill contains other related provisions and other existing laws. Last Amended on 3/21/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1375 Chau D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/8/2013)</p>	<p>The California Global Warming Solutions Act of 2006, hereafter the Global Warming Solutions Act, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act.</p> <p>This bill would create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund and would require the Legislature to annually appropriate moneys from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make those moneys available to the state board for the purposes of accelerating the development, demonstration, and deployment of clean technologies that will reduce greenhouse gas emissions and foster job creation in the state. The bill would require the implementation of these provisions be contingent on the appropriation of moneys by the Legislature for these purposes. Last Amended on 5/7/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1380 Committee on Public Employees, Retirement and Social Security County employees' retirement.</p>	<p>ASSEMBLY CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 247, Statutes of 2013.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its pension plan or plans to comply with the act and, among other provisions, generally prohibits a public employer that offers a defined benefit plan from offering new employees defined benefit retirement formulas other than those established by the act, which, in comparison to existing formulas, generally provide reduced benefits and later ages for retirement. PEPRA prohibits the purchase of nonqualified service credit, as defined, unless the application to purchase the credit is received by the retirement system prior to January 1, 2013, and subsequently approved. PEPRA prohibits an employer from paying a new member's contribution for the normal cost of benefits in a defined plan and prohibits an enhancement of a public employee's retirement benefit adopted on or after January 1, 2013, from applying to service previously performed.</p> <p>This bill would amend various provisions of CERL to coordinate and subordinate that law with PEPRA. Generally, the bill would specify that certain provisions of CERL do not apply to members who are currently subject to PEPRA by virtue of being first employed on or after January 1, 2013. The bill would provide that provisions allowing a new formula for calculation of retirement benefits to be applied to service already performed are inoperative as of January 1, 2013, and would prohibit the purchase of nonqualified service credit, as specified. The bill would except retirement systems established under CERL from specified provisions of PEPRA concerning the calculation and adjustment of contribution rates. This bill contains other existing laws. Last Amended on 6/18/2013</p>	
<p>ACA 8 Blumenfield D Local government financing: voter approval.</p>	<p>SENATE G. & F. 7/10/2013 - In committee: Hearing postponed by committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws. Last Amended on 4/4/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 1 Steinberg D Sustainable Communities Investment Authority.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. Last Amended on 9/3/2013</p>	Support
SB 11 Pavley D Alternative fuel and vehicle technologies: funding programs.	ASSEMBLY TRANS. 9/11/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>Existing law creates the enhanced fleet modernization program, administered by the Bureau of Automotive Repair in the Department of Consumer Affairs, to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters. Existing law provides that under this program compensation for retired vehicles for a low-income motor vehicle owner, as defined, is \$1,500, and for all other motor vehicle owners, it is \$1,000. Existing law authorizes this compensation to be increased by the department based on various factors, including the emissions benefits of the vehicle's retirement.</p> <p>This bill would require the state board, in consultation with the bureau and no later than June 30, 2015, to update the guidelines for the enhanced fleet modernization program to include specified elements and to study and consider specified elements. The bill, in addition, would establish compensation for replacement vehicles for low-income vehicle owners at not less than \$2,500 and would make this compensation available to an owner in addition to the compensation for a retired vehicle. The bill also would instead authorize an increase in the compensation under these programs for either retired or replacement vehicles only for low-income motor vehicle owners as necessary to balance maximizing air quality benefits of the program while ensuring participation by low-income motor vehicle owners, as specified. Last Amended on 9/6/2013</p>	Support

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4:30 p.m.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. The bill would except from PEPRAs certain multiemployer plans authorized under, and regulated by, specified federal law. The bill would also except from PEPRAs public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on certification by the United States Secretary of Labor, or his or her designee, or until January 1, 2015, whichever is sooner. The bill would also provide that if a federal district court upholds the determination of the United States Secretary of Labor, or his or her designee, that application of PEPRAs to those public employees precludes certification, those employees are excepted from PEPRAs. The bill would clarify the application of PEPRAs to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system or who change positions for the same employer without a break in service, as specified. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPRAs.</p> <p>Last Amended on 9/11/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would prohibit a district from financing any project or portion of a project within the boundaries of a former redevelopment agency until the successor agency to the former redevelopment agency has received a finding of completion. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. Last Amended on 8/26/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 54 Hancock D</p> <p>Hazardous materials management: stationary sources: skilled and trained workforce.</p>	<p>SENATE ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 5 p.m.</p>	<p>Existing law establishes an accidental release prevention program implemented by the Office of Emergency Services and the appropriate administering agency, as defined, in each city or county. Under existing law, stationary sources subject to this accidental release prevention program are required to prepare a risk management plan (RMP) when required under certain federal regulations or if the administering agency determines there is a significant likelihood that the use of regulated substances by a stationary source may pose a regulated substances accident risk. Under existing law, the RMP is required to be submitted to the California Environmental Protection Agency and to the administering agency. Existing law imposes criminal penalties upon a stationary source that knowingly violates requirements of the accidental release prevention program.</p> <p>This bill would require an owner or operator of a stationary source that is engaged in certain activities with regard to petroleum and with one or more covered processes that is required to prepare and submit an RMP, when contracting for the performance of construction, alteration, demolition, installation, repair, or maintenance work at the stationary source, to require that its contractors and any subcontractors use a skilled and trained workforce to perform all onsite work within an apprenticeable occupation in the building and construction trades, including skilled journeypersons paid at least a rate equivalent to the applicable prevailing hourly wage rate. The bill would not apply to oil and gas extraction operations. Because the bill would make a knowing violation of these requirements a crime, and would otherwise impose new duties upon local agencies administering the program, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2013</p>	
<p>SB 56 Roth D</p> <p>Local government finance: property tax revenue allocation: vehicle license fee adjustments.</p>	<p>SENATE APPR. 6/19/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 1449.) (June 19). Re-referred to Com. on APPR.</p>	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined.</p> <p>This bill would modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill would also modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. This bill contains other related provisions and other existing laws. Last Amended on 6/11/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 95 Committee on Budget and Fiscal Review Budget Act of 2013.	SENATE ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 5 p.m.	<p>The Budget Act of 2013 made appropriations for the support of state government for the 2013-14 fiscal year.</p> <p>This bill would amend the Budget Act of 2013 by revising items of appropriation – including the Active Transportation Program -- and making other changes. This bill contains other related provisions. Last Amended on 9/6/2013</p>	
SB 99 Committee on Budget and Fiscal Review Active Transportation Program.	SENATE ENROLLED 9/12/2013 - Enrolled and presented to the Governor at 7 p.m.	<p>Existing law establishes various transportation programs and associated funds and accounts, including the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act, reconstitutes various federal transportation funding programs, including the former Transportation Enhancements Program, and creates the new federal Transportation Alternatives Program comprised of various former separate programs.</p> <p>This bill would create the Active Transportation Program in the Department of Transportation, to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. The bill would provide for funds to be allocated to eligible projects by the California Transportation Commission, with 40% of available funds to be made available for programming by metropolitan planning organizations in urbanized areas with a population greater than 200,000, 10% for small urban and rural regions, and 50% on a statewide basis, with all awards to be made competitively, as specified. The bill would include among the authorized activities for the Active Transportation Program certain existing activities funded by the above-referenced programs and accounts. The bill would also add new authorized activities, as specified. The bill would require the commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties. The bill would require the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. The bill would correspondingly eliminate the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program as separate programs. The bill would require the Commission, no later than 45 days prior to adopting the initial set of final guidelines for the Active Transportation Program, to submit the draft guidelines to the Joint Legislative Budget Committee. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 110 DeSaulnier D</p> <p>East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force.</p>	<p>SENATE ENROLLED 9/18/2013 - Enrolled and presented to the Governor at 5:05 p.m.</p>	<p>Existing law identifies the San Francisco-Oakland Bay Bridge as a "toll bridge" and provides that the bridge and the approaches to it are a primary state highway. Existing law requires the Department of Transportation to permanently maintain and operate the San Francisco-Oakland Bay Bridge as a primary state highway in such a manner that the physical condition and operating efficiency thereof are of the highest character. Existing law establishes the Bay Area Toll Authority and assigns to it responsibility for the administration of all toll revenues from state-owned toll bridges. Existing law provides that the power or duty of the authority to fix the rates of toll for the San Francisco-Oakland Bay Bridge or the power and duty of the department to collect the tolls so fixed by the authority for the use of the bridge are not affected by any law providing that state highways are to be free highways.</p> <p>This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force in state government and require the Legislative Analyst to provide administrative support for the task force as necessary for the completion of its duties. The task force would consist of 7 members designated by the Legislative Analyst. The members of the task force would be deemed officers of the state, serve a term of one year, and receive compensation, as specified, and reimbursement for reasonable expenses. The bill would appropriate \$149,000 from the State Highway Account in the State Transportation Fund to the Legislative Analyst for purposes of paying for the compensation and expense reimbursement of the task force members. The bill would require the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. The task force would be required to assess the anticipated seismic structural performance of the East Span, as defined, of the San Francisco-Oakland Bay Bridge by conducting a series of specified reviews. The task force would be required to submit a final written report to the Legislature and the Governor that includes the results of its assessment, as specified. This bill contains other related provisions. Last Amended on 8/8/2013</p>	
<p>SB 142 DeSaulnier D</p> <p>Public transit.</p>	<p>SENATE ENROLLED 9/12/2013 - Enrolled and presented to the Governor at 7 p.m.</p>	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2013</p>	Support

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. Last Amended on 3/18/2013</p>	
<p>SB 408 De León D</p> <p>Transportation funds.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 436 Jackson D Port Hueneme Beach shoreline protection.	SENATE ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4:30 p.m.	Under existing law, the Division of Boating and Waterways has powers and duties pertaining to beach erosion control, beach stabilization, and beach repair and restoration. This bill would appropriate \$1,000,000 from the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Fund to the State Coastal Conservancy for a grant to the City of Port Hueneme. The bill would require funding be allocated for emergency measures along Hueneme Beach in the City of Port Hueneme to prevent severe infrastructure damage to streets and property caused by beach erosion and flooding, thereby making an appropriation. The bill would require, if the above projects concerning emergency measures are not eligible for the bond moneys, that, \$1,000,000 from the Harbors and Watercraft Fund be allocated by either loan or grant to the City of Port Hueneme for emergency measures to prevent severe infrastructure damage to streets and property located along Hueneme Beach caused by erosion and flooding, thereby making an appropriation. This bill contains other related provisions and other existing laws. Last Amended on 9/11/2013	
SB 469 Corbett D Public contracts: local agencies: public transit vehicles.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/11/2013)	Existing law establishes various bidding requirements for local agencies entering into construction contracts. This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California. This bill would also state that this is an issue of statewide concern.	
SB 525 Galgiani D California Environmental Quality Act: exemptions.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 556 Corbett D Agency: ostensible: nongovernmental entities.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified. Last Amended on 9/4/2013</p>	Oppose
SB 557 Hill D High-speed rail.	SENATE CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 216, Statutes of 2013.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9,950,000,000 in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way. These provisions would be effective until a specified time, and would be inoperative thereafter. This bill contains other related provisions. Last Amended on 5/2/2013</p>	Support

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 613 DeSaulnier D Bay Area Toll Authority.	SENATE ENROLLED 9/10/2013 - Enrolled and presented to the Governor at 4 p.m.	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.</p> <p>This bill would prohibit the authority from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in San Francisco. This bill contains other related provisions and other existing laws. Last Amended on 8/26/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 617 Evans D</p> <p>California Environmental Quality Act.</p>	<p>SENATE 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/30/2013)</p>	<p>The California Environmental Quality Act, referred to as CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, This bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. Last Amended on 5/28/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Infrastructure financing: transit priority projects.</p>	<p>SENATE DESK 8/19/2013 - Withdrawn from engrossing and enrolling. Ordered held at the Desk.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts. The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Last Amended on 8/5/2013</p>	<p>Support</p>

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 633 Pavley D CEQA.	ASSEMBLY 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/6/2013)	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the office to review the guidelines once every 2 years and recommend proposed changes or amendments to the guidelines to the secretary. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and to exempt those classes of projects from CEQA. These are referred to as categorical exemptions.</p> <p>This bill would, for purposes of the new information exception to the prohibition on requiring a subsequent or supplemental EIR, specify that the exception applies if new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete. The bill would authorize the office, by July 1, 2015, to draft and transmit to the secretary revisions to the guidelines to include as a categorical exemption projects involving minor temporary uses of land and public gatherings that have been determined not to have a significant effect on the environment. The bill would require the secretary, if the Office of Planning and Research transmits the revisions to the secretary, to certify and adopt the proposed revisions to the guidelines by January 1, 2016. Because a lead agency would be required to determine whether a project would fall within this categorical exemption, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/6/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 648 Corbett D Electronic cigarettes: restriction of use and advertising.	ASSEMBLY 2 YEAR 8/16/2013 - Failed Deadline pursuant to Rule 61(a)(10)(ASM). (Last location was G.O. on 8/5/2013)	<p>Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering an inhalable solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age.</p> <p>This bill would extend the above-referenced restrictions and prohibitions against the smoking of tobacco products to include electronic cigarettes. By including electronic cigarettes within the restricted and prohibited activity, This bill would change the definition of a crime with respect to certain facilities, thereby creating a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 8/5/2013</p>	
SB 731 Steinberg D Environment: California Environmental Quality Act.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/11/2013)	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA.</p> <p>This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. The bill would require the office, on or before July 1, 2015, to prepare, develop, and transmit to the secretary recommended proposed changes or amendments to the guidelines establishing criteria for a lead agency to assess the need for translating specified notices into non-English languages and requirements for the posting of those notices in non-English languages.</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
		<p>Because the bill would require the development of guidelines that would require a lead agency to translate notices into non-English languages and to post those translated notices, This bill would impose a state-mandated local program. The bill would require the office to produce a report on economic displacement and would require the office to publicly circulate a draft of the report. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 10 days prior to the adoption of the findings and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, This bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, This bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. Last Amended on 9/9/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 743 Steinberg D</p> <p>Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento.</p>	<p>SENATE ENROLLMENT 9/19/2013 - Enrolled text released</p>	<p>The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires a party bringing an action or proceeding alleging that a lead agency's approval of a project certified by the Governor as an environmental leadership development project is in violation of the California Environmental Quality Act to file the action or proceeding with the Court of Appeal with geographic jurisdiction over the project and requires the Court of Appeal to issue its decision within 175 days of the filing of the petition. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires the lead agency to concurrently prepare the record of proceeding for the leadership project with the review and consideration of the project. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 provides that the above provision does not apply to a project for which a lead agency fails to certify an environmental impact report on or before June 1, 2014. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 is repealed by its own terms on January 1, 2015.</p> <p>This bill would instead require the Judicial Council, on or before July 1, 2014, to adopt a rule of court to establish procedures applicable to actions or proceedings seeking judicial review of a public agency's action in certifying the environmental impact report and in granting project approval that requires the actions or proceedings, including any appeals therefrom, be resolved, within 270 days of the certification of the record of proceedings. The bill would extend the operation of the judicial review procedures unless the lead agency fails to certify an environmental impact report for an environmental leadership project on or before January 1, 2016. The bill would provide that the above provisions do not apply to a project if the Governor does not certify the project as an environmental leadership development project prior to January 1, 2016. Because This bill would extend the time period for which a lead agency would be required to concurrently prepare the record of proceeding with the review and consideration of the environmental leadership development projects, This bill would impose a state-mandated local program. The bill would require the lead agency, within 10 days of the Governor's certification, to issue, at the applicant's expense, a specified public notice, thereby imposing a state-mandated local program. The bill would repeal the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 on January 1, 2017. This bill contains other related provisions and other existing laws. Last Amended on 9/12/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 751 Yee D</p> <p>Meetings: publication of action taken.</p>	<p>SENATE CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 257, Statutes of 2013.</p>	<p>The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.</p> <p>This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of each member present for the action, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 6/17/2013</p>	
<p>SB 787 Berryhill R</p> <p>Environmental quality: the Sustainable Environmental Protection Act.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 5/1/2013)</p>	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report , or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws. Last Amended on 4/18/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SB 788 Committee on Transportation and Housing Transportation.	SENATE ENROLLED 9/18/2013 - Enrolled and presented to the Governor at 5 p.m.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would define the term "highway" for these purposes. Last Amended on 8/14/2013</p>	
SB 791 Wyland R Motor vehicle fuel tax: rate adjustment.	SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.</p> <p>This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature.</p> <p>Last Amended on 4/4/2013</p>	Oppose

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 792 DeSaulnier D</p> <p>Regional entities: Bay Area.</p>	<p>SENATE 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/23/2013)</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the Metropolitan Transportation Commission to report biannually to the Legislature and the public at large on the progress in implementing the policies and programs of the sustainable communities strategy. The bill would also require the joint policy committee to prepare a regional organization plan for the affected member agencies. The regional organization plan would include a plan for consolidating certain functions that are common to the member agencies. The regional organization plan would also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2014, and would require the member agencies to report to the Senate Transportation and Housing Committee on the adoption and implementation of the plan on or before December 31, 2015. The bill would also require the joint policy committee to develop and adopt public and community outreach and inclusive public participation programs and to maintain an Internet Web site. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the member agencies. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/14/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 798 De León D</p> <p>California Green Infrastructure Bank Act.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. & F. on 3/11/2013)</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes.</p> <p>This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under the bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member. This bill contains other related provisions and other existing laws.</p>	
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. Recent amendments would require that 50% of the tax proceeds be expended by the local government for programs or purposes included in a sustainable communities strategy. Recent amendments also would require the local government, when expending the tax proceeds for an expansion project on the state highway system, to dedicate a portion of those proceeds, as determined under statute, for the ongoing maintenance of that expansion project. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 8/28/2013</p>	Support

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SCA 6 DeSaulnier D Initiative measures: funding source.	SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.	<p>The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re- referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p>	Support
SCA 9 Corbett D Local government: economic development: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re- referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p>	

SMCTA Bill Matrix as of 9/23/2013

Bill ID/Topic	Location	Summary	Position
SCA 11 Hancock D Local government: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re- referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p>	Support