



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

November 7, 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 October 3, 2013
 - b. Acceptance of Statement of Revenues and Expenditures for Fiscal Year Ending June 2013 (unaudited)
 - c. Acceptance of Statement of Revenues and Expenditures for September 2013
 - d. Approval of 2014 Board of Directors Meeting Calendar
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 November 6, 2013 INFORMATIONAL
8. Joint Powers Board Report
9. Report of the Executive Director
10. Finance
 - a. Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended September 30, 2013 MOTION
 - b. Authorize Amendment of the Fiscal Year 2014 Budget and Programming and Allocation of \$5,350,000 of Measure A Funds from the Grade Separation Program RESOLUTION

- c. Authorize Allocation of \$240,000 in Original Measure A Funds to the Peninsula Corridor Joint Powers Board for Design Review on the South San Francisco Caltrain Station RESOLUTION

- 11. Program
 - a. Review the Program of Projects for Transmittal to Metropolitan Transportation Commission for Dumbarton Rail Regional Measure 2 Funding POSSIBLE ACTION

 - b. Update on State and Federal Legislative Program INFORMATIONAL

- 12. Requests from the Authority

- 13. Written Communications to the Authority

- 14. Date/Time of Next Meeting: Thursday, December 5, 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 OCTOBER 3, 2013

MEMBERS PRESENT: D. Canepa, R. Foust, C. Groom, D. Horsley, K. Matsumoto

MEMBERS ABSENT: T. Nagel, N. Patridge

STAFF PRESENT: J. Averill, J. Cassman, C. Cavitt, A. Chan, G. Harrington, C. Harvey, R. Haskin, J. Hurley, M. Martinez, N. McKenna, S. Murphy, M. Scanlon, M. Simon, J. Slavitt, S. van Hoffen

Chair Carole Groom called the meeting to order at 5:03 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta provided a report on the meeting of October 1, 2013 (see attached).

Director Rosanne Foust thanked the CAC for their work vetting the TA agenda. She said it says something to the greater community to have that additional support from members of the general public who care about how the tax dollars are spent and how the operations work.

Director Don Horsley thanked the CAC for providing the information about the bus service problem in Half Moon Bay to SamTrans so it could be addressed.

CONSENT CALENDAR

- a. Approval of Minutes of September 5, 2013
- b. Acceptance of Statement of Revenues and Expenditures for August 2013

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

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – CAROLE GROOM

None

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

Karyl Matsumoto said the Board had the opportunity to see the new hybrid bus. It will reduce carbon and is a nice step for the county.

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- The Santa Clara Valley Transportation Authority Board of Directors will be

- appointing a new CEO, Nuria Fernandez, tonight at their Board meeting.
- Director José Cisneros was congratulated on his election to president of the League of California Cities.
 - Key Caltrain Performance Statistics
 - Monthly Performance Statistics – August 2013 compared to August 2012
 - Total Ridership was 1,466,168, an 8.6 percent increase.
 - Average Weekday Ridership was 53,840, a 10.7 percent increase.
 - Total Farebox Revenue was \$6,505,522, a 9 percent increase.
 - On-time Performance (OTP) was 91.1 percent, a decrease of 2.4 percent.
 - Caltrain Shuttle Ridership was 6,962, a decrease of 16.9 percent. There continues to be problems with the automatic counters on the Marguerite Shuttle.
 - Year to Date Performance Statistics – August 2013 compared to August 2012
 - Total Ridership was 2,958,054, an 11.4 percent increase.
 - Average Weekday Ridership was 54,414, an 11.9 percent increase.
 - Total Farebox Revenue was \$13,159,067, an 11.5 percent increase.
 - On-time Performance was 90.7 percent, a decrease of 2.9 percent.
 - Crowding is shown to be the most significant contributor to reduced OTP.
 - OTP is also affected by mechanical problems, which have been increasing. Caltrain's goal is no more than 600 minutes of delays due to mechanical problems but there were 1,500 minutes of delays in August. Chuck Harvey, Deputy CEO, is working with the contract operator to address this problem.
 - On September 22, Granite Construction struck a gas line while working on the San Bruno Grade Separation Project, which caused a delay in the train service. Maps did not indicate the gas line was there.
 - On September 25 a brushfire occurred in the area between Millbrae and Burlingame and fire hoses were laid over the tracks, which delayed Caltrain service. This was during peak hour on a Giants game day, so few buses were available for a bus bridge. Staff will work with first responders so they understand how to run hoses under the tracks in the future and train service is not delayed.
 - On September 11, two fatalities occurred, bringing the total to 12 for the year.
 - More than 527,000 passengers were carried for Giants games this year, down 8 percent from the previous year.
 - On October 19, Caltrain will celebrate 150 years of commuter rail service on the San Francisco Peninsula. In January, a second more formal celebration of the commuter rail service will take place.
 - Two former employees made allegations of irregularities in the San Mateo County Transit District's (District) financial department. All allegations were thoroughly investigated by outside independent auditors and were found to be completely without merit.
 - The Board:
 - Authorized entering into a funding agreement with the California Department of Transportation for a transportation planning grant in the amount of \$49,951 for Caltrain Modernization Program Planning Internships.

- Received a presentation on level boarding.
- Authorized the award of contract to Van Wagner Communications, LLC for train and station advertising for a five-year base term.
- Authorized the award of contract to Community Tree Service, Inc. for the San Mateo Bridges Project advanced site preparation in the total amount of \$375,000.
- Authorized the award of contracts to ICF Jones & Stokes, Inc. and The Louis Berger Group, Inc. to provide on-call environmental planning, permitting and support services for an estimated aggregate not-to-exceed amount of \$4 million for a three-year term.
- Authorized the award of contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation and STANTEC Consulting Services, Inc. to provide on-call transportation planning and support services in an estimated aggregate not-to-exceed amount of \$4 million for a three-year term.
- Received an update on the Caltrain Strategic Plan.

Public Comment

Greg Conlan, Atherton, said the TA received \$6 million from the settlement of Lehman Brothers bankruptcy. He said that is the amount needed for the holdout projects in Burlingame, South San Francisco and Atherton. Mr. Scanlon said this is money the TA was expecting; it is just recovery money. He said as of right now the planning work needs to be done for those projects. Mr. Conlan said the risk of recurring holdout issues is still there and the sooner it gets done the better.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon said the California Transportation Commission will be taking action at its next meeting to allocate \$3 million of State Transportation Improvement Program money to fund the Route 1 San Pedro Creek Bridge Replacement Project. These funds were at risk of being lost if the project did not advance to a state of readiness by the end of this year. These and other funds will provide the amount necessary for the project to be advertised for construction.

FINANCE

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

Cheryl Cavitt, Director, Contracts and Procurement, said this will provide a pool of on-call consultants who will be available to support capital project planning needs. None of the firms that submitted proposals were Small or Disadvantaged Business Enterprises (SBE/DBE) but each firm has SBE or DBE contractors on their teams.

Director Matsumoto asked since the SamTrans Board also authorized these contracts how staff determines which agency gets a percentage. Ms. Cavitt said all departments that have environmental planning needs are polled and submit independent cost estimates of how much work will be needed.

A motion (Horsley/Foust) to approve the award of contracts to ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Luis Berger Group, Inc. was approved.

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

Ms. Cavitt said this is the twin of the previous item and is to provide on-call consultants for transportation planning needs.

A motion (Foust/Canepa) to approve the award of contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. was approved.

PROGRAM

Pedestrian and Bicycle Funding Sources

Joel Slavitt, Manager, Programming and Monitoring, presented:

- Pedestrian and bicycle needs can be segmented into four general categories:
 - Pedestrian and bicycle master plans, which can be prepared at a regional, countywide, or citywide level
 - Capital infrastructure improvements to enhance walking and bicycling conditions; new capital projects can include studies, environmental, design, engineering and right of way work
 - Maintenance and rehabilitation
 - Operational activities, such as operating a bike station, safety education and outreach programs
- Funding programs include Measure A, Transportation Development Act Article 3 (TDA Article 3), and Federal One Bay Area Grants (OBAG).
 - Measure A:
 - Per the TA Expenditure Plan, funds are to provide funding for the construction of facilities for pedestrians and bicycles.
 - Funding from this program can also be used for preconstruction project activities such as planning and design.
 - Three percent of Measure A funds is dedicated to this program.
 - TA allocates and administers funds to the program.
 - Calls for Projects (CFP) are issued every two years. Sponsors have up to five years to complete work from the time the funding is awarded.
 - Other Measure A funding programs that also can be used for pedestrian and bicycle needs include:
 - Local Streets and Transportation
 - Highway
 - Alternative Congestion Relief
 - TDA Article 3:
 - Can be used for final design and construction of capital pedestrian and bike projects. A limited amount is eligible to be used for maintenance, the preparation of bike and pedestrian plans and bike safety education programs.
 - Funding comes from a statewide sales tax and county tax on diesel fuel.

- The City/County Association of Governments (C/CAG) administers the funds. Recommended projects are submitted to the Metropolitan Transportation Commission (MTC) for approval.
- Approximately \$500,000 is generated from this program.
- CFPs are issued every two years.
- OBAG:
 - Approximately \$11 million is available for Fiscal Years 2013-2016.
 - The funds are primarily for capital projects but outreach and education activities are eligible.
 - There is an 11.5 percent match requirement.
 - Seventy percent of the funds are for priority development areas (PDA).
 - C/CAG is the administrator and recommended projects are submitted to MTC for approval.
- There are other funding programs available for bike and pedestrian projects at the regional, State and Federal levels. Many of these programs are in the process of being consolidated per Moving Ahead for Progress in the 21st Century (MAP-21).
- Approximately \$125 million will be available.
- The Safe Routes to School Program is regional, separate from State and Federal. C/CAG passes about \$1 million annually to the County Office of Education for schools in San Mateo County for education, encouragement, evaluation, engineering, and enforcement activities.

Director Horsley asked if the \$11 million from OBAG is the total amount for the entire county. Mr. Slavitt said yes. Director Horsley said it will all go into PDAs then. Mr. Slavitt said the biggest source of funding dedicated to the county is from the Measure A Bike and Pedestrian Program.

Pedestrian and Bicycle Program Report – First Funding Cycle

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

- In July 2011, \$1.9 million for five preconstruction-only activities and \$2.6 million for 11 preconstruction and construction activities were programmed and allocated.
- The geographic distribution of the 16 projects was three to North County, six to Mid-County, four to South County, and three to the Coastsides.
- TA funding agreements are for five years and all must be expended by July 2016.
- Projects funded for the preconstruction-only phase:
 - Burlingame Avenue pedestrian and bike improvement design
 - Pedestrian and bike overcrossings at U.S. Highway 101 in San Mateo, San Carlos, and East Palo Alto
- Projects that include funding for the construction phase:
 - Coastsides Route 1 trail improvements in Half Moon Bay
 - Bikeway striping and signage projects in Burlingame and San Mateo
 - Mid-block crossing projects in Daly City and Woodside
 - Highway 1 multiuse trail extension in Half Moon Bay
- Lessons learned:
 - The community input process for complex projects can take an extended amount of time.

- Extra time can be added to a project obtaining regulatory approvals due to regulatory agency resource constraints.
- An emphasis is needed on project readiness.
- The TA and C/CAG conducted joint CFPs and used two separate evaluation panels, which added an extra level of complexity. This cycle, the timing of TA Measure A and C/CAG TDA Article 3 CFPs is different. Separate CFPs will be conducted.
- Next steps include:
 - November 2013: refine and review evaluation criteria for the second cycle CFP with the TA Board subcommittee
 - December 2013: Present evaluation criteria to the Board
 - Winter 2014: Release CFP
 - Spring 2014: Board approval of projects

Chair Groom said there is talk about taking down a bridge in Half Moon Bay where the Main Street Bike Lanes Project is to rebuild it due to seismic issues. Joe Hurley, Director, Transportation Authority Program, said that bridge had a low rating in its ability to withstand seismic activity and the city council decided to replace the bridge. Mr. Hurley said this project was a blend of a roadway and bicycle facility and this is paying for the bicycle component of the Main Street Bridge.

Director Matsumoto said she is on the C/CAG Bicycle and Pedestrian Advisory Committee and the original idea to have a joint CFP was thought to be a good idea because of the reduction in funds but it was somewhat disastrous. Separate CFPs is better and a smart move.

Program Report: Dumbarton Corridor

Ms. Chan said in early 2012 staff reported they were working on the administrative draft of the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) and at the end of 2012 the draft was completed and ready for circulation to receive public comments. Staff also looked at the funding plan. She said the various project alternatives costs ranged from \$700 million to \$800 million but available funding was less than \$350 million.

Ms. Chan said the Alameda County sales tax measure that would have included funding failed. She said the Federal Transit Administration (FTA) notified staff if the project does not have a robust funding plan, even though the public comments process was completed, the FTA would not be able to issue a Record of Decision. Staff is preparing a recommendation to put the project on hold and not spend any more resources.

The MTC has asked what the TA will be doing with this project because they set aside approximately \$35 million in Regional Measure 2 funding and they do not want that funding to go unused. Staff has been working with project partners on other projects that would be eligible for the \$35 million in the funds. Next month, staff will bring to the Board what staff proposes to submit to MTC. In 1998, the TA Board approved moving \$50 million from the Grade Separation category from the Original Measure A to the

Dumbarton Rail Project. Staff will ask the Board to reallocate those funds back to the Grade Separation category.

Director Horsley asked how many alternatives there are. Ms. Chan said there are three rail alternatives, one bus alternative, and the alternative to build no project.

Update on State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, provided the following update.

Federal

Ninety-five percent of the FTA staff is not working due to the government shutdown. This could prove to be a problem when it comes to the awarding of grants.

State

Josh Shaw, the TA's lobbyist from Shaw/Yoder/Antwih, Inc., provided the following update:

Senate Bill (SB) 557 was signed by the governor and will ensure Proposition 1A High-speed Rail funds will be spent on the Caltrain Modernization Program.

Assembly Bill (AB) 797 was signed by the governor and will allow the Construction Manager/General Contractor form of procurement for the District and the JPB.

SB743 did not move but some pieces specific to transit-oriented development (TOD) were put into SB743, which includes provisions that apply statewide for facilitating projects that have the local approvals for TOD and infill development.

SB99 consolidates funding streams for bicycles, pedestrians, complete streets, safe routes to school, and environmental mitigation programs.

AB8 reauthorizes the Carl Moyer Program that provides various revenues for alternatively fueled vehicles.

The governor called for a bill to provide temporary exemption for transit workers in California from the State's pension reform law.

Public transit has mostly been exempted out of the provisions in SB566. This has been made a two-year bill.

There have been conversations all year about lowering the voter threshold for sales tax on transportation. Many measures were introduced that would amend the California Constitution. These have been delayed until next year and may be put on a ballot.

Transit agencies across the state have a general grant of design-build authority but it runs out next year and another bill will have to be introduced that extends that authority.

The TA's delegation voted in support of the TA's priorities 96 percent of the time.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

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

Joan Cassman, Legal Counsel, said the TA will convene in closed session to hear a status report on a litigation matter that was recently filed. She said there will be no action taken.

Adjourned to closed session at 6:22 p.m.

Reconvened from closed session at 6:23 p.m.

Ms. Cassman said the Board does not need to take action on this item.

DATE AND PLACE OF NEXT MEETING

November 7, 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 6:24 p.m.

CAC CHAIR'S REPORT TO TA 10/3/13

Good evening Madam Chair and Members of the Board.

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 September 5, 2013.

(TA Item 4b) – The CAC voted to support the Board's Acceptance of the Statement of Revenues and Expenditures for the period ending August 31, 2013.

(TA Item 7)- The CAC did not receive a copy of the SAMTRANS Liaison Report for their meeting because our meeting preceded theirs, but was advised that the summary report will be made available at the TA Board meeting tonight, therefore the CAC had nothing on which to comment concerning same.

(TA Item 10a)-After reviewing the condensed description of the awarding of the contracts and their amounts on the TA Agenda sheet, the CAC voted to support the complete description of the contracts and the amounts of the different contracts being awarded, as fully described in the report submitted as Agenda Item 10a in the TA's packet, which means that the CAC not only supports the awarding 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, as mentioned on the Agenda's summary, but also supports the awarding of two additional one-year terms with the above firms for up to \$87,500, as mentioned in the body of the TA's packet report, for each additional 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 Item 10b) –Again, as what happened with the previous Agenda Item, the CAC also voted to support the complete description of the contracts and the amounts of the different contracts being awarded, as fully described in the report submitted as Agenda Item 10b in the TA's packet, which means that the CAC not only supports the awarding 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, but also that the CAC supports the awarding of up to two additional one-year option terms with these 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 of the San Mateo County Transportation Authority.

(TA Item 11a)- We received a brief, but highly informative, up date from Joel Slavit, Manager of Programming and Monitoring, on the Bicycle & Pedestrian Fund Programs in the County, which included Measure A, The Transportation Development Act Article 3, the Federal One Bay Area Grant Program, as well as other discretionary programs. No CAC action was required.

(TA Item 11b) - Joel Slavit gave us a comprehensive power point presentation on the Measure A Pedestrian & Bicycle Program Status, which included the background on the Projects that were allocated funds in July 2011, the Project Delivery Status and the Lessons Learned...The CAC was pleased to learn that the TA and C/CAG, who formerly conducted a joint First Cycle Call for Projects and used two separate evaluation panels, will now conduct a separate Call for Projects, one in 2013 for C/CAG and the other in 2014 for the TA, as the timing of funding from the TA and C/CAG is different.

(TA Item 11c) – As part of the ongoing series of program reports on the TA's six program areas, April Chan, Executive Officer, Planning and Development, gave us a comprehensive update on the Dumbarton Rail Corridor Project, revealing that the funding plan for the project is deficient. The costs are estimated to be between \$700 and \$800 million and the funding sources identified thus far only add up to approximately \$350 million. In light of this, the CAC was advised that the Project will be placed on hold indefinitely.

At which point, Adina Levin, from Friends of Caltrain, spoke as a member of the public, at this part of our meeting, telling the CAC that she wants to see bus service extended to Redwood City, in light of the new residential apts being developed along Marsh Rd. near Facebook in Menlo Park. She also mentioned to us that there are completely missing segments of the Bay Trail between Redwood City, Menlo Park and Facebook and asked us what could be done to complete these missing bicycle/pedestrian segments.

(TA Item 11d) As in previous months, Shweta Bhatnagar, Government and Community Affairs, once again gave the CAC both an excellent and comprehensive update on both State and Federal Legislation.

In my own report to the CAC:

- I announced that ten draft interpretive panels for the Devil's Slide section of the California Coastal Trail have been developed and put up on the county's website and will be shared with the San Mateo County Park and Recreation Commission at its October 3rd meeting and that public feedback is being solicited this time either by attending and commenting directly at the Commission meeting or by emailing comments in writing to the Commission.
- Also announced that there will be a Rail Forum on October 14th on topics including faster service and more capacity for Caltrain and the opportunities and challenges of level boarding and platform height. The panel will include our own Marian Lee, Executive Officer for Caltrain Modernization; Bryan Dykes, Transbay Center Project; Ben Tripousis, Northern California Regional Director, California High Speed Rail Authority and Clem Tillier, Caltrain/High Speed Rail Compatibility Blog. The Forum will be held at Mtn View City Hall at 6:30 p.m.
- I also advised that CAC that, as of September 7th, there is a new mobile website for Clipper Card, which will give customers an easy on the go way to manage their Clipper Card accounts. Customers will have the convenience of checking their card balance, adding fare products to

their cards, registering their cards and ordering new cards, all while using a mobile phone...New patrons will be able to do everything on the mobile website that they can do on the main website...

In Joe's report to the CAC, he shared with us an overcapacity situation on Route 17 in Half Moon Bay that had been raised by a member of our CAC. A change in a school schedule on Tuesday 9-10, resulted in situation where a few students were left behind so not to exceed a safe capacity on the bus. As a precautionary measure, Sam Trans implemented a mitigation strategy on Tuesday 9-24 that added an additional bus and monitored the situation. It was noted that supplemental bus was not needed but SamTrans would continue to monitor the situation -and work with the schools.

The CAC appreciates the responsiveness to this matter.

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 JUNE 30, 2013**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$83,684,914 - line 7) is **better** than staff projections by \$10,238,584 or 13.9 percent. *Grant Proceeds* (\$2,796,140 - line 5) is \$2,488,140 or 807.8 percent **better** than staff projections due to a portion of the \$4.2 million in State Transportation Improvement Program (STIP) funds, for the Broadway Interchange Project that were originally budgeted in Fiscal Year (FY) 2011.

Total Revenue (\$83,684,914- line 7) is \$3,790,386 or 4.7 percent **better** than prior year performance. *Sales Tax* (\$73,857,787 - line 1) which is \$4,382,030 or 6.3 percent **better** than prior year is offset by *Interest Income* (\$3,650,584 - line 2) which is \$526,401 or 12.6 percent **worse**.

Expenditures: *Total Administrative* (\$666,095 - line 22) is **better** than staff projections by \$318,489 or 32.3 percent. Within total administrative, *Staff Support* (\$443,626 - line 18) is \$190,499 or 30 percent **better** than staff projections.

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

Final Year End Results: Staff will update this report and distribute in conjunction with the FY2013 Comprehensive Annual Financial Report (CAFR).

Unaudited

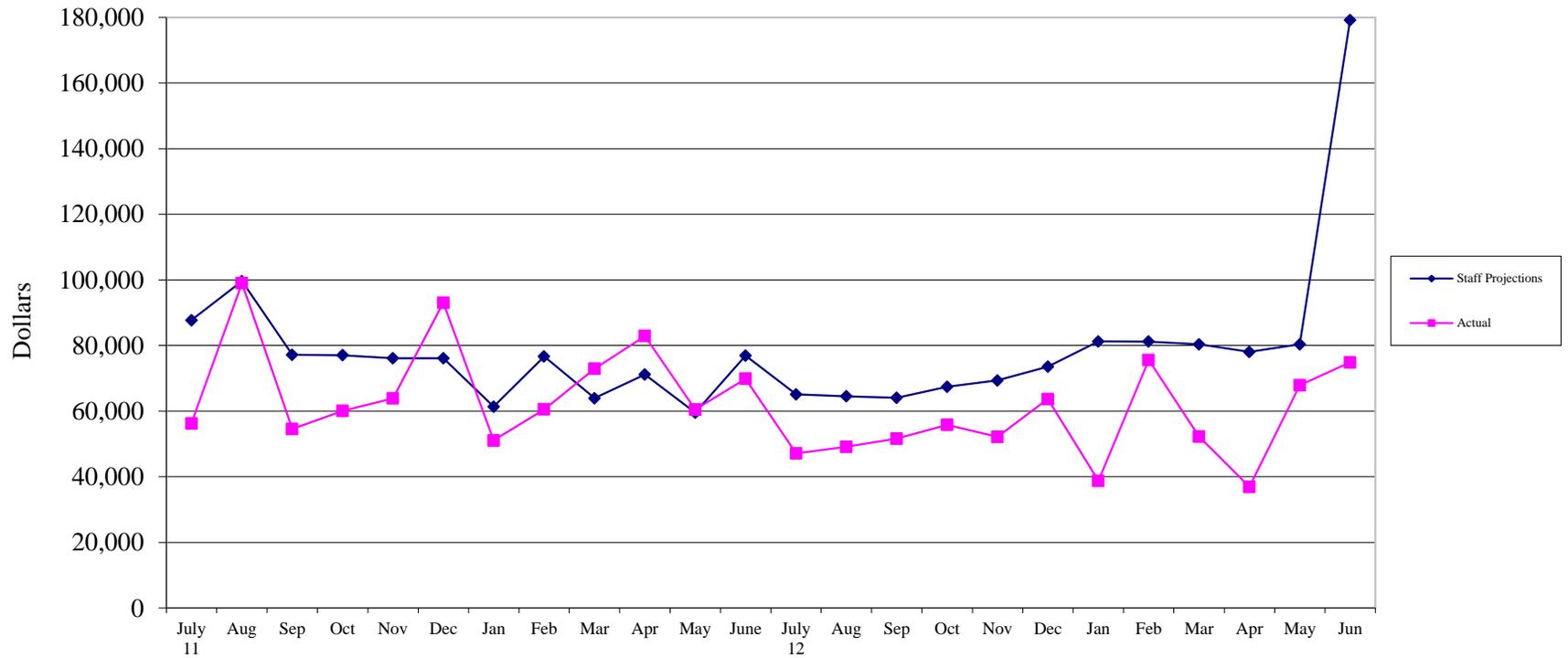
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2013
June 2013

% OF YEAR ELAPSED: **100.0%**

	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	11,658,667	69,475,757	73,857,787	68,000,000	108.6%	65,000,000	68,000,000	100.0%
2 Interest Income	304,975	4,176,985	3,650,584	4,022,150	90.8%	4,022,150	4,022,150	100.0%
3 Miscellaneous Income	0	1,527,921	2,238,628 (A)	0	0.0%	0	0	0.0%
4 Rental Income	97,848	1,107,613	1,141,776	1,116,180	102.3%	1,116,180	1,116,180	102.3%
5 Grant Proceeds	28,178	3,606,252	2,796,140 (B)	308,000	907.8%	0	308,000	907.8%
6								
7 TOTAL REVENUE	12,089,668	79,894,528	83,684,914	73,446,330	113.9%	70,138,330	73,446,330	113.9%
8								
EXPENDITURES:								
9								
10								
11 Annual Allocations	4,255,414	26,806,635	26,958,092	24,820,000	108.6%	23,725,000	24,820,000	108.6%
12								
13 Program Expenditures	12,378,006	27,709,693	54,647,863	76,784,646	71.2%	73,175,646	76,784,646	71.2%
14								
15 Oversight	65,350	978,042	784,244	485,000	161.7%	485,000	485,000	161.7%
16								
17 Administrative								
18 Staff Support	43,785	541,049	443,626	634,125	70.0%	634,125	634,125	70.0%
19 Measure A Info-Others	373	1,214	406	16,500	2.5%	16,500	16,500	2.5%
20 Other Admin Expenses	30,699	282,499	222,063	333,959	66.5%	333,959	333,959	66.5%
21								
22 Total Administrative	74,857	824,762	666,095	984,584	67.7%	984,584	984,584	67.7%
23								
24 TOTAL EXPENDITURES	16,773,627	56,319,132	83,056,294 (1)	103,074,230	80.6%	98,370,230	103,074,230	80.6%
25								
26 EXCESS (DEFICIT)	(4,683,958)	23,575,395	628,621	(29,627,900)		(28,231,900)	(29,627,900)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	421,881,503	444,581,025	444,581,025		405,211,033	444,581,025	
29								
30 ENDING FUND BALANCE	Not Applicable	445,456,898	445,209,646 (2)	414,953,125		376,979,133	414,953,125	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		418,261		FY 2012 Carryover of Commitments (Audited)			301,529,002	
35 Current Committed Fund Balance		321,546,939 (3)		FY 2013 Additional Commitments (Budgeted)			98,370,230	
36 Undesignated Cash & Net Receivable		<u>123,244,446</u>		Reso # 2012-18			308,000	
37 Total		<u>445,209,646 (2)</u>		Reso # 2012-19			3,000,000	
38				Reso # 2012-23			61,000	
39				Reso # 2013-01			1,335,000	
40				Less: Current YTD expenditures			(83,056,294) (1)	
41				Current Committed Fund Balance			<u>321,546,939 (3)</u>	
42								
43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
44 against the annual budget. When comparing it to the amounts shown in the								
45 "% of PROJECT" column, please note that individual line items reflect variations								
46 due to seasonal activities during the year.								
47								
48 * The TA Adopted Budget is the Board adopted budget effective June 7, 2012.								
49 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
50								
51 (A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.								
52 (B) Actual Grant Proceeds include a portion of the \$4.2 million in State								
53 Transportation Improvement Program (STIP) funds for the Broadway								
54 Interchange project that were originally budgeted in Fiscal Year 2011.								
55								

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SMCTA Administrative Expenses



Current Year Data

	Jul '12	Aug '12	Sep '12	Oct '12	Nov '12	Dec '12	Jan '13	Feb '13	Mar '13	Apr '13	May '13	Jun '13
MONTHLY EXPENSES												
Staff Projections	65,111	64,548	64,047	67,471	69,366	73,559	81,265	81,232	80,345	78,087	80,346	179,207
Actual	47,161	48,997	51,631	55,867	52,204	63,704	38,763	75,611	52,255	36,967	67,878	74,857
CUMULATIVE EXPENSES												
Staff Projections	65,111	129,659	193,707	261,177	330,543	404,102	485,367	566,599	646,944	725,031	805,377	984,584
Actual	47,161	96,359	147,989	203,857	256,060	319,765	358,527	434,138	486,393	523,360	591,238	666,095
Variance-F(U)	17,950	33,300	45,718	57,320	74,483	84,337	126,840	132,461	160,551	201,671	214,138	318,489
Variance %	27.57%	25.68%	23.60%	21.95%	22.53%	20.87%	26.13%	23.38%	24.82%	27.82%	26.59%	32.35%



BOARD OF DIRECTORS 2013

CAROLE GROOM, CHAIR
KARYL MATSUMOTO, VICE CHAIR
DAVID CANEPA
ROSANNE FOUST
DON HORSLEY
TERRY NAGEL
NAOMI PATRIDGE

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JUNE, 2013

<u>TYPE OF SECURITY</u>		<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	*	Liquid Cash	0.610%	\$ 264,604,658	\$ 263,621,774
Local Agency Investment Fund	**	Liquid Cash	0.244%	\$ 15,564,677	\$ 15,568,929
Investment Portfolio	***	Liquid Cash	0.889%	\$ 159,557,699	\$ 159,728,160
Other		Liquid Cash	0.000%	\$ 418,261	\$ 418,261
				<u>\$ 440,145,295</u>	<u>\$ 439,337,124</u>

Accrued Earnings for June, 2013 \$ 252,159.64
Cumulative Earnings FY2013 \$ 3,677,018.76

* County Pool average yield for the month ending June 30, 2013 was 0.610%. As of June, 2013 the amortized cost of the Total Pool was \$3,069,295,685.11 and the fair market value per San Mateo County Treasurer's Office was \$3,062,992,775.78.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001219643 as reported by LAIF for quarter ending June 30, 2013.

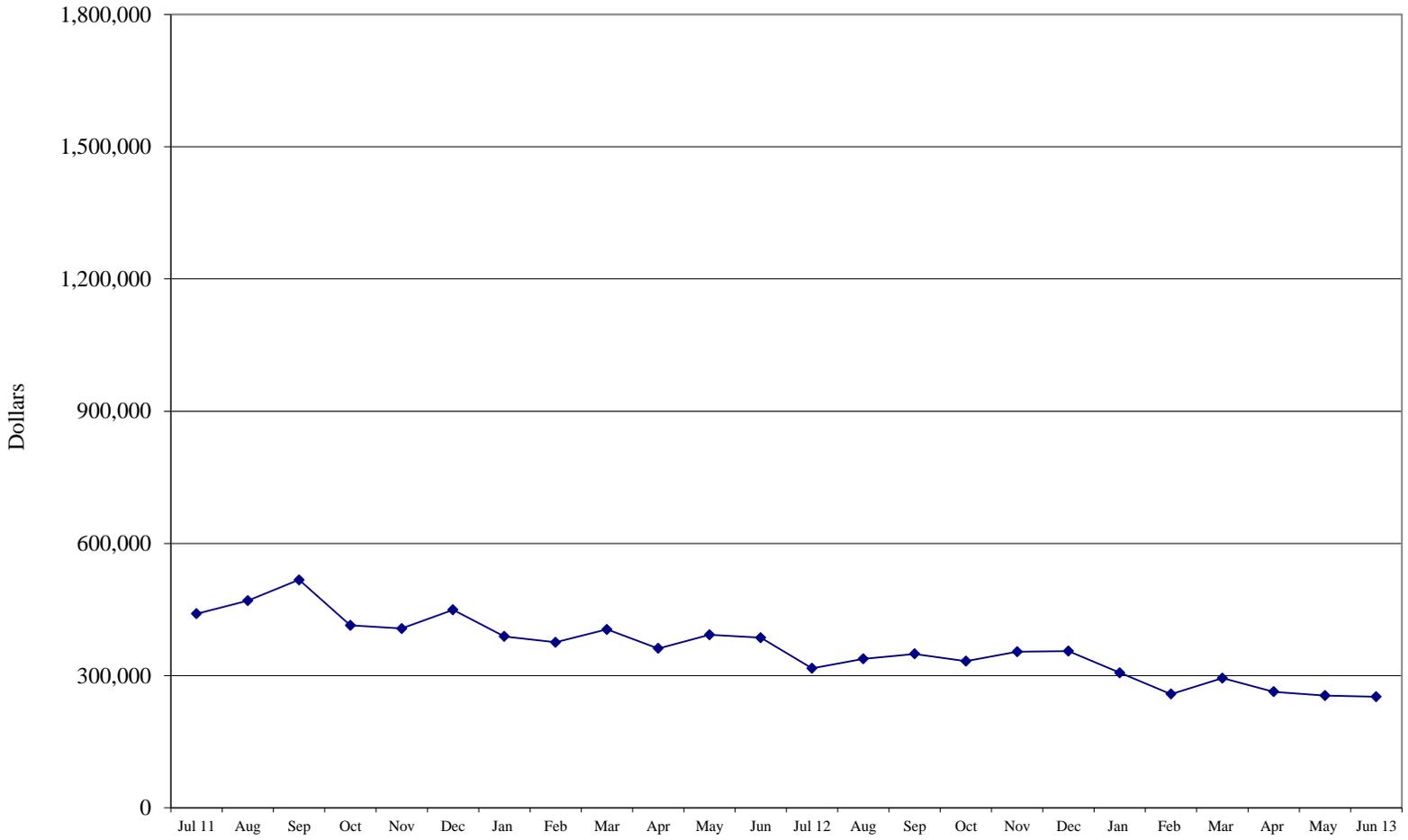
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

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

FY2013	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	316,822.41	316,822.41
AUGUST	338,213.28	655,035.69
SEPTEMBER	349,362.10	1,004,397.79
OCTOBER	332,798.20	1,337,195.99
NOVEMBER	354,244.74	1,691,440.73
DECEMBER	355,853.61	2,047,294.34
JANUARY	306,607.42	2,353,901.76
FEBRUARY	258,438.99	2,612,340.75
MARCH	294,256.56	2,906,597.31
APRIL	263,461.19	3,170,058.50
MAY	254,800.62	3,424,859.12
JUNE	252,159.64	3,677,018.76

Accrued Earnings for June, 2013

SMCTA Interest Income



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
June 30, 2013

DESCRIPTION	TOTAL INVESTMENT 06-30-13	INTEREST RECEIVABLE 05-31-13	PREPAID INT RECEIVABLE 06-30-13	INTEREST EARNED 06-30-13	INTEREST RECEIVED 06-30-13	ADJ.	INTEREST RECEIVABLE 06-30-13
LAIF	15,564,676.60	8,962.38	0.00	3,121.46	0.00	(318.91)	11,764.93
COUNTY POOL	264,604,657.72	269,314.53	0.00	130,672.91	0.00	952.09	400,939.53
BANK OF AMERICA	418,260.91	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	<u>159,557,699.38</u>	185,145.33	48,182.15	117,511.23	0.00	220.86	351,059.57
	<u>440,145,294.61</u>	<u>463,422.24</u>	<u>48,182.15</u>	<u>251,305.60</u>	<u>0.00</u>	<u>854.04</u>	<u>763,764.03</u>

JUNE 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 06/30/13	252,159.64
Add:	
Misc. Interest - Promissory Note	59,379.23
Less:	
Management Fees	(6,564.04)
Amortized Premium/Discount	(25,751.32)
GASB 31 Gain(Loss)	(2,890,615.27)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>(2,611,391.76)</u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,677,018.76
Add:	
Misc. Interest - Promissory Note	59,379.23
Less:	
Management Fees	(58,922.16)
Amortized Premium/Discount	(381,979.81)
GASB 31 Gain(Loss)	(2,890,615.27)
Capital Gain(Loss)	(26,891.82)
Total Interest	<u>377,988.91</u>
Balance Per Ledger as of 06/30/13	
Exp. Acct. 530011 - Amort Prem/Disc	(381,979.82)
Int Acct. 409100 - Co. Pool	1,880,397.12
Int Acct. 409100 - LAIF	69,132.80
Int Acct. 409100 - B of A & Misc.	59,410.06
Int Acct. 409101 - Portfolio Funds	1,668,535.84
Gain(Loss) Acct. 405210 - Capital	(26,891.82)
Gain(Loss) Acct. 405220 - GASB 31	(2,890,615.27)
	<u>377,988.91</u>
Extraordinary one time items:	
Misc. Income - Lehman Brothers Recovery	2,238,627.67

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
June 30, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	INT REC'VBLE LESS PREPAID 06-30-2013	PAR VALUE		
			PURCHASE PRICE	ADJUSTED 6-30-13	VALUE 06-30-2013					REC'VBLE 05-31-13	INT REC'VBLE 06-30-2013	EARNED 06-30-2013	INTEREST RECEIVED			INTEREST REC'VBLE 06-30-2013	
<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	14,967,150.00	11-15-15	0.375%	156.2500	29	2,598.51		4,531.25	54.34	7,184.10	15,000,000 9.41%		
<u>U.S. GOVERNMENT AGENCIES</u>																	
FHLM	3137EACR8	02-08-11	18,901,470.00	19,143,830.00	19,143,830.00	02-25-14	1.375%	725.6944	30	69,666.67		21,770.83		91,437.50	19,000,000		
FHLM	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	13,752,855.00	04-23-14	2.500%	937.5000	30	35,625.00		28,125.00		63,750.00	13,500,000		
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,034,200.00	09-28-15	0.750%	208.3333	30	13,125.00		6,250.00		19,375.00	10,000,000		
FHLMC	3134G3Y20	12-28-12	6,000,600.00	5,983,260.00	5,983,260.00	11-27-15	0.500%	83.3333	30	333.33		2,500.00		2,833.33	6,000,000		
FNMA	3135G0RX3	12-07-12	20,015,000.00	19,937,400.00	19,937,400.00	11-27-15	0.500%	277.7778	30	1,111.11		8,333.33		9,444.44	20,000,000		
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	9,947,600.00	01-28-16	0.500%	138.8889	30	17,083.33	277.78	4,166.67		21,250.00	10,000,000		
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,374,255.60	02-26-16	0.520%	63.4833	30	6,030.92	5,903.95	1,904.50		7,935.42	4,395,000		
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,099,386.50	03-04-16	0.750%	313.9583	30	27,314.38	27,000.42	9,418.75		36,733.13	15,070,000		
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,041,520.00	12,041,520.00	03-21-16	1.000%	333.3333	30	23,333.33		10,000.00		33,333.33	12,000,000		
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	23,865,600.00	03-30-16	0.500%	333.3333	30	20,333.33	15,000.00	10,000.00		30,333.33	24,000,000 84.04%		
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>																	
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,581,103.06	10,581,103.06	04-15-14	1.250%	362.4448	29	16,772.57		10,510.90	166.52	27,449.99	10,438,410 6.55%		
<u>CASH INVESTMENT</u>																	
MATURED/CALLED																	
TOTAL			<u>159,557,699.38</u>	<u>159,728,160.16</u>	<u>159,728,160.16</u>					<u>233,327.48</u>	<u>48,182.15</u>	<u>117,511.23</u>	<u>0.00</u>	<u>220.86</u>	<u>351,059.57</u>	<u>302,877.42</u>	<u>159,403,411.00</u>

28-Oct-13 Weighted Average Interest Rate 0.8885%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2012 & FY2013
 JUNE 2013 FINAL

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2012:					
1st Quarter	15,680,000	1st Quarter	17,044,298	1,364,298	17,044,298
2nd Quarter	16,562,400	2nd Quarter	18,016,949	1,454,549	18,016,949
3rd Quarter	14,812,600	3rd Quarter	16,477,299	1,664,699	16,477,299
4th Quarter	15,945,000	4th Quarter	17,937,211	1,992,211	17,937,211
FY2012 Total	63,000,000	FY2012 Total	69,475,757	6,475,757	69,475,757
FY2013:					
Jul. 12	4,360,900	Sep. 12	4,903,100	542,200	4,903,100
Aug. 12	4,360,900	Oct. 12	5,242,800	881,900	5,242,800
Sep. 12	5,810,000	Nov. 12	6,537,500	727,500	6,537,500
1st Qtr. Adjustment	1,650,000	Dec. 12	2,172,590	522,590	2,172,590
3 Months Total	16,181,800		18,855,990	2,674,190	18,855,990
Oct. 12	4,507,000	Dec. 12	5,197,400	690,400	5,197,400
Nov. 12	4,507,000	Jan. 13	5,197,400	690,400	5,197,400
Dec. 12	6,330,000	Feb. 13	6,897,200	567,200	6,897,200
2nd Qtr. Adjustment	1,740,000	Mar. 13	1,656,926	(83,074)	1,656,926
6 Months Total	33,265,800		37,804,916	4,539,116	37,804,916
Jan. 13	5,142,000	Mar. 13	4,626,700	(515,300)	4,626,700
Feb. 13	5,142,000	Apr. 13	5,052,800	(89,200)	5,052,800
Mar. 13	5,880,800	May 13	6,168,900	288,100	6,168,900
3rd Qtr. Adjustment	1,617,400	Jun. 13	1,591,096	(26,304)	1,591,096
9 Months Total	51,048,000		55,244,412	4,196,412	55,244,412
Apr. 13	4,642,000	Jun. 13	5,175,400	533,400	5,175,400
May 13	4,642,000	Jul. 13	5,563,000	921,000	5,563,000
Jun. 13	5,923,000	Aug. 13	6,900,600	977,600	6,900,600
4th Qtr. Adjustment	1,745,000	Sep. 13	974,375	(770,625)	974,375
FY2013 Total	68,000,000	FY2013 Total	73,857,787	5,857,787	73,857,787
	18,855,990	1st Quarter			
	18,948,926	2nd Quarter			
	17,439,496	3rd Quarter			
	18,613,375	4th Quarter			
	<u>73,857,787</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JUNE 30, 2013

6/30/2013

Cash -- Bank of America Checking Account	418,260.91
LAIF	15,564,676.60
County Pool	264,604,657.72
Investment Portfolio	159,557,699.38
	<hr/>
Total	<u><u>440,145,294.61</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- JUNE 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000846	MATSUMOTO, KARYL M.	6/10/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000847	GROOM, CAROLE	6/10/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000848	NAGEL, TERRY	6/10/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000849	HORSLEY, DONALD	6/10/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000850	CANEPA, DAVID	6/10/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000851	PENINSULA CORRIDOR JOINT POWERS BOARD	6/17/2013	86,414.93	WIR	Capital Programs ¹
SMCTA	000852	PENINSULA CORRIDOR JOINT POWERS BOARD	6/24/2013	26,531.47	WIR	Capital Programs ²
SMCTA	000853	SAN MATEO COUNTY TRANSIT DISTRICT	6/24/2013	718,323.28	WIR	Capital, Caltrain & Redi-Wheel Serv.
SMCTA	000854	CHICAGO TITLE COMPANY	6/27/2013	111,561.18	WIR	Capital Programs ³
SMCTA	003482	BURLINGAME, CITY OF	6/3/2013	13,259.39	CHK	Capital Programs ¹
SMCTA	003483	EAST PALO ALTO, CITY OF	6/3/2013	16,608.05	CHK	Capital Programs ¹
SMCTA	003484	GREEN CARPET LANDSCAPING	6/3/2013	1,440.00	CHK	Grounds Maintenance Service
SMCTA	003485	HOLLAND & KNIGHT LLP	6/3/2013	3,500.00	CHK	Legislative Advocate
SMCTA	003486	HURLEY, JOSEPH	6/3/2013	194.90	CHK	Dues and Subscriptions
SMCTA	003487	PENINSULA TRAFFIC CONGESTION RELIEF	6/3/2013	154,814.00	CHK	Capital Programs ¹
SMCTA	003488	ATKINS NORTH AMERICA, INC	6/10/2013	55,578.96	CHK	Consultant
SMCTA	003489	FOUST, ROSANNE	6/10/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003490	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	6/10/2013	39,744.87	CHK	Legal Services
SMCTA	003491	HNTB CORPORATION	6/10/2013	1,506.32	CHK	Consultant
SMCTA	003492	NORTH AMERICAN TITLE	6/10/2013	177,030.00	CHK	Capital Programs ⁴
SMCTA	003493	PATRIDGE, NAOMI	6/10/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003494	FEHR & PEERS	6/17/2013	23,727.65	CHK	Consultant
SMCTA	003495	GREEN CARPET LANDSCAPING	6/17/2013	4,675.00	CHK	Grounds Maintenance Service
SMCTA	003496	SHAW/YODER & ANTWIH, INC.	6/17/2013	3,795.00	CHK	Legislative Advocate
SMCTA	003497	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	6/24/2013	58,009.09	CHK	Legal Services
SMCTA	003498	HOLLAND & KNIGHT LLP	6/24/2013	3,500.00	CHK	Legislative Advocate
SMCTA	003499	MORROW-MEADOWS CORPORATION	6/24/2013	4,045.40	CHK	Grounds Maintenance Service
SMCTA	003500	S3, INC.	6/24/2013	1,800.00	CHK	Consultants
				<u>1,506,759.49</u>		

Footnotes:¹ Shuttle - FY13 Local Shuttle projects² Dumbarton Project³ Caltrain Project - Downtown Extension⁴ Streets & Highways - Route 101 Broadway Interchange

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 SEPTEMBER 30, 2013**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$24,029,316 - line 7) is **better** than staff projections by \$6,445,483 or 36.7 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 2009. *Interest Income* (\$804,146 – line 2) is \$80,276 or 11.1 percent **better** than projections due to higher than budgeted returns and *Rental Income* (\$333,432 – line 4) is \$45,702 or 15.9 percent **better** than staff projections.

Total Revenue (\$24,029,316 - line 7) is \$5,470,824 or 29.5 percent **better** than prior year performance. *Interest Income* (\$804,146 - line 2) and *Grant Proceeds* (\$22,233 – line 5) combined is \$1,269,291 or 60.6 percent **worse** than prior year and is slightly offset by *Rental Income* (\$333,432 - line 4) which is \$52,410 or 18.6 percent **better**.

Expenditures: *Total Administrative* (\$198,829 - line 22) is **better** than staff projections by \$43,813 or 18.1 percent. Within total administrative, *Staff Support* (\$148,499 - line 18) is \$15,295 or 9.3 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: **25.0%**

	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	6,650,000	16,181,800	16,550,000	16,550,000	100.0%	68,000,000	68,000,000	24.3%
2 Interest Income	290,383	981,239	804,146	723,870	111.1%	2,821,040	2,821,040	25.7%
3 Miscellaneous Income	0	0	6,319,505 (A)	0	0.0%	0	0	0.0%
4 Rental Income	109,385	281,022	333,432	287,730	115.9%	1,168,300	1,168,300	28.5%
5 Grant Proceeds	20,566	1,114,431	22,233	22,233	100.0%	3,800,500	3,800,500	0.6%
6								
7 TOTAL REVENUE	7,070,334	18,558,492	24,029,316	17,583,833	136.7%	75,789,840	75,789,840	31.7%
8								
EXPENDITURES:								
11 Annual Allocations	2,427,250	5,906,357	6,040,750	6,040,750	100.0%	24,820,000	24,820,000	24.3%
13 Program Expenditures	4,394,548	5,911,137	7,230,956	21,695,000	33.3%	86,780,000	86,780,000	8.3%
15 Oversight	88,420.60	63,151	221,101	121,250	182.4%	485,000	485,000	45.6%
16								
17 Administrative								
18 Staff Support	49,115	97,077	148,499	163,794	90.7%	565,152	565,152	26.3%
19 Measure A Info-Others	-	-	-	-	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	22,022	50,912	50,330	78,848	63.8%	318,634	318,634	15.8%
21								
22 Total Administrative	71,137	147,989	198,829	242,642	81.9%	900,286	900,286	22.1%
23								
24 TOTAL EXPENDITURES	6,981,356	12,028,634	13,691,635 (1)	28,099,642	48.7%	112,985,286	112,985,286	12.1%
25								
26 EXCESS (DEFICIT)	88,979	6,529,859	10,337,681	(10,515,809)		(37,195,446)	(37,195,446)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	444,581,025	445,209,646	415,823,164		415,823,164	415,823,164	
29								
30 ENDING FUND BALANCE	Not Applicable	451,110,884	455,547,327 (2)	405,307,355		378,627,718	378,627,718	
31								
32								

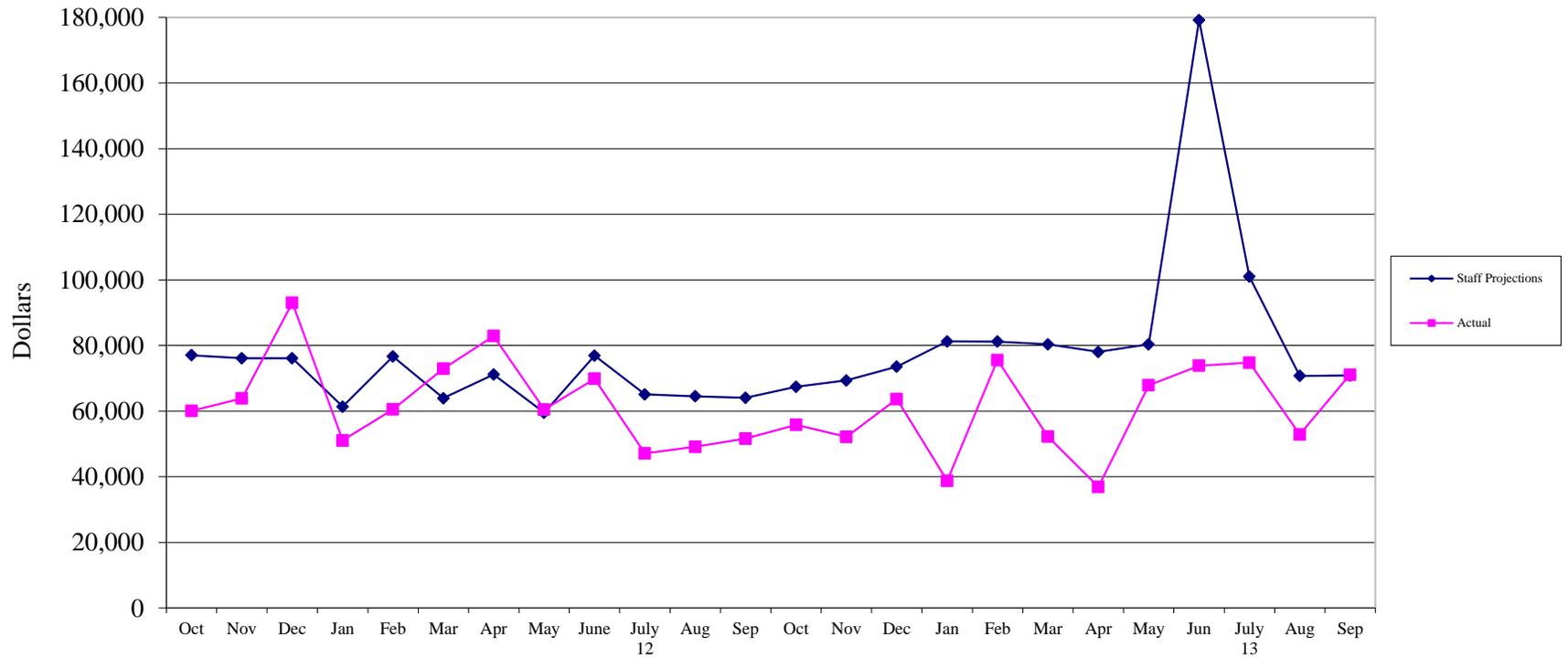
33 Includes the following balances:								
34 Cash and Liquid Investments		630,733			FY 2013 Carryover of Commitments (Unaudited)		278,517,658	
35 Current Committed Fund Balance		377,811,309 (3)			FY 2014 Additional Commitments (Budgeted)		112,985,286	
36 Undesignated Cash & Net Receivable		77,105,285			Less: Current YTD expenditures		(13,691,635) (1)	
37 Total		<u>455,547,327 (2)</u>			Current Committed Fund Balance		<u>377,811,309 (3)</u>	

38
39
40
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.
45

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

49 (A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.
50
51
52
53
54
55

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	70,869									
Actual	74,774	52,917	71,137									
CUMULATIVE EXPENSES												
Staff Projections	101,007	171,773	242,642									
Actual	74,774	127,691	198,829									
Variance-F(U)	26,233	44,082	43,813									
Variance %	25.97%	25.66%	18.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



BOARD OF DIRECTORS 2013

CAROLE GROOM, CHAIR
KARYL MATSUMOTO, VICE CHAIR
DAVID CANEPA
ROSANNE FOUST
DON HORSLEY
TERRY NAGEL
NAOMI PATRIDGE

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF SEPTEMBER, 2013

<u>TYPE OF SECURITY</u>		<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	*	Liquid Cash	0.760%	\$ 254,946,574	\$ 254,946,574
Local Agency Investment Fund	**	Liquid Cash	0.257%	\$ 8,576,442	\$ 8,576,442
Investment Portfolio	***	Liquid Cash	0.908%	\$ 179,779,799	\$ 180,080,947
Other		Liquid Cash	0.000%	\$ 630,733	\$ 630,733
				<u>\$ 443,933,548</u>	<u>\$ 444,234,695</u>

Accrued Earnings for September, 2013 \$ 297,053.11
Cumulative Earnings FY2014 \$ 824,156.83

* County Pool average yield for the month ending September 30, 2013 was 0.760%. As of September, 2013 the amortized cost of the Total Pool was \$2,791,184,696.33 and the fair market value per San Mateo County Treasurer's Office was \$2,791,032,502.81.

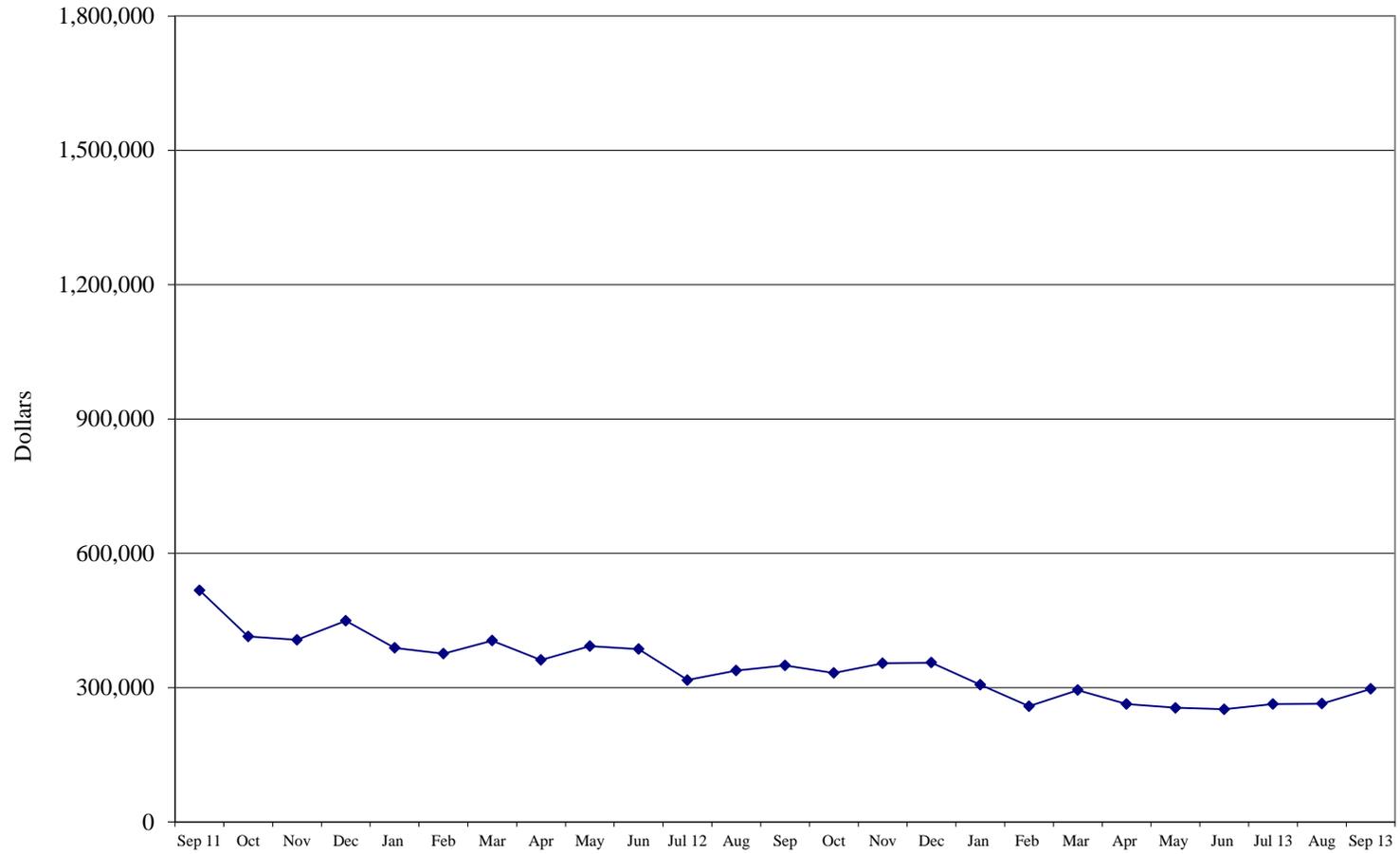
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
SEPTEMBER 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	297,053.11	824,156.83
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

SMCTA Interest Income



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
September 30, 2013

DESCRIPTION	TOTAL INVESTMENT 09-30-13	INTEREST RECEIVABLE 08-31-2013	PREPAID INT RECEIVABLE 09-30-13	INTEREST EARNED 09-30-13	INTEREST RECEIVED 09-30-13	ADJ.	INTEREST RECEIVABLE 09-30-13
LAIF	8,576,441.53	6,150.96	0.00	1,621.52	0.00	0.00	7,772.48
COUNTY POOL	254,946,573.68	282,565.03	0.00	160,802.25	0.00	0.00	443,367.28
BANK OF AMERICA	630,732.93	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	179,779,799.38	422,395.30	61,840.28	134,740.87	214,012.50	(111.53)	404,852.42
	<u>443,933,547.52</u>	<u>711,111.29</u>	<u>61,840.28</u>	<u>297,164.64</u>	<u>214,012.50</u>	<u>(111.53)</u>	<u>855,992.18</u>

SEPTEMBER 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 09/30/13	297,053.11
Add:	
Less:	
Management Fees	(6,670.16)
Amortized Premium/Discount	(34,637.15)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>255,745.80</u>

YEAR TO DATE -- SUMMARY

Interest Earned	824,156.83
Add:	
Less:	
Management Fees	(20,010.56)
Amortized Premium/Discount	(86,185.62)
Capital Gain(Loss)	0.00
Total Interest	<u>717,960.65</u>

Balance Per Ledger as of 09/30/13	
Exp. Acct. 530011 - Amort Prem/Disc	(86,185.62)
Int Acct. 409100 - Co. Pool	443,367.28
Int Acct. 409100 - LAIF	7,772.48
Int Acct. 409101 - Portfolio Funds	353,006.51
Gain(Loss) Acct. 405210	0.00
	<u>717,960.65</u>

Extraordinary one time items:	
Misc. Income - Lehman Brothers Recovery	6,318,005.44

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
September 30, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-13	MARKET VALUE 09-30-2013	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 08-31-13	PREPAID INT REC'VBLE 09-30-2013	INTEREST EARNED 09-30-2013	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 09-30-2013	INT REC'VBLE LESS PREPAID 09-30-2013	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	15,001,200.00	11-15-15	0.375%	156.2500	30	16,661.01		4,687.50		50.95	21,399.46	21,399.46	15,000,000 8.36%
<u>U.S. GOVERNMENT AGENCIES</u>																	
FHLMC	3137EACR8	02-08-11	18,901,470.00	19,143,830.00	19,098,420.00	02-25-14	1.375%	725.6944	31	4,354.17		22,496.53		(0.01)	26,850.69	26,850.69	19,000,000
FHLMC	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	13,683,600.00	04-23-14	2.500%	937.5000	31	120,000.00		29,062.50			149,062.50	149,062.50	13,500,000
FHLMC	3134G4ER5	08-19-13	10,001,100.00	9,993,500.00	10,006,500.00	42,235.00	0.500%	138.89	31	1,666.67		4,305.56			5,972.23	5,972.23	10,000,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,028,100.00	09-28-15	0.750%	208.3333	31	31,875.00		6,458.33			38,333.33	38,333.33	10,000,000
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,244,600.00	10-26-15	1.625%	451.39	19	61,840.28	61,840.28	8,576.39			70,416.67	8,576.39	10,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	5,983,260.00	5,994,420.00	11-27-15	0.500%	83.3333	31	7,833.33		2,583.33			10,416.66	10,416.66	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	19,937,400.00	19,991,400.00	11-27-15	0.500%	277.7778	31	26,111.11		8,611.11			34,722.22	34,722.22	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	9,969,700.00	01-28-16	0.500%	138.8889	31	4,583.33		4,305.56			8,888.89	8,888.89	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,386,034.20	02-26-16	0.520%	63.4833	31	317.42		1,967.98			2,285.40	2,285.40	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,128,923.70	03-04-16	0.750%	313.9583	31	55,570.63		9,732.71	56,512.50	(0.01)	8,790.83	8,790.83	15,070,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,041,520.00	12,035,880.00	03-21-16	1.000%	333.3333	31	53,333.33		10,333.33	60,000.00	0.01	3,666.67	3,666.67	12,000,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	23,941,200.00	03-30-16	0.500%	333.3333	31	50,333.33	15,000.00	10,333.33		0.01	60,666.67	45,666.67	24,000,000 85.80%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>																	
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,581,103.06	10,570,968.90	04-15-14	1.250%	364.0875	31	49,755.97		11,286.71		(162.48)	60,880.20	60,880.20	10,485,720 5.84%
<u>CASH INVESTMENTS</u>																	
FHLMC	3134G3SD3	03-28-12											37,500.00		(37,500.00)	(37,500.00)	
FNMA	3135G0VA8	05-13-13									(15,000.00)		60,000.00		(60,000.00)	(45,000.00)	
TOTAL			<u>179,779,799.38</u>	<u>179,966,260.16</u>	<u>180,080,946.80</u>					<u>484,235.58</u>	<u>61,840.28</u>	<u>134,740.87</u>	<u>214,012.50</u>	<u>(111.53)</u>	<u>404,852.42</u>	<u>343,012.14</u>	<u>179,450,721.00</u>

24-Oct-13 Weighted Average Interest Rate 0.9080%

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

10/24/13 12:08 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	5,504,500	1,104,500	5,504,500																														
Aug. 13	4,400,000	Oct. 13			4,400,000																														
Sep. 13	6,100,000	Nov. 13			6,100,000 (1)																														
1st Qtr. Adjustment	1,650,000	Dec. 13			545,500 (3/3)																														
3 Months Total	16,550,000		5,504,500	1,104,500	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		5,504,500	1,104,500	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		5,504,500	1,104,500	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	5,504,500	1,104,500	68,000,000																														
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%; text-align: right;">16,550,000</td> <td style="width: 15%;">1st Quarter</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td>2nd Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>3rd Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4th Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><u>16,550,000</u></td> <td colspan="4">YTD Actual Per Statement of Revenue & Expenses</td> </tr> </table>							16,550,000	1st Quarter						2nd Quarter						3rd Quarter						4th Quarter					<u>16,550,000</u>	YTD Actual Per Statement of Revenue & Expenses			
	16,550,000	1st Quarter																																	
		2nd Quarter																																	
		3rd Quarter																																	
		4th Quarter																																	
	<u>16,550,000</u>	YTD Actual Per Statement of Revenue & Expenses																																	

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF SEPTEMBER 30, 2013

9/30/2013

Cash -- Bank of America Checking Account	630,732.93
LAIF	8,576,441.53
County Pool	254,946,573.68
Investment Portfolio	179,779,799.38
	<hr/>
Total	<u><u>443,933,547.52</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- SEPTEMBER 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000865	PENINSULA CORRIDOR JOINT POWERS BOARD	9/3/2013	91,884.56	WIR	Capital Programs ¹
SMCTA	000866	SAN MATEO COUNTY TRANSIT DISTRICT	9/3/2013	3,246.20	WIR	Capital Programs ²
SMCTA	000867	MATSUMOTO, KARYL M.	9/16/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000868	GROOM, CAROLE	9/16/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000869	NAGEL, TERRY	9/16/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000870	HORSLEY, DONALD	9/16/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000871	CANEPA, DAVID	9/16/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000872	PENINSULA CORRIDOR JOINT POWERS BOARD	9/23/2013	1,261,892.76	WIR	Capital Programs ³
SMCTA	000873	PENINSULA CORRIDOR JOINT POWERS BOARD	9/30/2013	30,177.62	WIR	Capital Programs ⁴
SMCTA	000874	SAN MATEO COUNTY TRANSIT DISTRICT	9/30/2013	3,800,000.00	WIR	Capital Programs ⁵
SMCTA	003535	ATKINS NORTH AMERICA, INC	9/3/2013	54,834.88	CHK	Consultant
SMCTA	003536	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	9/3/2013	29,800.04	CHK	Legal Services
SMCTA	003537	SAN MATEO, CITY OF	9/3/2013	7,207.87	CHK	Capital Programs ⁶
SMCTA	003538	WESTPHAL, GOLSHAN	9/3/2013	4,000.00	CHK	Capital Programs ⁷
SMCTA	003539	HNTB CORPORATION	9/9/2013	2,971.08	CHK	Consultant
SMCTA	003540	JACOBS ENGINEERING GROUP, INC. (voucher adjustment)	9/9/2013	-	CHK	Consultant
SMCTA	003541	PACIFIC GAS & ELECTRIC COMPANY	9/9/2013	227.03	CHK	Capital Programs ⁷
SMCTA	003542	S3, INC.	9/9/2013	1,800.00	CHK	Consultants
SMCTA	003543	FOUST, ROSANNE	9/16/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003544	METROPOLITAN TRANSPORTATION COMMISSION	9/16/2013	31,141.90	CHK	Capital Programs ⁸
SMCTA	003545	PATRIDGE, NAOMI	9/16/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003546	FOCUS ON THE FUTURE	9/23/2013	575.00	CHK	Business Travel
SMCTA	003547	HOLLAND & KNIGHT LLP	9/23/2013	3,500.00	CHK	Legislative Advocate
SMCTA	003548	NORTH AMERICAN TITLE	9/23/2013	3,100,000.00	CHK	Capital Programs ⁷
SMCTA	003549	BURLINGAME, CITY OF	9/30/2013	1,010.65	CHK	Capital Programs ⁷
SMCTA	003550	BURLINGAME, CITY OF	9/30/2013	92.80	CHK	Capital Programs ⁷
SMCTA	003551	DESIGNER TECH SOFTWARE	9/30/2013	2,200.00	CHK	Other Refundable / Pass Through
SMCTA	003552	DMJM HARRIS/MARK THOMAS JV	9/30/2013	57,681.61	CHK	Consultant
SMCTA	003553	GOLDSTEIN, ROBERT	9/30/2013	20,000.00	CHK	Capital Programs ⁷
SMCTA	003554	GREEN CARPET LANDSCAPING	9/30/2013	550.00	CHK	Grounds Maintenance Service
SMCTA	003555	HOLLAND & KNIGHT LLP	9/30/2013	3,500.00	CHK	Legislative Advocate
SMCTA	003556	JACOBS ENGINEERING GROUP, INC.	9/30/2013	4,830.12	CHK	Consultant
SMCTA	003557	KENNEDY VAN & STORAGE, INC	9/30/2013	100.00	CHK	Capital Programs ⁷
SMCTA	003558	SAN MATEO, COUNTY OF	9/30/2013	2,394.05	CHK	Capital Programs ²
SMCTA	003559	SHAW/YODER & ANTWIH, INC.	9/30/2013	3,795.00	CHK	Legislative Advocate
SMCTA	003560	VALLEY RELOCATION AND STORAGE	9/30/2013	100.00	CHK	Capital Programs ⁷
SMCTA	003561	WELLS FARGO INSURANCE SERVICES USA, INC	9/30/2013	2,010.00	CHK	Insurance Premium
				<u>8,522,223.17</u>		

Footnotes:

- ¹ Dumbarton Project & FY13 Local Shuttles Project
² Streets & Highway - Last Mile Connection Pilot
³ San Bruno Grade Separation
⁴ Dumbarton Project
⁵ Caltrain Project - San Mateo Local Share JPB CIP
⁶ Bike & Ped Call for Project
⁷ Streets & Highways - Route 101 Broadway Interchange
⁸ Highway Evaluation Program

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Martha Martinez
Authority Secretary

SUBJECT: **2014 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the attached Meeting Calendar for 2014.

SIGNIFICANCE

The TA's monthly meeting is scheduled for 5:00 p.m. on the first Thursday of each month with the exception of January.

BUDGET IMPACT

There is no impact on the budget.

Prepared by: Josh Averill, Assistant District Secretary

650-508-6223



SAN MATEO COUNTY
**Transportation
Authority**
Meeting Calendar for 2014

Thursday – 5 PM
January 9*
February 6
March 6
April 3
May 1
June 5
July 3
August 7
September 4
October 2
November 6
December 4

The Board meets the first Thursday of the month, unless otherwise noted.

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

* Second Thursday

**AGENDA ITEM # 7
NOVEMBER 7, 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 NOVEMBER 6, 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
Deputy CEO

SUBJECT: **QUARTERLY INVESTMENT REPORT AND
FIXED INCOME MARKET REVIEW AND OUTLOOK**

ACTION

Staff recommends the Board accepts and enters into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended September 30, 2013.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on October 16, 2013 in order to meet the 30 day requirement.

BUDGET IMPACT

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

BACKGROUND

The TA is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 5 and 6. The schedule separates the investments into two groups: The Investment Portfolio, which is managed by SunTrust Banks, doing business as CSI Capital a SunTrust Group (CSI); and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

CSI provides the TA a current market valuation of all the assets under its management for each quarter. The valuation is provided by FT Interactive Data, the major operating division of Interactive Data Corporation (IDC). IDC is a leading provider of global securities data. They offer one of the largest information databases with current and historical prices on securities traded in all major markets including daily evaluations for more than 2.5 million fixed-income securities.

Due to the nature of securities, which are bought and sold in a principal market, such as fixed-income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end-of-the-day pricing, an evaluation of their methodology and the experience of their evaluation staff. Unfortunately, given the recent volatility in the markets, not every security is currently supported or accurately reflected by IDC. Therefore, at the end of the quarter, CSI surveyed a number of Wall Street firms to get an accurate market value of the securities held in the TA's portfolio. These surveys reflect the levels at which someone is actually willing to purchase the securities held by the TA. In the case of money market instruments, which are not supported by IDC, CSI uses adjusted cost.

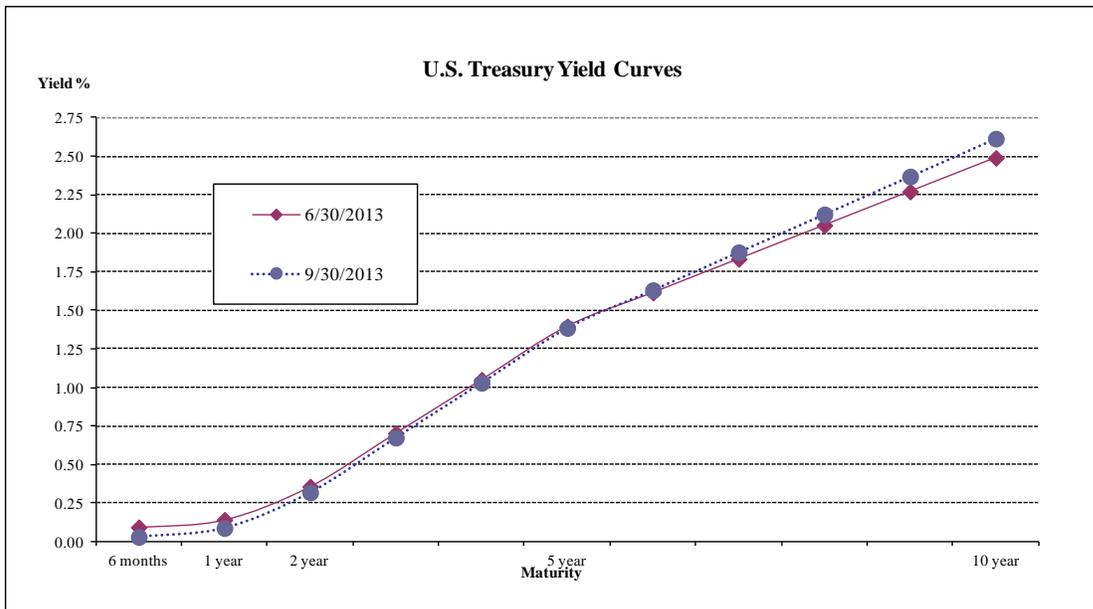
The liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The TA has the ability to meet its expenditure requirements for the next six months.

DISCUSSION

Fixed Income Market Review and Outlook

The direction of interest rates was mixed during the third quarter of the calendar year (first quarter of the fiscal year) as investors began to differentiate between the outlook for short-term and long-term bonds. Short-term rates were unchanged or modestly lower, as investors maintained their expectation that the Federal Reserve Bank (Fed) was unlikely to increase the Federal Funds rate before mid-2015. On the other hand, longer-term interest rates rose modestly on expectations that the Fed would begin to taper their program of purchasing long-term bonds sometime this fall.



Data Source: Bloomberg Finance L.P.

The third quarter was also notable for its heightened levels of interest rate volatility. Heightened levels of volatility are typical around periods of changing investor expectations. Indeed, CSI believes the summer of 2013 marked the beginning of a multiyear path towards higher rates. Over the next several years, CSI believes yields on 10-year Treasury notes may more than double from their current level.

Heightened levels of volatility are also typical during periods of increasing uncertainty. Due to events such as the looming Federal government shutdown, threatened military action in Syria, the debate over the Federal debt ceiling, poor communication by the Fed and mixed economic data, the quarter had an overabundance of issues to give investors pause.

In addition to the increased uncertainty, CSI believes that the economy is potentially at the beginning of a bear market in bonds meaning the expected return on these types of investment securities will decrease. This increases the need to distinguish between the signal (pieces of information that are both meaningful and symbolic of longer term trends in the economy and markets) and the noise (transitory events that are unlikely to have a lasting effect).

CSI believes most of the events that transpired over the third quarter are noise, not signals, and are unlikely to have a lasting impact on the economy and markets. The exception to this is that CSI does detect a pattern of overall global growth and slow but steady improvement in the domestic employment situation, which, if correct, would be good for the economy and equity markets and provide for higher interest rates down the road.

CSI's current expectation is for the bond market to settle into an uneasy period of relative quiet until many of the issues currently responsible for our heightened levels of uncertainty resolve themselves. This period of relative calm will be short lived, transitioning to the underlying trends of slow but steady improvement in both the global economy and the domestic employment situation, ultimately leading to higher interest rates.

Strategy

Over the foreseeable future CSI expects interest rates to move modestly higher. They continue to caution that the current low rates leave no room for a sudden rise in interest rates, which would result in negative returns.

Given CSI's outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark.

As of the end of the quarter, the TA's portfolio consisted of approximately 85.8 percent Agency Securities and 14.2 percent United States Treasury securities (see Exhibit 5).

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending September 30, the portfolio returned 0.28 percent. This compares to the benchmark return of 0.49 percent. The performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending September 30, the portfolio's yield to maturity or call was 0.52 percent. The benchmark's yield to maturity was 0.67 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 0.88 percent.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED SEPTEMBER 30, 2013**

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
TREASURY SECURITIES							
U.S. Treasury Note	912828TX8	11-15-15	15,000,000	14,998,828	15,001,200	21,399	15,022,599
GOVERNMENT BONDS							
FHLMC	3137EACR8	02-25-14	19,000,000	18,901,470	19,098,420	26,851	19,125,271
FHLMC	3137EACB3	04-23-14	13,500,000	13,932,270	13,683,600	149,063	13,832,663
FHLMC	3134G4ER5	08-19-15	10,000,000	10,001,100	10,006,500	5,972	10,012,472
FHLMC	3134G3SD3	09-28-15	10,000,000	9,996,000	10,028,100	833	10,028,933
FNMA	31398A4M7	10-26-15	10,000,000	10,221,000	10,244,600	70,417	10,315,017
FHLMC	3134G3Y20	11-27-15	6,000,000	6,000,600	5,994,420	10,417	6,004,837
FNMA	3135G0RX3	11-27-15	20,000,000	20,015,000	19,991,400	34,722	20,026,122
FHLMC	3134G34B3	01-28-16	10,000,000	9,998,500	9,969,700	8,889	9,978,589
FNMA	3135G0UM3	02-26-16	4,395,000	4,394,561	4,386,034	2,285	4,388,320
FNMA	3135G0VH3	03-04-16	15,070,000	15,149,118	15,128,924	8,791	15,137,715
FHLMC	3134G3SE1	03-21-16	12,000,000	12,007,500	12,035,880	3,667	12,039,547
FNMA	3135G0VA8	03-30-16	24,000,000	24,041,832	23,941,200	667	23,941,867

EXHIBIT 1

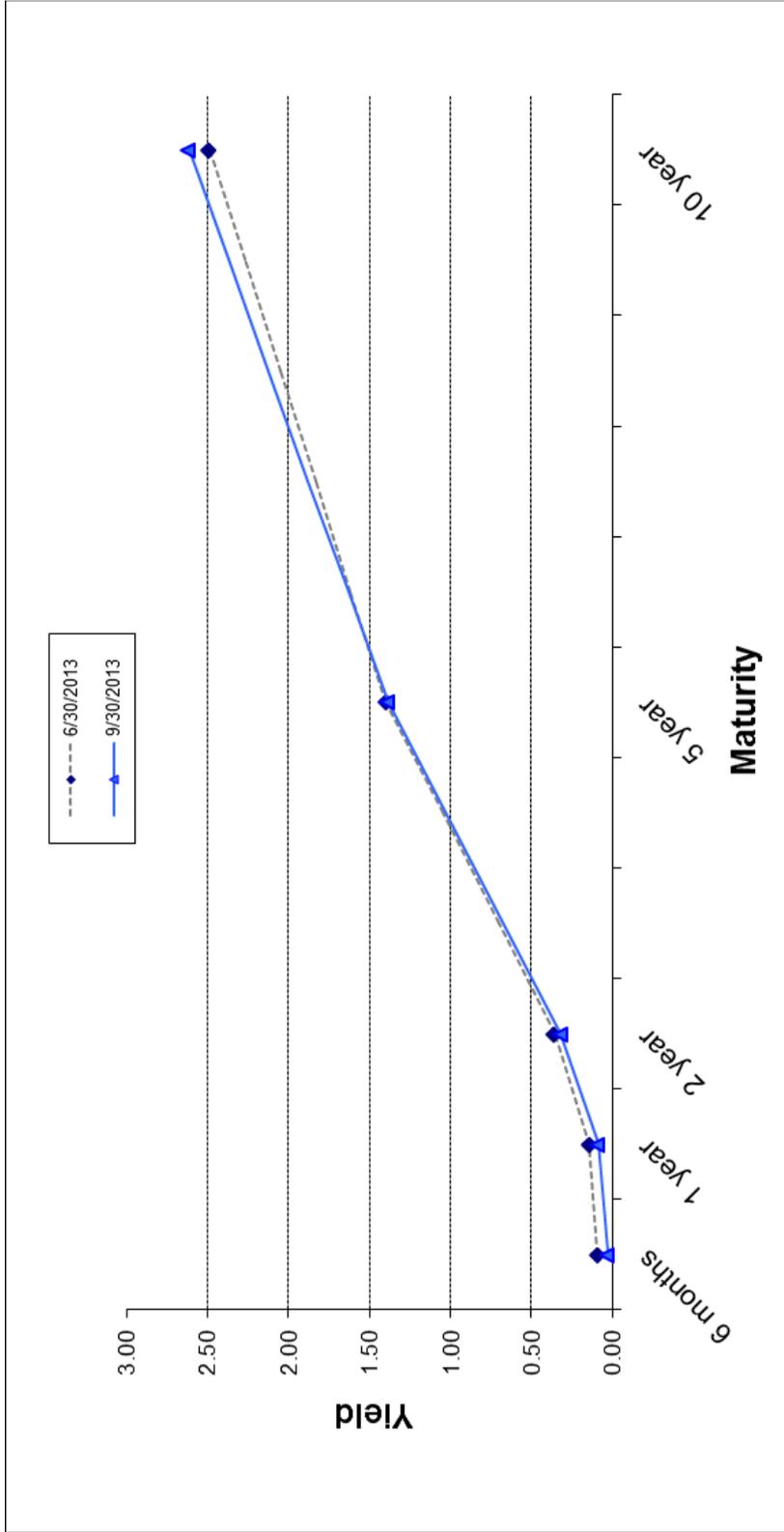
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS (Continued)
FOR QUARTER ENDED SEPTEMBER 30, 2013**

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP (Cont.)</u>							
TREASURY INFLATION PROTECTED SECURITIES							
US Inflation Indexed Note	912828KM1	04-15-14	10,485,720	10,122,021	10,570,969	60,880	10,631,849
TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP			179,450,720	179,779,799	180,080,947	404,852	180,485,799

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:

BANK OF AMERICA CHECKING LAIF				531,794	531,794	0	531,794
SAN MATEO COUNTY POOL				8,576,442	8,576,442	1,622	8,578,063
				254,946,574	254,946,574	160,802	255,107,376
TOTAL FUNDS MANAGED BY DISTRICT STAFF				264,054,809	264,054,809	162,424	264,217,233
TOTAL AS OF JUNE 30, 2013				443,834,608	444,135,756	567,276	444,703,032

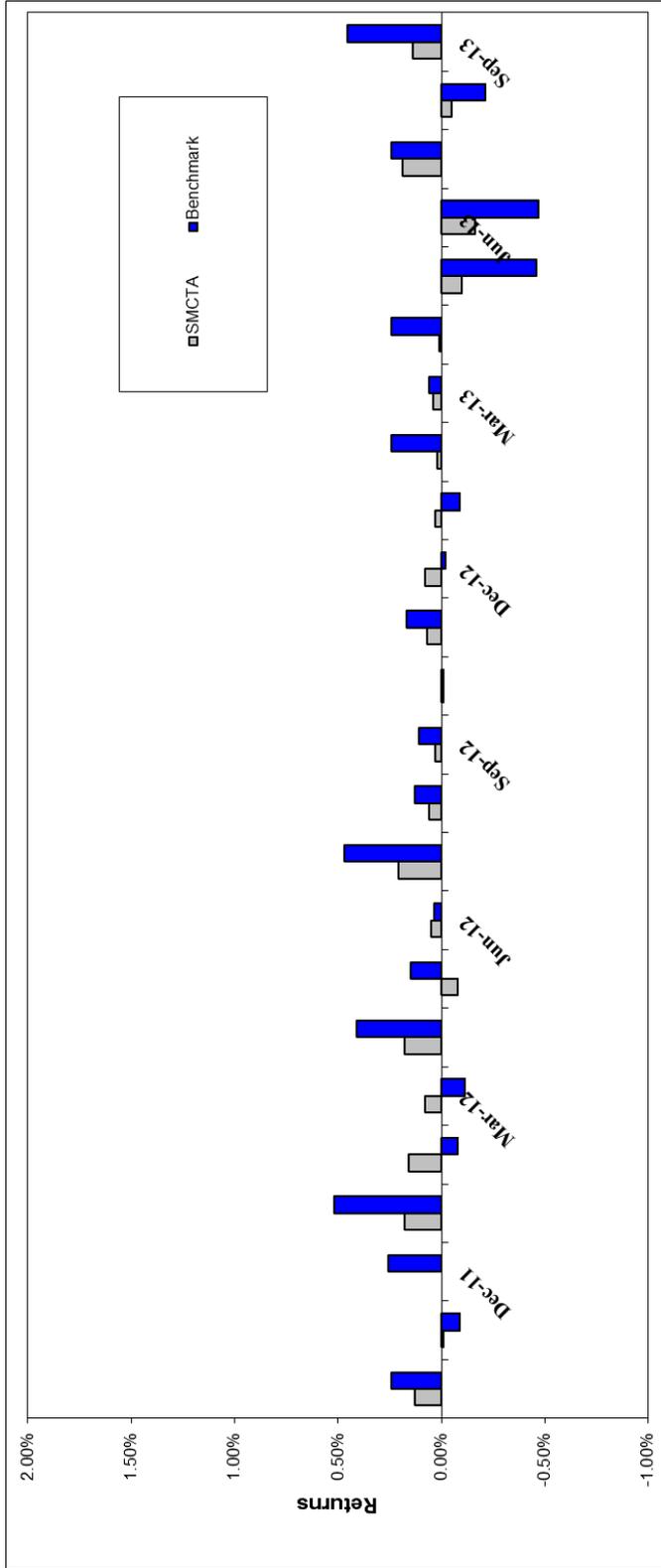
San Mateo County Transportation Authority Historical Yield Curve



CSI Capital, a SunTrust Group

Data Source: Bloomberg

San Mateo County Transportation Authority
 Monthly Review – Account vs. Benchmark
 Rolling 24 Months

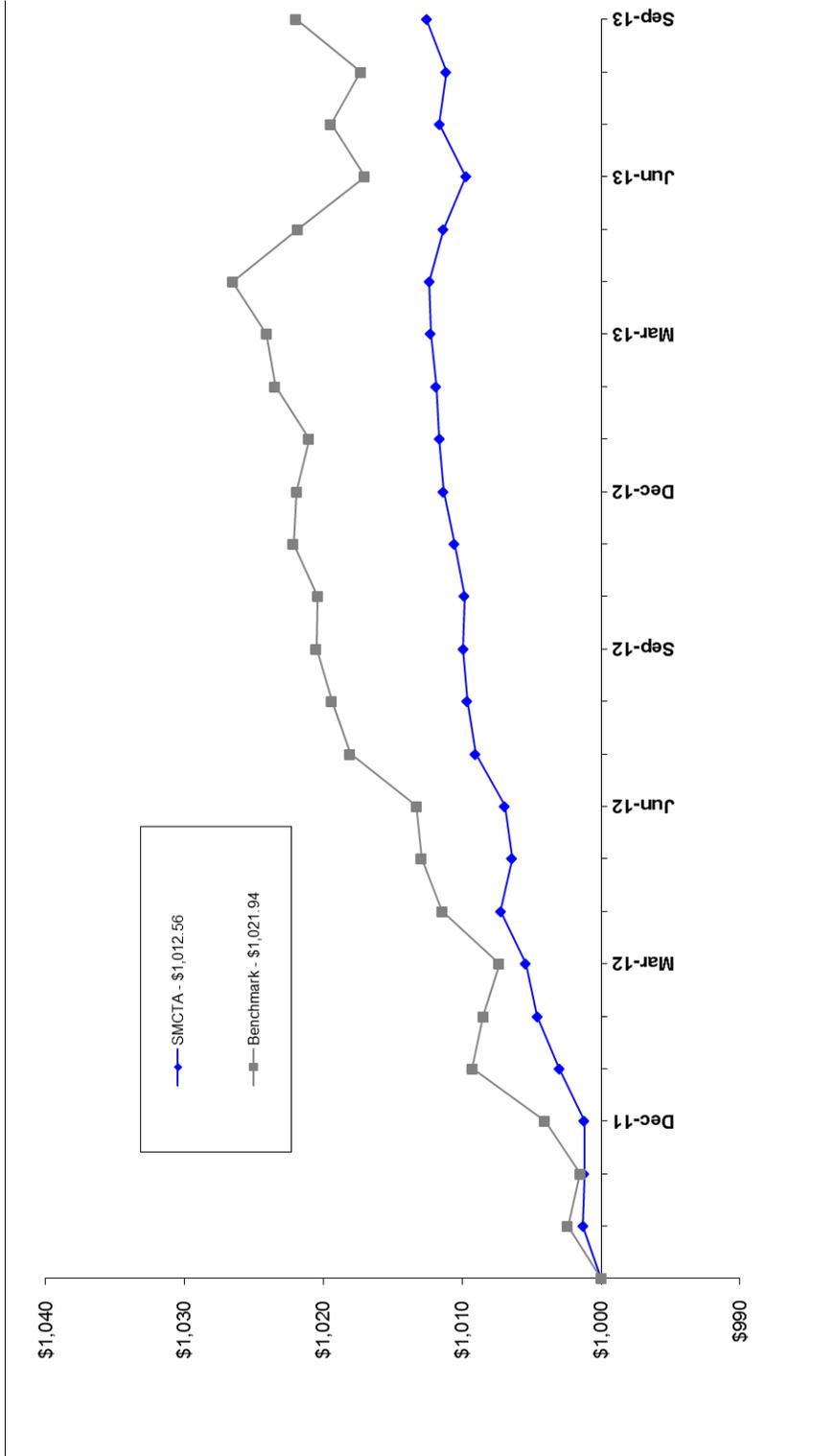


Trailing 12 Months	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	-0.01%	0.07%	0.08%	0.03%	0.02%	0.04%	0.01%	-0.10%	-0.16%	0.19%	-0.05%	0.14%	0.26%
Benchmark	-0.01%	0.17%	-0.02%	-0.09%	0.24%	0.06%	0.24%	-0.46%	-0.47%	0.24%	-0.21%	0.46%	0.14%

San Mateo County Transportation Authority

Growth of a Thousand Dollars

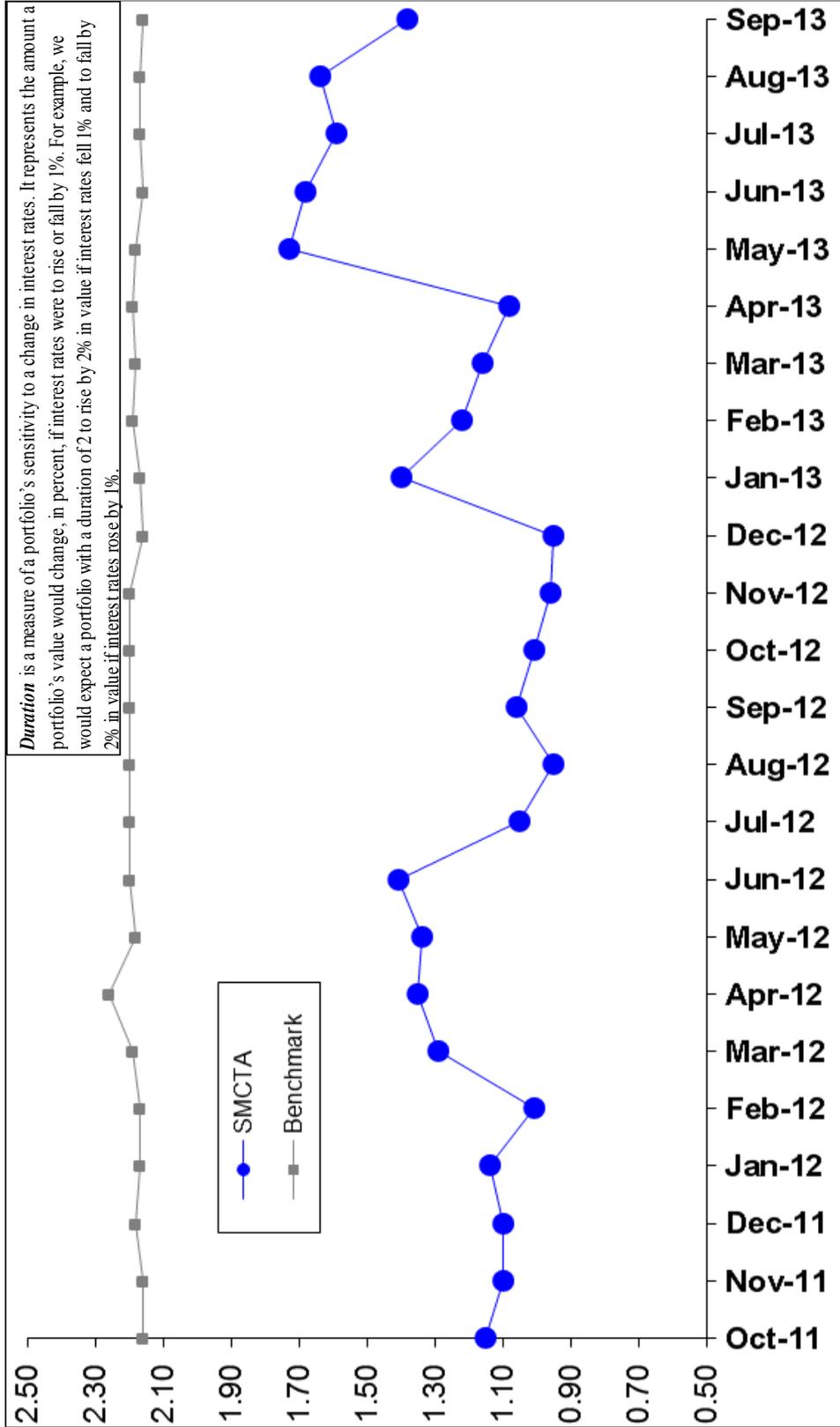
Rolling 24 Months



CSI Capital, a SunTrust Group

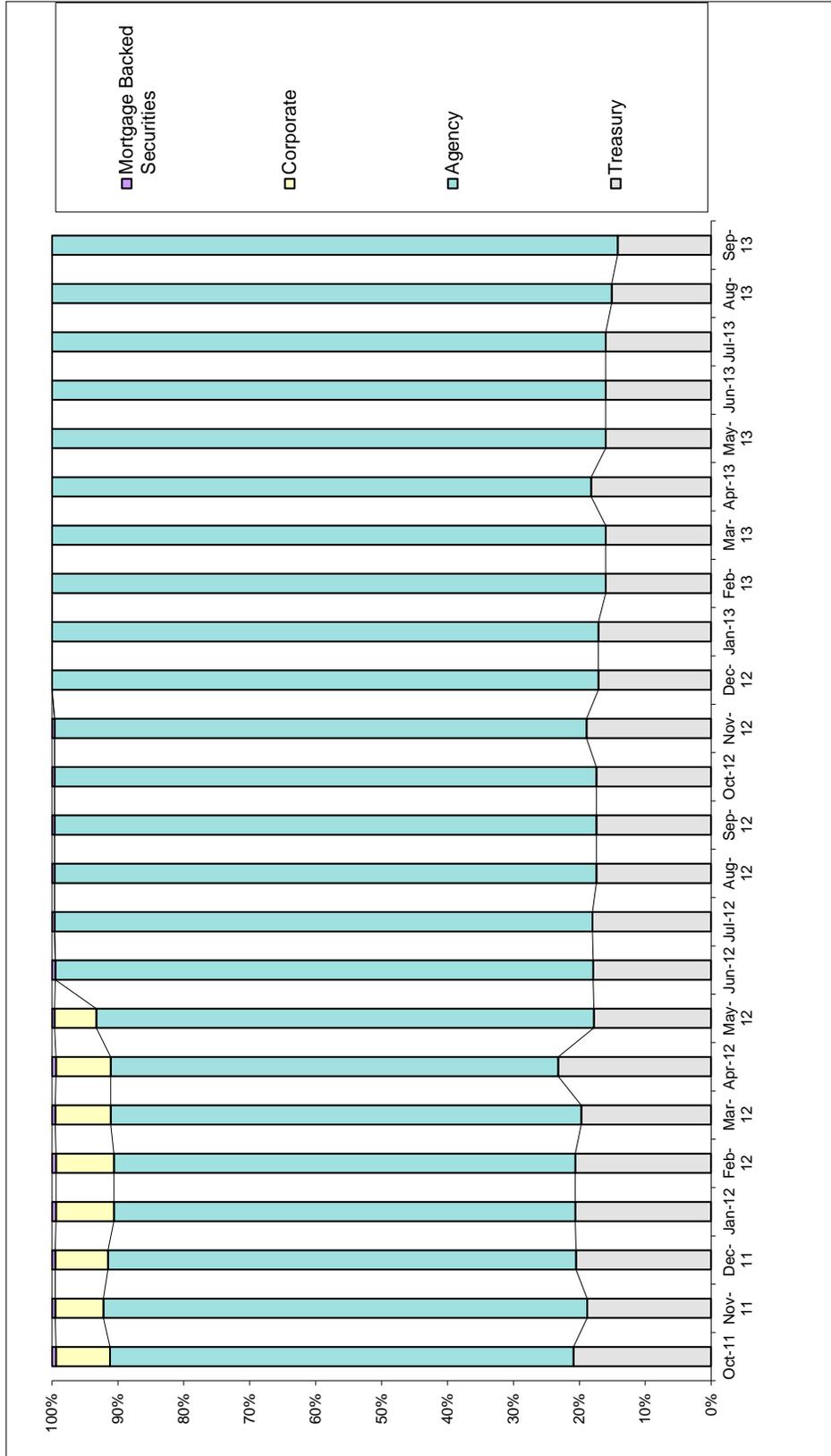
San Mateo County Transportation Authority

Duration vs. Benchmark



San Mateo County Transportation Authority

Percent of Assets Held by Type



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

Chuck Harvey
Deputy CEO

SUBJECT: **APPROVE PROGRAMMING AND ALLOCATION OF \$5,350,000 OF MEASURE A FUNDS FROM THE GRADE SEPARATION PROGRAM**

ACTION

Staff recommends the Board approve the following:

1. Program and allocate a total of \$5.35 million in Measure A Grade Separation Program funds for the three projects in Attachment A.
2. Amend the Fiscal Year (FY) 2014 Budget to add in \$5.35 million of Grade Separation Program funds for the projects as particularly described in Attachment A.
3. Authorize the Executive Director or his designee to take any other actions necessary to give effect to the above-referenced actions.

SIGNIFICANCE

On August 5, 2013, the Transportation Authority (TA) issued a Solicitation for Candidate Projects to program and allocate approximately \$5 to \$7 million in Measure A Grade Separation program funds. A total of four proposals were received:

<u>Sponsor</u>	<u>Grade Separation</u>	<u>Work Phase</u>	<u>Measure A Request</u>	<u>Match</u>	<u>Total</u>
San Mateo	25 th Ave	PE/ENV	\$3,700,000	\$1,000,000	\$4,700,000
Burlingame	Broadway	Planning	\$1,000,000	\$0	\$1,000,000
SSF/ San Bruno	S. Linden Ave/Scott St	Planning	\$650,000	\$150,000	\$800,000
Menlo Park	Ravenswood Ave	Planning	\$750,000	\$0	\$750,000
Totals			\$6,100,000	\$1,150,000	\$7,250,000

Evaluation Process

An evaluation panel consisting of staff from the TA, the Peninsula Corridor Joint Powers Board (JPB) and peer evaluators from the City/County Association of Governments and the Santa Clara County Transportation Authority met to evaluate the proposals. Projects were evaluated based on the grade separation evaluation criteria presented

to the Board at its August 2013 meeting, which included 1) project readiness, 2) safety and traffic improvement, 3) need and justification and 4) leveraging of funds.

Recommendations

The city of San Mateo submitted a request for \$3.7 million to complete preliminary engineering and environmental review for the grade separation of 25th Avenue. San Mateo is providing \$1 million in match, which will cover the cost associated with extending 28th and 31st avenues through the grade separation. The extension of 28th and 31st avenues is part of the San Mateo Rail Corridor Plan and linked with future planned transit oriented development at the Bay Meadows site. The extension of 28th and 31st avenues, which would create new grade separations of the Caltrain Corridor, however, is not eligible to be funded from the Measure A Grade Separation Program because these locations were not specifically listed in the Measure A Transportation Expenditure Plan. San Mateo has committed to funding this portion of the project with its own funds. Measure A funds will only be used for project costs necessitated by the proposed grade separation of 25th Avenue.

Three other proposals, totaling \$2.4 million, were submitted for planning. At this time, staff is only recommending the programming and allocation of \$1 million to Burlingame for the Broadway grade separation proposal and \$650,000 (in total) to the cities of South San Francisco and San Bruno for the grade separation of South Linden Avenue and Scott Street.

Preliminary engineering and environmental work were previously completed in 2005 for the South Linden Avenue and Scott Street railroad crossings in South San Francisco and San Bruno. However, work previously completed only considered a four-track alignment due to high-speed rail plans at that time. The current proposal will review work previously completed, and will also consider alternatives and determine feasibility of full grade separation of these two crossings under a two-track rail option that previously was not evaluated.

Finally, staff is recommending that a decision on the programming and allocation of funding for the Menlo Park proposal be deferred until the city revises its proposal to meet program eligibility criteria. The planning proposal from Menlo Park for the Ravenswood Avenue grade separation states the city will only support a two-track rail option. This is inconsistent with the program requirement to consider at least one project scenario that would accommodate the planned Caltrain/High-speed Rail (HSR) blended system. A third passing track may be needed for the blended system through Menlo Park. In order to ensure consistency with the proposed program requirement, a commitment from Menlo Park would be needed to ensure its study will include project options that would accommodate a third track.

The city of Burlingame has indicated it will be lead agency for its project, and the city of San Mateo and the cities of South San Francisco and San Bruno have requested the JPB be the lead implementing agency for their projects.

BUDGET IMPACT

The total proposed programming and allocation of Measure A Grade Separation Program funds is \$5.35 million. The FY2014 Budget is proposed to be amended to include the funds for the projects proposed for programming and allocation. There is sufficient capacity in the Grade Separation Program to fund these projects.

BACKGROUND

The Measure A Grade Separation Program provides funding for the construction of grade separations along the Caltrain and Dumbarton rail lines. The goal is to improve safety at railroad crossings and relieve traffic congestion. Fifteen percent of Measure A sales tax revenues, which is projected at approximately \$225 million (in 2004\$) over the life of Measure A, are set aside for the Grade Separation Program.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

**AGENDA ITEM # 10 (b)
NOVEMBER 7, 2013**

Attachment A

Project Sponsor	Grade Separation Project	Recommended Funding	Conditions/Notes
Burlingame	Broadway – Planning	\$1,000,000	Burlingame will lead study with Caltrain's active support. Final Project Study Report will need to be consistent with and not adversely impact the Caltrain/HSR Blended System. Any project designs included in the Study will need to be done in accordance with established JPB standards.
San Mateo	25 th Avenue – PE/Env	\$3,700,000	Caltrain will lead PE/Env work, with City's active support. Engineering work will help to better define and separate cost of the project that would qualify for Measure A funds (25 th Avenue) and those costs that would not (28 th and 31 st avenues).
South San Francisco/ San Bruno	South Linden and Scott Street – Planning	\$650,000	Caltrain will lead the planning study with city's active support. The study will first review design work previously completed.
Total		\$5,350,000	

RESOLUTION NO. 2013 –

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

* * *

AUTHORIZING THE PROGRAMMING AND ALLOCATION OF A TOTAL OF \$5,350,000 OF TRANSPORTATION AUTHORITY MEASURE A FUNDS FOR CANDIDATE PROJECTS FROM THE GRADE SEPARATION PROGRAM AND AMENDING THE FISCAL YEAR (FY) 2014 BUDGET

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 15 percent of the New Measure A revenues to fund the Grade Separation Program; and

WHEREAS, on August 1, 2013, the Measure A Grade Separation Evaluation Criteria, which set the program requirements and prioritization process for the selection of projects, was presented to the Board of Directors; and

WHEREAS, the TA issued a Solicitation for Grade Separation Proposals on August 5, 2013 and received one proposal for preliminary engineering and environmental work from the city of San Mateo, proposals for the planning phase of work from the cities of Burlingame, Menlo Park and a joint proposal for planning phase work from South San Francisco and San Bruno; and

WHEREAS, the TA evaluation panel reviewed the proposals; and

WHEREAS, staff recommends the Board of Directors approve the programming and allocation of Grade Separation funds for the San Mateo, Burlingame and joint South San Francisco/San Bruno proposals, as they meet the requirements of the Grade Separation Program; and

WHEREAS, staff recommends deferring a funding recommendation on the Menlo Park proposal until it is revised to meet the program requirement that ensures consistency with the Caltrain/High-speed Rail blended system; and

WHEREAS, there is sufficient capacity in the Measure A Grade Separation Program to fund the proposed grade separation projects.

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

1. Authorize the programming and allocation of Measure A Grade Separation Program funds for the projects as follows:

<u>Sponsor</u>	<u>Grade Separation</u>	<u>Work Phase</u>	<u>Measure A Request</u>
San Mateo	25 th Ave	Preliminary Engineering/ Environmental	\$3,700,000
Burlingame	Broadway	Planning	\$1,000,000
SSF/ San Bruno	S. Linden Ave/Scott St	Planning	\$650,000
Total			\$5,350,000

2. Authorize an amendment to the FY2014 budget to include \$5.35 million of Measure A Grade Separation Program funds as noted above for a total amended FY2014 budget of \$118,335,286; and
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements and take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 7th day of November, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transportation Authority

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE AN ALLOCATION OF \$240,000 IN ORIGINAL MEASURE A FUNDS TO THE PENINSULA CORRIDOR JOINT POWERS BOARD FOR DESIGN REVIEW WORK ON THE SOUTH SAN FRANCISCO CALTRAIN STATION**

ACTION

Staff recommends the Board approve an allocation of \$240,000 from the Caltrain category to the Peninsula Corridor Joint Powers Board (JPB) for design review work on the South San Francisco station.

SIGNIFICANCE

The South San Francisco station is one of three remaining Caltrain stations (along with Atherton and Broadway) that are subject to a safety precaution and operational constraint known as the "holdout rule." This rule applies when platform configurations require passengers to cross train tracks to board their trains, such as with a center platform. Under the holdout rule, trains are prohibited from entering stations from opposite directions simultaneously for boarding and alighting. Work on the design and engineering for the removal of conditions necessitating the holdout rule in those three stations began as early as 2000, but was put on hold in 2008 due to uncertainties related to the impact of the California High-speed Rail project at the sites. The Transportation Authority (TA) previously budgeted a total of \$15.5 million for design, engineering and construction of the three projects, of which \$11.9 million remains. The JPB, in conjunction with the affected cities, will review the existing designs to determine if they are compatible with current JPB and local jurisdictions' plans and capital projects including plans for the Caltrain/HSR Blended System. Based on the outcome of this review, JPB staff will work with cities to develop preliminary designs for projects to eliminate the need for the holdout rule as appropriate. The next phase of work on the project will include updating cost estimates and schedules and reviewing environmental clearance requirements for all projects and alternatives. The TA Board previously allocated sufficient funds for this design review phase at the Atherton and Broadway stations, but additional funds are needed for the work on the South San Francisco Station

BUDGET IMPACT

Funds for the proposed allocation to the JPB have been included in the TA's prior year

budgets for the South San Francisco station project under the Caltrain Program category. The TA has previously allocated approximately \$2.5 million to the JPB for work on the South San Francisco station. The cost of the current design review work will be roughly equal for the three projects, for a total of \$700,000.

BACKGROUND

The Original Measure A Program, as outlined in the 1988 Measure A Expenditure Plan, includes funding for Caltrain improvements. The TA has previously budgeted and allocated funds from the Caltrain improvement category for the design, engineering and construction associated with eliminating application of the holdout rule at the Atherton, Broadway (Burlingame) and South San Francisco stations. The proposed allocation to Caltrain is consistent with the TA's current Strategic Plan.

Prepared By: Éva Goode, Manager, Budgets

650-508-7914

RESOLUTION NO. 2013 –

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

*** * ***

APPROVE AN ALLOCATION OF \$240,000 TO THE PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) FOR DESIGN REVIEW ON THE SOUTH SAN FRANCISCO CALTRAIN STATION

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A” which increased local sales tax in San Mateo County by one-half percent with the new tax revenues to be used for highway and transportation improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

WHEREAS, the Transportation Expenditure Plan approved by the voters in 1988 includes Caltrain improvement projects; and

WHEREAS, the JPB, as part of its ongoing effort to improve safety, operations and access to the Caltrain system, desires to review previously completed design work at three stations in San Mateo County that are currently subject to the hold out rule: Atherton, Broadway and South San Francisco; and

WHEREAS, the total cost of the design review for all three stations is \$700,000; and

WHEREAS, the TA has previously budgeted funds for all three projects, and allocated sufficient funding for the work to be done on the Atherton and Broadway stations, but requires additional allocation authority of \$240,000 for the South San Francisco work.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes an allocation of \$240,000 in Original

Measure A funds to the JPB for design review work on the South San Francisco Station;
and

BE IT FURTHER RESOLVED that the Executive Director or his designee be authorized to execute any necessary documents or agreements to allocate the subject funding.

Regularly passed and adopted this 7th day of November, 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: **REVIEW PROJECTS FOR DUMBARTON CORRIDOR RM2 FUNDS**

ACTION

No action is required at this time. Staff plans to review with the Board at the November 7, 2013 Transportation Authority (TA) Board meeting the list of projects included as Attachment A for Dumbarton Corridor Regional Measure 2 (RM2) funding consideration.

SIGNIFICANCE

As reported at the October 3, 2013 meeting, staff received a letter from the Metropolitan Transportation Commission (MTC) inquiring on the status of the Dumbarton Corridor Rail Project. The MTC letter indicates \$34.7 million in RM2 capital funds for the Dumbarton Corridor remain unallocated, and MTC requested an implementation plan on how the project would proceed.

A lack of funds sufficient to advance the Dumbarton Corridor Rail Project has resulted in it being placed on hold until the project partners can secure a more complete funding plan in the future. In response, staff has been 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 other potential projects that would provide benefits to the Dumbarton Corridor and can be implemented in the near-term. The list of projects was to be submitted to the Dumbarton Policy Advisory Committee (PAC) for input.

The PAC was scheduled to meet on October 25, 2013. Only five members were present at the meeting, while seven members are needed for a quorum. Though not able to take official action, the five board members present discussed and recommended the projects shown in Attachment A to be funded with RM2 funds previously planned for the Dumbarton Corridor Rail Project. Because the list of projects exceeded the \$34.7 million of RM2 funds available, projects were prioritized first to support existing Dumbarton Bus service and then to support possible service enhancements, such as transit centers that would support near-term bus transit service and future rail service. Remaining projects exceeding the amount of RM2 funds available were not prioritized;

however, the project partners believe these projects should also be submitted to the MTC because they are beneficial for the Dumbarton Corridor.

Staff is currently discussing with MTC staff regarding the list of projects, and will provide status of the on-going discussion at the next meeting.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

Staff reported at the October 3, 2013 meeting that while all elements of the Administrative Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Dumbarton Corridor Rail Project are now complete, the funding plan for the project is deficient. 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 project, it is unlikely the FTA would issue a Record of Decision for the project.

Prepared by: April Chan, Executive Officer, Planning & Development

650-508-6228

**Attachment A
Dumbarton Rail Corridor - Proposed RM2 Projects**

Project	Description	Benefits	Order of Magnitude Cost (\$ Millions)
Priority #1			
1. Purchase buses to replace aged DB Express fleet	16 suburban buses with GPS, WIFI, Clipper Card readers and Dumbarton Express branding; \$622,000 each (per MTC bus pricelist).	Improved system identity, capacity and comfort for riders, potential for increased ridership.	\$9.95
2. Dumbarton Express transbay service enhancements	First a service enhancement study would be prepared to develop a capital and operating plan for DB Express improvements. Then the plan would be implemented which would involve both capital and operational improvements.	Provides new areas of transbay transit coverage from the East Bay, potential for significant new ridership.	Study - \$300,000 Capital Improvements - TBD
3. Transit Preferential Treatments for DB Express Service	Transit Signal Priorities (TSP) at intersections (98 intersections - East Bay and West Bay).	Improves transit travel speeds and reliability; increases ridership; reduces operations costs; transbay travel benefit.	\$3.0 - \$5.0 - (\$30k - \$50k per intersection)
Priority #2			
1. Menlo Park Transit Center	Develop a bus transit center near the Bayfront Expressway for the DB Express and local shuttle. The city has identified a possible location site near the Menlo Park Post Office at Bohannon Drive near Marsh Road. A second site was identified in the DRC studies near Willow Road. Both sites are in the DRC right-of-way.	Better access to transit for Menlo Park residents/employees, increased ridership.	\$5.0 - \$8.0 No right-of-way required - First step would be planning and environmental studies (about \$350K)
2. Newark Express Bus Station and Pedestrian Overcrossing	Construction of the Newark Rail Station for use as an express bus station/park and ride lot. The station would include a 550 space parking lot, access roads, bus bays and a passenger platform. It could be served by AC transit, the Dumbarton Express Bus system, as well as private employer busses and shuttles. The station could also be used by special event trains to the 49ers Stadium or other events. The property owner has expressed interest in selling or leasing the land. The project would include construction of a Bike/Pedestrian Bridge over the rail line connecting the Dumbarton TOD with Wildlife refuge, Dumbarton Bridge Bike Lane and Coyote Hills Regional Park.	Additional park and ride capacity for transit users and improved transit system access. Opportunity to build ridership for eventual rail service. Strong potential for cross bay employer shuttle service- Facebook, Google, etc.	\$9.73
3. Fremont Centerville Station Improvements	This project would upgrade the existing short asphalt concrete train station passenger platform at the southern side of the Centerville Station to concrete and extend the platform to approximately 700' to improve passenger access and convenience and allow modification of the train crossing signals so the crossing gates no longer block Fremont Boulevard the entire time a train is in the station.	These station improvements were to be constructed as part of the DRC Project in order to improve passenger access and convenience and provide additional boarding space. By constructing them now they will provide these same improvements for the existing and future ACE, Capitol Corridor and Amtrak passengers.	\$1.0
West Bay Projects - (not in any priority order)			
1. Dedicated Menlo Park/East Palo Alto Caltrain Shuttle	Expand existing shuttle services	Links Caltrain to major employers in Menlo Park and serves residents in Menlo Park and East Palo Alto. Increases ridership; partial service already exists.	Existing service is contracted. The expanded service would likely cost an additional \$100k-\$200k per year. Since this is not capital money, another funding source may be appropriate.

**Attachment A
Dumbarton Rail Corridor - Proposed RM2 Projects**

Project	Description	Benefits	Order of Magnitude Cost (\$ Millions)
2. Eastbound HOV shoulder lane between Willow Road and Dumbarton Bridge	Priority DB bridge access from west bay for buses and carpools. Required shoulder widening, and may require new right-of-way.	Improves transit travel speeds and reliability; increases ridership.	\$10.0 - \$15.0
3. Improve pedestrian and bicycle connections in East Palo Alto and Menlo Park. Also adds connections between Menlo Park and Redwood City; specific projects include: <ul style="list-style-type: none"> • Adding bike lanes on Haven Avenue between East Bayshore in Redwood City to the Bay Trail at Bayfront Park, consistent with the Countywide Bicycle Plan • Supplementing the Bay Trail Gap closure project that MidPeninsula Open Space is pursuing • Adding sidewalk between Hamilton Avenue and Bayfront Expressway on the southeast side of Willow Road • Extending Bay Trail on northwest side of Bayfront Expressway between University Avenue and Dumbarton Bridge path so that bicyclists may avoid crossing at the signalized intersection of Bayfront/University 	Provide better linkages to Dumbarton Bridge and Bay Trail bike/ped network	Increases mobility and reduces auto use. Better access to transit; increases ridership.	\$8.0 - \$10.0 for all projects. Can be implemented individually
4. Menlo Park/East Palo Alto Caltrain Extension	Create a Caltrain service to Menlo Park and East Palo Alto via the DB Branch Line.	Improves access from areas served by Caltrain, increased ridership.	\$80 - \$85 (Segments A & A1 from DRC cost estimate plus one new train)
5. Sequoia Caltrain Station Ped/Bike undercrossing	Provide an underpass to improve access to the station and increase ridership for future DRC service	Improves station access, increases ridership.	\$7 - 15
6. Blomquist Road Extension (from Blomquist Road to E. Bayshore, across Redwood Creek) in Redwood City	This project would support the operation of DB Express bus service to Redwood Shores. Buses would minimize travel delay by avoiding the 101/84 interchange and by staying off of 101 until Whipple Road.	Improves accessibility of the east bayshore area; increases ridership.	\$15 million (city has \$4.5 million available)
East Bay Projects - (not in any priority order)			
1. Union City Decoto Road Complete Street and Railroad Xing Signal Coordination	This project will provide complete street improvements to Decoto Road from Mission Blvd to the city limits with Fremont. Improvements include: grinding existing pavement (all travel lanes and bike lanes) and overlaying with new AC; restriping the roadway and bike lanes; upgrading existing bike signage, transit stop signage and BART directional signage; providing Bay friendly landscape and rain gardens along with irrigation to both sides of the street and median within existing ROW; incorporating clean street elements to aid in the reduction of storm water pollutions including full trash capture devices and pervious pavers; upgrades to sidewalks with decorative pavement and pervious pavers to aid in the treatment of storm water runoff; provide street furniture, trash receptacles, decorative streetlights to increase walkability and aid in the removal of trash; upgrade existing transit bus stops and shelters; provide a pedestrian barrier to prevent jaywalking; add a mid block pedestrian activated protected crosswalk; add enhanced crosswalks at the signalized intersections; underground overhead utilities. In addition this project includes an advance warning railroad signal preemption system to connect the traffic signals on Decoto Road with the railroad crossing to reduce the potential of a vehicle being on the tracks when a train is approaching.	Improved access and safety for all modes of transportation to connect to the Union City BART Multi Modal Station, including connection to Dumbarton Express and ultimately Dumbarton Rail. Helps to alleviate a safety concern of a vehicle being on the railroad tracks when a train is approaching. Since the BART Station is served by Dumbarton Express and will ultimately connect to Dumbarton Rail, the ability to provide a safe and efficient complete street for the Citizens of Union City and southern Alameda County to access the BART Station is critical to aid in getting more people to take advantage of these modes of transportation instead of using their vehicles to get to the Peninsula.	\$6.0

**Attachment A
Dumbarton Rail Corridor - Proposed RM2 Projects**

Project	Description	Benefits	Order of Magnitude Cost (\$ Millions)
2. Security/Fueling upgrades for Dumbarton Express Bus located at Union City Corp Yard	The Dumbarton Express Buses are fueled and parked in the Union City corporation yard. This project provides upgrades to the underground fueling system and provides a video surveillance system of the Bus Storage yard at the City's corporation yard.	Dumbarton Buses provides commuter bus services between East and West Bays. Improved security and fueling station.	\$0.1
3. Fremont Safety Improvements at UPRR/Street Crossings, including Raised Medians, Four Quadrant Railroad Gates, Improved Sidewalks and Lighting, Etc.	This project will provide safety improvements at the UPRR crossings of Fremont Boulevard, Maple Street, Dusterberry Way and Blacow Road west of the Centerville Train Station. Four-quadrant gates will be installed at the Fremont and Maple crossings which will prevent vehicles from driving around crossing arms. At the Dusterberry and Blacow crossings a median will be installed to accomplish the same restriction on vehicles driving around the gates. All crossings will have minor roadway and sidewalk improvements associated with the crossing improvements.	Each of these four grade crossings is on the Centerville UPRR line that was going to be used by the Dumbarton Rail Corridor trains. More importantly, this same line is used by all Capitol Corridor and ACE trains and most freight trains in Fremont. It is easily the most heavily used track in Fremont. Once the safety improvements are completed, the City could implement quiet zones at these crossings, which would likely have been one of the environmental mitigation measures called for in the DRC environmental document.	\$3.2
4. Fremont Rail Spur Relocation to open access to Warm Springs BART Station (stand alone portion of west side access structure project, below)	The City's highest priority project is providing access from the west side of the Warm Springs BART station to the 109 acre UPRR parcel west of the station. This parcel is currently being sold by UPRR to a developer for transit oriented jobs and residential development consistent with the City's Warm Springs Community Plan. However, for TOD to be built, there must be access to the station. Currently, the entire eastern frontage of the 109 acre parcel is a UPRR spur track that completely blocks access to the west side of the BART station. In order to provide BART access to this parcel and many other properties west of the station, this spur track, which is critical to the operation of UPRR's Warm Springs Yard, must be relocated.	WSX used \$91 million of DRC RM2 funding for a portion of its current construction funding. Therefore, using additional DRC RM2 funding for this new element of WSX is a consistent use of RM2 funding.	\$2.07
5. Fremont Blvd. Streetscape, pedestrian and bicycle improvements in Centerville PDA	This project would provide streetscape and complete street elements to Fremont Blvd. and improve safety and access to the Centerville Train Station with ACE, Capitol Corridor and possible future DRC service. Improvements proposed include installing new continuous bike lanes, bulb-outs at intersections to improve pedestrian safety, striping lane configurations to provide traffic calming, providing on-street parking, installing accommodations for future bus transit and constructing enhanced landscaping in the new median and sidewalks. These bike and pedestrian access improvements would benefit all the patrons using the Centerville station including ACE, Capitol Corridor and Amtrak riders and also be consistent with the goals of the Centerville PDA.	These bike and pedestrian access improvements would benefit all the patrons using the Centerville station including ACE, Capitol Corridor and Amtrak riders and also be consistent with the goals of the Centerville PDA.	\$7.4

**Attachment A
Dumbarton Rail Corridor - Proposed RM2 Projects**

Project	Description	Benefits	Order of Magnitude Cost (\$ Millions)
6. Fremont Final Design Phase of BART Warm Springs Station West Side Access Structure	The project scope includes: 1) A wide, visually appealing access bridge; 2) Elevators, escalators and stairs to transition from the bridge to ground level; 3) An attractive station entrance plaza with passenger drop off, bicycle lockers and benches; and 4) Possible relocation and/or raising of the PG&E transmission towers adjacent to the UPRR tracks.	1) Provides key east/west connectivity for pedestrians and bicycles over the UPRR and BART tracks through the station concourse; 2) Connects BART patrons to the planned pedestrian and bicycle network west of the station to maximize transit ridership; 3) Provides the catalyst for development of the large vacant and underutilized properties west of the station (and the sale of the large UPRR property) for TOD; 4) Maximizes use of new BART station by more than tripling the areas accessible to the station; 5) Utilizes existing BART system capacity by placing employment at the southern end of the east bay; and 6) by increasing transit use the project will lead to reduced vehicle miles traveled, reduce times and congestion on adjacent roadways, and as a result reduce greenhouse gas emissions.	\$4.50
7. Dumbarton Express - 22 Automatic Passenger Counters	The project is intended to procure and install 22 automatic passenger counters (APCs) on existing Dumbarton Express and AC Transit vehicles (nine and thirteen respectively). The APCs will be used to gather detailed ridership and operations data on Express Bus South services, including the Dumbarton Express Lines DB/DB1 and AC Transit Line U. APC data can be used to assess the performance of these services in a detailed, systematic manner, and can be used as the basis for making adjustments.	Improved monitoring of ridership to assist with service planning and operations enhancement	\$0.15
8. Alameda County Transit Center Feasibility Study	The project will systematically investigate, identify, and evaluate possible new park & ride locations in Alameda County to accommodate new Express Bus South service or expanded existing Express Bus services. It will also perform a parallel study of expanding existing park & ride facilities in southern Alameda County that would serve new Express Bus South services or expanded existing Express Bus South services.	Enhanced access to regional express bus and local transit services	\$0.15

**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

Cap-and-Trade

In October, the California Air Resources Board (CARB) released an update to its Draft Climate Change Scoping Plan as required by the California Global Warming Solutions Act (Assembly Bill (AB) 32). Once final, this plan will guide the State's efforts to achieve the greenhouse gas reduction targets called for in AB32.

The San Mateo County Transit District (District) has been collaborating, along with several other transit-focused agencies, as a member of the Transportation Coalition for Livable Communities to support AB32 implementation that includes significant funding for the transportation improvements and services that will be necessary to achieve the law's greenhouse gas reduction targets.

CARB reviewed the draft plan at its October meeting where staff from the Transportation Coalition for Livable Communities testified on behalf of its members in support of the regional allocation of revenues from vehicle fuels emissions allowances, and the award of those revenues through regional competitive grant programs.

Active Transportation Program

Last month the Governor signed Senate Bill (SB) 99 and AB101, creating the Active Transportation Program, which reflects the consolidation of various bike and pedestrian programs within Moving Ahead for Progress in the 21st Century (MAP-21). The goals of this nearly \$130 million program are to increase the proportion of biking and walking trips, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health, among other things.

The California Transportation Commission is holding workgroup meetings around the State to develop guidelines for program. The meetings are open to those interested in the program, including representatives of government agencies and stakeholders with expertise in pedestrian and bicycle issues, including the Safe Routes to Schools Program.

Staff will be participating in the San Jose workshop on November 13.

FEDERAL ISSUES

Appropriations

Following a 16-day government shutdown, Congress approved funding that extends Fiscal Year 2013 Federal spending through January 15, which is also the trigger date for a second round of sequestration cuts. The deal also extends the Federal government's borrowing authority through February 7 and requires the House and the Senate to create a budget conference committee to develop a budget framework by December 13.

The conference committee is scheduled to meet for the first time on October 30.

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

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY CHAPTERED 9/28/2013 - Chaptered by Secretary of State - Chapter 401, Statutes of 2013.</p>	<p>(1) 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 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</p>	<p>Support</p>

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
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.</p> <p>Last Amended on 6/25/2013</p>	
AB 37 Pereira 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)	<p>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.</p> <p>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</p>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 101 Committee on Budget Budget Act of 2013.	ASSEMBLY CHAPERED 9/26/2013 - Chaptered by Secretary of State - Chapter 354, Statutes of 2013.	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 and making other changes. This bill contains other related provisions. Last Amended on 9/11/2013	
AB 153 Bonilla D California Global Warming Solutions Act of 2006: offsets.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)	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. 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	
AB 160 Alejo D California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY APPR. 5/29/2013 - Re-referred to Com. on APPR.	(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. 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	

SMCTA Bill Matrix as of 10/28/2013

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 CHAPTERED 9/27/2013 - Chaptered by Secretary of State - Chapter 375, Statutes of 2013.</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 10/28/2013

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>	
<p>AB 266 Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY CHAPTERED 9/28/2013 - Chaptered by Secretary of State - Chapter 405, Statutes of 2013.</p>	<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>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/4/2013)</p>	<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>	
<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 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 401 Daly D</p> <p>Transportation: design-build: highways.</p>	<p>ASSEMBLY CHAPTERED 10/5/2013 - Chaptered by Secretary of State - Chapter 586, Statutes of 2013.</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. Last Amended on 9/6/2013</p>	
<p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter No. 525, Statutes of 2013</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>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 416 Gordon D State Air Resources Board: Local Emission Reduction Program.	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>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.</p> <p>Last Amended on 4/4/2013</p>	
AB 417 Frazier D Environmental quality: California Environmental Quality Act: bicycle transportation plan.	ASSEMBLY CHAPTERED 10/7/2013 - Chaptered by Secretary of State - Chapter 613, Statutes of 2013.	<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. Last Amended on 6/13/2013</p>	
AB 431 Mullin D County Employees Retirement Law of 1937: federal law compliance.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was TRANS. on 9/12/2013)	<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 10/28/2013

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.</p> <p>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>	
AB 466 Quirk-Silva D Federal transportation funds.	ASSEMBLY CHAPTERED 10/11/2013 - Chaptered by Secretary of State - Chapter 736, Statutes of 2013.	<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

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
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.</p> <p>Last Amended on 6/12/2013</p>	
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.</p> <p>Last Amended on 4/17/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

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. Last Amended on 3/11/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

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 CHAPTERED 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.</p> <p>Last Amended on 6/4/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY CHAPTERED 10/3/2013 - Chaptered by Secretary of State - Chapter 500, Statutes of 2013.</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.</p> <p>Last Amended on 9/3/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

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>(1) 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 10/28/2013

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>
<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>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 662 Atkins D Local government: redevelopment: successor agencies to redevelopment agencies.	ASSEMBLY VETOED 10/13/2013 - Vetoed by the Governor	<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.</p> <p>Last Amended on 9/6/2013</p>	
AB 680 Salas D Transportation: interregional road system.	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>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.</p> <p>Last Amended on 3/19/2013</p>	
AB 690 Campos D Jobs and education financing districts: voter approval.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/12/2013)	<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>	
AB 707 Ting D Vehicles.	ASSEMBLY CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 240, Statutes of 2013.	<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 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 730 Alejo D Monterey-Salinas Transit District.	ASSEMBLY CHAPTERED 9/27/2013 - Chaptered by Secretary of State - Chapter 394, Statutes of 2013.	<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>	
AB 749 Gorell R Public-private partnerships.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/24/2013)	<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. Last Amended on 4/11/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 756 Melendez R California Environmental Quality Act: judicial review: public works projects.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/15/2013)	<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 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. Last Amended on 4/11/2013</p>	
AB 792 Mullin D Utility user tax: exemption: distributed generation systems.	ASSEMBLY CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter 534, Statutes of 2013.	<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. Last Amended on 8/29/2013</p>	
AB 797 Gordon D Transit districts: contracts.	ASSEMBLY CHAPTERED 9/20/2013 - Chaptered by Secretary of State - Chapter 320, Statutes of 2013.	<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 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 822 Hall D Local government retirement plans.	ASSEMBLY VETOED 10/12/2013 - Vetoed by the Governor	<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. This bill contains other related provisions and other existing laws. 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 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 863 Torres D Transit projects: environmental review process.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2013)	<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>	
AB 898 Ting D Zero-emission vehicles: infrastructure.	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 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 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 909 Gray D Metal theft and related recycling crimes.	ASSEMBLY VETOED 10/3/2013 - Vetoed by the Governor	<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.</p> <p>Last Amended on 9/3/2013</p>	
AB 935 Frazier D San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	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>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 10/28/2013

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.</p> <p>This bill would revise those definitions, as specified. 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 CHAPTERED 10/1/2013 - Chaptered by Secretary of State - Chapter 458, Statutes of 2013.</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 10/28/2013

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. Last Amended on 3/21/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 1047 Linder R Commercial driver's licenses.	ASSEMBLY CHAPTERED 10/8/2013 - Chaptered by Secretary of State - Chapter 649, Statutes of 2013.	<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.</p> <p>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 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 1070 Frazier D California Transportation Financing Authority.	ASSEMBLY CHATERED 8/28/2013 - Chaptered 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>	
AB 1102 Allen R South Coast Air Quality Management District: beach burning.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 8/15/2013)	<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>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
AB 1181 Gray D Public employee organizations: members: paid leaves of absence.	ASSEMBLY CHAPTERED 9/9/2013 - Chaptered by Secretary of State - Chapter 305, Statutes of 2013.	<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.</p> <p>Last Amended on 5/16/2013</p>	
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 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1222 Bloom D</p> <p>Public employees' retirement: collective bargaining: transit workers: transportation.</p>	<p>ASSEMBLY CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter 527, Statutes of 2013.</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 VETOED 10/11/2013 - Vetoed by the Governor</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 10/28/2013

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>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>	
<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 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1380 Committee on Public Employees, Retirement and Soci 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 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)</p>	<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. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 9/3/2013</p>	<p>Support</p>
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY TRANS. 9/11/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<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. This bill contains other related provisions and other existing laws. Last Amended on 9/6/2013</p>	<p>Support</p>

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter No. 528, Statutes of 2013</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 PEPPA certain multiemployer plans authorized under, and regulated by, specified federal law. The bill would also except from PEPPA 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 PEPPA to those public employees precludes certification, those employees are excepted from PEPPA. The bill would clarify the application of PEPPA 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 PEPPA. This bill contains other related provisions and other existing laws. Last Amended on 9/11/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
SB 33 Wolk D Infrastructure financing districts: voter approval: repeal.	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 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.</p> <p>Last Amended on 8/26/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

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 CHAPTERED 10/13/2013 - Chaptered by Secretary of State - Chapter 795, Statutes of 2013.</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>	
<p>SB 95 Committee on Budget and Fiscal Review</p> <p>Budget Act of 2013.</p>	<p>SENATE VETOED 9/26/2013 - Vetoed by the Governor</p>	<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 and making other changes. This bill contains other related provisions. Last Amended on 9/6/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 99 Committee on Budget and Fiscal Review</p> <p>Active Transportation Program.</p>	<p>SENATE CHAPTERED 9/26/2013 - Chaptered by Secretary of State - Chapter 359, Statutes of 2013.</p>	<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.</p> <p>Last Amended on 9/3/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

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 VETOED 10/11/2013 - Vetoed by the Governor</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.</p> <p>Last Amended on 8/8/2013</p>	
<p>SB 142 DeSaulnier D</p> <p>Public transit.</p>	<p>SENATE CHAPTERED 10/8/2013 - Chaptered by Secretary of State - Chapter 655, Statutes of 2013.</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.</p> <p>Last Amended on 8/22/2013</p>	Support

SMCTA Bill Matrix as of 10/28/2013

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 232 Monning D</p> <p>California Central Coast State Veterans Cemetery at Fort Ord Endowment Fund.</p>	<p>SENATE CHAPTERED 10/10/2013 - Chaptered by Secretary of State - Chapter 694, Statutes of 2013.</p>	<p>Existing law creates the California Central Coast State Veterans Cemetery at Fort Ord Endowment Fund (Endowment Fund) in the State Treasury, and requires moneys in the Endowment Fund to be allocated, upon appropriation by the Legislature, to the Department of Veterans Affairs for the annual administrative and oversight costs of the veterans cemetery, as specified, and to generate funding through interest for the veterans cemetery. Existing law requires moneys in the Endowment Fund to be invested to generate ongoing earnings to cover the estimated annual oversight and maintenance costs associated with the veterans cemetery, as provided.</p> <p>This bill would instead require any moneys to be allocated to the department for the nonreimbursable costs of design and construction and the annual operations and maintenance costs of the veterans cemetery for the next 10 years. This bill would allow, but not require, moneys in the fund to be invested to generate ongoing earnings to offset the estimated annual operations and maintenance costs associated with the veterans cemetery. This bill contains other related provisions and other existing laws. Last Amended on 9/6/2013</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 10/28/2013

Bill ID/Topic	Location	Summary	Position
SB 436 Jackson D Port Hueneme Beach shoreline protection.	SENATE CHAPTERED 9/28/2013 - Chaptered by Secretary of State - Chapter 416, Statutes of 2013.	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 10/28/2013

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
SB 613 DeSaulnier D Bay Area Toll Authority.	SENATE CHAPTERED 10/5/2013 - Chaptered by Secretary of State - Chapter 603, Statutes of 2013.	<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 10/28/2013

Bill ID/Topic	Location	Summary	Position
SB 617 Evans D California Environmental Quality Act.	SENATE 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/30/2013)	<p>(1) 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 10/28/2013

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 10/28/2013

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.</p> <p>Last Amended on 8/6/2013</p>	
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>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/11/2013)</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. 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. 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 10/28/2013

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 CHAPTERED 9/27/2013 - Chaptered by Secretary of State - Chapter 386, Statutes of 2013.</p>	<p>(1) 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>	
<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>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
<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>	
<p>SB 788 Committee on Transportation and Housing</p> <p>Transportation.</p>	<p>SENATE CHAPTERED 10/3/2013 - Chaptered by Secretary of State - Chapter 523, Statutes of 2013.</p>	<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. This bill would define the term "highway" for these purposes.</p> <p>This bill contains other related provisions and other existing laws. Last Amended on 8/14/2013</p>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
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. This bill contains other related provisions. Last Amended on 4/4/2013</p>	Oppose
SB 792 DeSaulnier D Regional entities: Bay Area.	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>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 10/28/2013

Bill ID/Topic	Location	Summary	Position
SB 798 De León D California Green Infrastructure Bank Act.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. & F. on 3/11/2013)	<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>	
SCA 4 Liu D Local government 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 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. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 8/28/2013</p>	Support
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>	

SMCTA Bill Matrix as of 10/28/2013

Bill ID/Topic	Location	Summary	Position
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.</p> <p>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>	
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