



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

**March 7, 2013 – Thursday**

*Please Note the  
Time Change*  
**4:30 p.m.**

1. Pledge of Allegiance
2. Swearing in David Canepa (Northern Judicial Cities Representative)
3. Call to Order/Roll Call

### **CLOSED SESSION**

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

APN	State Parcel No.	Grantor	Address
026-141-020	62631	99 Old Bayshore LLC	1299 Bayshore Highway Burlingame, CA
026-142-110 & 026-142-070	62632	Fox Investments GP	1288 & 1290 Bayshore Highway San Mateo, CA
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA
026-142-020 & 026-142-030	62635	Robert Paul Wadell Jr. & Angela Kathie Bramble Trust	Vacant Land on Bayshore Highway Burlingame, CA
026-142-130	62636	NorthWest Dealerco Holdings LLC	1200 Bayshore Highway Burlingame, CA
026-134-090	62638	Kathleen M. Dore Trust	1250 Rollins Road Burlingame, CA
026-134-160	62640	Kathleen L. Lyons, Successor Trustee	1222 Rollins Road Burlingame, CA
026-134-080	62641	CSE Investments II LLC	1212 Rollins Road Burlingame, CA
026-290-310	62642	UPSKY International	1177 Airport Boulevard Burlingame, CA
Total of All Parcels	9		

**OPEN SESSION/REGULAR AGENDA TO BEGIN AT 5:00 PM**

5. Report of the Citizens Advisory Committee
6. 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 February 7, 2013
  - b. Acceptance of Statement of Revenues and Expenditures for January 2013
  - c. Measure A Program Status Report
7. Public Comment  
Public comment by each individual speaker shall be limited to one minute
8. Chairperson's Report
9. SamTrans Liaison Report – February 13, 2013 INFORMATIONAL
10. Joint Powers Board Report
11. Report of the Executive Director
12. Program
  - a. Program Report: Highway Program – U.S. Highway 101/  
Broadway Interchange INFORMATIONAL
  - b. Update on Grade Separation Program INFORMATIONAL
  - c. Update on State and Federal Legislative Program INFORMATIONAL
  - d. Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal  
Year 2013 INFORMATIONAL
13. Requests from the Authority
14. Written Communications to the Authority
15. Date/Time of Next Meeting: Thursday, April 4, 2013, 5 p.m. at  
San Mateo County Transit District Administrative Building,  
Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue,  
San Carlos, CA 94070
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](http://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, 390, 391, 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](mailto: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 FEBRUARY 7, 2013**

**MEMBERS PRESENT:** R. Foust, D. Horsley, K. Matsumoto, T. Nagel, N. Patridge

**MEMBERS ABSENT:** C. Groom

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, C. Chung, R. Haskin,  
G. Harrington, C. Harvey, M. Martinez, N. McKenna, S. Murphy,  
M. Scanlon, M. Simon

Vice Chair Karyl Matsumoto called the meeting to order at 5:04 p.m. and led the Pledge of Allegiance.

**SWEARING IN ROSANNE FOUST (SOUTHERN JUDICIAL CITIES REPRESENTATIVE)**

Authority Secretary Martha Martinez administered the oath of office to Rosanne Foust.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

CAC Chair Barbara Arietta reported on the February 5, 2013 meeting. The CAC:

- Supported the approval of all items on the TA agenda.
- Complimented staff on the clarity and preparation of the information in the Comprehensive Annual Financial Report.

Director Foust congratulated Jim Bigelow for being honored Person of the Year by the Redwood City/San Mateo County Chamber of Commerce.

**CONSENT CALENDAR**

- a. Approval of Minutes of January 3, 2013
- b. Acceptance of Statement of Revenues and Expenditures for December, 2012

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

**PUBLIC COMMENT**

Mary Keitelman, Pacificans for Highway 1 Alternatives, asked when the Calera Parkway widening project will come before the TA Board. Director, Transportation Authority Program Joe Hurley said the California Department of Transportation (Caltrans) is the lead agency and is tasked with approving the project and clearing it environmentally. He said the TA Board allocated the funds for the design phase of the project and after the design is complete, the project will come back to the TA for funding.

**CHAIRPERSON'S REPORT – KARYL MATSUMOTO**

Chair Matsumoto said the Resolution of Appreciation for outgoing Board member Sepi Richardson will be presented at her retirement party.

A motion (Horsley/Patridge) to approve the resolution of appreciation was approved.

### **SAMTRANS LIAISON REPORT – KARYL MATSUMOTO**

Director Terry Nagel asked what the Consumer Corps group of secret riders was. Deputy CEO Chuck Harvey said this is an independent group of volunteers who ride the system, grade SamTrans on cleanliness, reliability, if they were treated courteously and with compassion, and report this information back to staff. Staff uses this information to address performance issues and to pass along compliments.

### **JOINT POWERS BOARD (JPB) REPORT**

Executive Director Michael Scanlon reported:

- Swore in Perry Woodward, representing Santa Clara County, to the Board.
- Presented a Certificate of Appreciation to outgoing CAC chair Paul Bendix.
- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – December 2012 compared to December 2011
    - Total Ridership was 1.13 million, an increase of 8.6 percent.
    - Average Weekday Ridership was 42,705, an increase of 11.2 percent.
    - Total Farebox Revenue was \$4.8 million, an increase of 12.3 percent.
    - On-time Performance was 91.5 percent, a decrease of 2.5 percent.
    - Average Caltrain Shuttle Ridership was 6,165, an increase of 6.8 percent.
  - Year-to-Date Performance Statistics – December 2012 compared to December 2011
    - Total Ridership was 7.7 million, an increase of 12 percent.
    - Average Weekday Ridership was 48,302, an increase of 12.3 percent.
    - Total Farebox Revenue was \$34.2, an increase of 17.8 percent.
    - On-time Performance was 89.7 percent, a decrease of 3.7 percent.
    - Average Caltrain Shuttle Ridership was 8,340, an increase of 22.4 percent.
- Executive Officer, Caltrain Modernization Program Marian Lee updated the Board on Caltrain Modernization and a draft of a new agreement between the JPB and the California High-speed Rail Authority.
- Fiscal Year (FY) 2013 surplus revenues will be moved forward to help balance the FY2014 budget.
- Approved an increase in contract authority and change order authority for the San Bruno Grade Separation Project.
- Received a presentation on Metropolitan Transportation Commission (MTC) Transit Sustainability Project requirement to reduce costs by 5 percent in one of three areas by 2017.
- Received update on Title VI.
- Authorized staff to enter into negotiations for transit-oriented development for the Hayward Park Caltrain Station.

### **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- The JPB and the city of San Francisco have agreed to conduct a seven- to eight-month study, separate from the Caltrain Electrification Project Environmental Impact Report, to determine how to optimize the use of the San Francisco rail yard. While the fleet is being electrified, and while electric cars are being tested

and broken in, diesel cars will still be used, so all space available will be needed in order to store the mix of vehicles.

- The Broadway/U.S. Highway 101 Interchange Project in Burlingame is still underway. A design was submitted to Caltrans and is under review. Construction is scheduled to begin in spring of 2014. The Board will be asked to approve a funding application to the MTC, which will reduce the TA funding required for this project.
- The Alpine Road bicycle improvement design is almost complete and an encroachment permit application has been submitted.

## **FINANCE**

### **Fiscal Year 2012 Comprehensive Annual Financial Report**

Deputy CEO Gigi Harrington said the auditors issued a clean opinion on the financial statements. This report will be submitted for the Government Finance Officers Association award, which the TA has received every year.

Chair Matsumoto said on page 33 under Deposits and Investments, the county's investment pool does not have a rating in 2012, but in 2011 it had an AA+ rating. She asked how it could go from AA+ to nothing. Ms. Harrington said she would get back to her.

Chair Matsumoto said on page 69 under Full-time Equivalent, Operations, Engineering and Construction went from 1.1 to 4.7, and Planning and Development went from 6.8 to 1.97 and asked why that happened. Ms. Harrington said significant planning resources were applied to the preparation of Strategic Plan in 2010, and changes in operations happen when Mr. Hurley's group is managing a project and charging more time to the TA.

Director Foust said she sends out the link to this report and asked if the Board could get the transmittal letter in a separate file.

### **Authorize the Filing of an Application with Metropolitan Transportation Commission for \$3,613,000 in Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program Funds for the U.S. Highway 101/Broadway Interchange Reconstruction Project**

Executive Officer, Planning and Development April Chan said this reduces the Measure A funding previously approved for this project.

Chair Matsumoto asked if the TA is responsible for providing matching funds above the \$32.3 million mentioned in the report. Mr. Scanlon said it is not above that amount.

A motion (Nagel/Foust) to approve the filing of the application with MTC was approved.

**Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2012**

Bill Osher, CSI Sun Trust, said the portfolio is very safe and earns about 1 percent a year. He said there is no credit risk in this portfolio and there is interest rate risk comparable to a one-year bond. He said a one-year treasury note currently yields about ¼ percent, and this portfolio has been producing about 1 percent.

He said the Federal Reserve is putting about \$250 million a quarter into the economy and there is fear that this could lead to inflation. He said the portfolio is well protected from inflation because the maturities are short. He said there's a debate about the debt ceiling, fiscal cliff, and sequestration. He said if the policymakers come to a compromise there is underlying strength in the economy, but the uncertainty has to be removed. If uncertainty is removed, though, interest rates will probably go up faster than they have been, but the portfolio is protected against that. If the uncertainty is not removed, then the low interest rates will stay in place.

Chair Matsumoto asked how the money in the TA checking account is replenished. Ms. Harrington said sales tax is remitted from the county treasurer and is used to pay bills, and then Mr. Osher and Manager of Finance Treasury Lori Snow decide if any excess funds should go into the County Pool, the Local Agency Investment Fund (LAIF), or be invested. She said only one person can wire funds out of the account, so it is tightly controlled and is moved when it needs to be moved.

Director Matsumoto asked if the TA has the capability to withdraw out of the LAIF or the County Pool. Ms. Harrington said it can be done with a couple days' notice.

A motion (Horsley/Foust) to approve the Quarterly Investment Report and Fixed Income Market Review and Outlook was approved.

**PROGRAM**

**Program Report: Transit – Shuttles**

Interim Manager of Programming and Monitoring Celia Chung presented:

- Four percent of Measure A funds is dedicated to shuttles, about \$2.5 million per year.
- Match requirement is 25 percent, but match target is about 50 percent.
- About \$2.7 million was allocated in the first Call for Project (CFP) cycle for FY2011 and FY2012. The leveraged match was 40 percent.
- During the second CFP for FY2013 and FY2014, \$4.5 million was programmed and the proposed allocation of matches was 49 percent. Actual results will be available at the end of FY2014.
- In FY2012, 18 shuttles were funded by Measure A.
  - Ten commuter shuttles (last-mile shuttles typically from a Caltrain station to an employer site)
  - Eight community, combination, or on-demand shuttles (local circulation and/or dedicated to non-commuter riders such as seniors or students)
- Sponsors who get funding for shuttles are required to provide ridership data, total operating cost, and total service hours provided. TA staff analyzes this data to

establish performance metrics consisting of ridership, boardings per service hour, and the operating cost per passenger so all shuttle routes can be compared.

- Performance Statistics FY2011 compared to FY2012
  - Ridership has improved from 464,000 to 492,000.
  - Boardings per service hour on the commuter shuttles have gone from 15 to 19, and community shuttles have gone from 11 to 9.
  - Operating cost per passenger on the commuter shuttle has gone from \$4.01 to \$3.39, and community shuttles from \$6.41 to \$8.51.

### **Approval of the 2013 Legislative Program**

Director of Government and Community Affairs Seamus Murphy said this program guides staff's advocacy efforts in Sacramento and Washington D.C. He said it is flexible to cover unanticipated issues that come up in the year.

He said State issues under State and Budget Transportation Funding Opportunities encompasses Cap and Trade revenues and voter threshold reduction for the approval of local transportation funding. Transportation Operations and Project Delivery Regulation will include issues such as California Environmental Quality Act reform and the regulatory side of the Cap and Trade Program and how it might apply to public transportation services and agencies. The State has to take a number of actions to implement some of the changes that are called for in the new Federal surface transportation authorization called Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), and how the State chooses to implement the programs will have a big impact on how much funding will flow to urban and rural areas. Caltrain Modernization and High-speed Rail issues will be at the forefront of the program. There are many actions that need to occur regarding funding of the Caltrain Modernization Program.

Mr. Murphy said Federal issues under MAP-21 include a series of different rules that need to be made and implemented. Surface Transportation Reauthorization will probably get pushed to next year. The Federal issues also include 2014 appropriations to make sure the programs the TA depends on are well funded. Climate change and livability are likely to come up.

He said advocacy tactics to support the program are listed in the report. He said if anything outside this program comes up staff will bring them to the Board for consideration.

Director Nagel asked what kind of advocacy representation the TA has in Sacramento and at the Federal level. He said the TA uses Holland and Knight in Washington D.C., which is a global lobbying firm with a strong public policy practice with a big emphasis on transportation. He said the TA uses Shaw/Yoder/Antwih, Inc. locally under a month-to-month extension until the TA selects a lobbyist in the spring.

A motion (Patridge/Horsley) to approve the 2013 Legislative Program was approved.

### **Update on State and Federal Legislative Program**

Mr. Murphy said there are a number of bills in the report. He said there will be a lot of additional transportation-related legislation introduced by the deadline of February 22.

In January, the governor released the budget for 2014 and there will not be a State deficit thanks to the sales tax increase. There is no indication transportation funds will be used to balance the General Fund. The State Transit Assistance Program is lower than last year by about 12 percent because that account is tied to the sale of diesel fuel. He said the budget includes a \$480 million appropriation for the Proposition 1B Program that supports public transit projects.

The State received \$55 million in revenue in the first Cap and Trade auction last year, another \$200 million is expected from auctions this year, and another \$400 million is expected next year. The TA will be participating in a process to determine how those revenues will be allocated and will join a coalition urging that 40 percent go to clean public transportation projects.

Director Foust asked how the potential yearly \$60 million from the county Measure A will be spent. Mr. Scanlon said SamTrans is focusing on providing support for the Paratransit service. It is expensive but the people who use it are in need of the service. Director Horsley said Paratransit service does fit the need for the use of Measure A.

Chair Matsumoto asked if the plan is to wait to see if Senate Constitutional Amendments 4 and 8 will be passed to look at putting a dedicated funding source for Caltrain on the ballot. She asked if the passage of Assembly Bill 160 is good or bad.

Legal counsel Joan Cassman said it might not have an effect on the TA or SamTrans, but what is at stake is a notion that one can statutorily mandate a change in the terms and conditions of employment of represented workers. Mr. Murphy said the California Transit Association has been asked by unions to support the bill and they have taken a neutral position. He said he recommends the TA also be neutral. He said there is some threat to Federal funding opportunities related to the legislation and the Pension Reform Act that need to play out. He said before staff can take an informed advocacy position, staff needs to see what the Federal Transit Administration does.

Chair Matsumoto asked if the funding Sacramento allocates to San Mateo County from Proposition 1B goes directly to the TA or if it goes to the MTC. Mr. Murphy said funding goes directly to the TA.

### **REQUESTS FROM THE AUTHORITY**

Director Nagel said for the first time the City/County Association of Governments (C/CAG) Bicycle and Pedestrian Advisory Committee (BPAC) projects that came in did not come close to using the money allocated for bike and pedestrian projects in the county. BPAC thought it was because of the Priority Development Areas (PDA), which have to be close to dense housing transit corridors and it is a huge issue and she hopes the TA does not approve projects just because the money is available and she hopes there are tight standards and only put money into good projects.

Director Patridge said this is why she is adamant about MTC rules. She said she approached MTC about the fact that the MTC is getting into land management rather than staying in transportation and it is fouling up any projects that want to qualify for bike and pedestrian projects. She said this is not providing the kind of service needed for the communities. MTC is not accepting the expanded definition of PDA.

Director Horsley said people have been trying to get MTC to recognize rural community investments instead of the main corridors, but MTC would not do it.

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion

**REPORT OF LEGAL COUNSEL**

None

**DATE AND PLACE OF NEXT MEETING**

March 7, 2013 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned in memory of Alexander Harvey, father of Deputy CEO Chuck Harvey, at 6:17 p.m.

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 JANUARY 31, 2013**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$47,546,631 - line 7) is **better** than staff projections by \$5,626,170 or 13.4 percent. *Grant Proceeds* (\$2,395,710 - line 5) is \$2,258,822 or 1,650.1 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 2011.

*Total Revenue* (\$47,546,631 - line 7) is \$5,229,370 or 12.4 percent **better** than prior year performance. *Sales Tax* (\$41,199,706 - line 1) which is \$3,060,697 or 8 percent **better** than prior year is offset by *Interest Income* (\$2,320,012 - line 2) which is \$400,442 or 14.7 percent **worse**.

**Expenditures:** *Total Administrative* (\$358,527 - line 22) is **better** than staff projections by \$126,840 or 26.1 percent and also **better** than prior year actual by \$119,466 or 25.0 percent. Within total administrative, *Staff Support* (\$239,163 - line 18) is \$79,318 or 24.9 percent **better** than staff projections.

**Budget Amendment:** The revised budget per Board Resolution No. 2013-01 amends an increase in Sales Tax Revenues by \$3 million, resulting in an increase of \$1,095,000 in Annual Allocations; and \$240,000 in Program Expenditures, which are reflected in the January 2013 Statement of Revenues and Expenditures.

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

% OF YEAR ELAPSED: 58.3%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	5,230,579	38,139,009	41,199,706	38,946,933	105.8%	65,000,000	68,000,000	57.3%
2 Interest Income	300,021	2,720,454	2,320,012	2,185,560	106.2%	4,022,150	4,022,150	54.3%
3 Miscellaneous Income	0	0	971,712 (A)	0	0.0%	0	0	0.0%
4 Rental Income	95,765	643,330	659,490	651,080	101.3%	1,116,180	1,116,180	59.1%
5 Grant Proceeds	318,661	814,467	2,395,710 (B)	136,888	1750.1%	0	308,000	777.8%
<b>TOTAL REVENUE</b>	<b>5,945,026</b>	<b>42,317,261</b>	<b>47,546,631</b>	<b>41,920,461</b>	<b>113.4%</b>	<b>70,138,330</b>	<b>73,446,330</b>	<b>64.7%</b>
<b>EXPENDITURES:</b>								
11 Annual Allocations	1,909,161	14,762,271	15,037,893	14,215,630	105.8%	23,725,000	24,820,000	60.6%
13 Program Expenditures	1,626,684	14,567,341	16,662,634	44,218,886	37.7%	73,175,646	76,784,646	21.7%
15 Oversight	17,659	255,769	218,267	282,917	77.1%	485,000	485,000	45.0%
17 Administrative								
18 Staff Support	27,030	303,640	239,163	318,481	75.1%	634,125	634,125	37.7%
19 Measure A Info-Others	-	982	-	1,166	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	11,733	173,371	119,364	165,720	72.0%	333,959	333,959	35.7%
Total Administrative	38,763	477,993	358,527	485,367	73.9%	984,584	984,584	36.4%
<b>TOTAL EXPENDITURES</b>	<b>3,592,267</b>	<b>30,063,373</b>	<b>32,277,321 (1)</b>	<b>59,202,800</b>	<b>54.5%</b>	<b>98,370,230</b>	<b>103,074,230</b>	<b>31.3%</b>
<b>EXCESS (DEFICIT)</b>	<b>2,352,759</b>	<b>12,253,888</b>	<b>15,269,309</b>	<b>(17,282,339)</b>		<b>(28,231,900)</b>	<b>(29,627,900)</b>	
<b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>421,881,503</b>	<b>444,581,025</b>	<b>444,581,025</b>		<b>405,211,033</b>	<b>444,581,025</b>	
<b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>434,135,391</b>	<b>459,850,334 (2)</b>	<b>427,298,686</b>		<b>376,979,133</b>	<b>414,953,125</b>	

Includes the following balances:

Cash and Liquid Investments	478,210	FY 2012 Carryover of Commitments (Audited)	303,355,309
Current Committed Fund Balance	373,057,218 (3)	FY 2013 Additional Commitments (Budgeted)	98,370,230
Undesignated Cash & Net Receivable	86,314,907	Reso # 2012-18	308,000
Total	<u>459,850,334 (2)</u>	Reso # 2012-19	3,000,000
		Reso # 2012-23	61,000
		Reso # 2013-01	240,000
		Less: Current YTD expenditures	<u>(32,277,321) (1)</u>
		Current Committed Fund Balance	<u>373,057,218 (3)</u>

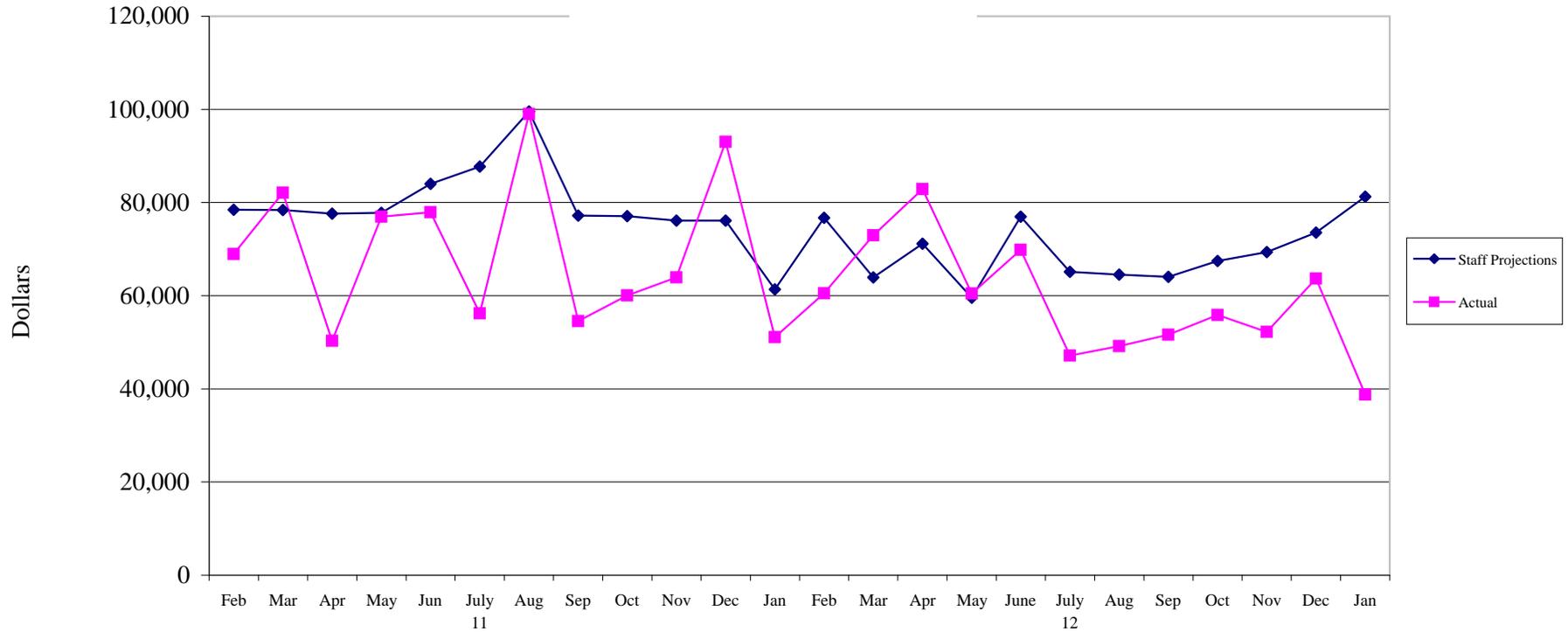
"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJECT" column, please note that individual line items reflect variations due to seasonal activities during the year.

\* The TA Adopted Budget is the Board adopted budget on June 7, 2012.

\*\* The TA Staff Projection is the adopted budget including year to date budget transfers.

(A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.  
 (B) Actual Grant Proceeds include 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 2011.

## 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
<b>MONTHLY EXPENSES</b>												
Staff Projections	65,111	64,548	64,047	67,471	69,366	73,559	81,265	0	0	0	0	0
Actual	47,161	48,997	51,631	55,867	52,204	63,704	38,763	0	0	0	0	0
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	65,111	129,659	193,707	261,177	330,543	404,102	485,367					
Actual	47,161	96,359	147,989	203,857	256,060	319,765	358,527					
Variance-F(U)	17,950	33,300	45,718	57,320	74,483	84,337	126,840	0	0	0	0	0
Variance %	27.57%	25.68%	23.60%	21.95%	22.53%	20.87%	26.13%	0.00%	0.00%	0.00%	0.00%	0.00%

Board of Directors 2013

Carole Groom, Chair  
 Karyl Matsumoto, Vice Chair  
 Rosanne Foust  
 Don Horsley  
 Terry Nagel  
 Naomi Patridge

Michael J. Scanlon  
 Executive Director



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JANUARY, 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	0.630%	\$ 266,396,396	\$ 266,396,396
Local Agency Investment Fund	**	Liquid Cash	0.300%	\$ 15,151,938	\$ 15,151,938
Investment Portfolio	***	Liquid Cash	1.224%	\$ 144,995,836	\$ 146,049,458
Other		Liquid Cash	0.000%	\$ 478,210	\$ 478,210
				<u>\$ 427,022,380</u>	<u>\$ 428,076,002</u>

Accrued Earnings for January, 2013 \$ 306,607.42  
 Cumulative Earnings FY2013 \$ 2,353,901.76

\* County Pool average yield for the month ending January 31, 2013 was 0.630%. As of January, 2013 the amortized cost of the Total Pool was \$2,855,550,075.87 and the fair market value per San Mateo County Treasurer's Office was \$2,863,573,139.63.

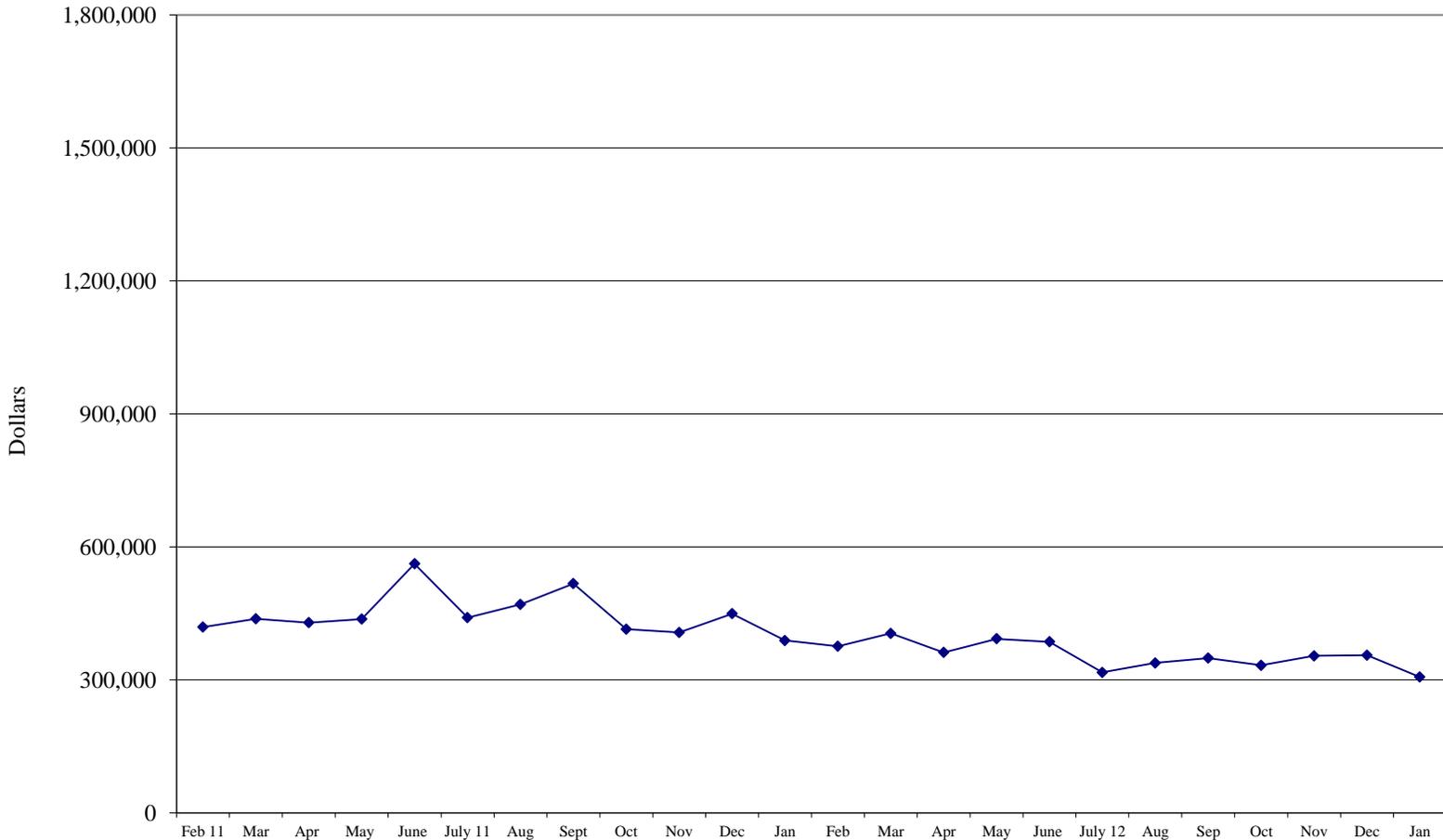
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

\*\*\* 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  
JANUARY 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		
MARCH		
APRIL		
MAY		
JUNE		

# SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**January 31, 2013**

DESCRIPTION	TOTAL INVESTMENT 01-31-13	INTEREST RECEIVABLE 12-31-12	INTEREST EARNED 01-31-13	INTEREST RECEIVED 01-31-13	ADJ.	INTEREST RECEIVABLE 01-31-13
LAIF	15,151,938.14	23,491.63	6,182.38	22,923.78	(567.85)	6,182.38
COUNTY POOL	266,396,395.74	553,788.25	143,866.79	556,978.86	3,190.61	143,866.79
BANK OF AMERICA	478,209.99	0.00	0.00			0.00
INVESTMENT PORTFOLIO	<u>144,995,836.25</u>	<u>480,286.36</u>	<u>154,558.33</u>	<u>0.00</u>	<u>(622.84)</u>	<u>634,221.85</u>
	<u><u>427,022,380.12</u></u>	<u><u>1,057,566.24</u></u>	<u><u>304,607.50</u></u>	<u><u>579,902.64</u></u>	<u><u>1,999.92</u></u>	<u><u>784,271.02</u></u>

**JANUARY 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 01/31/13	306,607.42
<b>Add:</b>	
Misc. Income - Lehman Brothers Recovery	
<b>Less:</b>	
Management Fees	(6,585.99)
Amortized Premium/Discount	(34,050.59)
Capital Gain(Loss)	-
Total Interest & Capital Gain(Loss)	<u><u>265,970.84</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	2,353,901.76
<b>Add:</b>	
Misc. Income - Lehman Brothers Recovery	971,712.29
<b>Less:</b>	
Management Fees	(25,060.82)
Amortized Premium/Discount	(265,669.69)
Capital Gain(Loss)	(8,829.16)
Total Interest	<u><u>3,026,054.36</u></u>
Balance Per Ledger as of 01/31/13	
Exp. Acct. 530011 - Amort Prem/Disc	(265,669.69)
Int Acct. 409100 - Co. Pool	1,187,365.06
Int Acct. 409100 - LAIF	50,811.79
Int Acct. 409100 - B of A	30.83
Int Acct. 409101 - Portfolio Funds	1,090,633.24
Misc. Income Acct. 405240 - Other Non-Transit	971,712.29
Gain(Loss) Acct. 405210	(8,829.16)
	<u><u>3,026,054.36</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-12	MARKET VALUE 01-31-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 12-31-12	INTEREST EARNED 01-31-13	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 01-31-13	PAR VALUE
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,233,850.00	15,032,850.00	01-31-13	2.875%	1,197.9167	30	180,468.75	35,937.50		(781.25)	215,625.00	15,000,000 10.65%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,239,590.00	02-25-14	1.375%	725.6944	30	91,437.50	21,770.83			113,208.33	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	13,882,995.00	04-23-14	2.500%	937.5000	30	63,750.00	28,125.00			91,875.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,059,500.00	09-28-15	0.750%	208.3333	30	19,375.00	6,250.00			25,625.00	10,000,000
FNMA	3136G0EJ6	05-03-12	9,996,875.00	10,019,400.00	10,015,500.00	10-30-15	0.750%	208.3333	30	12,708.33	6,250.00			18,958.33	10,000,000
FHLMC	3134G3UV0	05-23-12	5,000,000.00	5,001,550.00	5,007,950.00	11-23-15	0.750%	104.1667	30	3,958.33	3,125.00			7,083.33	5,000,000
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,997,900.00	15,024,000.00	11-24-15	0.750%	312.5000	30	11,562.50	9,375.00			20,937.50	15,000,000
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,006,800.00	11-01-15	0.750%	83.3333	31	3,288.89	2,583.33		83.34	5,955.56	4,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	6,007,560.00	6,003,420.00	11-27-15	0.500%	83.3333	30	2,833.33	2,500.00			5,333.33	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	20,019,800.00	20,006,200.00	11-27-15	0.500%	277.7778	30	9,444.44	8,333.33		0.01	17,777.78	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,990,700.00	9,990,700.00	01-28-16	0.500%	83.3333	2	277.78	166.67		(27.78)	416.67	6,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,083,400.00	03-21-16	1.000%	333.3333	30	33,333.33	10,000.00			43,333.33	12,000,000
FNMA	3135G0KA0	05-03-12	10,030,700.00	10,043,400.00	10,021,100.00	04-26-16	1.125%	312.5000	30	20,312.50	9,375.00			29,687.50	10,000,000 83.74%
<b><u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u></b>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,662,069.77	10,708,302.72	04-15-14	1.250%	358.8889	30	27,813.46	10,766.67		102.84	38,682.97	10,336,000 6.63%
<b><u>CASH INVESTMENT</u></b>															
CASH INVESTMENT	912828HQ6	01-31-13								0.00	0.00	215,625.00		(215,625.00)	
<b><u>MATURED/CALLED</u></b>															
US TREASURY NOTE	912828HQ6	07-29-09	(15,462,500.00)	(15,233,850.00)	(15,032,850.00)										(15,000,000)
<b>TOTAL</b>			<b>144,995,836.25</b>	<b>146,206,124.77</b>	<b>146,049,457.72</b>					<b>480,564.14</b>	<b>154,558.33</b>	<b>0.00</b>	<b>(622.84)</b>	<b>418,874.63</b>	<b>155,836,001.01</b>

11-Feb-13

Weighted Average Interest Rate 1.2243%

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

1/11/13 1:26 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>					
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
<b>FY2012 Total</b>	<b>63,000,000</b>	<b>FY2012 Total</b>	<b>69,475,757</b>	<b>6,475,757</b>	<b>69,475,757</b>
<b>FY2013:</b>					
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			6,330,000
2nd Qtr. Adjustment	1,740,000	Mar. 13		(1,351,663)	388,337
6 Months Total	33,265,800		29,250,790	2,703,327	35,969,127
Jan. 13	5,142,000	Mar. 13			5,142,000
Feb. 13	5,142,000	Apr. 13			5,142,000
Mar. 13	5,880,800	May 13			5,880,800
3rd Qtr. Adjustment	1,617,400	Jun. 13		(1,351,663)	265,737
9 Months Total	51,048,000		29,250,790	1,351,663	52,399,663
Apr. 13	4,642,000	Jun. 13			4,642,000
May 13	4,642,000	Jul. 13			4,642,000
Jun. 13	5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment	1,745,000	Sep. 13		(1,351,663)	393,337
<b>FY2013 Total</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>29,250,790</b>	<b>0</b>	<b>68,000,000</b>
	18,855,990	1st Quarter			
	17,113,137	2nd Quarter			
	5,230,579	3rd Quarter			
	41,199,706	4th Quarter			
	<u>41,199,706</u>	YTD Actual Per Statement of Revenue & Expenses			

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

	<u>1/31/2013</u>
Cash -- Bank of America Checking Account	\$ 478,209.99
LAIF	15,151,938.14
County Pool	266,396,395.74
Investment Portfolio	144,995,836.25
	<hr/>
Total	<u><u>427,022,380.12</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- JANUARY 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
TA	000803	DEPARTMENT OF TRANSPORTATION	1/7/2013	1,658,758.28	WIR	Capital Programs
TA	000804	SAN MATEO COUNTY TRANSIT DISTRICT	1/7/2013	1,677,419.38	WIR	Capital, Caltrain & Redi-Wheel Ser.
TA	000805	SAN MATEO COUNTY TRANSIT DISTRICT	1/14/2013	683,950.50	WIR	Capital, Caltrain & Redi-Wheel Ser.
TA	000806	MATSUMOTO, KARYL M.	1/14/2013	100.00	WIR	Board of Directors Compensation
TA	000807	GROOM, CAROLE	1/14/2013	100.00	WIR	Board of Directors Compensation
TA	000808	NAGEL, TERRY	1/14/2013	100.00	WIR	Board of Directors Compensation
TA	000809	HORSLEY, DONALD	1/14/2013	100.00	WIR	Board of Directors Compensation
TA	000810	PENINSULA CORRIDOR JOINT POWERS BOARD	1/28/2013	2,600,851.88	WIR	Capital Programs
TA	003386	FEHR & PEERS	1/7/2013	4,049.60	CHK	Consultant
TA	003387	DMJM HARRIS/MARK THOMAS JV	1/14/2013	23,499.53	CHK	Capital Programs
TA	003388	FEHR & PEERS	1/14/2013	11,832.38	CHK	Consultant
TA	003389	HOLLAND & KNIGHT LLP	1/14/2013	5,000.00	CHK	Legislative Advocate
TA	003390	OFFICEMAX CONTRACT INC. *	1/14/2013	121.66	CHK	Office Supplies
TA	003391	PATRIDGE, NAOMI	1/14/2013	100.00	CHK	Board of Directors Compensation
TA	003392	S3, INC.	1/14/2013	3,000.00	CHK	Consultants
TA	003393	URS CORPORATION	1/14/2013	269,744.11	CHK	Capital Programs
TA	003394	ALPHAGRAPHICS	1/22/2013	389.54	CHK	Printing and Information Svcs
TA	003395	DMJM HARRIS/MARK THOMAS JV	1/22/2013	51,492.25	CHK	Capital Programs
TA	003396	FEHR & PEERS	1/22/2013	22,884.14	CHK	Consultant
TA	003397	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	1/22/2013	9,811.50	CHK	Legal Services
TA	003398	HNTB CORPORATION	1/22/2013	22,510.37	CHK	Consultant
TA	003399	JACOBS ENGINEERING GROUP, INC.	1/22/2013	1,792.00	CHK	Consultant
TA	003400	KELLY'S STUMP REMOVAL, INC.	1/22/2013	3,500.00	CHK	Grounds Maintenance Service
TA	003401	DMJM HARRIS/MARK THOMAS JV	1/28/2013	16,051.39	CHK	Capital Programs
TA	003402	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	1/28/2013	16,348.50	CHK	Legal Services
TA	003403	SHAW/YODER & ANTWIH, INC.	1/28/2013	3,795.00	CHK	Legislative Advocate
				<u>\$ 7,087,302.01</u>		

\* Expense reclassified to SamTrans in February.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: April Chan  
Executive Officer,  
Planning and Development

Gigi Harrington  
Deputy CEO

SUBJECT: **MEASURE A PROGRAM STATUS REPORT**

**ACTION**

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

**SIGNIFICANCE**

The Semi-annual Program Status Report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. The report summarizes the following:

- General program status
- Total projected revenues
- Previously committed funds
- Available funding for new commitments and allocations

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

This report is presented to the Board each spring and fall. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.

Prepared by: Celia Chung, Planning and Development

650-508-6466



**SAN MATEO COUNTY**  
***Transportation***  
***Authority***

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# **Measure A**

# **Program Status Report**

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**Semi-annual Report**

**(As of December 31, 2012)**

## Original Measure A Program Status (1989-2008)

Semi-annual Program Status Report (As of December 31, 2012)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) <sup>3</sup>	Budgeted/Expended Funds <sup>4</sup>	Available Funding <sup>5</sup>
1. Caltrain <sup>1</sup>	21.60%	- Available funding for Caltrain Systemwide Improvements - Projects with budgeted funds in progress	\$ 277,165	\$ 216,301	\$ 60,864
2. Paratransit	3.10%	- Program completed	56,113	56,113	-
3. Dumbarton Rail <sup>2</sup>	1.70%	- Project in Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and conceptual engineering phase - Additional funding decisions on hold	72,887	24,467	48,420
4. Highway	29.34%	- \$43.5 million was programmed and allocated, and \$2.6 million was programmed to six projects (Resolution 2012-17) - Projects with previously budgeted funds in progress	350,761	349,630	1,131
5. Local Streets and Roads	20.00%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	22.80%	- San Bruno Grade Separation project under construction	229,638	229,638	-
7. Bicycle Transportation	0.01%	- \$61,000 was programmed and allocated to the County of San Mateo for Alpine Road safety improvements (Resolution 2012-23)	120	120	-
8. Transportation System Management	0.70%	- Program completed	7,121	7,121	-
<b>Total:</b>			<b>\$ 1,197,069</b>	<b>\$ 1,086,654</b>	<b>\$ 110,415</b>

1 TA Board redirected \$2.5 million from the Highway Program to the Caltrain Program (December 2008, TA Resolution 2008-23).

2 TA Board redirected \$50 million from the Grade Separation program to the Dumbarton Rail Program (December 1998, TA Resolution 1998-34).

3 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds includes interest and rental income earned.

4 Budgeted and expended funds represents all prior commitments (including programmed and unspent funds).

5 Available funding represents amount available for TA Board to make new funding commitments and decisions.

## New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2012)

Program	Exp. Plan %	Implementation Process <sup>1</sup>	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) <sup>2</sup>	Funds Collected to date <sup>3</sup>	Budgeted/Expended Funds <sup>4</sup>
1. Transit						
<i>Caltrain</i>	16%	Plan-based	- Annual allocation of 50% for operations and 50% for capital projects - Capital projects in process per JPB's Local Share Project Work Program	\$ 240,000	\$ 40,983	\$ 26,072
<i>Local Shuttle</i>	4%	Call for Projects	- 28 shuttles approved for funding through the Call for Projects for FY2013-FY2014	60,000	10,326	9,146
<i>Accessible Services</i>	4%	TBD	- Annual distribution to SamTrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	10,214	10,169
<i>San Mateo County Ferry Service</i>	2%	Agreement-based	- \$15 million committed to South San Francisco ferry terminal. Construction completed; ferry service launched June 4, 2012 - \$15 million reserved for Redwood City ferry project	30,000	5,139	15,040
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-based	- Annual distribution to BART for BART to SFO segment expenses	30,000	5,107	5,085
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project in EIR/EIS and conceptual engineering phase - Funding decisions on hold	30,000	5,139	-
2. Highway	27.5%	Plan-based	- \$24.3 million was programmed and/or allocated to thirteen projects. (Resolution 2012-17) - 1 project with \$3 million in previously budgeted funds in progress - Balance of budgeted funds available for future projects	413,000	70,654	57,393
3. Local Streets/Transportation	22.5%	Agreement-based	- Quarterly distribution to cities for local transportation improvements	338,000	57,455	57,201
4. Grade Separation <sup>5</sup>	15%	TBD	- San Bruno Grade Separation project under construction - Five cities responded to the Solicitation of Interest for projects in winter 2012	225,000	38,539	48,400
5. Pedestrian and Bicycle	3%	Call for Projects	- 16 projects with budgeted funds in progress - Call for Projects to be issued spring/summer 2013	45,000	7,708	7,231
6. Alternative Congestion Relief	1%	Call for Projects	- Annual distribution to the Alliance until Call for Projects is issued - First biennial call for projects planned for summer 2013	15,000	2,569	1,181
<b>Total:</b>				<b>\$ 1,486,000</b>	<b>\$ 253,832</b>	<b>\$ 236,918</b>

2 Based on TA Board adopted Implementation Plan (2009)

2 Estimate based on annual revenues of \$60 million per year (2004 Measure A Expenditure Plan).

3 Collection of funds began on January 1, 2009.

4 Budgeted and expended funds represents all prior commitments. Cash flow managed through agreements and budgeting process.

5 Budgeted/Expended funds reflect TA Board approved allocation to San Bruno Grade Separation Project.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
February 13, 2013**

The Community Relations Committee and Board

Carole Groom representing San Mateo County Board of Supervisors and Public Members Rose Guilbault and Shirley Harris were sworn in.

Accessibility Coordinator Tina Dubost said Abbie Isidro is the new manager at Care Evaluators. For the month of January, Redi-Wheels' on-time performance was above 90 percent.

Paratransit Coordinating Council (PCC) Chair Mike Levinson reported:

- The PCC appreciates the improvement in the on-time performance.
- A new member, Shayla Walsh, has been voted in. She works with the Center for Independence of Individuals with Disabilities in San Mateo.
- The MV Transportation appreciation party was cancelled due to funding.

Citizens Advisory Chair (CAC) Chair Peter Ratto reported on the February 6 meeting:

- The CAC held their elections and he was re-elected chair and Kris Adler was elected vice chair.
- CAC recruitment began at the beginning of February. There are a total of six openings.
- Executive Officer, Planning and Development April Chan presented the revised Title VI requirements and how it impacts the timing of the SamTrans Service Plan (SSP).
- CAC member Tryn Miller participated in the public review of San Bruno's Corridor Plan.
- Public comments were received on Route 292 and the rerouting of Route 251. CAC members Peter Loranger and Tom Collette both expressed concern on any changes to Route 251.

Deputy CEO Chuck Harvey presented the Mobility Management Report: ADA Paratransit Service (attached).

Average weekday ridership for all modes for December 2012 compared to December 2011 was 90,211, an increase of 4.3 percent.

The Finance Committee and Board

The Board:

- Approved the Statement of Revenues and Expenses for December 2012.
- Approved the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2012.
- Authorized The Execution of a Memorandum of Understanding with the County of San Mateo to Access the County's Trunked Radio System and Maintenance of the District's Radio Equipment for Ten Years at a Total Estimated Cost of \$3,368,010.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
February 13, 2013**

- Received the Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2012.

The Legislative Committee and Board

The Board approved the 2013 Legislative Program.

State Update

The governor's budget didn't include any surprises. The amount statewide for transit operating assistance is 12 percent lower than last year because the funds are tied directly to the sale of diesel fuel. The governor is proposing to appropriate \$480 million in Proposition 1B money for transit.

Planning, Development and Sustainability and Board

The Board:

- Approved the San Mateo County Transit District's Transit Sustainability Project Strategic Plan.
- 
- Received an update on Title VI requirements, which have been updated recently by the Federal Transit Administration, now require the public transportation's governing board to approve system-wide service standards and policies before March 31, 2013.
- Received a presentation on the Triennial Customer Survey Key Findings which determines who SamTrans' riders are and their needs. The survey was done in October on 45 weekday routes and 24 weekend routes. Surveys were available in English and Spanish. Sixty-six percent of passengers ride five or more days per week and 70 percent make a round trip. More than two-thirds have no access to a car. Average passenger age is 35 and females account for half of riders. Nearly one-third are employed full-time. Forty-one percent had household incomes of less than \$25,000 per year and the average income is \$36,000.

Board of Directors

Carole Groom was elected chair and Jeff Gee was elected vice chair.

The Board approved modifying their meeting dates from the second Wednesday of the month to the first Wednesday of the month starting in April through December 2013.

General Manager/CEO Michael Scanlon reported:

- Presented a 30-year Safe Driver Award to Vincent Gavin.
- Thanked the San Mateo County Board of Supervisors for listening to the San Mateo County Transit District's need for funding as the proceeds from the new sales tax are distributed.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
February 13, 2013**

- The weekend Route ECR is a success and ridership was up 4.3 percent in December.
- Investment in human capital continues with 1,400 hours of training in January.
- On-time performance for Redi-Wheels was 92.2 percent and RediCoast was 99.8 percent in January.
- Maintenance reliability on fixed-routes and Redi-Wheels was 29,000 miles between service calls.
- Runbook 110 went into effect on January 13 with minor adjustments.
- Regular service will be operated on President's Day, February 18.
- The Peninsula Corridor Joint Powers Board (JPB) issued a Notice of Preparation (NOP) for the Environmental Impact Report for electrification of the corridor.

The meeting was adjourned in memory of Deputy CEO Chuck Harvey's father, Alexander Harvey.

The next meeting of the Board is scheduled for Wednesday, March 13, 2013 at 2 p.m.

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "o" are lowercase, while "s", "m", "T", "r", "a", "n", and "s" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

# SamTrans Paratransit Service

San Mateo  
February 13, 2013

## ADA Paratransit Service

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "o" are lowercase, while "s", "m", "T", "r", "a", "n", and "s" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

- Who we serve
- Operating Statistics
- Financial Statistics
- Transit Funding Sources
- Service to the Community
- Summary



2

## Who we serve

samTrans

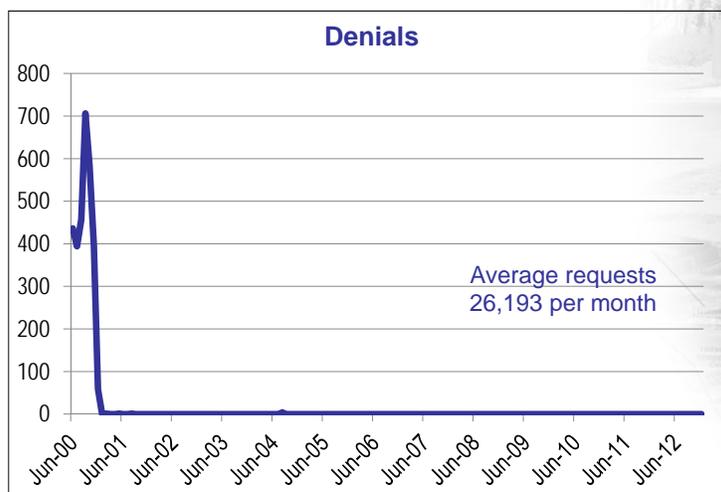
### Paratransit Customers

- Approximately 7,000 registered customers
- 15% of registered customers qualify for low-income fare assistance
- 23% of registered riders use a wheelchair or scooter
- Approximately 45% of trips are for people with a wheelchair or scooter
- Approximately 1,000 daily trip requests
- Cost per passenger \$44.62
- Nearly 50% of Redi-Wheels trips are under Lifeline Fares, a fare assistance program for low-income riders
- Paratransit is an expensive, unfunded federal mandate

3

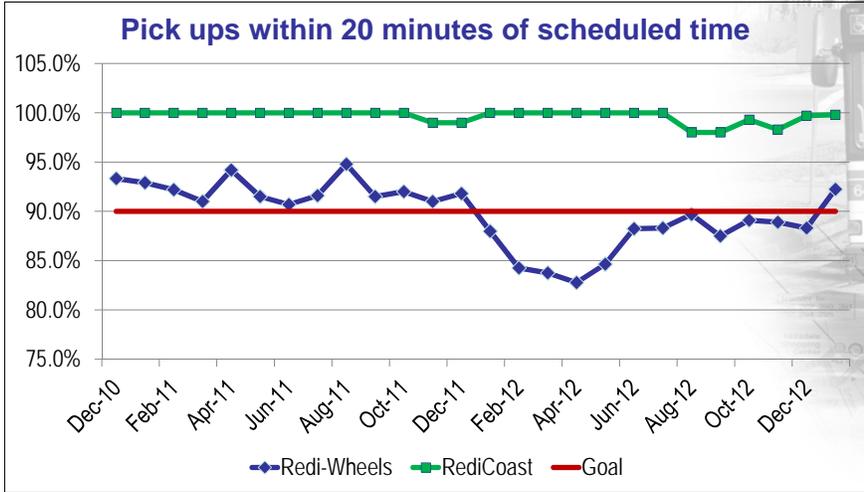
## Redi-Wheels Trip Denials

samTrans



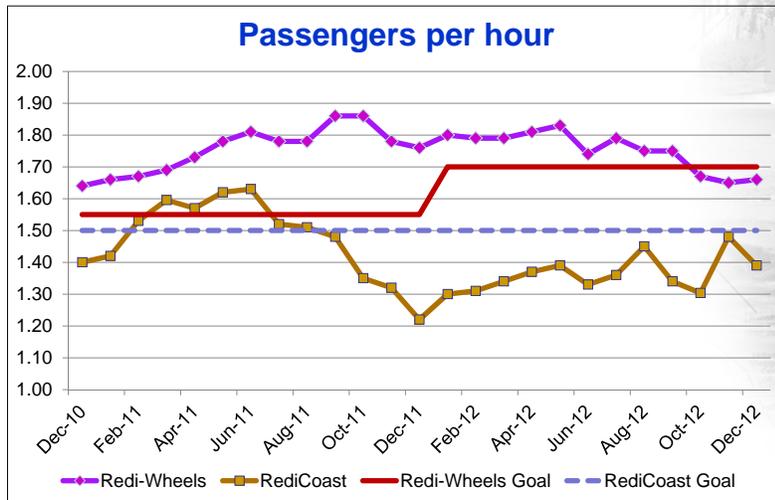
4

# On-time Performance



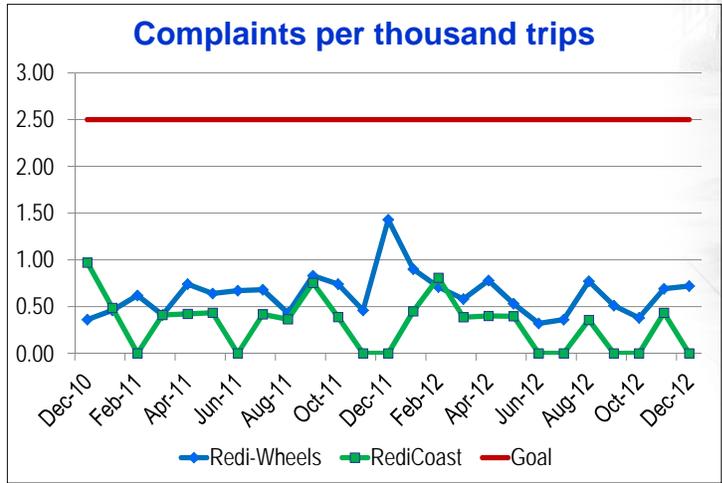
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# Productivity



6

# Service Complaints

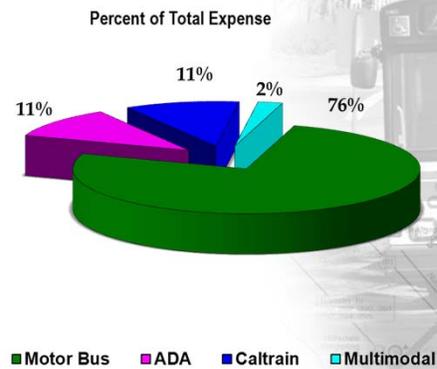


7

# Operating Expenses (in millions)



<b>Motor Bus</b>	<b>99.7</b>
<b>ADA</b>	<b>14.5</b>
<b>Caltrain</b>	<b>14.0</b>
<b>Multimodal</b>	<b>3.0</b>
<b>Total</b>	<b>\$131.2</b>



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## Financial Statistics

samTrans

	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>
Total Costs	\$13,614,337	\$12,908,024	\$12,677,004	\$13,583,328
Total Trips	332,337	321,071	315,926	304,427
Average Cost	\$41.01	\$40.21	\$40.12	\$44.62
Farebox Ratio	4.5%	5.3%	6.0%	5.8%



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## Paratransit Funding Sources

samTrans

Passenger fares	0.8
Transportation Development Act Funds	1.5
State Transit Assistance	0.5
<b>District Sales Tax</b>	<b>6.3</b>
Transportation Authority	2.6
Measure M (Motor Vehicle Reg Fee)	1.5
Operating Grants	1.0
Interest (Paratransit Trust Fund)	<u>0.3</u>
	14.5

Note: No federal operating assistance is provided to support mandated ADA service.

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## Customer needs are vital



- Between July 1 and Dec. 31, 2012, Redi-Wheels provided more than 34,378 connections to San Mateo County medical centers, hospitals and senior centers.
- Redi-Wheels is on track to provide more than 70,000 trips to County services this fiscal year.
- Redi-Wheels customers have a vital need for access to mobility services. Many customers use the care to access critical services such as dialysis and physical therapy.
- Nearly 50% of Redi-Wheels trips are Lifeline, a fare assistance program for low-income riders.

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## Connections to County Services



<u>City</u>	<u>County Service</u>	<u>Drop offs</u>
Burlingame	hospital, dialysis, Senior Focus	6,271
Menlo Park	Rosener House	3,095
San Carlos	San Carlos Adult Day Care	2,203
Daly City	dialysis	1,734
San Mateo	College of San Mateo (adaptive PE)	1,363
San Mateo	San Mateo County Medical Center	1,111
SSF (Kenwood)	dialysis	1,068
San Mateo	medical office	1,088
San Mateo	Mickelson Center Mills (pool therapy)	929
Foster City	Paratransit Eligibility Office	905
Burlingame	Community Gatepath	846

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## Connections to County Services



<u>City</u>	<u>County Service</u>	<u>Drop offs</u>
SSF (El Camino)	dialysis	747
Redwood City	dialysis	739
San Mateo	dialysis	738
Palo Alto	Palo Alto VA hospital	731
Menlo Park	Menlo Park VA hospital	731
SSF	So San Francisco Magnolia Ctr	711
San Mateo	Park Towers Senior Housing	695
Stonestown	shopping & transfer location	676
Palo Alto	Stanford hospital & transfer	647
Belmont	Lesley Terrace Senior Housing	632
Palo Alto	Caltrain station	591

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## Summary



- Redi-Wheels & RediCoast provide a critical service to San Mateo County's disabled population
- ADA customers are among the most needy in the county, with nearly half of all trips provided under low-income fare assistance
- SamTrans has worked collaboratively with the senior/disabled community stakeholders to deliver high-quality ADA service
- Paratransit service is an expensive, unfunded federal mandate

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## Summary

samTrans

- SamTrans continues to operate with a significant structural deficit
- SamTrans sales tax and state funds that could be used to support fixed-route services must be used to cover this unfunded mandate
- SamTrans entire family of services is at risk if additional revenue sources are not identified to reduce/eliminate this unfunded mandate

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: C.H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **PROGRAM REPORT: HIGHWAY PROGRAM – U.S. HIGHWAY 101 /  
BROADWAY INTERCHANGE**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs will be featured individually throughout the year. This month features a report on the Highway Program with specific emphasis on the U.S. Highway 101/Broadway Interchange in Burlingame.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Board allocated funds for design in September 2011 and construction in October 2012 for US Highway 101/Broadway Interchange Reconstruction Project. This project is funded with Measure A funds along with leveraged Federal, State and other local funds. The design has reached a milestone with a major submittal to the California Department of Transportation. The project is on target to be advertised for bids in the fall of 2013 leading to a start of construction in the spring of 2014. This month's presentation will be presented via PowerPoint.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: April Chan  
Executive Officer, Planning & Development

SUBJECT: **UPDATE ON GRADE SEPARATION PROGRAM**

**ACTION**

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

**SIGNIFICANCE**

At the September 6, 2012 meeting, the Board authorized the solicitation of letters of interest from eligible project sponsors in the county to determine the level of interest for potential projects in the New Measure A Grade Separation Program. Information gathered from these letters would help the Transportation Authority (TA) determine the universe of projects for the New Measure A Grade Separation Program.

We have since received letters from the cities of South San Francisco, San Bruno, Burlingame, San Mateo, and Menlo Park expressing interest in the Grade Separation Program.

At the March 7, 2013 TA Board meeting, staff will present a set of proposed guiding principles to help steer the upcoming project selection process. Staff will solicit input from the Board on the proposed process before presenting a final proposal for Board approval at the April 4, 2013 meeting.

**BUDGET IMPACT**

This informational item has no impact on the budget.

**BACKGROUND**

The New Measure A Grade Separation Program provides 15 percent of the Transportation Expenditure Plan receipts to eligible projects that eliminate at-grade railroad crossings, approximately \$225 million (in 2004 dollars) over the 25-year life of the measure. The Board allocated \$48.4 million to the San Bruno Grade Separation project at the June 3, 2010 meeting. The \$48.4 million included funds to cover \$19.2 million in State Transportation Improvement Program (STIP) funds that were not secured at that time but have since been allocated to the project by the California Transportation

Commission. As a result, the net amount allocated to the San Bruno Grade Separation Project is \$29.2 million.

The New Measure A Grade Separation Program is projected to have approximately \$200 million (in 2004 dollars) that can be made available to other projects.

Purpose of the Grade Separation Program is to construct or upgrade grade separations along the Caltrain and Dumbarton rail lines in San Mateo County to improve safety and relieve local traffic congestion.

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

650-508-6228

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

State Senator Michael Rubio announced his resignation on February 22, which lowers the Democratic majority in the Senate below the 27 members needed to achieve a two-thirds supermajority. There are now three vacant seats in the Senate that will be filled by special election this Spring. Voter registration in all three Districts leans Democratic.

**Legislation**

February 22 was the deadline to introduce legislation. Staff is currently reviewing all transportation-related bills and will take positions that are consistent with the Board's approved 2013 State and Federal Legislative Program. To date, action has been taken on the following bills:

- AB 8 and SB 11 – Would reauthorize state and regional air quality improvement programs and associated revenues including programs identified as part of the Bay Area High Speed Rail Early Investment funding plan.
- SCA 4 and SCA 8 – Would reduce the voter threshold requirement for local transportation projects from two-thirds to 55 percent.
- SB 557 – Would specify that \$705 million in appropriated Proposition 1A funds will be directed toward electrification and modernization along the Caltrain corridor and cannot be transferred to other sections of the State's high-speed rail project. Specifies that no improvements beyond the Blended System will be considered without approval from all nine parties to the Bay Area High Speed Rail Early Investment Memorandum of Understanding.

**FEDERAL ISSUES**

Nothing to report.

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 8</a> <a href="#">Perea D</a></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY TRANS. 1/14/2013 - Referred to Coms. on TRANS. and NAT. RES.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (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.</p> <p>This bill would provide that the State Air Resources Board (state board), until January 1, 2024, 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 person 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 January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. 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, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 12</a> <a href="#">Cooley D</a> State government: Administrative Procedure Act: standardized regulatory impact analyses.</p>	<p>ASSEMBLY A. &amp; A.R. 1/24/2013 - Referred to Com. on A. &amp; A.R.</p>	<p>The Administrative Procedure Act governs the procedures for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the Office of Administrative Law. Existing law requires each state agency to prepare a standardized regulatory impact analysis with respect to the adoption, amendment, or repeal of a major regulation, as defined, that is proposed on or after November 1, 2013. Existing law requires the Department of Finance and the office, from time to time, to review the standardized regulatory impact analyses for adherence to regulations adopted by the department.</p> <p>This bill would instead require the Department of Finance and the office to annually review the standardized regulatory impact analyses for adherence to the regulations adopted by the department. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 18</a> <a href="#">Pan D</a> Individual health care coverage.</p>	<p>ASSEMBLY PRINT 12/4/2012 - From printer. May be heard in committee January 3.</p>	<p>The federal Patient Protection and Affordable Care Act (PPACA) enacts various health care coverage market reforms that take effect January 1, 2014. PPACA requires each health insurance issuer that offers health insurance coverage in the individual or group market in a state to accept every employer and individual in the state that applies for that coverage and to renew that coverage at the option of the plan sponsor or the individual. PPACA prohibits a group health plan and a health insurance issuer offering group or individual health insurance coverage from imposing any preexisting condition exclusion with respect to that plan or coverage. PPACA allows the premium rate charge by a health insurance issuer offering small group or individual coverage to vary only by family composition, rating area, age, and tobacco use, as specified, and prohibits discrimination against individuals based on health status.</p> <p>This bill would state the intent of the Legislature to enact legislation that would reform the individual health care coverage market consistent with the PPACA.</p>	
<p><a href="#">AB 25</a> <a href="#">Campos D</a> Employment: social media.</p>	<p>ASSEMBLY JUD. 1/24/2013 - Referred to Coms. on JUD. and P.E.,R. &amp; S.S.</p>	<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. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 26</a> <a href="#">Bonilla D</a> California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY PRINT 12/4/2012 - From printer. May be heard in committee January 3.</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.</p> <p>This bill would make a technical, non-substantive change to this provision.</p>	
<p><a href="#">AB 37</a> <a href="#">Perea D</a> Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 1/14/2013 - Referred to Com. on NAT. RES.</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 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 require, until January 1, 2017, the lead agency, at the request of a project applicant, 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.</p>	
<p><a href="#">AB 41</a> <a href="#">Buchanan D</a> Kindergarten-University Public Education Facilities Bond Act of 2014.</p>	<p>ASSEMBLY PRINT 1/7/2013 - Read first time.</p>	<p>The California Constitution prohibits the Legislature from creating a debt or liability that singly or in the aggregate with any previous debts or liabilities exceeds the sum of \$300,000, except by an act that (1) authorizes the debt for a single object or work specified in the act, (2) has been passed by a 2/3 vote of all the Members elected to each house of the Legislature, (3) has been submitted to the people at a statewide general or primary election, and (4) has received a majority of all the votes cast for and against it at that election.</p> <p>This bill would state the intent of the Legislature to enact legislation that would create the Kindergarten-University Public Education Facilities Bond Act of 2014, a state general obligation bond act that would provide funds to construct and modernize education facilities, to become operative only if approved by the voters at the next statewide general election, and to provide for the submission of the bond act to the voters at that election.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 44</u></a> <a href="#"><u>Buchanan D</u></a> Subletting and Subcontracting Fair Practices Act: bidding practices.</p>	<p>ASSEMBLY B.,P. &amp; C.P. 1/31/2013 - Referred to Com. On B.,P. &amp; C.P.</p>	<p>The Subletting and Subcontracting Fair Practices Act requires the entity taking bids for the construction of any public work or improvement to specify that any person making a bid or offer to perform the work shall, in his or her bid or offer, include specified information, including the name and location of the place of business of each subcontractor who will perform work or labor or render service to the prime contractor in or about the work or improvement.</p> <p>This bill would the remove the requirement that the location of each subcontractor's business be included in the bid or offer and instead require that the California contractor license number of each subcontractor be provided.</p>	
<p><a href="#"><u>AB 116</u></a> <a href="#"><u>Bocanegra D</u></a> Land use: subdivision maps: expiration dates.</p>	<p>ASSEMBLY L. GOV. 1/18/2013 - Referred to Coms. on L. GOV. and H. &amp; C.D.</p>	<p>The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency, and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. The act requires an approved tentative map or vesting tentative map to expire 24 months after its approval, or after an additional period of time prescribed by local ordinance, not to exceed 12 months. However, the act extends the expiration date of certain approved tentative maps and vesting tentative maps, as specified.</p> <p>This bill would extend by 24 months the expiration date of any approved tentative map or vesting tentative map that has not expired as of the effective date of this act and will expire prior to January 1, 2016. By adding to the procedures that local agency officials must follow, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 153</u></a> <a href="#"><u>Bonilla D</u></a> California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY NAT. RES. 1/31/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2014, 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.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 160</a> <a href="#">Alejo D</a></p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 1/31/2013 - Referred to Com. on P.E.,R. &amp; S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law.</p>	
<p><a href="#">AB 162</a> <a href="#">Holden D</a></p> <p>Land use: housing element.</p>	<p>ASSEMBLY PRINT May be heard in committee February 23.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law further requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified.</p> <p>This bill would make technical, non-substantive changes to that law.</p>	
<p><a href="#">AB 164</a> <a href="#">Wieckowski D</a></p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV. 1/31/2013 - Referred to Com. on L. GOV.</p>	<p>Existing law permits a governmental agency to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and may lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law requires certain provisions to be included in the lease agreement between a governmental agency undertaking an infrastructure project and a private entity, as specified.</p> <p>This bill would require a lease agreement between a governmental agency undertaking an infrastructure project and a private entity to include performance bonds as security to ensure the completion of the construction of the facility and payment bonds to secure the payment of claims of laborers, mechanics, and materialmen employed on the work under contract.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 168</a> <a href="#">Wilk R</a></p> <p>Local government finance: vehicle license fee revenues: allocations.</p>	<p>ASSEMBLY PRINT 1/25/2013 - . May be heard in committee February 24.</p>	<p>The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state. Under existing law, the Controller is required to allocate vehicle license fee revenues in the Motor Vehicle License Fee Account according to a specified order, with moneys allocated on or after July 1, 2004, but before July 1, 2011, first to the County of Orange, next to each city and county meeting specified criteria, and on or after July 1, 2011, to the Local Law Enforcement Services Account in the Local Revenue Fund, for allocation to cities, counties, and cities and counties.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p><a href="#">AB 179</a> <a href="#">Bocanegra D</a></p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>ASSEMBLY TRANS. 1/31/2013 - Referred to Com. on TRANS.</p>	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information 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 after 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. The bill would require transportation agencies that obtain personally identifiable information of a person from electronic toll collection or electronic transit fare collection systems to discard that information after 6 months, as specified. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 185</a> <a href="#">Hernández,</a> <a href="#">Roger D</a></p> <p>Open and public meetings: televised meetings.</p>	<p>ASSEMBLY L. GOV. 2/7/2013 - Referred to L. GOV.</p>	<p>The Ralph M. Brown Act requires that an audio or video recording of an open and public meeting made at the direction of a local agency is subject to inspection pursuant to the California Public Records Act and may be erased or destroyed 30 days after the recording. Existing law requires that any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.</p> <p>The bill would provide that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed 2 years after the recording.</p>	
<p><a href="#">AB 204</a> <a href="#">Wilk R</a></p> <p>Vehicles: green vehicles: fees.</p>	<p>ASSEMBLY PRINT May be heard March 2.</p>	<p>Existing law establishes the Department of Motor Vehicles. Existing law provides for the registration of vehicles by the Department of Motor Vehicles, including the imposition of various fees and requirements in connection with registration.</p> <p>This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 205</a> <a href="#">Pan D</a></p> <p>Public employees' retirement: pension fund management.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 2/7/2013 - Referred to Com. on P.E.,R. &amp; S.S.</p>	<p>The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems, as specified, in order to provide pension benefits to county, city, and district employees. The California Constitution confers upon the retirement boards of public retirement systems plenary authority and fiduciary responsibility for the investment of moneys of those systems. Existing law authorizes the Board of Administration of the Public Employees' Retirement System and the Teachers' Retirement Board of the State Teachers' Retirement System, consistent with their fiduciary duties and the standard for prudent investment, to prioritize investment in an in-state infrastructure project over a comparable out-of-state infrastructure project.</p> <p>This bill would extend the authorization to prioritize investment in an in-state infrastructure project, as described above, to the board of retirement or the board of investments of a retirement system established pursuant to the County Employees Retirement Law of 1937.</p>	
<p><a href="#">AB 206</a> <a href="#">Dickinson D</a></p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY TRANS. 2/7/2013 - Referred to Com. on TRANS.</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. 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.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 210</a> <a href="#">Wieckowski D</a></p> <p>Transactions and use taxes: County of Alameda.</p>	<p>ASSEMBLY L. GOV. 2/7/2013 - Referred to Coms. on L. GOV. and REV. &amp; TAX.</p>	<p>Existing law authorizes the County of Alameda to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, exceeds the combined rate of all these taxes that may be imposed, if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters on a certain date. Existing law repeals this authority on January 1, 2014, if the ordinance is not approved by the voters on that date.</p> <p>This bill would extend the authority of the County of Alameda to impose the transactions and use tax for countywide transportation programs until January 1, 2017 conditioned, upon prior voter approval.</p>	
<p><a href="#">AB 220</a> <a href="#">Ting D</a></p> <p>Vehicles: low emissions: financial incentives.</p>	<p>ASSEMBLY PRINT 2/5/2013 - May be heard in committee March 7.</p>	<p>Existing law requires the Department of Motor Vehicles to make available for issuance, for a specified fee, distinctive decals, labels, and other identifiers that clearly distinguish specified vehicles from other vehicles, including, but not limited to, a vehicle that meets California's super ultra-low emission vehicle (SULEV) standard for exhaust emissions and the federal inherently low-emission vehicle (ILEV) evaporative emission standard, as defined.</p> <p>This bill would state the intent of the Legislature to enact legislation to develop and implement a policy consisting of financial incentives to promote the purchase of certain low-emission vehicles.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 229</a> <a href="#">John A. Pérez D</a></p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY L. GOV. 2/15/2013 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to 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 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 of a city 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 a city to form a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions.</p>	
<p><a href="#">AB 266</a> <a href="#">Blumenfield D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 2/21/2013 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would extend the operation of those provisions to January 1, 2025, or until the Secretary of State receives that specified notice. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 278</a> <a href="#">Gatto D</a></p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>ASSEMBLY NAT. RES. 2/21/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 (the act), establishes the State Air Resources Board (state 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 determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider specified matters.</p>	
<p><a href="#">AB 284</a> <a href="#">Quirk D</a></p> <p>Energy: Road to 2050 Board.</p>	<p>ASSEMBLY NAT. RES. 2/21/2013 - Referred to Coms. on NAT. RES. and U. &amp; C.</p>	<p>Existing law establishes the State Energy Resources Conservation and Development Commission and vests the commission with various authorities and duties regarding energy-related issues.</p> <p>This bill would require the commission to convene the Road to 2050 Board consisting of representatives from specified entities. The bill would require the board to undertake specified studies regarding the achievement of a goal of reducing greenhouse gas emissions by 80% of the 1990 emissions level by 2050. The bill would require the board to conduct a review and provide a full public accounting of energy efficiency programs, alternative energy programs, and alternative fuel programs administered by the members of the board. The bill would require the board to make the accounting available on a publicly available Internet Web site and would require the board to submit to the Legislature the accounting, and a report on the findings of the studies.</p>	
<p><a href="#">AB 294</a> <a href="#">Holden D</a></p> <p>Infrastructure financing districts: use of incremental property tax revenue.</p>	<p>ASSEMBLY PRINT 2/12/2013 - From printer. May be heard in committee March 14.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, 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 authorize an infrastructure financing district to utilize the Educational Revenue Augmentation Fund (ERAF) portion of incremental tax revenue. The bill would require an infrastructure financing district that proposes to utilize the ERAF portion of incremental tax revenue to include that intention in the financing plan, and prior to adopting a resolution authorizing the first debt issuance utilizing the ERAF share, obtain and submit an economic analysis to the California Infrastructure and Economic Development Bank for review and approval, as specified.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 313</a> <a href="#">Frazier D</a></p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY PRINT 2/13/2013 - From printer. May be heard in committee March 15.</p>	<p>Under existing law, a person is prohibited from driving a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication, unless the person is using an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication, and it is used in that manner while driving. A violation of this provision is an infraction.</p> <p>This bill would delete the exception to that prohibition for the use, while driving, of an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication. The bill would make a related statement of legislative intent regarding distracted driving. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 317</a> <a href="#">Hall D</a></p> <p>Transportation: state highways.</p>	<p>ASSEMBLY PRINT 2/13/2013 - . May be heard in committee March 15.</p>	<p>Existing law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law sets forth specified program categories for which funds made available for transportation capital improvement projects may be programmed and expended.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 380</a> <a href="#">Dickinson D</a></p> <p>California Environmental Quality Act: notice requirements</p>	<p>ASSEMBLY PRINT 2/15/2013 - From printer. May be heard in committee March 17.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency 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 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 periods specified by CEQA does not commence until the notices are 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.</p>	
<p><a href="#">AB 410</a> <a href="#">Jones-Sawyer D</a></p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY PRINT 2/19/2013 - From printer. May be heard in committee March 21.</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.</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 as an annuitant of the employer from which he or she first retired, upon meeting specified conditions, including that the person's subsequent retirement occurs within 120 days after separation of employment or the person is subject to disability retirement, as specified, the person had at least 5 years of credited service for the employer from which he or she first retired or qualifies for a contribution payable by an employer under disability retirement, and that the person is not eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 416</a> <a href="#">Gordon D</a></p> <p>California Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY PRINT 2/19/2013 - From printer. May be heard in committee March 21.</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the general fund, upon appropriation by the Legislature, for purposes of providing grants to develop and implement greenhouse gas emission reduction projects in the state. The bill would require the state board to award moneys under the program to eligible recipients, as specified, and would permit the state board to give consideration to the ability of a project to, among other things, create local job training and job creation benefits and provide opportunities to achieve greenhouse gas emission reduction in ways that increase localized energy resources.</p>	
<p><a href="#">AB 417</a> <a href="#">Frazier D</a></p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY PRINT 2/19/2013 - From printer. May be heard in committee March 21.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency 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 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 OPR and the county clerk. This bill would require OPR to post specified information on its Internet Web site.</p>	
<p><a href="#">AB 441</a> <a href="#">Patterson R</a></p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.</p>	<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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 453</a> <a href="#">Mullin D</a></p> <p>Sustainable communities.</p>	<p>ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.</p>	<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.</p>	
<p><a href="#">AB 463</a> <a href="#">Logue R</a></p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.</p>	<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>	
<p><a href="#">AB 466</a> <a href="#">Quirk-Silva D</a></p> <p>Public transportation: local transportation fund.</p>	<p>ASSEMBLY PRINT 2/20/2013 - May be heard in committee March 22.</p>	<p>Existing law provides for the allocation by the designated transportation planning agency of funds in a county's local transportation fund derived from 1/4% of the sales tax to transit operators for public transportation purposes and, in certain cases, to cities and counties for street and road purposes. Existing law defines "transportation planning agency" for these purposes.</p> <p>This bill would make a non-substantive change to this definitional provision.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 481</u></a> <a href="#"><u>Lowenthal D</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.</p>	<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 or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 493</u></a> <a href="#"><u>Daly D</u></a></p> <p>Toll facilities.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<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 July 6, 2016.</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 July 6, 2016.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 515 Dickinson</a> D</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</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 provide for at least 2 CEQA compliance court districts within the state, with the appropriate boundaries for the districts and locations for seating CEQA compliance courts to be determined by rule of court. The bill would establish a CEQA compliance court in every district, consisting of at least 3 judges. The bill would require the Governor to appoint judges to the CEQA compliance court based upon their expertise in CEQA and related land use and environmental laws, so that those judges will be able to hear and quickly resolve those actions or proceedings. The bill would require the Chief Justice of California to designate one of the judges of each CEQA compliance court district as the presiding judge of that district. The bill would give the CEQA compliance court jurisdiction over actions or proceedings involving CEQA, as well as joined matters involving related land use and environmental laws. The bill would provide that decisions of the CEQA compliance court may be appealed only to the Supreme Court. The bill would require the CEQA compliance court to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance court finds that a determination of a public agency violated CEQA, the bill would require that the court order specify what action taken by the public agency was in error.</p>	
<p><a href="#">AB 519 Logue</a> R</p> <p>Working hours: meal periods.</p>	<p>ASSEMBLY PRINT 2/21/2013 - May be heard in committee March 23.</p>	<p>Existing law, subject to certain exceptions, prohibits an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the commission determines the order is consistent with the health and welfare of affected employees. Existing law exempts employees in certain occupations from these provisions.</p> <p>This bill would make technical, non-substantive changes to the above provisions.</p>	
<p><a href="#">AB 528 Lowenthal</a> D</p> <p>State Rail Plan.</p>	<p>ASSEMBLY PRINT May be heard in committee March 23.</p>	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, Governor, and specified entities. The plan consists 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.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

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as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 529</u></a> <a href="#"><u>Lowenthal D</u></a></p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program 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 imposes certain fees on a motor carrier of property, and requires that the Department of the California Highway Patrol recommend that the Department of Motor Vehicles suspend or revoke a motor carrier's permit if it determines that the motor carrier failed to pay specified fees.</p> <p>This bill would declare the intent of the Legislature to enact legislation to streamline the commercial truck inspection system and to transfer duties relating to the accounting of motor carrier fees to the Department of Motor Vehicles.</p>	
<p><a href="#"><u>AB 541</u></a> <a href="#"><u>Daly D</u></a></p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to operate a pilot program similar to the one operated by the City of Santa Monica. The bill would request that the university submit a report by July 1, 2018, on the viability of advertisement sales relating to illuminated signs on public buses to the Legislature. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 543</u></a> <a href="#"><u>Campos D</u></a></p> <p>California Environmental Quality Act: translation.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law, 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 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 any notice, document, or executive summary required by the act when the impacted community has a substantial number of non-English-speaking people, as specified. By requiring a lead agency to translate these writings, this bill would impose a state-mandated local program.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 572</a> <a href="#">Atkins D</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. 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.</p> <p>This bill, for purposes of determining the viability of incentivizing greenhouse gas emissions reductions through increased energy efficiency, would require the state board, in consultation with the State Energy Resources Conservation and Development Commission, to identify and evaluate the energy efficiency investments of at least one large-scale building development project that the state board determines will likely provide a significant low-cost opportunity for greenhouse gas emissions reductions through investment in energy efficient measures that are more stringent than applicable building code standards.</p>	
<p><a href="#">AB 574</a> <a href="#">Lowenthal D</a></p> <p>State highways: relinquishment.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish state highway segments to local agencies that have been deleted from the state highway system by legislative enactment, and in certain other cases.</p> <p>This bill would generally authorize the California Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the department and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system. The bill would also require the department to expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway segment within the jurisdiction of the entity making the request, and would require the department, from time to time, to recommend to the Legislature any revisions to the statutory descriptions of state highway routes occasioned by relinquishments approved by the commission. The bill would make other related changes.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 600</a> <a href="#">Bonta D</a> Heavy-duty vehicles: smoke emissions.	ASSEMBLY PRINT	<p>Existing law requires the State Air Resources Board to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive emissions of smoke.</p> <p>This bill would make a technical, non-substantive change to this provision.</p>	
<a href="#">AB 603</a> <a href="#">Cooley D</a> Public contracts: design-build.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	<p>Existing law provides for a Design-Build Demonstration Program that allows for a local transportation entity to utilize the design-build method of procurement for a specified amount of projects for local and state projects. Existing law defines "local transportation entity" as a designated transportation authority, a consolidated agency, the Santa Clara Valley Transportation Authority, any other local or regional transportation entity that is designated as a regional transformation agency. Existing law subjects both local and state projects to specified procedural requirements to qualify as a design-build project. Existing law repeals these provisions on January 1, 2014.</p> <p>This bill would include in the definition of a local transportation entity a city, county, city and county, and a joint powers authority. This bill would only apply the specified procedural requirements to the state design-build projects. This bill would delete the repeal date. This bill would also authorize the Capital Southeast Connector Joint Powers Authority to use design-build procurement, as specified. This bill makes findings regarding the need for special legislation.</p>	
<a href="#">AB 616</a> <a href="#">Bocanegra D</a> Local public employee organizations: dispute: fact-finding panel.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	<p>Existing law requires the governing body of a public agency, or such boards, commissions, administrative officers, or other representatives as may be properly designated by law or by such 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 provides that an employee organization may request that the parties' differences be submitted to a fact-finding panel, as specified.</p> <p>This bill would make non-substantive changes to that provision.</p>	
<a href="#">AB 662</a> <a href="#">Atkins D</a> Local government: infrastructure financing districts.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	<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. Existing law, effective February 1, 2012, dissolved all redevelopment agencies and community development agencies and provides for the designation of successor agencies, as specified.</p> <p>This bill would delete the prohibition on infrastructure financing district including any portion of a redevelopment project area.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 664</u></a> <a href="#"><u>Williams D</u></a></p> <p>Gold Coast Transit District.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit services.</p> <p>This bill would create the Gold Coast Transit District in the County of Ventura. The bill would provide that the jurisdiction of the district would initially include the Cities of Oxnard, Ventura, Port Hueneme, and Ojai and the unincorporated areas of the County of Ventura. The bill would authorize other cities in the County of Ventura to subsequently join the district. The bill would dissolve the existing joint powers agency known as Gold Coast Transit, and would create the district, on July 1, 2014. The bill would provide for the transfer of assets from Gold Coast Transit to the district, and would provide for the member agencies of the district to claim transit funds under the Transportation Development Act on behalf of the district. The bill would provide for a governing board and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the district to operate transit services, and would authorize the district to seek voter approval of tax measures and to issue revenue bonds. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 667</u></a> <a href="#"><u>Hernández,</u></a> <a href="#"><u>Roger D</u></a></p> <p>Land use: development project review.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The Permit Streamlining Act within the Planning and Zoning Law requires the lead agency that has the principal responsibility for approving a development project, as defined, to approve or disapprove the project within a specified number of days from the date of certification of an environmental impact report, the date of the adoption of a negative declaration, or the determination by the lead agency that the project is exempt from the California Environmental Quality Act.</p> <p>This bill would make technical, non-substantive changes to those provisions.</p>	
<p><a href="#"><u>AB 680</u></a> <a href="#"><u>Salas D</u></a></p> <p>Transportation funds.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget.</p> <p>This bill would make non-substantive changes to these provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 690</a> <a href="#">Campos</a> D</p> <p>Jobs and infrastructure financing districts: voter approval.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and infrastructure financing districts (JIDs) with 55% voter approval. 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.</p>	
<p><a href="#">AB 695</a> <a href="#">Mansoor</a> R</p> <p>Public employees' health benefits.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The Public Employees' Medical and Hospital Care Act (PEMHCA), which is administered by the Board of Administration of the Public Employees' Retirement System (PERS), authorizes the board to contract for health benefit plans for employees and annuitants, as defined. PEMHCA requires the state and each employee or annuitant to contribute a portion of the cost of providing the benefit coverage afforded under the approved health benefit plan in which the employee or annuitant is enrolled. Contributions and premiums paid under PEMHCA are deposited in the Public Employees' Health Care Fund and the Public Employees' Contingency Reserve Fund, which are continuously appropriated funds.</p> <p>This bill would make technical, non-substantive changes to a provision of the Public Employees' Medical and Hospital Care Act.</p>	
<p><a href="#">AB 696</a> <a href="#">Mansoor</a> R</p> <p>Public employment: pensions.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>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 and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan, setting the maximum benefit allowable for employees first hired on or after January 1, 2013, as a formula commonly known as 2.5% at age 67 for nonsafety members, one of 3 formulas for safety members, 2% at age 57, 2.5% at age 57, or 2.7% at age 57, and 1.25% at age 67 for new state miscellaneous or industrial members who elect to be in Tier 2. Under PEPRA, the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in certain other provisions.</p> <p>This bill would make technical, non-substantive changes to this provision.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 730</a> <a href="#">Alejo D</a> Monterey-Salinas Transit District.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<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. The bill would make other related changes.</p>	
<p><a href="#">AB 741</a> <a href="#">Brown D</a> Local government finance: tax equity allocation formula: qualifying cities.</p>	<p>ASSEMBLY PRINT 2/22/2013 - May be heard in committee March 24.</p>	<p>Existing property tax law requires the auditor of each county with qualifying cities, as defined, to make certain property tax revenue allocations to those cities in accordance with a specified Tax Equity Allocation (TEA) formula established in a specified statute and to make corresponding reductions in the amount of property tax revenue that is allocated to the county.</p> <p>This bill would, commencing with the 2012-13 fiscal year and each fiscal year thereafter, increase the allocation of property tax revenues under a new TEA formula, as specified, for qualifying cities, as defined. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 749</a> <a href="#">Gorell R</a></p> <p>Public-private partnerships.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission, an organization established by the Business, Transportation and Housing Agency, to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions.</p> <p>This bill would delete the reference to the Public Infrastructure Advisory Commission established by the Business, Transportation and Housing Agency. The bill would instead create a new Public Infrastructure Advisory Commission, with 12 members, of which 5 would be appointed by the Governor, 3 by the Senate Committee on Rules, and 2 by the Speaker of the Assembly. In addition, the Treasurer and the Director of General Services, or their representatives, would serve on the commission. The bill would assign additional duties to the commission, including a requirement for the commission to make a determination for each agreement submitted to it relative to whether the public-private partnership procurement method is suitable for the project, or whether another procurement method should be used, as specified. This determination would be binding on the department or regional transportation agency. The bill would require the commission to establish best practices for public-private partnerships, and to identify other state departments that would benefit from similar contracting authority. The bill would authorize the commission to charge a fee for certain of these new duties. The bill would also extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2019.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 863</a> <a href="#">Torres D</a></p> <p>Transit projects: environmental review process.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing federal law authorizes the United States Secretary of Transportation to enter into an agreement with a state under which the state assumes the responsibilities of the secretary with respect to federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p> <p>This bill would authorize the department to assume similar responsibilities for federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	
<p><a href="#">ACA 6</a> <a href="#">Gatto D</a></p> <p>Initiatives: constitutional amendments: voter approval.</p>	<p>ASSEMBLY PRINT 2/12/2013 - May be heard in committee March 14.</p>	<p>Existing provisions of the California Constitution provide for the electors to propose amendments to the Constitution by initiative and to adopt or reject them. Any proposed initiative measure submitted to the voters becomes effective if it is approved by a majority of votes cast.</p> <p>This measure would increase the vote requirement from a majority to 55% of the votes cast for the electors to amend the Constitution by an initiative measure, except that this measure would permit the electors to repeal a previously adopted initiative or legislative amendment to the Constitution, including certain subsequent amendments to that constitutional amendment, by an initiative measure passed by a majority vote.</p>	
<p><a href="#">ACA 8</a> <a href="#">Blumenfield D</a></p> <p>Local government financing: voter approval.</p>	<p>ASSEMBLY PRINT 2/14/2013 - From printer. May be heard in committee March 16.</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.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1 Steinberg D</a></p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE G. &amp; F. 1/10/2013 - Referred to Coms. on GOV. &amp; F. and T. &amp; H.</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><a href="#">SB 7 Steinberg D</a></p> <p>Public works: charter cities.</p>	<p>SENATE L. &amp; I.R. 2/19/2013 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. &amp; I.R.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law defines "public works" to include, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds, and street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state, or of any political subdivision or district thereof, whether the political subdivision or district operates under a freeholder's charter or not.</p> <p>This bill would prohibit a charter city from receiving or using state funding or financial assistance for a construction project if the city has a charter provision or ordinance that authorizes a contractor to not comply with prevailing wage provisions on any public works contract. The bill would, except as specified, prohibit a charter city from receiving or using state funding or financial assistance for a construction project for up to 2 calendar years if the city has, after January 1, 2014, awarded a public works contract without requiring the contractor to comply with prevailing wage provisions. This bill would authorize charter cities to receive or use state funding or financial assistance if the city has adopted a local prevailing wage ordinance that includes requirements that are equal to or greater than the state's prevailing wage requirements, as specified. This bill would exclude contracts for projects of \$25,000 or less for construction work, or projects of \$15,000 or less for alteration, demolition, repair, or maintenance work. This bill would require the Director of Industrial Relations to maintain a list of charter cities that may receive and use state funding and financial assistance for their construction projects. <b>Last Amended on 2/19/2013</b></p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 11</a> <a href="#">Pavley D</a></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE T. &amp; H. 2/21/2013 - Set for hearing April 2.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (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.</p> <p>This bill would provide that the State Air Resources Board (state board), until January 1, 2024, 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 person 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 January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. 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, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 13</a> <a href="#">Beall D</a></p> <p>Public employees' retirement benefits.</p>	<p>SENATE APPR. 2/12/2013 - From committee: Do pass and re-refer to Com. on APPR.</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 I 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 clarify the application of PEPR to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. 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 PEPR. <b>Last Amended on 2/6/2013</b></p>	
<p><a href="#">SB 18</a> <a href="#">Hernandez D</a></p> <p>Individual health care coverage.</p>	<p>SENATE RLS. 1/10/2013 - Referred to Com. on RLS.</p>	<p>Existing federal law, the federal Patient Protection and Affordable Care Act (PPACA) enacts various health care coverage market reforms that take effect January 1, 2014. Among other things, PPACA requires each health insurance issuer that offers health insurance coverage in the individual or group market in a state to accept every employer and individual in the state that applies for that coverage and to renew that coverage at the option of the plan sponsor or the individual. PPACA prohibits a group health plan and a health insurance issuer offering group or individual health insurance coverage from imposing any preexisting condition exclusion with respect to that plan or coverage. PPACA allows the premium rate charge by a health insurance issuer offering small group or individual coverage to vary only by family composition, rating area, age, and tobacco use, as specified, and prohibits discrimination against individuals based on health status.</p> <p>This bill would state the intent of the Legislature to enact legislation that would reform the individual health care coverage market consistent with the PPACA. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 24</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: benefit plans.</p>	<p>SENATE P.E. &amp; R. 1/10/2013 - Referred to Com. on P.E. &amp; R.</p>	<p>Existing law regulates state and local public retirement systems and generally requires public employees who are new members, as defined, of those systems, on and after January 1, 2013, to participate in specified benefit plans. Existing law permits a public employer that, before January 1, 2013, offers a defined benefit pension plan that provides a defined benefit formula with a lower benefit factor at normal retirement age, and results in a lower normal cost, than the defined benefit formula required for new employees on and after January 1, 2012, to continue to offer that defined benefit formula and excepts the employer from specified requirements regarding pensionable compensation. Existing law requires, in the case of these plans, if a new defined benefit formula is adopted on or after January 1, 2013, that the formula meet certain requirements and, among other things, be approved by the Legislature. Existing law prescribes the same requirements for a retirement benefit plan that consists solely of a defined contribution plan if the employer, on or after January 1, 2013, adopts a new defined benefit pension plan or defined benefit formula, as specified.</p> <p>This bill would eliminate the requirement that the Legislature approve the changes in the instances described above. This bill would also authorize a local agency public employer or public retirement system that offers a defined benefit pension plan to offer a benefit formula with a lower benefit factor at normal retirement age and that results in a lower normal cost than the benefit formulas that are currently required, for purposes of addressing a fiscal necessity.</p>	
<p><a href="#">SB 33</a> <a href="#">Wolk D</a></p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>SENATE G. &amp; F. 1/10/2013 - Referred to Com. on GOV. &amp; F.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would 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>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 34</a> <a href="#">Rubio D</a></p> <p>Greenhouse gas: carbon capture and storage.</p>	<p>SENATE E.Q. 2/15/2013 - From committee with author's amendment s. Re- referred to Com. on E.Q.</p>	<p>Existing law requires the Division of Oil, Gas, and Geothermal Resources of the Department of Conservation to regulate the construction and operation of oil, gas, and geothermal wells. Pursuant to existing federal law, the federal Underground Injection Control (UIC) program, the United States Environmental Protection Agency delegated responsibility to the division to regulate class II wells, which are wells that use injections for, among other things, enhanced recovery of oil or natural gas. The federal UIC program implements regulations that apply to class VI wells, which include wells used for geologic sequestration of carbon dioxide under specific circumstances.</p> <p>This bill, upon the adoption by the State Air Resources Board of a final methodology for carbon capture and storage projects seeking to demonstrate geologic sequestration of greenhouse gases, specifically would require the division to regulate carbon dioxide enhanced oil recovery projects that seek to demonstrate carbon sequestration under various laws providing for the reduction of greenhouse gas emissions. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 2/15/2013</b></p>	
<p><a href="#">SB 39</a> <a href="#">De León D</a></p> <p>Energy: school facilities: energy efficiency upgrade projects.</p>	<p>SENATE ED. 1/10/2013 - Referred to Coms. on ED. and E., U., &amp; C.</p>	<p>The California Clean Energy Jobs Act, an initiative measure enacted by voters at the November 6, 2012, statewide general election, establishes the Clean Energy Job Creation Fund and requires moneys in the fund to be available for appropriation during specified fiscal years for, among other things, the purposes of funding energy efficiency projects in school facilities.</p> <p>This bill would enact the Clean Energy Employment and Student Advancement Act of 2013 and would require the Office of Public School Construction to establish a school district assistance program to distribute grants, on a competitive basis, for energy efficiency upgrade projects pursuant to the California Clean Energy Jobs Act. The bill would require the office, upon the approval of the State Allocation Board, to award a school district grants for energy efficiency upgrade projects meeting specified criteria. The bill would require the office to give priority applications meeting specified criteria. This bill contains other related provisions.</p>	
<p><a href="#">SB 54</a> <a href="#">Hancock D</a></p> <p>Retirement: county employees.</p>	<p>ASSEMBLY DESK 2/15/2013 - In Assembly. Read first time. Held at Desk.</p>	<p>The California Public Employees' Pension Reform Act of 2013 requires each county retirement system created pursuant to the County Employees Retirement Law of 1937 to use a retirement formula commonly known as 2.5% at 67 years of age for nonsafety members first hired on or after January 1, 2013, except that a lower retirement formula may be used as specified. The County Employees Retirement Law of 1937 authorizes the Alameda County Board of Supervisors to provide service retirement allowances for general members based on one of 2 formulas commonly known as the 2% at 57 years of age formula or the 1.64% at 57 years of age formula.</p> <p>This bill would authorize the Alameda County Board of Supervisors to adopt a resolution that would provide service retirement allowances based on a formula commonly known as the 2% at 65 years of age formula for general members hired after approval of the resolution, as specified. This bill contains other related provisions. <b>Last Amended on 2/13/2013</b></p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 56</a> <a href="#">Roth D</a></p> <p>Local government finance.</p>	<p>SENATE RLS. 1/17/2013 - Referred to Com. on RLS.</p>	<p>Existing law required, on and after July 1 2004, and before July 1, 2011, that a specified portion of the motor vehicle license fee revenues deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated first to the County of Orange and next to each city and county meeting specified criteria, including each city that was incorporated from unincorporated territory after August 5, 2004. Existing law requires, on or after July 1, 2011, that the same portion of revenues be deposited into the Local Law Enforcement Services Account in the Local Revenue Fund 2011 for allocation to cities, counties, and cities and counties.</p> <p>This bill would state the Legislature's intent to enact legislation that would restore funding to cities that either were incorporated or annexed territory after 2004.</p>	
<p><a href="#">SB 64</a> <a href="#">Corbett D</a></p> <p>Proposition 39: implementation.</p>	<p>SENATE RLS. 1/24/2013 - Referred to Com. on RLS.</p>	<p>The California Clean Energy Jobs Act, an initiative approved by the voters at the November 6, 2012, statewide general election as Proposition 39, made changes to corporate income taxes and, except as specified, provides for the transfer of \$550,000,000 annually from the General Fund to the Clean Energy Job Creation Fund for 5 fiscal years beginning with the 2013-14 fiscal year. Moneys in the Clean Energy Job Creation Fund are available, upon appropriation by the Legislature, for purposes of funding eligible projects that create jobs in California improving energy efficiency and expanding clean energy generation. Existing law provides for the allocation of these funds for eligible projects at public school facilities, university and college facilities, and other public buildings and facilities, as well as job training and workforce development, and public-private partnerships, as specified.</p> <p>This bill would state the intent of the Legislature to install clean energy at public schools, universities, and colleges, and at other public buildings and facilities consistent with the California Clean Energy Jobs Act.</p>	
<p><a href="#">SB 110</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE T. &amp; H. 1/24/2013 - Referred to Com. on T. &amp; H.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 123</a> <a href="#">Corbett D</a></p> <p>Environmental and Land-Use Court.</p>	<p>SENATE JUD. 1/31/2013 - Referred to Com. on JUD.</p>	<p>Existing law establishes a statewide system of courts with a superior court of one or more judges in each county. 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 require the presiding judge of each superior court to establish an environmental and land-use division within the court to process civil proceedings brought pursuant to the California Environmental Quality Act or in specified subject areas, including air quality, biological resources, climate change, hazards and hazardous materials, land use planning, and water quality. The bill would require the Judicial Council, by rule of court, to identify statutes in those specified areas that would be within the jurisdiction of the environmental and land-use court division. The bill would require the Judicial Council, by rule of court, to establish appropriate standards and protocols for the environmental and land-use court division to accomplish the objectives of consistency, expediency, and expertise, including educational requirements and other qualifications for specialized judges assigned to the division.</p>	
<p><a href="#">SB 124</a> <a href="#">Corbett D</a></p> <p>Public contracts: bid preferences: clean energy.</p>	<p>SENATE E. U., &amp; C. 1/31/2013 - Referred to Coms. on E., U., &amp; C. and G.O.</p>	<p>Existing law imposes various requirements with respect to contracting by state agencies and the Trustees of the California State University. Existing law requires state agencies and to the Trustees of the California State University to use a competitive bidding process when contracting for goods and services. However, existing law allows a public agency to award an energy service contract if the governing body determines it is in the best interest of the agency and costs will be reduced, as specified.</p> <p>This bill would require state agencies and the Trustees of the California State University that accept bids or proposals for a contract for the purchase or installation of a clean energy device, technology, or system, as defined, to provide a 5% preference to a bidder that certifies that all of the parts of the clean energy device, technology, or system to be installed have been manufactured or assembled in the state, in accordance with specified criteria. This bill would authorize a public agency, including, but not limited to, the Trustees of the California State University, to award a contract based on the fact that a clean energy device, technology, or system was manufactured or assembled in the state if the contract is an energy service contract determined to be in the best interest of the public agency.</p>	
<p><a href="#">SB 142</a> <a href="#">DeSaulnier D</a></p> <p>Public transit.</p>	<p>SENATE G. &amp; F. 2/7/2013 - Referred to Com. on GOV. &amp; F.</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.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 165</a> <a href="#">Walters R</a></p> <p>Public Employees' Retirement System: membership: exclusions.</p>	<p>SENATE RLS. 2/14/2013 - Referred to Com. on RLS.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to its members based on age at retirement, service credit, and final compensation. Existing law defines "member" for purposes of PERL and excludes certain people from membership in PERS.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p><a href="#">SB 167</a> <a href="#">Gaines R</a></p> <p>Environmental quality: California Environmental Quality Act.</p>	<p>SENATE RLS. 2/14/2013 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, 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.</p> <p>This bill would make technical, non-substantive changes to those provisions.</p>	
<p><a href="#">SB 203</a> <a href="#">Pavley D</a></p> <p>Local transportation funds: Ventura County.</p>	<p>SENATE T. &amp; H. 2/21/2013 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, for various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally requires these funds to be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes.</p> <p>This bill would repeal the provisions specifically relating to Ventura County and the expenditure of local transportation funds there. This bill contains other existing laws.</p>	
<p><a href="#">SB 230</a> <a href="#">Knight R</a></p> <p>Local transportation funds: performance audits.</p>	<p>SENATE RLS. 2/21/2013 - Referred to Com. on RLS.</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.</p> <p>This bill would correct an obsolete cross-reference in this definition of operating costs.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 232</a> <a href="#">Monning D</a></p> <p>Private employment: public transit employees.</p>	<p>SENATE L. &amp; I.R. 2/21/2013 - Referred to Com. on L. &amp; I.R.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	
<p><a href="#">SB 286</a> <a href="#">Yee D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE PRINT 2/15/2013 - From printer. May be acted upon on or after March 17.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would extend the operation of those provisions to January 1, 2018, or until the Secretary of State receives that specified notice. By extending a crime that otherwise would be repealed, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 469</a> <a href="#">Corbett D</a></p> <p>Public contracts: local agencies: public transit vehicles.</p>	<p>SENATE PRINT 2/22/2013 - May be acted upon on March 24.</p>	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts.</p> <p>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.</p>	
<p><a href="#">SCA 3</a> <a href="#">Leno D</a></p> <p>Taxation: educational entities: parcel tax.</p>	<p>SENATE G. &amp; F. 2/7/2013 - Referred to Coms. on GOV. &amp; F. and E. &amp; C.A.</p>	<p>The California Constitution generally conditions the imposition of a special tax by a city, county, or special district, including a school district, upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax.</p> <p>This measure would alternatively condition the imposition, extension, or increase of a parcel tax, as defined, by a school district, community college district, or county office of education upon the approval of 55% of its voters voting on the proposition, if the proposition meets specified requirements. This measure would also make conforming changes to related provisions.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 4</a> <a href="#">Liu D</a></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE G. &amp; F. 2/14/2013 - Referred to Coms. on GOV. &amp; F. and RLS.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
<p><a href="#">SCA 6</a> <a href="#">DeSaulnier D</a></p> <p>Initiative measures: funding source.</p>	<p>SENATE E. &amp; C.A. 2/7/2013 - Referred to Com. on E. &amp; C.A.</p>	<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>	
<p><a href="#">SCA 8</a> <a href="#">Corbett D</a></p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE G. &amp; F. Referred to Coms. on GOV. &amp; F. and RLS.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
<p><a href="#">SCA 9</a> <a href="#">Corbett D</a></p> <p>Local government: economic development: special taxes: voter approval.</p>	<p>SENATE G. &amp; F. 2/7/2013 - Referred to Coms. on GOV. &amp; F. and E. &amp; C.A.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	

**SMCTA Bill Matrix  
as of 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 11</a> <a href="#">Hancock D</a></p> <p>Local government: special taxes: voter approval.</p>	<p>SENATE G. &amp; F. Referred to Coms. on GOV. &amp; F. and E. &amp; C.A.</p>	<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. The measure would also make conforming and technical, non-substantive changes.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: C.H. (Chuck) Harvey                      Gigi Harrington  
Deputy CEO                                      Deputy CEO

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 2<sup>ND</sup> QUARTER FISCAL  
YEAR 2013**

**ACTION**

The attached Capital Projects Quarterly Status Report is submitted to the Board for information only. No Board action is required.

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

Prepared By: Kelvin Yu, Manager, Project Controls  
Joseph M. Hurley, Director, TA Program

650-622-7853  
650-508-7942

The Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter  
Fiscal Year 2013 is available for review at the following link:

[http://www.smcta.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/FY13\\_Q2\\_TA\\_Quarterly\\_Report.pdf](http://www.smcta.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/FY13_Q2_TA_Quarterly_Report.pdf)