



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**April 4, 2013 – Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a. Approval of Minutes of March 7, 2013
  - b. Acceptance of Statement of Revenues and Expenditures for February 2013
5. Public Comment  
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report – March 13, 2013 INFORMATIONAL
8. Joint Powers Board Report
9. Report of the Executive Director
10. Program RESOLUTION
  - a. Authorize Approval of Guiding Principles for Project Selection for the New Measure A Grade Separation Program
  - b. Program Report: Transit – Caltrain Modernization-Corridor Electrification INFORMATIONAL
  - c. Update on State and Federal Legislative Program INFORMATIONAL
11. Requests from the Authority
12. Written Communications to the Authority
13. Report of Legal Counsel

14. Date/Time of Next Meeting: Thursday, May 2, 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

15. 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 MARCH 7, 2013**

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

**MEMBERS ABSENT:** C. Groom

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

Vice Chair Karyl Matsumoto called the meeting to order at 4:37 p.m. and Director David Canepa led the Pledge of Allegiance.

**SWEARING IN DAVID CANEPA (NORTHERN JUDICIAL CITIES REPRESENTATIVE)**

Authority Secretary Martha Martinez administered the oath of office to Director Canepa.

**REPORT OF LEGAL COUNSEL**

Legal Counsel Joan Cassman said the Board will go into closed session to discuss real property acquisition involving the Broadway Interchange Project.

Adjourned to closed session at 4:40 p.m.

Reconvened from closed session at 4:55 p.m.

Ms. Cassman said the Board met in closed session as permitted by the Brown Act and there is no formal action for the Board to take.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

CAC Chair Barbara Arietta reported on the March 5, 2013 meeting:

- The CAC supports all items on the TA Agenda.
- TransForm will host a transportation summit in Sacramento on April 23 to discuss State-level opportunities.
- California High-speed Rail Authority (CHSRA) held a meeting in Redwood City on March 6.
- Chair Arietta read a letter to the CAC from San Mateo County Democracy for America concerning their stance on California Environmental Quality Act (CEQA) reform and how it relates to transportation projects.

**CONSENT CALENDAR**

- 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

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

#### **PUBLIC COMMENT**

None

#### **CHAIRPERSON'S REPORT – KARYL MATSUMOTO**

Vice Chair Matsumoto said the TA is recruiting for CAC members. Applications are due on April 6.

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

Director Don Horsley asked if the SamTrans is adding channels to the Trunked Radio System. Deputy CEO Chuck Harvey said SamTrans will be using the 700 megahertz frequency and will be sharing additional channels with emergency responders, and this will free up a data line so SamTrans will be able to transmit its Global Positioning System coordinates and other information to increase the accuracy of the Predictive Arrival/Departure System (PADS).

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

Executive Director Michael Scanlon reported:

- The Board approved the following:
  - Statement of Revenues and Expenses for January 2013.
  - Memorandum of Understanding between the JPB and CHSRA.
  - Contract for signal system rehabilitation work with Balfour Beatty Rail, Inc.
  - Caltrain Transit Sustainability Strategic Plan.
- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – January 2013 compared to January 2012
    - Total Ridership was 1,232,312, an increase of 10.9 percent.
    - Average Weekday Ridership was 45,111, an increase of 9 percent.
    - Total Revenue was \$5,247,032, an increase of 13.6 percent.
    - On-time Performance was 94.2 percent, an increase of 0.2 percent.
    - Caltrain Shuttle Ridership was 7,695, an increase of 3.4 percent.
  - Year-to-date Performance Statistics – January 2013 compared to January 2012
    - Total Ridership was 8,959,793, an increase of 11.9 percent.
    - Average Weekday Ridership was 47,846, an increase of 11.9 percent.
    - Total Revenue was \$39,426,967, an increase of 17.2 percent.
    - On-time Performance was 90.4 percent, a decrease of 3.1 percent.
    - Caltrain Shuttle Ridership was 8,247, an increase of 19.5 percent.
- Title VI public meetings were held in Gilroy, Mountain View, San Carlos and San Francisco. Attendance has been minimal and no comments have been received. Last day to submit comments is March 29.
- Annual onboard passenger counts were just completed and staff will present the results to the JPB in the spring.
- Union Pacific will be replacing railroad ties in the Gilroy area the week of March 11.

- Special service:
  - Giants FanFest was on February 9. An additional 5,400 riders were carried on three extra northbound trains and two extra southbound trains.
  - A modified Saturday schedule was operated on President's Day. Ridership was down slightly from last year with 2,200 riders in the morning.
  - In February the San Jose Sharks had five home games and an additional 2,000 riders were carried, a 15 percent increase over last year.
  - The World Baseball Classic will be held at AT&T Park March 17-19. Baseball service will be provided for the evening games.
  - Giants baseball returns with exhibition games on March 28 and 29 and the home opener on April 5.
- Field testing of PADS will occur the week of March 4.
- In partnership with Santa Clara Valley Transportation Authority, Caltrain staff will hold an open house at the Gilroy Caltrain Station on Saturday, March 23 from 11 a.m. – 2 p.m. An insert was included in Gilroy utility bills and post cards were mailed to residents in Morgan Hill and San Martin.
- Last summer the price of tickets purchased at the ticket vending machines was increased 25 cents for a one-way trip. The purpose was to move people over to the Clipper Card with a goal of at least 50 percent of one-way tickets purchased via Clipper. The Board also authorized staff to increase the ticket vending machine zone price if the 50 percent wasn't reached by July 2013. The goal has not been reached, but staff recommends against the additional increase in favor of more outreach to customers. Staff will reevaluate possible increases in January 2014.
- Staff launched @Caltrain\_News, a Twitter account, in January and there are more than 4,500 followers.
- Executive Officer, Caltrain Modernization Program Marian Lee gave an update on the Caltrain Modernization Program and the environmental impact rework.
- General Counsel met in closed session to discuss an injury to a contractor's employee.
- The meeting was adjourned in memory of Bimla Rhinehart, Executive Director of the California Transportation Commission who passed away on March 5, and Santa Cruz police officers who were killed in the line of duty on February 26, Sergeant Loren "Butch" Baker and Detective Elizabeth Butler.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- Welcomed Director Canepa.
- Pedestrian and Bicycle Call for Projects (CFP) will be issued in early spring. TA and City/County Association of Governments (C/CAG) staffs have been working through logistics on the role of C/CAG's Bicycle and Pedestrian Advisory Committee (BPAC) in the evaluation process.
- The U.S. Highway 101/Willow Road Interchange Project community meeting was held on March 16. The proposal is to reconstruct the interchange to improve safety, relieve congestion, and enhance access. It is currently in the environmental review stage.
- Staff prepared a TA Fact Sheet overview of dollars spent. It will be posted on the TA website.

## **PROGRAM**

### **Program Report: Highway Program – U.S. Highway 101/Broadway Interchange**

Project Manager Jim McKim presented:

- Project is to improve existing circuitous movements, accommodate future traffic growth, improve southbound U.S. Highway 101 ramps, and increase bicycle and pedestrian access.
- A map of the current and proposed interchange was shown.
- Project will cost \$80 million. It is fully funded with TA, State, Federal, and local monies.
- There are several stages necessary to minimize the impact to the residents and commercial properties in the area.
- Renderings of the project were shown.
- Construction should begin in the spring of 2014 and finish in the spring of 2017.

### **Update on Grade Separation Program**

Executive Officer, Planning and Development April Chan presented:

- Fifteen percent of Measure A funds was set aside for this program.
- The purpose of the program is to construct or upgrade railroad crossings along the Caltrain and Dumbarton rail lines, to improve safety and relieve traffic congestion.
- Staff estimated \$225 million would be available over the life of the program; staff estimates \$200 million is left in the program, a portion having been allocated to the current San Bruno Grade Separation Project.
- The cities that have candidate railroad crossings listed in the Expenditure Plan include South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Redwood City, Menlo Park, Atherton, and East Palo Alto.
- Selection criteria should consider safety improvement, geographic equity, economic development and funding leverage. Available funding is limited, so not all projects can be funded.
- The project needs to be supported by Caltrain.
- The solicitation of letters of interest from cities was sent out in September 2012. South San Francisco, San Bruno, Burlingame, San Mateo, and Menlo Park expressed interest.
- Proposed guiding principles include: requiring at least 80 percent of remaining available funds be set aside for construction, up to 20 percent for pre-construction with 10 percent for design, and a city is to receive no more than 50 percent of available construction funding from the program.
- Cities should study project alternatives and provide cost estimates for different options, including a scenario consistent with the Caltrain Blended System, provide information on congestion relief and safety improvement and provide information on economic development/transit-oriented development opportunities in the area.
- Once the planning phase is completed, city councils must approve the project, and Caltrain must concur with the selected project alternative.
- The design needs to be CEQA-approved and completed or coordinated with Caltrain to ensure railroad design standards are met. Value engineering is required and non-Measure A funds must be leveraged.

- To begin the construction phase, the following must occur: the city council must approve the project, there must be local community support, construction must be done by Caltrain, there must be an adequate full-funding plan, and the project must provide support for economic development.
- Next steps include:
  - Board approval of the project selection process in April,
  - Applicants to be notified to submit project requests in April and May,
  - Recommendations to the Board for the first round of funding in summer 2013.

Director Naomi Patridge asked if a city will still be eligible for the funding if it does not have city council and local support. Ms. Chan said the city council must approve the project before funding will be approved.

Director Terry Nagel asked why some cities did not apply. Ms. Chan said it was not a requirement to apply and not filing a letter of interest is not a disqualification. Staff wanted to get an understanding of the interest level. Mr. Scanlon said cities can apply at a later time.

Director Nagel asked if the county would do the preliminary planning and assessment. Ms. Chan said the city does not have to do the project, but the environmental, design and construction phases should be done by Caltrain. Cities do the preliminary work to make the request for a grade separation.

Director Nagel said she would like to discuss the philosophy of grade separations because it is intertwined with the High-speed Rail (HSR) project. She said there needs to be a consensus view of how to go forward with grade separations. She said she does not see a large-picture approach to grade separations and how they relate to HSR.

Director Rosanne Foust said each of the 20 cities has different objectives and even though it might make sense to do grade separations in a particular order or in specific locations to benefit the system overall, local cities might not buy in because the projects would not meet individual objectives. She said there are some cities on the list that are litigating HSR and Caltrain Modernization. She said this is a philosophical issue for the Board to support transportation projects in cities that do not buy into the vision of a modernized Caltrain.

Director Nagel said the litigation is fear of the unknown, and if the major project was laid out in an organized, logical fashion, some of the fear would go away.

Director Patridge said there isn't consensus on a council level, so it would take a miracle to get consensus throughout the entire county.

Mr. Scanlon said these grade separations are going to be necessary with or without electrification. He said this process will determine which projects should come first based on their merit, from a need standpoint, safety, and the other reasons outlined. He said Caltrain will never build a project that will have to be torn out later to fit with HSR.

### Public Comment

Jim Bigelow, Belmont, said it bothers him some cities on the list for grade separation requests are involved in some litigation trying to knock down Proposition 1A. He said if a city is trying to kill off the modernization of Caltrain it is hard to come up with city council and community support for grade separations, and the community would have to contribute dollars to pay for a project in a city that is trying to stop the major project that is a savior to move the people in the county.

Mr. Scanlon said voters authorized grade separations before Caltrain Modernization, so this has to be a fair and transparent process.

Ms. Cassman said there needs to be principles in place for determining which cities will get the grade separations. She said HSR was not envisioned in the Transportation Expenditure Plan so a tough question is if one of the principles should be how to facilitate a project that is not in the plan.

Director Foust said it would be good if legal counsel could spend some time on this issue. She asked how it will play into the decision-making process if two communities come out with equal scoring on a grade separation project but one of those does not have the long-term vision.

Mr. Scanlon said he will have legal counsel look at the guiding principles and come back next month with some information.

Director Patridge said even with the BPAC of C/CAG, without city council approval, the projects don't go forward, so the Board needs to make sure these projects are given to the cities and communities that are going to support it. Mr. Scanlon said that is consistent with the fact that the cities will be the project sponsor, even if Caltrain is doing the work. Without support, the city will not be the sponsor.

Ms. Cassman said one of the principles is that the city put in local share of the funding, so without support they would not put in that share.

Director Nagel said Burlingame unanimously supports "HSR done right" as well as a grade separation at Broadway. She said other members of the council and the mayor do not believe the litigation in place is meant to kill HSR, but to provide clarification on how the Proposition 1A funding is spent.

Director Nagel asked if the \$200 million in the program could build more than one grade separation. Mr. Scanlon said it is very important to get the preliminary work done first so the Board will have the facts before making decisions.

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

Director, Government and Community Affairs Seamus Murphy, said staff has taken positions on several but not all bills in the report.

### State

The Cap and Trade Program raised about \$500 million. Staff has advocated for 38 percent of this funding to be used for public transportation programs and services. Staff will know if that occurs when the governor's revised budget comes out in May.

### Federal

Sequestration is in effect. There aren't any impacts on transportation funding. The formula funds are protected. New Starts funding is impacted and at risk of cuts. The downtown extension project is a regional priority for New Starts funding. If these funds are cut due to sequestration, the project will be delayed.

He said the Obama Administration released an infrastructure proposal and it includes state of good repair needs, an infrastructure bank proposal, and proposals to enhance public transportation infrastructure projects' access to capital and encourage public/private partnerships.

Director Nagel asked if it would be helpful to send a letter to all the cities in the county to recommend their support for Senate Bill 557. Mr. Murphy said staff is writing a letter of support and they will copy the cities and request they do the same.

Director Horsley said Senate Constitutional Amendments 4, 8, 9 and 11 look into changing the threshold for local taxes and asked what the status is. Mr. Murphy said all represent counties that had measures fail just below the threshold. He said staff is supporting the two that concern transportation improvements and will likely support the others. He said leadership needs to agree on an approach for threshold reduction and they need to do it when the Legislature will have two-thirds majority support.

### **Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2013**

No discussion.

### **REQUESTS FROM THE AUTHORITY**

Director Nagel said she requested a financial safeguards presentation at a previous meeting but asked that it not be in April. She said bike and pedestrian funding is confusing and asked that it be explained in layman's terms at a future meeting.

Chair Matsumoto said she attended the Water Advocates for San Mateo County meeting and there are 80-90 trips per day on the ferry, and their farebox recovery is 10 percent. She said they are looking to increase ridership by adding another trip during commute hours, and have trips for children to go to the Exploratorium and non-commute riders to go to Pier 41.

Chair Matsumoto said BPAC members were invited to get involved with the TA upcoming Call for Projects on bike and pedestrian projects. She said she tried to explain to them that from the TA there are other factors taken into consideration than if a project is viable, but the BPAC is not happy.

Director Patridge said this is a good start but some of the members are such advocates of bike projects that they don't see the bigger picture. She said it is

Director Matsumoto's and her job to help them understand the process. She said it is the public members who don't have that knowledge.

Director Foust said the last-mile connectivity is an issue that needs to get resolved before people will be encouraged to ride the ferry.

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion

**REPORT OF LEGAL COUNSEL**

None

**DATE AND PLACE OF NEXT MEETING**

April 4, 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 at 6:24 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 FEBRUARY 28, 2013**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$53,484,457 - line 7) is **better** than staff projections by \$5,438,471 or 11.3 percent. *Grant Proceeds* (\$2,502,744 - line 5) is \$2,331,634 or 1,362.7 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* (\$53,484,457 - line 7) is \$6,372,174 or 13.5 percent **better** than prior year performance. *Sales Tax* (\$46,682,373 - line 1) which is \$4,211,092 or 9.9 percent **better** than prior year is offset by *Interest Income* (\$2,572,132 - line 2) which is \$516,972 or 16.7 percent **worse**.

**Expenditures:** *Total Administrative* (\$434,138 - line 22) is **better** than staff projections by \$132,461 or 23.4 percent and also **better** than prior year actual by \$104,470 or 19.4 percent. Within total administrative, *Staff Support* (\$298,275 - line 18) is \$73,091 or 19.7 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: **66.7%**

	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	5,482,667	42,471,281	46,682,373	44,628,066	104.6%	65,000,000	68,000,000	65.6%
2 Interest Income	252,120	3,089,104	2,572,132	2,502,710	102.8%	4,022,150	4,022,150	62.2%
3 Miscellaneous Income	0	0	971,712 (A)	0	0.0%	0	0	0.0%
4 Rental Income	96,006	735,327	755,496	744,100	101.5%	1,116,180	1,116,180	67.7%
5 Grant Proceeds	107,034	816,570	2,502,744 (B)	171,110	1462.7%	0	308,000	812.6%
6								
7 <b>TOTAL REVENUE</b>	<b>5,937,827</b>	<b>47,112,283</b>	<b>53,484,457</b>	<b>48,045,986</b>	<b>111.3%</b>	<b>70,138,330</b>	<b>73,446,330</b>	<b>72.8%</b>
<b>EXPENDITURES:</b>								
11 Annual Allocations	2,001,174	16,464,092	17,039,066	16,289,245	104.6%	23,725,000	24,820,000	68.7%
13 Program Expenditures	8,378,125	15,618,527	25,024,707	50,732,036	49.3%	73,175,646	76,784,646	32.6%
15 Oversight	208,730	285,620	443,049	323,333	137.0%	485,000	485,000	91.4%
17 Administrative								
18 Staff Support	59,111	349,289	298,275	371,366	80.3%	634,125	634,125	47.0%
19 Measure A Info-Others	-	982	-	1,374	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	16,500	188,274	135,864	193,859	70.1%	333,959	333,959	40.7%
22 Total Administrative	75,611	538,545	434,138	566,599	76.6%	984,584	984,584	44.1%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>10,663,640</b>	<b>32,906,783</b>	<b>42,940,961 (1)</b>	<b>67,911,214</b>	<b>63.2%</b>	<b>98,370,230</b>	<b>103,074,230</b>	<b>41.7%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>-4,725,813</b>	<b>14,205,500</b>	<b>10,543,496</b>	<b>(19,865,228)</b>		<b>(28,231,900)</b>	<b>(29,627,900)</b>	
27								
28 <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>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>436,087,003</b>	<b>455,124,522 (2)</b>	<b>424,715,798</b>		<b>376,979,133</b>	<b>414,953,125</b>	

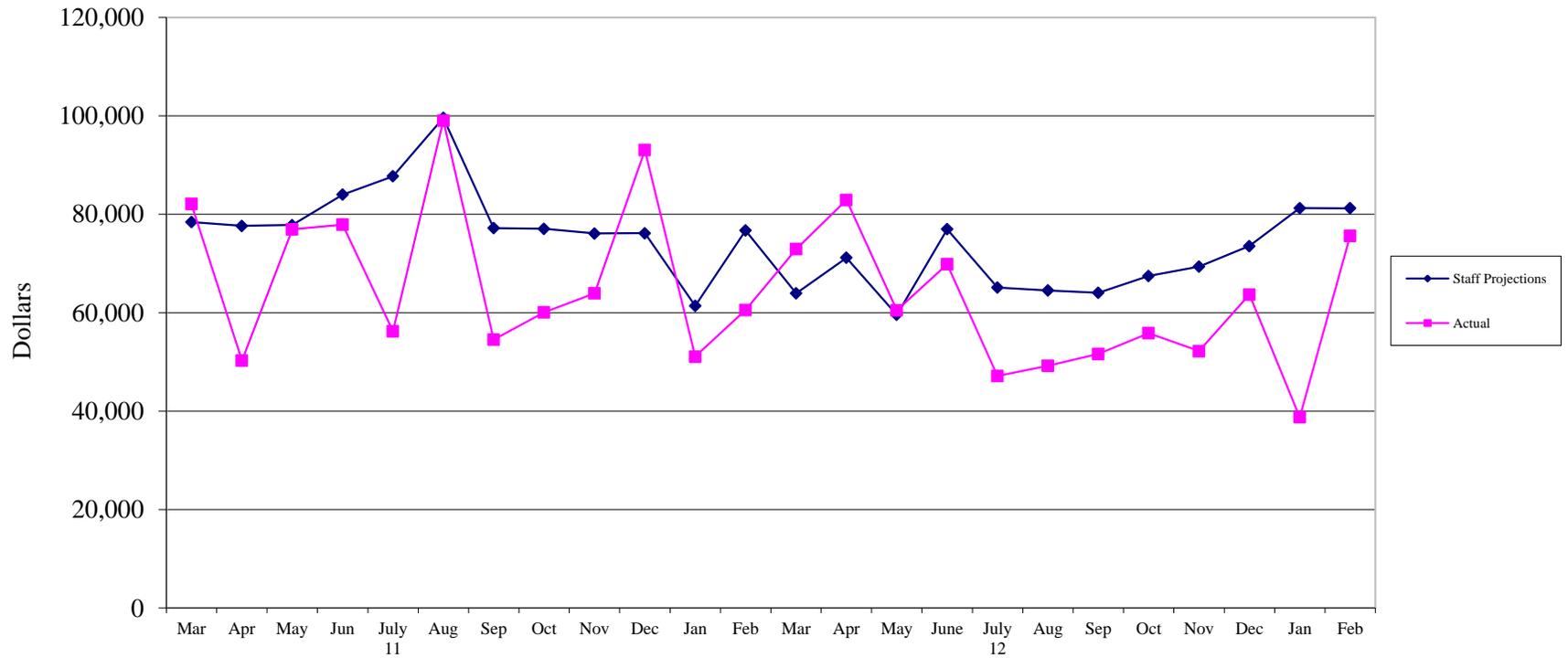
Includes the following balances:				
Cash and Liquid Investments	912,743		FY 2012 Carryover of Commitments (Audited)	303,355,309
Current Committed Fund Balance	363,488,578 (3)		FY 2013 Additional Commitments (Budgeted)	98,370,230
Undesignated Cash & Net Receivable	<u>90,723,200</u>		Reso # 2012-18	308,000
Total	<u>455,124,522 (2)</u>		Reso # 2012-19	3,000,000
			Reso # 2012-23	61,000
			Reso # 2013-01	1,335,000
			Less: Current YTD expenditures	<u>(42,940,961) (1)</u>
			Current Committed Fund Balance	<u>363,488,578 (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 effective 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	81,232	0	0	0	0
Actual	47,161	48,997	51,631	55,867	52,204	63,704	38,763	75,611	0	0	0	0
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	65,111	129,659	193,707	261,177	330,543	404,102	485,367	566,599				
Actual	47,161	96,359	147,989	203,857	256,060	319,765	358,527	434,138				
Variance-F(U)	17,950	33,300	45,718	57,320	74,483	84,337	126,840	132,461	0	0	0	0
Variance %	27.57%	25.68%	23.60%	21.95%	22.53%	20.87%	26.13%	23.38%	0.00%	0.00%	0.00%	0.00%

Board of Directors 2013

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

Michael J. Scanlon  
 Executive Director



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF FEBRUARY, 2013

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.630%	\$ 267,203,782	\$ 267,203,782
Local Agency Investment Fund	**	Liquid Cash	0.286%	\$ 15,151,938	\$ 15,151,938
Investment Portfolio	***	Liquid Cash	0.955%	\$ 159,994,664	\$ 160,972,475
Other		Liquid Cash	0.000%	\$ 912,743	\$ 912,743
				<u>\$ 443,263,127</u>	<u>\$ 444,240,938</u>

Accrued Earnings for February, 2013 \$ 258,438.99  
 Cumulative Earnings FY2013 \$ 2,612,340.75

\* County Pool average yield for the month ending February 28, 2013 was 0.630%. As of February, 2013 the amortized cost of the Total Pool was \$2,800,497,372.17 and the fair market value per San Mateo County Treasurer's Office was \$2,796,514,548.35.

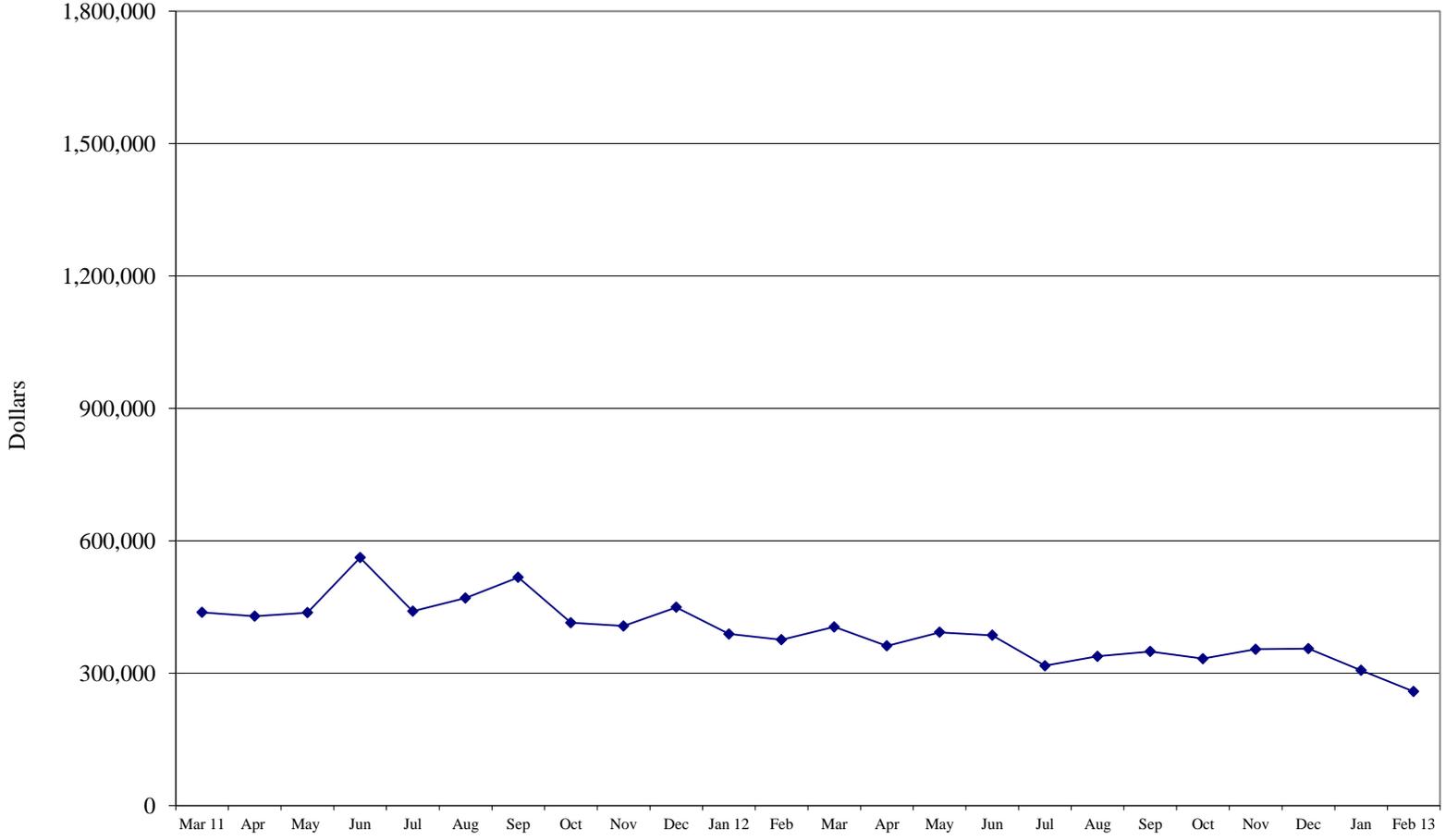
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

\*\*\* 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  
FEBRUARY 2013**

FY2013	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	316,822.41	316,822.41
AUGUST	338,213.28	655,035.69
SEPTEMBER	349,362.10	1,004,397.79
OCTOBER	332,798.20	1,337,195.99
NOVEMBER	354,244.74	1,691,440.73
DECEMBER	355,853.61	2,047,294.34
JANUARY	306,607.42	2,353,901.76
FEBRUARY	258,438.99	2,612,340.75
MARCH		
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**  
**February 28, 2013**

DESCRIPTION	TOTAL INVESTMENT 02-28-13	INTEREST RECEIVABLE 01-31-13	INTEREST EARNED 02-28-13	INTEREST RECEIVED 02-28-13	ADJ.	INTEREST RECEIVABLE 02-28-13
LAIF	15,151,938.14	6,182.38	3,324.29	0.00	0.00	9,506.67
COUNTY POOL	267,203,781.74	143,866.79	129,020.44	0.00	0.00	272,887.23
BANK OF AMERICA	912,742.95	0.00	0.00			0.00
INVESTMENT PORTFOLIO	<u>159,994,664.38</u>	<u>634,221.85</u>	<u>126,250.43</u>	<u>346,250.00</u>	<u>(156.17)</u>	<u>414,066.11</u>
	<u><u>443,263,127.21</u></u>	<u><u>784,271.02</u></u>	<u><u>258,595.16</u></u>	<u><u>346,250.00</u></u>	<u><u>(156.17)</u></u>	<u><u>696,460.01</u></u>

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

Interest Earned Per Report 02/28/13	258,438.99
<b>Add:</b>	
Misc. Income - Lehman Brothers Recovery	
<b>Less:</b>	
Management Fees	(6,319.10)
Amortized Premium/Discount	(22,589.41)
Capital Gain(Loss)	-
Total Interest & Capital Gain(Loss)	<u><u>229,530.48</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	2,612,340.75
<b>Add:</b>	
Misc. Income - Lehman Brothers Recovery	971,712.29
<b>Less:</b>	
Management Fees	(31,379.92)
Amortized Premium/Discount	(288,259.10)
Capital Gain(Loss)	(8,829.16)
Total Interest	<u><u>3,255,584.84</u></u>
Balance Per Ledger as of 02/28/13	
Exp. Acct. 530011 - Amort Prem/Disc	(288,259.10)
Int Acct. 409100 - Co. Pool	1,316,385.50
Int Acct. 409100 - LAIF	54,136.08
Int Acct. 409100 - B of A	30.83
Int Acct. 409101 - Portfolio Funds	1,210,408.40
Misc. Income Acct. 405240 - Other Non-Transit	971,712.29
Gain(Loss) Acct. 405210	(8,829.16)
	<u><u>3,255,584.84</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
February 28, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-12	MARKET VALUE 02-28-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 01-31-13	INTEREST EARNED 02-28-13	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 02-28-13	PAR VALUE
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828TX8	02/01/13	14,998,828.13	15,023,400.00	15,023,400.00	11-15-15	0.375%	156.2500	28	12,120.17	4,375.00		(24.18)	16,470.99	15,000,000 10.36%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,217,550.00	02-25-14	1.375%	725.6944	30	113,208.33	21,770.83	130,625.00	0.01	4,354.17	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	13,855,995.00	04-23-14	2.500%	937.5000	30	91,875.00	28,125.00			120,000.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,050,700.00	09-28-15	0.750%	208.3333	30	25,625.00	6,250.00			31,875.00	10,000,000
FNMA	3136G0EJ6	05-03-12	9,996,875.00	10,019,400.00	10,008,900.00	10-30-15	0.750%	208.3333	30	18,958.33	6,250.00			25,208.33	10,000,000
FHLMC	3134G3UV0	05-23-12	5,000,000.00	5,001,550.00	5,005,100.00	11-23-15	0.750%	104.1667	30	7,083.33	3,125.00			10,208.33	5,000,000
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,997,900.00	15,015,300.00	11-24-15	0.750%	312.5000	30	20,937.50	9,375.00			30,312.50	15,000,000
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,004,360.00	11-01-15	0.750%	83.3333	31	5,955.56	2,583.33		83.33	8,622.22	4,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	6,007,560.00	6,005,280.00	11-27-15	0.500%	83.3333	30	5,333.33	2,500.00			7,833.33	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	20,019,800.00	20,010,000.00	11-27-15	0.500%	277.7778	30	17,777.78	8,333.33			26,111.11	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,990,700.00	9,999,600.00	01-28-16	0.500%	138.8889	30	416.67	4,166.67		(0.01)	4,583.33	10,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,078,000.00	03-21-16	1.000%	333.3333	30	43,333.33	10,000.00			53,333.33	12,000,000
FNMA	3135G0KA0	05-03-12	10,030,700.00	10,043,400.00	10,012,200.00	04-26-16	1.125%	312.5000	30	29,687.50	9,375.00			39,062.50	10,000,000 84.16%
<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	10,686,089.89	04-15-14	1.250%	357.9026	28	38,682.97	10,021.27		(215.32)	48,488.92	10,307,595 6.45%
<b><u>CASH INVESTMENT</u></b>															
CASH INVESTMENT	912828HQ6	01-31-13								0.00	0.00	215,625.00			
<b>MATURED/CALLED</b>															
<b>TOTAL</b>			<u>159,994,664.38</u>	<u>161,229,524.77</u>	<u>160,972,474.89</u>					<u>430,994.80</u>	<u>126,250.43</u>	<u>346,250.00</u>	<u>(156.17)</u>	<u>426,464.06</u>	<u>159,807,596.01</u>

12-Mar-13

Weighted Average Interest Rate 0.9551%

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

3/19/2013 10:17

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	6,897,200	567,200	6,897,200
2nd Qtr. Adjustment	1,740,000	Mar. 13		(1,540,730)	199,270
6 Months Total	33,265,800		36,147,990	3,081,460	36,347,260
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		(1,540,730)	76,670
9 Months Total	51,048,000		36,147,990	1,540,730	52,588,730
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		(1,540,730)	204,270
<b>FY2013 Total</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>36,147,990</b>	<b>0</b>	<b>68,000,000</b>
	18,855,990	1st Quarter			
	17,491,270	2nd Quarter			
	10,335,113	3rd Quarter			
	46,682,373	4th Quarter			
	<u>46,682,373</u>	YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2013

2/28/2013

Cash -- Bank of America Checking Account	\$ 912,742.95
LAIF	15,151,938.14
County Pool	267,203,781.74
Investment Portfolio	159,994,664.38
	<hr/>
Total	<u><u>443,263,127.21</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- FEBRUARY 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000811	CHICAGO TITLE COMPANY	2/4/2013	182,500.00	WIR	Capital Programs
SMCTA	000812	PENINSULA CORRIDOR JOINT POWERS BOARD	2/11/2013	600,419.87	WIR	Capital Programs
SMCTA	000813	SAN MATEO COUNTY TRANSIT DISTRICT	2/11/2013	5,248.93	WIR	Capital Programs
SMCTA	000814	PENINSULA CORRIDOR JOINT POWERS BOARD	2/19/2013	545,532.39	WIR	Capital Programs
SMCTA	000815	SAN MATEO COUNTY TRANSIT DISTRICT	2/19/2013	1,270,794.84	WIR	Capital, Caltrain & Redi-Wheel Ser.
SMCTA	000816	MATSUMOTO, KARYL M.	2/19/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000817	NAGEL, TERRY	2/19/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000818	HORSLEY, DONALD	2/19/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000819	DEPARTMENT OF TRANSPORTATION	2/25/2013	1,184,463.80	WIR	Capital Programs
SMCTA	003404	NORTH AMERICAN TITLE	2/4/2013	30,700.00	CHK	Capital Programs
SMCTA	003405	PENINSULA TRAFFIC CONGESTION RELIEF	2/4/2013	205,000.00	CHK	Other Contract Services
SMCTA	003406	FEHR & PEERS	2/11/2013	13,522.05	CHK	Consultant
SMCTA	003407	HURLEY, JOSEPH	2/11/2013	309.69	CHK	Business Travel
SMCTA	003408	URS CORPORATION	2/11/2013	300,085.10	CHK	Capital Programs
SMCTA	003409	DMJM HARRIS/MARK THOMAS JV	2/19/2013	132,397.63	CHK	Capital Programs
SMCTA	003410	FOUST, ROSANNE	2/19/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003411	JACOBS ENGINEERING GROUP, INC.	2/19/2013	1,745.94	CHK	Consultant
SMCTA	003412	NORTH AMERICAN TITLE	2/19/2013	12,170.00	CHK	Capital Programs
SMCTA	003413	NORTH AMERICAN TITLE	2/19/2013	4,470.00	CHK	Capital Programs
SMCTA	003414	PATRIDGE, NAOMI	2/19/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003415	SAN FRANCISCO PLANNING & URBAN RESEARCH	2/19/2013	1,666.00	CHK	Dues and Subscriptions
SMCTA	003416	URS CORPORATION	2/19/2013	-	CHK	Capital Programs
SMCTA	003417	DMJM HARRIS/MARK THOMAS JV	2/25/2013	20,791.22	CHK	Capital Programs
SMCTA	003418	HNTB CORPORATION	2/25/2013	2,962.94	CHK	Consultant
SMCTA	003419	HURLEY, JOSEPH	2/25/2013	50.70	CHK	Business Travel
SMCTA	003420	NORTH AMERICAN TITLE	2/25/2013	30,470.00	CHK	Capital Programs
SMCTA	003421	SF BAY AREA WATER EMERGENCY TRANS AUTH	2/25/2013	25,490.34	CHK	Capital Programs
SMCTA	003422	URS CORPORATION	2/25/2013	398,356.17	CHK	Capital Programs
				<u>\$ 4,969,647.61</u>		

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

The Community Relations Committee and Board

Accessibility Coordinator Tina Dubost said Redi-Wheels comment cards were recently reprinted and are on all Redi-Wheels buses.

Paratransit Coordinating Council (PCC) Chair Mike Levinson said the PCC responded to the Federal Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Coordinated Plan with three basic suggestions: same day service, use of foreign language service; and inter-county travel.

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

- Received presentations on Title VI, the Triennial Customer Survey Key Findings and the consumer report process.
- The April meeting has been moved to March 27 so staff can present the SamTrans Service Plan (SSP) prior to the public hearing on April 3.
- At their next meeting, the CAC will discuss whether there is a need to move the CAC meetings up one week for the remainder of 2013.
- CAC recruitment closed on March 1 and five applications were received. Two members were termed out and could not reapply; one decided not to reapply; one just submitted their resignation; and prior to the recruitment there were two vacancies. This means the CAC will not be at its full membership.

Average weekday ridership for all modes for January 2013 compared to January 2012 was 95,653, an increase of 3.8 percent.

The Legislative Committee and Board

State Update

The Legislature bill introduction deadline was February 22. Staff has taken action to support three pieces of legislation. Two of them are voter threshold bills that would reduce the threshold sales measure to 55 percent and one bill would clarify the amount of appropriated Proposition 1A funds allocated to Caltrain Modernization Program. Senator Jerry Hill was appointed chair of the Senate Environmental Quality Committee. This is good news if staff wants to affect any California Environmental Quality Act (CEQA) reform related legislation. The State held its Cap and Trade auction last month. Between the two auctions, about \$500 million in revenue has been generated. Staff has been part of a very active coalition to advocate that 40 percent of the Cap and Trade funds be used to fund clean transportation programs.

Federal

The House passed a continuing resolution to fund Federal programs through the end of the current fiscal year. The bill essentially maintains current levels of funding for transportation programs but programs affected by the sequester, New Starts and the TIGER Program, would be cut. Even though funding levels are maintained, the bill is a disappointment since it does not include increased funding authorized last year under MAP-21. The Senate will need to approve the continuing resolution before March 27 to

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

avoid a government shutdown. Staff is hopeful that since the Senate has a history of being more generous than the House when it comes to appropriations that some of these funding issues can be resolved.

Planning, Development and Sustainability and Board

- Adopted the Title VI Service Standards and Policies. The five Service Standards and Policies are:
  - System-wide Service Standards
  - System-wide Service Policies
  - Major Service Change Policy
  - Disparate Impact Policy
  - Disproportionate Burden Policy
- Received a presentation on the final draft SSP recommendations. The purpose of the SSP is to improve service where customers need it, discontinue routes or segments that aren't working and try innovative ways of delivering transportation services. The SSP Guiding Principles are customers, service, service markets, financial stability and coordinated planning. The original SSP was shared in the community, riders, bus operators, stakeholders and city councils in August 2012. The nine major changes are:
  - Route 110: Early morning trips added and schedule starts at 6 a.m.
  - Route 118: Peak-hour service restored and enhanced morning service from Route 110.
  - Route 121: Mid-day service restored.
  - Route 251: Beach Park service restored.
  - Route 270: Service east of Highway 101 was restored.
  - Route 275: Select Saturday trips to Cañada College.
  - Routes 280 and 281: Service changes are subject to East Palo Alto shuttle coordination.
  - Route 292: Off-peak and weekend service to San Francisco restored.
  - The Board called for a public hearing on April 3, 2013 at 2 p.m. to receive comments on the final draft SSP.
- The Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2013 was presented as an informational item.

Board of Directors

The Board accepted the Statement of Revenues and Expenses for January 2013.

General Manager/CEO Michael Scanlon reported:

- Wallace Garrett was presented with a 20-year Safe Driver Award and recognized as Operator of the Year.
- Ricardo Go was recognized as Maintenance Employee of the Year.
- North Base operators were presented with the Operations Base Safety Award for driving over 70,000 miles between accidents.

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

- South Base maintenance department was presented the Maintenance Base Safety Award for working 55,000 hours with no loss hours.
- Santa Cruz Metro sent four maintenance employees for training at North Base.
- The American Public Transportation Association has started an on-line technical and certification program.
- Route ECR ridership was up 3.3 percent in January.
- On-time performance for Redi-Wheels was 91.5 percent and RediCoast was 99 percent for January.
- Bus contracts staff is participating in a multi-agency procurement for shuttles with the Peninsula Corridor Joint Powers Board, the District and the Peninsula Traffic Congestion Relief Alliance.
- Fixed-routes averaged 29,000 miles between service calls and Redi-Wheels was almost 22,000 miles between service calls.
- The new South Base bus washer received final acceptance and is reclaiming up to 80 percent of the water used and is more energy efficient.
- SamTrans has more than 500 followers on Twitter.

The Board met in closed session to discuss pending litigation.

The next meeting of the Board is scheduled for Wednesday, April 3, 2013 at 2 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: April Chan  
Executive Officer, Planning & Development

SUBJECT: **GRADE SEPARATION PROGRAM – APPROVAL OF GUIDING PRINCIPLES FOR PROJECT SELECTION**

**ACTION**

Staff proposes the Board approve the proposed guiding principles to help direct the project selection process for the New Measure A Grade Separation Program.

**SIGNIFICANCE**

At the March 7, 2013 meeting, the Board received an informational report on a set of proposed principles to help guide the upcoming project selection process for the life of the Grade Separation Program. Based on comments received, staff proposes the Board approve the following:

**I. FUNDING**

Approximately \$200 million is estimated to remain in the New Measure A Grade Separation Program:

- Allocate at least 80 percent of remaining funds for project construction.
- Allocate up to 20 percent of remaining funds for pre-construction activities with at least 10 percent for design

**II. PROGRAMMING AND ALLOCATION**

- Program and allocate funds to separate project phases:
  - Planning – Study project alternatives and develop cost estimates for different options, including at least one that is consistent with the Caltrain/High-speed Rail Blended System.
  - Preliminary Engineering/Environmental Assessment – Complete necessary State and/or Federal environmental assessment for the project; project must have (a) City Council approval to move forward, and (b) Caltrain concurrence with the selected project alternative.
  - Design – Complete final design in close coordination with Caltrain to ensure railroad design standards are met and complete value engineering; project must have (a) City Council approval to proceed,

- and (b) Caltrain concurrence with the selected project alternative.
  - Construction - Project must have full funding plan; construction must be done by Caltrain; project must have (a) City Council approval and (b) demonstrated local community support to proceed.
- Measure A funds will only be allocated to a particular phase when project sponsor demonstrates an earlier phase has been satisfactorily completed.

### **III. PROJECT SELECTION PROCESS**

- In general, evaluation criteria should consider:
  - Project's ability to improve safety and relieve local traffic congestion at the crossing
  - Project's ability to improve railroad's operational flexibility
  - Project readiness
  - Project effectiveness
  - Geographic equity
  - Extent project can support economic development
  - Funding leverage
- Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process.

After the Board's approval of the above, staff will work on project evaluation criteria for the Call for Projects (CFP) process, and the criteria will be based on the approved guiding principles. Staff proposes to work with a subcommittee of the Board to seek advice and input before initiating the first round of CFPs. Staff estimates that the Board will be able to program and allocate the first round of funding summer 2013.

#### **BUDGET IMPACT**

The approval of program principles to guide project selection process 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. The New Measure A Grade Separation Program is projected to have approximately \$200 million (in 2004\$) that can be made available to other projects.

The 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

**RESOLUTION NO. 2013 –**

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

**\* \* \***

**AUTHORIZE APPROVAL OF GUIDING PRINCIPLES FOR PROJECT SELECTION FOR  
MEASURE A GRADE SEPARATION PROGRAM**

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

**WHEREAS**, the Transportation Expenditure Plan in the New Measure A includes a program category for grade separations which receives 15 percent of sales tax funding; and

**WHEREAS**, the purpose of the grade separation projects 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; and

**WHEREAS**, at the March 7, 2013 meeting the Board received and provided comments on an informational report that discussed the development of principles to help guide the project selection process for the Grade Separation Program; and

**WHEREAS**, staff has revised the proposed guiding principles to reflect the comments received at the March 7, 2013 TA meeting; and

**WHEREAS**, staff recommends the Board approve the revised guiding principles, as outlined in Attachment A.

**NOW, THEREFORE, BE IT RESOLVED** that the San Mateo County Transportation Authority approve the guiding principles, as outlined in Attachment A, to help direct the project selection process for the life of the New Measure A Grade Separation Program.

Regularly passed and adopted this 4<sup>th</sup> day of April, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

## **ATTACHMENT A**

### **NEW MEASURE A GRADE SEPARATION PROGRAM: GUIDING PRINCIPLES FOR PROJECT SELECTION**

#### **I. FUNDING**

Approximately \$200 million is estimated to remain in the New Measure A Grade Separation Program:

- Allocate at least 80 percent of remaining funds for project construction.
- Allocate up to 20 percent of remaining funds for pre-construction activities with at least 10 percent for design.

#### **II. PROGRAMMING AND ALLOCATION**

- Program and allocate funds to separate project phases:
  - Planning – Study project alternatives and develop cost estimates for different options, including at least one that is consistent with the Caltrain/High Speed Rail Blended System.
  - Preliminary Engineering/Environmental Assessment – Complete necessary State and/or Federal environmental assessment for the project; project must have (a) City Council approval to move forward, and (b) Caltrain concurrence with the selected project alternative.
  - Design – Complete final design in close coordination with Caltrain to ensure railroad design standards are met and complete value engineering; project must have (a) City Council approval to proceed, and (b) Caltrain concurrence with the selected project alternative.
  - Construction - Project must have full funding plan; construction must be done by Caltrain; project must have (a) City Council approval and (b) demonstrated local community support to proceed.
- Measure A funds will only be allocated to a particular phase when project sponsor demonstrates an earlier phase has been satisfactorily completed.

#### **III. PROJECT SELECTION PROCESS**

- In general, evaluation criteria should consider:
  - Project's ability to improve safety and relieve local traffic congestion at the crossing,
  - Project's ability to improve railroad's operational flexibility
  - Project readiness
  - Project effectiveness
  - Geographic equity
  - Extent project can support economic development
  - Funding leverage
- Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

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

Marian Lee  
Executive Officer, Caltrain  
Modernization Program

SUBJECT: **PROGRAM REPORT: TRANSIT – CALTRAIN MODERNIZATION-CORRIDOR  
ELECTRIFICATION**

**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 Transit Program with specific emphasis on Caltrain Corridor Electrification Project as part of the Caltrain Modernization Program.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Caltrain Modernization Program is responsible for guiding, planning and implementation of several interrelated projects that will upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain commuter rail service. The Program also manages the agency's coordination with the California High Speed Rail Authority (CHSRA), the state entity responsible for planning, constructing and operating California's future high-speed rail system.

A key element of the Caltrain Modernization Program is the conversion of the current rail service to an electrified corridor. The Corridor Electrification Project, currently in the environmental phase, proposes to electrify the 51-mile Caltrain corridor between San Francisco and the Tamien Station in San Jose. The project will include the installation of electric infrastructure and the procurement of electrified rolling stock.

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: 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**

Nothing to report.

**FEDERAL ISSUES**

Appropriations

On March 21, Congress passed a continuing resolution (House Resolution 933) that preserves funding for Federal programs through the rest of the current fiscal year. The original bill passed by the House did not include increased Federal Transit Administration formula funding levels authorized under the transportation bill (Moving Ahead for Progress in the 21<sup>st</sup> Century) approved by Congress last year, but Senate amendments that reflect the authorized funding levels were ultimately agreed to by the House.

With funding resolved for Fiscal Year 2013, both chambers have started to work on funding for Federal programs in 2014. The House passed a budget resolution that assumes no General Fund transfers to the Highway Trust Fund, where spending is expected to outpace revenues sometime next year. The Senate budget resolution was approved by the Budget Committee and includes a \$50 billion General Fund transfer to help the Highway Trust Fund remain solvent.

The Senate resolution also anticipates nearly \$1 trillion in new revenues over the next decade. The resolution suggests that a portion of those revenues could be achieved through a new cap on the exemption of interest earned on municipal bonds. Staff will be monitoring this proposal carefully. A number of national organizations interested in maintaining strong demand for infrastructure bond financing have expressed concern about the proposal.

**SMCTA Bill Matrix  
as of 3/25/2013**

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>	<p>Support</p>

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 25</a> <a href="#">Campos D</a></p> <p>Employment: social media.</p>	<p>ASSEMBLY JUD. 3/18/2013 - Re-referred to Com. on JUD.</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. <b>Last Amended on 3/14/2013</b></p>	
<p><a href="#">AB 26</a> <a href="#">Bonilla D</a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY NAT. RES. 3/20/2013 - Re-referred to Com. on NAT. RES.</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 the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law authorizes the Controller to use moneys in the fund for cash flow loans to the General Fund, as prescribed.</p> <p>This bill would prohibit the Controller from using moneys in the fund for cash flow loans to the General Fund. <b>Last Amended on 3/19/2013</b></p>	
<p><a href="#">AB 37</a> <a href="#">Perea D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 3/19/2013 - Re-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, for specified projects or upon the request of a project applicant and the consent of the lead agency, that the lead agency 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, for specified projects, a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/18/2013</b></p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 153</a> <a href="#">Bonilla D</a></p> <p>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>	
<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>	Watch
<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>	Watch

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<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. 3/12/2013 - Re-referred to Com. on 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. 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><b>Last amended on 3/11/2013</b></p>	
<p><a href="#">AB 204</a> <a href="#">Wilk R</a></p> <p>Vehicles: green vehicles: fees.</p>	<p>ASSEMBLY PRINT 1/31/2013 - From printer. May be heard in committee 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>	
<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 3/25/2013**

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.</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.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

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 313</a> <a href="#">Frazier D</a></p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.</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 - From printer. 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. This bill would make a non-substantive change to these provisions.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 380</u></a> <a href="#"><u>Dickinson D</u></a></p> <p>California Environmental Quality Act: notice requirements</p>	<p>ASSEMBLY NAT. RES. 2/28/2013 - Referred to Coms. on NAT. RES. and L. GOV.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by 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.</p>	
<p><a href="#"><u>AB 410</u></a> <a href="#"><u>Jones-Sawyer D</u></a></p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 2/28/2013 - Referred to Com. on P.E.,R. &amp; S.S.</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  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 416</a> <a href="#">Gordon D</a> State Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY NAT. RES. 3/21/2013 - Amend, and re-refer to Com. on NAT. RES.</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the state board, in coordination with the Strategic Growth Council, to administer the program, as specified. <b>Last amended on 3/21/2013</b></p>	
<p><a href="#">AB 417</a> <a href="#">Frazier D</a> Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY NAT. RES. 3/11/2013 - 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 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, as prescribed.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 431</a> <a href="#">Mullin D</a></p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY L. GOV. 3/21/2013 - From committee: Be re-referred to Coms. on L. GOV. and TRANS.</p>	<p>Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations to adopt. Existing law requires metropolitan planning organizations, as part of the regional transportation plan in urban areas, a sustainable communities strategy, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.</p> <p>This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose transactions and use tax within all or a specified portion of its jurisdiction upon approval of an ordinance and subject to voter approval. The bill would require the ordinance to contain an expenditure plan, with not less than 25% of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. <b>Last Amended on 3/5/2013</b></p>	
<p><a href="#">AB 441</a> <a href="#">Patterson R</a></p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.</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>	
<p><a href="#">AB 453</a> <a href="#">Mullin D</a></p> <p>Sustainable communities.</p>	<p>ASSEMBLY L. GOV. 2/28/2013 - Referred to Com. on L. GOV.</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>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 463</a> <a href="#">Logue R</a></p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.</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>Federal transportation funds.</p>	<p>ASSEMBLY TRANS. 3/18/2013 - Re-referred to Com. on TRANS.</p>	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. <b>Last amended on 3/14/2013</b></p>	
<p><a href="#">AB 481</a> <a href="#">Lowenthal D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/28/2013 - Referred to Coms. on TRANS. and A. &amp; A.R.</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.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 493</a> <a href="#">Daly D</a></p> <p>Toll facilities.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</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>	
<p><a href="#">AB 515</a> <a href="#">Dickinson D</a></p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY JUD. 3/12/2013 - Re-referred to Com. on JUD.</p>	<p>The California Constitution vests the judicial power of the state in the Supreme Court, the courts of appeal, and the superior courts. Existing law establishes a superior court of one or more judges in each county and provides that the superior courts have original jurisdiction, except as provided in the Constitution. Existing law requires the presiding judge of each superior court to distribute the business of the court among the judges, and to prescribe the order of business, subject to the rules of the Judicial Council.</p> <p>This bill would establish a CEQA compliance division of the superior court in a county in which the Attorney General maintains an office and would vest the division with original jurisdiction over actions of proceedings brought pursuant to CEQA and joined matters related to land use and environmental laws. The bill would require the Judicial Council to adopt rules for establishing, among other things, protocol to govern the administration and efficient operation of the division, so that those judges assigned to the division will be able to hear and quickly resolve those actions or proceedings. The bill would provide that decisions of the CEQA compliance division of the superior court may be reviewed by way of a petition for an extraordinary writ. The bill would require the CEQA compliance division to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance division of the superior court finds that a determination of a public agency violated CEQA, the bill would require the court's order to specify what action taken by the public agency was in error and what specific action by the public agency is necessary to comply with CEQA. The bill would prohibit an action or proceeding pursuant to CEQA from being brought unless the alleged grounds of noncompliance were presented to the public agency with enough specificity that the public agency could reasonably respond to the alleged violation. The bill would prohibit a person from maintaining an action or proceeding pursuant to CEQA unless that person objected during the administrative process with specificity as to how the public agency's response to the alleged violation is inadequate. <b>Last amended on 3/11/2013</b></p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 528</a> <a href="#">Lowenthal D</a></p> <p>State Rail Plan: High-Speed Rail Authority business plan.</p>	<p>ASSEMBLY TRANS. 3/20/2013 - Re-referred to Com. on TRANS.</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. Existing law requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a specified business plan, with specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise and recast the items required to be included in the 2 elements of the State Rail Plan and would change the date to May 1, 2014, by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit to the Legislature, and every 2 years thereafter, a specified business plan. The bill would make changes to the specified elements required to be included in the business plan. <b>Last Amended on 3/19/2013</b></p>	
<p><a href="#">AB 529</a> <a href="#">Lowenthal D</a></p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY TRANS. 3/20/2013 - Re-referred to Com. on TRANS.</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program (BIT) to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law defines a motor carrier, for this purpose, as the registered owner of, and in some cases the lessee or person exclusively authorizing and directing the operation of, specified vehicles. Existing law requires, within 30 days of establishing a terminal, a motor carrier to schedule an inspection by submitting to the department an application for a terminal inspection accompanied by the payment of a fee the amount of which is based on the number of vehicles in a terminal or the "terminal fleet size." Existing law requires the department to inspect every terminal at least once every 25 months and defines a terminal as the location or locations designated by the motor carrier where subject vehicles and specific records are available for inspection.</p> <p>This bill would revise and recast these provisions as the Basic Inspection of Terminals (BIT) program. The bill would define motor carrier for this purpose as the registered owner, lessee, licensee, or bailee of specified vehicles. The bill would authorize the department to conduct terminal inspections at any time. The bill would require the department, on or before January 1, 2016, to implement a performance-based truck terminal inspection priority system similar to that used by the Federal Motor Carrier Safety Administration that would require the department to place an inspection priority on motor carrier terminals never previously inspected by the department. Non-priority terminals would not be required to be inspected less than 6 years since their last inspection. <b>Last amended on 3/19/2013</b></p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 541</a> <a href="#">Daly D</a></p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</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="#">AB 543</a> <a href="#">Campos D</a></p> <p>California Environmental Quality Act: translation.</p>	<p>ASSEMBLY NAT. RES. 3/20/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</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. This bill contains other related provisions and other existing laws.</p>	

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as of 3/25/2013**

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 NAT. RES. 3/18/2013 - Re-referred to Com. on NAT. RES.</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 Public Utilities Commission , in consultation with the state board and the State Energy Resources Conservation and Development Commission, to develop one or more protocols, as specified, to enable 3rd -party intermediaries to document, aggregate, and trade or sell on behalf of specified entities, the greenhouse gas emissions reductions value of energy efficient measures that are more stringent than applicable building code standards.</p> <p><b>Last amended on 3/14/2013</b></p>	
<p><a href="#">AB 574</a> <a href="#">Lowenthal D</a></p> <p>State highways: relinquishment.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</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.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 603</a> <a href="#">Cooley D</a></p> <p>Public contracts: design-build.</p>	<p>ASSEMBLY A. &amp; A.R. 3/7/2013 - Referred to Coms. on A. &amp; A.R. and L. GOV.</p>	<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>	
<p><a href="#">AB 616</a> <a href="#">Bocanegra D</a></p> <p>Local public employee organizations: dispute: fact- finding panel.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 3/20/2013 - Re-referred to Com. on P.E.,R. &amp; S.S.</p>	<p>Existing law requires the governing body of a public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law provides that an employee organization may request that the parties' differences be submitted to a fact-finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a fact-finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would instead authorize an employee organization, if the dispute was not submitted to a mediation, to request in writing that the public agency submit the parties' differences to a fact-finding panel not later than 60 days following the date that either party provided the other with a written notice of a declaration of impasse. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a fact-finding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the fact-finding panel. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/19/2013</b></p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 662</a> <a href="#">Atkins D</a>  Local government: infrastructure financing districts.	ASSEMBLY L. GOV. 3/4/2013 - Referred to Com. on L. GOV.	<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>	
<a href="#">AB 680</a> <a href="#">Salas D</a>  Transportation: interregional road system.	ASSEMBLY TRANS. 3/20/2013 - Re-referred to Com. on TRANS.	<p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and inter-county routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and inter-county route.</p> <p><b>Last amended on 3/19/2013</b></p>	
<a href="#">AB 690</a> <a href="#">Campos D</a>  Jobs and infrastructure financing districts: voter approval.	ASSEMBLY L. GOV. 3/11/2013 - Referred to Coms. on L. GOV. and H. & C.D.	<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 non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified.</p>	
<a href="#">AB 695</a> <a href="#">Mansoor R</a>  Public employees' health benefits.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	<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>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 696</a> <a href="#">Mansoor R</a>  Public employment: pensions.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	<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 non-safety 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>	
<a href="#">AB 707</a> <a href="#">Ting D</a>  Battery.	ASSEMBLY PUB. S. 3/4/2013 - Referred to Com. on PUB. S.	<p>Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, the penalty is imprisonment in a county jail not exceeding one year, or a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, or by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, or 2 or 3 years, or by both that fine and imprisonment.</p> <p>This bill would provide that a battery committed against the person of an individual authorized to issue citations for fare evasion or passenger conduct violations for a public transportation provider, as defined, or against the person of a parking control officer would be punishable by the penalties described above. By expanding the scope of an existing crime, this bill would impose a state-mandated local program.</p>	
<a href="#">AB 730</a> <a href="#">Alejo D</a>  Monterey-Salinas Transit District.	ASSEMBLY TRANS. 3/4/2013 - Referred to Coms. on TRANS. and L. GOV.	<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.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 738</a> <a href="#">Harkey</a> R</p> <p>Public entity liability: bicycles.</p>	<p>ASSEMBLY JUD. 3/7/2013 - Refer to JUD. and L. GOV.</p>	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	
<p><a href="#">AB 749</a> <a href="#">Gorell</a> R</p> <p>Public-private partnerships.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</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 756</a> <a href="#">Melendez R</a></p> <p>California Environmental Quality Act: judicial review: public works projects.</p>	<p>ASSEMBLY JUD. 3/20/2013 - Re-referred to Com. on JUD.</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 establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would also apply these provisions to a public works project, defined to mean an infrastructure project carried out by the city, county, or state government or contracted out to a private entity by the local or state government. By requiring a lead agency to use these alternative procedures in preparing and certifying the administrative record, this bill would impose a state-mandated local program. The bill would also authorize the Judicial Council to adopt Rules of Court to implement these provisions. This bill contains other related provisions and other existing laws. <b>Last amended on 3/19/2013</b></p>	
<p><a href="#">AB 792</a> <a href="#">Mullin D</a></p> <p>Local government: open meetings.</p>	<p>ASSEMBLY L. GOV. 3/4/2013 - Referred to Com. on L. GOV.</p>	<p>The Ralph M. Brown Act enables the legislative body of a local agency to call both regular and special meetings. The act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public, and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public, and be posted on the local agency's Internet Web site, if the local agency has one.</p> <p>This bill, if the local agency is unable to post the agenda or notice on its Internet Web site because of software or hardware impairment beyond the local agency's reasonable control, would require the local agency to post the agenda or notice immediately upon resolution of the technological problems. The bill would provide that the delay in posting, or the failure to post, the agenda or notice would not preclude a local agency from conducting the meeting or taking action on items of business, provided that the agency has complied with all other relevant requirements. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 797</a> <a href="#">Gordon D</a></p> <p>Santa Clara County Valley Transportation Authority: contracts.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</p>	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services. Existing law authorizes the authority to enter into contracts, as specified.</p> <p>This bill would authorize the authority to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. The bill would require the authority to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 822</a> <a href="#">Hall D</a></p> <p>Local government retirement plans.</p>	<p>ASSEMBLY L. GOV. 3/4/2013 - Referred to Coms. on L. GOV. and E. &amp; R.</p>	<p>Under existing law, the adoption of a charter or amendment to a charter of a city or city and county may be submitted to the voters at a statewide general, statewide primary, or regularly scheduled municipal election.</p> <p>This bill would require a charter or charter amendment that proposes to alter, replace, or eliminate the retirement benefit plan of employees of the city or city and county to be submitted to voters at a statewide general election. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 842</a> <a href="#">Donnelly R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project.</p> <p>This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.</p>	
<p><a href="#">AB 863</a> <a href="#">Torres D</a></p> <p>Transit projects: environmental review process.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Coms. on TRANS. and NAT. RES.</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>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 898</a> <a href="#">Ting D</a></p> <p>Zero-emission vehicles: infrastructure.</p>	<p>ASSEMBLY PRINT 2/25/2013 - Read first time.</p>	<p>Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.</p>	
<p><a href="#">AB 909</a> <a href="#">Gray D</a></p> <p>Metal theft and related recycling crimes.</p>	<p>ASSEMBLY PUB. S. 3/7/2013 - Referred to Com. on PUB. S.</p>	<p>Existing law establishes the Board of State and Community Corrections to, among other things, promote effective state and local efforts and partnerships in California's adult and juvenile criminal justice system.</p> <p>This bill, on and after January 1, 2015, would require the board to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the board, and, upon appropriation by the Legislature, would make moneys in the fund available for purposes of the program. This bill contains other related provisions.</p>	
<p><a href="#">AB 935</a> <a href="#">Frazier D</a></p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>ASSEMBLY L. GOV. 3/19/2013 - Re-referred to Com. on L. GOV.</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would also require that the 3 members appointed by the Governor be a resident of the County of Contra Costa selected from a list of 3 nominees provided by the Contra Costa Transportation Authority , a resident of the County of San Mateo selected from a list of 3 nominees provided by the San Mateo County Transportation Authority , and a resident of the County of Solano selected from a list of 3 nominees provided by the Solano Transportation Authority . The bill would require the Governor to appoint a resident of the county of one of these transportation authorities that fails to submit a list of 3 nominees to the Governor within 45 days of a vacancy. This bill contains other existing laws. <b>Last Amended on 3/18/2013</b></p>	Support

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 946</a> <a href="#">Stone D</a></p> <p>Transit buses: Counties of Monterey and Santa Cruz.</p>	<p>ASSEMBLY L. GOV. 3/7/2013 - Referred to Coms. on L. GOV. and TRANS.</p>	<p>Existing law creates the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District with various powers and duties relative to the operation of public transit in those counties. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway.</p> <p>The bill would authorize the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District, in conjunction with the Department of Transportation, to conduct a transit-bus only program using the shoulders of certain state highways as transit-bus only traffic corridors, with the segments to be determined jointly by the districts and the department. The bill would thereby authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit districts. The bill would require the districts to work with the department and the Department of the California Highway Patrol to develop guidelines that ensure driver and vehicle safety and the integrity of the infrastructure. The bill would require monitoring of the state of repair of the highway shoulders used in the program, and would require the districts to be responsible for all costs attributable to the program.</p>	
<p><a href="#">AB 953</a> <a href="#">Ammiano D</a></p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY NAT. RES. 3/7/2013 - 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 defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 971</a> <a href="#">Garcia D</a></p> <p>Contracts and applications for employment: paratransit services.</p>	<p>ASSEMBLY L. &amp; E. 3/7/2013 - Referred to Coms. on L. &amp; E. and PUB. S.</p>	<p>Existing law prohibits an employer, whether a public agency or private individual or corporation, from asking an applicant for employment to disclose, or utilizing as a factor in determining any condition of employment, information concerning an arrest or detention that did not result in a conviction, except as specified. Existing law authorizes a health care facility, as defined, to ask an applicant for employment to disclose an arrest for specified offenses, including offenses specified in the sex offender registration statute.</p> <p>This bill would authorize a specified social services paratransit agency to require its service contractors, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute. The bill would also authorize that agency to receive specified state and local criminal history information. The bill would, in addition, authorize a service contractor of a paratransit agency, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute, if required by the paratransit agency to do so. The bill would further make technical, non-substantive, and conforming changes. This bill contains other existing laws.</p>	
<p><a href="#">AB 1002</a> <a href="#">Bloom D</a></p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY TRANS. 3/13/2013 - Re-referred to Com. on TRANS.</p>	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount , which the bill would establish in the Motor Vehicle Account . The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes . This bill contains other existing laws. <b>Last amended on 3/12/2013</b></p>	
<p><a href="#">AB 1031</a> <a href="#">Achadjian R</a></p> <p>Local government: open meetings.</p>	<p>ASSEMBLY PRINT 2/25/2013 - Read first time.</p>	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized.</p> <p>This bill would make technical, non-substantive changes to a provision of the Ralph M. Brown Act.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1046</a> <a href="#">Gordon D</a></p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>ASSEMBLY TRANS. 3/21/2013 - Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined . <b>Last amended on 3/21/2013</b></p>	
<p><a href="#">AB 1047</a> <a href="#">Linder R</a></p> <p>Commercial driver's licenses.</p>	<p>ASSEMBLY TRANS. 3/21/2013 - Amend, and re-refer to Com. on TRANS.</p>	<p>Existing law prohibits a person from operating a commercial motor vehicle, as defined, unless the person possesses a valid commercial driver's license of the appropriate class issued by the Department of Motor Vehicles (DMV), except as specified. Existing law imposes certain examination requirements, including a driving test, on driver's license applicants, including commercial driver's license applicants, and specifies the types of vehicles that are in each driver's license class. Existing law also specifies the conditions under which a nonresident who is not licensed in the state may drive in the state, and requires a person to obtain a license from the DMV before being employed as a commercial driver, as specified.</p> <p>This bill would authorize the DMV to impose a fee on a commercial driver's license applicant, if a driving test is administered to an applicant who is to be licensed in another state pursuant to federal law, that does not exceed the reasonable cost of conducting the tests and reporting the results to the driver's state of record. The bill would delete the requirement that a commercial driver obtain a license from the DMV if the person is in possession of a valid commercial learner's permit or commercial driver's license issued by any state or foreign jurisdiction that meets federal licensing standards. The bill would, among other things, revise the definitions of commercial motor vehicle and tank vehicle for purposes of commercial motor vehicle safety requirements, and would revise the categories of vehicles that are within each license class. This bill contains other related provisions and other existing laws.</p> <p><b>Last amended on 3/21/2013</b></p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1051</a> <a href="#">Bocanegra D</a>  Housing.	ASSEMBLY H. & C.D. 3/21/2013 - : Amend, and re-refer to Com. on H. & C.D.	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. This bill contains other related provisions and other existing laws.</p> <p><b>Last amended on 3/21/2013</b></p>	
<a href="#">AB 1070</a> <a href="#">Frazier D</a>  California Transportation Financing Authority.	ASSEMBLY TRANS. 3/7/2013 - Referred to Com. on TRANS.	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds.</p> <p>This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes.</p>	
<a href="#">AB 1077</a> <a href="#">Muratsuchi D</a> Sales and use taxes: vehicle license fee: exclusion: alternative fuel motor vehicles.	ASSEMBLY REV. & TAX 3/21/2013 - Referred to Com. on REV. & TAX.	<p>Existing laws impose state sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law defines the terms "gross receipts" and "sales price."</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exclude from the terms "gross receipts" and "sales price" the amount of the incremental cost, as defined, included in the sales price of a new alternative fuel motor vehicle. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1102</a> <a href="#">Grove R</a></p> <p>Air resources: greenhouse gas emissions.</p>	<p>ASSEMBLY NAT. RES. 3/21/2013 - Amend, and re-refer to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board, known as ARB, by regulation, to adopt a market-based compliance mechanism to further the achievement of the statewide greenhouse gas emissions limits.</p> <p>This bill would require the ARB, if the ARB adopts a market-based compliance mechanism that provides for the auctioning of greenhouse gas allowances, to auction program allowances consigned by an electrical corporation or a local publicly owned electric utility before auctioning any other allowances.</p> <p><b>Last amended on 3/21/2013</b></p>	
<p><a href="#">AB 1181</a> <a href="#">Gray D</a></p> <p>Public employee organizations: members: paid leaves of absence.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 3/7/2013 - Referred to Com. on P.E.,R. &amp; S.S.</p>	<p>The Meyers-Milias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency.</p> <p>This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or representing the employee organization in proceedings before the Public Employment Relations Board in matters relating to a charge filed by the employee organization against the public agency, or when they are testifying or representing the employee organization in other employment relations matters. The bill would require the employee organization being represented to provide reasonable notification to the employer requesting a leave of absence without loss of compensation pursuant to these provisions.</p>	
<p><a href="#">AB 1193</a> <a href="#">Ting D</a></p> <p>Bikeways.</p>	<p>ASSEMBLY L. GOV. 3/21/2013 - Amend, and re-refer to Com. on L. GOV.</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would instead require all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to industry standards.. <b>Last amended on 3/21/2013</b></p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1194</a> <a href="#">Ammiano D</a></p> <p>Safe Routes to School Program.</p>	<p>ASSEMBLY TRANS. 3/7/2013 - Referred to Com. on TRANS.</p>	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the department to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified.</p> <p>This bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would also delete references to a superseded federal transportation act.</p>	
<p><a href="#">AB 1211</a> <a href="#">Linder R</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 3/21/2013 - 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 (HOV), which may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p><a href="#">AB 1290</a> <a href="#">John A. Pérez D</a></p> <p>Transportation planning.</p>	<p>ASSEMBLY TRANS. 3/11/2013 - Referred to Com. on TRANS.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1314</a> <a href="#">Bloom D</a></p> <p>Vehicles: compressed natural gas vehicles: inspections.</p>	<p>ASSEMBLY TRANS. 3/21/2013 - Referred to Com. on TRANS.</p>	<p>(1) Existing law authorizes the Commissioner of the California Highway Patrol to adopt and enforce regulations and standards with respect to fuel containers and fuel systems on vehicles using, among other fuels, compressed natural gas and the operation of vehicles using compressed natural gas to ensure the safety of the equipment and vehicles and of persons and property using the highways. Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards.</p> <p>This bill would, notwithstanding any other law, require that a cylinder and tank bracket inspection be conducted on all motor vehicles with a compressed natural gas fuel system every 3 years by an independent qualified compressed natural gas cylinder inspector, except as provided, and that the cylinder be replaced on these vehicles before the manufacturer expiration date marked on the cylinder. The bill would require a qualified compressed natural gas cylinder inspector to report his or her findings to the Department of Motor Vehicles, as specified. The bill would prohibit any person from conducting the inspections or performing the reporting requirements described above unless the person is a qualified compressed natural gas inspector. The bill would establish requirements for the qualification and registration of qualified natural gas cylinder inspectors.. <b>Last amended on 3/21/2013</b></p>	
<p><a href="#">AB 1375</a> <a href="#">Chau D</a></p> <p>California Global Warming Solutions Act of 2006: market- based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY NAT. RES. 3/21/2013 - Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006, hereafter the Global Warming Solutions Act, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. That law permits money from the fund be allocated for research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act. That law also prohibits the state from using moneys in the fund unless the state determines that the use of the moneys furthers the regulatory purposes of the Global Warming Solutions Act.</p> <p>This bill would create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund and would require the Legislature to annually appropriate money from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make the funds available for the research, development, and deployment of the above-described Global Warming Solutions Act programs and projects while creating jobs and reducing greenhouse gas emissions. <b>Last amended on 3/21/2013</b></p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1380</a> <b>Committee on Public Employees, Retirement</b></p> <p>County employees' retirement.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 3/14/2013 - Referred to Com. on P.E.,R. &amp; S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its pension plan or plans to comply with the act and, among other provisions, generally prohibits a public employer that offers a defined benefit plan from offering new employees defined benefit retirement formulas other than those established by the act.</p> <p>This bill would prohibit the application of the above-described authorizations to a member who is subject to the PEPRA for that member's membership in the county retirement system. The bill would also authorize a member who is subject to the PEPRA and has completed 5 years of service and has reached the minimum retirement age applicable to that member, or has reached 70 years of age, to retire upon filing a written application with the board, as specified.</p>	
<p><a href="#">ACA 8 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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1 Steinberg D</a></p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE T. &amp; H. 3/13/2013 - Re-referred to Com. on 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.</p>	

**SMCTA Bill Matrix  
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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 E.Q. 3/19/2013 - Set for hearing April 3.</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>	<p>Support</p>

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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. 3/22/2013 - Set for hearing April 8.</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. This bill contains other related provisions and other existing laws. <b>Last Amended on 2/6/2013</b></p>	
<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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 33</a> <a href="#">Wolk D</a></p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>SENATE APPR. 3/22/2013 - Set for hearing April 8.</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 non-taxing 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> <p><b>Last amended on 3/6/2013</b></p>	
<p><a href="#">SB 54</a> <a href="#">Hancock D</a></p> <p>Retirement: county employees.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 2/28/2013 - Referred to Com. on P.E.,R. &amp; S.S.</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 non-safety 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.</p> <p><b>Last amended on 2/13/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 56</a> <a href="#">Roth D</a></p> <p>Local government finance: vehicle license fee adjustments.</p>	<p>SENATE G. &amp; F. 3/19/2013 - Set for hearing April 17.</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. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these amounts be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities.</p> <p>This bill would, for the 2013-14 fiscal year, provide for a new vehicle license fee adjustment amount, as specified. This bill would also, for the 2013-14 fiscal year and for each fiscal year thereafter, provide for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. <b>Last amended on 3/4/2013</b></p>	
<p><a href="#">SB 110</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE T. &amp; H. 3/12/2013 - Set for hearing April 2.</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.</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. 3/12/2013 - Set for hearing April 2.</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>	

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Bill ID/Topic	Location	Summary	Position
<a href="#"><u>SB 142</u></a> <a href="#"><u>DeSaulnier D</u></a>  Public transit.	SENATE G. & F. 3/13/2013 - Set for hearing April 3.	<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>	
<a href="#"><u>SB 230</u></a> <a href="#"><u>Knight R</u></a>  Local transportation funds: performance audits.	SENATE T. & H. 3/21/2013 - Re-referred to Com. on T. & H.	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. <b>Last amended on 3/18/2013</b></p>	
<a href="#"><u>SB 232</u></a> <a href="#"><u>Monning D</u></a>  Private employment: public transit employees.	SENATE L. & I.R. 3/19/2013 - Set for hearing April 10.	<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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 286</a> <a href="#">Yee D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE T. &amp; H. 3/18/2013 - Re-referred to Com. on T. &amp; H.</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. The bill would additionally permit the department to issue a valid identifier to a vehicle that meets California's transitional zero emission (TZEV) standard. 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. <b>Last Amended on 3/18/2013</b></p>	
<p><a href="#">SB 408</a> <a href="#">De León D</a></p> <p>Transportation funds.</p>	<p>SENATE RLS. 2/28/2013 - Referred to Com. on RLS.</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
<p><a href="#">SB 436</a> <a href="#">Jackson D</a></p> <p>California Environmental Quality Act: notice.</p>	<p>SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.</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, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires the lead agency to call at least one scoping meeting for a project that may affect highways or other facilities under the jurisdiction of the Department of Transportation if the meeting is requested by the department, or for a project of statewide, regional, or areawide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting.</p> <p>This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
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Bill ID/Topic	Location	Summary	Position
<a href="#"><u>SB 444</u></a> <a href="#"><u>De León</u></a> D Transportation Financing Auth.	SENATE RLS. 3/11/2013 - Com. on RLS.	<p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	
<a href="#"><u>SB 469</u></a> <a href="#"><u>Corbett</u></a> D Public contracts: local agencies: public transit vehicles.	SENATE T. & H. 3/13/2013 - Set for hearing April 9.	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts. This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California.</p> <p>This bill would also state that this is an issue of statewide concern.</p>	
<a href="#"><u>SB 525</u></a> <a href="#"><u>Galgiani</u></a> D California Environmental Quality Act: exemptions.	SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 557</u></a> <a href="#"><u>Hill D</u></a>  High-speed rail.</p>	<p>SENATE T. &amp; H. 3/11/2013 - Referred to Com. on T. &amp; H.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way.</p>	<p>Support</p>
<p><a href="#"><u>SB 613</u></a> <a href="#"><u>DeSaulnier D</u></a>  Bay Area Toll Authority.</p>	<p>SENATE T. &amp; H. 3/11/2013 - Referred to Com. on T. &amp; H.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.</p> <p>This bill would impose certain limitations on the actions of the authority in exercising its powers. The bill would provide that the authority may acquire, construct, manage, maintain, lease, or operate facilities required solely for the management of Bay Area state-owned toll bridges or to provide access to those bridges. The bill would prohibit revenues in any reserve funds established by bond covenants or other agreements from being invested in real estate. The bill would prohibit investments in real estate of money not required for immediate necessities. 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 617</a> <a href="#">Evans D</a></p> <p>California Environmental Quality Act.</p>	<p>SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">SB 628</a> <a href="#">Beall D</a></p> <p>Infrastructure financing.</p>	<p>SENATE G. &amp; F. 3/13/2013 - Set for hearing April 3.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 633</a> <a href="#">Pavley D</a></p> <p>CEQA: environmental impact reports.</p>	<p>SENATE RLS. 3/11/2013 - 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, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.</p> <p>This bill would specifically require that the new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete.</p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#"><u>SB 731</u></a> <a href="#"><u>Steinberg D</u></a> Environment: California Environmental Quality Act and sustainable communities strategy.	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would state the intent of the Legislature to enact legislation revising CEQA to, among other things, provide greater certainty for smart infill development, streamline the law for specified projects, and establish a threshold of significance for specified impacts. This bill contains other related provisions and other existing laws.</p>	
<a href="#"><u>SB 751</u></a> <a href="#"><u>Yee D</u></a> Local planning: metropolitan planning organizations.	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	<p>Existing law establishes various regional agencies for the purpose of addressing planning issues, including transportation planning. Certain of these agencies are designated, pursuant to federal law, as metropolitan planning organizations, and are charged with specified transportation planning duties.</p> <p>This bill would declare the intent of the Legislature to enact legislation to ensure transparency in connection with the functioning of metropolitan planning organizations, including, but not limited to, the individual voting records of their members.</p>	
<a href="#"><u>SB 785</u></a> <a href="#"><u>Wolk D</u></a> Design-build.	SENATE G.O. 3/21/2013 - Set for hearing April 9.	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would provide that specified information related to the procurement of design-build contracts is exempt from the California Public Records Act. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
as of 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 787</a> <a href="#">Berryhill R</a></p> <p>Environmental quality: the Sustainable Environmental Protection Act.</p>	<p>SENATE E.Q. 3/11/2013 - Referred to Coms. on E.Q. and JUD.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) alleges noncompliance with CEQA based on any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document based on noncompliance with CEQA if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 788</a> <b>Committee on Transportation and Housing</b></p> <p>Transportation.</p>	<p>SENATE T. &amp; H. 3/19/2013 - Set for hearing April 30.</p>	<p>Existing law requires that on July 1 of each succeeding year, the prepayment rate per gallon for aircraft jet fuel, rounded to the nearest \$0.005, be established by the State Board of Equalization based upon 80% of the combined state and local sales tax rate and the California Constitution, as specified, on the arithmetic average selling price, excluding sales and state excise taxes, as determined by the board. Existing law requires the board to make its determination of the rate no later than March 1 of the year prior to the effective date of the new rate. Existing law requires the rate of the prepayment required to be collected for aircraft jet fuel be equal to 80% of the arithmetic average selling price of aircraft jet fuel as specified by industry publications. Existing law requires that immediately upon making its determination and setting of the rate, the board must each year, no later than May 1, notify every supplier, wholesaler, and retailer of aircraft jet fuel. Existing law permits the board to readjust the rate in the event the price of aircraft jet fuel decreases or increases, and the established rate results in prepayments that consistently exceed or are significantly lower than the retailers' sales tax liability.</p> <p>This bill would revise the provision that requires the board to make its determination of the rate no later than March 1 of the year prior to the effective date of the new rate, and instead would require this determination to be made no later than March 1 of the same year as the effective date of the new rate.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 792</a> <a href="#">DeSaulnier D</a></p> <p>Regional entities: Bay Area.</p>	<p>SENATE T. &amp; H. 3/19/2013 - Set for hearing April 16.</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain regional entities in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the joint policy committee to prepare a regional organization plan for the affected regional entities. The organization plan would include a plan for consolidating certain functions that are common to the regional entities and reducing overhead costs. The bill would require the joint policy committee to hold at least one public hearing in each county of the region and to adopt a final plan by June 30, 2015. The bill would also require the joint policy committee to develop and adopt public community outreach programs and to maintain an Internet Web site. The bill would require the joint policy committee to conduct a review of the policies and plans, and associated regulations, of each regional entity, including an assessment of the consistency of the policies, plans, and regulations among the regional entities with the requirements of Senate Bill 375 of the 2007-08 Regular Session. The bill would provide that the joint policy committee shall be responsible for ensuring that the sustainable communities strategy for the region integrates transportation, land use, and air quality management consistent with that legislation. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the regional entities. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 798</a> <a href="#">De León D</a></p> <p>California Green Infrastructure Bank Act.</p>	<p>SENATE G. &amp; F. 3/21/2013 - Set for hearing April 24.</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes.</p> <p>This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under the bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 811</a> <a href="#">Lara D</a></p> <p>California Transportation Commission.</p>	<p>SENATE RLS. 3/11/2013 - Referred to Com. on RLS.</p>	<p>Existing law creates the California Transportation Commission as the successor to the California Highway Commission and specifies its authority and duties.</p> <p>This bill would make a non-substantive change to these provisions.</p>	
<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. 3/21/2013 - Set for hearing May 8.</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. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, non-substantive changes. <b>Last Amended on 3/19/2013</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 6</a> <a href="#">DeSaulnier D</a></p> <p>Initiative measures: funding source.</p>	<p>SENATE APPR. 3/22/2013 - Set for hearing April 8.</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. 3/21/2013 - Set for hearing May 8.</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>	Support
<p><a href="#">SCA 9</a> <a href="#">Corbett D</a></p> <p>Local government: voter approval.</p>	<p>SENATE G. &amp; F. 3/21/2013 - Set for hearing May 8.</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>	
<p><a href="#">SCA 11</a> <a href="#">Hancock D</a></p> <p>Local government: voter approval.</p>	<p>SENATE G. &amp; F. 3/21/2013 - Set for hearing May 8.</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>	Support