



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

May 2, 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 April 4, 2013
 - b. Acceptance of Statement of Revenues and Expenditures for March 2013
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Report of the Nominating Committee for Citizens Advisory Committee (Groom, Horsley) MOTION
 - a. Appointment of Citizens Advisory Committee Members
 - John Fox
 - Jeff Londer
 - Diana Lujan
 - Doris Maez
 - Jim Whittemore
7. Chairperson's Report
8. SamTrans Liaison Report – April 3, 2013 INFORMATIONAL
9. Joint Powers Board Report
10. Report of the Executive Director

11. Finance
 - a. Authorize Allocation of \$1.5 Million in New Measure A Highway Program Funds for the U.S. Highway 101 / Holly Street Interchange Project Approval/Environmental Document Phase to the City of San Carlos RESOLUTION
 - b. Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2013 MOTION
 - c. Reaffirming Investment Policy and Authorizing Investment of Monies with the Local Agency Investment Fund RESOLUTIONS
 - d. Preliminary Fiscal Year 2014 Budget INFORMATIONAL
 - e. Call for Public Hearing for Proposed Fiscal Year 2014 Budget on June 6, 2013 MOTION
 - f. Financial Control Overview INFORMATIONAL
12. Program
 - a. Program Report: Transit Ferry Program – South San Francisco INFORMATIONAL
 - b. Update on State and Federal Legislative Program INFORMATIONAL
13. Requests from the Authority
14. Written Communications to the Authority
15. Report of Legal Counsel
16. Date/Time of Next Meeting: Thursday, June 6, 2013, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus Routes 260, 295, 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; 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 APRIL 4, 2013

MEMBERS PRESENT: D. Canepa, C. Groom, D. Horsley, K. Matsumoto, N. Patridge

MEMBERS ABSENT: R. Foust, T. Nagel

STAFF PRESENT: A. Chan, G. Harrington, C. Harvey, R. Haskin, M. Lee,
M. Martinez, N. McKenna, J. McKim, D. Miller, M. Scanlon,
M. Simon

Chair Carole Groom called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the April 2, 2013, meeting:

- The CAC supports all items on the TA agenda.
- Directors Carole Groom, Naomi Patridge, Don Horsley, CAC member April Vargas and CAC Chair Arietta attended the opening of the Tom Lantos Tunnels at Devil's Slide. San Mateo County Transit District Board member Zoe Kersteen-Tucker and Ms. Vargas were recognized by Congresswoman Jackie Speier for their work on the tunnel.
- Public comment is being accepted on the Metropolitan Transportation Commission (MTC) draft 2013 Transportation Improvement Program and draft Transportation Air Quality Conformity Analysis through May 3, 2013.

CONSENT CALENDAR

Director Horsley requested the minutes be pulled from the consent calendar.

- a. Acceptance of Statement of Revenues and Expenditures for February 2013

A motion (Horsley/Patridge) to approve the Statement of Revenues and Expenditures was unanimous.

APPROVAL OF MINUTES OF MARCH 7, 2013

Director Horsley said on page 2 of the minutes, under Caltrain performance, it states Caltrain's shuttle ridership for the month was 7,695 and year to date the shuttle ridership was 8,247. Executive Director Michael Scanlon said the year-to-date number is an average weekday number.

A motion (Horsley/Matsumoto) to approve the minutes of March 7, 2013 was approved.

PUBLIC COMMENT

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce and

San Mateo County Ferry Advocates, said the South San Francisco ferry service inaugurated last June is lagging in employee ridership. He has been attending meetings and been saying the biotechnology companies need to help with ridership. Mr. Bigelow said when this service started the Water Emergency Transportation Authority (WETA) stated there would be robust ridership. At today's WETA meeting, their Board authorized adding a 6:30 p.m. trip to the East Bay. Staff at Genentech is making a concerted effort to increase ridership by paying employees' fares. The promises made by the biotechnology companies to Don Perata need to be adhered to.

Chair Groom said the TA Board made it clear to WETA that the marketing plan was not strong enough and very concerned there was much more of an east/west than west/east emphasis and that there was nothing in writing from Genentech of the promised ridership; no response was received from WETA.

Ms. Arietta, Pacifica, said she was at the President's Council at Skyline College and people are under the impression there is a need to go to AT&T Park and have tourism go to San Francisco. She said there are a lot of tourists and Giants baseball fans who would take the ferry instead of driving.

Mr. Bigelow said there will be a 9 a.m. sailing on Wednesdays and Fridays from South San Francisco to San Francisco with returns in the afternoon to encourage group travel.

Director Karyl Matsumoto asked if public funds could be used to operate the ferries to AT&T Park. Mr. Scanlon said that wouldn't be an issue. He said the Executive Team has been discussing the ferry issue and the low ridership. Mr. Scanlon said he spoke to WETA's Executive Director Nina Rannells and told her if she needed help with marketing the service just to ask. Staff will be given an update on the ferry service at the May 2 Board meeting.

Director Matsumoto asked if WETA has to have a farebox recovery ratio of 40 percent if they are using Regional Measure 2 money. Mr. Scanlon said yes.

CHAIRPERSON'S REPORT – CAROLE GROOM

Chair Groom appointed Directors Horsley and Terry Nagel to be on the CAC nominating committee. Applications are due April 5 and appointments will be made at the May 2 meeting.

Director Groom also appointed Directors Horsley, Dave Canepa and Matsumoto to be on the Measure A Bike and Pedestrian Call for Projects (CFP) subcommittee and Directors Rosanne Foust, Nagel and Patridge to be on the New Measure A Grade Separation CFP subcommittee.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

A written report was provided to the Board. There was no discussion.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported:

- The Board approved the following:
 - Statement of Revenues and Expenses for February 2013
 - Consent Calendar
 - Assessment of the Fiscal Year (FY) 2013 Fuel Hedge Program
 - A resolution for the FY2014 Fuel Hedge Program
 - Award of on-call general engineering consultant contracts to HDR Engineering and Rail Surveyors and Engineers for \$15 million
 - Award of contract to Shimmick Construction for the Signal Preemption Project for \$1,849,500
 - Second amendment of the Use, Operating and Maintenance Agreement for the Millbrae Intermodal Station
 - Title VI Standards and Policies
- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – February 2013 compared to February 2012
 - Total Ridership was 11,166,994, an increase of 7.2 percent.
 - Average Weekday Ridership was 48,032, an increase of 11.8 percent.
 - Total Revenue was \$5,256,938, an increase of 12 percent.
 - On-time Performance was 93.5 percent, a decrease of 1.1 percent.
 - Caltrain Shuttle Ridership was 7,720, a decrease of 4.6 percent.
 - Year-to-date Performance Statistics – February 2013 compared to February 2012
 - Total Ridership was 10,126,786, an increase of 11.3 percent.
 - Average Weekday Ridership was 47,869, an increase of 11.9 percent.
 - Total Revenue was \$44,683,905, an increase of 16.6 percent.
 - On-time Performance was 90.7 percent, a decrease of 2.9 percent.
 - Caltrain Shuttle Ridership was 8,182, an increase of 16 percent.
- CAC recruitment closes May 3.
- Annual onboard passenger counts were just completed and staff will present the findings at the May meeting.
- The Bicycle Advisory Committee met on March 21 and received a Brown Act presentation and an overview of the Bicycle Program.
- Special service:
 - World Baseball Classic was held March 17-19 at AT&T Park with total ridership of 13,000.
 - Giants exhibition games were on March 28-29 with 13,000 riders.
 - Sharks played six home games in March and ridership was up 29 percent over last March.
 - Giants season opens April 5 and baseball service will be provided.
- Staff partnered with the Santa Clara Valley Transportation Authority for an open house at the Gilroy Caltrain Station.
- A new button has been added on the ticket vending machines for passengers to purchase same day tickets on baseball game days.
- A “How to Ride” video was shown.
- Staff has received recognition for social media efforts and recently was recognized in *Skedaddle*.
- The reading file contained the Giants brochure, *Track the Fun* brochure, Takeone

for the CAC recruitment and the February Safety & Security Report.

- Executive Officer, Caltrain Modernization Marian Lee gave an update on Caltrain Modernization.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- SamTrans buses transported attendees for the Devil's Slide Tunnel Opening.
- Staff has received a letter from the California State Department of Transportation (Caltrans) that the Federal Highway Administration has changed its policies regarding Buy America under Moving Ahead for Progress in the 21st Century (MAP-21). The change requires contracts to certify that all manufacturing processes for steel and iron materials have occurred in the United States. This could impact the San Pedro Creek Bridge Replacement Project and the U.S. Highway 101/Broadway Interchange Project.

Director Horsley said the task force worked with Caltrans for the Devil's Slide Tunnel ribbon cutting and Bus Transportation Director Chester Patton and the entire team were fantastic.

Director Patridge said she saw the "How to Ride" video on the news and it was very well done.

PROGRAM

Authorize Approval of Guiding Principles for Project Selection for the New Measure A Grade Separation Project

Executive Officer, Planning and Development April Chan presented:

- The purpose of program is to improve safety at railroad crossings and relieve traffic congestion.
- Fifteen percent of the Measure A Program is set aside for grade separations and there is \$225 million over the life of the program.
- Cities with candidate railroad crossings listed in the Expenditure Plan are: South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Redwood City, Menlo Park, Atherton, and East Palo Alto.
- Approximately \$200 million remains in the Grade Separation category for the life of the program -- \$25 million was allocated to the San Bruno Grade Separation Project currently under construction. Staff proposes allocating at least 80 percent of the available funds for construction and up to 20 percent for preconstruction, with at least 10 percent for design.
- Staff is proposing to allocate funds to separate project phases: planning/project study report, preliminary engineering/environmental assessment, design and construction.
- The planning/project study report would study project alternatives, develop cost estimates and include a scenario consistent with the Caltrain/High-speed Rail (HSR) blended system.
- The preliminary engineering/environmental phase would be to complete any necessary Federal and/or State environmental assessments. There must be city council approval and Caltrain concurrence with the selected alternative.

- For the design phase, candidates must complete the design with Caltrain to ensure railroad design standards are met and have city council approval and Caltrain concurrence.
- Construction is to be done by Caltrain, there must be a full funding plan and city council approval and Caltrain concurrence.
- Project evaluation criteria needs to consider the following elements:
 - Safety improvement and local traffic congestion relief
 - Improvement of railroad's operational flexibility
 - Project readiness
 - Project effectiveness
 - Geographic equity
 - Support of economic development
 - Funding leverage
- Next steps include:
 - Board approval of the project selection process at today's meeting
 - Develop project evaluation criteria for the first round of funding during April and May
 - Solicit first round of projects for funding in May-June
 - Board approval of first round of funding in the summer 2013

Director Matsumoto said in total costs it would take cities 15-20 percent in design work and the remainder in preconstruction. She asked if the \$80 million is a firm number available for construction. Ms. Chan said the 80 percent is a guiding principle to reserve as much funding as possible for construction and \$40 million is available for preconstruction.

A motion (Horsley/Canepa) to approve the guiding principles passed unanimously.

Program Report: Transit – Caltrain Modernization-Corridor Electrification

Ms. Lee presented:

- Electrification is a beneficial partnership between Caltrain and the California High-speed Rail Authority (CHSRA).
- The blended system vision is a two-track system, partially grade separated, with six Caltrain trains per hour per direction and up to four high-speed trains per peak hour per direction.
- The 2012 CHSRA Business Plan, the regional nine-party funding Memorandum of Understanding and the 2013 JPB/CHSRA new agreement are all policy-level commitments to the partnership.
- Key principles include incremental investment to the blended system, an early investment of \$1.5 billion (of which \$705 million is from HSR State Bond), and future incremental investments.
- Early investment projects include the advanced signal system, known as the Communications-based Overlay Signal System (CBOSS), to be completed by 2015, and corridor electrification with electric multiple units by 2019.
- By 2019, 75 percent of the diesel vehicles will be removed from service.
- Environmental processes include CBOSS, which is completed, the corridor electrification document currently being developed, and the blended system, which will be undertaken at a future date.

- Four public meetings were held for the corridor electrification Environmental Impact Report (EIR) scoping and public comments are still being accepted.
- Electrification elements, covering a 51-mile portion of the Caltrain right of way from San Francisco to Tamien Station in San Jose include trains travelling up to 79 miles per hour (mph), six trains per hour per direction, infrastructure of poles and overhead wires, traction power facilities and electric powered vehicles. Diesel service to Gilroy will remain. Existing tenants also will continue to be supported.
- Project purpose and need:
 - Improve train performance
 - Increase service and ridership
 - Increase revenue and reduce cost
 - Reduce environmental impacts
 - HSR compatible electrical infrastructure
- The environmental document received Federal clearance in 2009, but not State certification. Since some of the data is outdated, staff made a commitment to the community to redo the document. This will be a new document, but staff will keep any useful information from the old document so nothing is wasted.
- Photos of similar installations were shown.
- Cumulative analysis will include what staff knows about other projects and include projects from the MTC Regional Transportation Plan, other approved transportation projects and local station development plans. Examples of key projects include HSR blended service, the San Francisco Downtown Extension and Dumbarton Rail Corridor Project.
- The draft EIR will be available for public review around fall 2013, and adoption in summer/fall 2014.
- Most of staff's time is focused on delivering the early investment program by 2019.
- Two current planning studies staff is working on are blended service plan/operations considerations and grade crossing and local traffic impacts analysis.
- Next steps to be determined are:
 - Develop blended service plan options
 - Options evaluation on infrastructure, fleet and cost
 - Alternatives definition for future environmental review
- Partnerships include the JPB, the Local Policy Maker Group made up of elected officials of the 17 cities and three counties, city councils and rail committees. At the staff level there is a City/County Staff Coordination Group and Peninsula Corridor Working Group.

Director Matsumoto asked if leasing trains has any merit. Ms. Lee said all options are being explored.

Director Matsumoto asked if 79 mph is feasible. Ms. Lee said yes.

Update on State and Federal Legislative Program

Executive Officer Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Working Group to explore options for meeting the State's long-term transportation funding needs and

priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and staff will report back next month on progress and developments. One of the first things the group will be addressing is the report card issued by the American Society of Civil Engineers that gave the State an overall grade of "C" and cited a lack of sufficient investment for the operations and maintenance of the existing facilities and dedicated funding sources for new improvements to the system. The report card also states there is a need for \$10 billion more per year to be spent for ongoing maintenance of existing facilities and an investment of \$36.5 billion in order to raise the transportation grade to a "B."

Federal

Mr. Simon said Congress is making efforts to pass a continuing resolution to start work on the Fiscal Year 2014 appropriations process. Last year Federal investment in the California HSR Project was a key topic during the process and is likely to be again. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a study done in partnership with the American Public Transportation Association and the National Association of Realtors that showed residential properties located within a half-mile of fixed guideway transit performed substantially better in holding their value during a recession than other properties.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

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

Meeting adjourned at 6:13 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 MARCH 31, 2013**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$59,761,618 - line 7) is **better** than staff projections by \$4,851,307 or 8.8 percent. *Grant Proceeds* (\$2,532,900 - line 5) is \$2,327,568 or 1,133.6 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 (\$59,761,618 - line 7) is \$5,651,592 or 10.4 percent **better** than prior year performance. *Sales Tax* (\$52,544,608 - line 1) which is \$3,707,743 or 7.6 percent **better** than prior year is offset by *Interest Income* (\$2,860,069 - line 2) which is \$627,989 or 18.0 percent **worse**.

Expenditures: *Total Administrative* (\$486,393 - line 22) is **better** than staff projections by \$160,551 or 24.8 percent and also **better** than prior year actual by \$125,100 or 20.5 percent. Within total administrative, *Staff Support* (\$337,102 - line 18) is \$87,149 or 20.5 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: **75.0%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	5,862,235	48,836,865	52,544,608	51,047,999	102.9%	65,000,000	68,000,000	75.1%
2 Interest Income	287,937	3,488,058	2,860,069	2,819,860	101.4%	4,022,150	4,022,150	70.1%
3 Miscellaneous Income	0	0	971,712 (A)	0	0.0%	0	0	0.0%
4 Rental Income	96,833	828,658	852,329	837,120	101.8%	1,116,180	1,116,180	76.4%
5 Grant Proceeds	30,156	956,444	2,532,900 (B)	205,332	1233.6%	0	308,000	822.4%
6								
7 TOTAL REVENUE	6,277,161	54,110,026	59,761,618	54,910,311	108.8%	70,138,330	73,446,330	81.4%
EXPENDITURES:								
11 Annual Allocations	2,139,715	18,908,087	19,178,781	18,632,521	102.9%	23,725,000	24,820,000	77.3%
13 Program Expenditures	677,810	18,500,192	25,702,518	57,245,187	44.9%	73,175,646	76,784,646	33.5%
15 Oversight	35,452	415,867	478,501	363,750	131.5%	485,000	485,000	98.7%
17 Administrative								
18 Staff Support	38,827	402,530	337,102	424,251	79.5%	634,125	634,125	53.2%
19 Measure A Info-Others	33	982	33	1,616	2.0%	16,500	16,500	0.2%
20 Other Admin Expenses	13,395	207,981	149,258	221,078	67.5%	333,959	333,959	44.7%
21								
22 Total Administrative	52,255	611,493	486,393	646,944	75.2%	984,584	984,584	49.4%
23								
24 TOTAL EXPENDITURES	2,905,232	38,435,639	45,846,193 (1)	76,888,402	59.6%	98,370,230	103,074,230	44.5%
25								
26 EXCESS (DEFICIT)	3,371,929	15,674,387	13,915,425	(21,978,091)		(28,231,900)	(29,627,900)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	421,881,503	444,581,025	444,581,025		405,211,033	444,581,025	
29								
30 ENDING FUND BALANCE	Not Applicable	437,555,890	458,496,450 (2)	422,602,934		376,979,133	414,953,125	

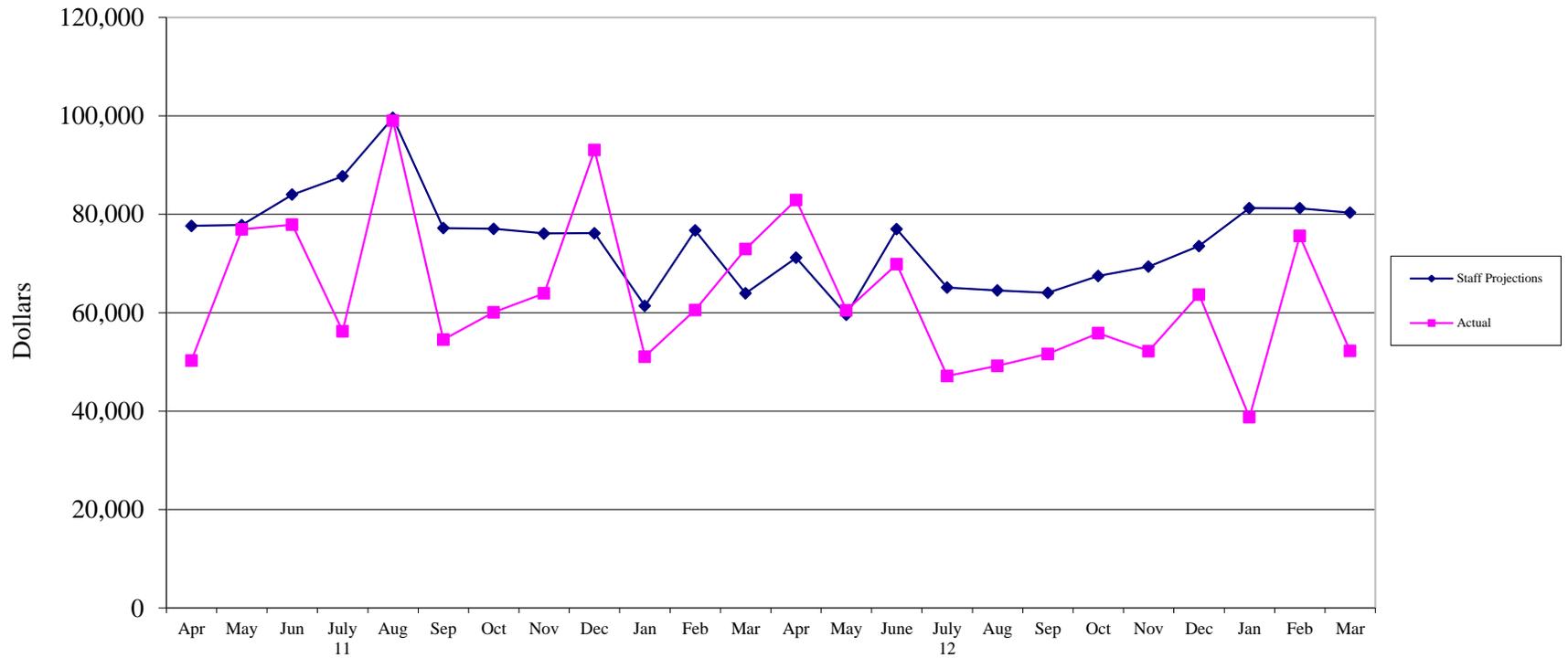
33 Includes the following balances:								
34 Cash and Liquid Investments		446,313		FY 2012 Carryover of Commitments (Audited)		303,355,309		
35 Current Committed Fund Balance		360,583,346 (3)		FY 2013 Additional Commitments (Budgeted)		98,370,230		
36 Undesignated Cash & Net Receivable		<u>97,466,791</u>		Reso # 2012-18		308,000		
37 Total		<u>458,496,450 (2)</u>		Reso # 2012-19		3,000,000		
				Reso # 2012-23		61,000		
				Reso # 2013-01		1,335,000		
				Less: Current YTD expenditures		<u>(45,846,193) (1)</u>		
				Current Committed Fund Balance		<u>360,583,346 (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
MONTHLY EXPENSES												
Staff Projections	65,111	64,548	64,047	67,471	69,366	73,559	81,265	81,232	80,345	0	0	0
Actual	47,161	48,997	51,631	55,867	52,204	63,704	38,763	75,611	52,255	0	0	0
CUMULATIVE EXPENSES												
Staff Projections	65,111	129,659	193,707	261,177	330,543	404,102	485,367	566,599	646,944			
Actual	47,161	96,359	147,989	203,857	256,060	319,765	358,527	434,138	486,393			
Variance-F(U)	17,950	33,300	45,718	57,320	74,483	84,337	126,840	132,461	160,551	0	0	0
Variance %	27.57%	25.68%	23.60%	21.95%	22.53%	20.87%	26.13%	23.38%	24.82%	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 MARCH, 2013

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.720%	\$ 267,522,684	\$ 267,522,684
Local Agency Investment Fund	**	Liquid Cash	0.285%	\$ 15,151,938	\$ 15,151,938
Investment Portfolio	***	Liquid Cash	0.955%	\$ 159,994,664	\$ 160,918,270
Other		Liquid Cash	0.000%	\$ 446,313	\$ 446,313
				<u>\$ 443,115,600</u>	<u>\$ 444,039,206</u>

Accrued Earnings for March, 2013 \$ 294,256.56
Cumulative Earnings FY2013 \$ 2,906,597.31

* County Pool average yield for the month ending March 31, 2013 was 0.720%. As of March, 2013 the amortized cost of the Total Pool was \$2,796,897,460.22 and the fair market value per San Mateo County Treasurer's Office was \$2,805,914,419.00.

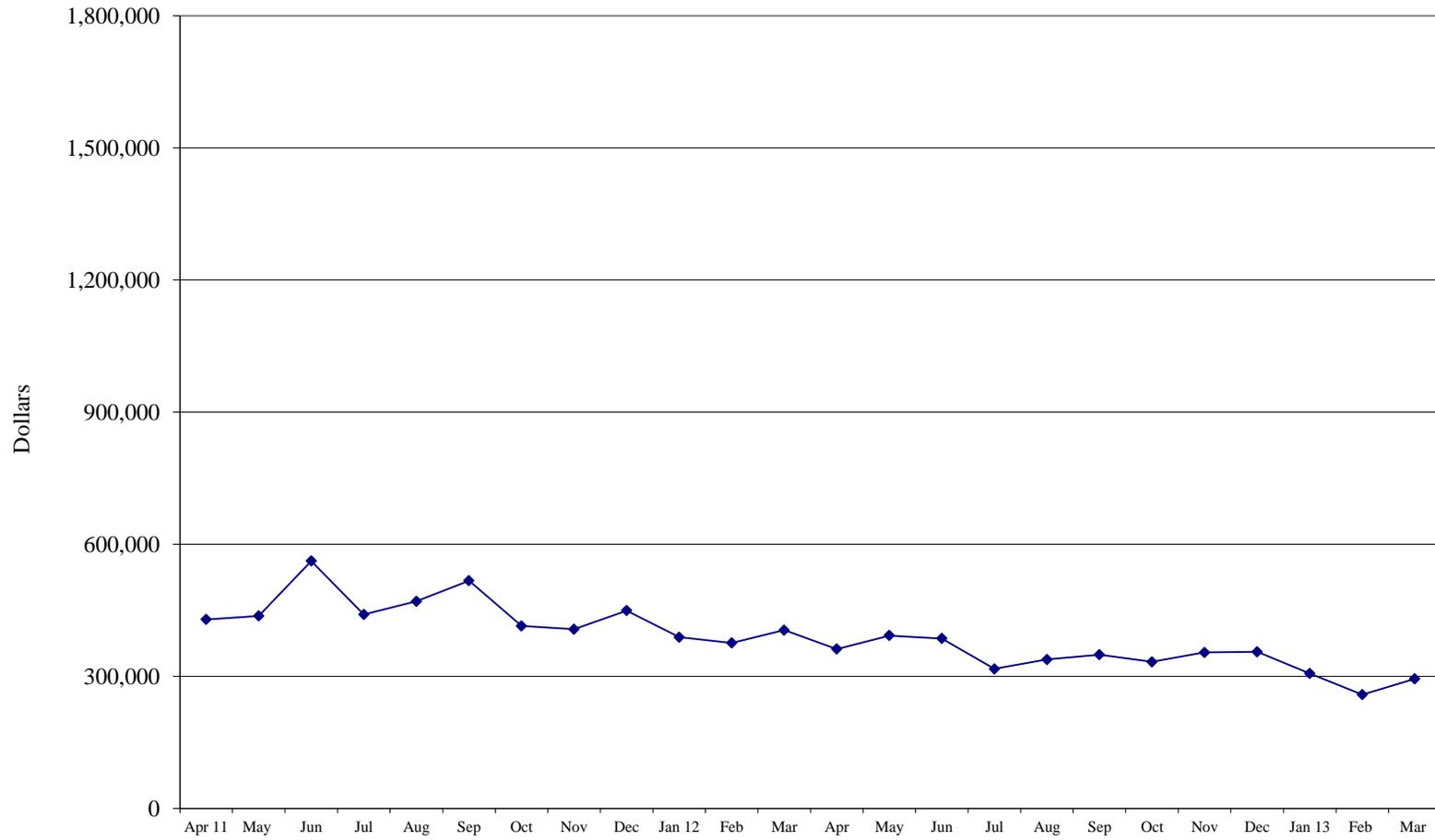
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
MARCH 2013**

FY2013	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	316,822.41	316,822.41
AUGUST	338,213.28	655,035.69
SEPTEMBER	349,362.10	1,004,397.79
OCTOBER	332,798.20	1,337,195.99
NOVEMBER	354,244.74	1,691,440.73
DECEMBER	355,853.61	2,047,294.34
JANUARY	306,607.42	2,353,901.76
FEBRUARY	258,438.99	2,612,340.75
MARCH	294,256.56	2,906,597.31
APRIL		
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
March 31, 2013

DESCRIPTION	TOTAL INVESTMENT 03-31-13	INTEREST RECEIVABLE 02-28-13	INTEREST EARNED 03-31-13	INTEREST RECEIVED 03-31-13	ADJ.	INTEREST RECEIVABLE 03-31-13
LAIF	15,151,938.14	9,506.67	3,667.60	0.00	0.00	13,174.27
COUNTY POOL	267,522,684.34	272,887.23	162,686.59	0.00	0.00	435,573.82
BANK OF AMERICA	446,313.40	0.00	0.00			0.00
INVESTMENT PORTFOLIO	<u>159,994,664.38</u>	<u>426,464.06</u>	<u>127,667.32</u>	<u>97,500.00</u>	<u>235.05</u>	<u>456,866.43</u>
	<u><u>443,115,600.26</u></u>	<u><u>708,857.96</u></u>	<u><u>294,021.51</u></u>	<u><u>97,500.00</u></u>	<u><u>235.05</u></u>	<u><u>905,614.52</u></u>

MARCH 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 03/31/13	294,256.56
Add:	
Misc. Income - Lehman Brothers Recovery	
Less:	
Management Fees	(6,319.10)
Amortized Premium/Discount	(22,589.41)
Capital Gain(Loss)	<u>-</u>
Total Interest & Capital Gain(Loss)	<u><u>265,348.05</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,906,597.31
Add:	
Misc. Income - Lehman Brothers Recovery	971,712.29
Less:	
Management Fees	(37,699.02)
Amortized Premium/Discount	(310,848.51)
Capital Gain(Loss)	<u>(8,829.16)</u>
Total Interest	<u><u>3,520,932.89</u></u>
Balance Per Ledger as of 03/31/13	
Exp. Acct. 530011 - Amort Prem/Disc	(310,848.51)
Int Acct. 409100 - Co. Pool	1,479,072.09
Int Acct. 409100 - LAIF	57,803.68
Int Acct. 409100 - B of A	30.83
Int Acct. 409101 - Portfolio Funds	1,331,991.67
Misc. Income Acct. 405240 - Other Non-Transit	971,712.29
Gain(Loss) Acct. 405210	<u>(8,829.16)</u>
	<u><u>3,520,932.89</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-12	MARKET VALUE 03/31/13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 02-28-13	INTEREST EARNED 03/31/13	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 03/31/13	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828TX8	02/01/13	14,998,828.13	15,023,400.00	15,023,400.00	11-15-15	0.375%	156.2500	30	4,350.82	4,687.50		129.49	21,287.98	15,000,000 10.36%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,205,390.00	02-25-14	1.375%	725.6944	30	4,354.17	21,770.83			26,125.00	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	13,835,340.00	04-23-14	2.500%	937.5000	30	120,000.00	28,125.00			148,125.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,050,600.00	09-28-15	0.750%	208.3333	30	31,875.00	6,250.00	37,500.00		625.00	10,000,000
FNMA	3136G0EJ6	05-03-12	9,996,875.00	10,019,400.00	10,005,100.00	10-30-15	0.750%	208.3333	30	25,208.33	6,250.00			31,458.33	10,000,000
FHLMC	3134G3UV0	05-23-12	5,000,000.00	5,001,550.00	5,003,750.00	11-23-15	0.750%	104.1667	30	10,208.33	3,125.00			13,333.33	5,000,000
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,997,900.00	15,011,400.00	11-24-15	0.750%	312.5000	30	30,312.50	9,375.00			39,687.50	15,000,000
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,003,240.00	11-01-15	0.750%	83.3333	31	8,622.22	2,583.33		83.34	11,288.89	4,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	6,007,560.00	6,005,760.00	11-27-15	0.500%	83.3333	30	7,833.33	2,500.00			10,333.33	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	20,019,800.00	20,014,200.00	11-27-15	0.500%	277.7778	30	26,111.11	8,333.33			34,444.44	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,990,700.00	9,999,300.00	01-28-16	0.500%	138.8889	30	4,583.33	4,166.67			8,750.00	10,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,075,960.00	03-21-16	1.000%	333.3333	30	53,333.33	10,000.00	60,000.00		3,333.33	12,000,000
FNMA	3135G0KA0	05-03-12	10,030,700.00	10,043,400.00	10,006,300.00	04-26-16	1.125%	312.5000	30	39,062.50	9,375.00			48,437.50	10,000,000 84.15%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,662,069.77	10,678,529.83	04-15-14	1.250%	358.8922	31	48,488.92	11,125.66		22.22	59,636.80	10,336,095 6.47%
<u>CASH INVESTMENT</u>															
MATURED/CALLED															
TOTAL			<u>159,994,664.38</u>	<u>161,229,524.77</u>	<u>160,918,269.83</u>					<u>414,343.89</u>	<u>127,667.32</u>	<u>97,500.00</u>	<u>235.05</u>	<u>456,866.43</u>	<u>159,836,096.01</u>

10-Apr-13

Weighted Average Interest Rate 0.9552%

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

4/16/13 8:55 AM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2012:					
1st Quarter	15,680,000	1st Quarter	17,044,298	1,364,298	17,044,298
2nd Quarter	16,562,400	2nd Quarter	18,016,949	1,454,549	18,016,949
3rd Quarter	14,812,600	3rd Quarter	16,477,299	1,664,699	16,477,299
4th Quarter	15,945,000	4th Quarter	17,937,211	1,992,211	17,937,211
FY2012 Total	63,000,000	FY2012 Total	69,475,757	6,475,757	69,475,757
FY2013:					
Jul. 12	4,360,900	Sep. 12	4,903,100	542,200	4,903,100
Aug. 12	4,360,900	Oct. 12	5,242,800	881,900	5,242,800
Sep. 12	5,810,000	Nov. 12	6,537,500	727,500	6,537,500
1st Qtr. Adjustment	1,650,000	Dec. 12	2,172,590	522,590	2,172,590
3 Months Total	16,181,800		18,855,990	2,674,190	18,855,990
Oct. 12	4,507,000	Dec. 12	5,197,400	690,400	5,197,400
Nov. 12	4,507,000	Jan. 13	5,197,400	690,400	5,197,400
Dec. 12	6,330,000	Feb. 13	6,897,200	567,200	6,897,200
2nd Qtr. Adjustment	1,740,000	Mar. 13	1,656,926	(83,074)	1,656,926
6 Months Total	33,265,800		37,804,916	4,539,116	37,804,916
Jan. 13	5,142,000	Mar. 13	4,626,700	(515,300)	4,626,700
Feb. 13	5,142,000	Apr. 13		(515,300)	4,626,700
Mar. 13	5,880,800	May 13		(515,300)	5,365,500
3rd Qtr. Adjustment	1,617,400	Jun. 13		(1,496,608)	120,792
9 Months Total	51,048,000		42,431,616	1,496,608	52,544,608
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		(1,496,608)	248,392
FY2013 Total	68,000,000	FY2013 Total	42,431,616	0	68,000,000
	18,855,990	1st Quarter			
	18,948,926	2nd Quarter			
	14,739,692	3rd Quarter			
	52,544,608	4th Quarter			
	<u>52,544,608</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>3/31/2013</u>
Cash -- Bank of America Checking Account	\$ 446,313.40
LAIF	15,151,938.14
County Pool	267,522,684.34
Investment Portfolio	159,994,664.38
	<hr/>
Total	<u><u>443,115,600.26</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- MARCH 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000820	PENINSULA CORRIDOR JOINT POWERS BOARD	3/4/2013	119,536.02	WIR	Capital Programs
SMCTA	000821	PENINSULA CORRIDOR JOINT POWERS BOARD	3/11/2013	86,414.93	WIR	Capital Programs
SMCTA	000822	SAN MATEO COUNTY TRANSIT DISTRICT	3/11/2013	3,878,056.00	WIR	Capital Programs
SMCTA	000823	MATSUMOTO, KARYL M.	3/18/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000824	NAGEL, TERRY	3/18/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000825	HORSLEY, DONALD	3/18/2013	100.00	WIR	Board of Directors Compensation
SMCTA	000826	PENINSULA CORRIDOR JOINT POWERS BOARD	3/25/2013	19,312.63	WIR	Capital Programs
SMCTA	000827	SAN MATEO COUNTY TRANSIT DISTRICT	3/25/2013	719,057.41	WIR	Capital, Caltrain & Redi-Wheel Ser.
SMCTA	003423	DMJM HARRIS/MARK THOMAS JV	3/4/2013	82,534.48	CHK	Capital Programs
SMCTA	003424	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	3/4/2013	33,693.37	CHK	Legal Services
SMCTA	003425	BRISBANE, CITY OF	3/11/2013	5,347.77	CHK	Capital Programs
SMCTA	003426	GOVERNMENT FINANCE OFFICERS ASSN	3/11/2013	160.00	CHK	Dues and Subscriptions
SMCTA	003427	HNTB CORPORATION	3/11/2013	2,573.40	CHK	Consultant
SMCTA	003428	LEVIN SALES COMPANY	3/11/2013	19.25	CHK	Miscellaneous
SMCTA	003429	NORTH AMERICAN TITLE	3/11/2013	28,750.00	CHK	Capital Programs
SMCTA	003430	DMJM HARRIS/MARK THOMAS JV	3/18/2013	-	CHK	Capital Programs - Adjustment
SMCTA	003431	FEHR & PEERS	3/18/2013	18,627.65	CHK	Consultant
SMCTA	003432	FOUST, ROSANNE	3/18/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003433	GREEN CARPET LANDSCAPING	3/18/2013	1,990.00	CHK	Grounds Maintenance Service
SMCTA	003434	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	3/18/2013	19,222.88	CHK	Legal Services
SMCTA	003435	PATRIDGE, NAOMI	3/18/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003436	PENINSULA TRAFFIC CONGESTION RELIEF	3/18/2013	173,326.10	CHK	Capital Programs
SMCTA	003437	ATKINS NORTH AMERICA, INC	3/25/2013	68,151.70	CHK	Consultant
SMCTA	003438	CANEPA, DAVID	3/25/2013	100.00	CHK	Board of Directors Compensation
SMCTA	003439	DMJM HARRIS/MARK THOMAS JV	3/25/2013	27,693.16	CHK	Capital Programs
SMCTA	003440	JACOBS ENGINEERING GROUP, INC.	3/25/2013	1,568.19	CHK	Consultant
SMCTA	003441	OBSERVADOR PUBLICATIONS INC., EL	3/25/2013	268.75	CHK	Legal Advertising

\$ 5,286,903.69

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 3, 2013**

The Community Relations Committee and Board

Appointed the following members to the Citizens Advisory Committee (CAC):

- Kathryn Heatley, Representing Multimodal Riders
- Bill Lock, Representing Community Riders
- Judy McKie, Representing Bus Riders
- Heinz Plischke, Representing Community Riders

Manager, Accessible Transit Services, Bill Welch said the San Mateo County Transit District's (District) Americans with Disabilities Act (ADA) Paratransit services are being examined by researchers who are preparing a report for the Federal Transit Administration entitled "Accessible Transit Services for All." This came out of a lengthy survey that staff completed last year on "ADA Paratransit Service Design and Cost Effectiveness."

Paratransit Coordinating Council (PCC) Chair Mike Levinson reported the Consumer Corps and modification of the comment cards will be on the agenda for the Coastside Committee quarterly meeting on April 17.

CAC Chair Peter Ratto reported on the March 27 meeting:

- The CAC moved their April meeting up to March 27 to receive a presentation by Director, Planning Doug Kim on the final draft of the SamTrans Service Plan. There was a lot of discussion on Route KX, transferring at the San Francisco International Airport and the \$4 fare premium charged by Bay Area Rapid Transit (BART). Members would like to see Route KX extended to San Bruno BART to eliminate the fare premium, double the train's frequency for transferring passengers into San Francisco on weekdays and provide a less cumbersome transfer between the modes.
- The remaining CAC meetings for 2013 will now be the last Wednesday of the month and they will take November as the bye month.
- Certificates of Appreciation were presented to outgoing members Andy Chow, Lisa Chow, Tom Collette and Daniel Cruz.

Average weekday ridership for all modes for February 2013 compared to February 2012 was 100,641, an increase of 4.4 percent.

The Finance Committee and Board

The Board:

- Approved the Statement of Revenues and Expenses for February 2013.
- Authorized Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund.
- Authorized Revision of the Fuel Hedging Policy to Conform to Dodd-Frank, Awarded a Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for Not-to-Exceed Fee of \$125,000, Approved the Fiscal Year (FY) 2014

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 3, 2013**

Fuel Hedging Program and Authorized Execution of Documents and Payment Premiums for Commodity Price Cap for the FY2014 Fuel Hedging Program.

- Received an Assessment of the FY2013 Fuel Hedging Program.

The Legislative Committee and Board

State Update

Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented in the working group through the California Transit Association (CTA). The first meeting of the working group is April 9.

The CTA will have its annual spring Legislative Conference on May 13 and 14 in Sacramento. This provides members with an opportunity to meet with State transportation leaders and advocate for Cap and Trade revenues and implementation of Moving Ahead for Progress in the 21st Century (MAP-21).

Federal

Congress continues to work on passing a continuing resolution and start work on the FY2014 appropriations. Last year, investment in the California High-speed Rail Project was a key topic during the appropriations process and it looks like it will be again. Republican Congressmen Jeff Denham and Kevin McCarthy have requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. A recently released GAO report gave the project an overwhelmingly positive review.

Board of Directors

The Board held a public hearing for the Draft Final SamTrans Service Plan and accompanying California Environmental Quality Act (CEQA) Environmental Document and Draft Initial Study/Negative Declaration (IS/ID).

General Manager/CEO Michael Scanlon reported:

- February ridership on Route ECR increased 1.5 percent on Saturdays and 6 percent on Sunday. For the month, ridership was up 3.5 percent.
- On March 25 staff participated in the opening of the Devil's Slide Tunnels. SamTrans buses were critical in safely moving people through the tunnels.
- Accessible Services staff is reviewing a suggestion to put Braille medallions at key transit stations and a possible pilot program at Sequoia Station next year.
- Bus Contracts staff is working on a combined Request for Proposal with the San Mateo County Transit District, the Peninsula Corridor Joint Powers Board and the Peninsula Traffic Congestion Relief Alliance and it will be advertised in May.
- Runbook 111 goes into effect June 16 with on-time adjustments to Routes 122 and 120 and school bell times for the summer.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 3, 2013**

- Director Karyl Matsumoto and the city of South San Francisco were commended for starting to sell tokens at City Hall at 400 Grand Avenue.
- Google Maps is up and live as of April 2.
- Manuel Juarez was recognized with a 30-year Safe Worker Award.

The Board met in closed session to discuss pending labor negotiations with the Teamsters Union, Local 856 who represent the employees in the bus instructors unit.

The next meeting of the Board is scheduled for Wednesday, May 1, 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 and
Development

C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **ALLOCATION OF NEW MEASURE A HIGHWAY PROGRAM FUNDS FOR THE
US 101/HOLLY INTERCHANGE PROJECT**

ACTION

Staff proposes the Board approve the following:

1. Allocate \$1.5 million in New Measure A Highway Supplemental Roadway Projects funds for the US 101/Holly Interchange project approval/environmental document (PA/ED) phase to the City of San Carlos.
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to give effect to the above-referenced actions.

SIGNIFICANCE

The Board programmed Measure A Highway Program funds for a number of projects at its October 4, 2012 meeting, with the allocation of funds to these projects conditioned on the projects or applicants fulfilling certain specified requirements.

The City of San Carlos requested \$1.5 million to complete the PA/ED phase of the US 101/Holly Street Interchange Modification Project. Funding for the PA/ED was programmed by the Board, but the allocation of funds was subject to the California Department of Transportation (Caltrans) approval of a Project Study Report (PSR). The City of San Carlos has since secured Caltrans approval of a PSR for the subject project, fulfilling the condition for the allocation of funds.

Staff recommends the Board allocate the programmed funds to the project, as the condition for allocation has been met. This would enable the project to proceed.

BUDGET IMPACT

The requested funds are included in the Fiscal Year (FY) 2013 budget and were programmed by the Board in October 2012.

BACKGROUND

At the October 4, 2012 meeting, the Board approved 23 projects to receive \$82.71 million in Measure A Highway Program funds by taking two separate actions. The first action was to program and allocate funds to one group of projects, and the second was to only program funds to the other group of projects. The distinction between these two actions was as follows:

- **Program and allocate:** In some cases, the Board programmed and allocated funds to projects in a single combined action. Funds could be expended on the project and reimbursed by the TA based on that single combined action.
- **Program only:** In other cases, the Board only programmed funds as a commitment to a project, without also allocating those funds. In these cases, any expenditures on the project were not eligible for reimbursement by the TA until future action by the Board to allocate the programmed funds. The allocation of programmed funds was conditioned on the project (or sponsor) fulfilling certain conditions, i.e. project readiness to start the next phase. Sponsors must demonstrate that the condition had been met before requesting a Board allocation for programmed funds.

Prepared By: Joseph Hurley, Director, TA Program

650-508-7942

RESOLUTION NO. 2013 –

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

*** * ***

**ALLOCATING \$1.5 MILLION TO THE US 101 HOLLY
INTERCHANGE PROJECT IN NEW MEASURE A FUNDS
FROM THE HIGHWAY PROGRAM CATEGORY**

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 10.2 percent of the New Measure A revenues to fund supplemental roadway projects under the Highway Program; and

WHEREAS, the TA issued a Call for Projects in May 2012 for the Highway Program Category; and

WHEREAS, the City of San Carlos (City) submitted an application which included \$1.5 million for the Project Approval/Environmental Document (PA/ED) phase for the US 101/Holly Street Interchange Modification Project; and

WHEREAS, on October 4, 2012, by Resolution No. 2012-17, the TA Board of Directors authorized the programming of \$1.5 million in New Measure A funding from the Highway Program – Supplemental Roadway Projects category – for the PA/ED for the US 101/ Holly Street Interchange Modification Project, with allocation of such funds conditioned on California Department of Transportation (Caltrans) approval of a Project Study Report (PSR) for the project; and

WHEREAS, on April 5, 2013, the City secured Caltrans approval of the required PSR, fulfilling the TA's condition for allocation of New Measure A funds for the PA/ED phase of the project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the allocation of \$1.5 million in New Measure A funding from the Highway Program – Supplemental Roadway Project category– for the PA/ED phase for the US 101/Holly Street Interchange Modification Project; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents or agreements and to take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of May, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff recommends the Board accepts and enters into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2013.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 12, 2013 in order to meet the 30 day requirement.

BUDGET IMPACT

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

BACKGROUND

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

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

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

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

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

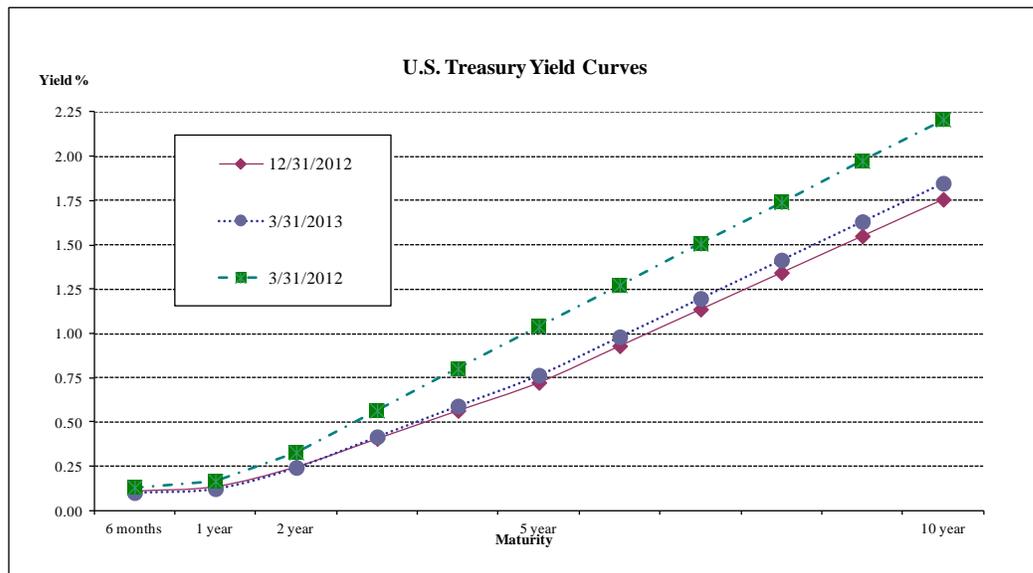
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share,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

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

DISCUSSION

Market Review and Outlook

Interest rates remained relatively stable during the first quarter of 2013 as investors weighed better than expected news on the economy with the fiscal impacts of recent tax increases and looming budget cuts. Recent data paints a picture of private sector healing even as the federal government is struggling to get its budget deficits under control. Fiscal restraint will act to moderate growth, keeping interest rates lower and the unemployment rate higher. This give and take between an improving economic outlook from the private sector and increasing fiscal restraint is likely to be the dominate factor in determining how the markets and the economy fare in the months and quarters to come.



Data Source: Bloomberg Finance L.P.

Economists widely estimate the mandated budget cuts, generally known as the "Sequester", will reduce Gross Domestic Product growth below what it might otherwise have been by roughly one half of one percent. When combined with the 1.2 percent estimated decrease in growth from the increased tax rates that went into effect at the beginning of the year, fiscal policy has reduced economic growth. It is widely expected that the maximum impact of these actions will be felt over the next two quarters. As we look beyond this, towards the end of this year and into 2014, an improving housing market, increased bank lending and solid corporate profits have helped shape expectations for economic growth to increase to a better pace of roughly 3.0 percent. A period of above current trend economic growth would help bring down the unemployment rate and pave the way for the Fed to increase short term interest rates. At present, an increase in short term rates is not expected until the beginning of 2015. Although developments may shorten or lengthen the timing of the Fed's first move, the likelihood of any action on this score over the next 12 months is extremely unlikely.

The same cannot be said, however, for the Federal Reserve's (Fed) current pace of Quantitative Easing, (QE). The minutes from recent meetings of the Federal Open

Market Committee show increasing concern among members over the pace of QE and the Fed's ability to stop doing it. Most likely it will be curtailed or eliminated if indeed economic growth picks up over the next 12 months. The QE is widely believed to be responsible for keeping long term interest rates at least 1.5 percent lower than they might otherwise be and this makes the outlook for longer term interest rates much more uncertain.

Over the next few months our politicians have some critical decisions to navigate. Among these are the Debt Ceiling suspension, the FY 2014 budget and possibly some changes to the Sequester to try and lessen disruptive aspects. In addition to our domestic concerns, the ongoing debt crisis in Europe, geopolitical concerns in the Middle East and the relative growth rates of emerging economies continue to be an important influence in global markets.

The direction of the market remains uncertain and CSI believes our ultimate path will depend on the degree to which our politicians can craft a favorable compromise regarding the issues above. Perhaps even more important for the economy, however, is that much of the uncertainty created by these issues is likely to be resolved this year, favorably or not. Given the current health of the private sector, the prospect of a known operating environment might be all we need to get businesses back to spending again in earnest.

Strategy

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

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

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 84.0 percent Agency Securities and 16.0 percent US Treasury securities; see Exhibit 6.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending March 31, the portfolio returned 0.09 percent. This compares to the benchmark return of 0.21 percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's yield to maturity or call was 0.38 percent. The

benchmark's yield to maturity was 0.49 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 1.02 percent.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED MARCH 31, 2013**

EXHIBIT 1

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
TREASURY SECURITIES							
U.S. Treasury Note	912828TX8	11-15-15	15,000,000	14,998,828	15,023,400	21,288	15,044,688
GOVERNMENT BONDS							
FHLM	3137EACR8	02-25-14	19,000,000	18,901,470	19,205,390	26,125	19,231,515
FHLM	3137EACB3	04-23-14	13,500,000	13,932,270	13,835,340	148,125	13,983,465
FHLMC	3134G3SD3	09-28-15	10,000,000	9,996,000	10,050,600	625	10,051,225
FNMA	3136G0EJ6	10-30-15	10,000,000	9,996,875	10,005,100	31,458	10,036,558
FHLMC	3134G3UV0	11-23-15	5,000,000	5,000,000	5,003,750	13,333	5,017,083
FNMA	3135G0LM3	11-24-15	15,000,000	14,995,500	15,011,400	39,688	15,051,088
FNMA	3135G0LT8	11-01-15	4,000,000	3,999,400	4,003,240	11,289	4,014,529
FHLMC	3134G3Y20	11-27-15	6,000,000	6,000,600	6,005,760	10,333	6,016,093
FNMA	3135G0RX3	11-27-15	20,000,000	20,015,000	20,014,200	34,444	20,048,644
FHLMC	3134G34B3	01-28-16	10,000,000	9,998,500	9,999,300	8,750	10,008,050
FHLMC	3134G3SE1	03-21-16	12,000,000	12,007,500	12,075,960	3,333	12,079,293
FNMA	3135G0KA0	04-26-16	10,000,000	10,030,700	10,006,300	48,438	10,054,738

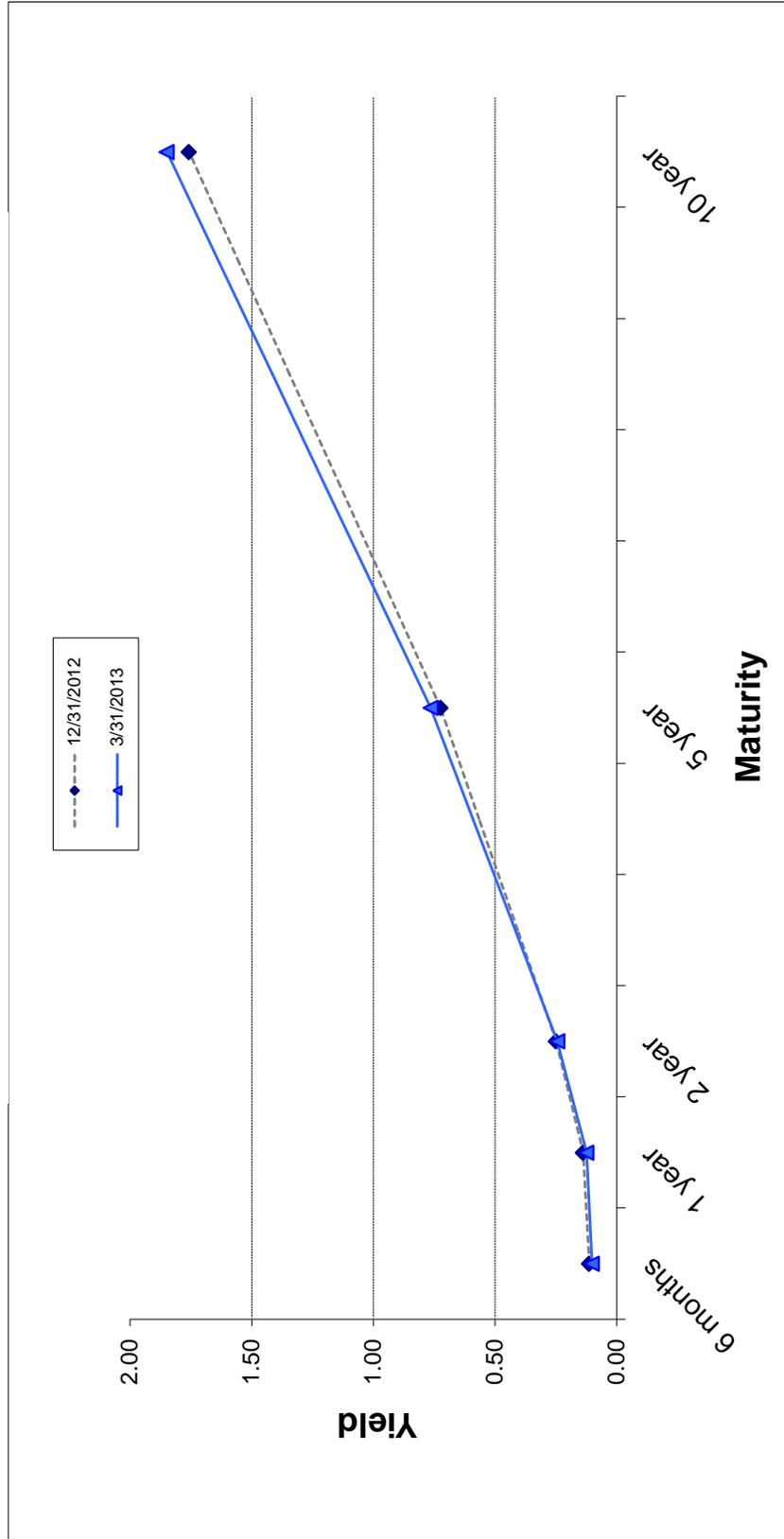
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS (Continued)
FOR QUARTER ENDED MARCH 31, 2013**

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP (Con't.)</u>							
TREASURY INFLATION PROTECTED SECURITIES							
US Inflation Indexed Note	912828KMI	04-15-14	10,336,095	10,122,021	10,678,530	59,637	10,738,167
TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP			159,836,095	159,994,664	160,918,270	456,866	151,320,399

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:

BANK OF AMERICA CHECKING LAIF							
			446,313	446,313	0		446,313
SAN MATEO COUNTY POOL							
			15,151,938	15,151,938	13,174		15,165,112
			267,522,684	267,522,684	435,574		267,958,258
TOTAL FUNDS MANAGED BY DISTRICT STAFF			283,120,936	283,120,936	448,748		283,569,684
TOTAL AS OF MARCH 31, 2013			443,115,600	444,039,206	905,615		434,890,083

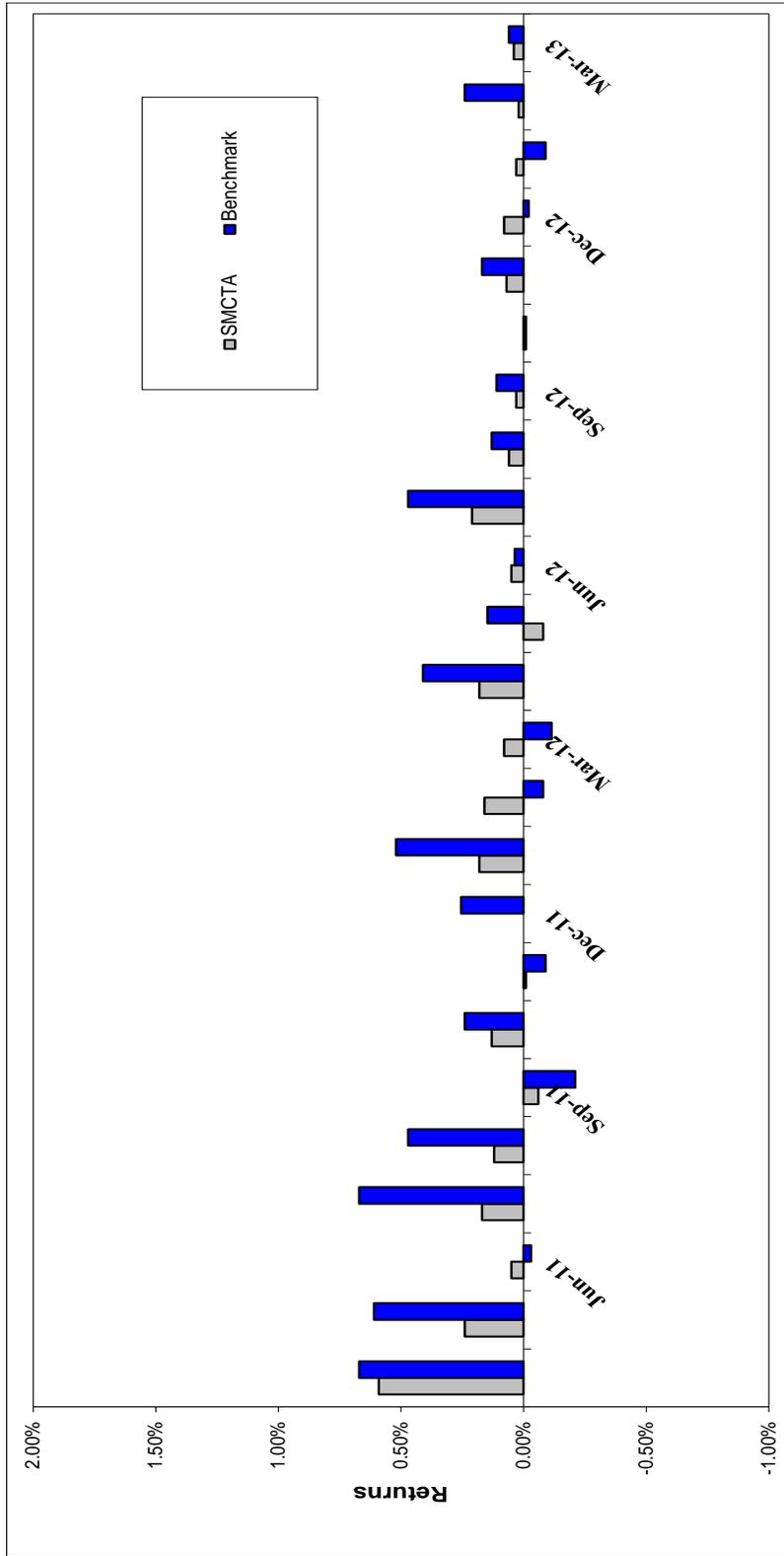
San Mateo County Transportation Authority Historical Yield Curve



Data Source: Bloomberg

CSI Capital, a SunTrust Group

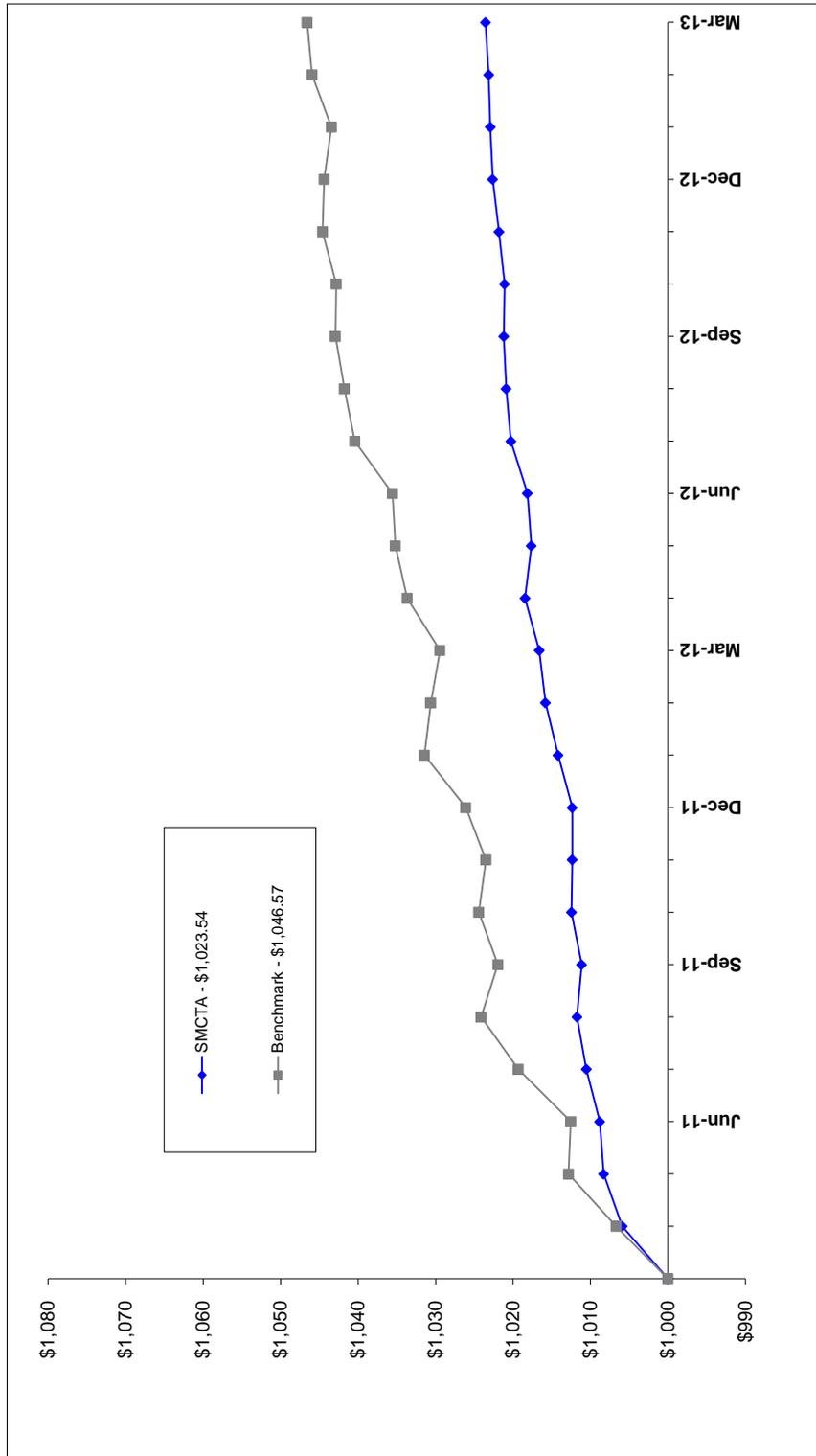
San Mateo County Transportation Authority
 Monthly Review – Account vs. Benchmark
 Rolling 24 Months



Trailing 12 Months	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	0.18%	-0.08%	0.05%	0.21%	0.06%	0.03%	-0.01%	0.07%	0.08%	0.03%	0.02%	0.04%	0.68%
Benchmark	0.41%	0.15%	0.04%	0.47%	0.13%	0.11%	-0.01%	0.17%	-0.02%	-0.09%	0.24%	0.06%	1.66%

CSI Capital, a SunTrust Group

San Mateo County Transportation Authority
 Growth of a Thousand Dollars
 Rolling 24 Months

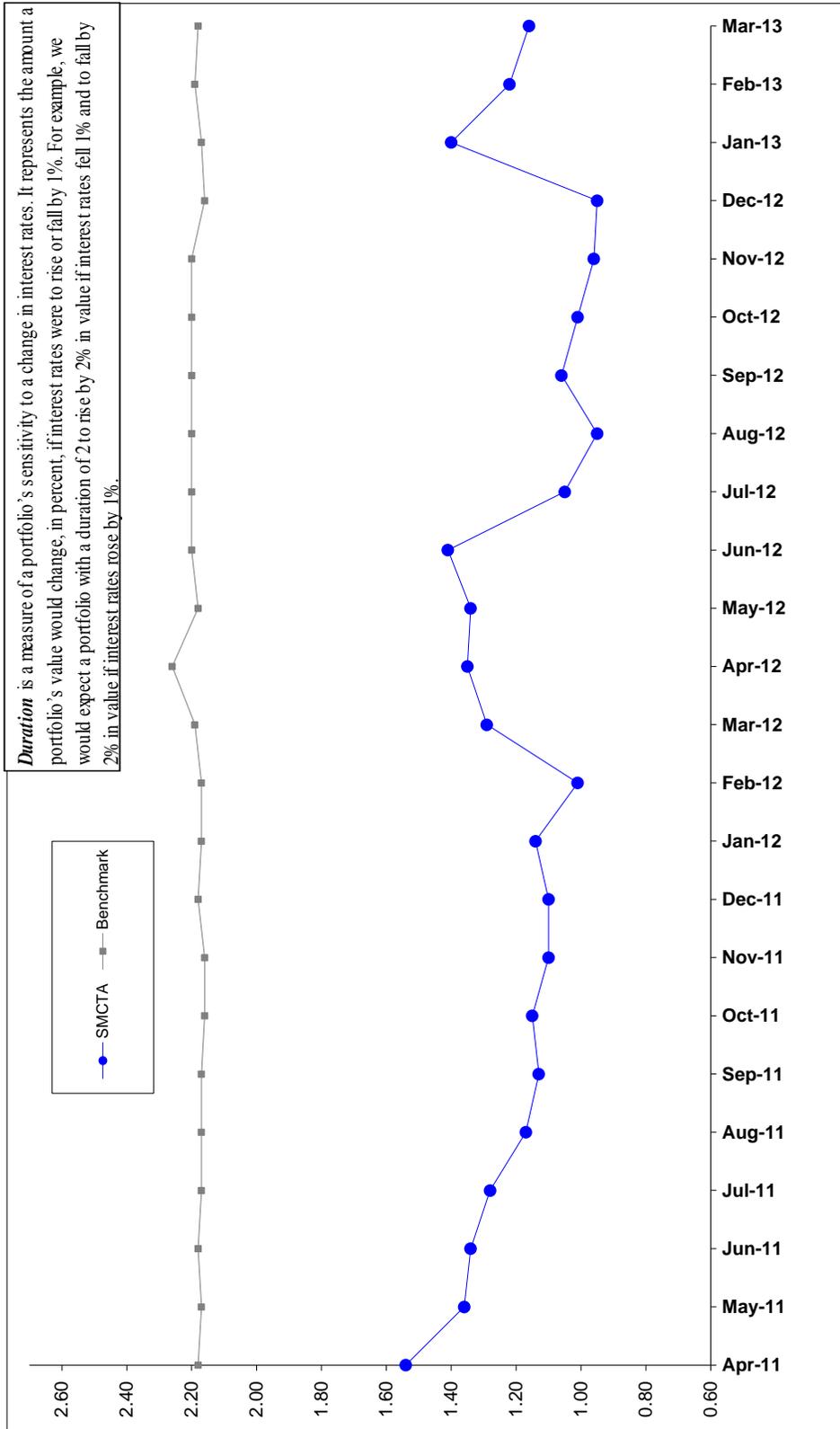


CSI Capital, a SunTrust Group

THIS REPLACES EXHIBIT 5, PG 11 OF 12

EXHIBIT 5

San Mateo County Transportation Authority
Duration vs. Benchmark



CSI Capital, a SunTrust Group

San Mateo County Transportation Authority

Percent of Assets Held by Type

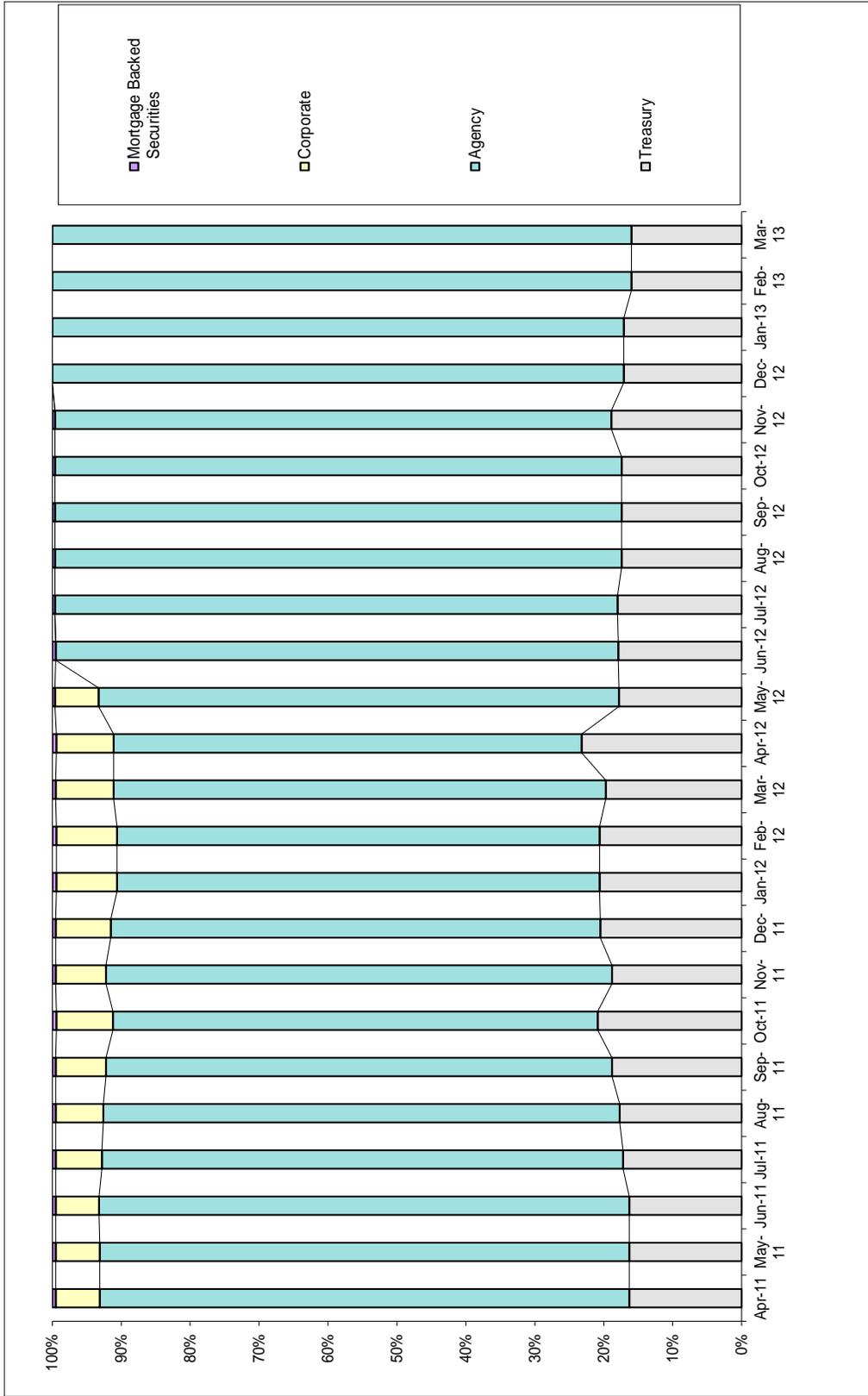


EXHIBIT 6

CSI Capital, a SunTrust Group

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **REAUTHORIZATION OF THE INVESTMENT POLICY, AND THE INVESTMENT OF
MONIES WITH THE LOCAL AGENCY INVESTMENT FUND**

ACTION

Staff recommends the Board of Directors (Board): 1) affirm the Statement of Investment Policy for the investment of San Mateo County Transportation Authority (TA) funds and the delegation of authority as stated therein; and 2) reauthorize the investment of TA funds in the Local Agency Investment Fund (LAIF).

SIGNIFICANCE

The Executive Director (or his designee) serves as the TA's trustee for purposes of placing investments pursuant to the attached investment policy. The Board, in accordance with *California Government Code Section 53646(a)*, may review and reauthorize this delegation of authority on an annual basis at a public meeting. The Board, in compliance with LAIF requirements, must also adopt a separate resolution authorizing monies to be invested in LAIF.

Staff, in conjunction with Legal Counsel, has reviewed the attached investment policy and recommends no changes.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The first formal investment policy for the investment of general funds was presented and adopted by the Board on November 4, 1999.

On May 21, 2009, the TA eliminated the separate Statement of Investment Policy for the Paratransit Trust Funds which were transferred to the San Mateo County Transit District upon the expiration of the Original Measure A.

On May 3, 2012 the TA amended the Investment Policy by requiring an annual independent audit of its assets as reported for the investment program's activities and

an independent auditor's opinion regarding compliance with the TA's Investment Policy and the California Government Code.

Two other minor changes were also incorporated into this amendment. The citation on page 3, Section 2 *Diversification*, changed from (j) to (k) due to a change in the California Government code; and on page 5, section 6, item j was reworded for clarity.

Prepared by: Lori Snow, Manager, Finance Treasury

650-508-6425

RESOLUTION NO. 2013 –

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

**AFFIRMING THE INVESTMENT POLICY FOR THE
INVESTMENT OF TRANSPORTATION AUTHORITY FUNDS**

WHEREAS, in accordance with applicable State law, the San Mateo County Transportation Authority (Transportation Authority) is required to adopt an investment policy; and

WHEREAS, in November 1999, the Transportation Authority adopted a Statement of Investment Policy for the Investment of Transportation Authority Funds, which was amended in April 2001, May 2003 and August 2007, August 2008, May 2009, May 2010 and most recently in May 2012; and

WHEREAS, the Transportation Authority may annually render a statement of said investment policy to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

WHEREAS, the Executive Director is proposing affirmation of the Statement of Investment Policy for the Investment of Transportation Authority Funds; and

WHEREAS, staff recommends reappointment of the Executive Director (or his designee) as trustee for the aforementioned purposes.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority takes the following actions: 1) Approves the reaffirmation of the Statement of Investment Policy for the Investment of Transportation Authority Funds, attached hereto as Exhibit A and incorporated by this reference; and

2) Hereby appoints its Executive Director (or his designee) as the trustee for purposes of placing investments pursuant to said policy.

Regularly passed and adopted this 2nd day of May, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

Adopted November 1999	Reaffirmed May 2005	Amended May 2010
Amended April 2001	Reaffirmed May 2006	Reaffirmed June 2011
Reaffirmed May 2002	Amended August 2007	Amended May 2012
Amended May 2003	Reaffirmed August 2008	
Reaffirmed May 2004	Amended May 2009	

EXHIBIT A

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Statement of Investment Policy For The Investment of Transportation Authority Funds

I. PURPOSE

This Policy sets forth the investment guidelines for the prudent management of the general funds of the San Mateo County Transportation Authority, (the Authority). It is the goal of this Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines, to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return over an economic cycle consistent with the Authority’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the Authority’s Board of Directors at a public meeting. Irrespective of these policy provisions, should the provisions of the *Code* be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVES

The Authority’s cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling the Authority to invest funds to the fullest extent possible. Idle funds of the Authority shall be invested in accordance with sound treasury management and in accordance with the provisions of *California Government Code Section 53600 et seq.* and this Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. The Authority officials shall act in accordance with written procedures and the Investment Policy and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The Authority's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the Authority. The third objective is to

achieve a return on its invested funds.

III. BENCHMARKS

Investment results are compared quarterly to the following composite index:

- 30% BofA Merrill Lynch 0-1 Year U.S. Governments
- 20% BofA Merrill Lynch 1-3 Year U.S. Governments
- 20% BofA Merrill Lynch 3-5 Year U.S. Governments
- 10% BofA Merrill Lynch 1-10 Year U.S. Governments
- 20% BofA Merrill Lynch 1-5 Year Corporate Bonds

IV. POLICY

At all times, the Authority shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (*Government Code Section 53600 et seq.*). In addition, the Authority shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The Executive Director or his designee of the Authority shall serve as the Authority's trustee for purposes of placing investments pursuant to this policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis. The policy may also be reviewed annually by the Authority's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*).

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The Authority shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 6, Allowable Investment Instruments and Section 7, Local Agency Investment Fund & San Mateo County Investment Fund, are deemed to constitute safe investments within the meaning of this Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement

requirements. For purposes of this Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities maturing in less than one year are considered short-term cash equivalents.

- c. **Return on Investment.** The Authority's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles consistent with the portfolio's benchmark as described in Section III. This benchmark takes into account the Authority's investment risk constraints and the cash flow characteristics of the portfolio.

2. **Diversification.** The Authority will limit its investments to the safest types of securities which include those backed by the U.S. Government or its agencies, those which have federal insurance on principal by the Federal Deposit Insurance Corporation (FDIC), or those having collateral backing of the invested principal as defined by this Policy and/or the California Codes, and medium term notes as defined by *California Government Code Section 53601 (k)*.

The portfolio should consist of a mix of various types of securities, issuers, and durations from among the allowable investment instruments described in Sections 5, 6 and 7 so as to minimize the risk of loss and to maximize the rate of return when prudent to do so.

3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements will be executed on a Delivery versus Pay Basis (DVP). The assets of the Authority shall be held in safekeeping by the Authority's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitution will not be acceptable.

4. **Investment Maturities and Average Life.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the Authority including money paid to the Authority to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money

shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

The Authority's funds may also be invested in the instruments set forth below and in Sections 6 and 7 of this Policy:

- a. Time Deposits with Banks. The Authority may invest in time deposits. In so doing, the following rules will be followed subject to the applicable statutory requirements:
 - (1) No more than 5 percent of the total portfolio will be placed in any one financial institution.
 - (2) The issuing bank must carry short-term ratings of A1/P1/F1 or better whose long-term rating is A or better by two of the three nationally recognized rating services (Standard & Poor's, Moody's Investor Services and Fitch's Ratings).
 - (3) Prior to placing each deposit, the Executive Director or his designee will survey the market in order to determine which stable financial institution offers the highest rate of interest.
 - b. U.S. Treasury Obligations. The investment of Authority funds in U.S. Treasury Obligations may be undertaken in lieu of time deposits. Guaranteed by the U.S. Government, treasury obligations are considered one of the safest instruments, but the yield generally is lower than that of time deposits.
6. Allowable Investment Instruments. The Authority may also invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. These investment instruments may include:
- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States Government are pledged for the timely payment of principal and interest.
 - b. Obligations issued by banks for cooperatives, federal land banks, federal intermediate credit banks, federal home loan banks or obligations, participations or other instruments of or issued by, a federal agency or a United States government-sponsored enterprise.
 - c. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as banker's acceptances, which are eligible for purchase by the Federal Reserve System.

- d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, Inc., Standard and Poor's Corporation, or Fitch's Ratings.
- e. Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal association (as defined by *California Financial Code Section 5102*) or by a state-licensed branch of a foreign bank.
- f. Investments in repurchase agreements or reverse repurchase agreements of any securities authorized by this section only under specific statutory conditions.
- g. Medium-term notes/corporate bonds of a maximum of five years' maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.
- h. Shares of beneficial interest issued by diversified management companies investing in the securities and obligations as authorized by subdivisions (a) to (g), inclusive, of this section and that comply with specific statutory restrictions.
- i. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate or consumer receivable-backed bond of a maximum of five years maturity.
- j. Other securities having first mortgages or government securities as collateral backing of the invested principal as defined by this Policy and/or the California Government Code,.

Collateral is defined in this Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Policy; Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's and Standard & Pools.

7. **Local Agency Investment Fund & San Mateo County Investment Fund.** The Board of Directors also authorizes the Authority to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).

8. **Prohibited Investments.** The Authority shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The Authority shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the Authority may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

9. **Portfolio Transactions.** The Authority’s investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in California Government Code Section 53601.5, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the Authority. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the Executive Director or his designee.

10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the Executive Director or his designee may invest in the following instruments, subject to the limits of flexibility described above:

<u>Instrument</u>	<u>Limitations</u>		
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer</u>
U.S. Treasury Obligations		100	100
Obligations of U.S. Agencies or Government Sponsored Enterprises		100	100
Bankers Acceptances	A1/P1/F1		
Domestic (\$500 million minimum assets)		15	10
Foreign (\$500 million minimum assets)		15	10

<u>Instrument</u>	<u>Limitations</u>			
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer</u>	<u>Maturity</u>
Collateralized Time Deposits Within the State of California		30	10	1 year
Negotiable Certificates of Deposit		10	5	5 years
Commercial Paper (\$500 million minimum assets)	A1/ P1/F1	15	10	270 days
Additional 10% (for a total of 25%) if the dollar weighted average maturity of the entire amount does not exceed 31 days	Additional	10	0	31 days
Repurchase Agreements Secured by U.S. Treasury or Agency Obligation Max 5 yr maturity (102% collateral)		100	50	1 year
Reverse Repurchase Agreements & Security Lending		20	20	92 days
Corporate Bonds and Medium Term Notes Including Asset-Backed Bonds (two agencies)	A	30	10	5 years
Local Agency Investment Fund (LAIF)		Up to the current limit.		
San Mateo County Investment Fund		Up to the current limit.		
Shares of Beneficial Interest Issued by Diversified Management Companies as Defined in Government Code Section 53601		10	5	30 days
Mortgage Backed Securities No Inverse Floaters No Range Notes No Interest Only Strips Derived from a Pool of Mortgages	A	20	5	5 years

11. **Oversight.**

- a. On a monthly basis the Investment Advisor shall submit an investment report which provides a market review, the Advisor's outlook for the market and strategy for investing Authority funds. The report will also compare the portfolio against the benchmark established by the Policy in terms of duration and yield.
- b. Quarterly, the Executive Director shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:

1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the Authority;
 2. description of any of the Authority's funds, investments or programs that are under the management of contracted parties, including lending programs;
 3. for all securities held by the Authority or under management by any outside party that is not a local agency or the State of California Local Agency Investment Funds, a current market value as of the date of the report and the source of this valuation;
 4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
 5. statement that the Authority has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.
- c. Annually, the Executive Director shall perform, or cause to be performed an independent audit of the Authority's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the Authority's investment policy and the Government Code. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.
- d. If the Authority places all of its investments in the Local Agency Investment Funds, Federal Deposit Insurance Corporation-insured accounts in a bank or savings and loan association or the San Mateo County Investment Fund (or any combination of these three), the Executive Director can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

RESOLUTION NO. 2013 –

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

**AUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSPORTATION
AUTHORITY FUNDS IN THE LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

WHEREAS, staff recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transportation Authority.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority does hereby authorize the deposit and withdrawal of San Mateo County Transportation Authority's Funds in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

BE IT FURTHER RESOLVED that the Executive Director (or his designee) shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment fund.

Regularly passed and adopted this 2nd day of May, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY BUDGET FOR FISCAL YEAR 2014**

ACTION

This report is submitted for informational purposes only. Staff will bring this item back to the Board at its June 6, 2013 meeting with a recommendation of Board adoption of the Fiscal Year (FY) 2014 budget at that time.

SIGNIFICANCE

The FY2014 preliminary budget is presented in Attachment A. The total proposed budget is \$112,985,286 and is composed of \$24,820,000 in Annual Allocations, \$86,780,000 in projected Program Expenditures, \$485,000 in Oversight, and \$900,286 in Administrative expenses. Details of the FY2014 preliminary budget are provided below.

San Mateo County Ordinance No. 04223, which authorized the Transportation Authority to extend the one-half of 1 percent retail transactions and use tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004.

Revenues

For FY2014, total revenue for the San Mateo County Transportation Authority (TA) is projected to be \$75.8 million, an increase of \$2.3 million or 3.2 percent over the FY2013 revised budget. Sales tax receipts are projected to be \$68 million, no change from FY2013 revised budget. The projected revenue increase is composed of the following:

- Interest Income is projected to decrease by \$1.2 million or 29.9 percent due to a decrease in interest rate projections.
- Grant proceeds are projected to increase by \$3.5 million, or 1034 percent due to State Local Partnership Program (SLPP) funds projected to be received for the Caltrain Communication-based Overlay Signal System Positive Train Control (CBOSS PTC) project in FY2014.

Expenditures

Proposed expenditures for FY2014 fall in four categories, as further discussed below.

Annual Allocations (line 16)

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), annual allocations have been budgeted to four plan categories based on a percentage of projected sales tax revenue as listed below.

Local Streets/Transportation - 22.5%	\$15.3 million
Caltrain Improvements – Operating - 8.0%	\$5.4 million
Accessible Services/Paratransit - 4.0%	\$2.7 million
SFO BART Extension - 2.0%	\$1.4 million

Total annual allocations are projected at \$24.8 million; no change compared to the FY2013 revised budget.

Program Expenditures (line 18)

Program expenditures include projects with FY2014 funding requirements which are detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$680,000 budgeted for FY2014 is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the \$680,000, \$410,000 is proposed to be set aside for the Peninsula Traffic Relief Congestion Alliance’s Transportation Demand Management (TDM) Program.
- **Caltrain** –The San Mateo County Local Share (TA project #605) for the system-wide improvement program for FY2014 is tentatively budgeted at \$5.4 million, subject to potential changes to the final FY2014 Caltrain Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2014 for the Caltrain system include: “State of Good Repair” rolling stock, signal and track rehabilitation work, communication upgrades and safety improvements. In addition, the remaining \$57 million of the total \$60 million committed for the Caltrain Early Investment Program is being budgeted, based on project needs, to the Caltrain Electrification and CBOSS/PTC projects. These funds will be used through FY2020 to deliver both projects, along with matching funds from Santa Clara and San Francisco counties.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$2.04 million represents the projected 3 percent of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for the FY2014/15 call for projects (CFP).
- **Local Shuttle** – The \$2.7 million budget for this line item represents the funds available for the FY2015/16 Shuttles CFP.

- **Streets and Highways** – The Streets and Highways program expenditures include funding for five key congested corridors in the amount of \$11.8 million, and for supplemental roadway projects in the amount of \$6.9 million. Both of these proposed programs are outlined in the 2004 TEP and the Transportation Authority's 2009 Strategic Plan. The budgeted amounts for these two programs are based on projected revenues for FY2013 and are placeholders for further CFPs.

Oversight (line 20)

The oversight category contains \$485,000 for Transportation Authority costs associated with implementing the various TEP categories of the original and New Measure A programs. Oversight includes programming and monitoring of projects, CFPs and development of the 2004 TEP policy and procedures. These expenditures will be funded with investment interest earned on fund balances.

Administrative (line 26)

Total administrative expenditures are projected to decrease by \$84,298 or 8.6 percent from the FY2013 revised budget. For FY2014, it is proposed that \$565,152 be used for staff support, which is below 1 percent of the projected sales tax revenues as allowed for such expenditures in the TEP.

BACKGROUND

The San Mateo County Transportation Authority was formed in 1988 with the passage of the voter-approved half-cent sales tax for countywide transportation projects and programs, known as Measure A. The Original Measure A expired Dec. 31, 2008. In 2004, county voters overwhelmingly approved a reauthorization of Measure A through 2033. The TA's role is to administer the proceeds from Measure A to fund a broad spectrum of transportation-related projects and programs.

Prepared By: Ladi Bhuller, Manager, Budgets
Angela Ho, Senior Budget Analyst

650-508-7755
650-508-6416

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2014 PRELIMINARY BUDGET**

	FY2012 <u>ACTUAL</u> A	FY2013 <u>ADOPTED</u> B	FY2013 <u>REVISED</u> C	FY2014 <u>PRELIMINARY</u> D	FY14 PRELIMINARY TO FY13 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax	69,475,757	65,000,000	68,000,000	68,000,000	-	0.0%	1
2							2
3 Interest Income	4,176,985	4,022,150	4,022,150	2,821,040	(1,201,110)	-29.9%	3
4							4
5 Miscellaneous Income	1,527,921	-	-	-	-	#DIV/0!	5
6							6
7 Rental Income	1,107,613	1,116,180	1,116,180	1,168,300	52,120	4.7%	7
8							8
9 Grant Proceeds	3,606,252	-	308,000	3,800,500	3,492,500	1133.9%	9
10							10
11 TOTAL REVENUE	79,894,528	70,138,330	73,446,330	75,789,840	2,343,510	3.2%	11
12							12
13							13
EXPENDITURES:							
14							14
15							15
16 Annual Allocations	26,806,635	23,725,000	24,820,000	24,820,000 (1)	-	0.0%	16
17							17
18 Program Expenditures	27,715,528	73,175,646	76,784,646	86,780,000 (1)	9,995,354	13.0%	18
19							19
20 Oversight	978,042	485,000	485,000	485,000 (1)	-	0.0%	20
21							21
22 Administrative:							22
23 Staff Support	541,049	634,125	634,125	565,152	(68,973)	-10.9%	23
24 Measure A Info-Others	1,214	16,500	16,500	16,500	-	0.0%	24
25 Other Admin Expenses	282,499	333,959	333,959	318,634	(15,325)	-4.6%	25
26 Total Administrative	824,762	984,584	984,584	900,286	(84,298)	-8.6%	26
27							27
28 TOTAL EXPENDITURES	56,324,967	98,370,230	103,074,230	112,985,286	9,911,056	9.6%	28
29							29
30 EXCESS/(DEFICIT)	23,569,561	(28,231,900)	(29,627,900)	(37,195,446)	(7,567,546)	25.5%	30
31							31
32 BEGINNING FUND BALANCE	421,881,503	445,451,064	445,451,064	415,823,164	(29,627,900)		32
33							33
34 ESTIMATED ENDING FUND BALANCE	445,451,064	417,219,164	415,823,164	378,627,718	(37,195,446)	-8.9%	34
35							35
36 (1) See Attachment B for details.							36
37							37
38 FUND BALANCE (2)							38
39							39
40 Beginning Fund Balance		1988 Measure	2004 Measure	Aggregate			40
41 Excess/(Deficit)		271,769,254	144,053,910	415,823,164			41
42 Ending Fund Balance		(51,553,276)	14,357,830	(37,195,446)			42
43		<u>220,215,978</u>	<u>158,411,740</u>	<u>378,627,718</u>			43
44 Capital Appropriation Carryover		162,045,543	104,338,450	266,383,993			44
45 Undesignated (3)		58,170,435	54,073,290	112,243,725			45
46 Total Ending Fund Balance		<u>220,215,978</u>	<u>158,411,740</u>	<u>378,627,718</u>			46
47							47
48 (2) Fund Balance is based on budgeted figures for FY2013 and FY2014 and includes grant funds of \$20 million.							48
49 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds are projected to include \$7 million for Caltrain and							49
50 \$50 million for Dumbarton. The 2004 Undesignated funds include \$15 million for Caltrain, \$7 million for Dumbarton, \$22 million for Highways and \$4 million for Shuttles.							50

ATTACHMENT B

FY2014 ALLOCATIONS AND EXPENDITURES

		<u>Prior Approved Budget</u>	<u>FY2014 Preliminary</u>	<u>Total Approved Budget</u>	<u>Budgeted Non-Measure A</u>	<u>Total Measure A Share</u>
ANNUAL ALLOCATIONS:						
1	Allocation to Local Entities	N/A	15,300,000			N/A
2	Transfer to SMCTD for Caltrain	N/A	5,440,000			N/A
3	Paratransit	N/A	2,720,000			N/A
4	SFO BART Extension	N/A	1,360,000			N/A
5			<u>24,820,000</u>			
6						
7	PROGRAM EXPENDITURES:					
8						
9	ALTERNATIVE CONGESTION RELIEF					
10	00903 Call for Projects	(1) 703,794	270,000	973,794		973,794
11	TBD Countywide TDM Program	1,206,206	410,000	1,616,206		
12	DUMBARTON					
13	00745 Maintenance of Way	1,192,500	200,000	1,392,500		1,392,500
14	CALTRAIN					
15	00605 San Mateo Local Share JPB CIP	53,537,540	5,440,000	58,977,540	2,733,100	56,244,440
16	00737 Caltrain Electrification	11,250,000	36,624,600	47,874,600		
17	00789 Caltrain Communication-Based Overlay Signal System	3,000,000	20,375,400	23,375,400	3,800,000	19,575,400
18	PEDESTRIAN AND BICYCLE PROGRAM					
19	00748 Set-aside for Call for Projects	(2) 6,544,003	2,040,000	8,584,003	-	8,584,003
20	LOCAL SHUTTLE					
21	TBD Set-aside for Call for Projects	(3) 4,664,777	2,720,000	7,384,777	-	7,384,777
22	STREETS AND HIGHWAYS					
23	00900 Key Congested Corridors Program	(4) 36,030,000	11,764,000	47,794,000	-	47,794,000
24	00901 Supplemental Roadway Program	(4) 21,243,000	6,936,000	28,179,000	-	28,179,000
25		<u>139,371,820</u>	<u>86,780,000</u>	<u>226,151,820</u>	<u>6,533,100</u>	<u>170,127,914</u>
26						
27						
28	OVERSIGHT:					
29						
30	00740 Program Planning and Management	2,440,000	485,000	2,925,000	-	2,925,000
31		<u>2,440,000</u>	<u>485,000</u>	<u>2,925,000</u>	<u>-</u>	<u>2,925,000</u>

(1) Funds proposed in FY2014 for the ACR Call For Projects represent 1% of sales tax revenues, less funds designated for the Alliance's Countywide TDM program (\$410K).

(2) The Pedestrian and Bicycle Set-aside for Call for Projects (\$2.04M) represents the estimated funds to be collected in FY14, which will be reserved for the FY2014/15 Call for Projects.

(3) The Local Shuttle Set-aside for Call for Projects (\$2.72M) represents the estimated funds to be collected in FY14 to be used for the FY2015/16 Call for Projects.

(4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected in FY13 and are placeholders until specific projects are selected under these categories.

AGENDA ITEM # 11 (e)
MAY 2, 2013

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **CALL FOR A PUBLIC HEARING AT THE JUNE 6, 2013 MEETING ON THE
PROPOSED BUDGET FOR FISCAL YEAR 2014**

ACTION

Staff requests the Authority establish a public hearing on June 6, 2013, to consider adoption of the Proposed Fiscal Year 2014 Budget enclosed in the current agenda packet.

Prepared By: Ladi Bhuller, Manager, Budgets

650-508-7755

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **FINANCIAL CONTROL OVERVIEW**

ACTION

This item is for information only. No action is required.

SIGNIFICANCE

Based on a recent presentation given at the Council of Cities regarding financial safeguards, it was recommended that board members ask agency staff to respond via a board presentation, to questions about financial controls currently in place. To this end, a list of questions was received from Director Terry Nagel covering the areas of accounts payable, human resources, risk management, budgets, and treasury.

A prepared PowerPoint presentation follows.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

Prepared By: Lori Snow, Treasury Manager

650-508-6425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and
Development

C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **PROGRAM REPORT: TRANSIT FERRY PROGRAM – SOUTH SAN FRANCISCO**

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, staff will provide an update via PowerPoint on the Transit Ferry Program with specific emphasis on the South San Francisco Ferry Service.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Under the New Measure A program, 2 percent of the revenues (approximately \$30 million projected over 25 years) were to be made available in support of ferry service to South San Francisco and Redwood City. In December 2008, the Board allocated \$15 million in Measure A funds to South San Francisco and the Water Emergency Transportation Authority (WETA) for the construction of the South San Francisco Ferry Terminal. The project cost of approximately \$24 million was funded by Measure A, Federal, State and other local funds. The ferry terminal was completed in May 2012 and commute service between South San Francisco and Alameda/Oakland was launched in June 2012. Additionally, the TA allocated funds in Fiscal Years 2013 and 2014 for two shuttle routes serving the South San Francisco Ferry Terminal, Caltrain Station and Oyster Point/Utah-Grand area employers. The shuttles are jointly funded by the TA's Measure A, WETA and employer funds.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Legislation

On April 22, two key bills passed the Assembly Transportation Committee:

- AB 797 (Gordon) passed on a 12-4 vote. The bill would authorize the San Mateo County Transit District (SamTrans) and the Santa Clara Valley Transportation Authority (VTA) to advance transit projects using a Construction Management General Contractor (CMGC) project delivery method. By allowing for the engagement of a construction manager early in the design process, CMGC can help provide greater cost certainty, ensure project constructability and streamline the overall project delivery process. As a charter city, San Francisco already has CMGC authority. Extending the authority to VTA and SamTrans will also provide the authority for Peninsula Corridor Joint Powers Board projects.
- The committee also approved AB 574 (Lowenthal) on a 12-4 vote. The bill reflects the Transportation Coalition for Livable Communities' recommendations for the investment of State cap-and-trade revenues. The legislation establishes a program to fund regional sustainable communities strategies using cap-and-trade revenues and establishes a competitive grant program to maximize investments. Funding for transit operations, maintenance and infrastructure are all eligible expenses under the bill.

FEDERAL ISSUES

President's Budget

On April 10, the President released his Fiscal Year 2014 Federal Budget recommendation.

Highlights include:

- Full appropriation of authorized Moving Ahead for Progress in the 21st Century (MAP-21) funding levels for highways and transit.
- A one-time \$50 billion transportation infrastructure investment including \$27 billion for highways, \$9 billion for transit, \$5 billion for rail and \$4 billion for the TIGER multimodal grant program.
- Conversion of the Highway Trust Fund into a Transportation Trust Fund that would encompass Amtrak and high-speed rail program funding. This would insulate these programs from discretionary funding cuts, but the budget does not discuss how funding for the Highway Trust Fund would be expanded to accommodate these additional programs.
- An initial \$10 billion investment in a National Infrastructure Bank that would offer credit assistance for transportation, water and energy projects.
- A \$40 billion rail reauthorization proposal that includes \$3.6 billion per year for new passenger rail corridors.
- \$500 million for the TIGER multimodal grant program.

Prepared By: Seamus Murphy, Government and Community Affairs
Director

650-508-6388

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Pereq D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY NAT. RES. 4/9/2013 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 10. Noes 3.) (April 8). Re-referred to Com. on 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.</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 25 Campos D</p> <p>Employment: social media.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/16/2013</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. Last amended on 3/14/2013</p>	
<p>AB 26 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY NAT. RES. 4/8/2013 - Set for hearing.</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.</p> <p>This bill would prohibit the Controller from using moneys in the fund for cash flow loans to the General Fund. Amended on 3/19/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 37 Perea D</p> <p>Environment al quality: California Environment al Quality Act: record of proceedings.</p>	<p>ASSEMBLY APPR. 4/16/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 15). Re- referred to Com. on APPR.</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. Last amended on 3/18/2013</p>	
<p>AB 153 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY NAT. RES. 4/9/2013 - Re- 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, 2015, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. Last amended on 4/8/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 160 Alejo D</p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/15/2013 - Re-referred to Com. on P.E.,R. & S.S.</p>	<p>(1) The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under Federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of Federal law if a Federal agency determines a conflict with Federal law . This bill contains other related provisions.</p> <p>Last amended on 4/11/2013</p>	<p>Watch</p>
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>ASSEMBLY TRANS. 4/15/2013 - Set for hearing.</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.</p>	<p>Watch</p>
<p>AB 185 Hernández, Roger D</p> <p>Open and public meetings: televised meetings.</p>	<p>ASSEMBLY L. GOV. 4/18/2013 - 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.</p> <p>The bill would provide that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed 2 years after the recording..</p> <p>Last amended on 4/17/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 204 Wilk R</p> <p>Vehicles: green vehicles: fees.</p>	<p>ASSEMBLY PRINT 1/31/2013</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>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportatio n devices.</p>	<p>SENATE RLS. 4/15/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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 school bus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is 45 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a 45-foot bus equipped with a front-mounted bicycle rack and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of a 45-foot bus that is equipped with a front-mounted bicycle rack. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018. Last amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY APPR. 4/18/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (April 17). Re-referred to Com. on APPR.</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. Last amended on 4/8/2013</p>	
<p>AB 266 Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY APPR. 4/16/2013</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, for certain low-emission vehicles, and would extend the operation of those provisions to January 1, 2020, for other specified low-emission vehicles, as specified, or, in either case, until the Secretary of State receives that specified notice, whichever occurs first. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. Amended 4/9/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>ASSEMBLY APPR. 4/8/2013 - Re-referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 200, establishes the State Air Resources Board as the State agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the State board to adopt a Statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the Statewide greenhouse gas emissions levels in 1990. The State board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the State board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the State board, in determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider specified matters. The bill would require the State board to identify, to the extent feasible, environmental laws and practices of the jurisdiction from which the fuel originates that may affect greenhouse gas emissions from the production and transportation of fuel. Last amended on 4/4/2013</p>	
<p>AB 313 Frazier D</p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY APPR. 4/16/2013</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>AB 317 Hall D</p> <p>Transportation: State highways.</p>	<p>ASSEMBLY PRINT 2/13/2013</p>	<p>Existing law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law sets forth specified program categories for which funds made available for transportation capital improvement projects may be programmed and expended.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 380</u> <u>Dickinson D</u></p> <p>California Environmental Quality Act: notice requirements</p>	<p>ASSEMBLY L. GOV. 4/2/2013 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 6. Noes 2.) (April 1). Re-referred to Com.</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. The bill would require the notice of determination to be filed solely by the lead agency.</p>	
<p><u>AB 410</u> <u>Jones-Sawyer D</u></p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY APPR. 4/10/2013 -</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family.</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 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 416 Gordon D</p> <p>State Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY APPR. 4/11/2013</p>	<p>Existing law designates the State Air Resources Board as the State agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the State. The bill would require the State board, in coordination with the Strategic Growth Council, to administer the program, as specified. The bill would require the implementation of the program to be contingent on the appropriation of moneys by the Legislature, as specified. Last amended on 4/4/2013</p>	
<p>AB 417 Frazier D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY THIRD READING 4/22/2013 - Action From SECOND READING: Read second time.To THIRD READING.</p>	<p>The California Environmental Quality Act, known as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report , known as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the county clerk. Last amended on 4/18/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY TRANS. 4/16/2013 - Re-referred to Com. on 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. Existing law requires metropolitan planning organizations to adopt, 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 a transactions and use tax, as specified, at a rate of no more than 0.5 percent even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met. The bill would require the ordinance to contain an expenditure plan, with not less than 25 percent 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. Last amended on 4/15/2013</p>	
<p>AB 441 Patterson R</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>AB 453 Mullin D</p> <p>Sustainable communities.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</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 \$5.4 billion 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
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 463 Logue R High-speed Rail Authority: contracts.	ASSEMBLY TRANS. 4/15/2013	<p>Existing law, the California High-speed Rail Act, creates the High-speed Rail Authority to develop and implement a high-speed rail system in the State, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	
AB 466 Quirk-Silva D Federal transportation funds.	ASSEMBLY APPR. 4/16/2013	<p>Existing law provides for the allocation of certain Federal transportation funds apportioned to the State between State purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the Federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate Federal funds to regional agencies under the Federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. Last amended on 3/14/2013</p>	
AB 481 Lowenthal D High-speed rail.	ASSEMBLY A. & A.R. 4/9/2013	<p>Existing law creates the High-speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right of way property by the authority. Last amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 493 Daly D</p> <p>Toll facilities.</p>	<p>ASSEMBLY THIRD READING 4/18/2013 - Read second time. Ordered to third reading.</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 a specified date.</p> <p>This bill would authorize operators of toll facilities on Federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. Amended 4/17/2013</p>	
<p>AB 515 Dickinson D</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. Last amended on 3/11/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 528 Lowenthal D</p> <p>State Rail Plan: High-speed Rail Authority business plan.</p>	<p>ASSEMBLY TRANS. 4/17/2013 - Re-referred to Com. on TRANS.</p>	<p>(1) 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 separately requires the High-speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a 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 10-year State Rail Plan and would eliminate the 10-year timeframe for the State Rail Plan. The bill would change the first date to May 1, 2014, by which the High-speed Rail Authority is required to prepare, publish, adopt, and submit to the Legislature the business plan. Last amended on 4/16/2013</p>	
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY TRANS. 4/8/2013 - Set for hearing.</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. Last amended on 3/19/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY SECOND READING 4/22/2013</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to 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.</p>	
<p>AB 543 Campos D</p> <p>California Environment al Quality Act: translation.</p>	<p>ASSEMBLY NAT. RES. 4/9/2013 - Set for hearing.</p>	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report, when the impacted community has a substantial number of non-English-speaking people.</p> <p>Last amended on 4/8/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 572 Atkins D</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>Last amended on 3/14/2013</p>	
<p>AB 574 Lowenthal D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.</p>	<p>ASSEMBLY TRANS. 4/18/2013</p>	<p>The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the State agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the State board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the State board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the State board and any other relevant State agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would require the State board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the State board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the State board, to designate the regional granting authority within each region of the State to administer the allocated moneys for regional grant programs, as specified.</p> <p>Last amended on 4/15/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 603 Cooley D</p> <p>Public contracts: design-build: Capitol Southeast Connector Project.</p>	<p>ASSEMBLY TRANS. 4/17/2013 - Re-referred to Com. on TRANS.</p>	<p>Existing law, until January 1, 2014, authorizes certain State and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a Statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury.</p> <p>This bill would authorize the Capitol Southeast Connector Joint Powers Authority to utilize design-build procurement for the Southeast Connector Project in Sacramento County, subject to authorization by the commission. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill contains other related provisions and other existing laws.</p> <p>Last amended on 4/16/2013</p>	
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations : dispute: fact-finding panel.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/20/2013 - Re-referred to Com. on P.E.,R. & 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>Last amended on 3/19/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 662 Atkins D Local government: infrastructure financing districts.	ASSEMBLY CONSENT CALENDAR 4/22/2013	<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>	
AB 680 Salas D Transportation: interregional road system.	ASSEMBLY APPR. 4/16/2013	<p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the State highway routes that are included in the interregional road system and the State highway routes that are eligible interregional and inter-county routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and inter-county route.</p> <p>Last amended on 3/19/2013</p>	
AB 690 Campos D Jobs and infrastructure financing districts: voter approval.	ASSEMBLY L. GOV. 4/16/2013 - In committee: Hearing postponed by committee.	<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) without voter approval, and would make various conforming changes. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. Last amended on 4/9/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 695 Mansoor R</p> <p>Public employees' health benefits.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The Public Employees' Medical and Hospital Care Act (PEMHCA), which is administered by the Board of Administration of the Public Employees' Retirement System (PERS), authorizes the board to contract for health benefit plans for employees and annuitants, as defined. PEMHCA requires the State and each employee or annuitant to contribute a portion of the cost of providing the benefit coverage afforded under the approved health benefit plan in which the employee or annuitant is enrolled. Contributions and premiums paid under PEMHCA are deposited in the Public Employees' Health Care Fund and the Public Employees' Contingency Reserve Fund, which are continuously appropriated funds.</p> <p>This bill would make technical, non-substantive changes to a provision of the Public Employees' Medical and Hospital Care Act.</p>	
<p>AB 696 Mansoor R</p> <p>Public employment: pensions.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan, setting the maximum benefit allowable for employees first hired on or after January 1, 2013, as a formula commonly known as 2.5 percent at age 67 for non-safety members, one of 3 formulas for safety members, 2 percent at age 57, 2.5 percent at age 57, or 2.7 percent at age 57, and 1.25 percent 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>	
<p>AB 707 Ting D</p> <p>Vehicles.</p>	<p>ASSEMBLY TRANS. 4/11/2013</p>	<p>Existing law provides that the prima facie speed limit is 25 miles per hour when passing a senior center or other facility primarily used by senior citizens that is next to a street other than a State highway and posted with a standard "SENIOR" warning sign. Existing law provides that a local authority is not required to erect the standard "SENIOR" warning sign until it receives donations from a private source to cover the costs of erecting the signage and the local authority determines that the proposed signing should be implemented. Existing law provides, however, that a local authority may pay for the cost of erecting the signs with any other funds available to it.</p> <p>This bill would instead provide that a local authority is required to erect a standard "SENIOR" warning sign when it determines that the proposed signing should be implemented. The bill would also authorize a local authority to request grant funding to pay for the erection of those warning signs from the Pedestrian Safety Account. Last amended on 4/9/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 730 Alejo D Monterey-Salinas Transit District.	ASSEMBLY L. GOV. 4/9/2013	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties relative to provision of public transit service. Existing law authorizes the district to issue bonds under the Revenue Bond Law of 1941, payable from revenues of any facility or enterprise to be acquired or constructed by the district. Under that law, issuance of revenue bonds generally requires voter approval, unless an exemption is provided.</p> <p>This bill would revise these provisions. The bill would exempt the district from the requirement to seek voter approval prior to issuing revenue bonds, and would instead authorize those bonds to be issued by a 2/3 vote of the district's board. The bill would authorize the district to pledge revenues or other moneys available to the district from any source, including a transactions and use tax, to payment of those bonds. The bill would impose a maximum amount of \$50 million on revenue bonds that may be issued by the district. The bill would limit use of revenue bonds to a project or projects not located on or adjacent to the former Fort Ord, except as specified. The bill would make other related changes.</p> <p>Last Amended on 4/1/2013</p>	
AB 738 Harkey R Public entity liability: bicycles.	ASSEMBLY JUD. 3/7/2013	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	
AB 749 Gorell R Public-private partnerships.	ASSEMBLY TRANS. 4/15/2013 - Set for hearing.	<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>Last amended on 4/11/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 756 Melendez R</p> <p>California Environmental Quality Act: judicial review: public works projects.</p>	<p>ASSEMBLY JUD. 4/15/2013 - Re-referred to Com. on JUD.</p>	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would also apply these provisions to a public works project, defined to mean an infrastructure project carried out by the city, county, special district, or State government or contracted out to a private entity by the special district or local or State government. By requiring a lead agency to use these alternative procedures in preparing and certifying the administrative record, this bill would impose a State-mandated local program. The bill would also authorize the Judicial Council to adopt Rules of Court to implement these provisions. Last amended on 4/11/2013</p>	
<p>AB 792 Mullin D</p> <p>Local government: open meetings.</p>	<p>ASSEMBLY THIRD READING 4/8/2013 - Read second time. Ordered to third reading.</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, hardware, or network services 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. Last amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 797 Gordon D</p> <p>Transit districts: contracts.</p>	<p>ASSEMBLY TRANS. 4/16/2013 - Re-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 in the County of Santa Clara. Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the authority and the district to enter into contracts, as specified.</p> <p>This bill would authorize the authority and the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. The bill would require the authority or district to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects. Last amended on 4/15/2013</p>	<p>Support</p>
<p>AB 822 Hall D</p> <p>Local government retirement plans.</p>	<p>ASSEMBLY E. & R. 4/11/2013 -</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.</p>	
<p>AB 842 Donnelly R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 4/8/2013 - In committee: Set first hearing. Failed passage. Reconsideration granted.</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.</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 863 Torres D</p> <p>Transit projects: environmental review process.</p>	<p>ASSEMBLY TRANS. 4/8/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing Federal law authorizes the United States Secretary of Transportation to enter into an agreement with a State under which the State assumes the responsibilities of the secretary with respect to Federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for Federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the Federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under Federal law.</p> <p>This bill would authorize the department to assume similar responsibilities for Federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the Federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under Federal law.</p>	
<p>AB 898 Ting D</p> <p>Zero-emission vehicles: infrastructure.</p>	<p>ASSEMBLY 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>AB 909 Gray D</p> <p>Metal theft and related recycling crimes.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 4/17/2013</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.</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>ASSEMBLY APPR. 4/11/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 10). Re-referred to Com. on APPR.</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. Last amended on 3/18/2013</p>	<p>Support</p>
<p>AB 946 Stone D</p> <p>Transit buses: Counties of Monterey and Santa Cruz.</p>	<p>ASSEMBLY TRANS. 4/11/2013 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 10). Re-referred to Com. on 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>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 953 Ammiano D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY APPR. 4/16/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 3.) (April 15). Re-referred to Com. on APPR.</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.</p>	
<p>AB 971 Garcia D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>ASSEMBLY L. & E. 4/18/2013.</p>	<p>Existing law requires the Attorney General to furnish State summary criminal history information to a city, county, city and county, or district, or an officer or official thereof, when that information is needed in fulfilling employment, certification, or licensing duties, as specified, subject to specified restrictions as to arrests or detentions that did not result in a conviction. Other provisions of existing law authorize the Attorney General to provide summary criminal history information to specified persons or entities for specified purposes. Existing law provides a similar provision with respect to authorizing a local public entity to receive local criminal history information.</p> <p>This bill additionally would authorize a specified social services paratransit agency to receive specified State and local criminal history information with respect to its contracted providers, and would further make technical, non-substantive, and conforming changes. Last amended on 4/18/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1002 Bloom D</p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY TRANS. 4/17/2013 - 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 in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. Last amended on 4/16/2013</p>	
<p>AB 1031 Achadjian R</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>	
<p>AB 1046 Gordon D</p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>ASSEMBLY TRANS. 4/1/2013 - Re-referred to Com. on TRANS.</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. Last amended on 3/21/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1047 Linder R</p> <p>Commercial driver's licenses.</p>	<p>ASSEMBLY TRANS. 4/1/2013 - Re-referred 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. Last amended on 3/21/2013</p>	
<p>AB 1051 Bocanegra D</p> <p>Housing.</p>	<p>ASSEMBLY TRANS. 4/17/2013 TRANS.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the State board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would State findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All Program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All Program would not be implemented until the Legislature appropriates funds for the program. This bill contains other related provisions and other existing laws. Last amended on 4/8/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1070 Frazier D</p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY TRANS. 4/4/2013 - Re-referred to Com. on TRANS.</p>	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the State transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds.</p> <p>This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes. Last amended on 4/3/2013</p>	
<p>AB 1077 Muratsuchi D</p> <p>Sales and use taxes: vehicle license fee: exclusion: alternative fuel motor vehicles.</p>	<p>ASSEMBLY REV. & TAX 4/3/2013 - Re-referred to Com. on REV. & TAX.</p>	<p>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," in the sale of a new alternative fuel motor vehicle, any amount allowed as a credit under a specified provision of the Internal Revenue Code, relating to new qualified plug-in electric drive motor vehicles, and any amounts received, awarded, or allowed pursuant to a State incentive program for the purchase or lease of an alternative fuel vehicle. Last amended on 4/2/2013</p>	
<p>AB 1102 Grove R</p> <p>Air resources: greenhouse gas emissions.</p>	<p>ASSEMBLY NAT. RES. 4/1/2013 - Re-referred 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. Last amended on 3/21/2013</p>	

**SMCTA Bill Matrix
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Bill ID/Topic	Location	Summary	Position
<p>AB 1181 Gray D</p> <p>Public employee organizations : members: paid leaves of absence.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/4/2013 - Re-referred to Com. on P.E.,R. & 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>Last amended on 4/3/2013</p>	
<p>AB 1193 Ting D</p> <p>Bikeways.</p>	<p>ASSEMBLY L. GOV. 4/17/2013 - Re-referred 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 prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. Last amended on 4/16/2013</p>	

**SMCTA Bill Matrix
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Bill ID/Topic	Location	Summary	Position
<p>AB 1194 Ammiano D</p> <p>Safe Routes to School Program.</p>	<p>ASSEMBLY APPR. 4/16/2013</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 of Transportation to award grants to local government agencies based on the results of a Statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from State and Federal funds, as specified.</p> <p>This bill would provide that the program may fund both construction and non-infrastructure activities, as specified. The bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46 million, consisting of Federal and State transportation funds eligible to be expended for this purpose. The bill would require 20 percent of program funds to be used for non-infrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program. The bill would also delete references to a superseded Federal transportation act.</p> <p>Last amended on 4/1/2013</p>	
<p>AB 1211 Linder R</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>AB 1290 John A. Pérez D</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.</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1314 Bloom D</p> <p>Vehicles: compressed natural gas vehicles: inspections.</p>	<p>ASSEMBLY TRANS. 4/1/2013 - Re- 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. Last amended on 3/21/2013</p>	
<p>AB 1375 Chau D</p> <p>California Global Warming Solutions Act of 2006: market- based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY NAT. RES. 4/1/2013 - Re- referred 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.</p> <p>Last amended on 3/21/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1380 Committee on Public Employees, Retirement and Soci</p> <p>County employees' retirement.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/2/2013 - Re-referred to Com. on P.E.,R. & 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. Last amended on 4/1/2013</p>	
<p>ACA 8 Blumenfield D</p> <p>Local government financing: voter approval.</p>	<p>ASSEMBLY L. GOV. 4/8/2013 - Re-referred to Com. on L. GOV.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1 percent of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1 percent 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 percent of the voters of the city, county, city and county, or special district, as applicable. Last amended on 4/4/2013</p>	
<p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE T. & H. 4/15/2013</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws. Last amended on 4/15/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE APPR. 4/18/2013 - Read second time and amended. Re-referred to Com. on APPR.</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. The bill would add intelligent transportation systems as a category of projects eligible for funding under the Alternative and Renewable Fuel and Vehicle Technology Program. This bill contains other related provisions and other existing laws. Last amended on 4/18/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>ASSEMBLY DESK 4/11/2013 - In Assembly. Read first time. Held at Desk.</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 non-safety and safety members. The bill would clarify the application of PEPRA 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 PEPRA.</p> <p>Last amended on 2/6/2013</p>	
<p>SB 24 Walters R</p> <p>Public employees' retirement: benefit plans.</p>	<p>SENATE P.E. & R. 1/10/2013 - Referred to Com. on P.E. & 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>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY DESK 4/11/2013 - In Assembly. Read first time. Held at Desk.</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. Last amended on 3/6/2013</p>	
<p>SB 54 Hancock D</p> <p>Retirement: county employees.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/10/2013 - Hearing postponed by committee. In P.E.,R. & 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 percent at 67 years of age for nonsafety members first hired on or after January 1, 2013, except that a lower retirement formula may be used as specified. The County Employees Retirement Law of 1937 authorizes the Alameda County Board of Supervisors to provide service retirement allowances for general members based on one of 2 formulas commonly known as the 2 percent at 57 years of age formula or the 1.64 percent 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 percent at 65 years of age formula for general members hired after approval of the resolution, as specified.</p> <p>Last amended on 2/13/2013</p>	

**SMCTA Bill Matrix
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Bill ID/Topic	Location	Summary	Position
SB 56 Roth D Local government finance: vehicle license fee adjustments.	SENATE G. & F. 4/17/2013 - Set, first hearing. Hearing canceled at the request of author.	<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.</p> <p>Last amended on 3/4/2013</p>	
SB 110 Steinberg D California Transportation Commission: guidelines.	ASSEMBLY 4/22/2013	<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>	
SB 142 DeSaulnier D Public transit.	SENATE APPR. 4/17/2013	<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. Last amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p>	<p>SENATE T. & H. 4/16/2013 - In committee T. & H.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. Last amended on 3/18/2013</p>	
<p>SB 232 Monning D</p> <p>Private employment: public transit employees.</p>	<p>SENATE APPR. SUSPENSE FILE 4/22/2013</p>	<p>Existing law requires a local government agency to give a 10 percent 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 percent preference to any bidder under these provisions.</p>	
<p>SB 286 Yee D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE THIRD READING 4/16/2013 - Read second time. Ordered to third reading.</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) standards. Last amended on 3/18/2013</p>	

**SMCTA Bill Matrix
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Bill ID/Topic	Location	Summary	Position
<p>SB 408 De León D</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>SB 436 Jackson D</p> <p>California Environmental Quality Act: notice.</p>	<p>SENATE E.Q. 4/12/2013 - Set for hearing May 1.</p>	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, also known as an 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 area-wide 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. Last amended on 4/3/2013</p>	
<p>SB 444 Hueso D</p> <p>State Highway Route 86: relinquishment.</p>	<p>SENATE T. & H. 4/11/2013 - Referred to Com. on T. & H.</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 authorizes the commission to relinquish certain State highway segments to local agencies.</p> <p>This bill would authorize the commission to relinquish to the Cities of Brawley, El Centro, and Imperial and the County of Imperial specified portions of State Highway Route 86 under certain conditions. This bill would also re-designate a specified portion of State Highway Route 86 as a part of State Highway Route 78 following relinquishment. This bill would require the relinquishments to be done at no cost to the State, unless the commission makes a finding of need. Last amended on 4/4/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 469 Corbett D</p> <p>Public contracts: local agencies: public transit vehicles.</p>	<p>SENATE T. & H. 3/27/2013</p>	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts.</p> <p>This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California. This bill would also State that this is an issue of Statewide concern.</p>	
<p>SB 525 Galgiani D</p> <p>California Environmental Quality Act: exemptions.</p>	<p>SENATE E.Q. 4/12/2013 - Set for hearing May 1.</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. 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>	
<p>SB 557 Hill D</p> <p>High-speed rail.</p>	<p>SENATE T. & H. 4/4/2013 - Set for hearing April 23.</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 \$1.1 billion appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600 million and \$500 million 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 two-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>

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 613 DeSaulnier D</p> <p>Bay Area Toll Authority.</p>	<p>SENATE T. & H. 4/4/2013 - Set for hearing April 30.</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.</p>	
<p>SB 617 Evans D</p> <p>California Environmental Quality Act.</p>	<p>SENATE E.Q. 4/12/2013 - Set for hearing May 1.</p>	<p>The California Environmental Quality Act, referred to as CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report , referred to as an EIR on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a State-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency.</p> <p>Last amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Infrastructure financing: transit priority projects.</p>	<p>SENATE T. & H. 4/18/2013 - Set for hearing May 7.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 20 percent of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Last amended on 4/10/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 633 Pavley D CEQA.	SENATE E.Q. 4/12/2013 - Set for hearing May 1.	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the office to review the guidelines once every 2 years and recommend proposed changes or amendments to the guidelines to the secretary. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and to exempt those classes of projects from CEQA, referred to as categorical exemptions.</p> <p>This bill would specify 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. The bill would authorize the office, by July 1, 2015, to revise the guidelines to include as a categorical exemption projects involving minor temporary uses of land and public gatherings that have been determined not to have a significant effect on the environment. The bill would require the secretary, by January 1, 2016, to certify and adopt the proposed revisions to the guidelines. Because a lead agency would be required to determine whether a project would fall within this categorical exemption, this bill would impose a State-mandated local program. Last amended on 4/11/2013</p>	
SB 731 Steinberg D Environment: California Environment al 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.</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 751 Yee D</p> <p>Local planning: metropolitan planning organizations .</p>	<p>SENATE G. & F. 4/19/2013 - Set for hearing May 1.</p>	<p>Existing law provides for the designation of transportation planning agencies throughout the State with various powers and duties relative to transportation planning and programming. Existing law provides for the allocation of certain transportation funds, including revenues derived from sales tax in the amount of 1/4 percent of the sales in each county, which are deposited in the local transportation fund. Certain transportation planning agencies in urbanized areas are also designated under Federal law as metropolitan planning organizations.</p> <p>This bill would require a transportation planning agency that is also designated as a metropolitan planning organization to publicly report any action taken, as defined, and the vote or abstention on that action of every member present. By requiring a transportation agency to perform new duties, the bill would impose a State-mandated local program. Last amended on 4/11/2013</p>	
<p>SB 785 Wolk D</p> <p>Design-build.</p>	<p>SENATE G. & F. 4/11/2013 - Set for hearing May 1.</p>	<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 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. Last amended on 4/1/2013</p>	

**SMCTA Bill Matrix
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Bill ID/Topic	Location	Summary	Position
<p>SB 787 Berryhill R</p> <p>Environment al quality: the Sustainable Environment al Protection Act.</p>	<p>SENATE E.Q. 4/18/2013 - From committee with author's amendments. Read second time and amended. Re- referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report , or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program.</p> <p>Last amended on 4/18/2013</p>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 792 DeSaulnier D</p> <p>Regional entities: Bay Area.</p>	<p>SENATE G. & F. 4/18/2013 - Set for hearing April 30.</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 regional organization plan would include a plan for integrating, by July 1, 2016, certain major planning documents of the individual entities into a comprehensive regional plan that also addresses other specified goals, and a plan for consolidating certain functions that are common to the regional entities . The regional organization plan would also include a Statement relative to the expected reduction of overhead, operation, and management costs. The bill would require the joint policy committee to ensure public participation in the development and adoption of the plan, 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 and community outreach and inclusive public participation programs and to maintain an Internet Web site. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the regional entities. The bill would require the joint policy committee , until a comprehensive regional plan is adopted, to conduct a review of the major planning documents and associated policies , and plans, and regulations of each regional entity, including an assessment of the consistency of the documents, policies, plans, and regulations with each other, with the requirements of Senate Bill 375 of the 2007-08 Regular Session , and with the goals and policies adopted by the advisory committee on economic competitiveness . The bill would require the joint policy committee to issue a consistency report describing the findings of each review and to hold hearings in that regard, and would require the applicable regional entity to consider the findings. The bill would require all cost savings derived from implementation of the regional organization plan to be directed to the joint policy committee's general fund. By imposing new duties on the joint policy committee, the bill would impose a State-mandated local program.</p> <p>Last amended on 4/10/2013</p>	<p>Watch</p>

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 798 De León D</p> <p>California Green Infrastructure Bank Act.</p>	<p>SENATE G. & F. 4/15/2013 - Set, first hearing. Hearing canceled at the request of author.</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.</p>	
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE G. & F. 4/10/2013 - Set for hearing May 15.</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 percent 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 percent 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 percent 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. Last Amended on 3/19/2013</p>	Support
<p>SCA 6 DeSaulnier D</p> <p>Initiative measures: funding source.</p>	<p>SENATE APPR. SUSPENSE FILE 4/8/2013 - Placed on APPR. suspense file.</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>	

**SMCTA Bill Matrix
as of 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE G. & F. 4/10/2013 - Set for hearing May 15.</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 percent 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 percent of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Support</p>
<p>SCA 9 Corbett D</p> <p>Local government: economic development: special taxes: voter approval.</p>	<p>SENATE G. & F. 4/10/2013 - Set for hearing May 15.</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 percent 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 percent of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
<p>SCA 11 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>SENATE G. & F. 4/10/2013 - Set for hearing May 15.</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 percent of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Support</p>