



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

June 6, 2013 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Public Hearing – Fiscal Year 2014 Budget
 - a. Authorize Adoption of the Fiscal Year 2014 Budget in the Amount of \$112,985,286 RESOLUTION
5. Consent Calendar RESOLUTION

Members of the public or Board may request that an item under the Consent Calendar be considered separately

 - a. Approval of Minutes of May 2, 2013
 - b. Acceptance of Statement of Revenues and Expenditures for April 2013
 - c. Authorize Adoption of the Appropriations Limit for Fiscal Year 2014 in the Amount of \$583,260,520
6. Public Comment
Public comment by each individual speaker shall be limited to one minute
7. Chairperson's Report
8. SamTrans Liaison Report INFORMATIONAL
 - a. Meeting of May 1, 2013
 - b. Meeting of June 5, 2013
9. Joint Powers Board Report
10. Report of the Executive Director
11. Program
 - a. Update on State and Federal Legislative Program INFORMATIONAL
 - b. Program Report: Transit – Paratransit INFORMATIONAL

- c. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2013

INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Report of Legal Counsel

15. Date/Time of Next Meeting: Thursday, August 1, 2013, 5 p.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070

16. Adjournment

INFORMATION FOR THE PUBLIC

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

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

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
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ADOPTION OF PROPOSED BUDGET FOR FISCAL YEAR 2014**

ACTION

Staff proposes the Transportation Authority (TA) adopt the budget for Fiscal Year (FY) 2014 in the amount of \$112,985,286 (attachments A and B).

SIGNIFICANCE

At the May 2 Board meeting, staff presented a preliminary FY2014 TA Budget. The FY2014 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. See attachments A and B.

San Mateo County Ordinance No. 04223, which authorized the TA 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 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%	\$5.4 million
Accessible Services/Paratransit - 4%	\$2.7 million
SFO BART Extension - 2%	\$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 CFPs.

- **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 TA'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 TA 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 PROPOSED BUDGET**

	FY2012 <u>ACTUAL</u> A	FY2013 <u>ADOPTED</u> B	FY2013 <u>REVISED</u> C	FY2014 <u>PROPOSED</u> D	FY14 PROPOSED 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 Proposed</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.

RESOLUTION NO. 2013 –

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

ADOPTING A BUDGET IN THE AMOUNT OF \$112,985,286 FOR FISCAL YEAR (FY) 2014

WHEREAS, Section 131265(a) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the Authority; and

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 6, 2013; and

WHEREAS, the Executive Director has prepared and presented to the Board of Directors the proposed budget for FY2014 which includes: Annual Allocations in the amount of \$24,820,000; Program Expenditures in the amount of \$86,780,000; Oversight in the amount of \$485,000; and an Administrative Expenses in the amount of \$900,286.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopt the budget for FY2014, copies of which are attached and incorporated by this reference.

Regularly passed and adopted this 6th day of June, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

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

MINUTES OF MAY 2, 2013

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

MEMBERS ABSENT: D. Horsley

STAFF PRESENT: J. Averill, L. Bhuller, J. Cassman, M. Choy, E. Goode,
G. Harrington, C. Harvey, R. Haskin, J. Hurley, M. Martinez,
N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Carole Groom called the meeting to order at 5:02 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

- Chair Barbara Arietta provided a report on the meeting of April 30, 2013. See attached.

APPROVAL OF MINUTES OF APRIL 4, 2013

A motion (Matsumoto/Patridge) to approve the minutes of April 4, 2013, was approved (Nagel and Foust abstained).

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR MARCH 2013

A motion (Nagel/Patridge) to approve the Statement of Revenues and Expenditures for March 2013 was approved.

PUBLIC COMMENT

Adina Levin, Friends of Caltrain, said she recommends that evaluation criteria for grade separations include the Complete Streets concept, especially as it concerns safety for all road users, including cyclists and pedestrians.

REPORT OF THE NOMINATING COMMITTEE FOR CITIZENS ADVISORY COMMITTEE (GROOM, HORSLEY)

Chair Groom said Director Don Horsley and she recommend John Fox, Jeff Londer, Daina Lujan, Doris Maez, and Jim Whittemore for appointment to the CAC.

Director Terry Nagel said one candidate seemed to have financial ties to the TA and asked Legal Counsel David Miller if there was a conflict of interest. Mr. Miller said legal counsel does not believe there is a conflict of interest under the Political Reform Act or Government Code Section 1090. He said the Board can decide if there is a perception problem, but there is no conflict from a legal perspective.

Director Nagel said the TA might want to consider outlining criteria to specifically state a prohibition on appointing persons to the CAC who might be receiving compensation

for work that could be subject to review by the TA Board. Chair Groom said she and Director Horsley reviewed the applications and interviewed the candidates and they did not find a perception of conflict. She said if the procedures need to be changed it should be agendized for a future meeting.

Director Nagel said she would also like to discuss seeking new persons on the CAC. She said the tenure of current CAC members ranges from two years to 21 years. Chair Groom said it is good to look for a balance of new thinking and experience and that is what she looks for when she is on the selection committee. She said when it comes time to select new appointees that criterion can be added to the list.

A motion (Nagel/Canepa) to approve the nominations was approved.

CHAIRPERSON'S REPORT – CAROLE GROOM

None

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

Director Karyl Matsumoto said the April report is included in the agenda packet and verbally reported on the May 1, 2013 meeting. She said the Board proclaimed May as Older Americans Month. She said the SamTrans Service Plan (SSP) was approved. She said the Plan does what it is meant to do and she is pleased with the outcome. She commended staff for being able to address all the public comments.

Director Roseanne Foust said she was proud of how the SSP process worked.

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – March 2013 compared to March 2012
 - Total Ridership was 1,310,962, an increase of 11.4 percent.
 - Average Weekday Ridership was 48,719, an increase of 13.5 percent.
 - Total Revenue was \$5,654,766, an increase of 15.3 percent.
 - On-time Performance was 94.4 percent, an increase of 1.8 percent.
 - Caltrain Shuttle Ridership was 8,383, an increase of 9 percent.
 - Year-to-date Performance Statistics – March 2013 compared to March 2012
 - Total Ridership was 11,437,748, an increase of 11.3 percent.
 - Average Weekday Ridership was 47,964, an increase of 12.1 percent.
 - Total Revenue was \$50,338,671, an increase of 16.4 percent.
 - On-time Performance was 91.2 percent, a decrease of 2.3 percent.
 - Caltrain Shuttle Ridership was 8,204, an increase of 15.2 percent.
- There was a diesel spill of about 750 gallons in South San Francisco on April 6. Cleanup is underway, but it appears extensive excavation will not be required.
- The Giants played 12 home games in April, and an average of more than 7,000 additional customers rode Caltrain during that time, an increase of 6 percent over 2012.
- The Sharks played eight home games in April and an average of more than 4,000 riders rode Caltrain during that time, an increase of 41.5 percent over 2012.
- Bay to Breakers is Sunday, May 19. Extra service will be provided.

- The tracks will be elevated to the new grade crossing in San Bruno at the end of May. Following that, the shoofly tracks will be removed and San Bruno, San Mateo, and Angus avenues will be lowered.
- Four bridges in San Mateo will be replaced. The project involves raising the height of each bridge, adding retaining walls and fences, and removing vegetation.
- A marketing firm has been hired to assist in seeking potential sponsors for Wi-Fi on Caltrain.
- The Board:
 - Authorized approval and publication of the proposed Disadvantaged Business Enterprise overall goal of 12 percent for Federal Fiscal Years (FY) 2014 through 2016 for Federal Transit Administration-assisted contracts.
 - Authorized award of contract to Alameda Bicycle to operate the San Francisco Caltrain Bicycle Parking Facility for a not-to-exceed amount of \$245,000 for a three-year term.
 - Authorized implementation of Fuel Hedging Program for FY2014, authorized the execution and delivery of documents necessary to implement Fuel Hedging Program and authorized the taking all action necessary relating to the implementation and execution of the Fuel Hedging Program.
 - Authorized amending and increasing the FY2013 Caltrain Capital Budget in the amount of \$844,000 for a total Capital Budget of \$90,437,085, and executed a service contract amendment to receive programmed Federal Highway Administration Section 130 Railroad/ Highway At-grade Crossing Grant funds for the Redwood City Broadway Crossing Improvement Project.
 - Received presentations on the Annual Passenger Counts and the preliminary FY2014 Operating and Capital Budgets.
 - Authorized staff to proceed with a lease/purchase option for a warehouse facility along the right of way near the Dumbarton spur that Caltrain needs for its operations control center for the new signaling system.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Next week the San Mateo County Board of Supervisors will issue a Resolution of Necessity, a declaration of intent to use eminent domain to acquire property, for the Highway 101/Broadway Interchange. This typically leads to settlements with property owners.
- Last November, the TA Board authorized \$8.6 million of Proposition 1B State and Local Partnership Program funds for 12 local transportation programs and the Communications-based Overlay Signal System (CBOSS). The California Transportation Commission will meet next week to approve funding for the remaining eight local transportation programs including the Alpine Road Bicycle Improvement Project and CBOSS. All \$8.6 million will have been allocated at that point.

Director Nagel asked if Caltrain is working on real-time application to learn when the next train is coming or when there are accidents. Chuck Harvey, Deputy CEO, said the

new rail operations control system includes a predictive arrival/departure system component. The system is still in the testing phase but it should be rolled out in the next 60 to 90 days. The information will be relayed to the 511 system and will be available for other developers to write applications. All stations will have signs displaying the information.

FINANCE

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

Joe Hurley, Director, Transportation Authority Program, said last October, the Board took an action to fund 23 highway projects. Some allocations were conditioned on meeting criteria, including this project, which had to receive approval of a Project Study Report by the California Department of Transportation. The approval has been obtained and staff is asking the Board to authorize this allocation.

A motion (Foust/Nagel) to approve the allocation to the U.S. Highway 101/Holly Street Interchange Project was approved.

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2013

Bill Osher, CSI Group of SunTrust Bank Investment Advisor, said the portfolio continues to be very safe. Interest rates have settled into a very low range and the portfolio won't suffer when interest rates move up. He said the portfolio has short-term maturities. He said the yield over the last several months for a two-year treasury has ranged from 0.2 to 0.23 percent. He said the economy could be a bit softer in the next couple of quarters as the impacts of the sequester and the expirations of the tax cuts hit. The private sector is doing well, adding jobs, and growing at 3 percent. He said the budget cutting is probably over and there is an opportunity for employment to pick up, and the Federal Reserve (Fed) may start raising interest rates in the next few years to a point where there will be a positive return.

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

Reaffirming Investment Policy and Authorizing Investment of Monies with the Local Agency investment Fund (LAIF)

Gigi Harrington, Deputy CEO, said two small changes have been made: a clarification to some language, and an update to reflect the change to a number of a government code. No other changes are recommended.

Director Matsumoto asked what the current withdrawal limits are for the LAIF and the County Pool. Ms. Harrington said for the County Pool staff needs to send notice ahead of time and can only take out 20 percent at a time. For LAIF, the TA can take up to the \$50 million that is in the account.

A motion (Matsumoto/Foust) to approve the Investment Policy and investment of monies with LAIF was approved.

Preliminary Fiscal Year 2014 budget

Ladi Bhuller, Manager, Budgets, presented:

- FY2014 revenues total \$75.8 million.
- Net increase in revenue is \$2.3 million.
- Total Annual Allocations is \$24.8 million.
- Total Program Expenditures is projected to be \$86.8 million.
- Total FY2014 Expenditures is projected to be \$113 million.
- Net Increase in Expenditures is projected to be \$9.9 million.
- Ending Fund Balance is projected to be \$378.6 million.

Director Matsumoto asked if the \$2 million under Pedestrian and Bicycle Program Expenditures needs to be subtracted since \$2 million was advanced from last year. Eva Goode, Manager, Budgets, said enough has been carried forward to cover that advance and staff is projecting that amount for the future call for projects.

Director Nagel said the staff report states interest income is projected to decrease by \$1.2 million or 29.9 percent due to a decrease in interest rate projections. She said that seems like a huge decrease and asked if that is really expected. Ms. Bhuller said in FY2013 the TA budgeted a rate of return of 1.25 percent versus the FY2014 projected rate of 0.8 percent, and in the County Pool the FY2013 rate was 0.8 percent versus the 0.5 percent projected rate this year.

Call for Public Hearing for Proposed Fiscal Year 2014 Budget on June 6, 2013

A motion (Foust/Canepa) to approve the Call for Public Hearing on June 6, 2013 was approved.

Financial Control Overview

Ms. Harrington reported:

- The San Mateo County Transit District (District), the TA, and the JPB each have separate sets of books, bank accounts, investment accounts, and financial statements.
- The TA has no cash handling needs other than petty cash.
- The District has fraud insurance. There has only been one claim for \$50,000 in the last five years.
- Background checks are conducted to confirm applicants have not falsified information on their applications.
- The budget reporting is conducted on a monthly basis and is provided to the Board.
- The TA Investment Policy was first adopted in 1999 and is adopted every year.
- The Measure A sales tax money comes from a custodian and is reconciled on a monthly basis.

Director Foust asked how long it takes for Measure A sales tax funding to come into the TA. Ms. Harrington said it takes about two months to receive the money.

- The TA does not have credit cards. The District and the JPB each have one credit card in Ms. Harrington's name and they are used only with her authorization.
- Auditors have issued a clean report on the District's financials. A competitive procurement for new auditors is conducted every five years.
- Dual signatures are required on checks over \$1,000 for the TA.
- The only signature stamp is in Mr. Scanlon's name and it is locked up and is only used to produce pay checks.
- Ms. Harrington is the only person to authorize investments at the recommendation of the investment advisor.
- Bank deposits are insured.
- Funds held in the LAIF and County Pool are not collateralized.
- Bank of America is the District's bank.
- The Deputy CEO cannot initiate a wire transfer but is the only person who can release a wire transfer over \$1 million.
- Online banking is web based.
- Bank statements are reconciled monthly.

Director Nagel asked how the cash policy was changed after the ticket vending machine issue occurred with Caltrain. Ms. Harrington said some personnel found how to access cash boxes when they were in for repair. She said the area is subject to continuous surveillance by camera, the gate locks automatically and there is a new procedure in place when boxes are removed from the field.

- Internal audit function is contracted on an as-needed basis.
- External auditors have issued a clean report to the District.
- Random audits are conducted.

Director Nagel asked if the insurance policy with the limit of \$50 million is pooled with other agencies. Ms. Harrington said it is not a pool policy. Director Nagel asked if the legal and investigation costs are covered. Ms. Harrington said the legal costs are not covered.

Director Nagel asked if the TA pays fees for investment transactions and if the investment manager is permitted to mark up the price in addition to receiving a management fee. Ms. Harrington said no.

Director Nagel asked if people who handle money are required to get a credit check. Ms. Harrington said the background check is a straightforward look at criminal and civil history and verifies schooling. The District does not run credit checks but it can if needed. Ms. Harrington said each cashier has a separate bag, the bags get locked up in a safe within a safe, and there are few people who can access the safes.

Director Nagel said it would be nice to consider putting into place written policies to review credentials and references, provide antifraud training, require cross training, require vacations for specific periods of time, and provide a whistleblower tip line. Ms. Harrington said the District does monitor to make sure staff takes vacation, it does cross training, it changes security levels when staff move to different departments, and

finance staff have desk manuals so other employees can take over other positions if need be.

Director Nagel asked if there is a dedicated computer for online banking. Ms. Harrington said it is not a dedicated computer but the banking industry put into place requirements regarding digital certificates and requires the District to be Payment Card Industry compliant. This deals with monitoring, testing, and making sure the network can withstand certain levels of attacks. There have been no successful intrusions, but there are about 20 intrusion attempts a month. All credit card information is encoded and is on a separate server.

PROGRAM

Program Report: Transit Ferry Program – South San Francisco

Melanie Choy, Manager, Planning and Development, presented:

- About \$30 million of New Measure A funds are dedicated to the Ferry Program, defined in the plan as ferry service in South San Francisco and Redwood City. The two cities agreed to split the funding.
- The TA allocated \$15 million for construction of the South San Francisco terminal.
- The Funding Agreement is between the TA, the city of South San Francisco, and the Water Emergency Transportation Authority (WETA).
- The construction project was completed in May 2012 at a total cost of \$51.3 million.
- WETA secured additional Federal and State funds resulting in the return of \$7 million in unspent Measure A funds. Those funds will be returned to the Ferry Program. TA's fiduciary obligation was met with the completion of the ferry terminal.
- The service was initiated on June 4, 2012. It costs \$7 per trip. There are seven daily trips.
- Annual operating budget is \$3.4 million. Regional Measure 2 contributes 92 percent of the budget, fares make up 8 percent.
- Current performance includes 144 average daily riders at a cost of \$77 per rider. The Metropolitan Transportation Commission (MTC), as a major funding partner, requires a 40 percent farebox recovery within three years. The TA requires that service be provided for five years.
- The Local Shuttle Program is 4 percent of annual revenues from Measure A, about \$2.4 million annually.
- South San Francisco shuttles are operated by the Peninsula Traffic Congestion Relief Alliance. There are two ferry shuttles: Oyster Point and Utah Grand. They are timed to connect with ferry arrivals and departures.
- Oyster Point Shuttle has 16 average daily riders, average cost is \$22 per rider. Utah Grand Shuttle has 12 average daily riders, average cost is \$29 per rider.

Director Foust asked how people are getting to the station if they are not taking shuttles. Director Matsumoto said Genentech and Onyx have buses that transport their employees. Kevin Connolly, WETA Planning and Development Manager, said a survey was conducted to collect that information and he will forward it to the Board.

Mr. Connolly presented:

- The service is about a year old and it takes time to reach maturity.
- Surveys to both riders and non-riders were conducted.
- Most respondents stated they do not ride the ferry because the schedule is not flexible enough and the ferry does not operate frequently.
- About 40 percent of respondents selected 5:00 p.m. to 5:30 p.m. as the optimal time to add another trip to the schedule.
- WETA is adding more service to add functionality for potential riders. WETA will explore adding supplemental service mid-day. These will cost about \$228,000.
- Ridership trend is increasing and April's ridership was 181 average daily riders.
- The ferry is at 44 percent of its projected 2035 ridership.
- Marketing, campaigning, and service promotions are being carried out.

Director David Canepa asked what the projected ridership numbers are. Mr. Connolly said WETA was expecting about 200 riders a day, but as of April the number is 181.

Director Canepa asked if this performance is consistent with that of other locations. Mr. Connolly said Harbor Bay is a similar ferry and it took eight years to see significant growth.

Director Foust said it is better for everyone if there is a way to make these services successful early in their existence and there must be a way to market the service. She said she does not recommend WETA take the approach that it just takes time. She said people don't have patience for their tax dollars to take eight years to work.

Director Matsumoto said there are biotech and life science companies in South San Francisco and 90 percent of them do not know about the ferry. She said Genentech had originally promised to put in \$3 million in support of the ferry service. She said the heaviest ridership is on the early ferry in the morning and the last ferry at night. She asked if those riders were surveyed to find out when they would ride if another ferry was scheduled. Mr. Connolly said that was the purpose of the survey and the survey results were how they chose when to add another ferry.

Director Matsumoto asked how WETA proposes to market to the life science and other companies. Ernest Sanchez, San Francisco Bay Area Ferry Manager, Communications and Marketing, said WETA is working with the South San Francisco Chamber of Commerce. They are also working with BayBio, which has provided an e-mail list of 600 contacts within 100 biotech companies. They are also working with Genentech and other companies. He said the outreach effort is quite strong and very well targeted.

Director Nagel said the fare is \$7 per trip and the average cost is \$77 per rider. She asked at what point the project would be reconsidered and what authority exists to pull the plug. Ms. Choy said the TA fiduciary obligation was to provide funds for construction of the terminal and fund the shuttle service. The TA is not funding ferry operations. Mr. Miller said to delete a project requires a major amendment of the Expenditure Plan. Director Nagel said she would like to know what fail-safes exist if the ferry does not meet its projections so the service does not need to continuously be subsidized.

Chair Groom asked how many Genentech employees ride. Mr. Connolly said about one-third of the current riders. He said with only two evening trips the service wasn't attractive enough to get more Genentech riders. He said Genentech provides free bus service to its employees and it is difficult to compete with. He said the other ferries come in at 50 to 70 percent farebox recovery.

Director Nagel asked if expanding the parking area in South San Francisco would help attract riders. Director Matsumoto said parking is not a problem. Mr. Connolly said there are 62 parking spaces. Mr. Sanchez said the Harbor District has allowed overflow parking in their lots.

Director Nagel said if the ferry worked on the weekends and served commuters within San Mateo County it would be a great improvement. Mr. Sanchez said there is a new Wednesday and Friday mid-day seasonal service to see if there is any interest in a full-time mid-day service.

Director Canepa said \$7 per trip is reasonable and asked how the ferry could compete with BART. He suggested WETA negotiate with Genentech around their bus schedule to see if they could try to make this ferry service work. Mr. Connolly said he feels Genentech does have a desire to make this service work but it will take some effort.

Director Naomi Patridge said trying to work with Genentech might be a lost cause because they have so many perquisites and programs. She said WETA should work with the other biotech companies that would benefit from the service.

Director Foust said for the Wednesday/Friday service she hopes WETA will outreach to the San Mateo County Convention and Visitors Bureau because advertisements should be at each hotel's front desk. Mr. Sanchez said WETA is getting out as much information as possible and working with many partners to ask for help and hold events.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said former State Senator Don Perata and about 15 biotech Chief Executive Officers talked about water transit service for employees from East Bay to come to West Bay. He said they committed to buy tickets to make this successful. He said this is the first time he has seen how this ferry is performing, and that is the issue. He said they need to be reminded of what they agreed to do. He said the executives need to be invited to an event to talk about this. He said he sits on the Congestion Management and Environmental Quality Committee at City/County Association of Governments and they look at shuttles after six months, and if they are not performing they are cut.

Director Groom said the TA does not have any money in the operations of this ferry. These are suggestions to help make the ferry successful.

Mr. Scanlon said Genentech is run from the bottom up so if WETA wants success with Genentech they have to get employee buy-in first. He said if ridership was doubled, farebox recovery would only be 16 percent. Mr. Connolly said labor costs, inefficiencies

of a 40-minute transit versus a 30-minute transit and the operating costs make the difference.

Update on State and Federal Legislative Program

Mark Simon, Executive Officer, Public Affairs, reported:

State Issues

Senate Bill 557 locks in the \$600 million for the Caltrain Modernization (CalMod) Program. It has cleared the Senate Transportation Committee and heads to appropriations.

Assembly Bill (AB) 797, the Construction Manager General Contractor Program, streamlines designing and constructing through one source and would benefit the CalMod Program. It passed the Assembly Transportation Committee and is in the Assembly Appropriations Committee.

AB 574 would authorize the appropriations of Cap and Trade Revenues toward transportation investments. This is the first opportunity to get State funding for operations of transit and transportation since the Reagan Administration. The funds would be awarded through a competitive process. It will be heard by Assembly Appropriations next week.

He said all the packages regarding the two-thirds threshold for voter approval of tax measures have been put off until 2014. These will be put on a ballot.

Federal Issues

Anthony Foxx, Mayor, Charlotte, North Carolina, has been nominated for the United States Secretary of Transportation. Mayor Foxx has been an assertive and creative advocate for transportation.

The House Transit Infrastructure Subcommittee will have a hearing on high-speed rail in the Central Valley in May.

REQUESTS FROM THE AUTHORITY

Director Nagel asked for a report on the ferry performance every six months.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

June 6, 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 7:17 p.m.

Barbara Arietta
CAC CHAIR'S REPORT TO TA 5/2/2013

Good evening Madam Chair and Members of the Board. Here is what I have to report from our Tuesday evening meeting:

(TA Item 4a) – Upon reviewing the minutes of April 4, 2013, only one comment was made There was a suggestion presented, in the form of a question, about the newly formed New Measure A Grade Separation CFP sub-committee. The question was asked if, perhaps, a member from the CAC might be appointed as a liaison to that subcommittee.

(TA Item 4b) – The CAC voted to support the acceptance of Revenues and Expenditures for the period ending March 31, 2013.

(TA Item 8) – The CAC accepted the Sam Trans Liaison Report of April 3, 2013, without questions or comments.

(TA Item 11 a) – Following a briefing by Joe Hurley, TA Program Director, the CAC voted to support the 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.

(TA Item 11 b) – The CAC received a detailed Market Review and Financial Investment Outlook from our TA Investment Advisor, Bill Osher. Following an in-depth Q and A session with Mr. Osher, the CAC voted to support the Board's acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2013.

(TA Item 11 c) – The CAC voted to support the Re-Authorization of the Investment Policy and the Investment of Monies with the Local Agency Investment Fund without questions or comments.

(TA Item 11 d) – Ladi Bhuller, Manager, Budgets, reported on the Preliminary Budget for Fiscal Year (FY) 2014 to the CAC for informational purposes only. It is our understanding that this item will be brought back to the Board at its June 6, 2013 meeting with a recommendation for Board adoption of the Fiscal Year (FY) 2014 budget at that time.

(TA Item 11 f) – Gigi Harrington, Deputy CEO, delivered a highly informative Financial Control Overview of the San Mateo County Transit District to the CAC concerning the Agency’s financial controls currently in place covering the areas of accounts payable, human resources, risk management, budgets and treasury. The CAC now has a much better understanding of the procedures.

(TA Item 12 a) – As part of an ongoing series of program reports on each of the Transportation Authority’s six program areas we received an informative update this month by Melanie Choy, Manager, Programming and Monitoring, on the Ferry Program in South San Francisco. The CAC was so interested in this program that a request was made to Joe Hurley by our members to set up a future date for an in-depth presentation to be given to the CAC by a representative from WETA.

(TA Item 12 b) – Although Seamus Murphy was unable to deliver a State and Federal Legislative Program update to us on Tuesday evening, we were advised that if we had any questions or comments about the written update that we had received with our packet, we could direct our questions and comments through Josh Averill for Seamus’ reply to us.

In my own report to the CAC:

THE RETIREMENT OF GEORGE ZIMMERMAN:

- With great disappointment, but also with complete understanding, I announced that George Zimmerman, one of our long term bastions of knowledge and “Elder Statesmen”, on the CAC had chosen to retire from our TA CAC team... after serving 18 years on same. Before presenting George with a formal Certificate of Appreciation from the TA CAC, I read what George had written in his resignation letter to the CAC, citing all the wonderful things that he had to say about the TA, the CAC and especially, our liaison, TA Program Director Joe Hurley.

Following the presentation of the Certificate of Appreciation to George, each and every one of us extended many, many compliments to him on the work that he did and the knowledge that he contributed to the CAC throughout his many years as a member. I, personally, have known George for 22 years and will miss him greatly, but wish him well in his future endeavors.

- On other topics I had the following to report to the CAC:
 1. Friends of Caltrain will host two events on the future of Caltrain and HSR in San Francisco and on the Peninsula during May. The first will be held in San Francisco on May 23rd from 12-1:30pm at SPUR Headquarters in San Francisco and the

second, which is a Peninsula event, will be held on May 29th from 7:15 p.m. - 9 pm at the Arrilaga Family Recreation Center Oak Room in Menlo Park.

In Joe's report to the CAC he dedicated his entire report time to complimenting George Zimmerman on the work that he had done for our CAC and wished him well on his future plans.

Respectfully submitted,

Barbara Arietta, Chair, TA/CAC

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County 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 APRIL 30, 2013**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$66,448,063 - line 7) is **better** than staff projections by \$5,869,413 or 9.7 percent. *Grant Proceeds* (\$2,756,545 - line 5) is \$2,516,991 or 1,050.7 percent **better** than staff projections due to a portion of the \$4.2 million in State Transportation Improvement Program (STIP) funds, for the Broadway Interchange Project, that were originally budgeted in Fiscal Year 2011.

Total Revenue (\$66,448,063 - line 7) is \$5,842,831 or 9.6 percent **better** than prior year performance. *Sales Tax* (\$57,411,439 - line 1) which is \$4,235,129 or 8 percent **better** than prior year is offset by *Interest Income* (\$3,093,789 - line 2) which is \$721,993 or 18.9 percent **worse**.

Expenditures: *Total Administrative* (\$523,360 - line 22) is **better** than staff projections by \$201,671 or 27.8 percent and also **better** than prior year actual by \$171,045 or 24.6 percent. Within total administrative, *Staff Support* (\$360,441 - line 18) is \$116,695 or 24.5 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: **83.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	4,866,831	53,176,310	57,411,439	56,271,666	102.0%	65,000,000	68,000,000	82.8%
2 Interest Income	233,720	3,815,782	3,093,789	3,137,290	98.6%	4,022,150	4,022,150	78.0%
3 Miscellaneous Income	1,266,915	1,527,671	2,238,628 (A)	0	0.0%	0	0	0.0%
4 Rental Income	95,334	921,488	947,663	930,140	101.9%	1,116,180	1,116,180	84.9%
5 Grant Proceeds	223,644	1,163,982	2,756,545 (B)	239,554	1150.7%	0	308,000	895.0%
TOTAL REVENUE	6,686,445	60,605,232	66,448,063	60,578,650	109.7%	70,138,330	73,446,330	90.5%
EXPENDITURES:								
11 Annual Allocations	1,776,393	20,615,555	20,955,175	20,539,159	102.0%	23,725,000	24,820,000	84.4%
13 Program Expenditures	8,491,410	19,586,939	34,193,928	63,758,337	53.6%	73,175,646	76,784,646	44.5%
15 Oversight	106,340	446,650	584,841	404,167	144.7%	485,000	485,000	120.6%
17 Administrative								
18 Staff Support	23,339	451,340	360,441	477,136	75.5%	634,125	634,125	56.8%
19 Measure A Info-Others	-	982	33	1,824	1.8%	16,500	16,500	0.2%
20 Other Admin Expenses	13,628	242,083	162,886	246,072	66.2%	333,959	333,959	48.8%
22 Total Administrative	36,967	694,405	523,360	725,031	72.2%	984,584	984,584	53.2%
TOTAL EXPENDITURES	10,411,110	41,343,548	56,257,304 (1)	85,426,694	65.9%	98,370,230	103,074,230	54.6%
EXCESS (DEFICIT)	-3,724,665	19,261,685	10,190,760	(24,848,044)		(28,231,900)	(29,627,900)	
BEGINNING FUND BALANCE	Not Applicable	421,881,503	444,581,025	444,581,025		405,211,033	444,581,025	
ENDING FUND BALANCE	Not Applicable	441,143,188	454,771,785 (2)	419,732,981		376,979,133	414,953,125	

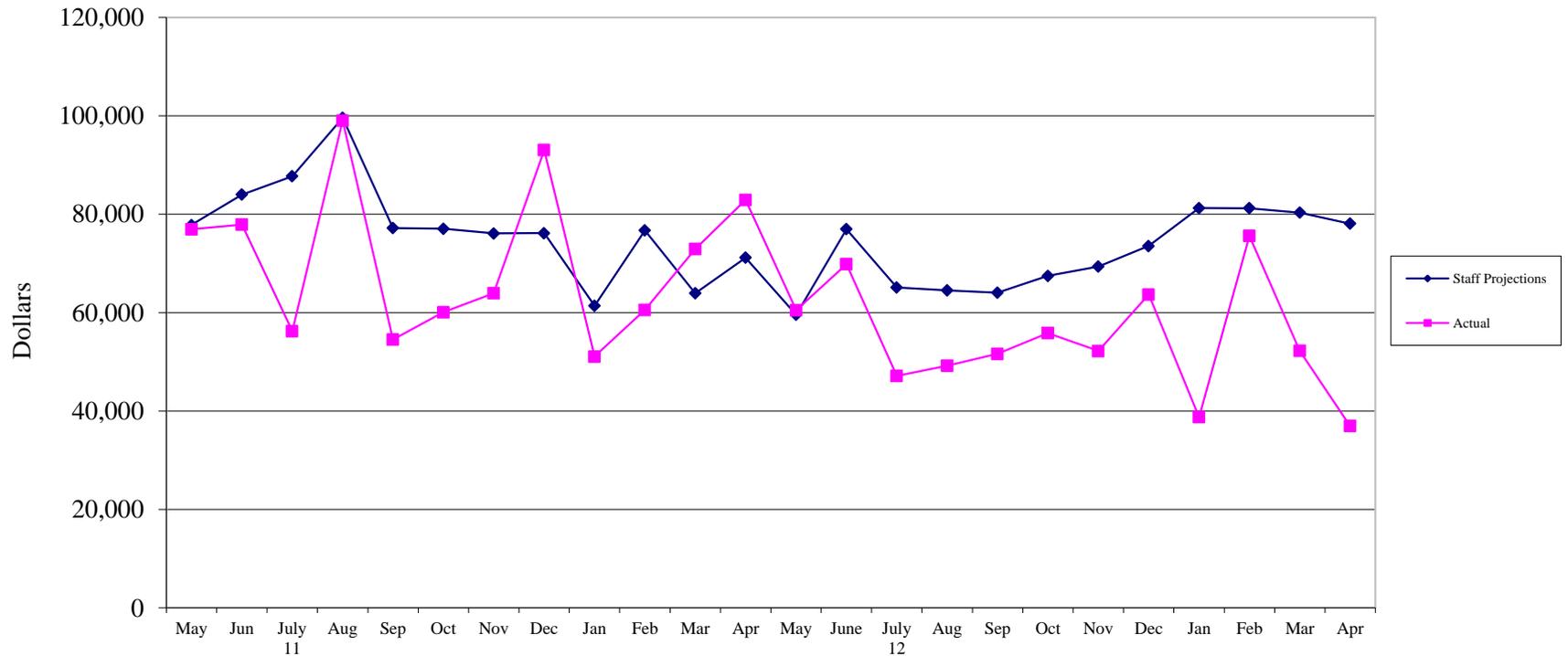
Includes the following balances:				
Cash and Liquid Investments	10,656,664		FY 2012 Carryover of Commitments (Audited)	303,355,309
Current Committed Fund Balance	350,172,236 (3)		FY 2013 Additional Commitments (Budgeted)	98,370,230
Undesignated Cash & Net Receivable	93,942,885		Reso # 2012-18	308,000
Total	454,771,785 (2)		Reso # 2012-19	3,000,000
			Reso # 2012-23	61,000
			Reso # 2013-01	1,335,000
			Less: Current YTD expenditures	(56,257,304) (1)
			Current Committed Fund Balance	350,172,236 (3)

"% 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	78,087	0	0
Actual	47,161	48,997	51,631	55,867	52,204	63,704	38,763	75,611	52,255	36,967	0	0
CUMULATIVE EXPENSES												
Staff Projections	65,111	129,659	193,707	261,177	330,543	404,102	485,367	566,599	646,944	725,031		
Actual	47,161	96,359	147,989	203,857	256,060	319,765	358,527	434,138	486,393	523,360		
Variance-F(U)	17,950	33,300	45,718	57,320	74,483	84,337	126,840	132,461	160,551	201,671	0	0
Variance %	27.57%	25.68%	23.60%	21.95%	22.53%	20.87%	26.13%	23.38%	24.82%	27.82%	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

<u>TYPE OF SECURITY</u>		<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	*	Liquid Cash	0.610%	\$ 266,415,658	\$ 266,415,658
Local Agency Investment Fund	**	Liquid Cash	0.264%	\$ 25,164,677	\$ 25,164,677
Investment Portfolio	***	Liquid Cash	0.955%	\$ 139,967,089	\$ 140,839,357
Other		Liquid Cash	0.000%	\$ 10,656,664	\$ 10,656,664
				<u>\$ 442,204,088</u>	<u>\$ 443,076,355</u>

Accrued Earnings for April, 2013 \$ 263,461.19
Cumulative Earnings FY2013 \$ 3,170,058.50

* County Pool average yield for the month ending April 30, 2013 was 0.610%. As of April, 2013 the amortized cost of the Total Pool was \$3,180,368,604.34 and the fair market value per San Mateo County Treasurer's Office was \$3,191,161,345.57.

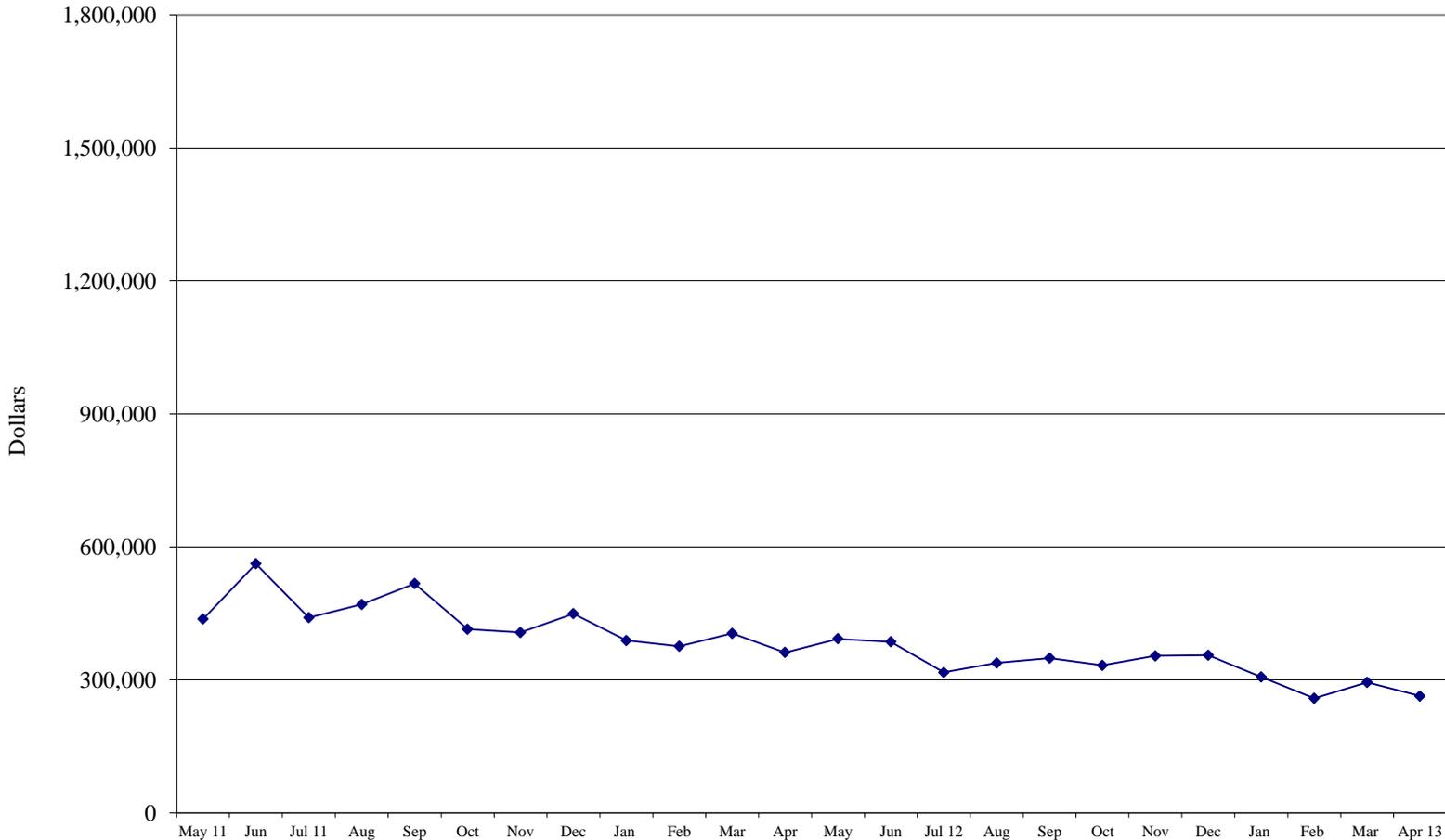
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
APRIL 2013**

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

SMCTA Interest Income



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

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

DESCRIPTION	TOTAL INVESTMENT 04-30-13	INTEREST RECEIVABLE 03-31-13	INTEREST EARNED 04-30-13	INTEREST RECEIVED 04-30-13	ADJ.	INTEREST RECEIVABLE 04-30-13
LAIF	25,164,676.60	13,174.27	3,650.88	12,738.46	(435.81)	3,650.88
COUNTY POOL	266,415,657.84	435,573.82	134,120.69	435,959.32	385.50	134,120.69
BANK OF AMERICA	10,656,663.84	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	<u>139,967,089.38</u>	<u>456,866.43</u>	<u>125,623.79</u>	<u>327,353.53</u>	<u>116.14</u>	<u>255,252.83</u>
	<u><u>442,204,087.66</u></u>	<u><u>905,614.52</u></u>	<u><u>263,395.36</u></u>	<u><u>776,051.31</u></u>	<u><u>65.83</u></u>	<u><u>393,024.40</u></u>

APRIL 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 04/30/13	263,461.19
Add:	
Misc. Income - Lehman Brothers Recovery	1,266,915.38
Less:	
Management Fees	(7,935.82)
Amortized Premium/Discount	(22,012.44)
Capital Gain(Loss)	<u>(21,805.30)</u>
Total Interest & Capital Gain(Loss)	<u><u>1,478,623.01</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,170,058.51
Add:	
Misc. Income - Lehman Brothers Recovery	2,238,627.67
Less:	
Management Fees	(45,634.84)
Amortized Premium/Discount	(332,860.95)
Capital Gain(Loss)	<u>(30,634.46)</u>
Total Interest	<u><u>4,999,555.89</u></u>
Balance Per Ledger as of 04/30/13	
Exp. Acct. 530011 - Amort Prem/Disc	(332,860.95)
Int Acct. 409100 - Co. Pool	1,613,578.28
Int Acct. 409100 - LAIF	61,018.75
Int Acct. 409100 - B of A	30.83
Int Acct. 409101 - Portfolio Funds	1,449,795.79
Misc. Income Acct. 405240 - Other Non-Transit	2,238,627.67
Gain(Loss) Acct. 405210	<u>(30,634.46)</u>
	<u><u>4,999,555.89</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
April 30, 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	15,037,500.00	11-15-15	0.375%	156.2500	30	21,287.98	4,687.50		(25.89)	25,949.59	15,000,000 10.35%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,190,000.00	02-25-14	1.375%	725.6944	30	26,125.00	21,770.83			47,895.83	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	13,812,930.00	04-23-14	2.500%	937.5000	30	148,125.00	28,125.00	168,750.00		7,500.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,050,100.00	09-28-15	0.750%	208.3333	30	625.00	6,250.00			6,875.00	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	29	31,458.33	6,041.67	37,500.00		0.00	10,000,000
FHLMC	3134G3UV0	05-23-12	5,000,000.00	5,001,550.00	5,001,600.00	11-23-15	0.750%	104.1667	30	13,333.33	3,125.00			16,458.33	5,000,000
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,997,900.00	15,004,950.00	11-24-15	0.750%	312.5000	30	39,687.50	9,375.00			49,062.50	15,000,000
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,001,400.00	11-01-15	0.750%	83.3333	31	11,288.89	2,583.33		83.34	13,955.56	4,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	6,007,560.00	6,007,200.00	11-27-15	0.500%	83.3333	30	10,333.33	2,500.00			12,833.33	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	20,019,800.00	20,022,400.00	11-27-15	0.500%	277.7778	30	34,444.44	8,333.33		0.01	42,777.78	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,990,700.00	10,011,700.00	01-28-16	0.500%	138.8889	30	8,750.00	4,166.67			12,916.67	10,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,072,360.00	03-21-16	1.000%	333.3333	30	3,333.33	10,000.00			13,333.33	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	25	48,437.50	7,812.50	56,250.00		0.00	10,000,000 84.11%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,662,069.77	10,627,216.80	04-15-14	1.250%	361.7653	30	59,636.80	10,852.96	64,853.53	58.68	5,694.91	10,418,840 6.52%
<u>CASH INVESTMENT</u>															
MATURED/CALLED															
FNMA	3136G0EJ6	05-03-12	(9,996,875.00)	10,019,400.00	(10,005,100.00)									0.00	(10,000,000)
FNMA	3135G0KA0	05-03-12	(10,030,700.00)	10,043,400.00	(10,006,300.00)									0.00	(10,000,000)
TOTAL			<u>139,967,089.38</u>	<u>181,292,324.77</u>	<u>140,839,356.80</u>					<u>456,866.43</u>	<u>125,623.79</u>	<u>327,353.53</u>	<u>116.14</u>	<u>255,252.83</u>	<u>139,918,841.01</u>

14-May-13

Weighted Average Interest Rate 0.9553%

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

5/15/13 1:42 PM

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																									
	14,812,600	3rd Quarter	16,477,299	1,664,699	16,477,299																									
4th Quarter	15,945,000	4th Quarter	17,937,211	1,992,211	17,937,211																									
FY2012 Total	63,000,000	FY2012 Total	69,475,757	6,475,757	69,475,757																									
FY2013:																														
Jul. 12	4,360,900	Sep. 12	4,903,100	542,200	4,903,100																									
Aug. 12	4,360,900	Oct. 12	5,242,800	881,900	5,242,800																									
Sep. 12	5,810,000	Nov. 12	6,537,500	727,500	6,537,500																									
1st Qtr. Adjustment	1,650,000	Dec. 12	2,172,590	522,590	2,172,590																									
3 Months Total	16,181,800		18,855,990	2,674,190	18,855,990																									
Oct. 12	4,507,000	Dec. 12	5,197,400	690,400	5,197,400																									
Nov. 12	4,507,000	Jan. 13	5,197,400	690,400	5,197,400																									
Dec. 12	6,330,000	Feb. 13	6,897,200	567,200	6,897,200																									
2nd Qtr. Adjustment	1,740,000	Mar. 13	1,656,926	(83,074)	1,656,926																									
6 Months Total	33,265,800		37,804,916	4,539,116	37,804,916																									
Jan. 13	5,142,000	Mar. 13	4,626,700	(515,300)	4,626,700																									
Feb. 13	5,142,000	Apr. 13	5,052,800	(89,200)	5,052,800																									
Mar. 13	5,880,800	May 13		(515,300)	5,365,500																									
3rd Qtr. Adjustment	1,617,400	Jun. 13		(1,709,658)	(92,257.93)																									
9 Months Total	51,048,000		47,484,416	1,709,658	52,757,658																									
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		(1,709,658)	35,342																									
FY2013 Total	68,000,000	FY2013 Total	47,484,416	0	68,000,000																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%; text-align: right;">18,855,990</td> <td style="width: 65%;">1st Quarter</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td style="text-align: right;">18,948,926</td> <td>2nd Quarter</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;">14,952,742</td> <td>3rd Quarter</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;">4,653,781</td> <td>4th Quarter</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><u>57,411,439</u></td> <td>YTD Actual Per Statement of Revenue & Expenses</td> <td></td> <td></td> </tr> </table>							18,855,990	1st Quarter				18,948,926	2nd Quarter				14,952,742	3rd Quarter				4,653,781	4th Quarter				<u>57,411,439</u>	YTD Actual Per Statement of Revenue & Expenses		
	18,855,990	1st Quarter																												
	18,948,926	2nd Quarter																												
	14,952,742	3rd Quarter																												
	4,653,781	4th Quarter																												
	<u>57,411,439</u>	YTD Actual Per Statement of Revenue & Expenses																												

(1) Accrued

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

	<u>4/30/2013</u>
Cash -- Bank of America Checking Account	\$ 10,656,663.84
LAIF	25,164,676.60
County Pool	266,415,657.84
Investment Portfolio	139,967,089.38
	<hr/>
Total	<u><u>442,204,087.66</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- APRIL 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
TA	000828	PENINSULA CORRIDOR JOINT POWERS BOARD	4/15/2013	1,520,218.68	WIR	Capital Programs
TA	000829	MATSUMOTO, KARYL M.	4/15/2013	100.00	WIR	Board of Directors Compensation
TA	000830	GROOM, CAROLE	4/15/2013	100.00	WIR	Board of Directors Compensation
TA	000831	HORSLEY, DONALD	4/15/2013	100.00	WIR	Board of Directors Compensation
TA	000832	CANEPA, DAVID	4/15/2013	100.00	WIR	Board of Directors Compensation
TA	000833	DEPARTMENT OF TRANSPORTATION	4/22/2013	400,521.50	WIR	Capital Programs
TA	000834	TRANSBAY JOINT POWERS AUTHORITY	4/29/2013	2,572.75	WIR	Capital Programs
TA	003442	ATKINS NORTH AMERICA, INC	4/1/2013	29,996.54	CHK	Consultant
TA	003443	DMJM HARRIS/MARK THOMAS JV	4/1/2013	717.53	CHK	Capital Programs
TA	003444	NORTH AMERICAN TITLE	4/1/2013	53,275.00	CHK	Capital Programs
TA	003445	JACOBS ENGINEERING GROUP, INC.	4/8/2013	2,783.95	CHK	Consultant
TA	003446	NORTH AMERICAN TITLE	4/8/2013	3,379,820.00	CHK	Capital Programs
TA	003447	URS CORPORATION	4/8/2013	358,946.49	CHK	Capital Programs
TA	003448	WELLS FARGO INSURANCE SERVICES USA, INC	4/8/2013	1,005.00	CHK	Premium - Other Insurance-Gen.
TA	003449	HALF MOON BAY REVIEW	4/15/2013	172.50	CHK	Legal Advertising
TA	003450	PATRIDGE, NAOMI	4/15/2013	100.00	CHK	Board of Directors Compensation
TA	003451	SAN FRANCISCO EXAMINER-THE INDEPENDENT	4/15/2013	461.00	CHK	Legal Advertising
TA	003452	SAN MATEO DAILY JOURNAL	4/15/2013	300.00	CHK	Legal Advertising
TA	003453	SHAW/YODER & ANTWIH, INC.	4/15/2013	11,385.00	CHK	Legislative Advocate
TA	003454	ASIAN JOURNAL PUBLICATIONS	4/22/2013	375.00	CHK	Legal Advertising
TA	003455	ATKINS NORTH AMERICA, INC	4/22/2013	60,377.56	CHK	Consultant
TA	003456	DMJM HARRIS/MARK THOMAS JV	4/22/2013	21,180.05	CHK	Capital Programs
TA	003457	FEHR & PEERS	4/22/2013	14,930.15	CHK	Consultant
TA	003458	HNTB CORPORATION	4/22/2013	1,284.29	CHK	Consultant
TA	003459	HURLEY, JOSEPH	4/22/2013	73.20	CHK	Business Travel
TA	003460	METROPOLITAN TRANSPORTATION COMMISSION	4/22/2013	29,830.00	CHK	Capital Programs
TA	003461	SAN MATEO, COUNTY OF	4/22/2013	5,000.00	CHK	Sales Tax Admin Fees
TA	003462	URS CORPORATION	4/22/2013	219,913.16	CHK	Capital Programs
TA	003463	GREEN CARPET LANDSCAPING	4/29/2013	440.00	CHK	Grounds Maintenance Service
TA	003464	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	4/29/2013	47,310.31	CHK	Legal Services

\$ 6,163,389.66

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2014**

ACTION

Staff proposes the Board approve the appropriations limit, which is applicable to the Transportation Authority (TA) during Fiscal Year (FY) 2014 in the amount of \$583,260,520.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIII B of the California Constitution (the Gann Initiative) and implementing legislation require each local agency to review its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$548,869,416 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2014 to be \$583,260,520, which is an increase of \$34,391,104 or 6.3 percent. The increase is due to a 5.12 percent increase in the California per capita personal income and a 1.09 percent increase in the population.

The TA funds subject to the limit are \$68,000,000 (the projected Measure A tax receipts for the year) or 11.7 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY2014. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 6, 2013 meeting. This notice was posted on May 10, 2013, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Ladi Bhuller, Manager, Budgets 650-508-7755
Project Manager: Angela Ho, Senior Budget Analyst 650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2014**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2014 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 6, 2013.

Appropriations limit for FY 2013	\$548,869,416
Population change: (January 1, 2012 to January 1, 2013)	1.09%
Change in California per capita personal income (January 1, 2012 to January 1, 2013)	5.12%
FY 2014 Adjustment Factor: (1.0512 x 1.0109)	1.06265808
FY 2014 Appropriations Limit: (\$548,869,416 x 1.06265808)	\$583,260,520

Dated: May 1, 2013

RESOLUTION NO. 2013 –

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

*** * ***

**ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING FISCAL YEAR 2014**

WHEREAS, by Resolution No. 2012-12 enacted on June 7, 2012, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2013 in the amount of \$548,869,416; and

WHEREAS, Article XIII B of the California Constitution (the Gann Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least fifteen (15) days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

- (1) the California per capita personal income increased by 5.12 percent; and
- (2) the population from January 2012 to January 2013 increased by 1.09 percent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2014 is hereby established as \$583,260,520.

Regularly passed and adopted this 6th day of June, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 1, 2013**

The Community Relations Committee and Board

Designated May as "Older American's Month."

The winners of the Annual Student "Art Takes a Bus Ride" Contest were announced:

- Tymofiy Korneyev, 1st Grade, Sandpiper Elementary, Redwood City.
- Lukas Wiggers, 2nd Grade, Central Elementary, Belmont.
- Keya Arora, 3rd Grade, Sandpiper Elementary, Redwood City.
- Taylor Gee, 4th Grade, Sandpiper Elementary, Redwood City.
- Adrienne Evans, 5th Grade, North Star Academy, Redwood City.
- Alina Kalmeyer, 6th Grade, Hillview Middle School, Menlo Park.

Tina Dubost, Accessibility Coordinator, said eligibility evaluator, Care Evaluators, has a new Regional Manager, Kathy Eastwood.

Paratransit Coordinating Council (PCC) Chair Mike Levinson reported:

- The PCC bi-annual retreat will be held on June 11 at the San Carlos Library.
- The contract extension for Nelson Nygaard has been signed.
- The PCC received information on passengers classified as "don't leave alone" who have been left alone on Redi-Wheels. A meeting was held with staff and MV Transportation to correct this issue.

Peter Ratto, Citizens Advisory Committee (CAC) Chair, reported on the March 27 meeting:

- Welcomed three new members to the CAC.
- Received a presentation on the final SamTrans Service Plan (SSP) recommendations by Director of Planning, Doug Kim. The CAC supported the SSP with the exception of the discontinuation of Route KX to San Francisco on weekends and off-peak hours.

Average weekday ridership for all modes for March 2013 compared to March 2012 was 102,886, an increase of 6.3 percent.

The Finance Committee and Board

The Board:

- Approved the Statement of Revenues and Expenses for March 2013.
- Approved the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2013.
- Authorized Adoption and Publication of the Proposed Disadvantaged Business Enterprise Overall Goal of 1 Percent for Fiscal Years (FY) 2014-2016 for Federal Transit Administration Funds.
- Authorized Implementation of a Fuel Hedging Program for the Fiscal Year Ending June 30, 2014, Authorized the Execution and Delivery of Documents Necessary to Implement Fuel Hedging Program and Authorized Taking all Action Necessary Relating to the Implementation and Execution of the Fuel Hedging Program.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 1, 2013**

- SamTrans is hedging 1.2 million gallons or 65 percent of the portfolio.
- Authorized Award of Contracts to AppleOne Employment Services, IntelliBridge Partners, Manpower Inc., Premier Staffing Sources, SearchPros Staffing and Wohlberg/Michelsson Personnel Services for On-call Temporary Staffing Services in the Estimated Aggregate Not-to-Exceed Amount of \$5,650,000 for a Five-year Term.
- Authorized Execution of Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for FY2014 for an Aggregate Not-to-Exceed Amount of \$850,000.
- Authorized Execution of Contracts Over \$100,000 for Technology-Related Products and Services to Vendors Under Cooperative Purchasing Agreements for FY2014 for an Aggregate Not-to-Exceed Amount of \$1,500,000.
- Received an Update on the Business Optimization Program. The exercise of the 62-month hosting and application support option to maintain the PeopleSoft system in a state of good repair will be under consideration for action at the June 2013 Board meeting.
- Received the Preliminary FY2014 Operating Budget.
- Received the Preliminary FY2014 Capital Budget.

The Legislative Committee and Board

State Update

Senate Bill 557 guarantees \$600 million of the \$1.1 billion approved for early investments in the High-speed Rail (HSR) Project will flow to the Caltrain Modernization Project. The bill would also add an additional layer of protection for Peninsula communities who are supportive of the blended system by requiring the Memorandum of Understanding (MOU) regional signatories to amend the MOU and agree to any expansion beyond the blended system.

Assembly Bill (AB) 797 would grant construction management general contractor project delivery authorization to the San Mateo County Transit District and the Santa Clara Valley Transportation Authority. By extension of granting this bill to these two agencies, it would also provide the authority to Caltrain since San Francisco already has this authority.

AB574 authorizes allocating revenues within the budget for Cap and Trade. This bill authorizes the revenues to be delivered to public transportation improvements, including transit operations and capital projects. The funds are to be awarded through a competitive process.

Federal

Anthony Foxx was appointed United States Transportation Secretary, but needs to be confirmed by the Senate. Mr. Foxx presided over a number of transit expansion projects during his tenure as mayor of Charlotte, North Carolina.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 1, 2013**

Republican Congressman Jeff Denham is planning a series of HSR hearings in the Central Valley on May 28-29. Congressman Denham is not a HSR supporter.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- Weekend Route ECR continues to be a success. Ridership for March was up 12.2 percent on Saturdays and up 6 percent on Sundays.
- Staff participated in an American Association of Retired Persons Driver Safety Program and California Highway Patrol Older Driver Safety Program.
- Accessibility Coordinator, Tina Dubost, will be presenting at the American Public Transportation Association's Bus and Paratransit Conference SamTrans' in-person eligibility program.
- SamTrans, the Peninsula Corridor Joint Powers Board and the Peninsula Traffic Congestion Relief Alliance will together issue a Request for Proposals for shuttle services.
- For the month of February fixed routes were over 23,000 between road calls and Redi-Wheels was over 50,000 miles between road calls. Year to date, fixed routes are 27,000 miles between road calls and Redi-Wheels is 31,000 between road calls, both well above the 20,000 miles between road calls standard.
- Chuck Harvey, Deputy CEO, just completed his semi-annual base inspections.
- SamTrans employees participated in cleaning bus stops and shelters on Earth Day, April 22.
- Bike to Work Day is on May 9 and staff will be at energizer stations.
- "Connecting with Customers" campaign ends May 9 and staff will be at the Colma Bay Area Rapid Transit Station thanking customers and answering questions.

The next meeting of the Board is scheduled for Wednesday, June 5, 2013 at 2 p.m.

**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

May 31 is the deadline for bills to be passed out of their house of origin. Six of the bills that the agency supports have already cleared their respective house of origin in advance of the deadline.

AB 797 (Gordon) – This bill would authorize the San Mateo County Transit District (District) and the Santa Clara Valley Transportation Authority (VTA) to pursue a Construction Manager/General Contractor (CMGC) project delivery approach. By extension, the Peninsula Corridor Joint Powers Authority would also be authorized to use CMGC. The bill cleared the Assembly on May 13 and has been referred to the Senate Transportation and Housing Committee. Committee staff is interested in exploring amendments to the bill that would extend CMGC authority to all transit agencies. The District and VTA are currently working with committee staff to assess the viability of these amendments.

Budget

The governor released his May Budget Revision on May 14. The revision does not propose any significant changes to transportation funding compared to the governor's January budget recommendations.

The May revision proposes to loan \$500 million of the proceeds generated by the auction of emissions credits from the State's cap-and-trade system to the General Fund. The funds would be paid back with interest in time to comply with the recently released Cap-and-

Trade Auction Proceeds Investment Plan. The plan proposes to begin allocating auction proceeds in Fiscal Year 2015, and targets "sustainable communities and clean transportation" as the category eligible for the largest share of revenues.

FEDERAL ISSUES

Grants

On May 10, the Metropolitan Transportation Authority's (MTC) Legislative Committee approved its endorsement of applications being considered for the U.S. Department of Transportation's (USDOT) multimodal Transportation Investment Generating Economic Recovery (TIGER) program. USDOT is seeking applications for \$474 million in funding available in the current fiscal year.

MTC is supporting five projects totaling \$78 million in requests. The project list includes a \$20 million request for the Caltrain/HSR Early Investment Program.

Internet Sales Tax

On May 6, the Senate approved legislation that would allow States to collect State and local sales taxes for their residents' online purchases. California already collects sales taxes from online retailers with a physical presence in the State, but extending the authority to all online retailers would increase Statewide sales tax revenues by almost \$2 billion. The fate of the bill in the House is uncertain since many House Republicans view the bill as a tax increase.

Prepared By: Seamus Murphy, Government and Community Affairs
Director

650-508-6388

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Pereq D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 11. Noes 3.) (May 24). Read second time. Ordered to third reading.</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 2 years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws. Last Amended on 5/13/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 25 Campos D</p> <p>Employment: social media.</p>	<p>SENATE RLS. 5/16/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. Last Amended on 5/1/2013</p>	
<p>AB 26 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/24/2013 - Do pass as amended.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law 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 3-year investment plan to allocate moneys consistent with additional statewide goals, as specified. The bill would require projects involving construction, alteration, demolition, installation, repair, and maintenance work paid for in whole or in part from the Greenhouse Gas Reduction Fund to be considered public works as defined. The bill would authorize moneys from the Greenhouse Gas Reduction Fund be made available to the owner or operator of a refinery to perform maintenance work to reduce greenhouse gas emissions if all maintenance work at the refinery related to reducing greenhouse gas emissions that falls within an apprenticeable occupation, as defined, will be performed by skilled journeypersons, as defined, and registered apprentices, as defined. This bill contains other related provisions. Last Amended on 4/22/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 37 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 17. Noes 0.) (May 24). Read second time. Ordered to third reading.</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.</p> <p>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 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015 , to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature.</p> <p>Last Amended on 4/8/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

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 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/24/2013)</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 and other existing laws. Last Amended on 4/11/2013</p>	
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>SENATE RLS. 5/24/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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 within 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares. This bill contains other related provisions and other existing laws. Last Amended on 4/24/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>SENATE T. & H. 4/25/2013 - Referred to Com. on T. & H.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is 45 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a 45-foot bus equipped with a front-mounted bicycle rack and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of a 45-foot bus that is equipped with a front-mounted bicycle rack. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018. This bill contains other related provisions. Last Amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>SENATE G. & F. 5/23/2013 - Referred to Com. on GOV. & F.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body of a city to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize a city to form a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions. Last Amended on 4/8/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 266 Blumenfeld D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE RLS. 5/20/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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. This bill contains other related provisions and other existing laws. Last Amended on 4/9/2013</p>	
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 17. Noes 0.) (May 24). Read second time. Ordered to third reading.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in 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. The bill would require the state board to solicit comments and consider and respond to evidence regarding specified significant effects caused by the Low Carbon Fuel Standard regulations. Last Amended on 4/4/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p>	<p>SENATE P.E. & R. 5/23/2013 - Referred to Com. on P.E. & R.</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. This bill contains other existing laws.</p>	
<p>AB 416 Gordon D</p> <p>State Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2013)</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the state board, in coordination with the Strategic Growth Council, to administer the program, as specified. The bill would require the implementation of the program to be contingent on the appropriation of moneys by the Legislature, as specified. Last Amended on 4/4/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 417 Frazier D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>SENATE E.Q. 5/9/2013 - Referred to Com. on E.Q.</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. This bill contains other existing laws. Last Amended on 4/18/2013</p>	
<p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61 (a) (2). (Last location was TRANS. on 4/16/2013)</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. This bill contains other existing laws. Last Amended on 4/15/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 441 Patterson R</p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)</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 THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 16. Noes 0.) (May 24). Read second time. Ordered to third reading.</p>	<p>The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes.</p>	
<p>AB 463 Logue R</p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 466 Quirk-Silva D</p> <p>Federal transportation funds.</p>	<p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p>	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified.</p> <p>Last Amended on 3/14/2013</p>	
<p>AB 481 Lowenthal D</p> <p>High-speed rail.</p>	<p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited in the High-Speed Rail Property Fund created by The bill, and would provide that the funds shall be available to the authority upon appropriation by the Legislature for specified purposes. Last Amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
AB 493 Daly D Toll facilities.	SENATE T. & H. 5/9/2013 - Referred to Com. on T. & H.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. Last Amended on 4/17/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 528 Lowenthal D</p> <p>State Rail Plan: High-Speed Rail Authority business plan.</p>	<p>SENATE RLS. 5/20/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, Governor, and specified entities. Existing law requires the plan to consist of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law separately requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a specified business plan, with specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise and recast the items required to be included in the 2 elements of the State Rail Plan and in the elements of the business plan, and would eliminate the 10-year timeframe for the State Rail Plan. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the business plan to the Legislature. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013</p>	
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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. Nonpriority terminals would not be required to be inspected less than 6 years since their last inspection. This bill contains other related provisions and other existing laws. Last Amended on 3/19/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>SENATE T. & H. 5/9/2013 - Referred to Com. on T. & H.</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 incidence of adverse impacts on roadway and pedestrian safety due to the utilization of illuminated signs on transit buses displaying advertising, if any, to the Legislature. This bill contains other related provisions and other existing laws. Last Amended on 4/22/2013</p>	
<p>AB 543 Campos D</p> <p>California Environmental Quality Act: translation.</p>	<p>ASSEMBLY SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 12. Noes 5.) . Read second time and amended. Ordered to second reading.</p>	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25 percent of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25 percent of the residents of that area. By requiring a lead agency to translate these notices and documents, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	<p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 12. Noes 5.) (May 24). Read second time. Ordered to third reading.</p>	<p>Existing law requires the governing body of a local public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law authorizes an employee organization to request that the parties' differences be submitted to a factfinding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a factfinding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would 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 factfinding 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 factfinding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the factfinding panel.</p> <p>Last Amended on 4/25/2013</p>	
<p>AB 662 Atkins D</p> <p>Local government: infrastructure financing districts.</p>	<p>SENATE G. & F. 5/24/2013 - From comm. chair, w/author's amendments: Amend, & re-refer to comm. Read second time, amended, and re-referred to Com. on GOV. & F.</p>	<p>(1) Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area.</p> <p>This bill would delete that prohibition. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 680 Salas D</p> <p>Transportation: interregional road system.</p>	<p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p>	<p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and intercounty route. Last Amended on 3/19/2013</p>	
<p>AB 690 Campos D</p> <p>Jobs and infrastructure financing districts: voter approval.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/10/2013)</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and 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 nontaxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. Last Amended on 4/9/2013</p>	
<p>AB 707 Ting D</p> <p>Vehicles.</p>	<p>SENATE RLS. 5/24/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law provides that the prima facie speed limit is 25 miles per hour when passing a senior center or other facility primarily used by senior citizens that is next to a street other than a state highway and posted with a standard "SENIOR" warning sign. Existing law provides that a local authority is not required to erect the standard "SENIOR" warning sign until it receives donations from a private source to cover the costs of erecting the signage and the local authority determines that the proposed signing should be implemented. Existing law provides, however, that a local authority may pay for the cost of erecting the signs with any other funds available to it.</p> <p>This bill would instead permit a local authority to erect a standard "SENIOR" warning sign when it determines that the proposed signing should be implemented. The bill would also authorize a local authority to request grant funding to pay for the erection of those warning signs from the Pedestrian Safety Account or from any other source of grant funding. Last Amended on 5/1/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 730 Alejo D</p> <p>Monterey-Salinas Transit District.</p>	<p>SENATE RLS. 5/16/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties relative to provision of public transit service. Existing law authorizes the district to issue bonds under the Revenue Bond Law of 1941, payable from revenues of any facility or enterprise to be acquired or constructed by the district. Under that law, issuance of revenue bonds generally requires voter approval, unless an exemption is provided.</p> <p>This bill would revise these provisions. The bill would exempt the district from the requirement to seek voter approval prior to issuing revenue bonds, and would instead authorize those bonds to be issued by a 2/3 vote of the district's board. The bill would authorize the district to pledge revenues or other moneys available to the district from any source, including a transactions and use tax, to payment of those bonds. The bill would impose a maximum amount of \$50,000,000 on revenue bonds that may be issued by the district. The bill would limit use of revenue bonds to a project or projects not located on or adjacent to the former Fort Ord, except as specified. The bill would make other related changes.</p> <p>Last Amended on 4/1/2013</p>	
<p>AB 738 Harkey R</p> <p>Public entity liability: bicycles.</p>	<p>ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61 (a) (3). (Last location was JUD. on 3/7/2013)</p>	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 792 Mullin D</p> <p>Local government: open meetings.</p>	<p>SENATE G. & F. 5/23/2013 - Referred to Com. on GOV. & F.</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 specify that the local agency may conduct the meeting as long as the legislative body meets specified requirements, including, among other things, posting the agenda or notice immediately upon resolution of the technological problems, as specified. The bill would provide that the delay in posting, or the failure to post, the agenda or notice would not preclude a local agency from conducting the meeting or taking action on items of business, provided that the agency has complied with all other relevant requirements. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/6/2013</p>	
<p>AB 797 Gordon D</p> <p>Transit districts: contracts.</p>	<p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</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>

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 822 Hall D</p> <p>Local government retirement plans.</p>	<p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law requires local legislative bodies, before authorizing changes in public retirement plan benefits or other postemployment benefits, to secure the services of an actuary to provide a statement of the actuarial impact of the changes.</p> <p>This bill would require, whenever a local measure qualifies for the ballot that proposes to alter, replace, or eliminate the retirement benefit plan of employees of a local government entity, whether by initiative or legislative action, the governing body of the local government entity to secure the services of an independent actuary to provide a statement, not to exceed 500 words in length, of the actuarial impact of the proposed measure upon future annual costs of the retirement benefit plan, and to have this statement printed in the voter information portion of the sample ballot. The bill would require, under certain circumstances, that the proponents of an initiative measure pay an additional filing fee to pay for the costs of the actuarial impact statement, which would be refunded if the measure is approved by the voters. The bill would require the governing body to make public at least 2 weeks prior to the election the future annual costs that will result from the changes to the retirement plan proposed by the measure. The bill would require a specified notice regarding obtaining a copy of the measure to be printed in the voter information portion of the sample ballot, if the text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot. The bill would require the measure to be submitted to the voters only at a statewide general election. The requirements of The bill would apply to a charter city, charter city and county, or charter county. This bill contains other related provisions and other existing laws. Last Amended on 4/30/2013</p>	
<p>AB 842 Donnelly R</p> <p>High-speed rail.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61 (a)(2). (Last location was TRANS. on 4/8/2013)</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project.</p> <p>This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 909 Gray D</p> <p>Metal theft and related recycling crimes.</p>	<p>ASSEMBLY SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 17. Noes 0.) (May 24). Read second time and amended. Ordered to second reading.</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 the purposes of the program. This bill contains other related provisions. Last Amended on 5/24/2013</p>	
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 953 Ammiano D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY THIRD READING 5/13/2013 - Read second time. Ordered to third reading.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 971 Garcia D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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, nonsubstantive, and conforming changes. This bill contains other related provisions and other existing laws. Last Amended on 4/18/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1002</u> <u>Bloom D</u></p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</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. This bill contains other existing laws.</p> <p>Last Amended on 4/23/2013</p>	<p>Support</p>
<p><u>AB 1031</u> <u>Achadjian R</u></p> <p>Local government: open meetings.</p>	<p>ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2013)</p>	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized.</p> <p>This bill would make technical, nonsubstantive changes to a provision of the Ralph M. Brown Act.</p>	
<p><u>AB 1046</u> <u>Gordon D</u></p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</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.</p> <p>Last Amended on 3/21/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1047 Linder R</p> <p>Commercial driver's licenses.</p>	<p>SENATE RLS. 5/24/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law prohibits a person from operating a commercial motor vehicle, as defined, unless the person possesses a valid commercial driver's license of the appropriate class issued by the Department of Motor Vehicles (DMV), except as specified. Existing law imposes certain examination requirements, including a driving test, on driver's license applicants, including commercial driver's license applicants, and specifies the types of vehicles that are in each driver's license class. Existing law also specifies the conditions under which a nonresident who is not licensed in the state may drive in the state, and requires a person to obtain a license from the DMV before being employed as a commercial driver, as specified.</p> <p>This bill would authorize the DMV to impose a fee on a commercial driver's license applicant, if a driving test is administered to an applicant who is to be licensed in another state pursuant to federal law, that does not exceed the reasonable cost of conducting the tests and reporting the results to the driver's state of record. The bill would delete the requirement that a commercial driver obtain a license from the DMV if the person is in possession of a valid commercial learner's permit or commercial driver's license issued by any state or foreign jurisdiction that meets federal licensing standards. The bill would, among other things, revise the definitions of commercial motor vehicle and tank vehicle for purposes of commercial motor vehicle safety requirements, and would revise the categories of vehicles that are within each license class. This bill contains other related provisions and other existing laws. Last Amended on 4/22/2013</p>	
<p>AB 1051 Bocanegra D</p> <p>Housing.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61 (a) (5). (Last location was APPR. SUSPENSE FILE on 5/16/2013)</p>	<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 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1070 Frazier D</p> <p>California Transportation Financing Authority.</p>	<p>SENATE T. & H. 5/23/2013 - Referred to Coms. on T. & H. and GOV. & F.</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.</p> <p>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 SUSPENSE FILE 5/13/2013 - In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Existing laws impose state sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. 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. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/2/2013</p>	
<p>AB 1102 Grove R</p> <p>Air resources: greenhouse gas emissions.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/1/2013)</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
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1181</u> <u>Gray D</u></p> <p>Public employee organizations: members: paid leaves of absence.</p>	<p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The Meyers-Milias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency.</p> <p>This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or appearing as the designated representative, as defined, of the employee organization in proceedings before the Public Employment Relations Board in matters relating to a charge filed by the employee organization against the public agency or by the public agency against the employee organization , or when they are testifying or appearing as the designated representative, as defined, of the employee organization in matters before a personnel or merit commission . The bill would require the employee organization being represented to provide reasonable notification to the employer requesting a leave of absence without loss of compensation pursuant to these provisions.</p> <p>Last Amended on 5/16/2013</p>	
<p><u>AB 1193</u> <u>Ting D</u></p> <p>Bikeways.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61 (a) (2). (Last location was L. GOV. on 4/29/2013)</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. This bill contains other existing laws.</p> <p>Last Amended on 4/25/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1194 Ammiano D</p> <p>Safe Routes to School Program.</p>	<p>ASSEMBLY SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 13. Noes 0.) (May 24). Read second time and amended. Ordered to second reading.</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 noninfrastructure activities, as specified. The bill would require 20 percent of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program. Last Amended on 5/24/2013</p>	
<p>AB 1290 John A. Pérez D</p> <p>Transportation planning.</p>	<p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 12. Noes 5.) . Read second time. Ordered to third reading.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote. This bill contains other related provisions and other existing laws. Last Amended on 4/23/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1375 Chau D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/8/2013)</p>	<p>The California Global Warming Solutions Act of 2006, hereafter the Global Warming Solutions Act, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act.</p> <p>This bill would create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund and would require the Legislature to annually appropriate moneys from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make those moneys available to the state board for the purposes of accelerating the development, demonstration, and deployment of clean technologies that will reduce greenhouse gas emissions and foster job creation in the state. The bill would require the implementation of these provisions be contingent on the appropriation of moneys by the Legislature for these purposes. Last Amended on 5/7/2013</p>	
<p>AB 1380 Committee on Public Employees, Retirement and Soci</p> <p>County employees' retirement.</p>	<p>SENATE RLS. 5/16/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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. PEPRA prohibits the purchase of nonqualified service credit, as defined, unless the application to purchase the credit is received by the retirement system prior to January 1, 2013, and subsequently approved.</p> <p>This bill would limit provisions relating to purchase of additional retirement credit, as described above, to applications received prior to January 1, 2013, and subsequently approved. The bill would also prohibit the application of the above-described authorizations regarding time of retirement 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. This bill contains other existing laws. Last Amended on 4/23/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>ACA 8 Blumenfeld 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. This bill contains other related provisions and other existing laws. Last Amended on 4/4/2013</p>	
<p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p>	<p>ASSEMBLY RLS. 5/28/2013 - Action From THIRD READING: Read third time. Passed Senate to ASSEMBLY.</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 5/2/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE APPR. SUSPENSE FILE 5/23/2013 - Do pass as amended.</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, referred to as the 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 5/15/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>ASSEMBLY P.E.,R. & S.S. 5/16/2013 - Referred to Com. on P.E.,R. & S.S.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. The bill would clarify the application of PEPR to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPR. This bill contains other related provisions and other existing laws. Last Amended on 2/6/2013</p>	
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY L. GOV. 5/16/2013 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. Last Amended on 3/6/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<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. This bill contains other related provisions.</p> <p>Last Amended on 2/13/2013</p>	
<p>SB 56 Roth D</p> <p>Local government finance: vehicle license fee adjustments.</p>	<p>SENATE G. & F. 5/1/2013 - Set, second hearing. Hearing canceled at the request of author.</p>	<p>The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these amounts be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities.</p> <p>This bill would, for the 2013-14 fiscal year, provide for a new vehicle license fee adjustment amount, as specified. This bill would also, for the 2013-14 fiscal year and for each fiscal year thereafter, provide for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. This bill contains other related provisions and other existing laws. Last Amended on 4/23/2013</p>	
<p>SB 110 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY TRANS. 5/9/2013 - Referred to Coms. on TRANS. and A. & A.R.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 142 DeSaulnier D</p> <p>Public transit.</p>	<p>ASSEMBLY RLS. 5/28/2013 - Action From THIRD READING: Read third time. Passed Senate to ASSEMBLY.</p>	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. Last Amended on 5/7/2013</p>	<p>Support</p>
<p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 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 THIRD READING 5/24/2013 - Read second time. Ordered to third reading.</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>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 408 De León D</p> <p>Transportation funds.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
<p>SB 436 Jackson D</p> <p>California Environmental Quality Act: notice.</p>	<p>SENATE THIRD READING 5/14/2013 - Read second time. Ordered to third reading.</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 areawide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting.</p> <p>This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/3/2013</p>	
<p>SB 469 Corbett D</p> <p>Public contracts: local agencies: public transit vehicles.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/11/2013)</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>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 525 Galgiani D</p> <p>California Environmental Quality Act: exemptions.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (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>ASSEMBLY DESK 5/24/2013 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way. These provisions would be effective until a specified time, and would be inoperative thereafter. This bill contains other related provisions. Last Amended on 5/2/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 613 DeSaulnier D Bay Area Toll Authority.</p>	<p>ASSEMBLY DESK 5/6/2013 - In Assembly. Read first time. Held at Desk.</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 prohibit the authority from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in San Francisco. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/23/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 617 Evans D</p> <p>California Environmental Quality Act.</p>	<p>SENATE SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 5. Noes 2.) (May 23).</p>	<p>The California Environmental Quality Act, referred to as CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, This bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. Last Amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Infrastructure financing: transit priority projects.</p>	<p>ASSEMBLY DESK 5/20/2013 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25 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 require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with The bill. This bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would require the metropolitan planning organization to certify that the project proposed by the district is consistent with the region's sustainable communities strategy, prior to the implementation of the project. 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 5/14/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 633 Pavley D CEQA.</p>	<p>SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.</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 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. This bill contains other related provisions and other existing laws. Last Amended on 5/6/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 648 Corbett D</p> <p>Electronic cigarettes: restriction of use and advertising.</p>	<p>ASSEMBLY DESK 5/24/2013 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering an inhalable solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age.</p> <p>This bill would extend the above-referenced restrictions and prohibitions against the smoking of tobacco products to include electronic cigarettes. By including electronic cigarettes within the restricted and prohibited activity, This bill would change the definition of a crime with respect to certain facilities, thereby creating a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/7/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act and sustainable communities strategy.</p>	<p>SENATE THIRD READING 5/24/2013 - Read second time and amended. Ordered to third reading.</p>	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA.</p> <p>This bill would provide that aesthetic impacts of a residential, mixed-use residential, or employment center project, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and propose, and the Secretary of the Natural Resources Agency to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise, and for the transportation and parking impacts of residential, mixed-use residential, or employment center projects within transit priority areas. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 15 days prior to the approval of the proposed project and to provide specified notice of the availability of the findings for public review. Because The bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, This bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because The bill would require a lead agency to prepare the record of proceedings as provided, This bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 751 Yee D</p> <p>Meetings: publication of action taken.</p>	<p>SENATE CONSENT CALENDAR 5/22/2013 - Ordered to special consent calendar.</p>	<p>The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.</p> <p>This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of every member present. This bill contains other related provisions and other existing laws. Last Amended on 5/2/2013</p>	
<p>SB 787 Berryhill R</p> <p>Environmental quality: the Sustainable Environmental Protection Act.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 5/1/2013)</p>	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, The bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws. Last Amended on 4/18/2013</p>	

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 788 Committee on Transportation and Housing</p> <p>Transportation.</p>	<p>ASSEMBLY DESK 5/16/2013 - In Assembly. Read first time. Held at Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. Last Amended on 4/18/2013</p>	
<p>SB 791 Wyland R</p> <p>Motor vehicle fuel tax: rate adjustment.</p>	<p>SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.</p> <p>This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions. Last Amended on 4/4/2013</p>	<p>Oppose</p>

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 798 De León D</p> <p>California Green Infrastructure Bank Act.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. & F. on 3/11/2013)</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes.</p> <p>This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under The bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member. This bill contains other related provisions and other existing laws.</p>	
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE RLS. 5/21/2013 - Read second time and amended. Re-referred to Com. on RLS.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55 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, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55 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, nonsubstantive changes. Last Amended on 5/21/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 5/28/2013**

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

**SMCTA Bill Matrix
as of 5/28/2013**

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **PROGRAM REPORT: PARATRANSIT PROGRAM**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief programs – will be featured individually throughout the year. This month features a report on the Paratransit Program under the Transit Program category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Since 1989, the Transportation Authority (TA) has provided Measure A funding to support the capital and operating needs associated with paratransit service in San Mateo County. The Original Measure A created a \$25 million Paratransit Trust Fund to be maintained in perpetuity. Interest earned from this fund was allocated for paratransit. Over the 20-year period that the TA administered the fund, \$32 million of Measure A funds went to support paratransit service. In 2009 as part of the Fiscal Year (FY) 2010 TA Budget, the Board took an action to transfer the fund to the District. Interest from the trust fund continues to support paratransit service.

Recognizing the growing need and cost of this service, voters approved the New Measure A which allocates 4 percent of the total sales tax revenue to help meet the special mobility needs of the County through paratransit and other accessible services. To date the New Measure A Program allocates on average more than \$2.4 million annually to provide accessible service for eligible seniors and people with disabilities in the county.

This month's presentation will be presented via PowerPoint.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3RD QUARTER FISCAL
YEAR 2013**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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The Capital Projects Quarterly Status Report – 3rd Quarter
Fiscal Year 2013 is available for review at the following link:

[http://www.smcta.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/TA
/FY13+Q3+TA+Quarterly+Report.pdf](http://www.smcta.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/TA/FY13+Q3+TA+Quarterly+Report.pdf)