



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

August 1, 2013 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of June 6, 2013
 - b. Acceptance of Statement of Revenues and Expenditures for May 2013
 - c. Information on Statement of Revenues and Expenditures for June 2013
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Report of the Nominating Committee for Citizens Advisory Committee (Groom, Horsley) – Appointment of John Baker MOTION
7. Chairperson's Report
8. Joint Powers Board Report
9. Report of the Executive Director
10. Program Report: Alternative Congestion Relief INFORMATIONAL
11. Finance
 - a. Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended June 30, 2013 MOTION
 - b. Authorize Allocation of \$410,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance for Fiscal Year 2014 RESOLUTION

San Mateo County Transportation Authority
August 1, 2013 Agenda

- c. Authorize Allocation of \$3,354,000 in New Measure A Highway Program Category Funds to the City of Pacifica for the Route 1 San Pedro Creek Bridge Replacement Project RESOLUTION
 - d. Authorize Approval and Allocation of \$90,762 in New Measure A Local Shuttle Program Funds for the Daly City Bayshore Circulator Shuttle RESOLUTION
 - e. Authorize Allocation of \$11,960,000 in New Measure A Funds and \$6,390,200 in Original Measure A Funds to the San Mateo County Transit District for Application Towards Caltrain's Fiscal Year 2014 Capital and Operating Budgets and Paratransit Program RESOLUTION
12. Program
- a. Grade Separation Program Update INFORMATIONAL
 - b. Update on State and Federal Legislative Program INFORMATIONAL
13. Requests from the Authority
14. Written Communications to the Authority
15. Report of Legal Counsel
16. Date/Time of Next Meeting: Thursday, September 5, 2013, 5 p.m.
at San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070
17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus Routes 260, 295, 390, 391, and KX.

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Citizens Advisory Committee (CAC) meets regularly on the Tuesday prior to the first Thursday of the month at 4:30 p.m. at the San Mateo County Transit District Administrative Building.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the Authority Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the Authority Secretary at the San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306 or emailed to board@smcta.com; or by phone at 650-508-6242, or TDD 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

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

MINUTES OF JUNE 6, 2013

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Averill, L. Bhuller, J. Cassman, G. Harrington, C. Harvey, J. Hurley, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Chair Carole Groom called the meeting to order at 5:04 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta provided a report on the meeting of June 4, 2013. See attached.

PUBLIC HEARING – FISCAL YEAR (FY) 2014 BUDGET

Martha Martinez, Authority Secretary, reported Section 131265 (a) of the California Public Utilities Code requires all county transportation authorities to adopt an annual budget. Section 131266 of the code requires a public hearing be held concerning the annual budget after notifying the public of the time and place of the public hearing by published notice at least 15 days prior to the date of the hearing.

In accordance with the applicable law, staff prepared and submitted for review at the May meeting the proposed annual budget for FY2014.

Notice of public hearing appeared in the Half Moon Bay Review on May 15, 2013, the San Mateo Daily Journal on May 20, 2013, El Observador on May 17, 2013, and the lobby of the San Mateo County Transit District building in San Carlos. No comments have been received.

Ladi Bhuller, Manager, Budgets, said no changes have been made since last month when the preliminary budget was presented.

Public Comment

Jim Bigelow, San Mateo/Redwood City Chamber of Commerce, said money in the previous measure was only for capital budgets and now the funding can go to operating as well. He said it is forward thinking to have \$5.4 million out of the TA to help with the operating and capital expense with the other two partners on the Joint Powers Authority. He said he encourages Board support of this budget.

David Miller, Legal Counsel, said all legal requirements have been met and the public hearing can be closed.

A motion (Canepa/Foust) to adopt the FY2014 budget in the amount of \$112,985,286 was approved.

Director Rosanne Foust commended staff for their hard work on the budget.

CONSENT CALENDAR

- a. Approval of Minutes of May 2, 2013
- b. Acceptance of Statement of Revenues and Expenditures for April 2013

A motion (Nagel/Patridge) to approve the Consent Calendar was approved (Horsley abstained from item a: Approval of the Minutes of May 2, 2013).

Authorize Adoption of the Appropriations Limit for Fiscal Year 2014 in the Amount of \$583,260,520

Director Karyl Matsumoto requested this item be pulled from the consent calendar. She asked if the increase of \$34 million will be committed to current projects or new projects that will come before the TA. Mr. Miller said the addition is to a ceiling that applies to the agency as the total spending the Board may authorize out of the sales tax the TA collects. How and when the money will be appropriated is a separate action under the various capital and operating budgets. This is complying with a requirement that is under State law that agencies with taxing powers establish an annual maximum appropriations limit that may be spent out of those proceeds. This number far exceeds the reserves and current revenues.

A motion (Matsumoto/Foust) to approve the adoption of the appropriations limit for FY2014 in the amount of \$583,260,520 was approved by roll call.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – CAROLE GROOM

Chair Groom asked if the TA is missing out on a revenue opportunity by not providing shuttle service for businesses. Michael Scanlon, Executive Director, said the TA is prohibited by Federal regulation from chartering services. The TA cannot compete with charter companies because it is the recipient of Federal funds. The TA does enter into creative partnerships to provide shuttles.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

No discussion.

JOINT POWERS BOARD (JPB) REPORT

Mr. Scanlon reported:

- The JPB CAC has a new member, Jonathan Berk.
- Proclaimed June 20th as "Dump the Pump Day" for the eighth year.

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – April 2013 compared to April 2012
 - Total Ridership was 1,351,544, an increase of 12 percent.
 - Average Weekday Ridership was 50,678, an increase of 10.3 percent.
 - Total Revenue was \$5,944,476, an increase of 14.9 percent.
 - On-time Performance was 93.7 percent, no change.
 - Caltrain Shuttle Ridership was 6,758, a decrease of 15.8 percent, but the automatic passenger counters on the Marguerite Shuttle at Stanford were not working. Excluding the Marguerite data, shuttle ridership shows a 0.7 percent increase.
 - Year-to-date Performance Statistics – April 2013 compared to April 2012
 - Total Ridership was 12,789,293, an increase of 11.4 percent.
 - Average Weekday Ridership was 48,235, an increase of 11.9 percent.
 - Total Revenue was \$56,283,147, an increase of 16.2 percent.
 - On-time Performance was 91.4 percent, a decrease of 2.1 percent.
 - Caltrain Shuttle Ridership was 8,059, an increase of 11.7 percent.
- There were two trespasser fatalities in May, one in Burlingame on May 10 and one in South San Francisco on May 15.
- The Annual Passenger Counts Report is complete and available online.
- Extra service:
 - Bay to Breakers ran four early morning trains on May 19 and carried almost 5,600 people north and 1,800 south.
 - An additional 110,000 riders were carried for Giants games.
 - About 1,100 extra riders were carried for Sharks games.
 - Extra stops will be made to accommodate San Jose Earthquakes soccer game on June 29.
 - Extra service will be provided for the 4th of July fireworks.
 - The Gilroy Garlic Train will be chartered for the Gilroy Garlic Festival.
- Trains are running on the new structure at the San Bruno Grade Separation.
- The Predictive Arrival/Departure System is being tested.
- Annual Customer Survey is underway and feedback will determine what fees the operating contractor is entitled to.
- A blog called “Peninsula Moves” was launched for the public to provide comments and ask questions.
- The Board:
 - Accepted the Statement of Revenues and Expenses for April 2013
 - Authorized the adoption of FY2014 Operating Budget in the amount of \$119,973,096
 - Authorized the adoption of FY2014 Operating Budget in the amount of \$119,973,096
 - Authorized the award of contract to A. Ruiz Construction Co. & Associates for the San Francisco Yard Track Reconfiguration Project in the total amount of \$737,728
 - Authorized the award of contract to The Ryan Company, Inc. for the Wayside Power at Diridon Station Project in the total amount of \$1,906,000
 - Authorized the award of contract to Dunbar Armored, Inc., for armored car pickup and deposit of daily transit revenue for a total estimated cost of \$1,259,415 for a three-year base term

- Received an update on the Communications-based Overlay Signal System (CBOSS)
- Received an update on Caltrain Modernization
- Received a legislative update
- Received a Capital Projects Quarterly Status Report for the 3rd Quarter FY2013

Director Foust asked how many more customers can be accommodated in the next six years before electrification. Mr. Scanlon said the peak hour trains are almost full but there is space in off-peak hours. Staff is looking at buying or leasing cars to lengthen the consists to six cars. He said the JPB does not have the money to do anything else but staff and a consultant are doing the due diligence to find out if getting more cars is a reasonable option. He said the only other way to alleviate crowding is to work with employers to stretch the peak hours or get staggered work hours. He said even with all the growth, Caltrain is getting only 60 percent farebox recovery. He said there is no tax base or dedicated funds and the costs to operate the system can't be made up by volume with only 60 percent farebox recovery.

Director Foust asked if being compliant with CBOSS and Positive Train Control (PTC) will afford any leverage if future Federal funds become available. Mr. Scanlon said not many commuter rails will be compliant with PTC. He said there will have to be some extension of deadline by Congress or by delegating authority to the Federal Railroad Administration but there will not be an advantage for any money just because the JPB is in compliance. The JPB was fortunate because it had a vision for PTC before it was mandated, was in a partnership with High-speed Rail, and received funds to pay for PTC.

Public Comment

Greg Conlan, Atherton, said the JPB needs to consider what's happening on Interstate 280 because it is getting clogged and the overflow has to go to Caltrain. He said additional traffic will be pushed onto the JPB without a choice.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The County Board of Supervisors issued resolutions of necessity for parcels along the Highway 101/Broadway Interchange. Staff hopes to purchase the parcels without using eminent domain.
- The East Palo Alto City Council concurred with the design alternatives for the Highway 101/Willow Interchange, which allows the environmental document to proceed with the locally preferred option.
- The County Board of Supervisors adopted plans and specifications for the Alpine Road Bicycle Improvement Project, which included the authorization of solicitation for construction proposals. Construction begins in August.
- The California Department of Transportation (Caltrans) signed off on the San Pedro Creek Bridge Replacement Project environmental document for a creek widening to improve flow. It is now before the California Coastal Commission for Public Hearing and approval of the Coastal Development Permit. Estimates revealed a probable increase in the project cost due to permit

conditions, increased unit prices, high bids, and higher-than-estimated Caltrans construction soft-cost service fees. The city of Pacifica has not been able to secure additional funding.

Director Don Horsley thanked Mr. Scanlon for seeking financing for the Alpine Road Project.

PROGRAM

Update on State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, reported:

State

The governor released a revision to the budget. It did not include significant impacts to traditional transportation program funding. He said the revision contemplates repaying the \$500 million loan of Cap and Trade revenues to the General Fund in 2015. None of the funds from the loan are eligible for transportation purposes. Fuel sector auctions won't occur until 2015. He said staff's concern is to include statutory language to provide funding for programs that would benefit transit and transportation programs statewide.

Assembly Bill 797, the District-sponsored bill that would grant Construction Manager/General Contractor project delivery authority to the District and Santa Clara Valley Transportation Authority cleared the Assembly and will be heard next week by the Senate Transportation and Housing Committee.

Federal

The Highway Trust Fund received a General Fund transfer to keep it solvent for another year. Legislators are in discussion how to keep it solvent in the future. Estimates show only about \$4 billion left in the Highway Trust Fund by the time Moving Ahead for Progress in the 21st Century (MAP-21) expires and \$2 billion left in the Mass Transit Account, which is not enough to maintain programs after MAP-21. Senator Barbara Boxer will be making announcements on options that her staff on Environment and Public Works have worked out.

Director Horsley asked for an update on the constitutional amendments to reduce voter threshold from two-thirds to 55 percent. Mr. Murphy said those bills are not moving. He said they will need to be passed as urgency items next session to be eligible for the November 2014 ballot. He said the governor announced he was not interested in moving any threshold bills this session because he wanted to balance the budget before considering additional revenue options.

Chair Groom asked if the audit of Caltrans will have ramifications on projects the TA is working on. Mr. Scanlon said the audit will be done by a consortium of officials from 29 states. They want to make sure Caltrans has the capacity to do the work it is doing and has in place appropriate policies, procedures and organizational structure, and other things. He said the TA is doing basic civil projects and there is a big difference in terms of the degree of difficulty and complexity than with the Bay Bridge Project. He said not to be overly alarmed.

Program Report: Transit – Paratransit

Chuck Harvey, Deputy CEO, presented:

- The Americans with Disabilities Act was passed by Congress in 1990. Requirements include:
 - Full accessibility with ramps and lifts on all fixed-route buses.
 - Complimentary paratransit service for those unable to use fixed-route transit.
 - The system must provide shared rides, an advanced reservation, cannot deny service at any time to anyone, and service days and times must parallel fixed-route service.
- This is a Federal mandate the cost of which has to be assumed by SamTrans.
- The annual service cost is between \$13-\$14 million. More than 300,000 trips are provided per year. The average cost per trip is more than \$40. Farebox ratio is 5.8 percent. Federal law restricts the Paratransit fare to no more than double the base fare of a regular fixed-route bus.
- This service has not grown in cost for four consecutive years.
- Paratransit must be provided to residents within three-fourths of a mile of fixed-route service.
- Four percent of New Measure A funds, approximately \$2.7 million per year, is designated to meet the special mobility needs of county residents through paratransit and other accessible services.
- The service is funded from fares, grants, State and Federal funding, interest income, Measure A and Measure M, and SamTrans sales tax funds.
- About 7,000 residents are registered paratransit users. About 1,100 rides are provided each day.
- A third party expert assesses and certifies individuals for eligibility.
- Paratransit customers include those who are non-ambulatory, some who have cognitive disabilities and/or visual disabilities, and some who are on fare assistance.
- Telephone hold time is very low.
- There have been zero denials for more than 10 years. There is an average of 26,322 requests for service per month.
- RediCoast on-time performance (OTP) is excellent. SamTrans won an award from the California Association of Coordinated Transportation for Outstanding Paratransit Program of the Year for RediCoast. Redi-Wheels OTP has improved.
- San Mateo County's regional population of senior citizens is projected to increase by more than 70 percent over the next 20 years.
- Initiatives include the Senior Mobility Action Plan, which includes an ambassador program to teach seniors how to ride the system. A volunteer driver symposium is being discussed.

Director Foust asked what other options there are to offload some of the costs that are on SamTrans. Mr. Harvey said it is very difficult to create cost savings. SamTrans is contracting out the service to a third party to keep the cost down, using taxis for overflow to cut down on the vehicles and drivers on payroll during the peak of the peak and taxi vouchers are a possibility. Director Foust said a nonprofit would probably have access or ability to get grant funding from other sources than what SamTrans

could because SamTrans receives Federal dollars. Mr. Harvey said nonprofits could access grants or funding from private entities that SamTrans cannot, but as a public agency SamTrans can access State and Federal money a nonprofit cannot. Mr. Scanlon said to get volunteer drivers the government should extend them Federal tax credits.

Director David Canepa asked if the TA funding is capped at 4 percent. Mr. Harvey said yes, the current Expenditure Plan allots 4 percent of the sales tax revenues of the total measure per year.

Chair Groom said when she worked at Mills Peninsula one of her jobs was to provide advocacy for senior focus and dialysis patients and she served 15 years on the Paratransit Coordinating Council. She said when Mr. Scanlon joined SamTrans, paratransit improved, the rides started being cleaner, the drivers were better, late time improved, and pick up time improved. Mr. Scanlon said it was a team effort.

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

No discussion.

REQUESTS FROM THE AUTHORITY

Director Terry Nagel said she loves the Predictive Arrival/Departure System on Caltrain.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

August 1, 2013 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:23 p.m.

TA CAC CHAIR'S REPORT

June 6, 2013

Good evening Madam Chair and Members of the Board. Tuesday evening's meeting was once again the scene for arrivals and departures...

At the same time that we were happily welcoming the arrival of our newest member, Daina Lujan, from South San Francisco, we were advised that one of our current members, Elizabeth Lasensky, from San Carlos has opted for early retirement from Stanford University and is moving out of the area to Davis, California. She has resigned from our team effective immediately.

Over the years of being a member of this committee, Elizabeth has consistently worked for the improvement of transportation in this county and proved herself to be a very articulate member of this committee. She will be sorely missed.

In reference to our committee business actions taken on Tuesday evening, here is what I have to report:

(TA Item 4a) - We supported the Adoption of the Fiscal Year 2014 Budget in the Amount of \$112,985,286 without questions or comments.

(TA Item 5a) - We reviewed the Minutes of the TA's May 2, 2013, also without questions or comments.

(TA Item 5b) - We voted to support the Acceptance of the Statement of Revenues and Expenditures for April 2013.

(TA Item 5c) - We voted to support the Adoption of the Appropriations Limit for Fiscal Year 2014 in the amount of \$583,260,520.

(TA Item 8a) - After reviewing the SamTrans Liaison Report, we were advised by Joe Hurley, TA Program Director, that due to the SamTrans Board Meeting schedule change (their meeting now occurs the day following our meeting) the SamTrans Liaison Report in our package will be from the previous month. This will be the case from now until the end of this year. Joe did offer to make the SamTrans Report available to the CAC when it becomes available under separate cover in advance of the TA CAC meeting package mail out. With all that said, we received this news without question or comment.

(TA Item 11a) - We were greatly pleased to receive both a State and Federal Legislative Program update, in person, from our newest Government Affairs Officer, Schweta Bhatnaga, who did an admirable job of fielding the committee's various questions about both State and Federal transportation issues.

(TA Item 11b) - As part of a series of ongoing program reports on each of the Transportation Authority's six program areas, we received a highly informative update this month from Chuck Harvey, Deputy CEO, concerning the SamTrans Paratransit Service, covering its history, funding, customer qualifications and operating statistics.

(TA Item 11 c) - Joe provided a brief update highlighting and explaining some minor changes to project status illustrated in the Capital Projects Quarterly Status Report for the 3rd Quarter of FY 2013. We accepted the report without questions or comments.

In my own report to the CAC I reported the following:

- The early retirement and subsequent resignation, effective immediately, of our CAC member Elizabeth Lasensky
- The arrival of our newest CAC member, Daina Lujan
- Gave kudos to the publication of the San Mateo County Transit District's first news E-letter and the launching of its new "Peninsula Moves" Blog, which aims to both educate and engage our community on transportation issues.
- Reported that Caltrain began using the new grade separation at San Bruno Avenue over the Memorial Day Weekend and that work continues at a good pace and the project is expected to be completed by early next year. However, although the trains are using the new grade separation the public will continue to use the Huntington Ave. station area until the project is completely finished.
- Reported that car sharing has come to Redwood City on May 2nd with 3 Zip cars being offered to the public.
- Advised that discussion about 4th and King rail yards surfaced last week at the Forum about Caltrain and High Speed Rail in San Francisco. Marian Lee from Caltrain and Gillian Gillett of the SF Mayor's office talked about the study in progress about the feasibility for Caltrain to store its trains somewhere, other than the valuable land at 4th and King Streets, and the key findings of that study are expected to be out in August.
- Reported that Caltrain has funded \$800,000 towards putting Wi-Fi on the trains. The money is for preliminary technical work. The overall cost will be determined by the preliminary investigations and Caltrain will be looking for a marketing partner who will fund the ongoing costs and we will get Wi-Fi on the trains.
- Announced that the Menlo Park City Council approved on May 7th an innovative, safety conscious proposal for a revamped Willow/101 Interchange, with major improvements for cyclists and pedestrians.
- Reported that Palo Alto has launched a beta program for I-phones and Androids to report street issues such as potholes, dark street lights, etc. The tool is also being tested in Daly City and Redwood City but has not been launched in those cities yet.
- Joe reported that we shall not have a meeting in the beginning of July and that our next meeting will be on July 30th.

Respectfully submitted

Barbara Arietta
Chair TA/CAC.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING MAY 31, 2013**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$71,595,246 - line 7) is **better** than staff projections by \$5,348,257 or 8.1 percent. *Grant Proceeds* (\$2,767,961 - line 5) is \$2,494,185 or 911 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 (\$71,595,246 - line 7) is \$3,604,626 or 5.3 percent **better** than prior year performance. *Sales Tax* (\$62,199,119 - line 1) which is \$3,182,406 or 5.4 percent **better** than prior year is offset by *Interest Income* (\$3,345,609 - line 2) which is \$855,042 or 20.4 percent **worse**.

Expenditures: *Total Administrative* (\$591,238 - line 22) is **better** than staff projections by \$214,139 or 26.6 percent and also **better** than prior year actual by \$163,650 or 21.7 percent. Within total administrative, *Staff Support* (\$399,841 - line 18) is \$130,180 or 24.6 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: **91.7%**

	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	4,787,681	59,016,713	62,199,119	61,495,333	101.1%	65,000,000	68,000,000	90.4%
2 Interest Income	251,820	4,200,651	3,345,609	3,454,720	96.8%	4,022,150	4,022,150	85.9%
3 Miscellaneous Income	0	1,527,921	2,238,628 (A)	0	0.0%	0	0	0.0%
4 Rental Income	96,265	1,014,361	1,043,928	1,023,160	102.0%	1,116,180	1,116,180	93.5%
5 Grant Proceeds	11,417	2,230,974	2,767,961 (B)	273,776	1011.0%	0	308,000	898.7%
6								
7 TOTAL REVENUE	5,147,183	67,990,620	71,595,246	66,246,989	108.1%	70,138,330	73,446,330	97.5%
EXPENDITURES:								
11 Annual Allocations	1,747,503	22,871,081	22,702,678	22,445,796	101.1%	23,725,000	24,820,000	91.5%
13 Program Expenditures	8,075,929	21,899,924	42,269,857	70,271,488	60.2%	73,175,646	76,784,646	55.0%
15 Oversight	134,052	467,092	718,893	444,583	161.7%	485,000	485,000	148.2%
17 Administrative								
18 Staff Support	39,400	495,870	399,841	530,021	75.4%	634,125	634,125	63.1%
19 Measure A Info-Others	-	1,162	33	2,065	1.6%	16,500	16,500	0.2%
20 Other Admin Expenses	28,478	257,856	191,364	273,290	70.0%	333,959	333,959	57.3%
22 Total Administrative	67,878	754,888	591,238	805,377	73.4%	984,584	984,584	60.0%
23								
24 TOTAL EXPENDITURES	10,025,363	45,992,985	66,282,667 (1)	93,967,244	70.5%	98,370,230	103,074,230	64.3%
25								
26 EXCESS (DEFICIT)	-4,878,181	21,997,635	5,312,579	(27,720,255)		(28,231,900)	(29,627,900)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	421,881,503	444,581,025	444,581,025		405,211,033	444,581,025	
29								
30 ENDING FUND BALANCE	Not Applicable	443,879,138	449,893,604 (2)	416,860,770		376,979,133	414,953,125	

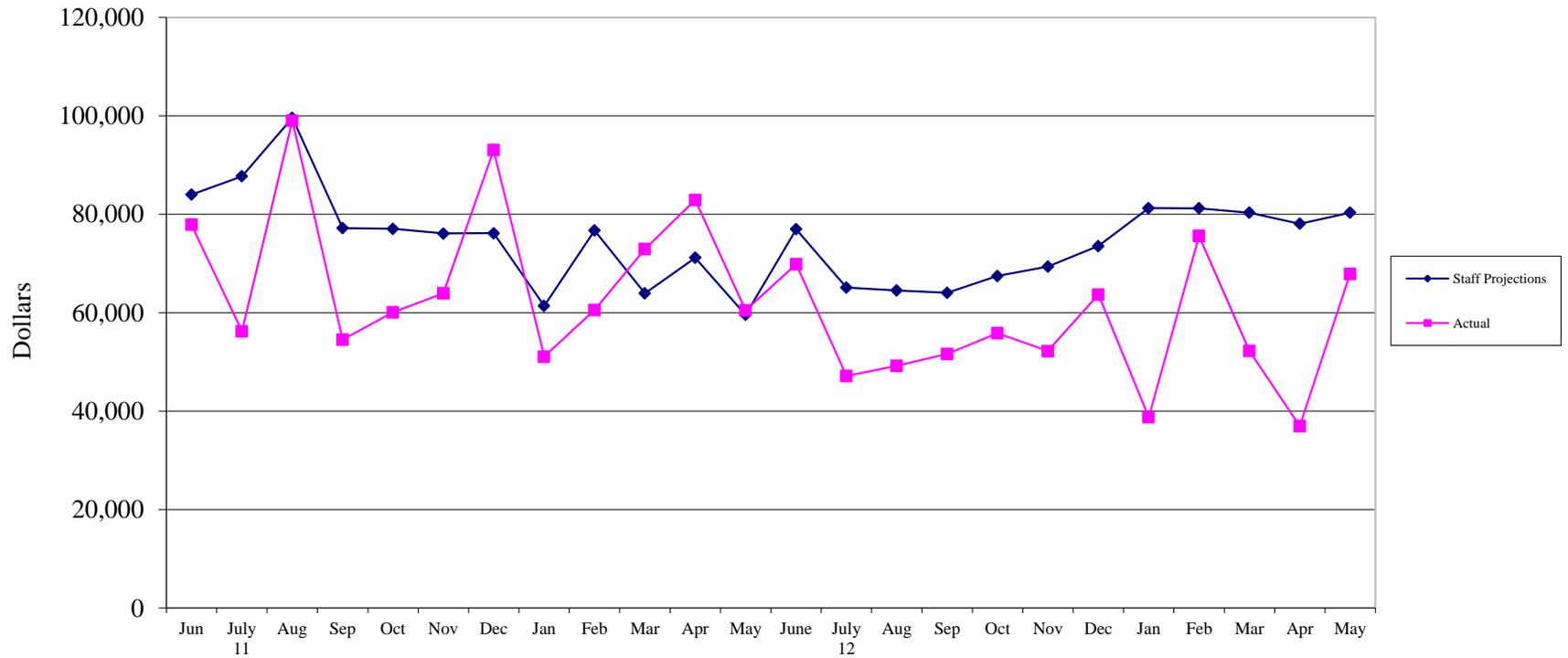
33 Includes the following balances:								
34 Cash and Liquid Investments		624,188		FY 2012 Carryover of Commitments (Audited)		303,355,309		
35 Current Committed Fund Balance		340,146,872 (3)		FY 2013 Additional Commitments (Budgeted)		98,370,230		
36 Undesignated Cash & Net Receivable		109,122,544		Reso # 2012-18		308,000		
37 Total		<u>449,893,604 (2)</u>		Reso # 2012-19		3,000,000		
				Reso # 2012-23		61,000		
				Reso # 2013-01		1,335,000		
				Less: Current YTD expenditures		<u>(66,282,667) (1)</u>		
				Current Committed Fund Balance		<u>340,146,872 (3)</u>		

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

* The TA Adopted Budget is the Board adopted budget effective June 7, 2012.
 ** The TA Staff Projection is the adopted budget including year to date budget transfers.

(A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.
 (B) Actual Grant Proceeds include a portion of the \$4.2 million in State Transportation Improvement Program (STIP) funds for the Broadway Interchange project that were originally budgeted in Fiscal Year 2011.

SMCTA Administrative Expenses



Current Year Data

	Jul '12	Aug '12	Sep '12	Oct '12	Nov '12	Dec '12	Jan '13	Feb '13	Mar '13	Apr '13	May '13	Jun '13
MONTHLY EXPENSES												
Staff Projections	65,111	64,548	64,047	67,471	69,366	73,559	81,265	81,232	80,345	78,087	80,346	0
Actual	47,161	48,997	51,631	55,867	52,204	63,704	38,763	75,611	52,255	36,967	67,878	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	805,377	
Actual	47,161	96,359	147,989	203,857	256,060	319,765	358,527	434,138	486,393	523,360	591,238	
Variance-F(U)	17,950	33,300	45,718	57,320	74,483	84,337	126,840	132,461	160,551	201,671	214,138	0
Variance %	27.57%	25.68%	23.60%	21.95%	22.53%	20.87%	26.13%	23.38%	24.82%	27.82%	26.59%	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%	\$ 260,073,177	\$ 260,073,177
Local Agency Investment Fund	**	Liquid Cash	0.245%	\$ 15,564,677	\$ 15,564,677
Investment Portfolio	***	Liquid Cash	0.872%	\$ 159,557,699	\$ 160,125,445
Other		Liquid Cash	0.000%	\$ 624,188	\$ 624,188
				<u>\$ 435,819,741</u>	<u>\$ 436,387,486</u>

Accrued Earnings for May, 2013 \$ 254,800.62
Cumulative Earnings FY2013 \$ 3,424,859.12

* County Pool average yield for the month ending May 31, 2013 was 0.610%. As of May, 2013 the amortized cost of the Total Pool was \$3,088,526,101.60 and the fair market value per San Mateo County Treasurer's Office was \$3,089,796,460.79.

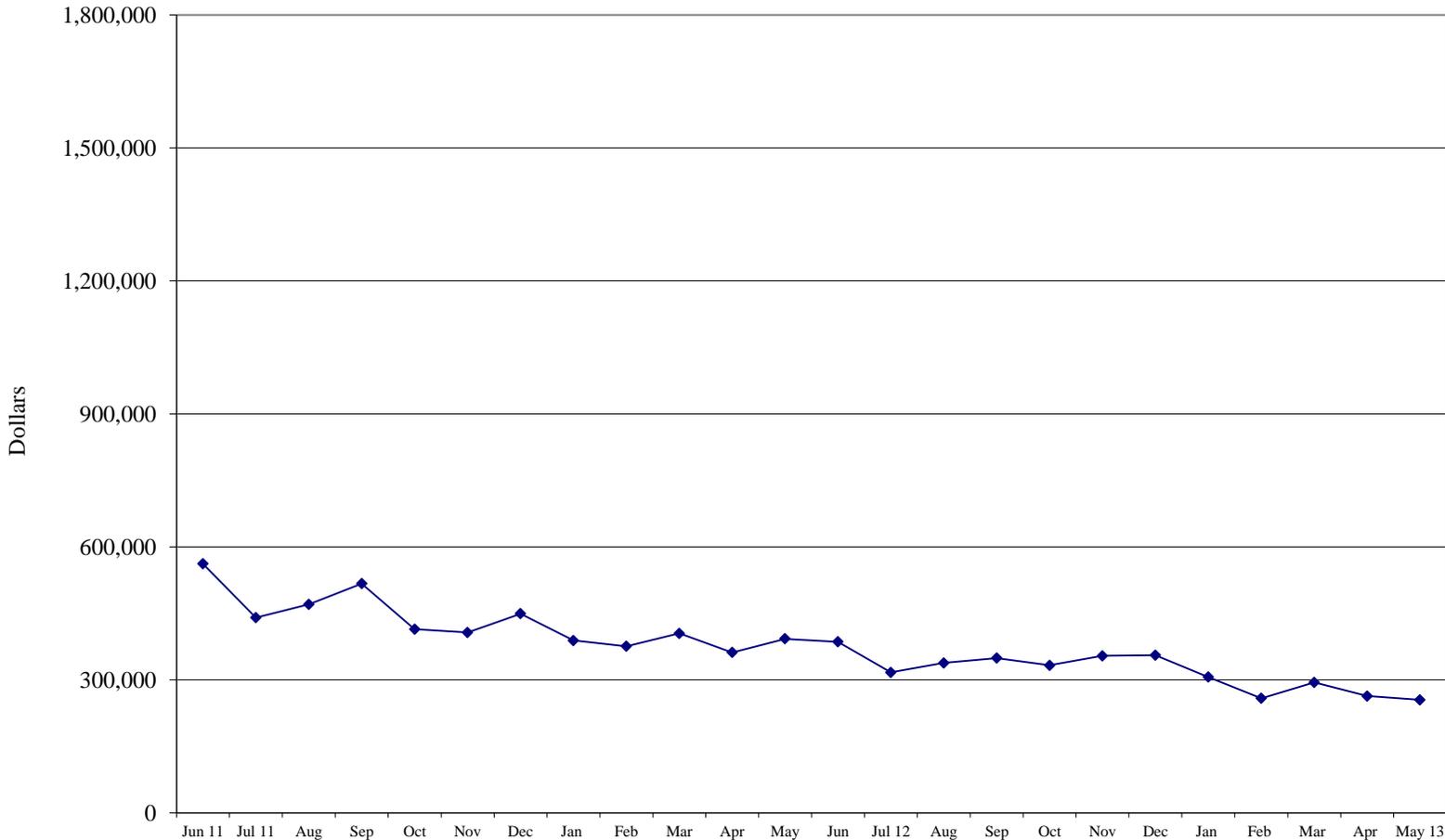
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
MAY 2013**

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

SMCTA Interest Income



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
May 31, 2013

DESCRIPTION	TOTAL INVESTMENT 05-31-13	INTEREST RECEIVABLE 04-30-13	INTEREST EARNED 05-31-13	INTEREST RECEIVED 05-31-13	ADJ.	INTEREST RECEIVABLE 05-31-13
LAIF	15,564,676.60	3,650.88	5,311.50	0.00	0.00	8,962.38
COUNTY POOL	260,073,177.32	134,120.69	135,193.84	0.00	0.00	269,314.53
BANK OF AMERICA	624,187.68	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	<u>159,557,699.38</u>	303,157.20	114,103.53	184,125.00	191.75	<u>233,327.48</u>
	<u><u>435,819,740.98</u></u>	<u><u>440,928.77</u></u>	<u><u>254,608.87</u></u>	<u><u>184,125.00</u></u>	<u><u>191.75</u></u>	<u><u>511,604.39</u></u>

MAY 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 05/31/13	254,800.62
Add:	
Misc. Income - Lehman Brothers Recovery	-
Less:	
Management Fees	(6,723.28)
Amortized Premium/Discount	(23,367.55)
Capital Gain(Loss)	<u>3,742.64</u>
Total Interest & Capital Gain(Loss)	<u><u>228,452.43</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,424,859.13
Add:	
Misc. Income - Lehman Brothers Recovery	2,238,627.67
Less:	
Management Fees	(52,358.12)
Amortized Premium/Discount	(356,228.50)
Capital Gain(Loss)	<u>(26,891.82)</u>
Total Interest	<u><u>5,228,008.34</u></u>
Balance Per Ledger as of 05/31/13	
Exp. Acct. 530011 - Amort Prem/Disc	(356,228.50)
Int Acct. 409100 - Co. Pool	1,748,772.12
Int Acct. 409100 - LAIF	66,330.25
Int Acct. 409100 - B of A	30.83
Int Acct. 409101 - Portfolio Funds	1,557,367.79
Misc. Income Acct. 405240 - Other Non-Transit	2,238,627.67
Gain(Loss) Acct. 405210	<u>(26,891.82)</u>
	<u><u>5,228,008.34</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-12	MARKET VALUE 05/31/2013	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 04-30-13	INTEREST EARNED 05/31/2013	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 05/31/2013	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828TX8	02/01/13	14,998,828.13	15,023,400.00	14,990,700.00	11-15-15	0.375%	156.2500	30	25,949.59	4,687.50	28,125.00	86.42	2,598.51	15,000,000
															8.91%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,166,440.00	02-25-14	1.375%	725.6944	30	47,895.83	21,770.83		0.01	69,666.67	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	13,781,745.00	04-23-14	2.500%	937.5000	30	7,500.00	28,125.00			35,625.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,043,900.00	09-28-15	0.750%	208.3333	30	6,875.00	6,250.00			13,125.00	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	22	16,458.33	2,291.67	18,750.00		0.00	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	23	49,062.50	7,187.50	56,250.00		0.00	15,000,000
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,001,400.00	11-24-15	0.800%	88.8889	24	13,955.56	2,133.33	16,000.00	(88.89)	(0.00)	4,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	6,007,560.00	6,000,600.00	11-27-15	0.500%	83.3333	30	12,833.33	2,500.00	15,000.00		333.33	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	20,019,800.00	19,997,400.00	11-27-15	0.500%	277.7778	30	42,777.78	8,333.33	50,000.00		1,111.11	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,990,700.00	9,981,700.00	01-28-16	0.500%	138.8889	30	12,916.67	4,166.67		(0.01)	17,083.33	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,389,769.95	4,389,769.95	02-26-16	0.520%	63.4833	2	5,903.95	126.97			6,030.92	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,152,885.00	15,152,885.00	03-04-16	0.750%	313.9583	1	27,000.42	313.96			27,314.38	15,070,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,059,640.00	03-21-16	1.000%	333.3333	30	13,333.33	10,000.00			23,333.33	12,000,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,953,440.00	23,953,440.00	03-30-16	0.500%	333.3333	16	15,000.00	5,333.33			20,333.33	24,000,000
															99.09%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,662,069.77	10,607,224.56	04-15-14	1.250%	362.7813	30	5,694.91	10,883.44		194.22	16,772.57	10,448,100
															5.70%
<u>CASH INVESTMENT</u>															
MATURED/CALLED															
FHLMC	3134G3UV0	05-23-12	(5,000,000.00)	5,001,550.00	(5,001,600.00)									0.00	-5,000,000
FNMA	3135G0LM3	05-25-12	(14,995,500.00)	14,997,900.00	(15,004,950.00)									0.00	-15,000,000
FNMA	3135G0LT8	06-22-12	(3,999,400.00)	4,001,560.00	(4,001,400.00)									0.00	-4,000,000
TOTAL			159,557,699.38	208,663,829.72	160,125,444.51					303,157.20	114,103.53	184,125.00	191.75	233,327.48	159,413,101.14

Weighted Average Intere: 0.8715%

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

6/13/13 2:20 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																									
3rd Quarter	14,812,600	3rd Quarter	16,477,299	1,664,699	16,477,299																									
4th Quarter	15,945,000	4th Quarter	17,937,211	1,992,211	17,937,211																									
FY2012 Total	63,000,000	FY2012 Total	69,475,757	6,475,757	69,475,757																									
FY2013:																														
Jul. 12	4,360,900	Sep. 12	4,903,100	542,200	4,903,100																									
Aug. 12	4,360,900	Oct. 12	5,242,800	881,900	5,242,800																									
Sep. 12	5,810,000	Nov. 12	6,537,500	727,500	6,537,500																									
1st Qtr. Adjustment	1,650,000	Dec. 12	2,172,590	522,590	2,172,590																									
3 Months Total	16,181,800		18,855,990	2,674,190	18,855,990																									
Oct. 12	4,507,000	Dec. 12	5,197,400	690,400	5,197,400																									
Nov. 12	4,507,000	Jan. 13	5,197,400	690,400	5,197,400																									
Dec. 12	6,330,000	Feb. 13	6,897,200	567,200	6,897,200																									
2nd Qtr. Adjustment	1,740,000	Mar. 13	1,656,926	(83,074)	1,656,926																									
6 Months Total	33,265,800		37,804,916	4,539,116	37,804,916																									
Jan. 13	5,142,000	Mar. 13	4,626,700	(515,300)	4,626,700																									
Feb. 13	5,142,000	Apr. 13	5,052,800	(89,200)	5,052,800																									
Mar. 13	5,880,800	May 13	6,168,900	288,100	6,168,900																									
3rd Qtr. Adjustment	1,617,400	Jun. 13	53,653,316	(2,111,358)	(493,957.93)																									
9 Months Total	51,048,000		53,653,316	2,111,358	53,159,358																									
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		(2,111,358)	(366,358)																									
FY2013 Total	68,000,000	FY2013 Total	53,653,316	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;">15,354,442</td> <td>3rd Quarter</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;">9,039,761</td> <td>4th Quarter</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><u>62,199,119</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				15,354,442	3rd Quarter				9,039,761	4th Quarter				<u>62,199,119</u>	YTD Actual Per Statement of Revenue & Expenses		
	18,855,990	1st Quarter																												
	18,948,926	2nd Quarter																												
	15,354,442	3rd Quarter																												
	9,039,761	4th Quarter																												
	<u>62,199,119</u>	YTD Actual Per Statement of Revenue & Expenses																												

(1) Accrued

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

	<u>5/31/2013</u>
Cash -- Bank of America Checking Account	624,187.68
LAIF	15,564,676.60
County Pool	260,073,177.32
Investment Portfolio	159,557,699.38
	<hr/>
Total	<u><u>435,819,740.98</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- MAY 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
TA	000835	PENINSULA CORRIDOR JOINT POWERS BOARD	5/6/2013	1,993,579.73	WIR	Capital Programs ¹
TA	000836	PENINSULA CORRIDOR JOINT POWERS BOARD	5/13/2013	86,414.93	WIR	Capital Programs ²
TA	000837	SAN MATEO COUNTY TRANSIT DISTRICT	5/13/2013	1,648,116.74	WIR	Capital, Caltrain & Redi-Wheel Serv.
TA	000838	MATSUMOTO, KARYL M.	5/13/2013	100.00	WIR	Board of Directors Compensation
TA	000839	GROOM, CAROLE	5/13/2013	100.00	WIR	Board of Directors Compensation
TA	000840	NAGEL, TERRY	5/13/2013	100.00	WIR	Board of Directors Compensation
TA	000841	CANEPA, DAVID	5/13/2013	100.00	WIR	Board of Directors Compensation
TA	000842	CALIFORNIA STATE TREASURER'S OFFICE	5/13/2013	5,524,100.00	WIR	Capital Programs ³
TA	000843	PENINSULA CORRIDOR JOINT POWERS BOARD	5/28/2013	1,950,778.91	WIR	Capital Programs ⁴
TA	000844	GROOM, CAROLE	5/28/2013	100.00	WIR	Board of Directors Compensation
TA	000845	HORSLEY, DONALD	5/28/2013	100.00	WIR	Board of Directors Compensation
TA	003465	ATKINS NORTH AMERICA, INC	5/6/2013	-	CHK	Adjustment Vouchers
TA	003466	DMJM HARRIS/MARK THOMAS JV	5/6/2013	26,038.45	CHK	Capital Programs ⁵
TA	003467	GREEN CARPET LANDSCAPING	5/6/2013	2,400.00	CHK	Grounds Maintenance Service
TA	003468	ATKINS NORTH AMERICA, INC	5/13/2013	42,396.38	CHK	Consultant
TA	003469	FOUST, ROSANNE	5/13/2013	100.00	CHK	Board of Directors Compensation
TA	003470	HOLLAND & KNIGHT LLP	5/13/2013	7,000.00	CHK	Legislative Advocate
TA	003471	PATRIDGE, NAOMI	5/13/2013	100.00	CHK	Board of Directors Compensation
TA	003472	SELF-HELP COUNTIES COALITION	5/13/2013	4,400.00	CHK	Dues and Subscriptions
TA	003473	SHAW/YODER & ANTWIH, INC.	5/13/2013	3,795.00	CHK	Legislative Advocate
TA	003474	ANDREW C. PLAINE & ASSOCIATES	5/20/2013	400.00	CHK	Capital Programs ⁶
TA	003475	FEHR & PEERS	5/20/2013	11,487.65	CHK	Consultant
TA	003476	HNTB CORPORATION	5/20/2013	1,549.09	CHK	Consultant
TA	003477	DMJM HARRIS/MARK THOMAS JV	5/28/2013	28,118.65	CHK	Capital Programs ⁷
TA	003478	LILIA'S DRAPES (relocation costs)	5/28/2013	2,000.00	CHK	Capital Programs ⁸
TA	003479	LILIA'S DRAPES (relocation costs)	5/28/2013	20,000.00	CHK	Capital Programs ⁸
TA	003480	OFFICEMAX	5/28/2013	363.76	CHK	Office Supplies
TA	003481	SAN MATEO, COUNTY OF	5/28/2013	6,462.77	CHK	Capital Programs ⁹
				<u>\$11,360,202.06</u>		

Footnotes:

¹ San Bruno Grade Separation \$1,991,913.18, San Bruno Archway Study \$713.87, Downtown Extension \$952.68

² Caltrain Shuttles

³ Streets & Highways - Route 101 Broadway Interchange

⁴ San Bruno Grade Separation \$1,940,290.50, San Bruno Archway Study \$10,488.41

⁵ CCAG Ramp Metering Study \$11,555.40, Streets & Highways Route 92 \$14,483.05

⁶ Streets & Highways - Route 101 Broadway Interchange

⁷ Streets & Highways - Route 1 Fassler Ave to Westport

⁸ Streets & Highways - Route 101 Broadway Interchange

⁹ Streets & Highways - Route 101 Broadway Interchange

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDING JUNE 30, 2013**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 7 meeting of the Board of Directors.

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey April Chan
Deputy CEO Executive Officer, Planning & Development

SUBJECT: **PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF**

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 (TA) 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 highlighting the Alternative Congestion Relief Program.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA has and continues to allocate Measure A funding to the Peninsula Traffic Congestion Relief Alliance (Alliance) to support its operations. With this funding, the Alliance implements a County-wide Transportation Demand Management Plan to reduce traffic congestion in San Mateo County. The Alliance work plan includes: employer and community outreach, shuttle marketing and management, van and carpool incentive programs to name a few.

This month's presentation will be presented via PowerPoint.

Prepared by: Joseph M. Hurley, Director, Transportation Authority Program 650-508-7942

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 18, 2013 in order to meet the 30 day requirement.

BUDGET IMPACT

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

BACKGROUND

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this

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

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

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

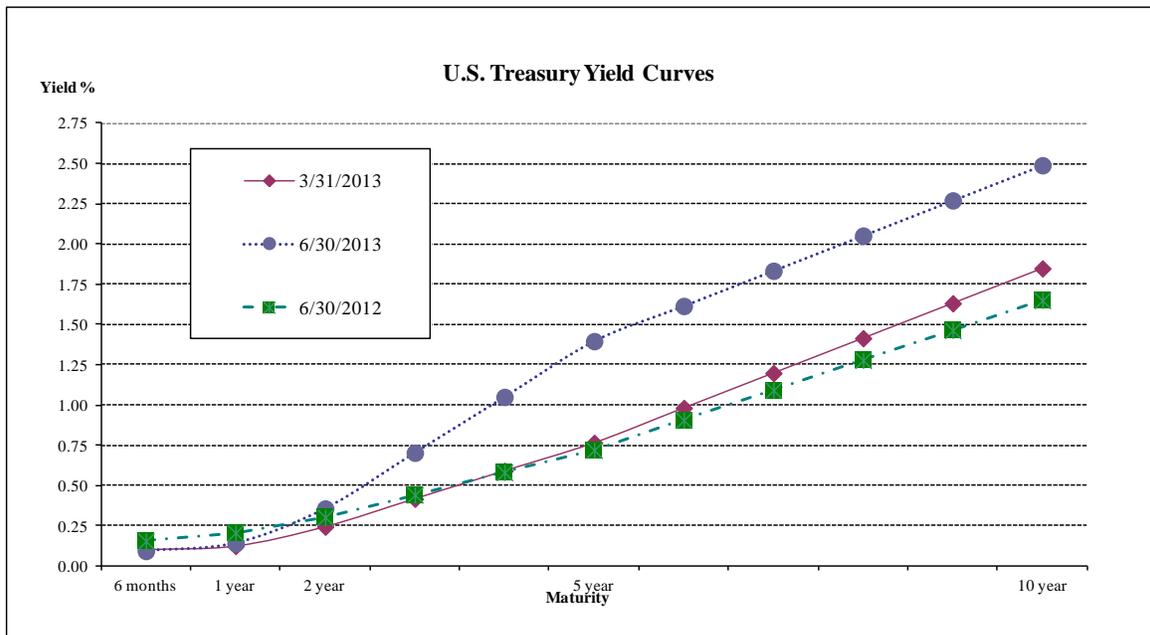
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share,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

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

DISCUSSION

Market Review and Outlook

Interest rates rose in the second quarter of the year as investors began to anticipate a reduction in the pace of monetary stimulus by the Federal Reserve Bank (the Fed). The rate increases were particularly dramatic for longer-term securities where the Fed's quantitative easing (QE) programs have had the greatest impact on lowering rates. As shown in the graph below long-term rates rose by close to 60 basis points (six tenths of a percent) during the quarter while short-term rates, those on securities one year or less, barely budged.



Data Source: Bloomberg Finance L.P.

The change in expectations was prompted by both stronger than expected economic growth and comments by Federal Reserve Chairman Bernanke. Coming into the quarter economists were anticipating a slowdown in growth due to the tax increases and the budget sequestration that went into effect earlier in the year. While recent economic growth remains modest, the anticipated weakness failed to materialize. This prompted some, including several members of the Federal Reserve Board of Governors, to question the need for QE to continue at its current pace.

It is also widely believed that Fed Chairman Bernanke intended to send a message to the many hedge fund managers who had been taking advantage of the Fed's implicit promise to keep long-term interest rates low that it was time to begin unwinding some of their speculative positions. The hope was that by giving these investors plenty of time to alter their exposures, the markets would remain orderly. Indeed, the pattern of trading in the market, where certain securities fell rapidly at first then recovered, was consistent with the unwinding of a series of speculative trades.

At this juncture, and based on the position of the current U.S. Treasury Yield curve, the outlook for the fixed income markets and bond yields needs to be divided into expectations for both long-term and short-term interest rates. Long-term rates will be driven by inflation expectations and the anticipated pace of QE. SunTrust Banks, doing business as CSI expects that an increasing level of concern over inflation and a

reduction in the pace of QE will lead them to advise caution when it comes to reinvesting in longer term bonds. The level of short-term interest rates, on the other hand, will be heavily influenced by the timing of the Fed's next increase in the Fed Funds rate. The Fed has already signaled a desire for the unemployment rate to fall below 6.5 percent before even thinking about raising rates. Given the anticipated pace of economic growth and the current level of unemployment, CSI continues to believe any rate increases are unlikely before the beginning of 2015.

If history remains a guide, once the Fed does begin to raise interest rates, it is expected they will raise them gradually. If so, it may be well into 2017 before short term rates normalize close to 4 percent and long term rates closer to 5.5 percent or higher. While it may take quite some time before investors can expect to earn a decent rate on their investments, for now at least it looks like we are finally headed in the right direction.

Strategy

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

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

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 84.0 percent Agency Securities and 16.0 percent US Treasury securities; see Exhibit 5.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the portfolio returned -0.25 percent. This compares to the benchmark return of -0.69 percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity or call was 0.58 percent. The benchmark's yield to maturity was 0.74 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 0.92 percent.

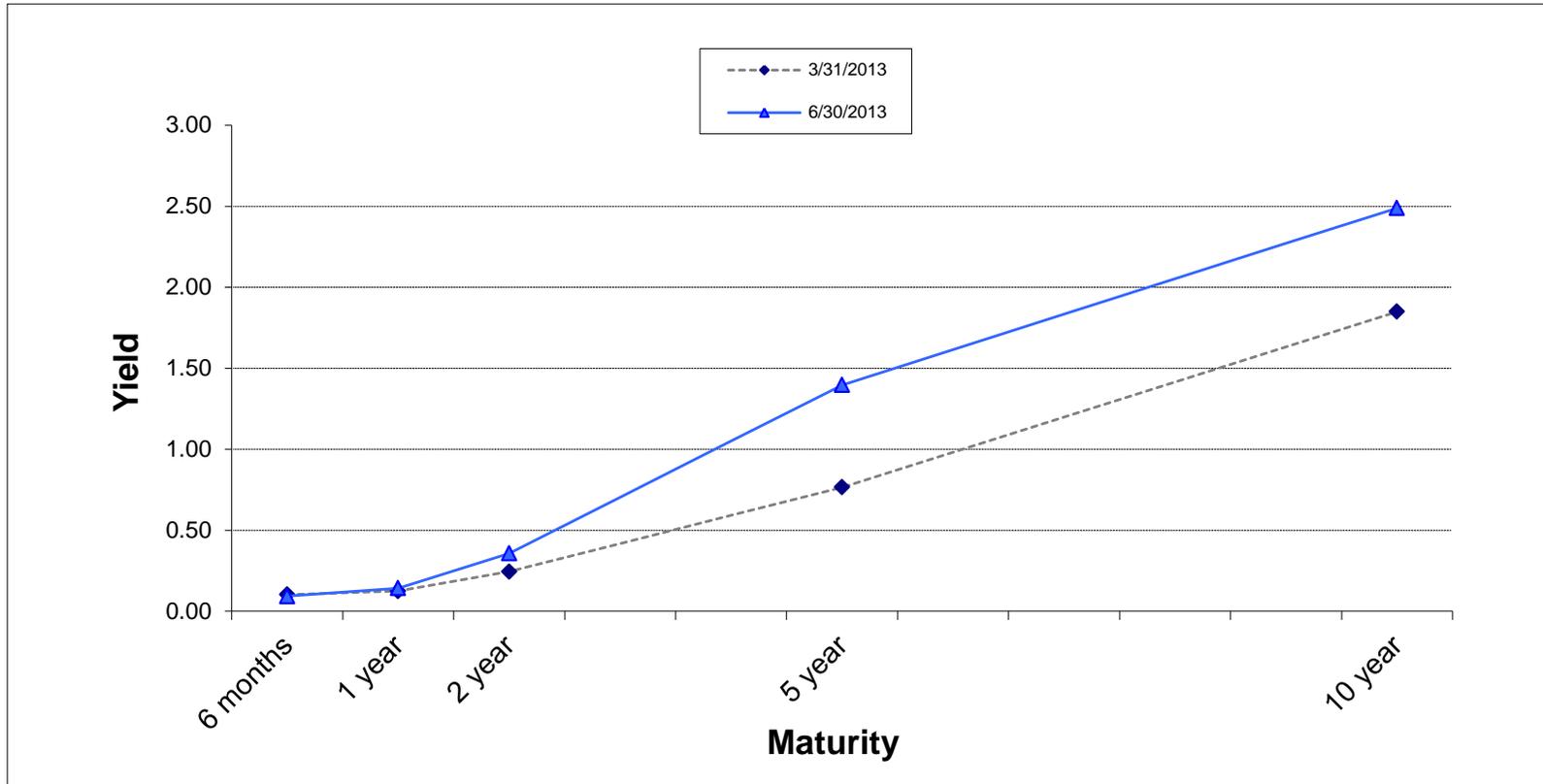
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2013**

<u>TYPE</u>	<u>CUSIP NUMBER</u>	<u>DATE OF MATURITY</u>	<u>PAR VALUE</u>	<u>CARRYING AMOUNT</u>	<u>MARKET VALUE</u>	<u>ACCRUED INTEREST</u>	<u>MARKET VALUE +ACCR. INT.</u>
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
TREASURY SECURITIES							
U.S. Treasury Note	912828TX8	11-15-15	15,000,000	14,998,828	14,967,150	7,184	14,974,334
GOVERNMENT BONDS							
FHLM	3137EACR8	02-25-14	19,000,000	18,901,470	19,143,830	91,438	19,235,268
FHLM	3137EACB3	04-23-14	13,500,000	13,932,270	13,752,855	63,750	13,816,605
FHLMC	3134G3SD3	09-28-15	10,000,000	9,996,000	10,034,200	19,375	10,053,575
FHLMC	3134G3Y20	11-27-15	6,000,000	6,000,600	5,983,260	2,833	5,986,093
FNMA	3135G0RX3	11-27-15	20,000,000	20,015,000	19,937,400	9,444	19,946,844
FHLMC	3134G34B3	01-28-16	10,000,000	9,998,500	9,947,600	21,250	9,968,850
FNMA	3135G0UM3	02-26-16	4,395,000	4,394,561	4,374,256	7,935	4,382,191
FNMA	3135G0VH3	03-04-16	15,070,000	15,149,118	15,099,387	36,733	15,136,120
FHLMC	3134G3SE1	03-21-16	12,000,000	12,007,500	12,041,520	33,333	12,074,853
FNMA	3135G0VA8	03-30-16	24,000,000	24,041,832	23,865,600	30,333	23,895,933

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

<u>TYPE</u>	<u>CUSIP NUMBER</u>	<u>DATE OF MATURITY</u>	<u>PAR VALUE</u>	<u>CARRYING AMOUNT</u>	<u>MARKET VALUE</u>	<u>ACCRUED INTEREST</u>	<u>MARKET VALUE +ACCR. INT.</u>
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP (Con't.)</u>							
TREASURY INFLATION PROTECTED SECURITIES							
US Inflation Indexed Note	912828KM1	04-15-14	10,336,095	10,122,021	10,581,103	27,450	10,608,553
TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP			<u>159,301,095</u>	<u>159,557,699</u>	<u>159,728,160</u>	<u>351,060</u>	<u>160,079,220</u>
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>							
BANK OF AMERICA CHECKING				418,261	418,261	0	418,261
LAIF				15,564,677	15,564,677	12,084	15,576,760
SAN MATEO COUNTY POOL				267,954,344	267,954,344	400,450	268,354,794
TOTAL FUNDS MANAGED BY DISTRICT STAFF				<u>283,937,281</u>	<u>283,937,281</u>	<u>412,534</u>	<u>284,349,815</u>
TOTAL AS OF JUNE 30, 2013				<u>443,494,980</u>	<u>443,665,441</u>	<u>763,594</u>	<u>444,429,035</u>

San Mateo County Transportation Authority Historical Yield Curve



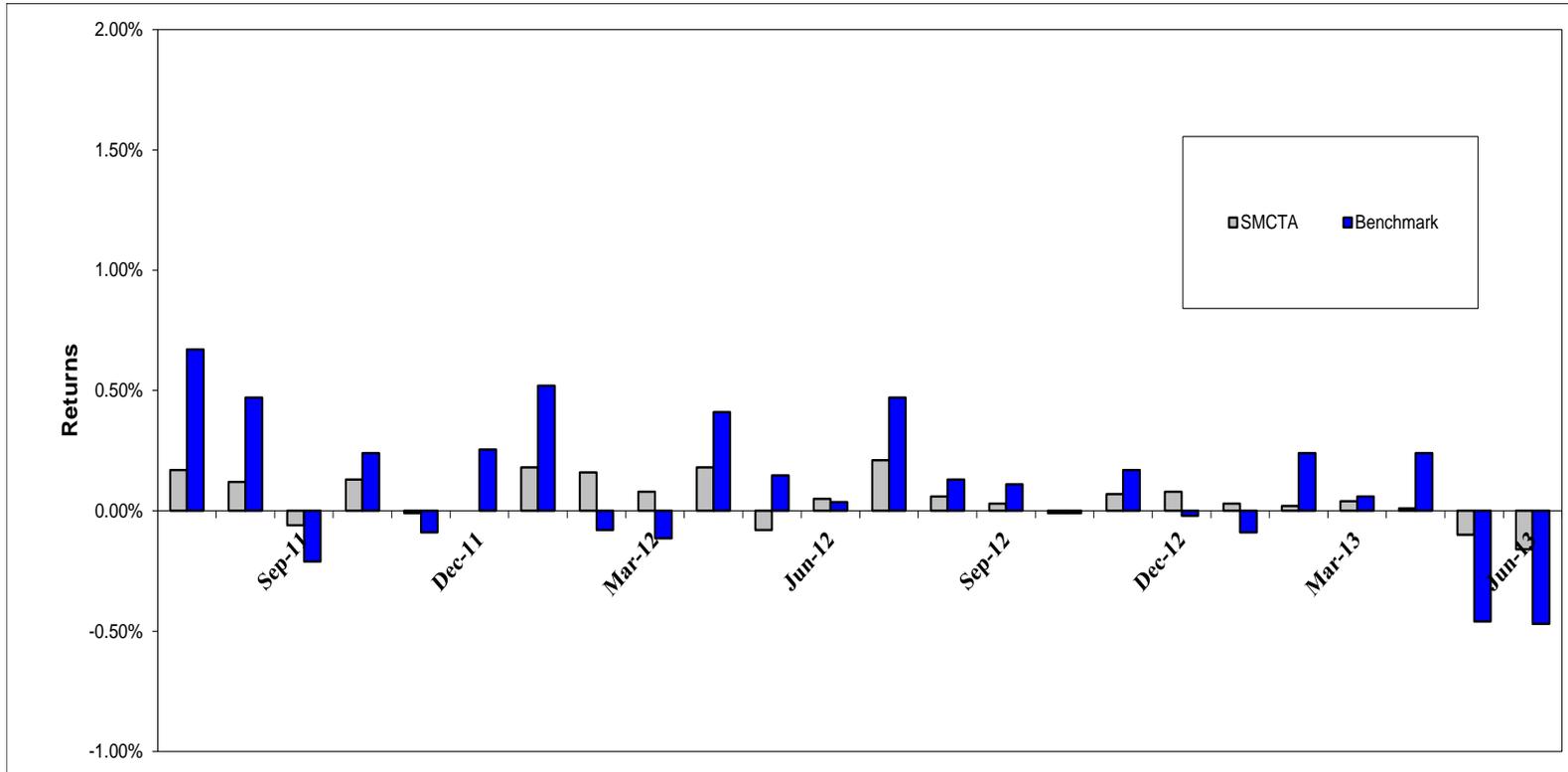
Data Source: Bloomberg

CSI Capital, a SunTrust Group

San Mateo County Transportation Authority

Monthly Review – Account vs. Benchmark

Rolling 24 Months



Trailing 12 Months	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	0.21%	0.06%	0.03%	-0.01%	0.07%	0.08%	0.03%	0.02%	0.04%	0.01%	-0.10%	-0.16%	0.28%
Benchmark	0.47%	0.13%	0.11%	-0.01%	0.17%	-0.02%	-0.09%	0.24%	0.06%	0.24%	-0.46%	-0.47%	0.37%

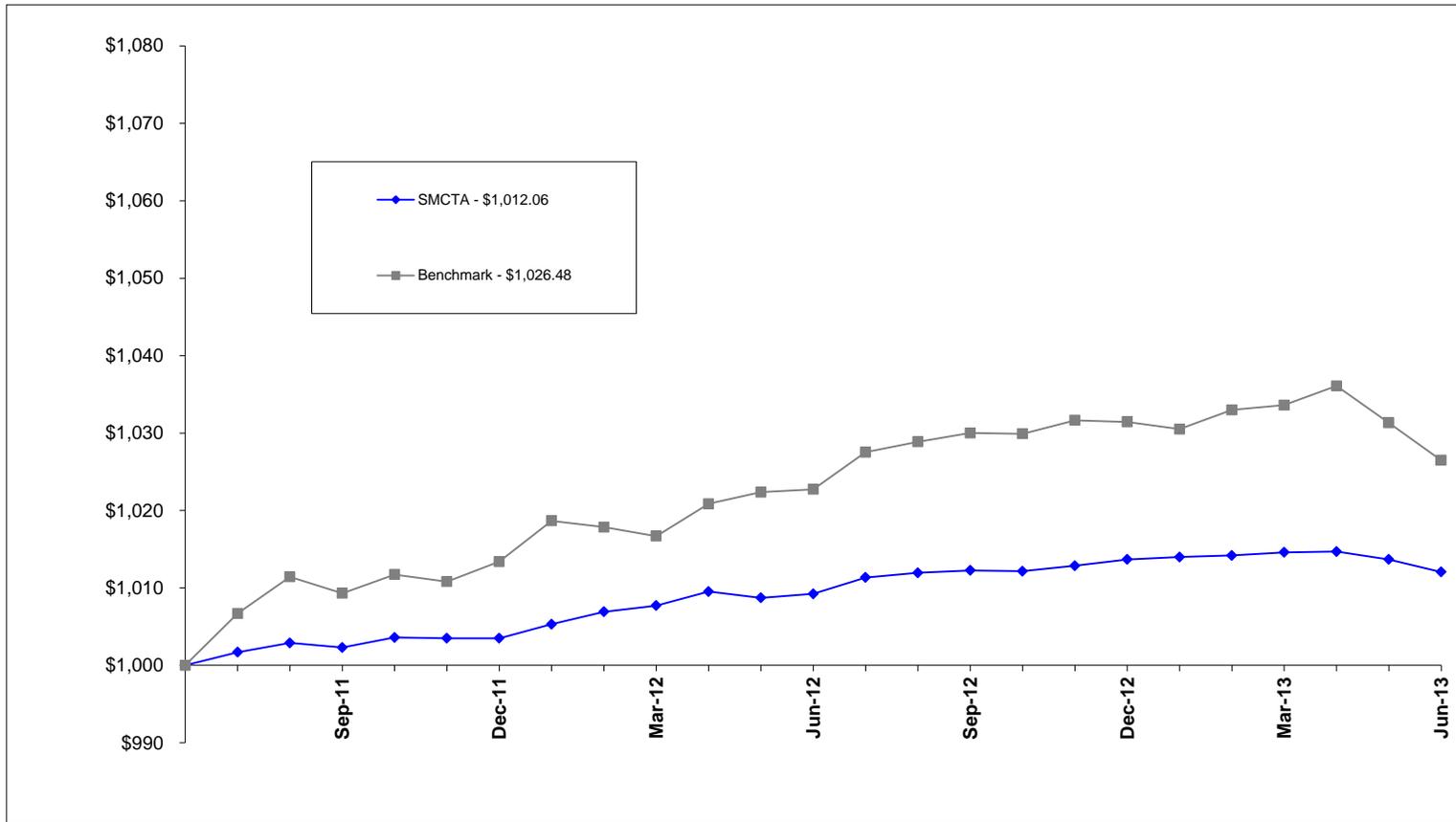
CSI Capital, a SunTrust Group

EXHIBIT 3

San Mateo County Transportation Authority

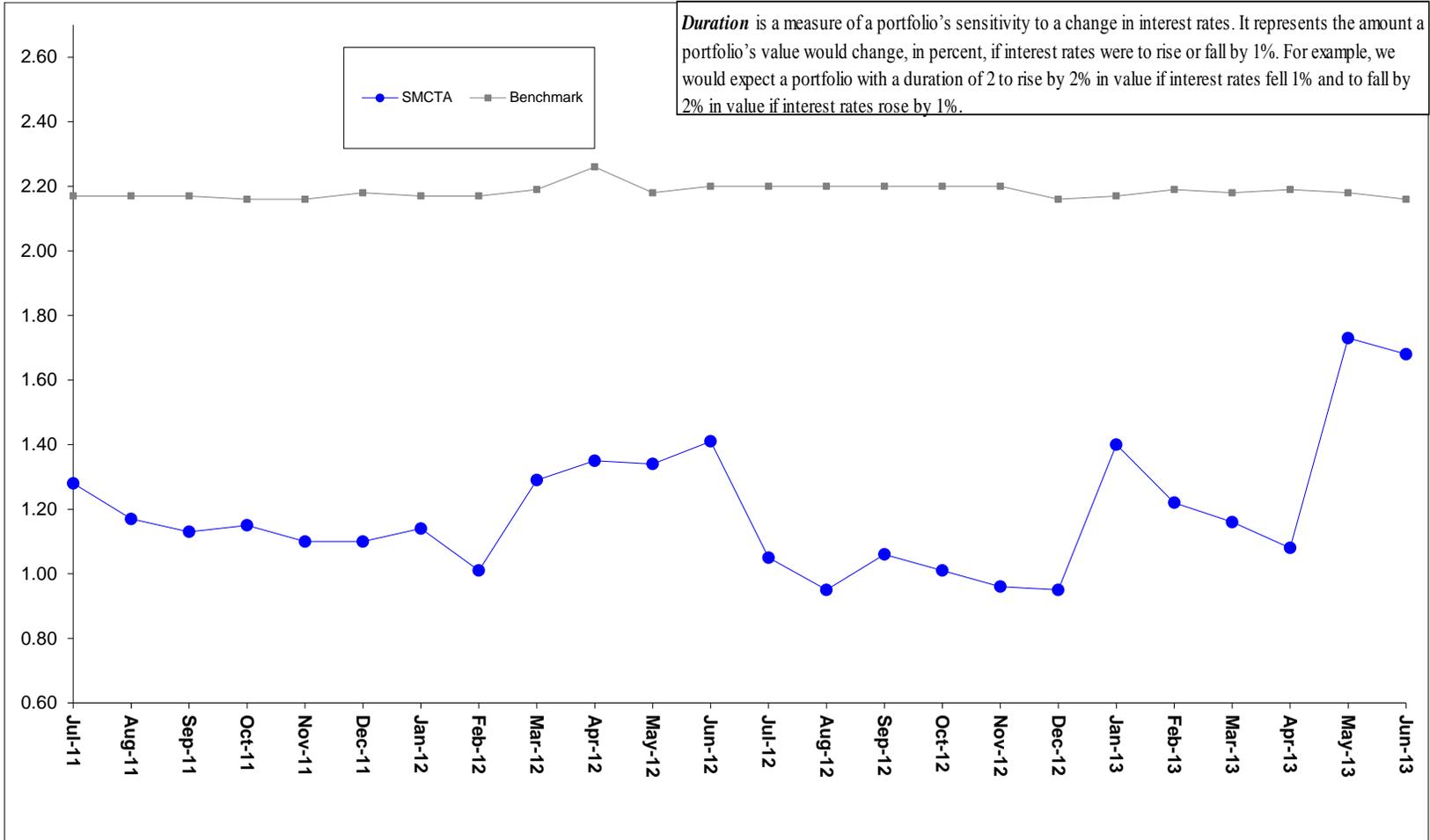
Growth of a Thousand Dollars

Rolling 24 Months

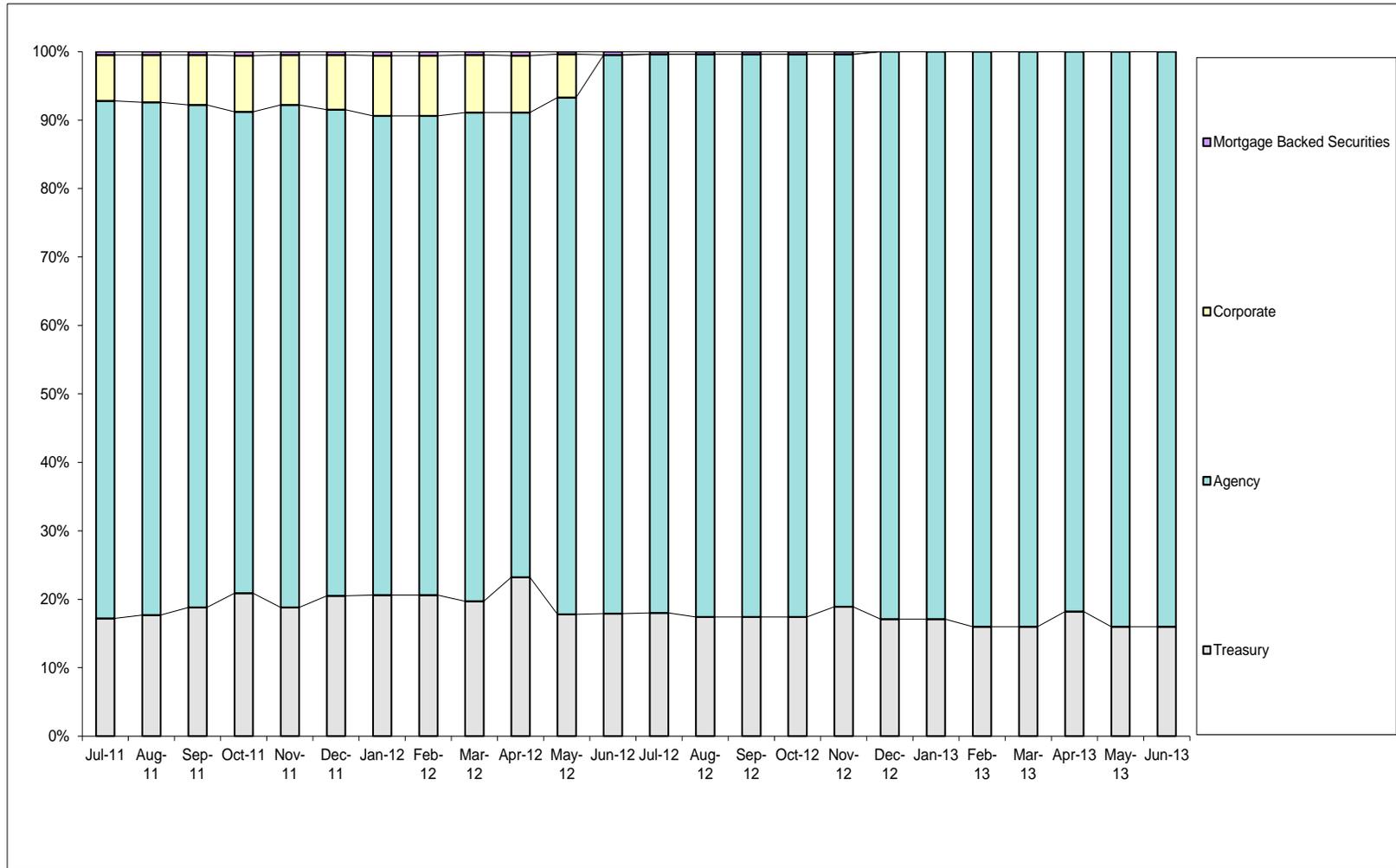


San Mateo County Transportation Authority

Duration vs. Benchmark



San Mateo County Transportation Authority Percent of Assets Held by Type



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE ALLOCATION OF \$410,000 IN NEW MEASURE A ALTERNATIVE CONGESTION RELIEF FUNDS TO THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE TO SUPPORT THE COUNTYWIDE CONGESTION RELIEF PROGRAM FOR FISCAL YEAR (FY) 2014**

ACTION

Staff proposes the Board:

1. Allocate \$410,000 in New Measure A Alternative Congestion Relief (ACR) Program funds to the Peninsula Traffic Congestion Relief Alliance (Alliance) for the Countywide Congestion Relief Program.
2. Authorize the Executive Director or his designee to execute the funding agreement and take any other actions necessary to encumber the subject funding.

SIGNIFICANCE

Pursuant to the 2004 Transportation Expenditure Plan, 1 percent of the New Measure A sales tax funds are set aside annually for the ACR Program. The Alliance has historically received funding to help fund its commute alternative programs from both the Original Measure A Program as well as the New Measure A ACR Program. The proposed action will enable the Alliance to continue to receive Measure A funds through FY2014.

BUDGET

The proposed allocation is consistent with the amount approved in the FY2014 budget. No additional funding is needed.

BACKGROUND

The Alliance is a Joint Powers Authority with 17 member-agencies, including the County of San Mateo and 16 cities in the county, and serves as San Mateo County's Transportation Demand Management Agency. The Alliance's FY2014 Work Program consists of employer and community outreach, direct marketing and communication with commuters, emergency ride home programs, vanpool and carpool formation/

incentive programs, transit incentive programs and Bike to Work Day programs to reduce traffic congestion in San Mateo County. The New Measure A ACR funds are not used for the operation of shuttles.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZE THE ALLOCATION OF TRANSPORTATION AUTHORITY NEW MEASURE A
ALTERNATIVE CONGESTION RELIEF FUNDS TO THE PENINSULA TRAFFIC CONGESTION RELIEF
ALLIANCE IN THE AMOUNT OF \$410,000 FOR FISCAL YEAR 2014**

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

WHEREAS, the 2004 TEP designates one percent of the New Measure A revenues to fund the Alternative Congestion Relief (ACR) Program; and

WHEREAS, the Peninsula Traffic Congestion Relief Alliance (Alliance) has requested \$410,000 in Measure A ACR funds for the support of its Fiscal Year (FY) 2013-2014 Work Plan, including the implementation of an employer and community outreach program, direct marketing and communication with commuters, emergency ride home programs, vanpool and carpool formation/incentive programs, and Bike to Work Day programs; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 TEP and 2009-13 Strategic Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority allocates New Measure A ACR funds in the amount of \$410,000 to the Alliance for the support of its FY2013-2014 programs; and

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

Regularly passed and adopted this 1st day of August, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

Chuck Harvey
Deputy CEO

SUBJECT: **AUTHORIZE ALLOCATION OF NEW MEASURE A HIGHWAY PROGRAM
CATEGORY FUNDS TO THE CITY OF PACIFICA FOR THE ROUTE 1 SAN PEDRO
CREEK BRIDGE REPLACEMENT PROJECT**

ACTION

Staff recommends Board approval of the following actions related to the city of Pacifica's Route 1 San Pedro Creek Bridge Replacement Project (Project):

1. Program and allocate \$3,354,000 in New Measure A Key Congested Area (KCA) Highway Program Category funds to the city of Pacifica;
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

SIGNIFICANCE

The cost of the Project has increased by \$4,450,000, from \$13,200,000 to \$17,650,000. A Federal One Bay Area Grant (OBAG) will fund \$1,096,000 of the cost increase. The city of Pacifica is requesting a total of \$3,354,000 in KCA funds pursuant to a Special Circumstance request to fully fund the increased Project cost, which results from an expanded scope of the Project, related construction support needs, and additional regulatory requirements, all as summarized below:

- Expansion of scope required to complete Project - \$1,650,000

The initial Project scope did not include activities related to the widening of the creek for flood control. The scope was increased, with associated funding provided by the TA in 2012, to account for the required widening of the creek channel in the vicinity of the bridge. Subsequently, it was discovered that the U.S. Army Corps of Engineers' (USACE) Flood Control Project on San Pedro Creek was not constructed to the specifications in their hydraulic model to provide capacity for a 100-year storm event and protect the bridge and adjacent roadway from flooding. The need to provide sufficient storm capacity results in additional work to widen the creek downstream all the way to the ocean, an area three times larger than previously estimated. This additional work must be performed for the city to obtain permits from both the USACE and California Coastal

Commission (CCC), and has extended the timeline for the advertisement and construction of the Project. During the associated delay, the California Department of Transportation (Caltrans) has updated its highway design standards, which now require additional paving work along the road edge for safety purposes, and through an adjacent intersection, beyond the original design. Due to a design oversight, a traffic signal pole also must be relocated to accommodate a planned multi-purpose trail that is part of the Project.

To reduce traffic disruption during the newly expanded construction of the Project, Caltrans also required a change in the design of the temporary bypass and additional funding for State furnished items and services such as an onsite office trailer for field staff and traffic control.

- Construction Support - \$2,100,000

Construction support costs are based upon project complexity and schedule. The additional creek widening will cause construction of the Project to take two construction seasons, as opposed to the previously anticipated one, both to minimize impacts to the riparian environment and to meet regulatory agency construction restrictions. City of Pacifica and Transportation Authority (TA) staff have worked with Caltrans to try to reduce this expense, but Caltrans has held firm to this requirement. In addition to Caltrans construction support costs, which account for the bulk of this expense, consultant costs for environmental and design support during construction have also increased.

- Additional Regulatory Agency Requirements - \$600,000

In addition to the work required to meet the 100-year storm event, the CCC is also requiring (1) a "see-through" safety railing along the side of the bridge, as opposed to a solid opaque concrete barrier, and (2) a special type of creek bank stabilization that better supports the riparian environment. There is also insufficient capacity within the Project footprint to treat impervious surface storm water runoff, a requirement of the Regional Water Quality Control Board (RWQCB), adding costs to provide offsite water treatment. The city of Pacifica has worked with the RWQCB and Caltrans to identify suitable treatment sites within the same watershed.

Justification for the Special Circumstance Request

Staff has evaluated this request in accordance with the Special Circumstance criteria for advancing funds, as provided for in the New Measure A Strategic Plan. The criteria for advancing funds include: 1) urgency and 2) impact to the Measure A Program.

This request is considered urgent because \$3 million of State funding for construction is at risk if the city of Pacifica does not request a funding allocation from the California Transportation Commission (CTC) by January 2014. The city of Pacifica previously received a one-time extension from the CTC to delay the allocation of \$3 million to January 2014. Per fund program guidelines, the city can't obtain another time extension. In order to request an allocation from the State, all preconstruction activities

must be complete and the project ready to advertise with all other funding sources secured.

The Project has received environmental clearance and design is complete. All required regulatory approvals are expected by August 2013 with the advertisement of the construction contract in September 2013. The only outstanding issue is the ability to secure the remaining \$3,354,000 needed to fully fund the Project. If the TA approves this fund request, the city of Pacifica will be able to request an allocation of State funds by January 2014.

The Project is listed in the Coastside Highway Improvements Corridor, a KCA category of the Highway Program in the 2004 Measure A Expenditure Plan. Two other KCA projects are eligible for funding in this corridor: the Route 1 Manor Drive Overcrossing Project in Pacifica and the Routes 1 and 92 Safety and Operational Improvements Project in Half Moon Bay. These other projects are currently only in the planning process. There is a total of \$24 million projected to be available for the Coastside Highway Improvements Corridor. While the current request will bring the total amount of allocated Measure A funds on the Project to \$10,054,000, which is slightly more than 42 percent of the projected Measure A funds designated for the Coastside Highway Improvements Corridor, this project is ready to go now, and the funding would allow the completion of an important transportation project in this KCA imminently.

The Project is considered vital to the entire Coastside. The existing bridge structure does not meet current seismic structural and flood control standards. If the bridge is closed due to a significant earthquake or flood event, the disruptive impacts to the Coastside transportation system could be similar in magnitude to previous events on the Devil's Slide section of Route 1, prior to the completion of the Devil's Slide Tunnel.

City of Pacifica staff and its consultant have thoroughly reviewed the final cost estimate and have taken proactive steps to help prevent additional budget overruns, including comparing the estimate with the latest bids for similar highway projects in the region. This Project has received strong public support. Based on these findings, staff recommends approval of the city of Pacifica's request.

BUDGET IMPACT

The proposed allocation can be supported by amounts approved for the KCA Category in the Fiscal Year (FY) 2014 and prior TA budgets. The FY2014 and prior year budgets include an estimated total revenue of \$47.8 million for the KCA Category, of which \$12.5 million was previously allocated to projects in the 2012 Highway Program Call for Projects (CFP). The \$10,054,000 in TA funds will leverage \$7,596,000 in Federal, State and other funds for the Project.

BACKGROUND

The Project is located just south of Linda Mar Boulevard in Pacifica. The existing bridge is more than 58 years old and does not meet current seismic structural and flood control design standards. The Project will replace the current bridge in compliance with current seismic structural and flood control standards, and provide for a Class I multipurpose path along its eastern side. It will be approximately five feet higher in

elevation and will also have a longer span of approximately 140 feet to accommodate the widening of San Pedro Creek.

Two previous New Measure A funding allocations for this Project were approved by the TA. At its September 2011 meeting, the TA approved the allocation of \$3.2 million for the Project as part of a Special Circumstance request in advance of the first cycle Measure A Highway CFP to meet project delivery deadlines associated with Federal and State fund sources. At its October 2012 meeting, the TA approved the allocation of an additional \$3.5 million for the Project as part of the first cycle Measure A Highway CFP to address costs associated with the widening of the creek in the vicinity of the bridge to meet flood control requirements.

If the current funding request is approved by the TA, the schedule for the start of construction is April 2014, with completion anticipated in September 2015.

Prepared by: Joel Slavitt, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZE THE ALLOCATION OF \$3,354,000 IN NEW MEASURE A FUNDS FROM THE KEY
CONGESTED AREA HIGHWAY PROGRAM CATEGORY FOR THE
ROUTE 1 SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT**

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

WHEREAS, the 2004 TEP designates 17.3 percent of the New Measure A revenues to fund Key Congested Area Highway projects; and

WHEREAS, in response to a Special Circumstance request from the city of Pacifica for funding in advance of the TA's 2012 Highway Program Call for Projects (CFP), the TA Board of Directors allocated \$3.2 million in September 2011 for the Route 1 San Pedro Creek Bridge Replacement Project (Project) due to the urgent need to fully fund the Project and meet project delivery deadlines associated with Federal and State funding sources; and

WHEREAS, the TA Board of Directors allocated an additional \$3.5 million for the Project in October 2012 as part of the 2012 Highway Program CFP to address costs associated with the creek widening in the vicinity of the bridge to meet flood control requirements; and

WHEREAS, the city of Pacifica has submitted a Special Circumstance request for an additional \$3,354,000 to fund unforeseen increases in the Project scope and construction support costs associated with additional regulatory requirements; and

WHEREAS, TA staff has evaluated Pacifica's request based on the project's justification, urgency, and impacts to the Measure A Program in accordance with the guidance outlined in the 2004 TEP and 2009-2013 Strategic Plan (Strategic Plan); and

WHEREAS, having determined that the Project is vital to the transportation needs of the Coastside and that it meets the intent of the 2004 TEP and Strategic Plan, staff recommends that the TA Board of Directors approve this allocation for the Project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby allocates \$3,354,000 in New Measure A Key Congested Area Highway Program Category funds to the City of Pacifica for the implementation of the Project; and

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

Regularly passed and adopted this 1st day of August, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE APPROVAL OF THE CITY OF DALY CITY'S BAYSHORE
CIRCULATOR SHUTTLE APPLICATION AND PROGRAM AND ALLOCATE NEW
MEASURE A FUNDS FOR THE LOCAL SHUTTLE PROGRAM FOR FISCAL YEAR
2014**

ACTION

Staff recommends the Board:

1. Approve the city of Daly City's funding application for the Bayshore Circulator Shuttle.
2. Program and allocate a total of \$90,762 in New Measure A Local Shuttle Program funds for Fiscal Year (FY) 2014 for the shuttle.
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

The Transportation Authority (TA) approved the programming and allocation of the second cycle of New Measure A Local Shuttle Program funds at its June 2012 meeting, and deferred the funding of the city of Daly City's Bayshore Circulator Shuttle application pending further development of the proposed shuttle route and service plan. The city of Daly City has since worked with the shuttle evaluation panel staff and has submitted a revised application for the programming and allocation of \$90,762 in New Measure A Local Shuttle Program funds in FY2014. The application has been reviewed by shuttle evaluation panel staff and is now recommended for funding.

The Bayshore Circulator Shuttle is a weekday shuttle that will improve access to transit and critical service facilities for residents who live in an area that is geographically isolated from public transportation services. This shuttle has been highlighted as a priority project in the SamTrans-sponsored Bayshore Community Based Transportation Plan.

BUDGET IMPACT

The total cost of the shuttle in FY2014 is \$232,515. The request for \$90,762 of New Measure A Local Shuttle program funds will be matched with \$141,753 of city of Daly City funds. The amount of this match exceeds the 25 percent minimum match requirement. There are sufficient Measure A funds budgeted in the FY2014 budget to accommodate this request.

BACKGROUND

The TA and City/County Association of Governments of San Mateo County (C/CAG) issued a joint Shuttle Program Call for Projects in 2012, as part of a second funding cycle, to allow for the coordinated award of up to \$7 million available for FY2013 and FY2014 (comprised of \$6 million in Measure A funds and \$1 million in C/CAG's Local Congestion Relief Program funds). Thirty-six applications were submitted. A joint evaluation process resulted in 33 shuttles recommended for \$5.3 million in total funding, which was approved by the TA and C/CAG Boards of Directors at their June 7, 2012 and June 14, 2012 meetings, respectively. Three applications received deferred funding recommendations. The city of Pacifica received approval of a deferred funding recommendation from the second shuttle funding cycle in August 2012 for a total of \$116,302 and the city of Daly City's proposal is the second of the three deferred proposals to be resubmitted for funding consideration. The final deferred shuttle proposal is from the city of Belmont, which is pending.

The city of Daly City's Bayshore Circulator shuttle is also agendized for review and acceptance at the C/CAG August 8, 2013 meeting.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZE APPROVAL OF THE CITY OF DALY CITY'S BAYSHORE CIRCULATOR
SHUTTLE FUNDING APPLICATION AND PROGRAMMING AND
ALLOCATING \$90,762 IN NEW MEASURE A FUNDS FROM THE
LOCAL SHUTTLE PROGRAM CATEGORY FOR FISCAL YEAR (FY) 2014**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved continued collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (2004 TEP) beginning January 1, 2009 (New Measure A); and

WHEREAS, the 2004 TEP designates four percent of the New Measure A revenues to fund Local Shuttle projects; and

WHEREAS, the TA and City/County Association of Governments of San Mateo County (C/CAG) issued a joint competitive call for projects for the Local Shuttle Program category for FY2013 and FY2014 and subsequently programmed and allocated New Measure A funds to 33 projects and deferred funding recommendations for three projects; and

WHEREAS, the city of Daly City's application for the Bayshore Circulator Shuttle was one of the three deferred projects, as a result of the need for further refinement of the route and service plan; and

WHEREAS, the city of Daly City has since submitted a revised application for the Bayshore Circulator Shuttle, which has been reviewed by the TA-C/CAG shuttle evaluation panel; and

WHEREAS, staff recommends that the Board of Directors approve the city of Daly City's application for funding for the Bayshore Circulator Shuttle in FY2014; and

WHEREAS, staff further recommends that the Board authorize the programming and allocation of a total of \$90,762 in New Measure A Local Shuttle Program category funds for FY2014 for the city of Daly City Bayshore Circulator Shuttle.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the city of Daly City's application for funding for the Bayshore Circulator Shuttle; and

BE IT FURTHER RESOLVED that the Board of Directors hereby programs and allocates a total of \$90,762 in FY2014 from the Local Shuttle Program category for the Bayshore Circulator Shuttle; and

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

Regularly passed and adopted this 1st day of August, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVE AN ALLOCATION TOTALING \$18,350,200 CONSISTING OF \$11,960,000 IN NEW MEASURE A FUNDS AND \$6,390,200 IN ORIGINAL MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR APPLICATION TOWARD ITS SHARE OF CALTRAIN'S FISCAL YEAR 2014 CAPITAL AND OPERATING BUDGETS AND TO SUPPORT ITS FISCAL YEAR 2014 PARATRANSIT PROGRAM**

ACTION

Staff proposes the Board approve the following:

1. Allocate \$3,800,000 in New Measure A funds from the Caltrain Program category to the San Mateo County Transit District (District) for San Mateo County's share of local match for Caltrain's Fiscal Year (FY) 2014 Capital Budget;
2. Allocate \$5,440,000 in New Measure A funds from the Caltrain Program category to the District for a portion of San Mateo County's share of Caltrain's FY2014 Operating Budget;
3. Allocate \$2,720,000 in New Measure A funds from the Paratransit Program category to the District for its Paratransit Program in FY2014;
4. Allocate \$6,390,200 in Original Measure A funds from the Caltrain Improvements Program category to the District for a portion of San Mateo County's share of Caltrain Modernization improvements, including electrification; and
5. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

The total local match required for Caltrain's Capital Program in FY2014 is \$11,400,000, and San Mateo County's share is \$3,800,000. Responsibility for the local match needed for Caltrain's FY2014 Capital Budget is equally shared by the three Peninsula Corridor Joint Powers Board (JPB) member agencies. The New Measure A funds, combined with San Francisco and Santa Clara counties' shares of local match, will be

leveraged with Federal and State grants to fund capital improvements necessary to rebuild and upgrade Caltrain, and make other system-wide infrastructure improvements.

San Mateo County's contribution towards Caltrain's FY2014 Operating Budget includes \$5,440,000 in New Measure A funds. In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), up to one-half of the available funding in the Caltrain Program category, or 8 percent of the annual sales tax revenues, may be utilized by the District to support Caltrain operating costs, and \$5,440,000 represents the 8 percent estimated for FY2014.

The 2004 TEP also provides that 4 percent of sales tax revenues, or \$2,720,000 in FY2014, will be allocated to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in the county. SamTrans will be using the \$2,720,000 to provide paratransit service for eligible seniors and people with disabilities through Redi-Wheels and other accessible services.

The TA is a signatory to the *High-speed Rail (HSR) Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment known as the Peninsula Corridor of the Statewide High-speed Rail System Memorandum of Understanding (MOU)*. As part of the funding plan that was included in the MOU, the three JPB member agencies are to provide a total of \$180 million in future funding contribution towards the program, or \$60 million per partner. Each agency's contribution is contingent upon the \$60 million each from the other two JPB partners. The \$6,390,200 in Original Measure A funds from the Caltrain Improvements Program category for Caltrain Modernization improvements, including electrification, represents San Mateo County's FY2014 portion of the \$60 million commitment.

BUDGET IMPACT

The proposed allocation to the District for San Mateo County's share of local matching funds of \$3,800,000 is included in the TA's FY2014 Adopted Budget as the San Mateo Local Share JPB Capital Improvement Program (CIP) project (TA Project #605) under the Caltrain Program category.

The proposed allocations to the District of \$2,720,000 for the Paratransit Program, and of \$5,440,000 for the Caltrain Operations Program for San Mateo County's share of local funds, are included in the TA's FY2014 Adopted Budget under the Expenditures category under Annual Allocations.

The proposed allocation of \$6,390,200 for San Mateo County's share of costs for the Caltrain Modernization improvement projects is included in the TA's FY2014 Adopted Budget under the Caltrain Program category.

BACKGROUND

The San Mateo County Transportation Authority's 2004 TEP sets the program categories and percentage split of the sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for

multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit. The 2004 TEP also provides for allocation of funds remaining in the Original Measure A Program for projects outlined in the 1988 Measure A Transportation Expenditure Plan, including Caltrain improvements. A Strategic Plan was approved by the Board to provide a policy framework for guiding programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocations for Caltrain and SamTrans are consistent with the Strategic Plan.

Prepared By: Leslie Fong, Senior Budgets Analyst
Project Manager: Éva Goode, Manager, Budgets

650-508-6332
650-508-7914

RESOLUTION NO. 2013 –

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

*** * ***

**APPROVE AN ALLOCATION OF \$18,350,200 CONSISTING OF \$11,960,000 IN NEW MEASURE
A FUNDS AND \$6,390,200 IN ORIGINAL MEASURE A FUNDS TO THE SAN MATEO COUNTY
TRANSIT DISTRICT FOR APPLICATION TOWARD ITS SHARE OF CALTRAIN'S FISCAL YEAR 2014
CAPITAL AND OPERATING BUDGETS AND TO SUPPORT ITS
FISCAL YEAR 2014 PARATRANSIT PROGRAM**

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

WHEREAS, the 2004 TEP approved by the voters of San Mateo County provides for New Measure A funding for various program categories and percentage split of the sales tax revenue for these program categories; and

WHEREAS, the TA designates New Measure A revenues to fund the San Mateo County Transit District's (District) share of the annual Caltrain Capital Improvement Program, which, when combined with San Francisco and Santa Clara counties' equal shares, provides a portion of the annual Caltrain Capital Program, which is leveraged to attain other Federal and State financial support; and

WHEREAS, the TA designates up to 8 percent of New Measure A revenues for Caltrain to support the operating costs for which the District is responsible; and

WHEREAS, the TA designates 4 percent of New Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

WHEREAS, the TA can designate funds remaining in the Caltrain Improvements category from the Original Measure A approved by the voters of San Mateo County in 1988 to complete projects which were commenced during that program; and

WHEREAS, it is proposed to allocate \$6,390,200 from the balance of Original Measure A funds from the Caltrain Improvements category to the District for its Fiscal Year (FY) 2014 member agency share toward Caltrain Modernization improvements, including electrification, as contemplated under the High-speed Rail Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment known as the Peninsula Corridor of the Statewide High-speed Rail System Memorandum of Understanding; and

WHEREAS, the allocations to the District for Caltrain capital and operating costs and to the District for paratransit costs are consistent with the amounts approved in the FY2014 TA Budget, and these allocations meet the intent of the 2004 TEP

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes a total allocation of \$18,350,200, consisting of \$11,960,000 in New Measure A funds and \$6,390,200 in Original Measure A funds, as follows:

1. \$3,800,000 in New Measure A funds from the Caltrain Program category to the District for San Mateo County's share of local match for Caltrain's FY2014 Capital Budget;

2. \$5,440,000 in New Measure A funds from the Caltrain Program category to the District to fund San Mateo County's share of Caltrain's FY2014 Operating Budget;
3. \$2,720,000 in New Measure A funds from the Paratransit Program category to the District for its Paratransit Program in FY2014;
4. \$6,390,200 in Original Measure A funds from the Caltrain Improvements category to the District to fund San Mateo County's share of the Caltrain Modernization improvements, including electrification; and

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

Regularly passed and adopted this 1st day of August ,2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

SUBJECT: **UPDATE ON GRADE SEPARATION PROGRAM**

ACTION

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

SIGNIFICANCE

At its April 4, 2013 meeting, the TA Board approved a set of guiding principles to help manage the project selection process for the Grade Separation Program. The approved guiding principles are provided below:

I. FUNDING

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

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

II. PROGRAMMING AND ALLOCATION

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

- Measure A funds will only be allocated to a particular phase when project sponsor demonstrates an earlier phase has been satisfactorily completed.

III. PROJECT SELECTION PROCESS

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

A subcommittee of the TA Board subsequently convened and approved a set of evaluation criteria to help guide the selection of projects during the first round of project solicitation. Staff will provide an update on these evaluation criteria and the project solicitation process at the August 1, 2013 meeting.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

The TA New Measure A Grade Separation Program provides 15 percent of the Transportation Expenditure Plan receipts to eligible projects that eliminate at-grade railroad crossings. The New Measure A Grade Separation Program is projected to have approximately \$200 million (in 2004 dollars) that can be made available to eligible projects for the remaining life of the Plan. The purpose of the Grade Separation Program is to construct or upgrade grade separations along the Caltrain and Dumbarton rail lines in San Mateo County to improve safety and relieve local traffic congestion.

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

650-508-6228

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

The Assembly returns from summer recess on August 5 and the Senate returns on August 12.

Senate Bill (SB) 556 (Corbett) - This bill was amended to include language that would require public agencies to display disclaimers on vehicles and uniforms that identify when employees are contractors rather than government employees. If passed, disclaimers would pose significant costs to affected agencies and would substantially alter the external graphics on Caltrain and SamTrans vehicles. Staff is working with the California Transit Association to amend the bill so that it does not affect transit agencies.

SB 557 (Hill) - This bill would provide additional protection for State high-speed rail funding appropriated for early investment in the Caltrain Corridor. It would also ensure that the implementation of high-speed rail on the Peninsula will be limited to the blended system. The bill has passed the Assembly and the Senate Transportation and Housing Committee and will be heard by the Senate Appropriations Committee.

Assembly Bill 797 (Gordon)- This bill would provide the San Mateo County Transit District and the Santa Clara Valley Transportation Authority with authority to utilize a Construction Management General Contractor (CMGC) project delivery approach. The bill also effectively extends the authority to the Peninsula Corridor Joint Powers Board. The bill is currently awaiting a vote on the Senate floor.

FEDERAL ISSUES

Foxx Confirmed as Transportation Secretary

On June 27, the Senate unanimously confirmed Charlotte, North Carolina Mayor Anthony Foxx to serve as the next Secretary of Transportation. The Senate Commerce, Science, and Transportation Committee unanimously approved Foxx earlier in the month. He replaces outgoing Secretary Ray LaHood who announced his intention to step down earlier this year but agreed to remain in his post until a successor was confirmed.

Elected as mayor in 2009, Foxx's tenure as the city's top official has resulted in many transportation successes, including the expansion of Charlotte's streetcar system to University of North Carolina-Charlotte, the formation of the Charlotte Regional Intermodal Facility that transfers cargo between trucks and trains, and the construction of a new runway at Charlotte's Douglas International Airport.

U.S. Department of Labor and California Pension Reform

In response to complaints from organized labor, the U.S. Department of Labor (DOL) has delayed the allocation of Federal grants to several California transit agencies based on their assertion that the State's recently implemented pension reform law violates Federal collective bargaining protections. Several agencies are further along in DOL's dispute resolution process, but if the issue is not resolved soon, it could affect the delivery of Federal grants to the San Mateo County Transit District. The issue has potential to affect billions of dollars in transit funding statewide. The California Transit Association is working with the governor's office to advocate for solutions that would allow for certification of the grants and avoid significant project delays.

Buy America and Utility Relocation

A provision included in the current Federal transportation funding authorizing legislation, Moving Ahead for Progress in the 21st Century, broadens the applicability of Buy America to cover non-Federally funded utility relocations. Since this work is performed by the utilities themselves, State and local transportation agencies have expressed concerns about whether this work can effectively be certified under Buy America. Without cooperation from private utilities, affected projects could experience significant delays.

The American Public Transportation Association (APTA) has coordinated a broad coalition of transportation and utility interests to encourage the U. S. Department of Transportation to clarify the new requirements, provide sufficient time to effectively implement them, and grant waivers where necessary to avoid significant project delays.

The California Department of Transportation has requested a waiver from the broadened Buy America provisions for a highway project in Solano County. Following this request, the Federal Highway Administration (FHWA) issued guidance that delays the application of this provision for non-Federally funded utility relocation agreements until January 1, 2014. According to FHWA, this will provide utilities with sufficient time to establish supply chains and certifications that are consistent with Buy America requirements.

Patent Infringement

On July 17, APTA joined a coalition of entities pushing for reforms that would address the growing problem of frivolous patent infringement lawsuits. For several years, transit

agencies have fallen victim to settlement demands from ArrivalStar, a company that claims to hold the right to real-time vehicle tracking technologies. At least 11 transit agencies have settled with ArrivalStar rather than incurring the cost of litigation.

On behalf of transit agencies across the country, APTA recently filed suit against ArrivalStar claiming that its patents are invalid and unenforceable.

Prepared By: Seamus Murphy, Director, Government and Community
Affairs

650-508-6388

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE T. & H. 7/3/2013 - Referred to Coms. on T. & H. and E.Q.</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.</p> <p>Last Amended on 5/13/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 25 Campos D</p> <p>Employment: social media.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.</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.</p> <p>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>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was L. & I.R. on 7/8/2013)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would specify that moneys from the Greenhouse Gas Reduction Fund are public funds, as defined. The bill would require that, if moneys from the Greenhouse Gas Reduction Fund are made available to the owner or operator of a refinery to perform work to reduce greenhouse gas emissions, then all work at the refinery related to reducing greenhouse gas emissions that is not performed by the owner's or operator's own employees and that falls within an apprenticeable occupation, as defined, shall be performed by skilled journeypersons, as defined, and registered apprentices, as defined. The bill would require that moneys from the Greenhouse Gas Reduction Fund only be made available for work at a refinery if the work is related to complying with a market-based compliance mechanism to reduce greenhouse gas emissions, as specified. This bill contains other related provisions.</p> <p>Last Amended on 6/25/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 37 Perea D Integrated regional water management plans: funding: disadvantaged communities.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was N.R. & W. on 6/27/2013)	Existing law, the Integrated Regional Water Management Planning Act of 2002, authorizes a regional water management group, as defined, to prepare and adopt an integrated regional water management plan. The act requires an integrated regional water management plan to address specified water quality and supply matters. This bill would require in each integrated regional water management region that not less than 10% of any funding for integrated regional water management planning purposes be used to facilitate and support the participation of disadvantaged communities in integrated regional water management planning and for projects that address critical water supply or water quality needs for disadvantaged communities. Last Amended on 6/20/2013	
AB 153 Bonilla D California Global Warming Solutions Act of 2006: offsets.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015 , to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. Last Amended on 4/8/2013	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 160 Alejo D</p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY APPR. 5/29/2013 - Re-referred to Com. on APPR.</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 there is a conflict with federal law. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/28/2013</p>	
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>SENATE APPR. 7/11/2013 - From committee: Be placed on second reading file pursuant to Senate Rule 28.8.</p> <p>8/12/2013 Anticipated Hearing SENATE APPR., Not in daily file.</p>	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information, as defined, of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information within 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares with respect to personally identifiable information of a person who subscribes to an electronic fare collection system. This bill contains other related provisions and other existing laws. Last Amended on 6/19/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY ENROLLMENT 7/1/2013 - In Assembly. Ordered to Engrossing and Enrolling.</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.</p> <p>Last Amended on 4/1/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body of a city to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize a city to form a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions.</p> <p>Last Amended on 6/11/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 266 Blumenfeld D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE APPR. 7/10/2013 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 for certain low-emission vehicles to January 1, 2019, or, until the Secretary of State receives that specified notice, whichever occurs first. The bill would until January 1, 2015, or until the Secretary of State receives that specified notice, authorize the department to issue a valid identifier to a vehicle that meets California's transitional zero-emission vehicle (TZEV) standard. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 7/10/2013</p>	
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>SENATE APPR. 7/11/2013 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2014, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to provide incentives for sustainable fuels produced without food stock or displacement of food crops.</p> <p>Last Amended on 7/11/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 380 Dickinson D</p> <p>California Environmental Quality Act: notice requirements</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61 (a)(10)(SEN). (Last location was E.Q. on 6/13/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above-mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notices are actually posted for public review by the county clerk and are available in the online database, and if the notices are posted on different days, the time period shall run from the date of the posting on the online database. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p>	<p>SENATE APPR. SUSPENSE FILE 6/24/2013 - In committee: Placed on APPR. suspense file.</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family. Existing law defines annuitant for purposes of receiving postretirement health benefits pursuant to PEMHCA and generally requires that a person retire within 120 days of separation from public employment, with specified exceptions.</p> <p>This bill would permit an annuitant who reinstates from retirement under PERS for employment by the state or a contracting agency and who subsequently retires again on or after January 1, 2014, to enroll in a health benefit plan under PEMHCA for which he or she is eligible, as specified, as an annuitant of the employer from which he or she first retired, upon meeting certain conditions. In this regard, the bill would require that the person's subsequent retirement occur within 120 days after separation of employment, as specified, and that the person not be eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires or that the postretirement health benefit contribution payable by that employer be less than the contribution payable by that employer during his or her prior retirement.</p> <p>Last Amended on 6/4/2013</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.</p> <p>Last Amended on 4/4/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

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 APPR. 7/11/2013 - From committee: Be placed on second reading file pursuant to Senate Rule 28.8.</p> <p>8/12/2013 Anticipated Hearing SENATE APPR., Not in daily file.</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 OPR and the county clerk. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/13/2013</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% 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% 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.</p> <p>Last Amended on 4/15/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 441 Patterson R High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	
AB 453 Mullin D Sustainable communities.	SENATE APPR. 7/3/2013 - Read second time and amended. Re-referred to Com. on APPR. 8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	<p>(1) The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes. This bill contains other related provisions and other existing laws. Last Amended on 7/3/2013</p>	
AB 463 Logue R High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 466 Quirk-Silva D Federal transportation funds.	SENATE THIRD READING 7/2/2013 - Read second time. Ordered to third reading.	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. Last Amended on 3/14/2013</p>	Support
AB 481 Lowenthal D High-speed rail.	ASSEMBLY ASSEMBLY 7/8/2013 - Read third time. Passed. Ordered to the Assembly.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases, sales, or other conveyances of property owned or controlled by the authority to be deposited in the High-Speed Rail Property Fund created by the bill, and would provide that the funds shall be available to the authority upon appropriation by the Legislature for specified purposes. This bill contains other existing laws. Last Amended on 6/12/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 493 Daly D Toll facilities.	ASSEMBLY ENROLLMENT 7/1/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified.</p> <p>Last Amended on 4/17/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

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 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 528 Lowenthal D</p> <p>State Rail Plan and High-Speed Rail Authority business plan.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.</p>	<p>(1) Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially, and requires the department to submit the State Rail Plan to the California Transportation Commission for its advice and consent on or before October 1 of each odd-numbered year prior to submitting the State Rail Plan to the Legislature, the Governor, and other entities by the following March. Existing law requires the plan to consist of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law separately requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a business plan, that includes specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise the items required to be included in the State Rail Plan and the business plan. The bill would require the State Rail Plan to be submitted to the commission for advice 6 months prior to submitting the final State Rail Plan to the Transportation Agency for approval, and, on or before March 1, 2017, would require the approved State Rail Plan to be submitted to the Legislature, the Governor, and other specified entities. The bill would require the state rail plan to be updated, at a minimum, every 5 years. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the business plan to the Legislature. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/4/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>SENATE APPR. 7/3/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 2). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program (BIT) to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law defines a motor carrier, for this purpose, as the registered owner of, and in some cases the lessee or person exclusively authorizing and directing the operation of, specified vehicles. Existing law requires, within 30 days of establishing a terminal, a motor carrier to schedule an inspection by submitting to the department an application for a terminal inspection accompanied by the payment of a fee the amount of which is based on the number of vehicles in a terminal or the "terminal fleet size." Existing law requires the department to inspect every terminal at least once every 25 months and defines a terminal as the location or locations designated by the motor carrier where subject vehicles and specific records are available for inspection.</p> <p>This bill would, commencing January 1, 2016, revise and recast these provisions as the Basic Inspection of Terminals (BIT) Program. The bill would, commencing January 1, 2016, authorize the department to conduct terminal inspections at any time. The bill would require the department, on or before January 1, 2016, to implement a performance-based truck terminal inspection priority system similar to that used by the Federal Motor Carrier Safety Administration that would require the department to place an inspection priority on motor carrier terminals never previously inspected by the department. The bill would require, commencing January 1, 2016, the department to create a database to include specified performance-based data and provide real-time information to the department regarding motor carrier performance, as specified. The bill would, commencing January 1, 2016, provide that the department is not required to inspect a terminal more than once every 6 years, if certain conditions apply, and provides that terminals that receive less than a satisfactory compliance rating would be subject to periodic inspections based on the severity of violations. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/25/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY ASSEMBLY 7/8/2013 - Read third time. Passed. Ordered to the Assembly.</p>	<p>(1) Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to implement a pilot program similar to the program operated by the City of Santa Monica. If the university elects to implement a pilot program, the bill would require, on or before March 1, 2014, the university to determine whether the City of Santa Monica has at least 12 transit buses equipped with specified illuminated signs. The bill would permit the university to implement the pilot program only if it determines that the City of Santa Monica has less than 12 transit buses equipped, as specified. The bill would also require, if the university implements the pilot program, that the university submit a report, in collaboration with the Department of the California Highway Patrol and other officials, by July 1, 2018, on the incidence of adverse impacts, to the department and the Legislature.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/18/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 543 Campos D</p> <p>California Environmental Quality Act: translation.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was E.Q. on 6/13/2013)</p>	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

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.</p> <p>Last Amended on 4/15/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	<p>SENATE APPR. 6/25/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 2.) (June 24). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law requires the governing body of a local public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law authorizes an employee organization to request that the parties' differences be submitted to a factfinding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a factfinding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would require that request to be in writing. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a factfinding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the factfinding panel.</p> <p>Last Amended on 6/17/2013</p>	
<p>AB 662 Atkins D</p> <p>Local government: infrastructure financing districts.</p>	<p>SENATE APPR. 7/3/2013 - Action: Set for hearing. Next hearing on 8/12/2013 in S. APPR..</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/11/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 680 Salas D Transportation: interregional road system.	SENATE APPR. SUSPENSE FILE 7/1/2013 - In committee: Placed on APPR. suspense file.	<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>	
AB 690 Campos D Jobs and infrastructure financing districts: voter approval.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/10/2013)	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and 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>	
AB 707 Ting D Vehicles.	SENATE APPR. 7/11/2013 - From committee: Be placed on second reading file pursuant to Senate Rule 28.8. 8/12/2013 Anticipated Hearing SENATE APPR., Not in daily file.	<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 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 730 Alejo D Monterey-Salinas Transit District.	SENATE THIRD READING 7/8/2013 - Read second time. Ordered to third reading.	<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. Last Amended on 4/1/2013</p>	
AB 738 Harkey R Public entity liability: bicycles.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/7/2013)	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

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

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 792 Mullin D Utility user tax: exemption: distributed generation systems.	SENATE THIRD READING 7/9/2013 - Read second time and amended. Ordered to third reading.	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity in the unincorporated area of the county.</p> <p>This bill would exempt from any utility user tax imposed by a local jurisdiction, as defined, the consumption of electricity generated by a renewable distributed generation system that is installed before January 1, 2020, for the exclusive use of a single customer. Last Amended on 7/9/2013</p>	
AB 797 Gordon D Transit districts: contracts.	SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services in the County of Santa Clara. Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the authority and the district to enter into contracts, as specified.</p> <p>This bill would authorize the authority and the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. The bill would require the authority or district to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects. Last Amended on 4/15/2013</p>	Support

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 822 Hall D</p> <p>Local government retirement plans.</p>	<p>SENATE APPR. 7/10/2013 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 ordinance or measure qualifies for the ballot that proposes to alter, replace, or eliminate the retirement benefit plan of employees of a local government entity, whether by initiative or legislative action, the governing body of the local government entity to secure the services of an independent actuary to provide a statement, or a summary of the statement, not to exceed 500 words in length, of the actuarial impact of the proposed measure upon future annual costs of the retirement benefit plan, and to have this statement printed in the voter information portion of the sample ballot. The bill would require a specified notice regarding obtaining a copy of the measure to be printed in the voter information portion of the sample ballot, if the text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot. The requirements of the bill would apply to a city, including a charter city; a county, including a charter county; a city and county, including a charter city and county; a community college district; or a special district. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 7/10/2013</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 7/22/2013**

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

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 909 Gray D</p> <p>Metal theft and related recycling crimes.</p>	<p>SENATE APPR. 7/2/2013 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law provides that any person who feloniously steals, takes, or carries away the personal property of another, or who fraudulently appropriates property that has been entrusted to him or her, is guilty of theft. Existing law also provides that a person who, being a dealer in or collector of junk, metals, or secondhand materials, buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that he or she knows or reasonably should know is ordinarily used by, or ordinarily belongs to, a railroad or other transportation, telephone, telegraph, gas, water, or electric light company or county, city, or city and county without using due diligence to ascertain that the person selling or delivering the same has a legal right to do so, is guilty of criminally receiving that property.</p> <p>This bill, on and after January 1, 2015, would require the Department of Justice to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the department, and, upon appropriation by the Legislature, would make moneys in the fund available for the purposes of the program.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 7/2/2013</p>	
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 5/23/2013)</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013</p>	Support

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 953 Ammiano D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 971 Garcia D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>SENATE APPR. 6/25/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 1002 Bloom D Vehicles: registration fee: sustainable communities strategies.	ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. This bill contains other existing laws. Last Amended on 4/23/2013</p>	Support
AB 1031 Achadjian R Local government: open meetings.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2013)	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized.</p> <p>This bill would make technical, nonsubstantive changes to a provision of the Ralph M. Brown Act.</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1046 Gordon D</p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>SENATE APPR. 7/9/2013 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 10. Noes 0.) (July 9). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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>	
<p>AB 1047 Linder R</p> <p>Commercial driver's licenses.</p>	<p>SENATE APPR. 6/25/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 25). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/14/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 1051 Bocanegra D Housing.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2013)	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All program would not be implemented until the Legislature appropriates funds for the program. This bill contains other related provisions and other existing laws. Last Amended on 4/8/2013</p>	
AB 1070 Frazier D California Transportation Financing Authority.	SENATE APPR. 7/3/2013 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 7. Noes 0.) (July 3). Re-referred to Com. on APPR. 8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATI ONS, DE LEÓN, Chair	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds.</p> <p>This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes. Last Amended on 4/3/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 1077 Muratsuchi D Sales and use taxes: vehicle license fee: alternative fuel motor vehicles.	ASSEMBLY APPR. SUSPENSE FILE 7/3/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.	<p>Existing sales and use tax laws impose sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. Existing law also provides for specific exemptions from these taxes.</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exempt from those taxes , that portion of the gross receipts from the sale of, and that portion of the sales price with respect to the storage, use, or other consumption of, a qualified motor vehicle, as defined, that is the greater of (1) the sum of the amount of any credit under a specified provision of the Internal Revenue Code relating to new qualified plug-in electric drive motor vehicles, and any amount received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle; or (2) the value of a motor vehicle that is traded in for the motor vehicle that qualifies for a credit or incentive amount under those programs, if the value of the trade-in motor vehicle is separately stated on the new motor vehicle invoice or bill of sale or similar document provided to the purchaser. This bill contains other related provisions and other existing laws. Last Amended on 6/15/2013</p>	
AB 1102 Grove R Air resources: greenhouse gas emissions.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/1/2013)	<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 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 1181 Gray D Public employee organizations: members: paid leaves of absence.	SENATE THIRD READING 6/26/2013 - Read second time. Ordered to third reading.	<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. Last Amended on 5/16/2013</p>	
AB 1193 Ting D Bikeways.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/29/2013)	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. This bill contains other existing laws. Last Amended on 4/25/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 1194 Ammiano D Safe Routes to School Program.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 6/13/2013)	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the Department of Transportation to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified.</p> <p>This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program.</p> <p>Last Amended on 5/24/2013</p>	
AB 1290 John A. Pérez D Transportation planning.	SENATE APPR. 7/9/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (July 9). Re-referred to Com. on APPR. 8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 7/2/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

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 7/22/2013**

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>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1380 Committee on Public Employees, Retirement and Soci County employees' retirement.</p>	<p>ASSEMBLY CONCURRENCE 7/1/2013 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after July 3 pursuant to Assembly Rule 77.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its pension plan or plans to comply with the act and, among other provisions, generally prohibits a public employer that offers a defined benefit plan from offering new employees defined benefit retirement formulas other than those established by the act, which, in comparison to existing formulas, generally provide reduced benefits and later ages for retirement. PEPRA prohibits the purchase of nonqualified service credit, as defined, unless the application to purchase the credit is received by the retirement system prior to January 1, 2013, and subsequently approved. PEPRA prohibits an employer from paying a new member's contribution for the normal cost of benefits in a defined plan and prohibits an enhancement of a public employee's retirement benefit adopted on or after January 1, 2013, from applying to service previously performed.</p> <p>This bill would amend various provisions of CERL to coordinate and subordinate that law with PEPRA. Generally, the bill would specify that certain provisions of CERL do not apply to members who are currently subject to PEPRA by virtue of being first employed on or after January 1, 2013. The bill would provide that provisions allowing a new formula for calculation of retirement benefits to be applied to service already performed are inoperative as of January 1, 2013, and would prohibit the purchase of nonqualified service credit, as specified. The bill would except retirement systems established under CERL from specified provisions of PEPRA concerning the calculation and adjustment of contribution rates.</p> <p>This bill contains other existing laws.</p> <p>Last Amended on 6/18/2013</p>	
<p>ACA 8 Blumenfield D Local government financing; voter approval.</p>	<p>SENATE G. & F. 7/10/2013 - In committee: Hearing postponed by committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/4/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p>	<p>ASSEMBLY L. GOV. 7/3/2013 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 2.) (July 3). Re-referred to Com. on L. GOV.</p> <p>8/14/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/2/2013</p>	<p>Support</p>
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY NAT. RES. 7/2/2013 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 10. Noes 3.) (July 1). Re-referred to Com. on NAT. RES.</p> <p>8/12/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</p>	<p>(1) Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law also creates the Air Quality Improvement Program, administered by the State Air Resources Board, to fund air quality improvement projects related to fuel and vehicle technologies.</p> <p>This bill would provide that the 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</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
		<p>bill would require the board to aggregate and make available to the public, no later than January 1, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that automobile manufacturers project to be sold or leased over the next 3 years, as reported to the board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million each fiscal year, as specified, until there are at least 100 publicly available hydrogen fueling stations in California. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the 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 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. The bill would require the commission and the board, in making awards under both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program, to provide a preference to projects with higher benefit-cost scores, as defined. The bill would prohibit any customer incentives for light-duty vehicles from being greater than compensations given to customers under the Enhanced Fleet Modernization Program for the retirement of certain high polluting vehicles.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/28/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>ASSEMBLY APPR. 6/26/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (June 26). Re-referred to Com. on APPR.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. The bill would clarify the application of PEPRA to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPRA. This bill contains other related provisions and other existing laws. Last Amended on 2/6/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY APPR. 7/3/2013 - From committee: Do pass. (Ayes 11. Noes 5.) (July 3).</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 3/6/2013</p>	
<p>SB 54 Hancock D</p> <p>Retirement: county employees.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/10/2013 - Hearing postponed by committee. In P.E.,R. & S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 requires each county retirement system created pursuant to the County Employees Retirement Law of 1937 to use a retirement formula commonly known as 2.5% at 67 years of age for nonsafety members first hired on or after January 1, 2013, except that a lower retirement formula may be used as specified. The County Employees Retirement Law of 1937 authorizes the Alameda County Board of Supervisors to provide service retirement allowances for general members based on one of 2 formulas commonly known as the 2% at 57 years of age formula or the 1.64% at 57 years of age formula.</p> <p>This bill would authorize the Alameda County Board of Supervisors to adopt a resolution that would provide service retirement allowances based on a formula commonly known as the 2% at 65 years of age formula for general members hired after approval of the resolution, as specified. This bill contains other related provisions. Last Amended on 2/13/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 56 Roth D Local government finance: property tax revenue allocation: vehicle license fee adjustments.	SENATE APPR. 6/19/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 1449.) (June 19). Re-referred to Com. on APPR.	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined.</p> <p>This bill would modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill would also modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/11/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 110 DeSaulnier D</p> <p>East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force.</p>	<p>ASSEMBLY APPR. 7/3/2013 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law identifies the San Francisco-Oakland Bay Bridge as a "toll bridge" and provides that the bridge and the approaches to it are a primary state highway. Existing law requires the Department of Transportation to permanently maintain and operate the San Francisco-Oakland Bay Bridge as a primary state highway in such a manner that the physical condition and operating efficiency thereof are of the highest character. Existing law establishes the Bay Area Toll Authority and assigns to it responsibility for the administration of all toll revenues from state-owned toll bridges. Existing law provides that the power or duty of the authority to fix the rates of toll for the San Francisco-Oakland Bay Bridge or the power and duty of the department to collect the tolls so fixed by the authority for the use of the bridge are not affected by any law providing that state highways are to be free highways.</p> <p>This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force in state government and require the Legislative Analyst to provide administrative support for the task force as necessary for the completion of its duties. The task force would consist of 7 members designated by the Legislative Analyst and would be deemed officers of the state. Each member of the task force would serve a term of one year and receive compensation, as specified, and reimbursement for reasonable expenses. The bill would appropriate \$149,000 from the State Highway Account in the State Transportation Fund to the Legislative Analyst for purposes of paying for the compensation and expense reimbursement of the task force members. The bill would require the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. The task force would be required to assess the anticipated seismic structural performance of the East Span, as defined, of the San Francisco-Oakland Bay Bridge by conducting a series of specified reviews. The task force would be required to submit a final written report to the Legislature and the Governor that includes the results of its assessment, as specified. This bill contains other related provisions. Last Amended on 7/3/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 142 DeSaulnier D Public transit.	ASSEMBLY L. GOV. 7/2/2013 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 11. Noes 3.) (July 1). Re-referred to Com. on L. GOV. 8/14/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	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. This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. Last Amended on 5/7/2013	Support
SB 230 Knight R Local transportation funds: performance audits.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)	Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs. 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	
SB 232 Monning D Private employment: public transit employees.	ASSEMBLY APPR. 6/27/2013 - From committee: Do pass and re- refer to Com. on APPR. (Ayes 5. Noes 2.) (June 26). Re-referred to Com. on APPR.	Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 408 De León D Transportation funds.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)	<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>	
SB 436 Jackson D California Environmental Quality Act: notice.	ASSEMBLY APPR. 7/3/2013 - From committee: Do pass. (Ayes 12. Noes 5.) (July 3).	<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. Last Amended on 4/3/2013</p>	
SB 469 Corbett D Public contracts: local agencies: public transit vehicles.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/11/2013)	<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 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 525 Galgiani D California Environmental Quality Act: exemptions.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)	<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>	
SB 556 Corbett D Agency: ostensible: nongovernmental entities.	ASSEMBLY THIRD READING 7/2/2013 - Read second time. Ordered to third reading.	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services for a public entity from displaying on a vehicle or uniform a seal, emblem, insignia, trade, brand name, or any other term, symbol, or content that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified.</p> <p>Last Amended on 7/1/2013</p>	Oppose

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 557 Hill D High-speed rail.	ASSEMBLY APPR. 7/2/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 2.) (July 1). Re-referred to Com. on APPR.	<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>	Support
SB 613 DeSaulnier D Bay Area Toll Authority.	ASSEMBLY THIRD READING 7/3/2013 - Read second time. Ordered to third reading.	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.</p> <p>This bill would prohibit the authority from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in San Francisco. This bill contains other related provisions and other existing laws. Last Amended on 4/23/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 617 Evans D</p> <p>California Environmental Quality Act.</p>	<p>SENATE 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/30/2013)</p>	<p>(1) The California Environmental Quality Act, referred to as CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/28/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Infrastructure financing; transit priority projects.</p>	<p>ASSEMBLY H. & C.D. 7/3/2013 - From committee: Do pass as amended. (Ayes 4. Noes 2.) (July 3).</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts. The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Last Amended on 6/17/2013</p>	<p>Support</p>

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 633 Pavley D CEQA.	ASSEMBLY APPR. 7/1/2013 - Do pass as amended and be re-referred to the Committee on Appropriations.	<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.</p> <p>Last Amended on 5/6/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 648 Corbett D</p> <p>Electronic cigarettes: restriction of use and advertising.</p>	<p>ASSEMBLY G.O. 6/17/2013 - Referred to Com. on G.O.</p> <p>8/7/2013 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY GOVERNMENTAL ORGANIZATION, HALL, Chair</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>	
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act and sustainable communities strategy.</p>	<p>ASSEMBLY L. GOV. 7/1/2013 - Do pass as amended and be re-referred to the Committee on Local Government.</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</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
		<p>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>	
<p>SB 751 Yee D</p> <p>Meetings: publication of action taken.</p>	<p>ASSEMBLY CONSENT CALENDAR 7/3/2013 - From committee: Do pass. Ordered to consent calendar. (Ayes 17. Noes 0.) (July 3).</p>	<p>The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.</p> <p>This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of each member present for the action, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/17/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

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

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 788 Committee on Transportation and Housing Transportation.	ASSEMBLY NAT. RES. 6/18/2013 - From committee: Do pass and re-refer to Com. on NAT. RES. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 17). Re-referred to Com. on NAT. RES. 8/12/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair	(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. Last Amended on 6/10/2013	
SB 791 Wyland R Motor vehicle fuel tax: rate adjustment.	SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.	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. 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	Oppose

**SMCTA Bill Matrix
as of 7/22/2013**

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.</p> <p>Last Amended on 5/14/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

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 T. & H. 7/9/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes.</p> <p>Last Amended on 5/21/2013</p>	Support

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SCA 6 DeSaulnier D Initiative measures: funding source.	SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.	<p>The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE T. & H. 7/9/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p>	Support
SCA 9 Corbett D Local government: economic development: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p>	

**SMCTA Bill Matrix
as of 7/22/2013**

Bill ID/Topic	Location	Summary	Position
SCA 11 Hancock D Local government: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	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. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013	Support