



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

September 5, 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 August 1, 2013
 - b. Acceptance of Statement of Revenues and Expenditures for July 2013
 - c. Measure A Program Status Report
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report INFORMATIONAL
 - a. Meeting of August 7, 2013
 - b. Meeting of September 4, 2013
8. Joint Powers Board Report
9. Report of the Executive Director
10. Program Report: Update on Shuttle Business Practices Guidebook INFORMATIONAL
11. Finance RESOLUTION
 - a. Authorize Allocation of \$100,000 in New Measure A Funds to the San Mateo County Transit District for the Shuttle Program Technical Assistance

- b. Authorize Award of Contract to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Oversight Services for a Total Not-to-Exceed Cost of \$200,000 Over a Three-Year Base Period RESOLUTION

12. Program

- a. Update on Making the Last Mile Connection and Regional Bike Sharing Programs INFORMATIONAL
- b. Update on State and Federal Legislative Program INFORMATIONAL
- c. Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2013 INFORMATIONAL

13. Requests from the Authority

14. Written Communications to the Authority

15. Date/Time of Next Meeting: Thursday, October 3, 2013, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. Report of Legal Counsel

- a. Closed Session: Real Estate Negotiations – Pursuant to Government Code 549956.8:

Agency Negotiators: David J. Miller and Brian Fitzpatrick
 Under Negotiation: Price and Terms of Purchase

APN	State Parcel No.	Grantor	Address
026-141-020	62631	99 Old Bayshore LLC	1299 Bayshore Highway Burlingame, CA
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA
026-142-020 & 026-142-030	62635	Robert Paul Wadell Jr. & Angela Kathie Bramble Trust	Vacant Land on Bayshore Highway Burlingame, CA
026-142-130	62636	NorthWest Dealerco Holdings LLC	1200 Bayshore Highway Burlingame, CA

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, ECR, 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 AUGUST 1, 2013

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

MEMBERS ABSENT: R. Foust

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

Chair Carole Groom called the meeting to order at 5:03 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC) Chair Barbara Arietta provided a report on the meeting of July 30, 2013 (see attached).

Directors Don Horsley and Karyl Matsumoto arrived at 5:09 p.m.

CONSENT CALENDAR

- 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

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

PUBLIC COMMENT

None

APPOINTMENT OF JOHN BAKER TO THE CAC

Chair Groom said an opening became available on the CAC. There were candidates in the pool from the recruiting period earlier this year, and the nominating committee recommends John Baker to a partial term to expire May 31, 2015.

A motion (Matsumoto/Nagel) to appoint John Baker to the CAC was approved.

CHAIRPERSON'S REPORT – CAROLE GROOM

No report

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – May 2013 compared to May 2012

- Total Ridership was 1,439,276, an increase of 7.9 percent.
- Average Weekday Ridership was 52,980, an increase of 8.1 percent.
- Monthly Performance Statistics – June 2013 compared to June 2012
 - Total Ridership was 1,366,991, an increase of 3.6 percent.
 - Average Weekday Ridership was 53,041, an increase of 5.3 percent.
 - Total Farebox Revenue was \$6,146,121, an increase of 6.4 percent.
 - Caltrain Shuttle Ridership was 7,323, a decrease of 2.6 percent.
- Year-to-date Performance Statistics – June 2013 compared to June 2012
 - Total Ridership was 15,595,559, an increase of 10.3 percent.
 - Average Weekday Ridership was 49,031, an increase of 10.9 percent.
 - Total Revenue was \$68,767,170, an increase of 14.8 percent.
 - On-time Performance was 91.3 percent, a decrease of 2.1 percent.
 - Caltrain Shuttle Ridership was 7,893, an increase of 8.5 percent.
- Staff is continuing to look for additional equipment to help satisfy demand.
- Special event ridership created 786,000 additional trips.
- Caltrain provided 4,000 to 10,000 additional rides during the Bay Area Rapid Transit strike.
- Marian Lee, Executive Officer, Caltrain Modernization Program, gave an update on Caltrain Modernization and focused on the outreach to stakeholders, building the project team, planning studies, and the 4th and King Caltrain Station Study.
- The Board:
 - Authorized approval and ratification of the Fiscal Year (FY) 2014 Insurance Program at a total premium cost not-to-exceed \$4,148,697.
 - Authorized an amendment to the contract with Parsons Transportation Group to restructure option 2 to create new phases 3 and 4 and to exercise option 2, new phase 3 for a Communications-based Signal System/Positive Train Control (CBOSS/PTC) in the estimated amount of \$53.7 million.
 - Authorized an amendment with URS Corporation for the CBOSS/PTC Construction Management Services Contract in an amount not-to-exceed \$2.5 million.
 - Received an update on the execution of the FY2014 Fuel Hedge Program.
 - Received an update on the Peninsula Corridor Electrification Project delivery method.
 - Received a legislative update.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Staff is monitoring the general trend of California Department of Transportation (Caltrans) bid results. With the pickup in the economy, bids are coming in higher.
- The Buy America certification provisions have been extended to utility companies, which will adversely impact project delivery. Many agencies have been trying to get a phased, reasonable approach to implementing this change.

- Alpine Road Bicycle Improvement Program is funded with a combination of Measure A, State funds, and roadway mitigation fees. The San Mateo County Board of Supervisors authorized a contract for \$560,000 and construction is scheduled to begin this month.

PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF

John Ford, Executive Director, Peninsula Traffic Congestion Relief Alliance (Alliance), presented:

- The Alliance is San Mateo County's Transportation Demand Management (TDM) agency. Its mission is to improve the commute.
- Measure A funds account for about 13 percent of the budget.
- Accomplishments over the last fiscal year include:
 - Employer outreach/support services including improving the database of employers with more than 50 employees and revamping the emergency ride home program
 - Commuter outreach/transit alternatives, which include record participation in the Try Transit Campaign
 - Partnerships/innovative TDM projects
 - Employer-based Shuttle Program with 22 routes. Cost per passenger is \$5.18. Ridership is up 12.8 percent year over year. Fifty-six employers and property managers participate financially
- Major challenges and opportunities include extended commute time, high gas prices and congestion (which create more demand for service), requirements from Senate Bill 1339 that employers with more than 50 employees provide transit benefits, improvements to the shuttle program, and last-mile connection options.
- The work plan for the upcoming year includes updating the vanpool program, adding shuttle routes to Google Transit and using social media to drive programs.
- The Commute.org website contains ride matching services, carpool incentive program, applications, and a live Twitter feed.

Director Terry Nagel asked if the Alliance counts the free tickets given away through Try Transit or other programs when they conduct traffic and transit counts. Mr. Ford said the Alliance issues the tickets but they are not sure if those tickets get used. It is up to the agency that gets the tickets to count them.

Director Nagel asked if the Alliance goes to employers or other groups to maximize the use of the shuttles for the last-mile connection. Mr. Ford said it is a specially funded project through the Metropolitan Transportation Commission Innovative TDM Project. The Alliance subsidizes a big chunk of that cost. They work directly with employers and work with Enterprise Ride Share, which puts together carpools and vanpools. Enterprise Ride Share receives subsidies up to 75 percent. Employers can contribute but usually the employees pick up the remaining cost.

Director Nagel asked if there is any place where all the different information feeds from different forms of transportation are aggregated. Mr. Ford said all the Twitter feeds from the major transit agencies show up on the main page of Commute.org, but 511.org is the best place to get the alerts and other information.

FINANCE

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended June 30, 2013

Bill Osher, CSI Group of Sun Trust Bank, said the economy is stronger than people expected and the Federal Reserve (Fed) said it will not need to keep interest rates low forever. Short-term interest rates, three-year and under, will be heavily influenced by whether the Fed raises its funds rate, which is unlikely to happen for a couple of years. He said that is where the TA's portfolio is exposed. He said it is unlikely there will be large increases in short-term interest rates that would cause prices to fall and the value of the portfolio to drop. Long-term rates will continue to move up maybe higher than 3 percent on a 10-year bond. The strategy of keeping maturities short in the portfolio and trying to reduce the risk of the portfolio to increases in interest rates is sound, and he will keep everything safe. He said in a year or two he hopes short-term interest rates will go up so the portfolio will earn more.

Director Nagel said in May there was a projected decrease in interest of \$1.2 million in the current fiscal year budget and asked if the outlook has changed. Mr. Osher said no, to keep the TA portfolio safe it will not be able to take advantage of higher rates for another year.

Director Nagel asked why the portfolio has to use short-term bonds. Mr. Osher said as interest rates rise, the prices of the bonds fall, and the longer the term of the bond, the more the price falls. That is interest rate risk. To minimize that risk, the portfolio stays short. The advantage is once interest rates adjust upwards, the money can be reinvested much sooner to earn that higher rate.

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

Authorize Allocation of \$410,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance for Fiscal Year 2014

Joel Slavit, Manager, Programming and Monitoring, said per the Expenditure Plan, 1 percent of Measure A funds is set aside for the Alternative Congestion Relief Program. This request will help the Alliance to fund its programs for FY2014.

A motion (Horsley/Patridge) to approve the allocation of \$410,000 in New Measure A funds to the Alliance was approved.

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

Mr. Slavit said the project cost increased by \$4.45 million due to expanded work scope, increases in related construction support costs, and additional regulatory agencies' requirements. A Federal One Bay Area Grant of \$1.09 million will offset the cost increase. He said the Construction Support Costs in the staff report reads \$2.1 million but should be \$2.2 million.

Mr. Slavit said it was determined the project requires additional creek bank widening that is about three times the original scope. During the design process, Caltrans

updated its standards, and that added additional requirements and cost. Because of the increase in work scope, the project has to go into two construction seasons, which causes the construction support costs to increase.

Mr. Slavitt said there are additional regulatory requirements from the California Coastal Commission and the Regional Quality Control Board.

Two main factors are considered for a Special Circumstance Request: urgency, and impacts to the Measure A Program. This request is considered urgent because there is \$3 million in California Transportation Commission funding at risk. In order to get the allocation the city of Pacifica must have preconstruction completed and funding in place.

There are two other projects listed in the Expenditure Plan, but this project is much farther along. There is \$24 million in the Measure A Coastal Highway Improvements Key Congestion Area Category, and this project will bring total dollar amount to \$10 million. He said this project is ready to go, and because this bridge does not meet current seismic safety standards or flood control, the impact of the loss of this bridge would affect the whole coastside.

He said the city of Pacifica has done due diligence with cost estimates, looked at bids and double checked them, and the project has received strong public support.

Director Matsumoto asked what the value of the other two projects in the Expenditure Plan is and what will happen if the project values exceed the \$24 million. Mr. Slavitt said there is more demand than funds available, and it is important to leverage other funding for these projects. Pacifica is bringing more than \$7 million from other funding sources. He said the estimate for the three projects was over \$100 million.

Director Matsumoto said regulatory requirements caused the increase and asked if the TA is responsible to provide more funding if the cost of the project increases again. Mr. Scanlon said this project can't get much more regulated because so much regulation has already been applied.

Director Nagel asked who was responsible for construction and if there was an outside contractor who is liable for not meeting the specifications. Mr. Slavitt said Army Corps of Engineers is responsible.

Director Nagel said this has the capacity for a 100-year storm event but the State is coming down with climate adaptation regulations and asked if the storm capacity could be beefed up so the protection could be increased to withstand a greater flood. Mr. Slavitt said that would increase costs. Van O'Campo, Director, Public Works, city of Pacifica, said the next level would be for a 500-year storm event.

Director Naomi Patridge asked if all regulations have been passed through California Coastal Commission and if the project has Commission approval. She asked if there are any endangered species or other problems that could cause more delays or cost

increases. Mr. O'Campo said this project has gone through extensive review by the Commission.

Director Patridge said she had a concern about going after another agency because they didn't do their due diligence and the TA should look at trying to get recoupment.

Public Comment

Barbara Arietta, Pacifica, said she used to be a senior field litigation specialist for an insurance company and she believes this project has about 20 percent error deficiency and should equal about \$800,000. She said she urges the TA to explore how and if funds can be recouped.

Joan Cassman, Legal Counsel, said she will look into it. She said it needs to be determined who has standing to confront the Army Corps of Engineers. Director Patridge said whoever has that edge should try to get some money back.

Len Stone, Mayor, Pacifica, said this is not a contentious issue with residents, and it has support. He said this is the only roadway that will connect Pacifica with the new \$1 billion Tom Lantos Tunnel, and if this bridge goes out, so does the tunnel.

Mr. Scanlon said the Board may want to consider an amendment encouraging the city of Pacifica to look at recovering funds. The TA would reserve the right to recover some of the funds in proportion to what the TA paid. Mayor Stone said he wouldn't want to dilute the impetus for going after that funding considering the resources and costs involved. Ms. Cassman said staff can look into the options.

Director Nagel said she hopes the TA would lend legal assistance.

In conjunction with the foregoing resolution, the Board directed the staff to encourage and assist the city of Pacifica in determining whether any claim or remedy may exist that could lead to a recovery of TA and/or Pacifica funds related to the defective design of improvements to the San Pedro Creek undertaken by the Army Corp of Engineers.

A motion (Horsley/Canepa) to approve the allocation of funds to the city of Pacifica for the San Pedro Creek Replacement Project was approved.

Authorize Approval and Allocation of \$90,762 in New Measure A Local Shuttle Program Funds for the Daly City Bayshore Circulator Shuttle

Mr. Slavitt said the funding for this project was deferred pending further development of the proposed route and service plan. Daly City submitted a revised application. Staff now recommends the project for funding.

Director David Canepa thanked TA and Daly City staff for their work on this project. He said the Bayshore District is an underserved area and faces the issue of getting around. He said this plan allows people to get to the grocery store and medical appointments.

A motion (Canepa/Nagel) to approve the allocation of funds for the Daly City Bayshore Circulator Shuttle was approved.

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

Eva Goode, Manager, Budgets, said staff recommends the Board approve \$3.8 million for San Mateo County's share of the Caltrain FY2014 Capital Budget, \$5.4 million for Caltrain's operating budget, \$2.7 million for the San Mateo County Transit District's Paratransit Program, and \$6.4 million for Caltrain's Modernization Program.

Director Nagel asked if the other partners are paying their share and if they are on time. Ms. Goode said yes.

Director Horsley asked how much the TA has contributed so far and how much the other agencies have contributed to the Joint Powers Authority. Ms. Goode said the early investment strategy for Caltrain includes \$180 million from all three agencies, and all three agencies have allocated or committed to allocate \$60 million. She said the TA has already budgeted the \$60 million. Last year Caltrain got \$3 million from each agency and this year Caltrain is getting \$6.4 million from each agency. As the money comes in, all three agencies are paying the same amount. Mr. Scanlon said this is the share of the local partners toward a \$1.5 billion project. Half of that is coming from high-speed rail. He said very little has been spent.

A motion (Horsley/Nagel) to approve the allocation towards Caltrain's budgets was approved.

PROGRAM

Grade Separation Program Update

April Chan, Executive Director, Planning and Development, presented:

- Proposed process for the Call for Projects (CFP):
 - First round in the fall of 2013, next round in two years
 - Approximately \$5 million to \$7 million available
 - Proposed Measure A maximums are up to \$1 million for planning phase projects and up to \$5 million for preliminary engineering/environmental phase projects
 - Coordinate with Caltrain on cost estimates to complete work
- Evaluation criteria includes:
 - Project readiness – 20 percent: quality of the application, sponsor readiness, potential risk factors, consistency with policy
 - Safety and traffic improvements – 35 percent: Public Utilities Code 190 scoring
 - Project need and justification – 35 percent: meeting the need, effectiveness in resolving need and economic development
 - Leveraging – 10 percent: using other funding to complete the project
- Next steps include soliciting projects for first round of funding in August and September, and Board reviewing and approving the first round of funding in October and November.

Ms. Chan said there is a lot more need than funding available. Doing the preconstruction activities creates a pipeline of work so if funding should come available the county will be prepared.

Director Matsumoto said geographic equity was discussed at one time and asked if that would affect applications. Director Patridge said the subcommittee did not consider geographic equity as a criterion because it is very difficult to do in this case. There are many other factors that need to be taken into account.

Director Nagel said it is great that the TA is asking for support from neighboring communities. She said she struggles with community and stakeholder support because in every city there will be local opposition to these projects but she hopes cities can demonstrate enough support from the majority to make the projects go forward.

Director Nagel asked if there will be money left to do projects after the TA spends money for preliminary planning. She said she hopes money will become available from other sources and asked if there is any hope of getting other Federal dollars.

Mr. Scanlon said staff has always known there will be more demand than money. He said there are only so many things that can be done at once so even if the projects had all the money, constructing them while Caltrain is operating would be very difficult. He said getting as much done and taking it as far as possible builds pressure to create enlightened public policy that says these projects should be built because they are going to last many years, save lives, and impact the economy.

Chair Groom asked if there will be workshops with cities and what type of public process will occur. Ms. Chan said this was taken to the City/County Association of Governments Technical Advisory Committee. Some of the project sponsors are on that committee and received a preview of the program. Mr. Scanlon said staff sent out letters of interest and received responses from five of the eight jurisdictions. He said staff will conduct outreach to public works directors.

Update on State and Federal Legislative Program

State

Seamus Murphy, Director, Government and Community Affairs, said the State Legislature is on recess.

Federal

Mr. Murphy said there has been trouble getting a transportation bill passed due to proposed cuts to discretionary spending that have been much deeper than in the past in order to preserve defense programs. Half the House Republicans felt the cuts were too deep, the other half felt the cuts were not deep enough, and no Democrats support the bill. He said this has the makings of a continuing resolution, which means the appropriations process gets complicated by the debt-limit negotiations coming up in the fall.

Mr. Murphy said there was an amendment in the Senate bill that would require the Federal Railroad Administration to evaluate existing regulations governing train horn noise at grade crossings to determine if those regulations should be revised. This was targeted towards communities that want to establish quiet zones.

Mr. Murphy said a related amendment proposes to appropriate \$42 million to assist local governments to establish quiet zones.

Director Horsley asked what the status is of Senate Constitutional Amendment 11 regarding the special tax by local government. Mr. Murphy said it is a two-year bill and the governor asked legislative leadership not to bring it forward until next session.

REQUESTS FROM THE AUTHORITY

Director Nagel said a solution for peak-hour congestion is similar to airline miles in that commuters could get one point for traveling but if commuters travel during off-peak hours they could get 3 points. The points could qualify commuters for prizes or other incentives. This has been done successfully in a program at Stanford University and in Singapore and this could be adapted to public transit, Caltrain, and highway travel. She said she would like staff to look into the program.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

September 5, 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 6:44 p.m.

CAC CHAIR'S REPORT TO TA BOARD –August 1, 2013

Good evening Madam Chair and Members of the Board.

Our CAC meeting Tuesday evening was a good one and a long one, due to receiving a very full agenda... Here is what I have to report about the CAC's actions taken on Tuesday evening:

(TA Item 4a) The CAC had no questions or comments concerning the TA minutes of June 6, 2013.

(TA Item 4b) The CAC unanimously supported the Board's Acceptance of Revenues and Expenditures for the period ending May 31, 2013.

(TA Item 4C) In reference to the Statement of Revenues and Expenses for the period ending June 30, 2013 no action was taken, due to the postponement of the receipt of this report by the CAC until our November meeting.

(TA Item 10) John Ford, Executive Director of the Peninsula Traffic Congestion Relief Alliance, gave the CAC a highly informative overview of the Program, which included the FY 2012-2013 accomplishments, the challenges and opportunities ahead, and the FY 2013-2014 Work Plan. Upon conclusion of this excellent presentation, even though no action was required of it, the CAC voted to enthusiastically support the efforts of the Peninsula Traffic Congestion Relief Alliance.

(TA Item 11A) The CAC voted, without questions or comments, to support the acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter ending June 30th 2013.

(TA Item 11B) After a brief presentation by Joel Slavit, Manager, Programming and Monitoring, the CAC voted to support the Allocation of \$410,000 in new Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance for Fiscal Year 2014.

(TA Item 11C) Following an in-depth "Q and A" with Joel Slavit, Manager, Programming and Monitoring, and Van Ocampo, Director of Public Works for the City of Pacifica, the CAC acknowledged the need to advance this project and unanimously supported the Allocation of an additional \$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.

However, it is also to be noted that, upon the CAC findings that a contributing factor to the need for this additional funding was extra work that must be done because of another agency's alleged technical studies deficiency. The CAC recognizes the time sensitivity of this action and fully support the staff recommendation for additional funding- but in parallel, recommends that the TA staff explore and if deemed feasible, pursue opportunities to recover some of these additional cost.

(TA Item 11D) Without questions or comments, the CAC supported the Approval and Allocation of \$90,762 in new Measure A Local Shuttle Program Funds for the Daly City Bayshore Circulator Shuttle.

(TA Item 11 E) After a brief presentation by Eva Goode, Manager, Budgets the CAC supported the 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 Toward Caltrain's Fiscal Year 2014 Capital and Operating Budgets and Paratransit Program.

(TA Item 12A) April Chan, Executive Officer, Planning and Development gave us a comprehensive presentation on Measure A's Grade Separation Proposed Evaluation Criteria, which included the TA Grade Separation Program Overview, the approved Program Guiding Principles, the Proposed Evaluation Criteria to guide prioritization of projects and the next steps in the Program. Members of the CAC expressed some concerns about funding the projects that we have with the limited amount of money that we have overall for those projects.

(TA Item 12B) We were very pleased to receive an in-person update on State and Federal Legislative Programs from Schweta Bhatnagar, Government Affairs Officer.

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

- The first Public Meeting on the Devil's Slide Coastal Trail Concept plan was held on July 25th. In Moss Beach. The next will be on August 29th. The BOS is scheduled to give plan approval on September 17th, with the Transfer of Land title to the county in October 2013. Construction will start in the winter of 2013/2014, with the trail due to open in March of 2014.
- On July 23rd, the BOS voted to recommend \$10M over two years from the new Measure A sales tax to fund Sam Trans Paratransit. Having Paratransit fully funded in 2014/2015 will help Sam Trans fill the \$5.2 million gap in its obligation to Caltrain.
- Memberships for bike sharing are now being sold for \$88 annually in the \$7 million dollar pilot program in the new Peninsula Bike Sharing Program that will operate soon in San Francisco, Redwood City, Mountain View, Palo Alto and San Jose. Membership gives riders free use up to 30 minutes per day. There is a \$4 charge for the second 30 minutes and \$7 for each half hour thereafter. Keeping the bike for 24 hours will cost \$150, but losing the bike will cost \$1200!
- Clipper cards can now be used for parking payments at five SF garages, with a separate "parking value" added to the driver's Clipper cards.
- And, in concluding my report I announced that the MTC approved the final Plan Bay Area on July 19th. The transportation element of the Plan specifies how some \$292 billion in federal, state and local funds will be spent through 2040.

In Joe's Report to the CAC, he advised that the Devil's Slide Shuttle will be extended to the trailhead. Joe also revealed that Mr. John Baker is a candidate to fill the seat on the CAC recently vacated by Elizabeth Lasensky.

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 JULY 31, 2013**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$5,321,457 - line 7) is **better** than staff projections by \$33,707 or 0.6 percent. Within total revenue, *Interest Income* (\$256,354 – line 2) is \$15,064 **better** than projections due to higher than budgeted returns and *Rental Income* (\$114,574 – line 4) is \$18,664 or 19.5 percent **better** than staff projections.

Total Revenue (\$5,321,457 - line 7) is \$15,222 or 0.3 percent **worse** than prior year performance. *Interest Income* (\$256,354 - line 2) which is \$75,242 or 22.7 percent **worse** than prior year is slightly offset by *Sales Tax* (\$4,950,000 - line 1) which is \$39,100 or 0.8 percent **better**.

Expenditures: *Total Administrative* (\$74,774 - line 22) is **better** than staff projections by \$27,608 or 27 percent, but **worse** than prior year actual by \$27,613 or 58.6 percent. Within total administrative, *Staff Support* (\$60,841 - line 18) is \$13,785 or 18.5 percent **better** than staff projections.

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

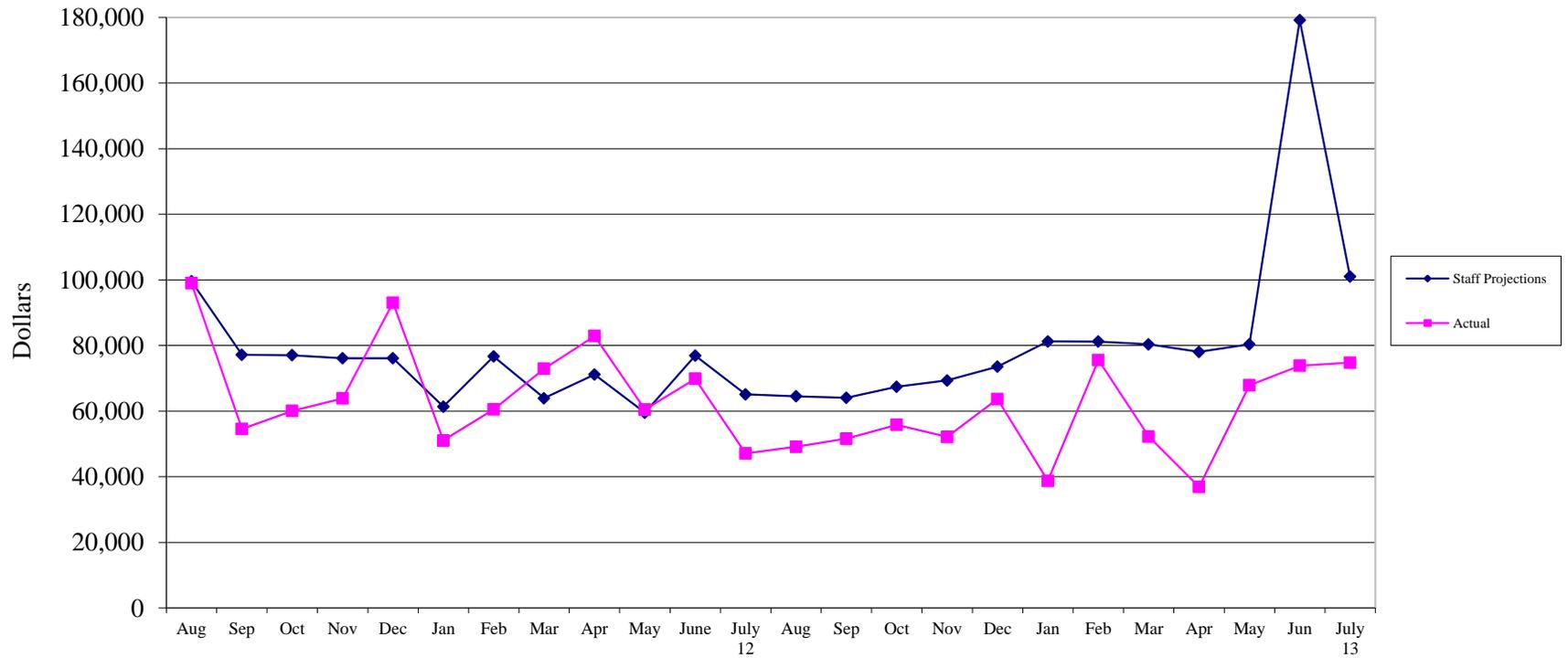
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2014
July 2013

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	4,950,000	4,910,900	4,950,000	4,950,000	100.0%	68,000,000	68,000,000	7.3%
2 Interest Income	256,354	331,596	256,354	241,290	106.2%	2,821,040	2,821,040	8.6%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	114,574	93,402	114,574	95,910	119.5%	1,168,300	1,168,300	9.8%
5 Grant Proceeds	528	780	528	550	96.1%	3,800,500	3,800,500	0.0%
6								
7 TOTAL REVENUE	5,321,457	5,336,679	5,321,457	5,287,750	100.6%	75,789,840	75,789,840	7.0%
8								
EXPENDITURES:								
11 Annual Allocations	1,806,750	1,792,479	1,806,750	1,806,750	100.0%	24,820,000	24,820,000	7.3%
13 Program Expenditures	177,479	235,800	177,479	7,231,667	2.5%	86,780,000	86,780,000	0.2%
15 Oversight	47,999	9,160	47,999	40,417	118.8%	485,000	485,000	9.9%
17 Administrative								
18 Staff Support	60,841	29,853	60,841	74,626	81.5%	565,152	565,152	10.8%
19 Measure A Info-Others	-	-	-	-	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	13,933	17,307	13,933	26,381	52.8%	318,634	318,634	4.4%
21								
22 Total Administrative	74,774	47,161	74,774	101,007	74.0%	900,286	900,286	8.3%
23								
24 TOTAL EXPENDITURES	2,107,002	2,084,598	2,107,002 (1)	9,179,840	23.0%	112,985,286	112,985,286	1.9%
25								
26 EXCESS (DEFICIT)	3,214,454	3,252,080	3,214,454	(3,892,090)		(37,195,446)	(37,195,446)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	421,881,503	445,682,151 ***	445,682,151		415,823,164	445,682,151	
29								
30 ENDING FUND BALANCE	Not Applicable	425,133,583	448,896,605 (2)	441,790,061		378,627,718	408,486,705	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		422,969				FY 2013 Carryover of Commitments (Unaudited)	278,326,937	
35 Current Committed Fund Balance		389,205,221 (3)				FY 2014 Additional Commitments (Budgeted)	112,985,286	
36 Undesignated Cash & Net Receivable		59,268,415				Less: Current YTD expenditures	(2,107,002) (1)	
37 Total		<u>448,896,605 (2)</u>				Current Committed Fund Balance	<u>389,205,221 (3)</u>	
38								
39								
40								
41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
42 against the annual budget. When comparing it to the amounts shown in the								
43 "% of PROJECT" column, please note that individual line items reflect variations								
44 due to seasonal activities during the year.								
45								
46 * The TA Adopted Budget is the Board adopted budget effective June 5, 2013.								
47 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
48 *** Unaudited ending fund balance for June 2013								
49								
50								
51								
52								
53								
54								
55								

8/26/13 10:16 AM

SMCTA Administrative Expenses



Current Year Data

	Jul '13	Aug '13	Sep '13	Oct '13	Nov '13	Dec '13	Jan '14	Feb '14	Mar '14	Apr '14	May '14	Jun '14
MONTHLY EXPENSES												
Staff Projections	101,007											
Actual	74,774											
CUMULATIVE EXPENSES												
Staff Projections	102,382											
Actual	74,774											
Variance-F(U)	27,608											
Variance %	26.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JULY, 2013

<u>TYPE OF SECURITY</u>		<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	*	Liquid Cash	0.630%	\$ 263,082,886	\$ 263,082,886
Local Agency Investment Fund	**	Liquid Cash	0.267%	\$ 15,576,412	\$ 15,576,412
Investment Portfolio	***	Liquid Cash	0.889%	\$ 159,557,699	\$ 159,920,357
Other		Liquid Cash	0.000%	\$ 422,969	\$ 422,969
				<u>\$ 438,639,967</u>	<u>\$ 439,002,625</u>

Accrued Earnings for July, 2013 \$ 263,024.35
Cumulative Earnings FY2014 \$ 263,024.35

* County Pool average yield for the month ending July 31, 2013 was 0.630%. As of July, 2013 the amortized cost of the Total Pool was \$2,945,184,993.88 and the fair market value per San Mateo County Treasurer's Office was \$2,940,885,592.62.

** 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, 2013.

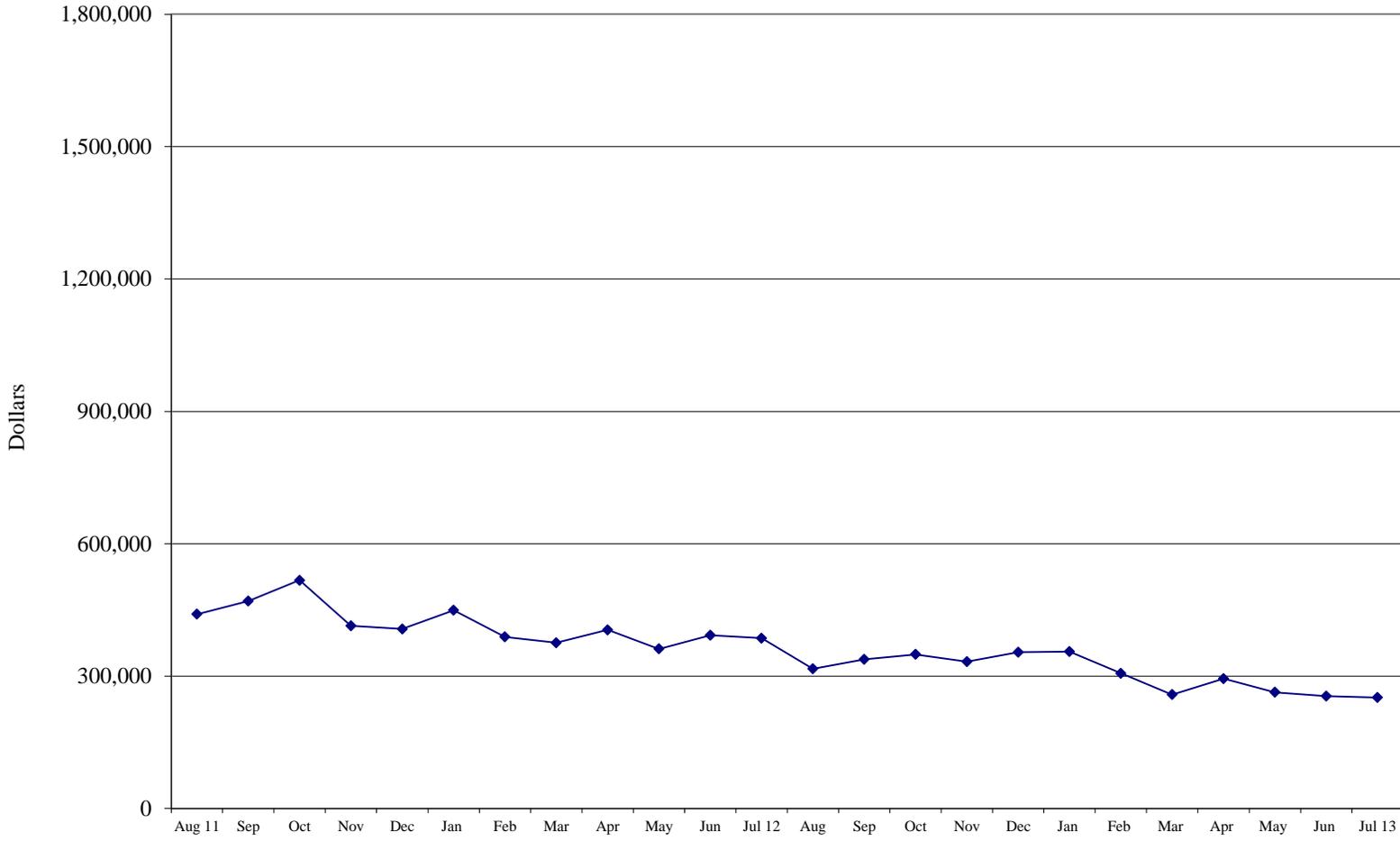
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
JULY 2013**

FY2014	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	316,822.41	316,822.41
AUGUST		
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

Accrued Earnings for June, 2014

SMCTA Interest Income



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
7/31/2013

	TOTAL INVESTMENT 07-31-13	INTEREST RECEIVABLE 06-30-2013	PREPAID INT RECEIVABLE 07-13-2013	INTEREST EARNED 07-31-13	INTEREST RECEIVED 07-31-13	ADJ.	INTEREST RECEIVABLE 07-31-13
LAIF	15,576,411.53	12,083.84	0.00	3,531.02	11,764.93	(318.91)	3,531.02
COUNTY POOL	263,082,886.44	399,987.44	0.00	140,535.08	400,939.53	952.09	140,535.08
BANK OF AMERICA	422,969.37	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	<u>159,557,699.38</u>	<u>303,155.20</u>	<u>47,904.37</u>	<u>118,048.33</u>	<u>25,000.00</u>	<u>276.74</u>	<u>444,384.64</u>
	<u><u>438,639,966.72</u></u>	<u><u>715,226.48</u></u>	<u><u>47,904.37</u></u>	<u><u>262,114.43</u></u>	<u><u>437,704.46</u></u>	<u><u>909.92</u></u>	<u><u>588,450.74</u></u>

JULY 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 07/31/13	263,024.35
Add:	
Misc. Income - Lehman Brothers Recovery	-
Less:	
Management Fees	(6,670.20)
Amortized Premium/Discount	(25,751.32)
Capital Gain(Loss)	-
Total Interest & Capital Gain(Loss)	<u><u>230,602.83</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	263,024.35
Add:	
Misc. Income - Lehman Brothers Recovery	-
Less:	
Management Fees	(6,670.20)
Amortized Premium/Discount	(25,751.32)
Capital Gain(Loss)	-
Total Interest	<u><u>230,602.83</u></u>
Balance Per Ledger as of 07/31/13	
Exp. Acct. 530011 - Amort Prem/Disc	(25,751.32)
Int Acct. 409100 - Co. Pool	141,487.17
Int Acct. 409100 - LAIF	3,212.11
Int Acct. 409100 - B of A	-
Int Acct. 409101 - Portfolio Funds	111,654.87
Misc. Income Acct. 405240 - Other Non-Transit	-
Gain(Loss) Acct. 405210	-
	<u><u>230,602.83</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-13	MARKET VALUE 07-31-2013	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 06-30-13	INTEREST EARNED 07-31-2013	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 07-31-2013	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	14,967,150.00	14,991,750.00	11-15-15	0.375%	156.2500	30	7,184.10	4,687.50		50.96	11,922.56	15,000,000 10.39%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLM	3137EACR8	02-08-11	18,901,470.00	19,143,830.00	19,135,090.00	02-25-14	1.375%	725.6944	30	91,437.50	21,770.83			113,208.33	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	13,734,900.00	04-23-14	2.500%	937.5000	30	63,750.00	28,125.00			91,875.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,034,300.00	09-28-15	0.750%	208.3333	30	19,375.00	6,250.00			25,625.00	10,000,000
FHLMC	3134G3Y20	12-28-12	6,000,600.00	5,983,260.00	5,992,680.00	11-27-15	0.500%	83.3333	30	2,833.33	2,500.00			5,333.33	6,000,000
FNMA	3135G0RX3	12-07-12	20,015,000.00	19,937,400.00	19,968,200.00	11-27-15	0.500%	277.7778	30	9,444.44	8,333.33		0.01	17,777.78	20,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	9,965,800.00	01-28-16	0.500%	138.8889	30	21,250.00	4,166.67	25,000.00		416.67	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,380,936.00	02-26-16	0.520%	63.4833	30	7,935.42	1,904.50			9,839.92	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,118,525.40	03-04-16	0.750%	313.9583	30	36,733.13	9,418.75			46,151.88	15,070,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,041,520.00	12,043,920.00	03-21-16	1.000%	333.3333	30	33,333.33	10,000.00			43,333.33	12,000,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	23,952,000.00	03-30-16	0.500%	333.3333	30	30,333.33	10,000.00			40,333.33	24,000,000 98.92%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,581,103.06	10,602,256.00	04-15-14	1.250%	363.0583	30	27,449.99	10,891.75		225.77	38,567.51	10,456,080 6.56%
TOTAL			<u>159,557,699.38</u>	<u>159,728,160.16</u>	<u>159,920,357.40</u>					<u>351,059.57</u>	<u>118,048.33</u>	<u>25,000.00</u>	<u>276.74</u>	<u>444,384.64</u>	<u>159,421,081.16</u>

Weighted Average Interest Rate 0.8886%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2013 & FY2014
 JULY 2013

8/21/13 9:46 AM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2013:					
1st Quarter	16,181,800	1st Quarter	18,855,990	2,674,190	18,855,990
2nd Quarter	17,084,000	2nd Quarter	18,948,926	1,864,926	18,948,926
3rd Quarter	17,782,200	3rd Quarter	17,439,496	(342,704)	17,439,496
4th Quarter	16,952,000	4th Quarter	18,406,400	1,454,400	18,406,400
FY2013 Total	68,000,000	FY2013 Total	73,650,812	5,650,812	73,650,812
FY2014:					
Jul. 13	4,400,000	Sep. 13			4,400,000
Aug. 13	4,400,000	Oct. 13			4,400,000
Sep. 13	6,100,000	Nov. 13			6,100,000
1st Qtr. Adjustment	1,650,000	Dec. 13			1,650,000
3 Months Total	16,550,000		0	0	16,550,000
Oct. 13	4,700,000	Dec. 13			4,700,000
Nov. 13	4,700,000	Jan. 14			4,700,000
Dec. 13	6,330,000	Feb. 14			6,330,000
2nd Qtr. Adjustment	1,795,000	Mar. 14			1,795,000
6 Months Total	34,075,000		0	0	34,075,000
Jan. 14	5,140,000	Mar. 14			5,140,000
Feb. 14	5,140,000	Apr. 14			5,140,000
Mar. 14	5,600,000	May 14			5,600,000
3rd Qtr. Adjustment	1,500,000	Jun. 14			1,500,000
9 Months Total	51,455,000		0	0	51,455,000
Apr. 14	4,500,000	Jun. 14			4,500,000
May 14	4,500,000	Jul. 14			4,500,000
Jun. 14	5,900,000	Aug. 14			5,900,000
4th Qtr. Adjustment	1,645,000	Sep. 14			1,645,000
FY2014 Total	68,000,000	FY2014 Total	0	0	68,000,000
	5,500,000	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>5,500,000</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>7/31/2013</u>
Cash -- Bank of America Checking Account	422,969.37
LAIF	15,576,411.53
County Pool	263,082,886.44
Investment Portfolio	159,557,699.38
	<hr/>
Total	<u><u>438,639,966.72</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- JULY 2013

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000855	PENINSULA CORRIDOR JOINT POWERS BOARD	7/1/2013	4,204,179.82	WIR	Capital Programs ¹
SMCTA	000856	PENINSULA CORRIDOR JOINT POWERS BOARD	7/8/2013	6,047.99	WIR	Due to JPB (accounts payable)
SMCTA	000857	SAN MATEO COUNTY TRANSIT DISTRICT	7/15/2013	723,015.48	WIR	Capital, Caltrain & Redi-Wheels Serv.
SMCTA	003502	SLAVIT, JOEL A	7/1/2013	12.00	CHK	Business Travel
SMCTA	003503	DAILY JOURNAL CORPORATION	7/8/2013	231.76	CHK	Printing and Information Svcs
SMCTA	003504	DMJM HARRIS/MARK THOMAS JV	7/8/2013	47,978.29	CHK	Capital Programs ²
SMCTA	003505	HNTB CORPORATION	7/8/2013	750.45	CHK	Consultant
SMCTA	003506	PACIFIC GAS & ELECTRIC COMPANY	7/8/2013	448.53	CHK	Capital Programs ³
SMCTA	003507	URS CORPORATION	7/8/2013	586,647.04	CHK	Capital Programs ⁴
SMCTA	003508	DAILY JOURNAL CORPORATION	7/15/2013	141.18	CHK	Printing and Information Svcs
SMCTA	003509	NORTH AMERICAN TITLE	7/15/2013	16,420.00	CHK	Capital Programs ⁵
SMCTA	003510	PACIFIC GAS & ELECTRIC COMPANY	7/15/2013	22.08	CHK	Capital Programs ⁶
SMCTA	003511	WELLS FARGO OF CALIFORNIA	7/15/2013	134,160.00	CHK	Insurance Premium - Dumbarton Rail Prop
SMCTA	003512	ATKINS NORTH AMERICA, INC	7/22/2013	49,641.98	CHK	Consultant
SMCTA	003513	HOLLAND & KNIGHT LLP	7/22/2013	3,500.00	CHK	Legislative Advocate
SMCTA	003514	BURLINGAME, CITY OF	7/29/2013	41.31	CHK	Capital Programs ⁷
SMCTA	003515	BURLINGAME, CITY OF	7/29/2013	413.81	CHK	Capital Programs ⁸
SMCTA	003516	DMJM HARRIS/MARK THOMAS JV	7/29/2013	25,996.37	CHK	Capital Programs ⁹
SMCTA	003517	GREEN CARPET LANDSCAPING	7/29/2013	8,760.00	CHK	Grounds Maintenance Service
SMCTA	003518	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	7/29/2013	2,375.00	CHK	Legal Services
SMCTA	003518	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	7/29/2013	31,183.50	CHK	Legal Services
SMCTA	003519	SHAW/YODER & ANTWIH, INC.	7/29/2013	3,795.00	CHK	Legislative Advocate
				<u>5,845,761.59</u>		

Footnotes:

¹ San Bruno Grade Separation \$4,201,419.96, San Bruno Archway Study \$1,986.17, Downtown Extension \$773.69

² Streets & Highways - Route 1 Fassler Ave to Westport

³ Streets & Highways - Route 101 Broadway Interchange

⁴ Streets & Highways - Route 101 Broadway Interchange

⁵ Streets & Highways - Route 101 Broadway Interchange

⁶ Streets & Highways - Route 101 Broadway Interchange

⁷ Streets & Highways - Route 101 Broadway Interchange

⁸ Streets & Highways - Route 101 Broadway Interchange

⁹ Streets & Highways - Route 1 Fassler Ave to Westport

**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: **MEASURE A SEMI-ANNUAL PROGRAM STATUS REPORT**

ACTION

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

SIGNIFICANCE

The semi-annual program status report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. The report summarizes the following:

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

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

This report is presented to the Board at the end of every winter and summer. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.

Prepared by: Joel Slavit, Manager, Programming & Monitoring

650-508-6476



SAN MATEO COUNTY
***Transportation
Authority***

Measure A Program Status Report

Semi-Annual Report

(As of June 30, 2013)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 2013)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ⁵	Budgeted/ Expended Funds ⁶	Available Funding ⁷
1. Caltrain ^{1,2,3}	N/A	- Available funding for Caltrain Systemwide Improvements - Projects with budgeted funds in progress	\$ 279,417	\$ 207,301	\$ 72,116
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail ⁴	N/A	- Project in Environmental Impact Report(EIR)/Environmental Impact Statement (EIS) and conceptual engineering phase - Additional funding decisions on hold	73,187	24,474	48,713
4. Highway	N/A	- Projects with budgeted funds in progress	353,246	349,143	4,103
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- San Bruno Grade Separation project under construction	231,569	231,569	-
7. Bicycle Transportation	0.01%	- Alpine Road safety improvements project in process	120	120	-
8. Transportation System Management	0.70%	- Program completed	7,121	7,121	-
Total:			\$ 1,204,037	\$ 1,079,105	\$ 124,932

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

2 Amount in Caltrain Budgeted/Expended Funds has been reduced from the December 2012 report due to the reconciliation of Original and New Measure A funds that was allocated to Caltrain projects in past periods. Instead of Original Measure A funds, New Measure A funds were allocated and this report reflects that change between these two fund accounts.

3 In June 2013, the Board approved an additional \$53.2 mil. in the FY 2014 Capital Budget for the Early Investment Program, which will be reflected in the next report.

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

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

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

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

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of June 30, 2013)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ²	Funds Collected to date ³	Budgeted/ Expended Funds ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-based	- Annual allocation of 50% for operations and 50% for capital projects - Capital projects in process per JPB's Local Share Project Work Program	\$ 240,000	\$ 46,978	\$ 33,431
<i>Local Shuttle</i>	4%	Call for Projects	- 29 Measure A funded shuttles in operation; Daly City Bayshore circulator shuttle projected to start service late CY 2013. - Next Call for Projects to be issued early in CY 2014	60,000	11,820	11,131
<i>Accessible Services</i>	4%	TBD	- Annual distribution to Samtrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	11,715	11,715
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- South San Francisco ferry terminal construction previously reported as complete - \$15 million reserved for Redwood City ferry project	30,000	5,887	15,040
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	5,858	5,858
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project in EIR/EIS and conceptual engineering phase - Funding decisions on hold	30,000	5,887	-
2. Highway	27.5%	Plan-Based	- \$4.5 million allocated to three highway projects for meeting specified conditions from the October 2012 Board approved program of projects from the 2012 Highway Program Call for Projects. \$1.5. mil for the U.S. 101/Holly Interchange project (Resolution 2013-19), \$1 mil for the US 101 Peninsula Ave/Popular Ave Interchange project (Resolution 2013-02) & \$2 mil for the US 101 HOV Lane project -Whipple to San Bruno (Resolution 2013-3)	413,000	80,942	57,393
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Quarterly distribution to cities for local transportation improvements	338,000	65,899	65,889
4. Grade Separation ^{5,6}	15%	TBD	- San Bruno Grade Separation project under construction - Guiding Principles for Grade Separation Program approved -Solicitation for projects to be issued August 2013	225,000	44,150	43,932
5. Pedestrian and Bicycle	3%	Call for Projects	- Projects with budgeted funds in progress - Call for Projects to be issued winter 2013/2014	45,000	8,830	7,321
6. Alternative Congestion Relief	1%	Call for Projects	- Alliance TDM work programs ongoing - Future program implementation process under development	15,000	2,943	1,382
Total:				\$ 1,486,000	\$ 290,909	\$ 253,092

¹ Based on TA Board adopted Implementation Plan (2009)

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

³ Collection of funds began on January 1, 2009. The total represents unaudited actuals through June 2013.

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

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

⁶ Approximately \$5 to \$7 million budgeted to the San Bruno Grade Separation project is projected to be available for the first cycle Grade Separation Solicitation.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
August 7, 2013**

The Community Relations Committee and Board

Bill Welch, Manager, Accessible Services reported:

- Care Evaluators, the San Mateo County Transit District's (District) eligibility provider, has recently relocated their office from Foster City to Burlingame. The new facility is centrally located at 890 Cowan Road off Highway 101.
- A member of the Paratransit Coordinating Council (PCC) who works for the Center for Independents of Individuals with Disabilities (CID) brought to staff's attention that in June a person with a disability was charged more than the standard taxi fare by Serra Yellow Cab. Under Americans with Disabilities Act (ADA) regulations the cost of the taxi cab ride must be the same for persons with disabilities as those without. Staff took this incident very seriously and has been working closely with contractor MV Transportation who subcontracts with Serra Yellow Cab to correct this practice. They have agreed to change their fare practice to be ADA compliant. MV Transportation has asked Serra Yellow Cab to cease taxi trips to cities where it is not licensed.

Mike Levinson, PCC Chair, said In June the PCC held their bi-annual retreat to develop their two-year work plan.

Peter Ratto, CAC Chair, reported:

- June 26 meeting:
 - Kris Adler resigned from the CAC.
 - Received presentations on the Metropolitan Transportation Commission Transit Sustainability Project and SamTrans Strategic Plan to address the requirements of that project.
- July 31 meeting:
 - Members of the public spoke on service to Cordilleras Center by Route 295 and the volume of the speakers at the San Carlos Caltrain Station.
 - Received presentations on proposed changes to the Codified Tariff and new bus stop signs.
 - Received an update on the SamTrans Service Plan (SSP) changes going into effect on August 12.

Chuck Harvey, Deputy CEO, presented the Mobility Management Report: Fixed-route Bus Service (attached).

Average weekday ridership for all modes for May 2013 compared to May 2012 was 106,327, an increase of 2.6 percent.

Average weekday ridership for all modes for June 2013 compared to June 2012 was 101,294, an increase of 0.8 percent.

The Finance Committee and Board

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
August 7, 2013**

The Board:

- Approved the Statement of Revenues and Expenses for May 2013.
- Approved the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2013.
- Authorized Increasing the Fiscal Year 2014 Capital Budget by \$263,000 from \$11,515,276 to \$11,778,276 for the Receptionist Area Security Improvements and to Add a New "Cameras on Buses" Project.
- Authorized Approval and Ratification of the Fiscal Year 2014 District Insurance Program at a Total Premium Cost of \$1,639,066.
- Authorized Award of Contract to Motorola Solutions, Inc. for the Purchase and Delivery of Radios and Purchase and Install Consoles and Related Items for a Total Cost of \$2,786,606.
- The Statement of Revenues and Expenses for June 2013 will be available at the November 6 Board of Directors meeting.
- Received an update on the Execution of the Fiscal Year 2014 Fuel Hedge Program.

The Legislative Committee and Board

State Update

The State legislature is in recess until August 12.

Federal Update

There will be another continuing resolution for Fiscal Year (FY) 2014. In the House, the Republican budget strategy has been to cut discretionary programs even deeper than proposed year in order to avoid cuts to the defense program spending and focus the sequestration impacts on other Federal programs, including Transportation and Community Blot Grants. When the details came out about how deep the cuts would be Republicans split on the cuts. Democrats were opposed to the proposed transportation budget. Without majority support the bill was pulled.

The U.S. Department of Labor (DOL) has been holding up grants to California transit properties because they view the State Public Employee Pensions Reform Act (PEPRA) as being in violation of public employee rights to collective bargaining. Public transit unions have filed challenges to grants from the DOL asserting that PERPA specifically violates Federal bargaining rights guaranteed by Section 13 (c) of the Federal Transit Act. The governor has been negotiating on behalf of transit agencies with the DOL to try and free up those funds. The negotiations have been unsuccessful thus far and just recently the DOL sent a letter to the governor stating effective August 16 they will start decertifying grants, beginning with a Los Angeles Metro grant. There are about six or seven agencies ahead of the District but it could impact grants that come to the District. The two paths forward are potential State legislation that would exempt transit employees from PERPA or a lawsuit by an agency that would be a recipient of these Federal funds or by the State.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
August 7, 2013**

Planning, Development and Sustainability Committee and Board

The Board:

- Received an update on SamTrans Service Plan Implementation Progress.
- Received an update on El Camino Real Rapid Transit Phasing Study.
- Received an update on Making the Last Mile Connection Pilot Program.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- The Amalgamated Transit Union has new officers. Siddiqu Shaikh is president/business agent and Clementine Llenado is vice president. Ernie Solero was reelected Secretary/Treasurer.
- Staff provided mutual aid recently. On July 6, MV Transportation sent a bus to the north terminal check point to transport people injured in the Asiana Airlines accident to Stanford Hospital. On July 7, there was a fire at 531 Woodside Road in Redwood City and MV Transportation provided a bus and transported 27 people to a temporary shelter.
- Paul Lee, Manager, Bus Contracts, retired on June 14 and was replaced by Ashish John.
- Bill Welch, Manager, Accessibility Services, will be retiring after 21 years on August 19. He delivered and worked closely with the Americans with Disability Act (ADA) customers and the Paratransit Coordinating Council (PCC). He has been a terrific advocate for persons with disabilities.
- Jimmy Famolore, scheduler, will be leaving the District to go work at the Big Blue Bus in Santa Monica.
- On August 12 at 10:30 a.m. there will be a kick-off event for the weekday Route ECR at the Redwood City Transit Center.
- The Reading File contains "All About the People" ads, *Rider's Digest*, *Transit Fun Guide*, Take One for the upcoming public meetings for the Codified Tariff changes, and a one sheet summarizing the outreach that was done for the SamTrans Service Plan.

The Board met in closed session to receive an update on labor negotiations with the Teamsters Union, Local 856. All the employees involved ratified the agreements. All agreements will run through September 30, 2014. There was a wage increase of 3.25 percent, this coincides with the increase already in the ATU contract.

The Board also received a follow-up report from Michael Scanlon, General Manager/CEO, on an item from his performance evaluation last fall. No action was taken.

The next meeting of the Board is scheduled for Wednesday, September 4, 2013 at 2 p.m.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
August 7, 2013**

The meeting was adjourned in memory of Michael Winters, a long-time advocate for the disabled and accessible transportation services. Mr. Winters was an employee of the United States Department of Transportation (DOT). Since 2011 Mr. Winters has been responsible for the full range of civil rights responsibilities at the DOT, including ADA, Disadvantaged Enterprise Programs, and Title VI.

The logo for samTrans, featuring the word "samTrans" in a sans-serif font with a red and blue horizontal bar below it.

Mobility Management: Fixed-route Bus Service

Board of Directors
August 7, 2013

Fixed-route Bus Service

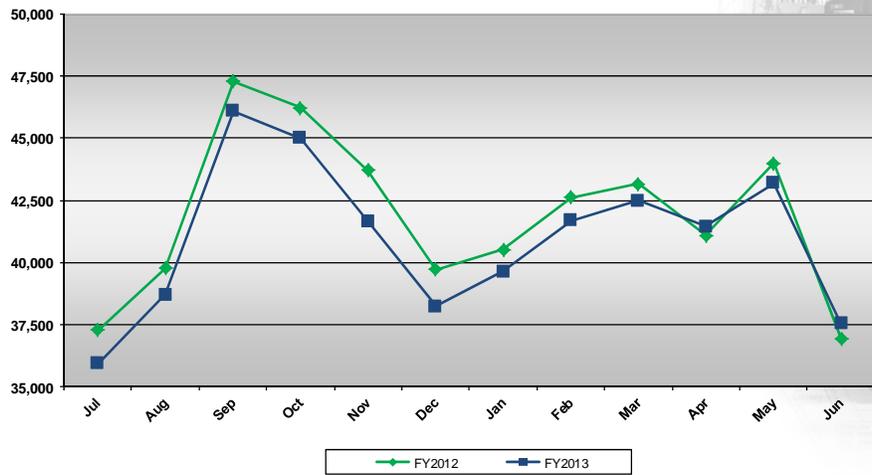
The logo for samTrans, featuring the word "samTrans" in a sans-serif font with a red and blue horizontal bar below it.

- Performance Statistics
- SamTrans Service Plan
- New Rolling Stock
- Technology & Customer Information
- Employee Development & Training
- Summary



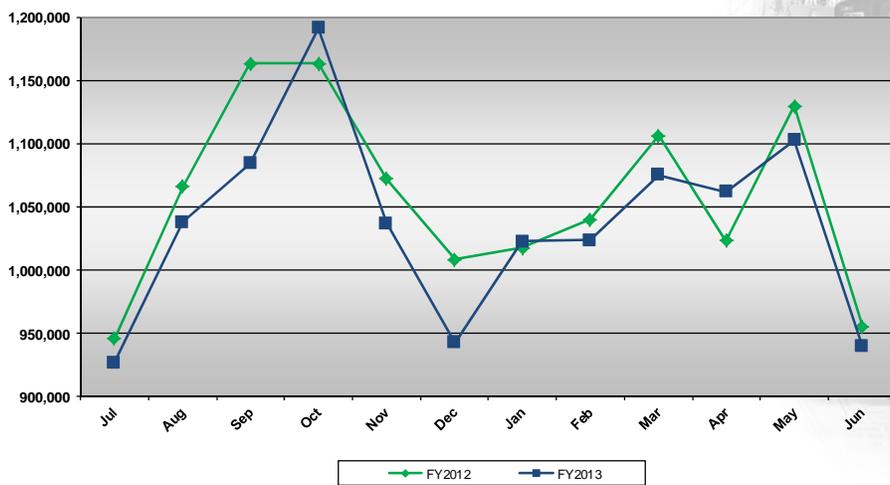
2

Average Weekday Ridership



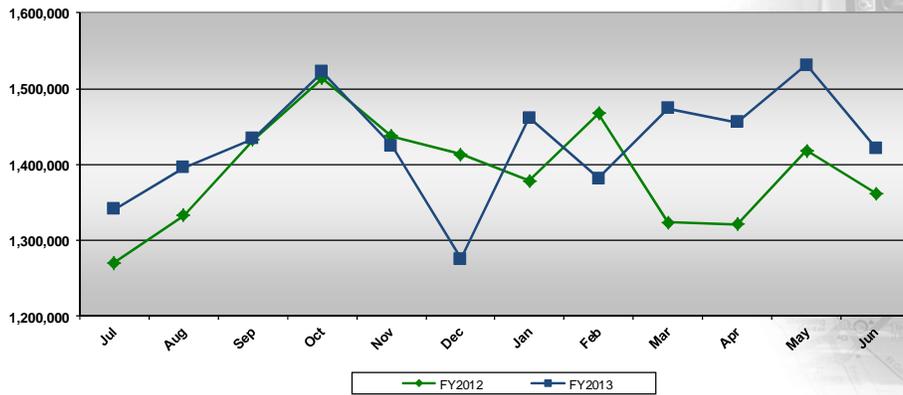
3

Total Monthly Ridership



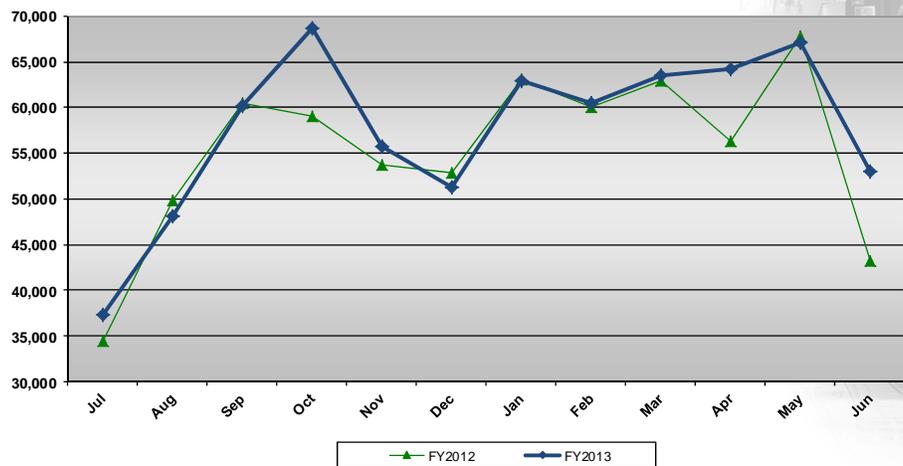
4

Monthly Farebox Revenue



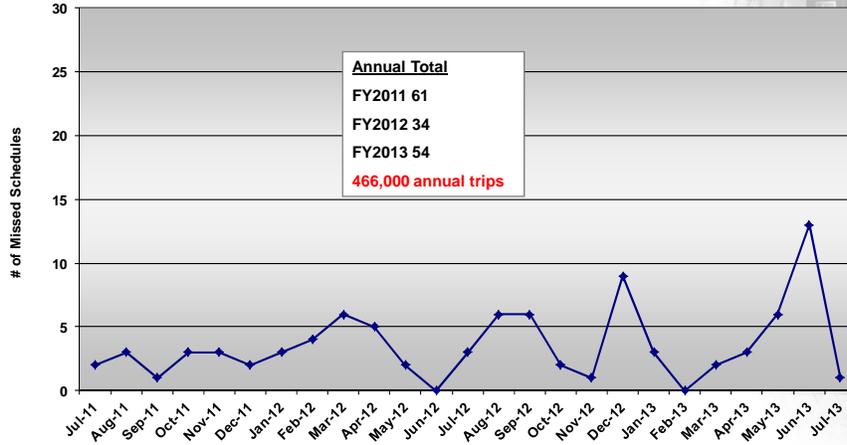
5

Token Usage

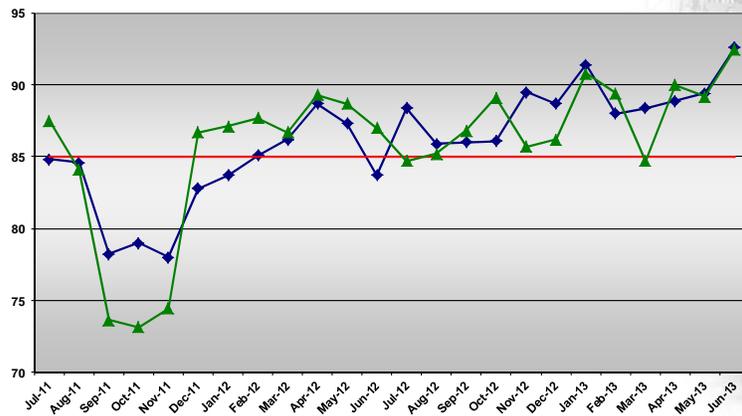


6

Missed Schedules

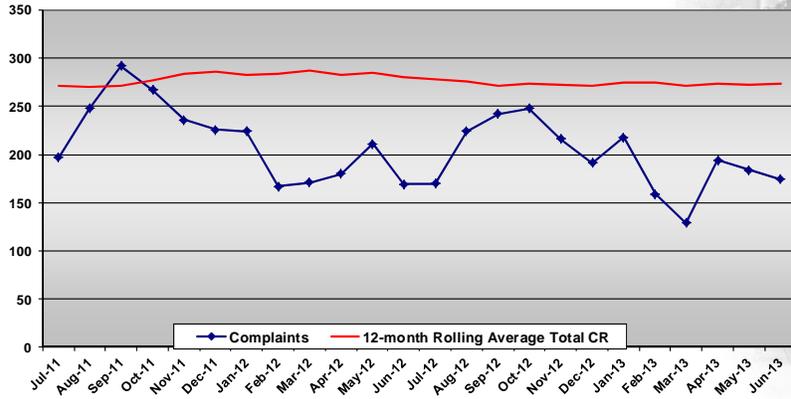


On-time Performance



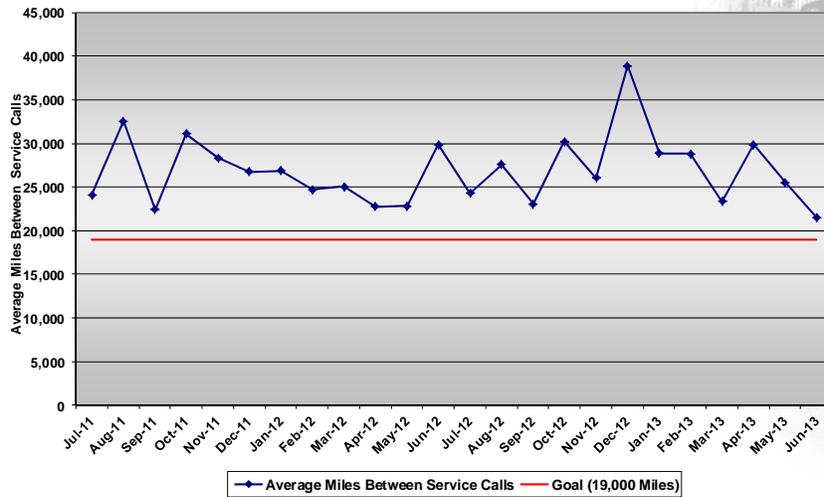
◆ SamTrans
 — Goal 85%
 ▲ CUB Contractor

Consumer Reports



9

Fleet Reliability



10

ECR Service – First 10 Months

samTrans

	<u>FY2012</u>	<u>FY2013</u>	<u>Change</u>	<u>%Change</u>
Avg. Saturday	7,371	7,574	203	2.8%
Avg. Sunday	6,050	6,463	413	6.8%
Avg. Holiday	2,692	2,456	(236)	(8.8%)
Total Trips	605,226	641,657	36,431	6.0%



11

SamTrans Service Plan

samTrans

Service changes August 11, 2013

- 390 & 391 replaced by Route ECR
 - Direct service to downtown San Francisco (391) in peak hours no longer provided
- Re-numbering school routes
- Changed times to meet school bells or improve connections and on-time service

Service changes January 26, 2014

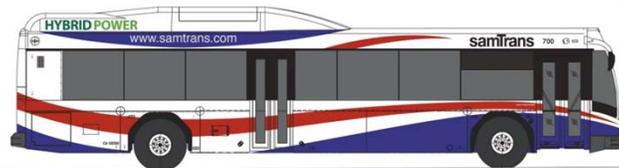
- Implement remainder of service changes

12

New Rolling Stock

samTrans

- Pilot 40-foot hybrid bus production to commence mid-August, with delivery in September
- Balance of 24 hybrid buses to commence in early October, delivery about 5 buses per week
- Four 29-foot clean diesel buses for Coastside to support SSP, delivery end of year
- Balance of replacement buses, delivery 2014/2015 depending on final grant funding receipt:
 - Twenty-one 40-foot clean diesel
 - Twelve 29-foot clean diesel



13

Technology & Customer Information

samTrans

ACS System

- Provides 2-way radio communication between buses and dispatch center
- System provides ADA compliant next stop visual and audio announcements
- GPS location provides real-time location/status of buses, support fleet
- System allows communication to operators via mobile data terminals
- ACS data used to track route/system performance

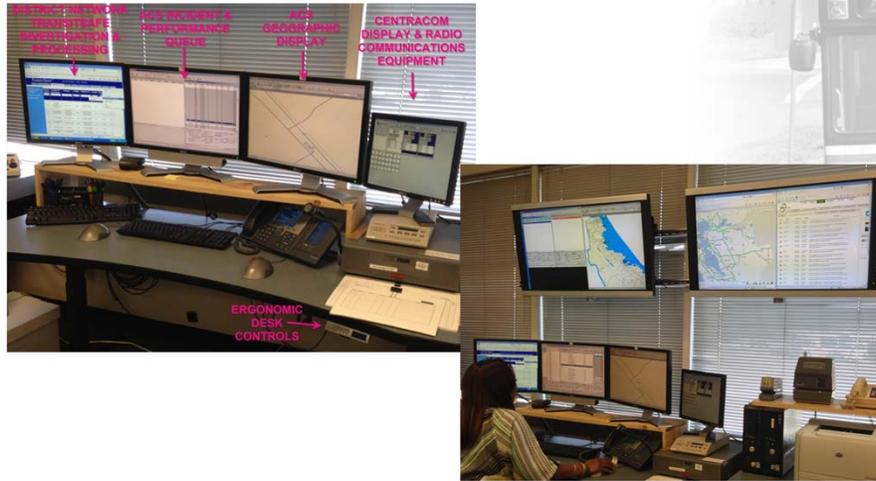
ACS System Refresh/Enhancements

- County trunk radio agreement
- Replace all 2-way radio equipment (beyond useful life, no longer supported)
- Increased bandwidth – Additional data channel will improve vehicle “polling rate”, improving real-time information

14



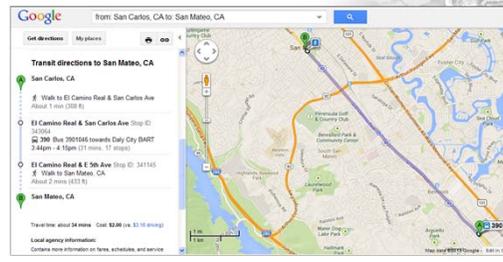
Dispatch/Radio Control Center



15



- Advanced Travelers Information System
 - Daly City BART and Top of the Hill
 - Colma BART
 - Millbrae Transit Center
 - Redwood City
- MTC 511.org real-time data feed and trip planning
- Google transit – trip planning
 - Route number
 - Stop ID number
 - Trip time on bus
 - Number of stops
 - Walking time and distance
 - Cost



16



Operator Workstation



<u>Hours</u>	<u>Training (FY2013)</u>
8,872	New Bus Operator
1,024	New Maintenance Orientation
192	New Bus Transportation Supervisor
3,372	DMV mandated
2,287	Bus Operator retraining
1,118	Professional Development
<u>4,846</u>	Maintenance Technical
21,711	Total hours



1,640 hours for 41 maintenance employees from 7 regional agencies

New Bus Operator Class:

- 26 to graduate
- Internship with veteran Bus Operators week of Aug. 5
- Revenue service begins Aug. 12



Recent promotions:

- Assistant Superintendent Bus Transportation: Kathie Hollinger
- SB Dispatcher: Johnna Pabilona
- Bus Transportation Supervisor: Darren Perez and Cherish Rodriguez

19

SamTrans will host the University of the Pacific Transit and Paratransit Management certificate Program in the Fall Semester 2013. The program consists of nine one-day management training courses taught by industry experts:

1. Overview of Transit and Paratransit Today
2. Managing the Operation Effectively
3. Effective Communication Skills
4. A Transit Manager's Guide to Regulation, Policy, and Funding
5. Budgeting and Financial Management
6. Enhancing Leadership Effectiveness
7. Marketing and Customer Service
8. Legal Issues in Employee Relations
9. Risk Management and Safety

20

Summary

samTrans

- Bus ridership appears to be stabilizing
- Monthly farebox revenue is up
- Missed schedules remains extremely low
- On-time performance has improved in recent months
- Improved customer service through technology
- Consumer Reports and Complaints are low
- Fleet reliability remains very high
- New rolling stock will reduce emissions & increase efficiency
- Continuing employee development & training
- New weekend Route ECR is a success
- SSP Implementation begins August 2013

21

**AGENDA ITEM # 7 (b)
SEPTEMBER 5, 2013**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF SEPTEMBER 4, 2013**

The summary report will be made available at the Board meeting.

Prepared By: Martha Martinez

650-508-6242

**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 THE SHUTTLE BUSINESS PRACTICES GUIDEBOOK**

ACTION

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

SIGNIFICANCE

The Transportation Authority (TA), in coordination with the Peninsula Traffic Congestion Relief Alliance (Alliance), City/County Association of Governments (C/CAG), and the San Mateo County Transit District (SamTrans), completed the *Shuttle Business Practices Guidebook* in 2012. At the January 5, 2012 meeting, staff presented to the Board the initial findings, including best practice strategies to improve coordination in key areas of the shuttle program: 1) planning, 2) funding, 3) operations/ administration, and 4) marketing/public information.

Staff will update the Board on the implementation of these strategies at the September 5, 2013 meeting.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

At the October 7, 2010 meeting, the Board allocated \$15,000 in new Measure A funds to leverage \$45,000 from the Alliance, C/CAG, and SamTrans to complete the *Shuttle Business Practices Guidebook*.

It was recognized that while the overall shuttle program in the county is strong, services have been developed in an ad hoc manner, and there are opportunities for improved coordination and management practices across the various entities involved. The recommendations emanating from the Guidebook are to assist the TA in administering the Local Shuttle Program.

**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: **ALLOCATION OF MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT
DISTRICT FOR LOCAL SHUTTLE PROGRAM TECHNICAL ASSISTANCE**

ACTION

Staff recommends the Board:

1. Program and allocate a total of \$100,000 in Measure A funds to the San Mateo County Transit District (SamTrans) to provide technical assistance to entities seeking future Measure A Local Shuttle Program funds.
2. Authorize the Executive Director, or his designee, to execute any agreements and take other actions necessary to encumber the subject funding.

SIGNIFICANCE

Staff is proposing that \$100,000 in Measure A funds be used to provide outreach and technical assistance to entities that may be seeking funds to operate new or existing shuttles in San Mateo County under the Fiscal Year (FY) 2015 and FY2016 Measure A Local Shuttle Program Call for Projects. The goals of this technical assistance program are to (1) actively engage shuttle program partners with SamTrans in the shuttle planning process before preparation of shuttle funding applications, (2) help provide consistency with the broader SamTrans service network by ensuring shuttle service complements fixed-route service, and (3) minimize duplication while fulfilling unmet transportation needs.

If this request is approved by the Board, a public workshop will be held later this fall to initiate efforts to better inform local agencies seeking Measure A Local Shuttle Program funds about industry best practices and targeted performance measures. Potential funding applicants will also connect with staff from SamTrans, the City/County Association of Governments (C/CAG) and the Peninsula Traffic Congestion Relief Alliance (Alliance).

The proposed technical assistance program is consistent with and will help implement strategies from the *San Mateo County Shuttle Business Practices Guidebook*; better

engage SamTrans in the planning processes of entities that receive public shuttle funding; and facilitate SamTrans' efforts to work with shuttle providers to address underperforming routes.

BUDGET IMPACT

There is no impact to the budget. Funds are available from the Program Management and Planning line item in FY2014 and prior year adopted budgets.

BACKGROUND

Shuttles historically have played an important role in the transportation network in San Mateo County. More than 40 shuttles operate in the county, accommodating approximately 8,000 average weekday trips. These shuttles include both commuter and community shuttles, and provide important first/last mile connections and enhance lifeline mobility options for county residents and workers.

Lessons learned from past Measure A Local Shuttle Program funding cycles demonstrate a need for a technical assistance program to better support market-based coordinated shuttle planning efforts.

Prepared by: Joel Slavitt, Manager, Programming & Monitoring

650-508-6476

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZING PROGRAMMING AND ALLOCATING \$100,000 IN NEW MEASURE A
FUNDS TO THE SAN MATEO COUNTY TRANSPORTATION DISTRICT FOR
LOCAL SHUTTLE PROGRAM TECHNICAL ASSISTANCE**

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 4 percent of the New Measure A revenues to fund Local Shuttle projects; and

WHEREAS, the TA Fiscal Year (FY) 2013-14 and prior year Adopted Budgets contain \$2,925,000 for Program Planning and Management costs associated with administering the various programs described in the 2004 Transportation Expenditure Plan; and

WHEREAS, the TA, the San Mateo County Transit District (SamTrans), Peninsula Traffic Congestion Relief Alliance, and City/County Association of Governments jointly produced a *Shuttle Business Practices Guidebook* in 2012, which sets forth strategies for more effectively and efficiently coordinating the provision of shuttle services in San Mateo County; and

WHEREAS, as addressed in the *Shuttle Business Practices Guidebook*, and as learned in conducting the TA's first two Shuttle Program Calls for Projects and overseeing projects awarded funds thereunder, staff has found that there is a need for technical assistance to better support market-based shuttle planning and operations

efforts in San Mateo County; and

WHEREAS, the Executive Director recommends the TA fund a technical assistance program to be administered by SamTrans to actively engage shuttle program partners with SamTrans in the shuttle planning process, and to help improve existing underperforming shuttle routes, in advance of the next Local Shuttle Program Call for Projects, planned for the FY2015 and FY2016 funding cycle.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates a total of \$100,000 in New Measure A Program Planning and Management funds in FY2014 to SamTrans for the implementation of a local shuttle technical assistance program; and

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

Regularly passed and adopted this 5th day of September, 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

C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF A CONTRACT TO JACOBS ENGINEERING GROUP,
INC. TO PROVIDE ON-CALL PROGRAM MANAGEMENT OVERSIGHT SERVICES**

ACTION

Staff proposes the Board:

1. Award an on-call contract to Jacobs Engineering Group, Inc. (Jacobs) to provide program management oversight (PMO) services for a total not-to-exceed cost of \$200,000 over a three-year base period.
2. Authorize the Executive Director or his designee to execute a contract for a three-year base term, with up to two one-year options to extend the term, with Jacobs in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.
3. Authorize the Executive Director or his designee to exercise up to two additional one-year option terms with Jacobs if it is in the best interest of the San Mateo County Transportation Authority (TA) to do so, for a total not-to-exceed aggregate amount of \$150,000.

SIGNIFICANCE

Award of this contract will provide PMO services on an on-call basis. Approval of the above actions will benefit the TA by having a qualified firm that can provide project controls services, analyze and recommend improvements to the existing capital project delivery system, assist with the continuous development, refinement and management of the document control systems for both programs and projects, and maintain a system for budget and invoice tracking of all capital program, project budget and grant funds. The firm will provide program and project management training and support to staff. The firm also will develop, refine, recommend and document policy and procedures for the above areas.

The on-call services will be conducted on an as-needed basis. Award of this contract will not obligate the TA to purchase any specific level of service from the consultant.

BUDGET IMPACT

Funds for the work directives awarded under this contract will come from projects in previous, current and future years' approved budgets.

BACKGROUND

Staff determined a need to employ the services of a firm to provide PMO services. A Request for Proposals (RFP) was issued as a joint procurement detailing the scope of services for the TA, the San Mateo County Transit District and the Peninsula Corridor Joint Powers Board. The solicitation information was advertised in a newspaper of general circulation and on the TA's procurement website. Solicitation notices also were sent to small and disadvantaged business enterprises (DBEs). The TA received two proposals.

An Evaluation Committee (Committee) composed of staff from the TA and an outside agency reviewed, evaluated, and ranked the proposals. The Committee determined that both proposers were technically and administratively qualified according to the criteria stated in the RFP, which included the following weighted factors:

- Program Understanding and Approach 0-40 points
- Experience of Firm and Team Members, including Sub-consultants 0-30 points
- Qualifications of Team Members, including Sub-consultants 0-30 points

Both firms were invited for interviews, after which the Committee met again to complete the final evaluation and consensus ranking. The firms are listed below in the order of their final consensus ranking:

1. Jacobs Engineering Group, Inc.
2. Hill International

Negotiations were conducted successfully with Jacobs, the highest ranked firm. Jacobs possesses the requisite depth of experience and has the required qualifications to successfully perform the scope of work defined in the contract. Jacobs also is the current PMO provider for the TA. The amount of the current contract for the base term is not-to-exceed \$3 million with the total for the two option years not to exceed \$2 million.

Jacobs has complied with the TA's DBE policy of ensuring non-discrimination in the performance of TA contracts. Jacobs intends to perform this contract with a team of five sub-consultants, two of which are DBE firms.

Contract Officer: Evelyn Marcal
Project Manager: Kelvin Yu, Manager, Project Controls

650-508-7958
650-622-7853

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT
TO JACOBS ENGINEERING GROUP, INC.
FOR ON-CALL PROGRAM MANAGEMENT OVERSIGHT SERVICES
FOR A NOT-TO-EXCEED SUM OF \$200,000 FOR THREE YEARS**

WHEREAS, the San Mateo County Transportation Authority (Authority) has solicited competitive proposals to furnish on-call program management oversight (PMO) services; and

WHEREAS, in response to the Authority's Request for Proposals (RFP), proposals were received from two firms; and

WHEREAS, an Evaluation Committee has reviewed and evaluated the proposals in accordance with the criteria set forth in the RFP, conducted interviews with the two firms and determined that Jacobs Engineering Group, Inc. (Jacobs) submitted the highest ranked proposal, which met all the requirements of the solicitation documents; and

WHEREAS, staff has determined that it would be in the best interest of the Authority to award a contract to a single firm to provide PMO services to support various projects; and

WHEREAS, the Executive Director has recommended that a contract be awarded to Jacobs.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transportation Authority hereby awards a contract for furnishing on-call PMO services to

Jacobs for a three-year base term for a total not-to-exceed cost of \$200,000 and up to two one-year option terms at an aggregate not-to-exceed cost of \$150,000; and

BE IT FURTHER RESOLVED the Executive Director or his designee is authorized to execute a contract on behalf of the Authority with Jacobs in full conformity with all the terms and conditions of the RFP and negotiated agreement; and

BE IT FURTHER RESOLVED the Executive Director or his designee is authorized to execute up to two one-year option terms provided that such options are in the best interest of the Authority.

Regularly passed and adopted this 5th day of September, 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 OF MAKING THE LAST MILE CONNECTION AND REGIONAL BIKE SHARING PILOT PROGRAMS**

ACTION

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

SIGNIFICANCE

Making the Last Mile Connection Pilot Program

The San Mateo County Transit District (District) is leading the Last Mile Connection Pilot Program (Last Mile Program) to implement a suite of transportation demand management (TDM) strategies within the city of Redwood City. Funded by a Climate Initiatives grant from the Metropolitan Transportation Commission (MTC), the Last Mile Program will test the contribution TDM can make toward reducing vehicle miles traveled and greenhouse gas (GHG) emissions. Grant partners include the Peninsula Congestion Relief Alliance, San Mateo County, and the city of Redwood City. New TDM strategies developed under the grant include car share, short distance vanpools, and a revamped telecommute program for County employees. These strategies will be marketed with existing TDM strategies (including transit, carpooling, cycling, and Guaranteed Ride Home) and with the regional Bike Sharing Pilot Program (Bike Share Program), as further described below.

The new TDM strategies under the Last Mile Program already are underway. Zip Car launched its first car share pod at the Redwood City Caltrain Station in spring 2012. The Alliance initiated the Short Distance Vanpool Program in summer 2012. San Mateo County launched its revamped Telework & Flex-schedules Program in spring 2013.

In early September 2013 the Last Mile Program partners will hold a launch highlighting both new and existing TDM strategies. The event also will include the Bike Share program. The Last Mile Program partners have selected the name and tag line:

Connect, Redwood City!
Bike Share. Car Share. Vanpools. Transit. And More

Surveys of participants in the new TDM strategies are conducted at specified intervals throughout the course of the Last Mile Program to supplement raw travel data, to assess the marketing effort, and to better understand motivations and the potential to replicate the project in other cities.

The first round of survey data has been collected. Some highlights include:

- Car Share: 86 percent of users said having car share at/near the Caltrain station makes it easier to ride public transit.
- Vanpool: the grant subsidizes 75 percent of the cost of the van lease, with participants or employers paying the remaining 25 percent. The van lease cost was the main motivation for why people choose to vanpool. However, even without the subsidy, 53 percent of the riders indicated that they would consider continuing participation in the vanpool program.
- Telework & Flex-schedules: 68 percent of County employees are either "very" or "somewhat" interested in occasionally working from home rather than commuting to work.

Regional Bike Share Pilot Program

The Bay Area Air Quality Management District (Air District) serves as the lead agency for the Bike Sharing Program, which is also funded by a MTC Climate Initiatives Grant. The Bike Sharing Program is a partnership with the MTC, District, San Francisco Municipal Transportation Agency (MTA), Santa Clara Valley Transportation Authority (VTA), the city of Redwood City, and the County of San Mateo. It will launch with 700 bicycles on August 29 in San Jose, Palo Alto, Mountain View, Redwood City and San Francisco. In each city, a Caltrain station will serve as a hub, surrounded by seven or more pods. In early 2014, it is anticipated that additional equipment will be installed to add another 300 bikes and 30 kiosk stations, to reach the full pilot quantity of 1,000 bicycles at 100 stations.

In San Mateo County, 70 bikes will initially be deployed at the Redwood City Caltrain Station and surrounding downtown area. In early 2014, Redwood City is anticipated to receive 30 additional bikes. The Bike Share Program website (www.bayareabikeshare.com) was launched on June 25, 2013, and advance membership sales began on July 15, 2013.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

In December 2010 and January 2011, the TA authorized an allocation of \$120,000 and \$80,000 in Measure A funds to SamTrans for the Last Mile and the Bike Share Programs respectively. The Measure A funds leveraged \$1.487 million SamTrans received for the Making the Last Mile Connection Pilot Program, and \$4.2 million the Air District received for the Bike Sharing Program.

The purpose of the MTC's Climate Initiatives Program is to provide grant funding to support high-impact projects with the greatest potential to reduce greenhouse gas

emissions and vehicle-miles traveled that can be replicated on a large scale throughout the region.

Prepared by: Iris Yuan, Senior Transportation Planner

650-508-7913

Project Managers:

Corinne Goodrich, Manager, Strategic Development (Last Mile)

650-508-6369

Douglas Kim, Director, Planning (Bike Share)

650-508-6248

**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 and Senate returned from recess and begin taking action on Legislation before both chambers adjourn for the year on September 13.

Senate Bill 557 (Hill) was passed by the Assembly 49-24 and will be sent to the governor for his signature. The bill ensures that \$600 million in Proposition 1A high-speed rail funds will be allocated to the Caltrain Modernization Program and offers additional protections limiting the high-speed rail project to a "blended system" between San Francisco and San Jose.

SB 556 (Corbett) was amended to change the disclosure that would be required on uniforms and transit vehicles worn or operated by private sector contractors. The bill still requires the disclosure to be printed in a font size that would be unworkable for many transit systems around the state. Staff is working with the California Transit Association to oppose the bill unless amended to exempt transit agencies.

Assembly Bill 797 (Gordon) was passed by the Senate 37-1 and will be sent to the governor for his signature. The bill allows the Santa Clara Valley Transportation Authority, the San Mateo County Transit District and, by extension, the Peninsula Corridor Joint Powers Board to utilize a Construction Management General Contractor (CMGC) project delivery approach for transit projects.

FEDERAL ISSUES

California Transit Grants

The United States Department of Labor's (DOL) opinion that California's recent pension reforms violate Federal collective bargaining protections continues to hold up Federal grants for most of the State's public transit systems. In July, DOL indicated that they would begin decertifying grants on August 16 unless the governor and the Legislature took statutory action to address the issue, however DOL appears to have granted more time.

In response to the standoff, the governor is weighing the State's legal options and leaders in the Legislature are considering legislation that would exempt transit employees from the State's pension reform law.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650-508-6388

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE APPR. SUSPENSE FILE 8/26/2013 - Action From APPR.: To APPR. SUSPENSE FILE.</p> <p>8/26/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>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.</p> <p>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.</p> <p>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. Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters.</p> <p>This bill would provide that the state board, until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, 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 June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state 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 annually, 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 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, 2014, would require the state board, in consultation with air pollution control and air quality management districts, to</p>	<p>Support</p>

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
		<p>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 state 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. This bill contains other related provisions and other existing laws. Last Amended on 8/12/2013</p>	
<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>8/26/2013 #70 SENATE ASSEMBLY BILLS-THIRD READING FILE</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>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<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>	
<p>AB 37 Perea D</p> <p>Unemployment insurance: reporting requirements: status of funds.</p>	<p>SENATE L. & I.R. 8/14/2013 - Re-referred to Com. on L. & I.R.</p>	<p>Existing unemployment insurance law requires the Employment Development Department to submit to the Legislature in May and October of each year a report on the status of the Unemployment Fund and the Unemployment Compensation Disability Fund, containing actual and forecasted information on each fund, as specified.</p> <p>This bill would additionally require the department, whenever the Unemployment Fund indicates a negative balance, to include in the status report on the Unemployment Fund the estimated cost impact on employers from the changes in a specified federal tax credit and the estimated amount the state is expected to pay in interest charges on any outstanding loan to the federal government. Last Amended on 8/12/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
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)	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. Last Amended on 4/8/2013</p>	
AB 160 Alejo D California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY APPR. 5/29/2013 - Re-referred to Com. on APPR.	<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. Last Amended on 5/28/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>SENATE THIRD READING 8/12/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #123 SENATE ASS SEMBLY BILLS-THIRD READING 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 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY CHAPTERED 8/13/2013 - Chaptered by the Secretary of State, Chapter Number 95, Statutes of 2013</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 to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018.</p> <p>Last Amended on 4/1/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY UNFINISHED BUSINESS 8/22/2013 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 24 pursuant to Assembly Rule 77.</p> <p>8/26/2013 #13 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS</p>	<p>Existing law authorizes the creation by a city, county, or city and county of an infrastructure financing district, 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 by a city, county, city and county, or joint powers authority 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 to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. Last Amended on 8/12/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 266 Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE THIRD READING 8/19/2013 - Read second time and amended. Ordered to third reading.</p> <p>8/26/2013 #213 SENATE ASSEMBLY BILLS-THIRD READING FILE</p>	<p>Existing federal law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs).</p> <p>This bill would extend the operation of those provisions for certain low-emission vehicles to January 1, 2019, or until federal authorization expires, 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. Last Amended on 8/19/2013</p>	
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>SENATE APPR. SUSPENSE FILE 8/12/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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. Last Amended on 7/11/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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

SMCTA Bill Matrix as of 8/26/2013

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>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair</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. 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. Last Amended on 4/4/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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 INACTIVE FILE 8/15/2013 - Ordered to inactive file at the request of Senator Roth.</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. 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. Last Amended on 4/15/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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)	Existing law, 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. 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.	
AB 453 Mullin D Sustainable communities.	SENATE APPR. SUSPENSE FILE 8/12/2013 - In committee: Placed on APPR. suspense file. 8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair	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. This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes. Last Amended on 7/3/2013	
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)	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. 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.	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
AB 466 Quirk-Silva D Federal transportation funds.	SENATE THIRD READING 8/26/2013 - Action From SECOND READING: Read second time.To THIRD READING. 8/26/2013 #7 SENATE ASSEMBLY BILLS-SECOND READING FILE	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. 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 8/22/2013	Support
AB 481 Lowenthal D High-speed rail.	ASSEMBLY CHAPTERED 8/26/2013 - Signed by the Governor	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. 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	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
AB 493 Daly D Toll facilities.	ASSEMBLY CHAPTERED 8/12/2013 - Chaptered by Secretary of State - Chapter 79, Statutes of 2013.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. Last Amended on 4/17/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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 8/26/2013

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>ASSEMBLY ENROLLMENT 8/22/2013 - Senate amendments concurred in. To Engrossing and Enrolling.</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. Last Amended on 6/4/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>SENATE APPR. SUSPENSE FILE</p> <p>8/19/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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. This bill would , commencing January 1, 2016, revise and recast these provisions as the Basic Inspection of Terminals (BIT) Program .</p> <p>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. Last Amended on 6/25/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY CHAPTERED 8/26/2013 - Signed by the Governor</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. This bill contains other related provisions and other existing laws. Last Amended on 6/18/2013</p>	
<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. Last Amended on 5/24/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	<p>SENATE APPR. SUSPENSE FILE</p> <p>8/13/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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. Last Amended on 6/17/2013</p>	
<p>AB 662 Atkins D</p> <p>Local government: redevelopment: successor agencies to redevelopment agencies.</p>	<p>SENATE APPR. SUSPENSE FILE</p> <p>8/19/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair</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 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 and would authorize a district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area, as specified. This bill contains other related provisions and other existing laws. Last Amended on 8/13/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 680 Salas D</p> <p>Transportation: interregional road system.</p>	<p>SENATE APPR. SUSPENSE FILE 7/1/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair</p>	<p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and intercounty route. Last Amended on 3/19/2013</p>	
<p>AB 690 Campos D</p> <p>Jobs and infrastructure financing districts: voter approval.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/10/2013)</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and infrastructure financing districts (JIDs) without voter approval, and would make various conforming changes. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. Last Amended on 4/9/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
AB 707 Ting D Vehicles.	ASSEMBLY ENROLLMENT 8/19/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<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.</p> <p>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>	
AB 730 Alejo D Monterey-Salinas Transit District.	ASSEMBLY ENROLLMENT 8/19/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<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>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
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>	
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>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
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>	
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. 8/26/2013 #119 SENATE ASSEMBLY BILLS-THIRD READING FILE	<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>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 797 Gordon D</p> <p>Transit districts: contracts.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #83 SENATE ASSE MBLY BILLS-THIRD READING FILE</p>	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services in the County of Santa Clara . Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the authority and the district to enter into contracts, as specified.</p> <p>This bill would authorize the authority and the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within their respective jurisdictions , subject to certain conditions and requirements. The bill would require the authority or district to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects. Last Amended on 4/15/2013</p>	<p>Support</p>
<p>AB 822 Hall D</p> <p>Local government retirement plans.</p>	<p>SENATE APPR. SUSPENSE FILE 8/13/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATI ONS SUSPENSE, 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. Last Amended on 7/10/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
AB 842 Donnelly R High-speed rail.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/8/2013)	<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>	
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>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 898 Ting D</p> <p>Zero-emission vehicles: infrastructure.</p>	<p>ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2013)</p>	<p>Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.</p>	
<p>AB 909 Gray D</p> <p>Metal theft and related recycling crimes.</p>	<p>SENATE APPR. SUSPENSE FILE 8/13/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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. This bill contains other related provisions and other existing laws. Last Amended on 7/2/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>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.</p> <p>Last Amended on 4/25/2013</p>	<p>Support</p>
<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>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 971 Garcia D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>SENATE THIRD READING 8/14/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #184 SENATE ASSEMBLY BILLS-THIRD READING FILE</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 require the Attorney General to furnish, and would authorize a local criminal justice agency to furnish, summary criminal information to a specified social services paratransit agency with respect to its contracted providers, and would further make technical, nonsubstantive, and conforming changes.</p> <p>Last Amended on 8/12/2013</p>	
<p>AB 1002 Bloom D</p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes.</p> <p>Last Amended on 4/23/2013</p>	Support

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
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)	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.	
AB 1046 Gordon D Department of Transportation: Innovative Delivery Team Demonstration Program.	SENATE APPR. 8/20/2013 - In committee: Set, second hearing. Hearing canceled at the request of author.	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. This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined. Last Amended on 3/21/2013	
AB 1047 Linder R Commercial driver's licenses.	SENATE THIRD READING 8/13/2013 - Read second time. Ordered to third reading. 8/26/2013 #147 SENATE ASS EMBLY BILLS-THIRD READING FILE	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. This bill would authorize the DMV to impose a fee on a commercial driver's license applicant, if a driving test is administered to an applicant who is to be licensed in another state pursuant to federal law, that does not exceed the reasonable cost of conducting the tests and reporting the results to the driver's state of record. The bill would delete the requirement that a commercial driver obtain a license from the DMV if the person is in possession of a valid commercial learner's permit or commercial driver's license issued by any state or foreign jurisdiction that meets federal licensing standards. The bill would, among other things, revise the definitions of commercial motor vehicle and tank vehicle for purposes of commercial motor vehicle safety requirements, and would revise the categories of vehicles that are within each license class. Last Amended on 6/14/2013	

SMCTA Bill Matrix as of 8/26/2013

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.	ASSEMBLY ENROLLED 8/22/2013 - Enrolled and presented to the Governor at 2 p.m.	<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. Last Amended on 4/3/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1077 Muratsuchi D</p> <p>Sales and use taxes: vehicle license fee: alternative fuel motor vehicles.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 7/3/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<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>	
<p>AB 1102 Allen R</p> <p>South Coast Air Quality Management District: beach burning.</p>	<p>ASSEMBLY NAT. RES. 8/15/2013 - Re-referred to Com. on NAT. RES.</p>	<p>Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board to govern the district. Existing regulations of the district prohibit a person from engaging in a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand, as specified.</p> <p>This bill would prohibit the district from enacting a rule that prohibits a person from engaging in a beach burning for a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand. Last Amended on 8/14/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
AB 1181 Gray D Public employee organizations: members: paid leaves of absence.	ASSEMBLY ENROLLMENT 8/19/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<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 8/26/2013

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. Last Amended on 5/24/2013</p>	
AB 1290 John A. Pérez D Transportation planning.	SENATE APPR. SUSPENSE FILE 8/19/2013 - In committee: Placed on APPR. suspense file. 8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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. This bill contains other related provisions and other existing laws. Last Amended on 7/2/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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>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 8/26/2013

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 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 1380 Committee on Public Employees, Retirement and Soci</p> <p>County employees' retirement.</p>	<p>ASSEMBLY ENROLLMENT 8/19/2013 - Senate amendments concurred in. To Engrossing and Enrolling.</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. This bill contains other existing laws. Last Amended on 6/18/2013</p>	
<p>ACA 8 Blumenfield D</p> <p>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. Last Amended on 4/4/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
SB 1 Steinberg D Sustainable Communities Investment Authority.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.	<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. Last Amended on 8/5/2013</p>	Support
SB 11 Pavley D Alternative fuel and vehicle technologies: funding programs.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.	<p>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. Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters.</p> <p>This bill would provide that the state board, until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next</p>	Support

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
		<p>3 years, as reported to the state 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 annually, 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, 2014, would require the state board, in consultation with air pollution control and air quality management districts, to 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. Last Amended on 8/6/2013</p>	
<p>SB 13 Beall D Public employees' retirement benefits.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/14/2013 - Set, first hearing. Referred to APPR. suspense file.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. The bill would clarify the application of PEPR to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPR. Last Amended on 2/6/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY THIRD READING 8/5/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #45 ASSEMBLY SENATE THIRD READING FILE</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. Last Amended on 3/6/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 54 Hancock D</p> <p>Hazardous materials management: stationary sources: skilled and trained workforce.</p>	<p>ASSEMBLY APPR. 8/22/2013 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes an accidental release prevention program implemented by the Office of Emergency Services and the appropriate administering agency, as defined, in each city or county. Under existing law, stationary sources subject to the accidental release prevention program for the state are required to prepare a risk management plan (RMP) when required under certain federal regulations or if the administering agency determines there is a significant likelihood of a regulated substances accident risk. Under existing law, the RMP is required to be submitted to the California Environmental Protection Agency and to the administering agency. Existing law imposes criminal penalties upon a stationary source that knowingly violates requirements of the accidental release prevention program.</p> <p>This bill would require an owner or operator of a stationary source that is engaged in certain activities with regard to petroleum and with one or more covered processes that is required to prepare and submit an RMP, when contracting for the performance of construction, alteration, demolition, installation, repair, or maintenance work at the stationary source, to require that its contractors and any subcontractors use a skilled and trained workforce to perform all onsite work within an apprenticeable occupation in the building and construction trades, including skilled journeypersons paid at least a rate equivalent to the applicable prevailing hourly wage rate. The bill would not apply to oil and gas extraction operations. Last Amended on 8/21/2013</p>	
<p>SB 56 Roth D</p> <p>Local government finance: property tax revenue allocation: vehicle license fee adjustments.</p>	<p>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>	<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. This bill contains other related provisions and other existing laws. Last Amended on 6/11/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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>SENATE ENROLLMENT 8/26/2013 - Action From UNFINISHED BUSINESS: Ugency Clause adopted Assembly amendments are concurred in.To ENROLLMENT.</p> <p>8/26/2013 #40 SENATE UNFINISHED BUSINESS</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 . The members of the task force would be deemed officers of the state , 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 8/8/2013</p>	
<p>SB 142 DeSaulnier D</p> <p>Public transit.</p>	<p>ASSEMBLY THIRD READING 8/26/2013 - Action From SECOND READING: Read second time.To THIRD READING.</p> <p>8/26/2013 #1 ASSEMBLY SENATE SECOND READING FILE</p>	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2013</p>	Support

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. Last Amended on 3/18/2013</p>	
<p>SB 232 Monning D</p> <p>Private employment: public transit employees.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/14/2013 - Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	
<p>SB 408 De León D</p> <p>Transportation funds.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
SB 436 Jackson D California Environmental Quality Act: notice.	ASSEMBLY INACTIVE FILE 8/8/2013 - Ordered to inactive file on request of Assembly Member Atkins.	<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 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 525 Galgiani D</p> <p>California Environmental Quality Act: exemptions.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.</p>	
<p>SB 556 Corbett D</p> <p>Agency: ostensible: nongovernmental entities.</p>	<p>ASSEMBLY THIRD READING 7/2/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #43 ASSEMBLY SENATE THIRD READING FILE</p>	<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 8/26/2013

Bill ID/Topic	Location	Summary	Position
SB 557 Hill D High-speed rail.	ASSEMBLY THIRD READING 8/15/2013 - Read second time. Ordered to third reading. 8/26/2013 #89 ASSEMBLY SENATE THIRD READING FILE	<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. Last Amended on 5/2/2013</p>	Support
SB 613 DeSaulnier D Bay Area Toll Authority.	ASSEMBLY THIRD READING 8/22/2013 - Action rescinded whereby the bill was read third time, passed, and ordered to the Senate. Ordered to third reading. 8/26/2013 #132 ASSEMBLY SENATE THIRD READING FILE	<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. Last Amended on 4/23/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

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. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/28/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Infrastructure financing: transit priority projects.</p>	<p>SENATE ENROLLMENT 8/19/2013 - Withdrawn from engrossing and enrolling. Ordered held at the Desk.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% 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 8/5/2013</p>	<p>Support</p>

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 633 Pavley D CEQA.</p>	<p>ASSEMBLY APPR. 8/14/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt guidelines for the implementation of CEQA. CEQA requires the office to review the guidelines once every 2 years and recommend proposed changes or amendments to the guidelines to the secretary. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and to exempt those classes of projects from CEQA. These are referred to as categorical exemptions.</p> <p>This bill would, for purposes of the new information exception to the prohibition on requiring a subsequent or supplemental EIR, specify that the exception applies if 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 draft and transmit to the secretary revisions to 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, if the Office of Planning and Research transmits the revisions to the secretary, to certify and adopt the proposed revisions to the guidelines by January 1, 2016. Because a lead agency would be required to determine whether a project would fall within this categorical exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/6/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
SB 648 Corbett D Electronic cigarettes: restriction of use and advertising.	ASSEMBLY 2 YEAR 8/16/2013 - Failed Deadline pursuant to Rule 61(a)(10)(ASM). (Last location was G.O. on 8/5/2013)	<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 8/5/2013</p>	
SB 731 Steinberg D Environment: California Environmental Quality Act.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.	<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 and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, 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 submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation 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</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
		<p>specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, this bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. Last Amended on 8/6/2013</p>	
<p>SB 751 Yee D</p> <p>Meetings: publication of action taken.</p>	<p>SENATE ENROLLMENT 8/26/2013 - Action From UNFINISHED BUSINESS: Assembly amendments are concurrent in.To ENROLLMENT.</p> <p>8/26/2013 #23 SENATE UNFI NISHED BUSINESS</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 8/26/2013

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>	
<p>SB 788 Committee on Transportation and Housing</p> <p>Transportation.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. Last Amended on 8/14/2013</p>	

SMCTA Bill Matrix as of 8/26/2013

Bill ID/Topic	Location	Summary	Position
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.	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.</p> <p>This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. Last Amended on 4/4/2013</p>	Oppose

SMCTA Bill Matrix as of 8/26/2013

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 8/26/2013

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. 8/20/2013 - Set for hearing August 27.</p> <p>8/27/2013 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</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. Last Amended on 5/21/2013</p>	Support

SMCTA Bill Matrix as of 8/26/2013

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. 8/26/2013 #41 SENATE SEN ATE BILLS-THIRD READING FILE	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. 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.	
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE T. & H. 8/20/2013 - Set for hearing August 27. 8/27/2013 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTA TION AND HOUSING, DESAULNIER, Chair	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. 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	Support
SCA 9 Corbett D Local government: economic development: 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 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. 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	

SMCTA Bill Matrix as of 8/26/2013

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.	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p> Last Amended on 5/21/2013	Support

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 4TH QUARTER FISCAL
YEAR 2013**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

650-622-7853
650-508-7942

The Capital Projects Quarterly Status Report – 4th Quarter
Fiscal Year 2013 is available for review at the following link:

[http://www.smcta.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/TA
/FY13 Q4 TA Quarterly Report.pdf](http://www.smcta.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/TA/FY13_Q4_TA_Quarterly_Report.pdf)